

Ayd Mill Road Survey Data

4.1.2020

Q1: Please share why the City's investment in Ayd Mill Road is important to you?	Q2: Complete this sentence: When it comes to Ayd Mill Road, I think it's important for the City to consider...	Q3: Complete this sentence:When it comes to the 3-lane proposal for Ayd Mill Road, I like...	Q4: Complete this sentence: When it comes to the 3-lane proposal for Ayd Mill Road, I am concerned about...	Q5: My questions about the 3-lane proposal for Ayd Mill Road are:	Q6: Is there anything else you would like to share about Ayd Mill Road?	What is your zip code?
I live in the neighborhood and, not having a car, rely chiefly on biking and walking to get from place to place.	Providing for non-motorized users	The separation of motorized and non- motorized users	Bike access to and from Ayd Mill road,	What are the provisions for bikes and pedestrians to cross Ayd Mill Road safely to the various street exits on the west side of the toad?	The unenforced 45 mph speed limit is largely ignored. Traffic calming is needed!	55104
I drive it, and it's a mess	improving the drivability at the lowest possible price, spend the premium dollars of bikeway etc on arterial street maintenance	to think this will go away once reality of post-covid recession wreaks havoc on city finances	the cost vs. the benefit(bikeway to nowhere, really?)	Are you seriously considering this huge outlay for a 1.5 mile bike path to nowhere?	It needs to connect to I94, or be abandoned	55105
We (husband & wife) both use Ayd Mill Road weekly, if not daily. Husband works in Eagan, our adult child and his family live in Mendota Heights.	Keeping this for cars going to and from 35 and the on/off choices open. Not for bike traffic	Very little about this idea. It does not serve a year round, greater good.	Everything. Much of the year, it won't have bike use and cars won't have the use of the lost space. We will have more traffic in less lanes.	Why? For what greater good is this? You HEAR the public asking for more lanes for cars, better access to 35. Not for bikers	Yes, we have been using it for as long as it has been here. Please, make it better. Make it useful for your citizens to drive on. Not a bike lane. Please. No more waiting.	55104
Ayd Mill is run down and needs to a major project to repair.	Connecting it to 94	The pedestrian walkway	No concerns	Will it connect to 94?	No	55116
I am a taxpaying citizen and I don't appreciate city road funds going to prop up a highway out of Saint Paul with a costly temporary fix when they could fix roads that Saint Paul citizens live and drive on	It's long term costs and the cities limited road budget	Added space for bicyclists, joggers, pedestrians. An active outlet for local families	The continued use of part of this road for automobiles and the pollution that comes with them	How can we connect the active transportation/recreation side to the rest of the city safely away from automobiles	I think Dakota county residents need to pay their fair share of transit costs before they have a say in Saint Paul issues.	55117

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<p>I would like the city to spend the least amount on reconstructing/maintaining this road over the course of the next 10 years. From what I understand it will cost \$5M - \$10 to maintain it in that time, including patching and Mill and Overlay. If reconstructing the road is a one and done cost, and no patching will be required for 10 years, then that seems to make the most financial sense. I'm in favor of the 3-lane design.</p>	<p>When it comes to Ayd Mill Road, I think it's important for the City to seriously consider the north bound connection to Selby. Currently the last 500 feet is disgusting. You're presented with the industrial Norblom Plumbing building and very dated J&D Builders building, and then have an awkward look over your shoulder head turn to merge in with (right turn onto) Selby Ave. Making that northbound exit should be as smooth as making the southbound entrance on to Ayd Mill.</p>	<p>The lower cost compared to the 2-lane proposal.</p>	<p>Safety of the walkers, runners, and bikers at night. There should be cameras installed on every light post, if nothing else, to deter criminals.</p>	<p>Will there be shade trees planted? I bet you could start a plant-a-tree program to get people to donate money to raise funds for planting trees.</p>	<p>I'd like to see the name of the road change, once the road reopens after reconstruction. I think it would be fun to bring back the Short Line Road name, for historical purposes, or to give it a more colorful name like Park Boulevard or Creek Boulevard, if it is in fact going to be part park. No one knows the origin of the Ayd Mill name, and no one seems to care. Certainly if changing the name is going to come at a big city expense, then keep it. Come up with 4 options and have a vote.</p>	<p>55104</p>
<p>I often use this road.</p>	<p>Not reducing the number of traffic lanes, it is already very crowded during rush hour times</p>	<p>Two lanes in each direction</p>	<p>Increased traffic jams and slow downs, this is already an issue</p>		<p>No</p>	<p>55117</p>

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<p>I use this road periodically from West 7th (where I live) to businesses at Snelby. A road that is maintained and effective getting me from point A to point B is all that I am asking. I would also love a bike option, that would also be very convenient.</p>	<p>Saint Paul residents' interests above others, non STP residents simply pass through our city - use our infrastructure - without contributing the the tax base.</p>	<p>the bike path, the road should be 2 lanes. Do it right the first time or close the road all-together.</p>	<p>the city overbuilding another road that could be green space, lessening our impact on global warming.</p>	<p>why is it more expensive than two lanes, why not close off Jefferson Ave and make it safer for bikes, give more space to bikes.</p>	<p>To be frank, it baffles me why Saint Paul feels the need to prioritize suburban commuters, who don't pay city taxes to maintain this road, (generalizing here) took their young families out of the city to 'better' school districts thus devastating our per-pupil funding, all to make a short sighted infrastructure project that doesn't favor the people that continue to prosper and pay taxes in the City of Saint Paul. Put one lane in each direction and and a great bike path. Do it right the first time. Thanks.</p>	<p>55102</p>
<p>It offers a quick access to 35-W and I-94</p>	<p>The amount of traffic that needs, and uses it on a daily bases</p>	<p>the idea of a 4 lane road better.</p>	<p>the additional cost of a 1.5 mile bike/pedestrian lane.</p>	<p>Why is it we need 1.5 mile bike/pedestrian lane that costs the taxpayers an extra 4-3 million dollars? Couldn't that cost go to repairing, and building other trails? Wouldn't we get more bang for our tax dollars doing that?</p>	<p>It needs to be repaired, and 4 lanes.</p>	<p>55105</p>

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I live off Jefferson and cycle around town when possible.	Future planning around traffic reduction.	The functional compromise between traffic and cycles.	N/A	How do we intend to terminate it at Selby? The current method is goofy, and will not align with current growth at Snelling and Selby. That intersection already backs up and the new density isn't even complete.	PLEASE include a bike lane!!!	55102
I'm so glad to hear that the city is invested in this road, I use this road a lot and have found it hard to use over the last few years because of the condition.	Safety, efficiency and effectiveness	The entire proposal.	The space between the pedestrian lane and the next car lane	N/a	No	55014
1.) The road condition is terrible. 2.) Very interested in improved bike/ped facilities. This addition would be a great enhancement.	Ensuring bike/ped trail is included and drainage impacts are minimized.		The 15' north bound travel lane is concerning to me. Why 15' when the southbound lanes are 13'. A 15' travel lane is a design that will encourage faster speeds and has the potential for northbound vehicles that are speeding to travel over the median and into the trail. Please reduce the northbound travel lane to 13' and re-allocate those 2' to the boulevard adjacent to the trail.	Why a 15' northbound travel lane.	Why do you not offer an option to comment on the 2-lane proposal? I think it introduces a bias in this survey that should be resolved. I understand the City prefers the 3-lane configuration, but this survey design doesn't provide an opportunity for equal feedback on both configurations.	55104

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<p>As a cyclist who lives in the West 7th neighborhood, I frequently face limitations with the cycling infrastructure of my community. There is no safe designated north/south route for my neighborhood. Lexington can be scary to drive on, let alone bike on. Cleveland is the only north/south route I truly feel safe riding, but that's not in my neighborhood. I often take side streets to travel north/south, but at some of the high traffic East/West streets, such as Grand, Selby, or Summit, crossing from a main street is often dangerous when there isn't a traffic light present. Investing in the Ayd Mill Pedestrian path would demonstrate to me the city's commitment to alternative means of transportation and green infrastructure.</p>	<p>I would really like the City to consider how they will implement on-and-off ramping for cyclists, and the cycling infrastructure in place around those ramps. If exiting Ayd Mill, will we be shot out into a major street that has no cycling lanes? Would it be possible to have pedestrian entrances that enter and exit through quieter side streets, where it makes sense? How about on ramping? I commute westbound on Jefferson, where the bike lane intersects with the onramp for Ayd Mill northbound; would that also serve as the entrance? How would it be integrated with vehicle traffic also trying to onboard? ALSO, I strongly feel that the pedestrian lane should at a minimum have separate markings for cyclists and pedestrian. I would prefer separate walks divide by a thin strip of grass, similar to much of the Shepard Road trail.</p>	<p>I like the median separating the pedestrian path from the northbound vehicle lane. The wider the better!</p>	<p>As mentioned before, separate paths for cyclists and pedestrians, as well as how exiting and entering would be implemented. Also, what kind of barrier will be in place in the median separating the pedestrian path from traffic? Trees, or bollards?</p>	<p>Would it be possible to install some kind of rain gardens to help with the drainage issues on Ayd Mill? Could they go in the median separating north and south bound traffic?</p>	<p>I think this is an important project that would tremendously benefit the communities that Ayd Mill travels through.</p>	<p>55102</p>

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It is an existing major north south corridor, and it is important that it functions as efficiently as safely as possible for all modes of transportation.	All modes of transportation. Reconstructing it in such a way that the investment put into it now makes future maintenance and construction less costly.	Covers needs, cost effective, includes non-motorized trail	The buffer zone from the non-motorized and motorized traffic. The amount of space currently available between the current north bound traffic and the railroad is not adequate for the non motorized trail, how will the non motorized trail be accessed	Would there be direct access the non-motorized trail from the neighborhood streets or would trail users need to cross the motorized traffic lanes?	Adding the non-motorized trail during this construction would definitely be as asset to the city, especially with potential to hook onto the mid-town Greenway. This seems like the opportunity to do that.	55105
I use the road	How expensive maintaining it is! And how crappy the road is despite the money put i to it	I don't like it. It's basically running as a 2 lane road now and it's fine	Too much car traffic. People have no idea how to use the road safety. Speeding.	Why?	How about putting a bike trail and space for walking instead of a 3 lane road?	55404
I don't own a vehicle and rely on biking and transit to get around the metro. I live at the south end of Lexington, this potential trail would take me off of busy side streets and make my commute much safer.	All users, not just drivers.	Reducing the impact of traffic volume.	Not going down to only 2 lanes.	Will the trail connect to the north to complete a whole system?	Let's move forward with the 3 lane plan plus ped path.	55116

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I own a home a half a block away from Ayd Mill, my street dead ends to the the roadway and I'm 2 blocks south of Grand Avenue.	the current traffic volume similar to Snelling (a 4 lane road) and why would you ever think a 2 or 3 lane solution would suffice?	nothing about this proposal.	the trail system next to an active rail line and heavy traffic doesn't appeal to families to stroll, rather a higher level of nefarious activities and crime.	The spill over traffic from the Summit Ave bridge reconstruction has significantly increased Hamline, Grand, St. Clair traffic, wouldn't a reduction in lanes on Ayd Mill result in similar traffic loads? My elderly aunt lives on Pelham Blvd. which now has a 2-lane bike path, eliminating parking on her street, since being built I've noted only 2 bikes on this path. Why are we investing so much for bicycle traffic that is non-existent? I'm assuming there will be added expense to plow the trails in the winter or will they be closed in winter months? The north bound lane of traffic appears to be so close to the trail that the snow plows will move snow on top of the trail, wouldn't this result in additional work to clear the path? (study Lexington Avenue North in Shoreview)	Address the issues with Ayd Mill AS IS. Keep the 4 lanes of traffic with better lighting, drainage etc. and do not add any sort of pedestrian traffic. It isn't safe for pedestrians, it wouldn't be used by families - breathing in heavy traffic fumes and would increase crime levels.	55105
Cuz we build our infrastructure wrong	Water	There seems to be more places for water to go	Water	What does the drainage look like?	Be used be a pond that you could fish for trout in.	55102

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I use the road daily as a way to quickly get to the gym.	Reducing to one lane going North will increase the amount of time it takes to travel within the city. It seems likely that the speed limit would be reduced because of the bike lane (as eluded to in the presentation) further compounding the slow down due to cutting the number of lanes in half going North. I know there are currently places I rarely go to in St. Paul that are physically closer because it just takes too long to get to on the slower roads. Ayd Mill allows me to get where I want to in less than half the time.	That it's still 2 lanes going at least one direction.	Reducing the lanes going North. It seems like something that wouldn't be considered for Snelling or Lexington which carry similar amounts of traffic per the presentation.	Why would you want to reduce the traffic lanes on one of the busiest streets in the city?	I'm disappointed that my property taxes went up almost 30 percent and a portion of that is likely going to make it more difficult for me to get around town.	55102

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I'm a resident, with three kids. I use Ayd Mill 5-7 times a week.	Reducing car lanes will not reduce car traffic, instead it pushes traffic onto residential streets.	I like the beautiful artwork.	The increased time that I will have to spend in a car during the week.	1. I wish the city would stop studying this and just pave the existing road. 2. How much time will we waste discussing this proposal? 3. What the increased costs for construction will be on a project that will not realistically start for at least another year vs. the mill and overlay (which should have been done last summer).	Please just fix and pave the existing road.	55105
I live and work in Saint Paul and depend on this as a throughway to different parts of Saint Paul and 35 E	All forms of transportation	The proposal that creates opportunity for cars, bikes and walkers.	Loss of car access. But wouldn't it be nice if there were space for an extension of a light rail down to 35E and to suburbs both North and South? 35 E is so crowded during rush hours	That it definitely has space and potential for multiusers	I am glad it is in place - so often I use it to avoid the through City traffic on city roads	55104
I live near the road and use it frequently.	The amount of traffic that will divert to side streets if the road is reduced to 2 or 3 lanes.	That it maintains two lanes southbound,	That it only has one lane for northbound traffic	Does having a separate bike lane help the drainage Issues?	I am a recreational biker. I appreciate bike trails. I do not believe Ayd Mill needs to be a bike trail. The proposal will increase traffic on neighboring streets, making the less safe for pedestrians and kids on bikes.	55116

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I use it every day and it is part of my neighborhood	How traffic from it would impact nearby streets	All of it other than the fact that there should be four lanes	Increased traffic on Hamline and Lexington	How do you tie the bike lanes to Summit, Grand, Jefferson while making it safe for bikes and not interfering with the movement of cars?	It should be connected to I94 on the north end	55105
We use it daily to get from Snelling to 35W south and to cross town during the Twin Cities Marathon when most roads are blocked, without Ayd Mill it would drastically increase our driving time.	Redoing the roads as they are horrible quality.	The idea as long as the roads are completely fixed vs just patched	Not redoing the roads and just patching them	Make sure that traffic can still flow as it is today as it experiences significant traffic.	It needs to be fixed ASAP	55108
Ayd Mill Road is a key component of vehicular travel through St. Paul. It's important to me that the City properly invests in maintaining the lanes for car traffic to move safely and efficiently through the City.	continuing to maintain and operate the current 4-lane configuration so that traffic does not become more congested on both Ayd Mill and the surface streets that serve as the alternate route through the city.	the improved pedestrian experience.	same answer as above, I'm very concerned that a reduction in traffic lane on Ayd Mill will both slow down traffic on Ayd Mill and increase traffic on the other streets.	Has the city done an environmental impact study on potential air quality issues? If more cars are on streets near residential areas in the neighborhoods, will this increase air pollution levels? If the reduction in lanes from 4 to 3 causes cars to be jammed up and idling longer on Ayd Mill, will this cause air quality issues for the residents who back up to Ayd Mill?	I think the City should seriously consider keeping the current 4-lane configuration. This is a main traffic artery for St. Paul. The 3-lane configuration would cause an increase in traffic on neighborhood streets and have potential human health and safety impacts on residents.	55102

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<p>I would like to see St Paul and Minneapolis connected by a greenway bike trail. We often ride from St Paul to Minneapolis but it requires lots of street riding via Summit Ave and the Marshall St bridge. Vehicle speeds are high in these areas and there is not good separation for cyclists. The proposed AMR/greenway extension would allow for a straight shot between the two cities while reducing potential bicycle/vehicle accidents. The proposed AMR project is a good first step toward this goal.</p>	<p>It's role in better connecting downtown St Paul and Minneapolis for bicyclists.</p>	<p>No intersections for bike trail, median between N/S bound traffic</p>	<p>Relative volume of traffic heading north off I-35E and backups that may occur on 35E. Transition between eastbound Jefferson and new bike trail for cyclists.</p>	<p>What is the breakdown in traffic between north and south and why was it determined to have southbound use two lanes. Also please provide a better depiction of the proposed interchanges at the 35E junction. What is the transition for bicyclists going from eastbound Jefferson onto the proposed bike path?</p>		<p>55105</p>
<p>Ayd Mill Road has been discussed for 30+ years. It's time to be bold, and make this a feature in our city instead of an embarrassment. It's also time to put our climate plan to action and increase multi-modal transit options throughout St. Paul.</p>	<p>climate change, greenspace, public amenities</p>	<p>The addition of bike and walking paths is necessary</p>	<p>Why keep it at 3 lanes? 2 lanes for roads and wide walking paths with pollinator habitat and recreational space is a better plan.</p>	<p>Will there be attention paid to native plantings along AMR? Will there be amenities like public art that make people feel welcome and safe in this space?</p>	<p>I grew up a block away from AMR and this has been an issue in St. Paul for 30+ years (older than me!). It's time to take action and resolve this road. Please be the leaders we need right now -- don't let St. Paul suffer another 30 years of debate about AMR!</p>	<p>55103</p>

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Improving and increasing safe and connected bike and pedestrian infrastructure is something that I believe offers opportunity, economic prosperity, and community value to St. Paul.	Ensuring the planned bikeway connection is included in future construction.	That it includes a safe, protected bikeway.	Vehicle speeds and safely entering/exiting the bikeway.			55104
My family uses this road frequently. Its current condition is unbelievably terrible.	repairing the condition of the road with two lanes each way. I think adding a bike path is a terrible idea. This road is a critical connection point for motorized vehicles and to reduce the number lanes makes zero sense to me.	it better than the 2-lane proposal. However, as stated above, it should remain 4-lanes in mine and everyone I've discussed it with's opinion(s).	the increase in traffic by removing one of the lanes.	As stated above, I believe this should remain a 4-lane roadway and the bike path is not a good idea whatsoever.	Please see previous answers.	55118
Ayd Mill Road is an important via from 7th street to i94.	resurfacing the road, drop the "bike path" ideal	to keep ayd mill road the same. there is no need to add extra cost of constructing a bike path	increasing the cost to keep ayd mill road and the extra amount it will cost to turn the road from a 4 land to 4 lane with a bike path which nobody will use	there is already enough bike paths in saint paul and minneapolis. To constrict the road down to 3 lanes would m-pede traffic during rush hour adding to more gas use and more congestion on other main roads	ayd mill road serves an important via for commuters and local traffic. To simply close the road would add additional traffic to side roads that go through neighborhoods and increase traffic on highways that are already past capacity. people who commute more than 10 miles will not use the bike path as an option for daily use.	55102

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Because it is a key corridor that must be maintained in its current form.	Repaving it.	Nothing — do not remove lanes and just repave it.	Traffic overflow onto city streets and your obsession with reducing lanes even though most people want you to just repave it.	Why don't you just repave it as-is and not waste money converting it to three lanes.	Please just repave the road and save money.	55104
A basic paving of Ayd Mill is important because we use it frequently and it runs through my neighborhood	a simple repaving which is financially responsible	to leave it the way it is with 4 lanes that can adequately handle traffic	traffic flowing into the neighborhood and THE COST	is this fiscally responsible???	Please do the right thing for the tax payers and neighbors who live around Ayd Mill. Leave it as a 4 lane road and simply repave it. We have lived here for over 50 years and are being taxed out of our home.	55105
Critical infrastructure. Keeps cars out of the neighborhood streets.	traffic impact on neighborhoods by reducing traffic on Ayd Mill	nothing about it--it's a poor idea.	traffic in the neighborhoods.	why not repair Ayd Mill as it was, and then try to connect to 94	The 3 lane proposal is a mistake	55104
I live and work off 7th Street in Saint Paul and use Ayd Mill Road often.	The longevity of whatever plan they move forward with - an option that reduces the number of cars damaged due to pot holes and poor road quality.	All of it! I like that the Southbound towards 35 has more lanes and that there's still room for a walking/biking trail.	General maintenance of the road itself.	When can you start?!	Ayd Mill once had a pothole so big I think it was the size of my car. I hit it dead-on because it was under a bridge and a shadow hid it. Popped my tire instantly. Ayd Mill breeds the largest potholes I've ever seen!	55102
I use Ayd Mill Road every day. It's a vital roadway connecting our part of the city to the highway	Options for alternative transportation. I love the proposed bicycle lane idea	It all	Whiny neighbors blocking vital infrastructure improvement	What is the time line?	It's always been a touchstone for me regardless of the direction I need to go.	55105

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We drive it frequently for work and to visit family and friends.	This a road the was meant to be a thorough fare and it should be suitable for moving automotive traffic.	That a four lane road has not been ruled out.	That amount of traffic that will be using the road.	Why not go for the larger thorough fare the city is going to need this.	Make it beautiful and make it for automobiles.	55108
Ayd Mill is currently a badly-designed road on a crumbling bed, requiring more than average maintenance for less utility than other city streets. Rebuilding the road will make it more useful and cost-effective for city residents.	Bike & pedestrian use, and safety for all road & trail users	the addition of bike & pedestrian space	safe on/off access for bike & pedestrian users, and vehicle speed	Would the bike trail portion connect from Selby Ave on the north end? Will there be marked bike lanes for access at all of the current on/off ramp locations?	I'm glad this project is moving forward. Ayd Mill has deteriorated too far already, and we can't afford to delay this project any longer.	55104
Because we take Ayd Mill Rd at least twice per day. We worry about the condition of our cars risking damage by way of potholes.	Safe and smooth on- and off-ramps. The merge onto Ayd Mill Rd from Grand is somewhat blind and feels treacherous. Also, long-term maintenance plan to avoid such poor road conditions in the future.	that it is more cost effective and still included the multi-modal additions.	crosswalk traffic and safety for pedestrians and bicyclists. Also, concerned that the timing of the lights will be slower and back up traffic.	How will pedestrians and cyclists reach the walking/biking path? How will the city keep traffic flowing smoothly? The current pace for traffic lights is swift and works well. How will this be impacted by pedestrian and other traffic?	We love this road and use it all the time to get to work and visit family in the southwest metro. We are grateful for this resource and excited for the improvements!	55105

Ayd Mill Road Survey Data

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We live in Summit-University. Ayd Mill is one of the roads we drive on most frequently when making N-S trips in and across the city, and is a valuable connection point for city residents and suburban commuters.	safety for pedestrians and bicylists	preservation of 2 southbound lanes, physical divider between northbound and southbound lanes, and dedicated pedestrian/cyclist space.	Nothing.	Given the low volume of CP trains, would it be possible to add safe pedestrian/bike access and RR-XING from the west? E.g. I could imagine a bike path going through Ashland or Portland and across the CP line to join the pedestrian path, and maybe something similar near Lincoln.		55104
I'd really like the design and function of this street to match our city's values and needs, and to no longer be such a huge draw on our street maintenance resources.	The transformative power of having a grade-separated bike/ped facility across the western part of the city.	The lower cost and the retention of a bike/ped facility.	How much more pavement there is in the cross-section compared to the two-lane concept. There's a direct relationship between surface area and future maintenance needs.	Can we make sure that trees and landscaping are added in both medians to buffer the motor vehicle traffic from the trail?	Please, let's resolve this one so we can turn more of our collective attention to the rest of our city's pressing transportation concerns. :)	55104
We need to invest in more bikeways that are separated from cars. This is a great area to do that. I avoid driving on Ayd Mill Road at all because there are some many potholes.	How to increase the land area of green ways in our city	that it will has a separate bike lane	Two lanes of southbound traffic because that will limit St. Paul's goals to reduce carbon emissions	Will there be turn lanes?	Thank you to the council members for asking Public Works to consider separate bike lanes	55108

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Reducing our infrastructure's focus on private vehicles is critically important for a healthy urban climate--both by reducing air and noise pollution and by encouraging people to see alternate transportation as a physically and emotionally healthy alternative.	How unsustainable it is as a road (costs to constantly maintain the surface are not moneys well spent).	The reduction in traffic volume.	Not as much green space.		I also love, but haven't mentioned, the dedicated bike/walk lane. Street biking feels unsafe--dedicated lanes are needed to encourage people to ride more.	55105

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I use the road as a connection to drive from St. Clair to 35E and back.	The needs of the existing users who utilize the road as an important means to connect St. Paul with Mendota and Mendota Heights.	that the city is keeping the road available to to drivers.	the fact that there is very little need for a pedestrian path next to a train track and the cost of the pedestrian and bike path versus improving the existing road.	Why has the creation of new bike trails been given the priority over fixing the badly eroded and dilapidated state of the existing streets? Won't bicyclists using a path along Ayd Mill will have to go out of there way to use the 1.5 mile path, as Lexington is a shorter route? Has there been any research on the pedestrian use of the path or the obvious personal safety issues, as the path is in a depression along a railroad track away from houses? If 27,500 autos use the road every day, isn't it a better investment for the citizens of St. Paul to fix the existing road versus build a path that will be used by less than 500 bicyclists and walkers per day?	I think the city has already over-invested in bike paths and under-invested in fixing the streets. If this plan is implemented and it is determined that the usage of the path by bicyclists and walkers isn't close to what the city sad it would be, someone should get fired. Use the mooney to fix the existing Ayd Mill Road and the rest of the streets in St. Paul - they are a disgrace. This is a prime example of the city trying to dress up its green image and ignoring the needs of the vast majority of the citizens who drive autos.	55105
We need more places for people to safely walk and bike.	increased oppotunities for modes of transportation that promote a sustainable environment and the health of residents	that the bike and pedestrian trail is separate from the automobile traffic	nothing	None	I love the 3 lane design because I think it lowers the cost and still provides opportunities for multi-modal transportation.	55108

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I own property near Selby and Snelling and the traffic volume is dangerously high.	Avoiding additional traffic sprawl to neighboring streets	Nothing. Traffic will only increase in 10-20 years and one less lane will only cause more traffic jams.	Reducing lanes for a road used as a major highway for most folks	None	This project should be scrapped and should build a new direct access to highway 94.	55104
I live in Mac-Groveland. I greatly value Ayd Mill Road as a fast way to get south to my mother's senior living facility in Highland Park, the airport, and commercial areas south of St. Paul. The current configuration of AMR allows me to get places efficiently and without adding to traffic and congestion on Snelling, which is my alternative.	AMR's value in mitigating traffic congestion on north/south trunk lines and SB I35E	nothing	the lane configuration. Northbound exits are all left turns. Restricting northbound traffic to 1 lane without left turn lanes will slow traffic, make AMR less valuable as a thoroughfare, and divert more traffic onto NB I35E and the NB trunk streets.	I question how much demand there is for the pedestrian/bike lane. There is no market analysis of that in the PPT presentation. That should not be considered unless without a market analysis showing that the demand for that use of real estate outweighs that for a 4-lane solution. I also see no evaluation of the safety risks of putting a pedestrian walkway next to an active rail line. That seems like asking for trouble.	Yes. Wiith the advent of Whole Foods, new housing in that building, and more coming online soon at the old O'Gara's site, traffic at Selby and Snelling is likely to get worse than it has already gotten. Southbound traffic on both Snelling and Hamline is already horrible in the evening rush hour now, and bad on SB Snelling at other times. I'd like to see AMR and 94 connected to ease congestion there.	55105
St Paul should encourage mass transit, pedestrian green spaces, bike paths. We should discourage auto transit.	local neighborhoods and pedestrians	the protected bike and pedestrian trail	the logic for 2 south bound lanes	I don't understand the need for two southbound lanes		55108

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The only importance to our family is repair of the street in both directions.	The cost of doing anything more than fixing the road.	Fixing the road and eliminating the bike/pedestrian lane.	why any pedestrian or cyclist would find it appealing to walk or cycle in a tunnel of cars.	How can you justify funding for the bike lane under the current economic conditions? As a long time cyclist in Saint Paul, why would I want to ride 1.5 miles on Ayd Mill Road when there are miles of designated bike lanes already available to me?	Once again, it appears that Public Works is moving ahead without proper public comment. Thank goodness the City Council is showing some courage in pushing back.	55105
the road is a necessary route to and from I-35 E.	improving road drainage and maintaining good maintenance program to promote the road's role as an entrance/exit to I-35 E.	no opinion	as described in video, water management (from springs)	Can pools be created to add water features along route to handle spring water accumulation. Would this prevent ongoing damage to road materials?	Would it really be an important bikeway for St. Paul users?	55102
If you make it into a Toll way I could get behind the city. But this is not Good for our neighborhood roads.	Making it 4 lane toll road	Ridiculous	Traffic on our city streets	Why not a toll way?		55102

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<p>This road represents the best option to keep commuter traffic off of our neighborhood streets and away from children and pedestrians. The road is intentionally separate from the surrounding neighborhoods and parallels the train tracks. There is no better place for a major thoroughfare. Lexington Pkwy will increase in popularity for commuters trying to access 5 or 35 from 94. This is the road our community's children walk to Central High School on! We do not want children walking on a freeway!! Every home on or near Lexington will be negatively affected by this. Do the right thing, find a way to connect Ayd Mill to 94 or do nothing at all. Any other option will be a huge loss to the community.</p>	<p>The impacts to surrounding neighborhoods should traffic be shifted to other N/S streets</p>	<p>to think our community is better than this half-assed idea.</p>	<p>the mental fortitude of the people who came up with the plan. Ayd Mill deserves a real plan with real improvements. Stop putting bandaids on axe-wounds!</p>	<p>Why not just do it right so that we don't have to redo it the right way int he future when our population needs a real thoroughfare</p>	<p>Do it right or dont do it at all! LEXINGTON IS NOT A 94/35 CONNECITON.</p>	<p>55104</p>

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I use the AMR frequently. I also frequently bike and walk - this would further increase my use of the AMR	pedestrian safety.	The fact that it includes a non-motorized trail	The reduced distance between motorized traffic and non-motorized users of the trail as opposed to the 2-lane proposal.	What will the speed limit for traffic be? How will non-motorized trail users be protected from accidents in the northbound traffic lane?	Please strongly reconsider the two-lane proposal. Consider a guard rail separating the two traffic lanes. Also, consider the rise of autonomous driving vehicles in the future which would further increase the prevention of head-on collisions. Finally, consider a 25 mph speed limit for motorized traffic.	55102

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<p>Operative word here is CITY. I live on the corner of Lexington Pkwy S and St Clair and I can guarantee you that whatever you decide to do with Ayd Mill will directly impact the quality of life on those two streets. I think the CITY should construct Ayd Mill as a toll road because I believe the majority of peak users are not residents of the CITY. Investment should benefit all citizens and I just don't see the bike trail causing loss of traffic lanes to be beneficial. There is plenty of room on the east side of Ayd to put in bike path and keep existing traffic lanes.</p>	<p>The impact this will have on other N-S streets in the CITY that will suffer from the rework and/or closure of Ayd Mill</p>	<p>nothing about it. Foolish and impractical and will be marginally used. How many actual 'bikers' are there in the CITY.</p>	<p>having to rebuild the entire roadway because of the dramatic changes beng proposed</p>	<p>Why, why and Why. Why is the CITY doing this at this time instead of simply doing a good resurface and the construction of a separate bike trail and why use our tax dollars to benefit those outside the city and those in a distinct minority in the city</p>	<p>I use it everyday. I have lived her 20 years. It is in the condition it is because of neglect by the CITY plain and simple. Make this something that will be useful for the next 75 years. Connect it to Snelling directly and then to 94.</p>	<p>55105</p>
<p>This roadway has a significant impact on my neighborhood and on our city budget. What we do now will set our course far into the future.</p>	<p>Converting it from vehicular traffic to housing & a bikeway</p>	<p>Better ROI and traffic movement.</p>	<p>That we will have to maintain this into the future.</p>	<p>Why we can't seriously consider eliminating the roadway.</p>	<p>The lack of benefits that St Paul and its residents receive from AMR don't substantiate the needed short & long term investments.</p>	<p>55105</p>

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<p>I use Ayd Mill Rd to travel from 7th Street + 35E up to my employment in Arden Hills on average 2 times a week. And then the opposite way on average 2 times a week. There is no west ramp from 35 E to I 94, so it is easier to travel via Ayd Mill Rd and then to Hamline and over to Snelling north - (More direct) [I live in BattleCreek but my kids attend Nova Classical Academy in the West 7th area]</p>	<p>it is a useful corridor for cars to avoid city streets and needs repaving badly</p>	<p>keeps the median between lane directions</p>	<p>losing the 4th lane</p>	<p>bike and walk paths exist elsewhere, and the traffic volume is too high for a pleasant walking/biking experience. The railroad area is not scenic either.</p>	<p>If the city wanted to allow a lane from 35 E north to 94 W or from 94 E to 35 E south then Ayd Mill Rd would not be so heavily trafficked.</p>	<p>55119</p>

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<p>Maintain performance (accommodating AADT) of existing roadway while improving the road quality. Need to keep high quantity of commuting traffic off the more local streets which residents and businesses are on, so as not to adversely affect these neighborhoods.</p>	<p>See above.</p>	<p>Maintaining 2 SB lanes. Makes sense considering existing ramp locations.</p>	<p>Congestion during AM commuting time. I presently use this road as the most efficient path to/from my place of work without excessive stop lights.</p>	<p>Will there still be adequate queuing room for traffic exiting to NB Hamline? Currently have two turning lanes here. Are you reducing the posted speed down from 45 mph? Seems adequate as-is with the separation from the bike lane, unless regulations dictate otherwise.</p>	<p>Please ensure adequate queuing lengths at turn lanes for public safety, based on the results of your traffic study. It would be nice if the County or State could take over control of the road to save the St. Paul residents money to use on other roads, but I understand this may be a difficult issue. I admit I am a commuting user of this road, but do feel it serves St. Paul residents to keep this traffic away from their houses/businesses.</p>	<p>55122</p>
<p>My children go to school in Eagan and I live in Como Park and never use this road. It is not safe nor is it convenient to use.</p>	<p>Fiscally this road is a nightmare. Just shut it down.</p>	<p>St Paul can't really afford to maintain a hwy for Eagan residents</p>	<p>How does this road contribute to the vitality of St. Paul? Why should we build a hwy and maintain a hwy for mostly suburban commuters. Why should we continue to spend 1/3 of our maintenance budget on a road for suburbanites. What is the cost of just putting in a bike path?</p>	<p>Who uses this road (where do the license plates come from)? How much would a bike trail only cost? How much will continued maintenance of the 3 lane option be? How does this make ANY fiscal sense</p>	<p>Let put our road improvement and maintenance dollars on projects that the citizens will</p>	<p>55108</p>

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It expands opportunity for non motorized transportation in St Paul	All possible users, long term maintenace & safety	the separation of motorized from non-motorized as well as more green space.	the projected extension being reduced to save money	n/a	Hope to see this happen during the summer of 2020	55416
Its a unique corridor that can suit many transportation modes.	a dedicated path for walkers, runners, in-line skaters, cyclists, and more, as its likely years from now a connection to the Midtown Greenway develops and projects like this help build the momentum for what could be an even more amazing system.	that its cheaper.	the distance between the third lane and the trail - if road noise is too high, it won't be a desirable trail. If three lanes is the selected option, please consider pushing the trail closer to the train tracks to reduce lane/road noise experienced by trail users.	Can we push the bike trail closer to the train tracks? What will trail access look like? In mentioning the idea of a future link with the Midtown Greenway, can we consider trail access to the neighborhoods east of Ayd Mill Road? I'm assuming at-grade intersection crossings are on the table for access from the west, but can we include direct trail access for potential users on the east (track crossings or bridges)?	Thanks for making this process open. I bet the differing opinions can be maddening, but hopefully it results in an Ayd Mill Road that more users can access.	55108
I live near Ayd Mill and drive on it frequently. It's potholes are destroying my car.	Long term ability to maintain a smooth road	...the whole idea. Seems safer in general and a lot less expensive	No concerns	None. Please start soon.	Will the potholes that exist now be patched for summer? Please.	55105

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Ayd Mill Rd is a vital cog in the transportation wheel that is St. Paul. When 35E is congested, as it usually is, Ayd Mill Rd is a delightful alternative. Please don't eliminate traffic lanes for bicycle lanes.	staying the course by not eliminating traffic lanes.	nothing about it. If anything, lanes should be added.	traffic congestion.	Why eliminate traffic lanes when our cities congestion continues to spiral out of control.	No	55112
We are long time St. Paul residents and are concerned about the increasing noise and traffic along this corridor.	Multi use, vehicles, bikes and pedestrians.	The protected bike and pedestrian lane.	Volume and speed of traffic. Making sure the drainage problems are solved	Will the speed limit be decreased. Will noise abatement landscaping be included.	I feel very strongly that traffic volume and noise should be minimized and bike/pedestrian lanes safely included.	55105
I am a Realtor with an office on Grand Avenue. I feel that an improved Ayd Mill Road will not only help automobile traffic, but will encourage bicycling for recreational and commuting.	Future maintenance cost. I'm concerned about the water/drainage/spring issues within the corridor. How long will the reconstruction last without addressing this issue?	the proposal. I have seen the benefits of the 3 lane configuration on Maryland Avenue from Arkwright to Johnson Parkway. That is a general calming effective on the corridor and within the neighborhood.	Rush hour backup and whether or not a shoulder will be added in the event of a disabled vehicle or accident.	Will a shoulder be added for as a safety feature for disabled vehicles and accidents.? What is the new proposed speed? 20 or 25 seems a bit low.	Will pedestrians be allow to use the Ayd Mill corridor or just cars and bicycles?	55105

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<p>Currently the road serves as a shortcut largely used by non-Saint Paul residents. Retrofitting the road to include pedestrian and bicycle improvements makes sense for taxpayers, and it will hopefully help in making progress toward our climate change goals.</p>	<p>The balance between long-term benefits and short-term costs. Might reducing the road to two lanes save millions in the long run even though it costs a couple million dollars more immediately?</p>	<p>The reduction in auto traffic, even if it's inferior to the 2 lane proposal. Addition of pedestrian and bicycle amenities.</p>	<p>The long-term financial costs of maintaining a quasi-freeway for suburban drivers rather than a reasonable, 2-lane city road. In addition, I'm concerned about the continued climate impacts of a higher capacity road.</p>	<p>How does the three-lane proposal put pedestrian and bicycle needs ahead of automobile drivers' needs, as our long term city planning process demand? What are the long-term differences in cost (20 years out) in maintaining a three-lane road versus a two-lane road? A three-lane road versus removing auto traffic altogether?</p>	<p>Transportation is the largest component to Minnesota's greenhouse gas emissions. Reducing emissions requires bold action, not incremental approaches. Please consider the *long-term* financial and environmental benefits of a two-lane road compared to the three-lane proposal. I hope to still be a Saint Paul resident and taxpayer 50 years from now.</p>	<p>55104</p>

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As a 20 year resident and business owner please don't waste too much money on Ayd Mill Road. It's convenient transportation from 35E in and out of the city which takes some traffic off of Lexington	Just fixing the pot holes. Don't overspend. Especially with a recession looming	Why?	Is there really a need?	Over spending for something we don't need. What is the economic gains for this investment	I lived here for 10 years and it was closed. I've lived here 10 years when it's been opened up. Because it doesn't really connect to anywhere it's not that useful. I would limit investing any money into this project unless the date wants to make it a connection from 35E to I94. Otherwise it's not really needed at all. Or turn the whole thing into a park. But don't spend a ton of money on a project that will not make an impact on our resident's daily lives. Don't be stupid. As a business owner I would never make an investment that didn't have a positive return. The city should be responsible with the public's money period.	55105
Ayd Mill is a vital thoroughfare for St. Paul. It needs to be improved but not changed.	that we don't need a walking path here!	that it's better than 2 lanes but it should remain 4.	additional congestion	Why eliminate a lane at all? I don't see a great need for people to walk or bike here. They have Summit, Grand, and any number of other options.	Don't eliminate a lane!	55104

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New, safer bike facilities are needed to get people out of cars and on bicycles. Climate goals won't be met be enabling people to keep driving.	Extending the Midtown Greenway into St Paul.	Little of the idea. Still gives too much room for cars.	Cars being too close to bike lanes.	Why waste city funds to allow suburban drivers to cut through the city. Use it for bikes not cars.	Pandering to people in cars is not leadership on climate change mitigation.	55105

Ayd Mill Road Survey Data
4.1.2020

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<p>can down the road for decades, ignoring the mess this road is. It's also been ignoring calls for making this a route for pedestrians and cyclists to enjoy, rather than just a short trip for cars willing to risk their axles and tires on the potholes. Right now we have a rare opportunity to invest in actually doing Ayd Mill *right* - rather than just another business-as-usual fix that'll just crumble again in a couple years. The three-lane plan is certainly an improvement over the existing configuration, but it's a half-measure. We should think about the longer-term changes in transportation and priorities, and the longer-term cost. Each additional road lane that's included will increase the costs over time. It's worth the small increase in marginal cost in the short-term to save money in the long-term. This is</p>	<p>...the long-term cost savings from a two-lane solution, and how that better fits our strategic bike and climate priorities.</p>	<p>...it better than what we have now, but the 2-lane proposal is much better. Don't skimp now - invest a little more to do it right and save money long-term.</p>	<p>...the plan locking us into another two decades of this configuration, which further delays the kind of bike/pedestrian infrastructure we should have (like the 2-lane proposal, or even replacing the whole thing with a linear park).</p>	<p>What's the long-term cost of the 3-lane proposal vs the 2-lane proposal, say over 10 or 20 years? What's the additional upkeep cost on that extra traffic lane, which we would save under the 2-lane proposal? If it averages \$60,000 per lane per year in maintenance (using the 2018 numbers) over 20 years, that's \$1.2 million extra to maintain that third lane. Obviously this is back-of-the-napkin math, but before we make a decision to weaken the original proposal based on saving a few bucks now, we should fully understand the long-term costs and benefits.</p>	<p>coronavirus has made it painfully obvious that a 12 foot-wide path for both directions of pedestrians and cyclists isn't enough space. The original 2-lane plan could easily accommodate a wider pedestrian/bike path, or even separate paths in each direction, whereas the 3-lane plan probably can't. Right now we're seeing walkers, runners, and cyclists flocking to paths and trails as they try to stay active in the age of social distancing, and Minneapolis has already closed some roads to accommodate this unexpected increase in demand, and St. Paul is getting pressure to do the same. Let's learn from this and think about the needs of the future when making this decision on Ayd Mill Road. We should do this right, and make it something that St. Paul residents can use, safely. Please go back to the 2-lane</p>	<p>55103</p>
<p>Reduce car traffic</p>	<p>Reducing car traffic</p>	<p>The reduced car traffic</p>	<p>There being enough room for walkers and bicyclist</p>	<p>Will we dedicate space for safe travel among walkers and bicyclists?</p>	<p>This is an opportunity to give nature space back to the community</p>	<p>55406</p>

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It's a thruway that takes traffic off city streets	maintaining it as a roadway for automobiles	Nothing, really	Traffic congestion, and installing bicycle lanes that will not be used	Is there data that shows what the usage will be and what the affect on surrounding streets will be?	I think the proposal is a bad idea.	55105
I drive on Ayd Mill Road at least once a week, and the current condition of the road honestly makes me worry about whether my car will be damaged by driving on it.	Improving the intersection with Grand Ave to make it easier to get from Ayd Mill Road to Grand Ave	That there are 2 southbound lanes and that the median between the northbound and southbound lanes is maintained	Continuing north on Ayd Mill at Hamline without being held up by cars turning left at that intersection.	Will all of the current entrances to and exits from Ayd Mill Road be kept?	I think it's really important to keep Ayd Mill Road in good condition and promote its use, as it helps keep a lot of traffic off roads with heavy pedestrian traffic and crosswalks (such as Snelling Ave). Keeping that traffic on Ayd Mill Road is safer for everyone.	55104
I use that roadway at least once a day.	Keeping it 4 lanes	it better than the 2 lane.	traffic volume and very low bike and pedestrian usage.I think it is better to keep traffic on Ayd Mill,rather than diverting it to mostly Lexingtony	How many bikes and pedestrians do you think this would serve during warm seasons? How many would it serve during during the winter? I think it is waste of resources,to serve a tiny amount of the public.We don't have money to waste in these un usual times.	You traffic count will be way off if you are collecting data while we are all sheltering in place.	55102
It isn't	Resurfacing only	Nothing about it	How idiotic it is.	Why are big dollars being proposed on this when summit Ave, Mississippi River blvd etc are in such deplorable condition.	This is not the time to redesign and reconfigure, especially since we're headed for recession.	55105

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I am a nearby resident	The same amount (or more) of northbound traffic in combination with the reduction to one lane	That it's not TWO lanes	Initial accidents that result from changing the traffic pattern in this corridor. I'd like to know more about what the signage and communication plan will be for this significant change.	1) What will the signage and lighting look like? I'd like to see the plan for both those things. 2) Is the city planning to prepare residents of surrounding neighborhoods for increased traffic on their streets? If so, how? If not, why not?		55105
Road is in terrible shape and a bike/walkway along road would be a further move toward making St Paul a more walkable/bikeable community	Moving traffic efficiently and protecting pedestrians from vehicles	That it is supposed to be safer for vehicles	Lack of a safe space between vehicles and pedestrians/bikes	How can 6-8 feet be a safe distance between vehicles/large trucks and pedestrians?	I like the much larger distance between vehicles and pedestrians/bikes in the two lane proposal. As a walker and biker, the experience and safety is so much improved when there is a greater distance allowed from vehicles.	55105
I leave three blocks from Ayd Mill and Grand, and own a duplex at St Anthony and Cretin, so the bike and pedestrian connection would be very valuable to both my personal and investment properties.	The people who live near the road itself.	The bike/walking trail.	Lack of micro-playground or fitness amenities.	Is there really more car traffic going south than north? How will pedestrians connect to the trail if not by the existing ramps on the west side of the road? Why 11' boulevard between car lanes but only 6' boulevard between northbound car lane and pedestrian trail?	This is a good start and we should continue negotiating with the CP railroad to eventually acquire the railway to the east of the road to expand the linear park potential. Also, connect with midtown greenway by 2025!	55105

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I support more sustainable forms of transportation that in the long run save our city & society money.	alternative modes of transportation and opportunities to support them	for it to happen!	us not having the courage to shift from our culture of subsidizing cars	How do we make it go from proposal to reality?	Please proceed with the vision to improve the Ayd Mill corridor for bike transportation.	55105
Because it's an embarrassment to St. Paul, in an area that could be used for much better stuff.	More green space, more bike paths, more walking paths.	Makes a lot of sense to have more southbound than northbound, and keeps a trail, which is important.	not much	n/a	n/a	55104

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<p>I'm a resident of Macalester and probably use Ayd Mill daily. By doing so I believe I'm relieving the residential roads of Lexington, Hamline and the already congested intersection of Lexington/Randolph due to the Trader Joe's traffic.</p>	<p>that this road is a bypass, used by the southern suburbs to access westbound 94. Initially it was connected to 35E to relieve the suburb traffic from Lexington Avenue.</p>	<p>maintaining the two roads south, and the smaller overall costs by doing so, but I believe it's a mistake to reduce northbound traffic to one lane. You have the same amount of suburbanite traffic going north in the AM as you do south in the afternoon returning from work.</p>	<p>Reducing the northbound lane from 35E. Most of the time both lanes north are in use; the far left lane of northbound usually turn onto residential exit ramps whereas the right lane proceeds at a faster speed continuing to their destination, which often is Selby to get to 94W or Snelling. Much of the traffic are often maintenance/repair trucks for homes rather than local traffic.</p>	<p>Why do you believe that the same amount of traffic going southbound requiring two lanes is not also going northbound? It doesn't make sense to me that anyone believes we have twice the traffic in southbound lanes. I know the northbound lane are used heavily, all hours of the day because I am a user and have witnessed it! Road stats don't show reality of 24/7 users.</p>	<p>I see no reason for modifications to be made for pedestrians. There are plenty of sidewalks on the residential streets to be used, that are safer. If you could use easement for bicyclists fine, but using a car width lane for such, I do not agree. The contributions by workers driving to work, paying gas taxes, spending money in local businesses is much more than a bicyclists who simply wants a connection to the greenway. A bicyclist does not pay any license fee, insurance or gas tax, so all the amenities being designated for bicycle paths are paid by automobile owners.</p>	<p>55105</p>

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I use Ayd mill frequently to move across St paul in my car. It is faster than going on residential streets and prevents multiple stops at intersections, idling, and slowing due to the presence of bicycles and pedestrians. That should reduce gas consumption and improve air quality in st paul neighborhoods.	Multi-modal concerns and invest in control of stormwater and seeps, put in good lighting, etc. The potential to connect w the Midtown greenway is huge and the question is not if it will happen, but when. We know that bike commuting in the twin cities is only increasing.....this will help that.the separated bike lane. Fewer interchanges seems a plus.	Not really. The single N- bound lane seems that it could create congestion, buti imagine the proposal is based on traffic #s . However..... a nice new Ayd mill will likely enhance/increase usei guess id want to know this was considered and taken into account.	None	Like it!	55108
I drive it frequently and it is in bad shape. I also bike frequently and it would be a great connecting trail.	Safety and bike/pedestrian use	sounds to be the safer alternative, and cost effective	traffic congestion due to fewer lanes	none	definitely needs major repairs, good time to evaluate options for bike/pedestrian use	55118

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<p>Ayd Mill Road provides vital access and efficient routing for many travelers. Reducing capacity on this road would only add to lost time and additional stress for individuals who rely on this route. Common sense...maintain infrastructure, especially bridges and roads...one of the the city's job is to keep us (feeling) safe, provide all people access to opportunity, and to spend tax dollars responsibly. Don't make excuses for not having the money.</p>	<p>restoring it so people can use it to it's capacity. It's a road...keep pedestrians and bikes away for safety.</p>	<p>to think that it's a major mistake....why reduce capacity on an major road?...dumb.</p>	<p>safety for pedestrians...use it for what it was designed...autos.</p>	<p>Why would you even consider it? A lot of ideas are bad ideas, especially when they're politically intertwined.</p>	<p>I love Ayd Mill Road and use it multiple times weekly...don't wreck it.</p>	<p>55123</p>
<p>It's an important and necessary Connector Road</p>	<p>Both its utility and Goofy charm</p>	<p>That it's problems will be addressed</p>	<p>Wasting space on bicycles and pedestrians who are not going to get on the freeway and should be dedicated to another auto lane</p>	<p>Is the necessity of a bike lane still being pondered</p>	<p>Northbound 35e into the city is the prettiest piece of Highway I've ever seen. The Shortline shares this vibe and I would like to see its character preserved</p>	<p>55104</p>
<p>Provides important transportation infrastructure for both vehicles and potentially non motorized options.</p>	<p>Future urban live ability</p>	<p>The bike option and the vehicle lane separation.</p>	<p>Whether this option can handle the vehicle traffic</p>	<p>Will it handle the vehicle volume</p>		<p>55105</p>

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<p>I live (and have lived since 1974) at the entrance/exit AMR ramp at Hamline Avenue. The most glaring issue for me and for my family is the impact this road and intersection has on our quality of life. Unlike the thousands of commuters who use this roadway daily or intermittently their experience does not affect them on a nearly constant, hour by hour basis, as it does those who live adjacent to the roadway at grade. The noise and air quality issues of these residents are not addressed in this plan.</p>	<p>Noise and pollution mitigation for those residents who live at grade to the roadway itself and/or the entrance/exit ramps.</p>	<p>virtually nothing UNLESS the above issues are also addressed.</p>	<p>the lack of planning for the noise and air pollution concerns of those who live near the road.</p>	<p>Can noise/air pollution mitigation be added to the plan? Sound barriers similar to those along the freeway would be one such solution. Another solution for some residents would be the closure of the Hamline/AMR exit/entrance ramp. However, this would not address the concerns that residents closer to the Selby exit have.</p>	<p>I remember then Mayor Kelly promising that opening the roadway at the south end was going to be temporary. Obviously that was not the case and it grieves me that promises made were not promises kept. It is one of the things that creates cynicism in the citizens to whom promises are made.</p>	<p>55104</p>

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<p>I live near Ayd Mill and use it frequently. However, it would be nearly as easy for me to use surrounding surface streets and I would prefer to have more bike/walking infrastructure. Several of my family members bike to commute and for pleasure year round, and more protected bikeways are a must. We should NOT simply be maintaining the status quo and creating a situation where this road needs to be revisited every two years. We have an opportunity to encourage biking and walking as transportation, rather than encouraging even more motor vehicle use.</p>	<p>How this will impact future generations - ie. climate change, vehicle emissions, and the need to provide safe, reliable bike and pedestrian infrastructure.</p>	<p>I like that there is a bike and pedestrian pathway.</p>	<p>Continuing to maintain vehicle infrastructure for a road that doesn't need to be there at all. How will bikes and pedestrians access the bikeway safely if the roadways is maintained, especially at a high speed (which the lack of lights and stops encourages even if the speed limit is reduced)? Bikes and pedestrians need easy and safe access to the bikeway at multiple cross streets for it to be effective.</p>	<p>Why can't we abandon the road altogether and just put in a bikeway and park?</p>	<p>Although I use it frequently, I would happily find alternate routes. Most people who live in Saint Paul could do the same. Travel from 35E to 94 should NOT be the priority.</p>	<p>55105</p>

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I use ayd mill road often and it is disastrously in disrepair	Adding non motorized traffic lanes and improving the current state of the motorized way	That it still includes a sectioned off portion for non motorized traffic	Nothing	Does it provide the same shot it capacity for non motorized traffic? Or is non motorized traffic capacity limited in favor of more motorized traffic?	Personally I wish we could turn the entire corridor into non motorized traffic only and create a space just for pedestrian traffic. There are a shit ton of roads with no bike lanes and nearly Zero bike / pedestrian only roads.	55104
I use it frequently	Traffic impacts and convenience	The idea of adding a fourth lane even better	Traffic and trying to make accommodations for a small part of the population in cyclists	Why would we make it less usable for the majority of people that would use it?	Not at this time.	55105
Use it regularly to pass between West 7th & Minneapolis and Midway. Would love to see it as St Paul extension of the Greenway: will take one of the country's premier urban bicycle highways and expand it to cross and connect both of the Twin Cities.	A functional and lasting Complete Streets model	Through lane for non-motorized and lower cost option	Crabby north-bound drivers wanting to go faster.	Looks like bike/walking path access will be limited to Jefferson and Selby, since there are no exit ramps on east side north of Jefferson. True?	I think this is good option. Will likely decrease auto traffic over time (but will increase load on Snelling and Lexington) and give great impetus to extending the Greenway.	55102

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<p>"Not that long" JESUS CHRIST! I FELL ASLEEP watching & listening to it ! What I originally wrote here was erased when I thought maybe I could Glean some new insights by consuming the Presentation. I was wrong. You should give a Prize to anyone who makes it through that Prime Example of why there's a disconnect between the Public and YOU! The Investment is Important to get Cycle Traffic from the Shopping Hub of University Avenue to the "Sleeping Hub" South of the Trench without getting mashed by motor traffic, which is difficult currently.</p>	<p>Safe use for ALL Users.</p>	<p>that I'd FINALLY have a North/South Route where I could Travel on my Preferred Mode of Transport SEPARATE from motor traffic!</p>	<p>motor traffic NOT obeying speed limits and other laws regarding travel in the corridor.</p>	<p>Really, why not make it TWO LANE?</p>	<p>During this recent jump in Cycle Traffic on the Roadways of St Paul, there've been motor traffic operators who've demonstrated why we need SEPARATE roadways for Cycle traffic. This's important. This could very well be the Future.</p>	<p>55104</p>
<p>Travel to / from work by car on Ayd Mill every day, and also am regular bicycle commuter and recreational cyclist</p>	<p>Important element of safe bicycle infrastructure</p>	<p>safety of separate bike lane, lower cost.</p>				<p>55104</p>

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We sink a lot of money and time into fixing it, and I'd love to see a more sustainable, long-term solution.	The long term upkeep of a road built on springs.	That it saves money, adds a median, and gives extra space where it's needed.	The continued upkeep of those 3 lanes of road. Also, I can't imagine the bike way being a peaceful experience if it's so close to the road (not safety wise, just enjoyment wise).	Why not just cut our losses, turn it into green space, and make a greenway style bike and walking trail? A lot of our roads need major investment at this point... what if we focused our resources on the other roads?	I would love for it all to be green space. But I appreciate that you're all already thinking outside the box (3 lanes vs 2), and whatever you do will be better than it currently is.	55104
This road is highly used by its residents.	Who uses this road, for example the taxes payers.	That it is NOT the two-lane option	The amount of traffic that other streets will have to absorb because of the proposed plan	Is this a necessary expenditure? There seems to be an awful lot of roads that really need to be fixed. Will the bike and walkway be plowed in the winter? Just as well as our streets are? If that is the case, no one will be able to use it	This is a highly used road that gets people to and from work and just around town. Having more congestion in town is what we want less of.	55105
it would be a great connector segment through a dense neighborhood and commercial area - it would be safer to ride with a dedicated lane	making the route safe and accessible for cars, bikes and peds.	that there is enough room for cars, but has a dedicated and physically separated bike lane.	fast traffic - bike lane needs to be separated	-		55014
We live near AMR and use it fairly frequently	It's positive role in taking traffic off other streets	If it can handle the current traffic and more then I like it	I am concerned about whether it will handle north bound traffic	I understand the bike lane, but why would any pedestrians chose to walk there? Especially at night. It is too remote for safe walking. I do not think a walking path is needed.	Whatever you are going to do, just do it. Quit talking about it and spending money studying it.	55104

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I commute from West End to the U every weekday. Without Ayd Mill, I have to drive much further, making a large triangle.	The amount of drivers who already use that road. Looking at the numbers, it seems like reducing lanes would hurt more citizens than it would help.	Less construction disruption to the ramps. I've had to take alternate routes many times for bridge construction, and I am always so happy to have Ayd Mill back.	The cost of including bike trails and the extra time that construction would take.	I watched the PowerPoint but still don't understand why we are spending so much time on this. Bikes are fun, I like bikes, but the decades of fixation on Ayd Mill... this is just silly.	Please don't make my commute longer. As an essential employee during these times, I realize how important it is to maximize the amount of time I can spend in my home with my family.	55102
I live within 2 blocks and I use it daily.	the negative impact on the neighbors if reduced to two lanes.	none of it! We do not need another bike lane!	the increased traffic in my neighborhood.	I have no questions. I cannot comprehend any reason for adding bike lanes and limiting automobile lanes.	Resurface the road leaving the lanes for automobile traffic. OMIT the bike lanes!	55105
I live right next to it	Improve the lanes, with No bike path	It to stay 4 lanes	Wasted space with the bike path	Why not leave it 4 lanes and use the land next to the railroad tracks	I was for the connection to I94 and I'm still am	55102
I am a strong proponent of walking and biking as auto alternatives.	ways to encourage us to walk and bike	all of the reasons listed for why this is the recommended approach.	No concerns.	None.	No.	55102
because I am a Resident and business owner in Saint Paul. AND a frequent bicyclist on our city's streets and trails.	Bicycle infrastructure	Everything about it	How the bicycle connection at Jefferson will be designed. And if there will be exits at Grand and St. Clair, etc.	Will there be pedestrian access along the route, ie, at Grand/Summit, St. Clair, and Hamline?	I appreciate all the hard work our city government is doing to make the best possible decision	55107
I drive on Ayd Mill road regularly, and I am a cyclist and resident of St. Paul.	Safety, the environment and traffic	The separation of the bike lane from the car lanes and the north and south traffic lanes from each other.	Maintenance and quality of the road continuing to be a major issue (worried about this regardless of which plan)	What will the access points be for cyclists to get to the trail?	I am very glad to see a separate bike lane being implemented and agree that the road condition is terrible and needs redo.	55104

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I am a frequent user of Ayd Mill and are concerned with damage done to my car due to roadway condition.	Increased traffic to near by neighborhoods	I am not sure yet.	Increased traffic in my neighborhood, traffic back-ups at peak times.	How will this affect near by neighborhoods? Will there be a significant divider between the bike/ped lane and the road? Concerns about accidents.		55102
Ayd Mill Road is convenient for local traffic, plus it moves traffic the WILL move to/from I-35E/I-94 from our local streets. The multi-modal idea is a waste of city funds.	Vehicular traffic only. No pedestrians, no bicycles.	very little about the plan. Not one dime should be spent on the multi-modal plan.	the waste of resources on the multi-modal aspects.	Why spend any funds for the multi-modal approach? Other than entering at one end and leaving at the other, how would cyclists and pedestrians get to the trail? Why should St Paul want to connect with Minneapolis's bicycle trails?	There was a mention of reducing the speed limit on Ayd Mill Road. What will the new limit be?	55105
It is important to maintain and expand the city's transportation infrastructure.	Use by non- automotive use	The bike and pedestrian lane	Backups on the northbound lane.	What does the traffic analysis show about northbound traffic	Nope	55116
I live in St Paul and love how I can skip by the side streets, in my car, for easier access to my major travel points. Plus it currently is great for keeping cars off our residential streets.	Keeping it two lanes of car traffic each direction. It keeps are neighborhoods safer and less ware and tear on are side streets.	not much, at least you kept one side 2 lanes.	About traffic going northbound and more cars in are neighborhood streets	Should we even be considering this when business and home owners are suffering financially due to the pandemic. Pave it and use the extra money for some property tax relief	keep it as is and repair. The bicycle and walking lane will be lightly used. Please stop saying this is for saving money and tell the truth how it's about making car travel less efficient so people are forced to bike and take mass transit. Just be honest with your true plans Mr. Stark.	55105

Ayd Mill Road Survey Data

4.1.2020

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I live less than a block from Ayd Mill and use it often to get to the south metro area.	Adding a bike path	The bike path and separating traffic going in opposite directions	Continued cost to repair the road		I do not want it to be connected to interstate 94	55104
Creating a bikeway on AMR would be a true amenity for the city and would build momentum toward extending the Midtown Greenway into St Paul.	A future without cars	The fact that it's less than the 4 lane status quo	It will still feel like a highway. Two lanes would be much better. Slowing cars is good	How long will it be before car traffic destroys the road bed yet again? Why can't we talk about other options like a linear park? Could we build housing instead of access ramps?	I will bike there!	55104
It is a vital link in a connection to the Midtown Greenway Extension, a project critically important to improving St Paul's economy and tax base and multi-modal transportation infrastructure	Maintaining the motor vehicle service it provides while still adding the vitally important bike ped connection.	The added capacity and lower cost	imbalance in vehicle service, inevitable increased speeds and noise from the southbound portion, displacement of green-space, detracting from a parkway atmosphere and crowding of the bike ped path	Why is 3 lanes so important. Wouldn't most of the problems be solved with two separated lanes. If it cost more to make the adjustments wouldn't it be worth it to have a calmer more parkway like corridor.	Don't try to make it perfect now. Just get it done and get the bike ped path built. You can always come back and tweak it.	55414
I use it almost daily and it is much more convenient than the alternatives.	That drivers matter just as much as bicyclists and pedestrians	It better than the two lane option but would prefer it stay a 4 lane road	The route being eliminated or drastically altered	Why must we always de-prioritize the majority of residents and visitors who will be driving	Please keep Ayd Mill Road as it is	55104

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I believe the addition of bicycle and pedestrian access to the Ayd Mill corridor will be a great addition for the city.	Bicycle and pedestrian access, and the long-term (50-100 year) costs of the city maintaining a high-speed automobile thoroughfare in an corridor with groundwater springs.	The addition of bicycle and pedestrian access. I believe there is a way to do a 2-lane option with a median between northbound and southbound lanes. You would just need to reduce the width of the divider between the auto lanes and the pedestrian path to make up the difference.	The long term costs of the city maintaining 3 lanes of a high speed traffic roadway. Your presentation only considered up-front capital costs to repave and add pedestrian and bicycle access. It did not project out the long term maintenance costs of keeping this 3 lane configuration for 50, 100 or more years. I want to see the cost of these options compared for the long-term. My bet is that the 2-lane configuration, with a median between north and south bound lanes, would be less costly to maintain over the long term.	Please show us designs for the intersections and on-ramps and off-ramps. Please calculate the long term cost of the city maintaining a 3-lane high speed thoroughfare for the next 100 years, and show us what percentage of the city street budget it would consume. Compare these long term costs with the 2-lane configuration (with median or barrier between north and south lanes added).	Please tell us why the city has not designated Ayd Mill as a Ramsey County road. I think Ayd Mill is a fine road for the city to maintain if it carried only some local automobile traffic at low city street speeds, along with pedestrians and bicycle traffic. I worry about the long term costs to the city to maintain a high speed thoroughfare, especially considering the current poor condition of many regular city streets. I applaud the three lane configuration for downsizing Ayd Mill, but I call on the city to take the long view on cost and downsize it even further to 2 lanes, with lower speeds, and low-maintenance bicycle/pedestrian access.	55104
Making more capacity for bikes and peds on that road will fix a long time need.	Community health and well-being.	The compromise it makes maintaining the current use and building for the future.	Being able to rebuild the auto section in such a way that it will not be crumbling again in 4 years.	Will there be a good connection to the I35E trail and the Minneapolis Greenway to make a great cross town connection.	I am not against a better connection to 94 as long as it is designed for safe speeds and maintains the ped and bike infrastructure.	55102

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I used that road for communiting from St Paul to Burnsville and back. It is the best, viable route from 94 to 35E	It is a great alternative to relieve traffic constraints for 94/Kellogg/35E. It pulls direct 94 to 35E south out of the city when coming from the west.	The concept for bicycles, and thinkong about high volume traffic heading south.	Two dedicated lanes for southbound traffic at both times of day. What about the middle lane switching from southbound to northbound by time of day or event needs?	Why not consider a more flexible third lane to switch between southbound and northbound depending upon time of day and event needs? Also, it could be closed for weekends and middle of day to reduce traffic and wear and tear. This would mimic west metro trafficking on 394.	Keep it as option for motorized vehicles. Don't make it bike-only as the surrounding road traffic would suffer from that.	55114
Live nearby. All St. Paul residence pay for maintenace and improvements.	Cost vs. Revenue.	Why is this the only proposal included in this survey?	WTF. Did you'll loose your minds. Reduce spending on car culture. Bikes and Paths would be nice. Linier park.	WTF. Will any one on t he Easy Side or West Side want to pay for suburbanites to get to N35?	Shut it down for cars.	55105
Live in St. Paul and use Ayd Mill.	Cost and value.	to bike and hike so the 3 Lane proposal does nothing for me.	Will this cost less the only bike and hike trail or are you planning a toll road?	No! Why no other options?	Bike and hike or if cars must be a toll road to pay for rebuild and maintance.	55105
I use Ayd Mill Road on a daily basis for my commute and to access businesses in the area.	The importance of AMR as a primary commuting route through the city for both neighborhood residents and neighborhoods north of I-94.	That it maintains the safety of separating northbound and southbound traffic, and reduces the overall project cost.	The potential traffic disruptions to northbound travel and knock-on effect to local roadway traffic volume.	Is reopening the ramp from southbound AMR to Grand Ave part of this redesign? Will non-motorized trail access points cross over AMR to use existing ramps or feed into neighborhoods to the east by crossing the railroad tracks?	I appreciate the amount of work and study put into balancing the needs of all corridor users, and doing so within a budget allowing work to begin sooner than later. As a daily user of the corridor, getting this work done as soon as possible is a priority for me. Thank you for a very thorough explanation of the development history.	55103

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It is a major route for me to travel to and from work	that the road is safe to drive	the bike lane is a nice feature	the ramps that we use to get on and off Ayd Mill	It looks like no change to ramps on and off Ayd Mill are not part of this project. The north bound on to Selby is a poor design and could use a better solution		55112
Not important right now. My curbs are gone and boulevard runs down the street with every rain.	Nothing right now	No change	Wasting money and noise and excessive speed	Why now?	Table it	55105
Proactive steps towards climate action, vision zero, reduction of vehicular miles traveled, avoiding paying for and maintaining a 5 minute short cut between Dakota/Hennepin Counties	Climate emergency, vision zero	That it is slightly better than what exists now	How it does not do enough to discourage the use of the corridor as a shortcut for cars. Fewer lanes, original concept better	Can the mixed use path be wider? Can there be an option for separated bike and pedestrian paths?	I	55103
I use AMR several times a day almost every day. It is in terrible shape.	doing the work this summer.	this proposal. However, seperate bikers from walkers.	bikers and walkers not being separate.	Please do it now!	Thnak you City of St. Paul for fixing it!	55118

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<p>road to get from the Hamline Midway neighborhood out of the city to reach 35E and the southern suburbs. I am also an avid urban bicyclist and regularly leave the city to Minneapolis where the cycling infrastructure is spectacular. The proposal to extend the very successful Midtown Greenway into Saint Paul will bring with it tremendous economic growth opportunity. Just look at what is being built along the corridor in Minneapolis. When connected and brought through the area by the stadium, close to light rail and down to the riverfront, the trail will be a very big deal. As a regular user of Ayd Mill as a driver, I do appreciate having it, but it is primarily a city road that brings people through the city—as such it should be reconstructed with city residents and city development</p>	<p>that it is developed with the intention to improve the lives and livability of people in Saint Paul</p>	<p>that it retains the bike path</p>	<p>high speeds of the cars and that the bike path remains multiuse.</p>	<p>it seems to encourage high speeds of drivers—already a problem for that road. It would be nice if designs included ways to make the roadway slower. Is the proposed bike lane a single track for two-way bike traffic and pedestrians, or will there be dedicated lanes like the Minneapolis Greenway?</p>	<p>Ayd Mill Road is important for Saint Paul drivers to access 35E, but conveniences for cars who want to move through the city cannot be the only criterion for development. The proposed improvements are forward-thinking in that they envision a connection to Minneapolis and the Saint Paul waterfront *and* they attend to auto drivers. Given the huge economic impact of the coronavirus, it will be interesting to see if funding for this falls by the wayside, or if it becomes part of a huge public works program to put people to work.</p>	<p>55104</p>

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This year you just need to make repairs. With the economic consequences of COVID-19, we won't be able to afford any extras.	We need two lanes of traffic in both directions any bike lane would need to be seperate.	nothing about it. I think it is a dumb idea.	traffic congestion in the single south bound lane.	How is this supposed be a solution for anything? Why can't you do four lanes and a separate lane for two way bike traffic. Why is a bike lane here such a high priority?	The smartest thing to do with Ayd Mill Road is connect it to I-94. That would get rid of that traffic mess at Snelling and Selby and make it a lot safer for pedestrians in that area.	55105
I use it almost daily for the last 30 years. this is my neighborhood	traffic flow and reducing car accident potential	that it has the best mix of improvements that adds extra trails	reduced ability for traffic to move effectively	Will it be done on time. will the single northbound lane be enough	the 3rd lane option is best	55108
Because it involves scarce resources at a time of crisis and much regular maintainence work undone. Let's face problems screaming for attn rather than solutions seeking a problem. Ayd Mill is also quite effective as it is. Spend minimal money to repair potholes and let's show leadership that you are focused on scarce resources most effectively placed for All residents. Not the time for extra cost for 'nice-to-have' possibilities.	How this City is managing it's resources to be =come one of America's success stories. A drive down Summit or Selby (or Ayd Mill) and a similar drive through Mpls or Chicago will tell you wwht needs spending. Please don't commot MORE money to a 'as some see it, nice to have project. Be smart think of it as your own budget; tespecially in tough times. Come on people!	Spend less; keep it at 4 lanes. We've added more bike and walk way for folks... now is not the yime to add more, exp at a higher cost	Cost. How the city looks when it spends on less high priority. Noisy few getting more attn than the masses who pay lions share of taxes.	What will it take to get it repaved and let's move there now. Mayor Carter, the city council have way bigger issues on which to spend their time.	Lack of Transparency and "Budget creep" are both expanding in current management of the city. It's too bad. My goals would be to make St Paul more attractive and more awesome..Often that's delivering value under budget. Under promise; less 'shiny objects' more overdelivering and less VPs and depts more basics... We're in a crisis!	55104

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I frequently use that road to travel 7th street 35 to Midway	Usage ratio. Cars will out way the usage of a trail. The trail will create more work in winter for snow removal	I like that it costs less then the 2-lane. And separation between the lanes	That the springs that create ice in the winter will not be addressed correctly and will create icy conditions. Currently the problem is mostly on the shoulder	How do you fix the water problems from the springs in the winter? What traffic has been study when we currently are in a stay at home situation? How many people will really use this trail verses the amount of cars that use it today and I am sure car usage climbs every year? Seems expensive for the amount the trail will get used.	I was born and raised blocks away from Ayd Mill road and really want to see it as just that. Many raods have been transformed to have bike lanes and I feel that is enough. I never see a traffic jam on a bike lane.	55116
St. Paul resident and AMR user for 45 years	Present and future automobile use and flow	a four lane proposa which will truely facilitate traffic and safety for all St. Paul residence	financial capabilities and future scheduled maintenance.	why the strong need for pedestrian usage, sidewalks are abundant throughout the city	since its inception drainage design and therefore high maintenance continues to exist. we should acknowledge the needed vehicle use and construct this trunk correctly	55105

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Ayd Mill Road is an important route for me and provides me with access to 35E. I would like to see it maintained and improved. I am also a biker and see a need for safe bike routes that are able to connect many of our existing bike routes making biking safer and more efficient for commuters and recreational riders.	Future needs and potential traffic on that stretch of road. Will it need to be expanded in the future to address traffic needs.	The fact that it is less expensive, would move a greater volume of traffic and maintains the bike route.	Nothing	Will it provide for the volume of traffic that it will need to in the future. Will it provide direct access to/from I-94?	It is a great route that allows traffic to flow with the minimum of inhibitions from I-94 to I-35E. A great connector route. Adding a bike route would be great.	55108
This is an important connector for both autos and bicycle transportation for all of St. Paul, not just neighbors.	multiple interested parties, not just auto traffic	that it includes provision for both safe, efficient auto transit, and safe, separated bicycle & pedestrian traffic.	how little separation / space is provided between the northbound auto lane and the bicycle path.	What access provisions are there for bikes & pedestrians? Lighting? Crossing the road to access?	We need to take action - it's been talked about for 20 years! While deteriorating... So let's do something.	55106
Because it can be used provide safer travel for not just vehicles but pedestrians and cyclists as well. Would substantially reduce speeding and also encourage the usage of other roads.	Everyone. Not just drivers. Build a better sense of community.	Reduced traffic.	Safety	What will be done to encourage safer driving (reduced speeds/proper signs and lights to signal pedestrians and cyclist crossing)	It's a beautiful area that should be safely accessible to everyone that may not have the luxury of a vehicle.	55407

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My family lives just three blocks from Ayd Mill Road. We use it frequently and have often walked / run along it.	the non-motorized public, like walkers and cyclists	anything as long as it includes a cycling / walking path.	nothing, as long as there is lighting, landscaping, and a pedestrian / cycling path	What will happen to all the ramps that have been closed off for years, making for eyesores in our neighborhood?	Please, beautify it. It has so much potential for a park within the city.	55105
I live near Ayd Mill Road and am directly affected by car traffic and recreational resource decision.	diverse transportation options	lower cost and more efficient intersections	more cars and roadway		I am enthusiastic about using Ayd Mill and the CP right of way to further integrate the Twin Cities bicycle network. This will continue to develop an essential alternative to automobiles and provide a dedicated recreational option for people across the west side of St. Paul.	55105
It is a daily route to and from work	what the residents want	the concept but the drawing always looks better than the finished product	who will use the bike path	Why? The current 4 lane will only get more traffic as road becomes driveable	Leave as is and fix it	55105

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As a St Paul resident of sixteen years, this is main route we use on a weekly basis when driving to/from the southern part of the cities.	Reducing lanes for cars will have a negative impact on our city.	This is a terrible idea.	Reduced traffic flow, costs, wasting my tax money, etc	Please just fix the road as is. Don't waste additional time and money on studies, trying to reinvent transit and making something into a huge project that doesn't necessitate it.	It's a road that needs to be repaved. Please stop wasting our time, money, resources on making it something it doesn't need to be. Let's face it, we have other priorities to address that are way more concerning at this point. Reconfiguring Ayd Mill Road should not be on that list. Repave the road and move one.	55105
It is an important local highway that takes traffic off of local streets. The road is in terrible condition.	Traffic patterns	At least it costs less than the 2 lane version	\$7.5M is very expensive. Do we have any idea of how many people will bike on it?	1. Is this the best use of the city's limit road repair funds. Simply repairing the road is \$3M vs \$7.5M for the 3 lane option. 2. Taxes went up 12% in the mayor's first year and they are going up again. People will start moving out of St. Paul if this continues and move to the south suburbs. 3. I am skeptical about how many people will bike on it.		55116

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I live, drive, bike ride, roller blade, and walk in the nearby neighborhood.	a balance of interests, including (1) not overloading nearby streets with traffic, (2) seeking to build the city's only gently sloped trail from the bluff to Shepard Road, where not only bikes but bladers and roller skiers could safely transit, (3) allowing commuters save and adequate flow between Midway and I-35E, (4) ensuring that local drivers can get under Summit Ave. during events like the TC Marathon, and (5) adding a welcome connecting link to the bike/blade etc. trail system.	The safety of maintaining a median and the reduced cost and intersections, while still having a trail.	Possible crowding out of diminished quality of the trail, and possibly reduced commuter flow northbound that might push cars to Lexington, etc.	Can you ensure a good quality trail? Is the capacity adequate to accommodate north-bound commuters?	connection between Ayd Mill and Shepard Road is important. I wish it were possible to work with the railroad to use their bridges over Victoria and I-35E to extend the trail. Assuming they won't budge on that, then it will be important to make good connections between Grace Street and the Ayd Mill trail. Currently all trails and bike/blade routes from the bluff to the trails on Shepard Road are steep and dangerous for bladers and roller-skiers. This could be a unique opportunity to ultimately connect the Shephard Road trails through much of Saint Paul to the Minneapolis Greenway in a way that would safe for all types of users. It is also important to consider the spur trails that could provide access to the Ayd Mill trail from streets like Summit (or Grand), Jefferson (or St. Clair) and Selby. Finally, and	55102

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Ayd Mill Road is an important transportation conduit by reducing heavy traffic on nearby arterial streets. Improving public safety and quality of life.	full year utilization of roadway traffic and a manageable cost, so any other funds can be utilized for other important projects.	the idea of it, a nice to have, but it's just way too expensive. Keep it simple and keep it 4 lane, and utilize the funds on other roadways in St. Paul.	cost, and slowing down the needed repair and work that can be done now on a 4 lane roadway.	Why can't a simple separate bike path replace the parallel and underused railway land adjacent to the existing 4 lane roadway?	Use the underused parallel railway land for a separate and much safer bike path.	55105
We're hoping that the redesign would decrease traffic at Hamline access. It is horrible during commute times.	A future where biking and walking become much more easy to navigate through our city. It would be critical to connect to Midtown Greenway.	That it still has biking option but do not think that it would help to decrease traffic in our neighborhood.	Traffic and speed on south bound lanes. Is it possible to have 2 lane option with separated lanes?	I understand that the cost is less but will some of the exit/entry points be closed? How will this improve and decrease the traffic?	I think most people that are using it are trying to get quickly through the neighborhood. They are not St. Paul residents and are not stopping to shop or help the city. I still think that it should be a toll road for non-residents especially since city has to maintain it. Ultimately if it were a state-owned highway it would not be a cost to the city. I am really getting quite tired of talking about this road. A plan was developed decades ago. Please just execute that plan. Don't just do Mill and overlay, we need to bring St. Paul with the future in mind.	55104

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I live in the Summit-Dale neighborhood, and will often use Ayd Mill - we also interface (cross over) with it during walks, scooter rides, and bike rides. It is close to where we live and we feel if anything significant happens it will inevitably have an effect on our lives.	Canopy, multiple uses, tunnels, and green spaces.	the two-lanes southbound as it goes to 35E and feel like it is more needed than northbound. I might even get behind a 1-way only option.	Societal and monetary cost of doing something that would contribute towards global warming / carbon footprint.	1) Has the environmental cost of this project been calculated vs. scuttling the road entirely? 2) Has the cost-benefit analysis shown this to be prudent? 3) Has the concept of a green canopy above the road been considered? As a sunken road it would be a good candidate for a Trellis-like canopy for greenery to cover the road as both a sound barrier, visual barrier for neighbors, and as a carbon offset for the traffic encouraged by the road.	I want it seriously considered to eliminate it as a roadway entirely and convert it into a greenway akin to the 'green alleys' of Montreal or the 'High Line' park in NYC.	55102
I rarely use the road but understand it is a major access point for a lot of traffic. A deteriorated base requires more repair that is ultimately more expensive than rebuild costs.	Long term design. Where will the road be in 5, 19, and 20 years.	Lower cost and walking/biking lane. I love hearing the bike lane ties to the MSP Greenway	Traffic noise on the walking/biking lane. Too much noise will discourage use.	Will there be surface crossings for pedestrian and bike traffic to cross Ayd Mill or will there be some type of bridge solution?	What happens if the road was closed? I've heard discussion but no information from the city.	55107
I am not for any change to the Ayd Mill road	Leaving it alone, as it is.	think it stinks	slowing up traffic	make the bicyclists pay the same road tax as cars	leave it alone	55106

Ayd Mill Road Survey Data
4.1.2020

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<p>It's important to have safe streets for all people and users including not motorist users. The road is in desperate need of closing or updating, and if it is updated, it should be future proofed including sensible lane designations, and protected lanes for foot and bike traffic</p>	<p>Neighborhood safety, natural beauty, and a broad spectrum of users</p>	<p>Dedicated turn lanes and limited bi-directional traffic</p>	<p>Slow culture change and motorists taking the lead into their own hands.</p>	<p>How will the city keep all users safe? How will neighborhood traffic detours be reduced, minimized, or even barred?</p>	<p>Keep it slow. Create protected space for non motorists via a bike/walk lane in order to support the local neighborhoods and non motorist traffic</p>	<p>55114</p>
<p>I live in this region of Saint Paul and both drive and ride my bike throughout the neighborhoods. It is currently in such terrible shape that it threatens to cause damage to my car every time I drive on it. It is completely unsafe for biking now.</p>	<p>Livability of the city: this includes making us bikeable, and slowing car traffic down.</p>	<p>The ability to have a separated bike path along the route, as well as separated traffic lanes.</p>	<p>The distance separating bikes from cars. Is it enough?</p>	<p>What will be done to reduce the congestion around Selby and Snelling, at the north end of Ayd Mill?</p>	<p>I believe state or at least metro taxpayers should share in the cost. Most of the users of the road are transiting, not living in Saint Paul.</p>	<p>55105</p>

Ayd Mill Road Survey Data

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<p>I drive Ayd Mill Road to get from the north suburbs to the south suburbs or vice versa because there is no good way to transition from highway 35e heading north to highway 94 heading west, or from highway 94 heading east to highway 35e heading south. When I lived in the south suburbs I used it to get to the north suburbs and now that I live in the north suburbs I use it to get to the south suburbs to visit family. It is an important road for this purpose since highway 35e doesn't have a ramp to get to Hwy 94 west when you are heading north, and Hwy 94 heading east doesn't have a ramp to get to Hwy 35E south.</p>	<p>This is an important freeway shortcut to maintain until the city is able to build merge lanes from Hiway 35e heading north to get to Hwy 94 heading west and vice versa.</p>	<p>That a bike path is added to the design.</p>	<p>It doesn't make sense to me that you have two lanes going south and only one going north, traffic is heavy going both ways during rush hour, at least when I have driven it that is what I have noticed. But I would rather have the three lane proposal than having nothing done to it at all.</p>	<p>Why did you pick the south bound direction to have two lanes, has a traffic study been done and found that more traffic heads south than north?</p>	<p>I think it is a valuable short cut road to get through St. Paul and should be maintained in some form or another. The road is in bad shape right now but I feel some of that has been due to our extreme weather conditions the past few years. I have rarely noticed any problems with flooding on the roadway, though don't drive it on a daily basis.</p>	<p>55303</p>

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<p>Ayd Mill Road is an important connection between I35E and I94, which reduces the traffic on other city streets.</p>	<p>the drainage problems, and the traffic congestion on Selby.</p>	<p>the fact that the median between south-bound and north-bound lanes would reduce the possibility of head-on collisions.</p>	<p>there is a concern about lighting for cyclists, but no mention of additional traffic control for north-bound traffic entering west on to Selby.</p>	<p>How much bicycle traffic do you expect will use this route? Will cyclists and pedestrians want to go down a ravine with all the auto exhaust? Why couldn't you re-stripe a street, such as Syndicate, to include bicycle lanes similar to what was done on Cleveland?</p>	<p>traffic study on Selby as well as Ayd Mill Road. I am concerned about the lack of traffic control on Selby Avenue between Summit and Hamline Avenues. The north-bound traffic on Ayd Mill Road has almost no restrictions north of Grand Avenue, except for a stop sign at the intersection of AMR and a railroad access trail, and a yield sign at Selby to go west. The traffic northbound on Snelling is allowed to turn east on a red light. During rush hours it is almost impossible to get on, off or across Selby. There is traffic trying to get into or out of Whole Foods and the parking garage for the Vintage Apartments. Residents and shop customers try to find parking on the street. Turning south on Syndicate Street from Selby is hampered by parked cars on a narrow street. Pedestrians try to cross at</p>	<p>55104</p>

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<p>I think that long-term improvements in biking infrastructure are needed and being flat and removed from cross traffic, I think that Ayd Mill rd serves the community as a trail as there is little alternative options for those. Vehicle traffic, while more efficient, have more readily available options to them.</p>	<p>Biking mobility, safety and greenspace available to local residents.</p>	<p>that it is a little cheaper and safer for traffic.</p>	<p>maintenance cost, less safe feeling due to less space between walking/biking trail and 45mph traffic.</p>	<p>One of the initial concerns with the current status of Ayd Mill was maintenance cost, doesn't the 3-lane proposal do little to lessen that vs. the 2-lane option? In the 3-lane proposal is n.bound traffic going to have a speed limit of 45mph (likely faster actual speeds) while only being 6'-8' and a curb separating the trail and are we taking the "safe feeling" of pedestrians into account on usage of the trail? With the loss separating green space between the rail and trail when going from the 2-lane to the 3-lane, are we taking into consideration the quality of the trail as a pleasant visual experience in addition to serving a transportation need for biking traffic?</p>	<p>Is one goal of this change to Ayd Mill to redirect some traffic where Ayd Mill is a marginally better alternative than a different route therefore deincenitizing vehicle use overtime? If not, I think that should be considered.</p>	<p>55104</p>

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Its important because we must start making bold choices to move away from our car centric city. I would actually like to see AMR shut down and turned into park space	Shutting it down and turning it into a park	The bike/walking path	Still three lanes of traffic that does very little to help reduce car trips	What's the point? Why not just shut it down	We need strong leadership to make difficult choices about driving. This one of those opportunities. I appreciate the move from 4 lanes to 3, but it's not enough	55116
Interested in transportation policy and the city's bike plan	ongoing maintenance costs and a chance to make a awesome bike trail	that it is cheaper.	the ongoing costs, since the current road is so expensive to maintain.	how does maintenance costs compare to exisiting road and 2 lane option.	is there a way to incorporate mass transsit in the design?	55103
I use Ayd Mill twice every day, traveling via car, sometimes more often. I live in Mac Groveland and commute to the south metro.	the importance of the road for local neighbors using it daily for commuting to and from work. The overflow car traffic into other neighborhoods should the lanes be changed.	3 lanes better than 2 lanes.	The reduction from 4 lanes to 3 lanes, traffic, travel time, overflow traffic to other neighborhoods	What do the models/simulations show on traffic effects of changing from 4 to 3 lanes?	It would be great to get specific details of the bid/project costs made public. Corona Virus may cause increased costs due to material shortages, labor shortages, etc. What is the timeline on this project?	55105
I use it daily to reach Hamline, snelling, and the rest of university area.	A tree lined corridor that also accesses the main channels of our city, NOT a connection to.94	The idea of a bike/walking path more than a designated bike lane. As a biker, there is no way I would want to take ayd mill on my bike.	The actual number of bicyclists that would use it. I travel.down prior all the time and never see a single biker	Why not just do a walking /bike path along the rail side or the city side and ditch the dedicated bike lane	The creek still empties into the peat bog that my neighborhood site on which causes us massive basement water infiltration. Do the work to control the water so it doesn't drain into the neighborhood	55102

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I am an almost daily user, north and southbound.	that we are a growing multimodal community giving appropriate percentages to each mode	the safety considerations, and dealing with the water issues	where local traffic will be diverted to with loss of a lane	how did you decide which direction would get 2 lanes? why aren't two lanes going in same direction next to each other? Doesn't look as safe as you have proposed.	Who is Ayd and why not consider a new name?	55102
I am a taxpayer and more importantly a resident of Saint Paul. Our tax dollars should be spent wisely on projects that will be viable for the long run. We should also be promoting our climate action goals.	the long term maintenance costs and the impact to the planet.	the original 2-lane proposal, but this is better than current status as a 4-lane.	that it is still promoting too much traffic. We don't need all the cars.	Will it save us money in the long term?	Get rid of it. Make it a park.	55105
It's a road frequently connecting central corridor residents to the airport.	...trying to connect it to I94 and pavement improvements.	...it a lot.	having inadequate northbound turn lanes	The boulevard idea is aesthetically pleasing, but perhaps the same could be achieved by reducing the size of the median. Model it more like Lexington Parkway???	The history lesson in the PP was terrific. I never knew why I still use the term "Short Line". I guess I'm dating myself! It seems to reduce traffic on nearby north/south streets, which now has additional challenges due to the Green Line. The green line has created barriers to using smaller streets to travel N or S in the central corridor.	55104

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<p>Its important to use tax dollars wisely and beneficially to the most people. That and to make our city pleasant to live in.</p>	<p>Environmental concerns and cost concerns.</p>	<p>The bike area</p>	<p>Cost. It seems that you're going to run into the same maintenance costs that you have now.</p>	<p>Why not two and why not zero.</p>	<p>While I would prefer to turn the whole casket into a world class park that is not only the envy of Minneapolis, but the nation, it appears that we're stuck with car traffic because of a small but vocal minority. That being said, I think two lanes is better than three in the long run because it will be less maintenance.</p>	<p>55104</p>
<p>I live and work in the city. I believe the city has woeful bicycle and pedestrian infrastructure. I also believe the city wastes an incredible amount of money every year on a road that is only 1.5 miles long and provides little transit value to actual residents of the city that is not already provided by other routes.</p>	<p>A) non-vehicle uses; B) whether it would be more fiscally reasonable to lose the road completely; c) the need to reduce motor vehicle traffic within the city.</p>	<p>Nothing about it.</p>	<p>The amount of vehicle traffic it encourages, and the reduced space available for bicycles and pedestrians.</p>	<p>Why does this make more sense than closing the road?</p>	<p>I would like the road closed completely. If that is not an option, it should be two lanes with as much non-motor-vehicle infrastructure as possible.</p>	<p>55102</p>

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I use Ayd Mill Road about once a week and I appreciate new bike trails in the city.	how we encourage less driving, more transit, and more biking.	the separation between N/S traffic	encouraging increased traffic southbound, reducing separation for bike/walking path	I much prefer the 2-lane proposal. I would question why not one lane each direction _with_ separation between N/S and a bit more separation for the walking/biking path?		55105
I just want the road fixed as is its is horrible to drive on!	Fixing it only!	I don't like it!	All of it a lot of traffic is currently diverted there where is that going to go?	Why are you doing this? So many people don't want it!	Don't waste the money on a other bike path the roads in St Paul are bad fix them first and foremost!	55104

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<p>I am a frequent user of And Mill Road to connect from I35-E northbound or from city streets to either connect to Snelling Ave or alternatively connect to I94. It is a more efficient and safer way to connect, avoiding typical surface road traffic on Snelling Ave or other city streets. AS an avid biker I am also very interested in the proposal to create an adjoining bike path that could ultimately allow for extension of the Midtown Greenway to bike trails in St. Paul. This is a much needed connection for non-motorized vehicles and would make bicycling a feasible alternative to car travel to commute and/or simply travel from St. Paul to Minneapolis without the risk involved of traveling on city streets with poorly maintained bike lanes.</p>	<p>both much needed repairs and improvement of car lanes, but just as importantly is the creation of bicycle and pedestrian paths.</p>	<p>this plan because it is an excellent compromise to decrease overall costs, yet limit dangers such as head-on collisions while also allowing for the addition of the bike path.</p>	<p>I have no big concerns about this option since its financial as well as safety benefits are obvious.</p>	<p>It sounds like traffic disruption would be less with the 3-lane proposal, but I'm still not clear how traffic flow would happen during the construction.</p>	<p>And Mill Road is still not well known in St. Paul, so I think that with construction and improvements (and the associated publicity during the repairs) more people would become familiar with it and the city would see even greater use. In addition I think a fair number of people avoid using And Mill Road due to it's current state of disrepair and therefore when repairs are finished, that would also add to user numbers. I also think that with the addition of a bike path this is an ideal time for St. Paul's plan for bike routes to improve and connect to Minneapolis - an opportunity that shouldn't be missed, while it can become part of an overall improvement in Ayd Mill Road car use.</p>	<p>55116</p>

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I live at Lincoln and Hamline and use AMR all the time to go S. on 35.	cost/benefit; safety; convenience to drivers; traffic on local streets;	It sounds like the ultimate compromise, 'tho as presented it's not as foolish as I thought when it was originally proposed.	Safety for pedestrians, cyclistts to get to an E. path. Is the imbalance between the N. and S. lanes that much?	How many cyclists and peds. do you realistically expect to go up and down significant inclines to travel along a train track, for basically 6 months of the yr.. Has CN changed it's position on an easement? Last I heard, they still denied access to the bridge over the river, which is the real impediment to trail connections.	The entrance ramps at Grand and St. Clair to go S. are dangerous. People rarely yield, and for the entering driver, it's extremely difficult to twist your neck to see what's coming. It's not a linear merge, but more of an inverse curve. you should also get rid of the stop sign going N. on AMR before Selby, the stupidest in the city. No one ever makes a left turn from the S. bound lanes, to what??? I imagine it was to placate homeowners on Selby between the bridge and Snelling; but w/ all the new construction on Selby and Snelling, it's kind of a moot point.	55105

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I commute across the city by bike and I need a safer way to do that before the odds break against me.	Our physical quality of life, both for the planet and its people.	The safe separation of traffic flows, including that of bicycles.	Speeds being high enough to make the layout still terrifying for non-drivers in the area.	N/A	I'm a tax paying resident who drives car, motorcycle, bike commutes, walks, and utilizes buses and light rail. I also live on a street that suffers rush hour. Having all of these perspectives, I enthusiastically support the compromises necessary to make this happen for pedestrians and cyclists.	55104
As a person with family living in both Minneapolis & St Paul, and as a bicyclist i find future plans for Ayd mill rd to be very relevant to my life	Access to this route for non motorized use (walking, biking, blading)	The reduced cost, and the physical separation of motorized and non-motorized users	Speed of motorized traffic	How will trail users be able to access intersections safely? Get to Grand Ave or other cross streets?	I feel it is a great geographical connector, but speeds are too fast! Please slow all traffic down. It is not a freeway.	55406

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<p>The City should not be "investing" in this road. First, it is built on unstable ground, which requires maintenance that is both continuing and expensive. Second, due to historically low rates of state local government aid, we are dangerously short of road maintenance funds. Given we City taxpayers are on the hook for 100% of the costs of this boondoggle, and it primarily serves Dakota County commuters on their way to Minneapolis, the best solution is to CLOSE this road.</p>	<p>we City taxpayers should not be paying for 100% of a suburban commuter route that is built on unstable ground.</p>	<p>that it is not as bad as the other proposals, but it's still not as good as just closing thos road we cannot afford to maintain.</p>	<p>the continuing maintenance cost of a suburban commuter road built on unstable ground that only City residents pay for.</p>	<p>Given that we City residents pay for 100% of the costs of this road, how much more will we spend on maintenance in the next 10 years, given the natural spring?</p>	<p>We can close this road down. We can do it. It will save us money in the long run, and we need to wisely use every road maintenance dollar we've got.</p>	<p>55106</p>
<p>Increasing pedestrian and bike connectivity is important for so many reasons, and this is a opportunity to create north-south bike access that is fully separated from traffic.</p>	<p>long term bike and pedestrian planning, and the important long term goals for the city better non-car infrastructure supports</p>	<p>the separated lane from cars, and the lower price tag</p>	<p>traffic impacts on other roads by reducing lanes</p>	<p>How soon can it be done?</p>	<p>This is an opportunity to create better bike infrastructure in St Paul and catch up to Minneapolis. Easy access and safe dedicated lanes really does spur bikability.</p>	<p>55105</p>

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Repair of Ayd Mill Road AS IS is NECESSARY. Currently, it is obvious need of repair but changing it with a Designated Bike Lane makes no sense in the climate.	The importance of this link from mid-city to the interstate makes the neighboring streets and avenues much safer for pedestrians AND bike riders.	NOTHING about it!	Increased Bike/Car accidents in inclement weather, especially heavy rains & WINTER.	WHO THOUGHT THIS UP?	I have been a Saint Paul resident for many years, and Ayd Mill Road has consistently allowed me to move efficiently around Saint Paul & environs. It is JUST FINE AS IS (SO LONG AS POTHOLES ETC ARE FIXED!)	55116

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<p>I live directly on an entrance/exit ramp to the road. I believe this road is a great opportunity for Saint Paul to improve its urban trail system and I want to see the Midtown Greenway Extension become a reality. Long overdue!</p>	<p>pedestrian and bicyclist safety both along the road and at entrance/exit points, as well as noise reduction for residents along the road.</p>	<p>that there is still a wide trail</p>	<p>the smaller boulevard buffer between the cars and pedestrians</p>	<p>What will the pedestrian and bicycle entry/exit points to the trail look like? Will they be at the same points as current vehicle entries? Will there be crosswalk lights?</p>	<p>Let's make the Midtown Greenway extension happen! Please keep in mind noise reduction barriers and strategies for those of us who live along the road. As you plot out safety along the road, keep in mind nearby intersections and potential safety improvements for pedestrians accessing AMR. I'm thinking about places like Hamline+Portland that are not direct entrances but are heavily used unsafe crossings that would increase in foot traffic with this proposal. Thank you to the entire team and city for taking on this project! We are all grateful for your effort and communication on this.</p>	<p>55104</p>
<p>We use Ayd Mill daily to get kids to school, work, shopping</p>	<p>Balancing needs of cars and bikes/pedestrians</p>	<p>That it seems to strike a reasonable balance</p>	<p>Reduced car lanes</p>		<p>It's an important connector and helps calm traffic on other city streets. It's important to invest in and maintain</p>	<p>55105</p>

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<p>I am a someone who has lots of friends in the area of Ayd Mill and frequently use it to visit them. I am also a cyclist and Minnesota United fan who is in the area often</p>	<p>Consider non motorized and green alternatives and city planning around cyclists and pedestrians.</p>	<p>that is creates a lot of safe space for pedestrians and cyclists while not completely eradicating motor vehicle traffic</p>	<p>neglect to maintain or plow the cyclist and pedestrain portion of the road.</p>	<p>my questions are. what will be done to direct pedestrian and cyclist traffic(lines barriers etc.)? how many instances of pedestrian and cyclist traffic having to cross motor vehicle lanes will there be? other than a boulevard are there other barriers to protects pedestrians and cyclists from vehicles. what would the maintenance schedule look like for all 3 lanes look like? are there plans for the pedestrian/cyclist trail to be plowed by the city?</p>	<p>I think this is a great step forward to not only working on a road that seriously needs some love but also a giant step towards making St. Paul a modern city that puts an emphasis on all types of traffic and giving safe and easy routes and options for those that opt to bot drive or even just engage in recreation and activities that renew a sense of community and ownership over their surroundings. So many studies and reports have shown that we need to start focusing urban planning and road design not on motor vehicles but alternate forms of transportation and recreation. With this simple change St. Paul and the Twin Cities can work further to become a paradigm in urban planning, accessibility, and enjoying the great and variable weather all Minnesotans enjoy</p>	<p>55418</p>

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It is how I connect to the main arteries of Minneapolis. I use it every day to get where I need to go. Even important parts of St. Paul, like going to CVS or cub at smelling/ university	Traffic flow. If you don't invest in this, it will cause a massive amount of congestion/ traffic/ accidents/ and road wear and tear. It could make my commute nearly impossible	that it is happen! I am praying that it is done with better material or will be better maintained	The time. the idea. Just PLEASE keep up with the pothole deterioration. I feel like I put my life/ my car out of my hands when it comes to the pot holes. Sometimes I'll forget because driving on it is habit. People don't pay attention to the lane shutdowns and people have almost crashed into me because they aren't paying attention	How long will it take? Can there be flashing signs about the lane closures? I'd love details on what parts are closed. And when.	Please keep it. Please maintain it. Even taxes need to be raised.	55116
I live in the West 7th St neighborhood, and Ayd Mill connects this neighborhood to the rest of the Twin Cities. I do not want that vital artery clogged for the sake of a small group of bicycle enthusiasts.	The needs of the people who currently use that road every day.	Minimizing lane reductions	The usefulness of bike and pedestrian trails. As a walk commuter, I wouldn't want to go in and out of a steep canyon.	What kind of selfish person is advocating for the 2 lane proposal? Those people are bad neighbors.	It is tiring to have to continually defend Ayd Mill's very existence when it is the way my neighborhood stays connected. As an industrial railroad canyon, it is a stupid choice for parks, walking, and biking. Can we not just fix the drainage and leave it alone?	55102
I live near by and am a citizen of st paul mn	our vision and goals for all citizens of the world	less automobiles and more green space	loud naysayers who love cars		I would love to see the entire corridor as green space and walking park	55105

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I live in Midway and work in Apple Valley, so Ayd Mill saves me a lot of commuting time each day. I also bike a lot in my free time so I am excited about the possibility of a new bike path along Ayd Mill Road.	Keeping it open through 35E.	That it will allow for better traffic flow and yet still have a bike lane.	Nothing. Looks like a good plan.	Which streets will have exits and entrances for the north bound lane?	I'm excited about the potential 3 lane plan with a bike path.	55104
We need more recreational space in the city.	A bike/Walk trail.	That we can still use the route to get around in car, bicycle, or on foot.	No concerns	Will we be going with a 2-lane auto traffic design with slower speeds like the river parkways?	It's important that this area be developed for recreational use as well as transportation.	55105
Live in the area and use bicycle for commuting/recreation	all modes of traffic.	non motorized considerations; however, connections of the trail to neighborhoods should be considered	Congestion/speeds on the route: would narrowing SB lanes encourage lower speeds so as not a long on ramp to 35E?	This is a good option given the constraints. Have talks entered with the County or MnDOT to take the road on to their system? It operates as a regional corridor but is being maintained locally.	Lighting is important: more important than characteristic lantern fixtures. If trade offs are necessary, go with providing more light. Could we even look at brighter LEDs since there are no proprieties on the route?	55102

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<p>I live in Merriam Park and consider myself part of the extended neighborhood of Ayd Mill road (although I live west of Snelling). I also am a relatively frequent user of the road itself.</p>	<p>Can we afford this road at all. While I support the three lane configuration, I do wonder if 7.5 million for 1.5 miles is a good deal for the city.</p>	<p>The separate trail for bikes and peds. This is the best option if the toad remains in existence.</p>	<p>Can we afford to maintain it over time. Since this is not a state highway we will always be pouring a disproportionate amount of city dollars into this single road.</p>	<p>It's the best option if the road remains open. What would happen if we just closed the road and converted it to a bike/ped trail.</p>	<p>You are all brave and patient to put up with craziness surrounding this small road. There is nothing to be gained from additional community engagement. All options have been studied for decades. We are not going to get clear consensus about the future of this road. There is nothing new to learn. I'd like to see us walk away from the road (mostly because we can't afford it and could find higher purposes for 7.5 million) but I don't think that's likely. So then the three lane alternative is the best option, saving a little money over the two lane option and expanding our bike/ped trails.</p>	<p>55104</p>

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It sets a precedent for other streets in our city	Why high speed car travel is important on a city street. Lack of turn lanes could lead to slower traffic. That's not a bad thing. Install some jersey barriers in the 2-way street to reduce head on collisions.	There is a dedicated, safe place for people to walk and bicycle.	Traffic remaining at high speeds. The cost still seems so high.	Why not go to 2-lanes and drop the turn lanes? Slow the traffic down. People can still use Ayd Mill if they find it useful. Or... while fewer people are out driving, test a complete closure of this street.	It is a bypass type of road that doesn't take people to specific destinations *on* the street. It is meant for high-speed car travel within the city. We don't need this. We don't want this. Slow the street down incredibly or get rid of it.	55106
Because it was my great antie land	Restore	Restore the roads	The money	Make the roads good	No	55116
I drive it regularly and live in the Summit Hill area	A design that doesn't increase traffic congestion	Safety offered by median	Northbound traffic congestion	None	Can't wait to see the improvement! Thank you for soliciting citizen feedback and for all of your efforts to improve this important road.	55105
To maintain an existing transportation asset, and create a new trail amenity for residents.	long-term value	Safe divided road and lower cost	Speed of traffic	Connections from adjacent neighborhoods to the proposed trail. Where is the detailed site plan?	Can the trail meander as opposed to be being perfectly parallel to the roadway?	55105
It is a street that is highly used and abused and as both a driver and a bicyclist, it could be better utilized.	Safety for pedestrians and investment in bikes and running.	That it minimizes the importance of cars and gives balance to the city.	People being upset about their cars and commutes.	Lighting and bike safety	I am SO excited about making infrastructure for bikes a continued importance.	55104

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I live close to Ayd Mill Road and use it regularly, several times a week, but not daily.	Access to the trail component from Hamline, Grand, and St. Clair Avenues	Road safety it provides	the safety of pedestrian and bike access at Hamline, Grand, and St. Clair Avenues	I would like to see more details for the intersections at Hamline, Grand, and St. Clair Avenues, especially as related to pedestrian and bike crossings at those intersections.	North bound access from Grand Avenue needs to be restored, this is important for traffic flows in the area, especially when Summit Avenue is closed for special events like the Twin Cities Marathon.	55104
Ayd Mill road provides access to many St. Paul shops and restaurants.. It is also a nice connection from 35E to 94 and allows for stops at these restaurants and shops on the way to or from travels to the rest of the twin cities. During bad weather, it provides an alternate route to spread out traffic.	It is a heavily used road that provides access to St. Paul businesses as well as a connection to interstates.	That there are 2 south bound lanes.	There is only one north bound lane. I don't think that people will use the trail to walk since it is right next to the railroad line. This doesn't seem safe. I wonder where the destination is for those that are walking and how they will access the walking trail. The only way to access it as a walking trail will be the beginning or the end. Why would you walk that trail when you can walk down the splendor of Summit or Grand Avenues.	See discussion on entry #4	I do not think a 2 lane proposal is logical. Why isn't there a proposal for 4 lanes. has there been a study of how many bikes would use this trail?	55118
i drive on it daily to get to work	that it is often used for commuters in South Metro to get to the midway and UofM campuses	I think there is enough traffic to account for more lanes rather than fewer.	nothing	why not four lanes like it is now?	I will be very thankful when my car's bolts are rattled lose by the potholes!	55123

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I use it often. Living near Fair Grounds off Snelling it saves me time. Also I bike a lot and except for North Lexington there are not safe North South bikeways in St Paul	Bike and pedestrian use.	This proposal for saver bike lanes.	Have none	Why is there less drainage need?	Good presentation. Thanks.	55108
I use the roadway for work frequently.	Keeping it 4 lanes!!	That it at least keeps 2 southbound lanes of travel.	The fact there is only 1 northbound lane of travel.	Why can't there be 2 northbound lanes?	During this whole process unless it will be done by this fall fix the roadway now so it stops destroying cars as they travel along it.	55101
Bike infra	Closing or reducing car lanes	That a bike trail is still part of the consideration...	Cars. I live a block from the Hamline exit, and when I drive I can take Ayd Mill x2 daily. Ayd Mill brings out some of the worst in driving habits. Tons of speeding northbound on Ayd Mill, and a lot of people race southbound on Hamline to beat the traffic light or make late left turns.	What is stopping the city from going back to two car lanes?	Please continue to support cycling infra and even the potential of a connection to the existing midtown Greenway is huge.	55104

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I live near by and use the road	leaving the existing trees and wild growth in place as it acts as a sound barrier	I like this proposal over the 2 lane proposal. More lanes for traffic plus a bike lane	While I am a biker myself, I am concerned about spending money on new bike lanes that don't get used.		As a neighbor who lives near Ayd Mill Rd, I'm hoping that the trees and "wild" strip between the road and the residential areas will NOT be cut down. We need a buffer between the road and our homes to help block traffic noise. And, I personally prefer the strip of wild growth to a freeway type sound barrier.	55105
My wife uses it daily to commute to work.	safety, traffic, convenience and cost.	it way better than the extremely dangerous 2-lane proposal (which I hope isn't even an option).	traffic heading northbound and the possible congestion.	1. Will one lane be sufficient going north bound or will it be a congested nightmare? 2. Will it still be an obstacle course of pot-holes in the late winter/spring/early summer? 3. Will the bike/walking path get enough traffic to justify the investment?	People love to speed on this road and I don't remember ever seeing it patrolled. Are there plans to at least install some of those radar speed signs, or driver feedback signs, to help control speeding?	55104

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<p>I bike commute from St. Clair and Lexington to downtown Mpls. along the Greenway. I obey traffic laws, but too many cars don't. Educating drivers on sharing the road isn't working. Drivers don't want to share, so give me a safe alternative, or my grandchildren will lose their grandmother.</p>	<p>Saint Paul residents and their quality of life rather than commuters cutting through our community to get to the suburbs.</p>	<p>The seperated 12' wide mixed use lane.</p>	<p>congestion on the mixed use lane that deters bike commuters from using it.</p>	<p>Will there be safe entrances and exits for people using the mixed use lane, or will they be at the mercy of cars? Will there be some type of police presence to prevent hooligans from congregating and disturbing citizens? What is the ETA on connecting this to the Greenway?</p>	<p>It is a nice piece of land. It should be developed so all residents can enjoy it.</p>	<p>55105</p>
<p>This street has felt unsafe whenever I've had to use it, but as a diagonal thoroughfare in St Paul it could be a thriving center.</p>	<p>safety of all users.</p>	<p>That there is still a path.</p>	<p>Speed, safety, and maintenance costs/dangers.</p>	<p>Do the two southbound lanes solve for the problems of pothole fixing? Does it do everything it reasonably can to make conditions safe for drivers and pedestrians? Will it lower overall car dependence? Does the cost savings translate into long-term cost savings when considering the maintenance of another car lane?</p>	<p>I believe we should have two paths so that bicycles can be separate from pedestrians. Perhaps it should have no northbound car traffic. During this particular time where there are fewer people commuting, perhaps we should take a step back and question our investment in chasing a car-centered commute.</p>	<p>55117</p>

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I live within half a mile of Ayd Mill Road (on Lexington), and I use it regularly. I want to see a balanced approach to its future development.	A mixture of motor vehicles and pedestrian/bicycle use.	I like the balance of various needs, and I like having a path for pedestrians/bicycles.	How long will the new road surfaces last? How much is being patched versus new road?	How would pedestrians and bicycles access "surface" streets like Saint Clair, Grand, etc.? Would there be left turn lanes for northbound traffic exiting at St. Clair and Grand?		55104
I live near Snelling Avenue and St. Clair. I use Ayd Mill Road as an access road and as a shortcut to travel streets within the city. I view it as an important transportation artery.	Improving the roadways and working with MNDot to connect it with I94 on the north.	I Like it not at all. It is a waste of tax money.	Transferring traffic onto city streets.	Why bother?	I fear that neighborhood NIMBY is overriding logical decision making about the best interests of all city residents.	55105

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<p>Greenspace is of great importance in a metropolitan area. Any chance to create more greenspace and provide effective alternatives to car transportation an increase the number of safe outdoor areas should be done.</p>	<p>The environmental impacts of continuing to prioritize car centric policies instead of people, community, and environment centric policies</p>	<p>That is still provides opportunities for outdoor recreation and alternatives to car travel.</p>	<p>Short sighted decisions that are being made due to the history of Ayd Mill and the previous expectations for what it should be instead of looking to future opportunities and the long term positive impacts of a more aggressive transition away from a car centric focus</p>	<p>I don't have any questions</p>	<p>Unless the traffic data disagrees, I feel strongly that Ayd Mill will never provide the benefit that was originally intended in its construction. In the same way that Minneapolis has taken back control of Nicollet Ave after it agreed to the Kmart development plan decades ago, St. Paul must do the same to do what truly right for its current and future residents by shifting it's focus away from making Ayd Mill what it was supposed to be and treating it like it is. Ayd Mill is one of many north-south connectors in St. Paul and if it were no longer used for car travel, it would only be a few years until it's previous life was all but forgotten.</p>	<p>55108</p>

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I use the road regularly. For rideshare it is an important route to the airport from some locations.	Traffic and number of users especially during rush hour.	Separate north and south with no decrease capacity going south.	Decreased capacity going northbound.	Why is it necessary to have a bike and pedestrian lane? Traffic similar to Snelling definitely needs 4 lanes. Why decrease speed limits? Have you studied realistic amounts of bike users in the winter? Is it possible to have a lane convert to vehicle traffic during rush hour and bike use at other times?	The last stop sign northbound is unnecessary.	55114
Use it everyday	Vehicle traffics pinch pits on north side .	Pedestrian trail	Single lane on north and pinch points for traffics flow at peak hours	How do you plan to address the north bound north side traffic flow and this safety issues ? Better for all uses	Be sure to utilize best practices and think long term as well as now!	55118
It could be a wonderful city park. A new road design will not take care of the natural spring situation, not sure if nature can be defeated.	The natural setting; instead of fighting it, allowing it. Turn the area into a park for non motorized activities/transportation	That it is cheaper	The springs will still flow. That's why there should not be a road	How will you prevent current issues from recurring in a few years?	Yes, let's make it a park instead. It connects a huge community garden. People need healthy and fresh food	55104

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I travel around my neighborhood by foot, bike and car. I use Ayd Mill as a connection to 35E south when driving. I would be glad to have another north-south connection for biking in the area. I will also be glad for a parkway for walking.	multiple modes of transportation	that the bike/walk lanes will be physically separated from the car traffic.	no concerns	no questions	No. I am satisfied with the proposal. The road needs to be rebuilt and providing for multiple modes is the best for most people.	55105
Amazing piece of land in the middle of the city	Bikes and Walkers	A protected lane for bikes	The cost			55116
I use it frequently after shopping in the Midway area and don't want to add to traffic on Lexington.	Increased vehicular traffic in future	median between north and southbound lanes	drainage on the west side	does this allow more space for drainage ditches. 2 lanes southbound still goes to one lane at 35E	I don't believe there will be that much bike usage but at least it is flatter than trying to go north on Lexington	55102
The proposed plans for bikes and pedestrians on Ayd Mill is of no value. Repair it and leave it as is for car traffic.	repair it, leave it for automobiles only.	nothing about that idea.	the loss of one lane for automobiles.	why change it from four lanes. 3 is a very bad idea.	It has served us very well as is. There is no need to make bike lanes and pedestrians with the harsh winters we have here. It is a waste of money.	55105
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It's a convenient way through the city north and south	Offers an quick route to 94 for vehicles	The cost is better- wish we could stay at 4-lane however	North bound jamming up	Why is northbound limited?	I hope that the bike lane is completely separated. Don't need another River Road situation where bikes go on road and make driving dangerous	55104
I grew up in St Paul, work there, have friends and relatives living there. Often travel the residential areas in discussion.	It's uniqueness and history; one of those oddities that make it special.	separate traffic direction, lower cost.	pedestrian lane is nearly as wide as traffic lane-drivers could mistake for vehicle lane. there needs to be something to prevent automobile traffic at each intersection, metal pipe stands for example. Weve already seen a problem with vehicles driving on the ped/bike paths in downtown.	why is the median between traffic lanes wider than the one between traffic and pedestrians? will there be a designated bike path, or is it expected that all non vehicle users will just figure it out at the time?	nope	55016
Ayd Mill Road is an important connection to I-35E and other arterial streets that diverts traffic from significant sections of arterial streets which are also residential streets.	how convenient and important an added linear park is to that route.	The distance between the northbound lane and the walking/bike paths, and the separation of SB and NB lanes.	The lack of a barrier higher than an 8-10 inch curb between the NB lane and pedestrians/bicycles, despite the larger distance between.	Will there be enough of a safety margin for linear park users, in the event of a NB accident/run off the road? Will any tilt of road bed for better drainage compromise the safety of linear-park users?	We live on N of Summit on Lexington in Lex-Ham, and were ecstatic when the connection to 35E was reopened, because it got us off of residential Lexington quickly, using Grand Ave. or Hamline entrances.	55104

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It is a road that I use almost every day, and find it convenient to get from my house to several businesses around University Avenue. I also use it for quick and easy access to/from I-94.	Long term durability. We should not have to perform major fixes for this road again in 5 or 10 years.	The pedestrian and bike-way, and the fact that it is isolated from most of the ramps.	Northbound traffic getting too crowded.	How long is this fix expected to last? How will bikes and pedestrians get on and off the paths?	It is a mess right now, but I would like it to continue to be available for car travel.	55102
Ayd Mill Road should be used for commercial vehicles instead of diverting them further up into the residential areas along Snelling Ave, where I live.	the impact that the moratorium banning commercial vehicles on 35E has on the other neighborhoods, and how Ayd Mill Road is the solution.	that the road will be repaired.	commercial vehicles continuing to be rerouted up to Snelling Ave.	Is there empirical data to support that the bike path will be utilized enough in the warm months to justify having it sit unused during the winter? Is this the most efficient way to reduce the volume of traffic in other areas?	Please consider how Ayd Mill Road can help reduce the volume of traffic in the Highland Park/Mac-Groveland/Snelling Ave area. The Ford development plan will undoubtedly make the traffic heavier in the area. That's understandable and expected, but I think the city should recognize that Ayd Mill Road can help alleviate some of the nonresidential traffic that comes through, simply because the rich Summit Ave property owners pushed through a bulletproof moratorium regarding commercial traffic on 35E many years ago.	55116

Ayd Mill Road Survey Data
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I live in St Paul and traffic is a significant issue	Traffic congestion	Nothing. Get rid of the stupid bike lane and have 4 lanes	Not having 4 lanes	Why city staff are more concerned about a handful of cyclists 1/2 the year than congested traffic and the safety of everyone all the time. 4 lanes!	We should have 4 lanes connecting 94 to 35.	55105
I use it regularly to get home from 35E to Saint Paul	The traffic impact of reducing lanes	That southbound still has two lanes	Not enough northbound lanes		Please consider a 4-lane proposal. The roadway is not an ideal route for pedestrian or bike access to anything.	55104
It is an important thoroughfare to get from the West 7th area to the Midway area.	NOT moving bicycle and pedestrian traffic there!	Nothing about it. Leave it two lanes in both directions.	The questionable wisdom of putting bicycle and pedestrian traffic on such a high-volume road.	What are you thinking?	It would be a shame to move forward with the current plan, which will only drive more traffic onto residential streets where it doesn't belong, as well as forcing bicyclists to go up and down steep hills to get on and off the roadway. Bad idea!	55116
I am a motorist who uses it frequently as it is an efficient way to get from south to north and/or north to south.	safety, utility, and affordability	it is less expensive than the two-lane option and is safer	while less expensive than the two lane, it is still twice the cost of the mill and overlay of the current roadway	how much of the cost is the bike and pedestrian trail? How do you measure the number of bikers and walkers that would use it? And, would it even be safe for pedestrians? There is crime on the Greenway.	The option I support the most is the original plan for mill and overlay at the projected cost of \$3.5 million. While I am a bicyclist, I do not support spending an additional \$4.0 million to build a trail for bicyclists.	55119

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This road is a significant artery in our community.	Alternative modes of transportation	The ability to bike safely on the road	Not giving enough space for alternative modes of transportation	How will we clearly delineate pedestrian and bicycle spaces	Not at this time	55421
I live at the west end of Ayd Mill road and pay taxes.	Closing it down!	The bike path	The reason this road exist's at all	Can it still be stopped.	Having the federal government fix 35E with a connection to west 94 would make Ayd Mill obsolete.	55104
Pave the road properly, and don't spend millions of dollars on a bike path for a few people who have lots of biking routes.	...repaving the road for cars.	Nothing.	...a huge cost for a few wealthy people in a city with MUCH worse disparities in education.	Why aren't you focused on education of low-income children?		55105
I use ayd mill every day to get to and from work	How many people would really use a walking and bike path. To me, ayd mill is more of connection to get on 35. Not for families to take an evening stroll	That it allows for more traffic flow. Especially in be the winter it can get really backed up so I think more lanes would be better	If traffic will ever get backed up going north with only one lane	No questions	The pot holes are a major concern so I would hope there could be a solution for that moving forward.	55105
This is the only reasonable way to access 35E southbound from 94 eastbound, or to get on 35E south from the neighborhoods south and west of downtown. Downtown traffic is already a nightmare, and routing additional cars through there just to connect highways makes no sense	Traffic congestion, The fact that it is one of the only ways that connects 94 and 35, and pollution in the neighborhoods.	That 2 lanes of traffic are still in the plan (southbound)	Reducing northbound traffic to only one lane. I travel this route every day, and the traffic is only getting worse. Reducing northbound to only one lane is going to cause a lot of congestion	Reducing northbound traffic down to two lanes will create additional pollution problems due to the amount of traffic that gets stopped. Traffic will only increase, not be reduced in the future and short term. Is this really the best solution to address future traffic needs?	I'm concerned with 4 lanes, the traffic is already bad. Reducing to three lanes does not address current traffic problems or plan for future increase in traffic	55104

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I grew up by it, I live by it, I want more bike lanes. My friends now avoid ayd mill road because it has contributed thousands of dollars of repairs to their vehicles. They now drive on lexington, increasing that traffic.	Bicycles	The cost and timeline	Pedestrians and bikes sharing the same path	Why wasn't this started when the summit bridge was under construction?	Hurry! :)	55104
Connecting 35E to 94	Keeping traffic off the local city streets	it the way it is with 4 lanes.	Losing a lane of traffic which who'll create congestion and people may avoid it and use local streets instead	Why not keep 4 lanes? And, will the new surface last longer. Such a rough surface.	Why not keep 4 lanes and add a bike lane. Do not have a pedestrian lane at all. People do not need another walking area.	55116
I feel that St Paul has an opportunity to transform how we as residents are able to travel, in healthier, more environmentally and economically beneficial ways. The bike/walk corridor has been a dream of mine for years and I would love to see it become a reality as a community resource.	the beneficial long term impact of investment in biking and walking along this corridor.	that there is a bike/walk lane.	Biking and walking need separate lanes for safety -- a 2 lane road would allow for this to be much safer.	What is wrong with reducing the traffic speed and making it a two lane road?	This is an opportunity long in the making that would help put St. Paul on the map for non-automobile commuting. Why not take advantage of it?	55102

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I take it to work everyday.	Keeping it as-is (but repaired)	Nothing. It needs to remain as-is (but repaired).	Slower traffic and increased traffic on Lexington (Because people will be using Lexington as a preferred alternate (And it is already too busy during rush hour)		It is a key artery for N/S traffic in St Paul that allows smooth entrance and egress from I-35. It's segregation from other city streets promotes better traffic flow, reduces danger to pedestrians, and reduces traffic jams (lessening pollution and emissions). Keep it a 4 lane road.	55105
I use Ayd Mill daily for my commute and I support Complete Streets.	Condition of the roadway and complete streets	The separation between N, S and non-motorized traffic.	Reduced lanes going N.	Are the drainage problems truly addressed? Will you be using drainage gardens as well as storm sewers? Please do.	No.	55104

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It's important that the City invests in multimodal infrastructure because we need to move away from traditional automobile transportation in order to get ahead of the curve as far as climate change mitigation. Public spaces should be made to accommodate all kinds of users, not just drivers. Also, so many of our resources are being spent on maintaining this road, and it's about time that we transform this corridor into something more sustainable.	having a bike path, walking path and to create a corridor for wildlife and pollinators.	to see a reduction of the speed limit, and include engineer controls to reduce the speed limit, and improve safety.	The width of the road for vehicles. I believe that engineer controls should be placed in order to reduce the speed limit, and reduce the cost of maintaining the road. You can also set a precedent by implementing narrower roads, and maybe people will start purchasing smaller vehicles that are more environmental, and pedestrian friendly.	Will you be restricting the use of this corridor to trucks or vehicles of certain size/weight?	It's about time to stop making projects for automobiles only. These sort of projects should be approached in a more holistic matter.	55104
I use the road every day to get to work. It also has the potential to be a major bike connection to Minneapolis through the Greenway.	climate change	the reduced number of lanes and the bike and ped trail.	How to access the bike and ped trail and pedestrian safety at Saratoga and Selby.	What are the access points for bicyclists and pedestrians?	I am excited about this project.	55104
I live nearby and use Ayd Mill every weekday during both rush hours.	sustainability.	that there is a median between north and southbound traffic	the safety of pedestrians and lack of safe for both biking and walking users	Why can't there be a reduced speed with north and southbound traffic on the west side of the median with the east side devoted to green and trail space?	As someone who bikes often, I'm really looking forward to this amenity.	55116

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I have lived in Saint Paul all my 64 years and want what's best to keep it a livable city for all.	the neighborhood needs	seems like a good idea	nothing	no questions	first priority is car movement, then bikes.	55116
We live on Toronto and Ayd Mill is a VERY important artery for us to get to 94 west/minneapolis. Use it at least a couple times a week.	Making it useful for current traffic levels as well as future needs	That it has an option for a bike lane...need more lanes in my opinion	Only having three lanes	How long will this process take?	Nope! Happy it's being addressed!!	55102
It is a well traveled road that provides a necessary thoroughfare through St. Paul. A thoughtful design will improve its functionality	The amount of car traffic dependent on it	The idea of it, but worry about the functionality	How the amount of traffic will be affected by the loss of a lane	Why is it necessary to reduce a lane? Is the pedestrian / biking lane as important as accommodating traffic that could end up on neighborhood streets	It has been poorly maintained, but it a necessary commuting artery between two crowded freeways. To reduce the amount of traffic it can handle would be detrimental to the surrounding communities	55118
I live in Saint Paul and drive Ayd Mill daily.	The flow of traffic during peak hours	That there are 2 lanes southbound, as the traffic is heavier there in the evenings.	I'm concened that since there is a bike lane, people will choose to bike in the road instead of the lane provided and the safety risk involved.	Is this project even possible without the easement from the railroad?	I live off West 7th so I take the Jefferson exit to get home. During rush hour it gets very backed up with traffic going to 35E. I like the 2 lane design for that southbound lane. It would be a problem if it was only 1 lane.	55102

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<p>Ayd Mill Road is a vital connection between interstates and highways. Ayd Mill keeps through traffic off of neighborhood streets, which further increases pedestrian safety in our city.</p>	<p>The road has long been a vital connecting point between interstates, using money to reduce lanes or add bike paths goes beyond the initial proposal for funding.</p>	<p>The current road formatting better. I think it is a terrible idea to cut lanes / redistribute traffic to other streets in the city.</p>	<p>The flow of traffic into the surrounding neighborhoods. The three lane plan fails to outline how pedestrian and bike paths will be connected, allowing seem less travel for cyclists and people on foot. Changing the Ayd Mill lanes is poorly thought out, and against neighbors' wishes.</p>	<p>When will City Council stop wasting time on the three lane proposal, and actually fix the road? How are we still considering this possibility? Why would you want to redistribute traffic on to neighboring streets?</p>	<p>For commuters, changing Ayd Mill will just redistribute the traffic elsewhere. It's not like we can build a better system, but reducing roadways that work, and have become vital to those living outside of the city is simply a terrible idea. Also, this survey silly, complete a sentence?! What about ESL and non native speakers. This survey shows City Councils inability to consider and appreciate people of different backgrounds and abilities.</p>	<p>55104</p>

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<p>I use Ayd Mill Road as an alternative to going northbound when 35E northbound is backed up. I frequently drive on the road. However, the surface condition is quite bad, and I have to be vigilant to avoid potholes.</p>	<p>that while non-motorized transportation sounds like a nice idea, it would help to do a public opinion poll about how much something like a bike-lane would actually be used.</p>	<p>that it costs less than the 2-lane proposal.</p>	<p>whether people would actually use the bike path much, as the premise that there are more east-west thoroughfares does not lead to the conclusion that there should therefore be more north-south thoroughfares.</p>	<p>Would the stop sign going northbound near Selby be removed? It seems redundant. Is there really a need for a bike lane there? Is the surface of the road going to be higher than the surrounding land and avoid the water permeation?</p>	<p>I believe investments to this road should address the drainage issues to make it safer for drivers, but the additional recommendations for additional lighting and bike lanes should be abandoned or re-thought. Investment costs should be kept low, and ongoing maintenance costs should also be kept low. Address the root causes of the deterioration, give it a sound infrastructure, but keep it simple.</p>	<p>55117</p>

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I live in St. Paul near Ayd Mill Road and I am concerned about the impact on the neighborhood from traffic being diverted from Ayd Mill Road onto the local street grid.	Consider the role Ayd Mill Road plays in the regional network as the only viable connection for travel north on I-35E to go to destinations using I-94 to the west, and vice versa (eastbound I-94 to southbound I-35E)	I like maintaining a raised median between the northbound and southbound vehicle traffic.	I am concerned that users and traffic don't care about the jurisdiction of the road, i.e. it does not matter that it is a St. Paul road; the vehicle traffic will use it as it fits in the overall regional network, as a connection between I-94 and I-35E.	I understand the history of failed attempts to connect Ayd Mill Road to I-94, but that is where the traffic wants to go. Connecting from northbound I-35E to westbound I-94 only at Marion Street is non-functional; what planning can be done to work with MnDOT, FHWA and Canadian Pacific Railway to make the connection happen in the future? The City does not have the resources or experience to negotiate with the railway company. What can be done to make a better connection with I-94?	It is clearly functions in the regional transportation network as a missing link in the freeway system, between northbound I-35E to westbound I-94 and between eastbound I-94 to southbound I-35E. It will make sense to allow it to function as this regional road for cars by removing local vehicle access except at Grand Avenue, and to allow it to function as a regional facility for bicycles by building a separated bike path. It has virtually no value for pedestrian travel.	55105
We should shit this down to cars and not fix the car portion. The cost / benefit is not worth it. we already have hundreds of miles of roads we can't keep up with we need to let this one go	A linear park	That it isn't four lanes at least	maintaining three lanes of traffic at the very very most we should have two lanes for cars. Again this is an unsustainable road long term	I don't have questions about the proposal	We're going to spend Saint Paul money to ship money outside of Saint Paul and Ramsey County, again not worth it	55117

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1. Very poor condition of the road. 2. It is an under-utilized section of the city infrastructure.	How to open it up to non-motorized uses.	The separation of south and north-bound traffic.	how bikes/pedestrians will enter and exit the trail.	What are the proposed access points for the trail? Will it largely be a thoroughfare or will there be additional on/off points?	no	55104
Ayd Mill Road is a critical primary route from the West 7th Street area to the Midway. It reduces traffic on any number of collector streets including, but not limited to, Lexington, Randolph, Hamline, Saint Calir, Grand, Snelling, and Fairview. As a lifelong Highland resident who uses Ayd Mill Road an average of twice a day I recognize and appreciate the critical nature of this thoroughfare.	The impact that lane reductions would have on traffic volumes on other collector and neighborhood streets. Ayd Mill also reduces pollution by eliminating and/or reducing idling at traffic signals.	While the 3 lane proposal is the best included int his presentationj it would be far more desirable to reconsruct the roadway in a four lane configuration. Experience has shown that pedestrian and bike lanes are lightlu utilized and in a case such as Ayd Mill would have a heavy detremental impact for little, if any, gain.	Nothing except the need for a 4-lane configutation.	None	Many citizens of Saint Paul are very concerned about the impact of special interest actions, such as unneeded bike lanes, on traffic infrastructure. There is a lot of anger in the Highand/Macalester/Groveland areas over changes that have been made to accommodate bicycles with very light usage. As one who travels Jefferson multiple times per day I seldom see a bicyclist utilizing the street.	55116
Because it is an important corridor for a bike connection to the Midtown Greenway, and because doing pothole patching on AMR is preventing the city from being able to maintain the rest of our streets.	drastically reducing the speed limit	it gives us a bike/pedestrian trail	Keeping the median between northbound and southbound vehicles makes it much harder to reduce the speed limit. If there is no median, drivers will feel uncomfortable driving fast, and we can reduce the speed limit to a reasonable 30mph.	What do the intersections with the on/off ramps look like? What are the bike/ped crossings going to be at those points? I want to see alignment maps!		55103

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The road provides a critical link from the Midway to 35E south.	the link from 94 to 35E south.	very little beyond a walking path.	auto congestion the ROI in bikeways.	1. Honest, actual bike use projections and ROI. 2. Solution for access to 35E south and from 35E to 94 west.	Please complete the direct connection to 94 west.	55106
90% of the streets in St Paul are in poor condition, and our city leader's are out of control with there plans to redesign ayd mill instead of just resurfacing .	Most cost affective repair	Leave it as is	Traffic backups. You raise taxes 10 times the rate if inflation and only create hurdles for tax payers	Why redesign? we can't afford it. there are too many roads that need extensive repair in St Paul	You already eliminated the right turn lane at Selby and snelling which causes huge rush hour backups when you allowed whole foods at that corner	55104
I use it everyday going from Mendota to Minneapolis and other point in St. Paul	Repairing it as is and keeping all 4 driving lanes.	The two southbound lanes at minimum	Slow traffic	I have none. Keep it 4 lanes.	Keep it 4 lanes. Fix the pavement. This plan makes no sense to me.	55118
I live on Oneida St. and transportation, transit, and roads are an important issue. We need options that reduce car traffic to make getting around the city easier and safer for everyone	reducing car traffic	it's one too many lanes - how about that bike path option?	failing to reduce the number of cars on St Paul city streets	why not shut down Ayd Mill or turn it into a 2 lane road	this is a missed opportunity to take bold action to reduce car traffic and fight climate change.	55102

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	<p>- Capacity of AMR needs to blend in with Selby to Snelling so as to limit congestion on Selby. - A good long term solution is more important and economical (in the long run). A few million saved should not drive the design and funding. We will have to live with this for 50+ years, so be bold and don't be short sighted.</p>		<p>-Ability to fit all elements in to ROW; -how does section look at narrow points?; - Path seems very close to rail line.</p>	<p>- Why isn't plan for one traffic lane/median/one traffic lane/median/ ped & bike under consideration? Please add that option! Could allow more room for turn lanes and better match with Selby capacity.</p>	<p>- Include ways of better managing congestion at Snelling/Selby intersection. - Need description of how bikes and peds traverse elevation changes when connecting with cross streets. - Pedestrian safety, especially at night. Special concern about assaults, muggings. Few "eyes" on the area and means of escape if confronted. Lots of places to hide. - Consider lower speed limit, say 35mph, and traffic calming design measures. Please post all public comments prior to next meeting. Thank you!!!</p>	<p>55105</p>

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<p>I live in the Hamline Midway neighborhood and have longed for a safe bicycle connection between our neighborhood and the West 7th neighborhood. This improvement will make it safer for my family to bicycle to the places we want to visit in our city.</p>	<p>how transportation decisions now impact climate outcomes in the decades to come.</p>	<p>the addition of a 12' shared use path</p>	<p>not doing enough to make this a premier destination for walking and bicycling.</p>	<p>What do we do the next time the road needs major work? How do we ensure safe access onto the shared use path? What will the shared-use path connect to on the north end?</p>		<p>55104</p>
<p>As a resident, my rent pays taxes and I want them used well. As a bicyclist and a person who cares about the future of the planet, I see the long term value of safe and accessible non-vehicular transportation infrastructure. As a resident of Summit Hill who lives down the street, I care about my community and it's infrastructure.</p>	<p>Complete streets, the bike plan, and St Paul's Climate Action Plan</p>	<p>The reduction of lanes (for traffic calming and reduced long term maintenance) and the all abilities separated path with a gentle grade</p>	<p>Spending bicycle funds on car infrastructure, sinking money into a road that will always be expensive to maintain</p>	<p>What are the sources of funding for this project, and how do they relate to the various elements of it's construction?</p>	<p>I live in the neighborhood and drive this road often, and support downsizing it to a maximal extent, given its long-term costs, unavoidable drainage issues, and the disruption it causes at the North end.</p>	<p>55105</p>
<p>I use the road all the time. At the very least, the condition of the road must be improved. The addition of a bike/pedestrian lane would be nice.</p>	<p>addressing any issues that lead to ongoing poor road condition</p>	<p>the lower cost and higher capacity compared to the 2-lane proposal</p>	<p>(nothing comes to mind)</p>	<p>(nothing comes to mind)</p>	<p>(nothing comes to mind)</p>	<p>55102</p>

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I think investments in multi-modal transportation options including bike transportation are important for sustainability, economic vitality and health outcomes of our St Paul community. In addition, I would prefer the city invest city dollars in transportation opportunities such as the Ayd Mill bike lanes, that actually benefit city residents, rather than more lanes to enable folks outside of our community to pass through it.	the needs of all in the community and consider the positive impacts a more connected bike infrastructure can have to our community.	that it seems to take into account the needs of everyone impacted by the redesign.	the lack of traffic calming measured for southbound traffic if the layout remains similar to the current layout where drivers regularly travel in excess of 50 mph, as well as a potential lack of a long-term solution to the drainage problems.	How are bikes and pedestrians going to be protected crossing the new three-lane configuration? How are bikes and pedestrians going to get to and from Selby, Hamline, and Jefferson?	It would be great if considerations were made to a potential uncovering of the buried stream at some future time similar to Trout Brook were integrated into the current plan so that doing so could be easily done should funds become available to do so.	55102
I do use it often.	I think a bike lane is needed.	This safety of the barrier between opposing lanes.	None	None	Bike and pedestrian trail, please!	55104
I live in the neighborhood and use Ayd Mill Road frequently	The volume of traffic it carries efficiently and keeps it off the surface streets.	Southbound capacity and lower costs	safety for bicycles and pedestrians crossing automobile lanes	How do bikes and pedestrians cross traffic lanes, especially at Jefferson and at St Clair?	Is there any way to restore the creek to the surface?	55105
It's in poor shape.	Is it worth the effort	The idea of just eliminating AMR.	The cost.	Will this have to be done again because of the water issue?	There are other routes that can be used.	55106

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I live in the West 7th Area and commute to the Midway area every day for work. Ayd mill is the prime road I use, but I haven't used it in months due to the condition of the road.	Mill and overlay	that two lanes remain for southbound traffic and that there is a median that separates southbound and northbound traffic.	One lane for Northbound	Is there a need for the walking path in that area? I can't imagine where people would walk to/from in that area.	Something must be done and quickly. its a hazard.	55102
its one of the fastest way to get around this side of the city and offers a nice bridge between 35e and i94	just repave it, do not add a bike lane period	do not support it	i'm most concerned about costs getting out of hand when a new road is whats needed	why go through all the extra expense when a simple rfq can go out to vendors to have the road torn up and replaced with a new one as is in the current configuration	keep it just the way is it pane wise just tear it up and put a new one down	55102
I live very close to Ayd Mill and I use it to go to and from work on a regular basis	It for multiple uses. I believe it should have room for cars and pedestrians.	That it includes use for pedestrians.	Enough space for pedestrians.	How pedestrians can safely access it.	I think the speed should be decreased on the road. I also think we need to reduce potholes	55104
I use it twice a day to and from work and keeps me off city streets	Where the traffic would end up if it wasn't there	The proposal	Nothing	No questions	Can't wait for it to be done. Wish there was a stoplight on Grand and the entrance and exit ramp	55104
My tax dollars are going into it! Also I use it alot.	How much money they have and how to use it wisely.	I am confused why you chose 2 lanes southbound and one Northbound vs one lane each way.	having to change back to 4 lanes if traffic continues to increase. I hope it does not! But then stuff that cost a lot of money will have to be dug up and replaced with another lane going north.	Why 2 lanes going south and not 2 lanes going north? why not just one lane each way?	I am glad you are fixing the water problem.	55116

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As the study demonstrates, Ayd Mill road has a high level of daily traffic. I am very concerned that reducing the capacity of the road will overload Lexington and other city streets.	The vital role it play in allowing traffic to travel North/South across our city.	very little	Reduce capacity to handle growing traffic flow and the criminal element that will be attracted to an area with store fronts or other traffic. I would be afraid to walk on that path.	How will you deal with the flow northbound flow of traffic? How will you police the pedestrian path? Why is it better to spend all of this money on a plan that reduces access for vehicle traffic, wich dramatically outnumbers bikers in our city?	I will do everything I can to see that any politician who supports a reduction in vehicle capacity for Ayd Mill is not re-elected.	55105
As an avid cyclist, I believe that this is a critical investment in our trail plan.	All multi-modal transportation options	the configuration.	exits to Grand Avenue from the trail so that visitors can exit the trail and enjoy the amenities on that street.	Where there will be access to Summit and Grand avenues?	Why do we continue to invest large sums of roadway money on a road that mostly serves drivers from the southern suburbs ability to cut through Saint Paul.	55116
It relieves commuter traffic and serves as an easy way to get back and forth to the midway area	I think the three lane option meets my concerns with the option of walking and biking	It all	Getting it done. Says Mill Road has been a problem since before I35E was completed. It's about time to get the political will to do it	None	Get it done	55116
Dire need for linear park "green" alternatives to pavement, especially when a creek makes maintenance of this road prohibitive. I live in Midway last 25 years, and Ayd Mill channels heavy traffic directly to us.	The benefit to wildlife and thus property values when creek is daylight.	Lower cost but it is still millions for a money pit. I think 2 lane could be redesigned for cheaper than 3 lane.	Money pit, quite literally, of maintaining road in a creekbed	How do pedestrians and bikers safely access the trail without facing hiway-speed traffic? How can it be a pedestrian amenity when surrounded by rail and highway? Main costs are keeping the roads... get rid of roads and cheap cheap solutions abound.	Ayd Creek Park would connect Highland Park and Linwood Park with huge benefits to non-human life.	55104

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It's a great civic opportunity to meet current traffic needs and future no-car transportation	The future and how cars aren't the most important thing.	I like the blend of meeting current needs and providing for non-car traffic. And it reduces the flow toward Snelling and Selby.	Caving in yo people sho are just passing through.	Would it go to two lanes in ten (or do) years?	Please do not connect to 94.	55204
I live near Ayd Mill and have seen its degradation over the past decade. It concerns me that this thoroughfare is the face of the city for many people passing through Saint Paul. There is a lot of land surrounding Ayd Mill that is inaccessible to most people, and I hope that the city can do something innovative with it.	making the space accessible to people for exercise and recreation.	the bike/pedestrian lane.	the city's financial investment in this road	How can Saint Paul continue to pay for maintenance on a road that functions as a connector to 94? What other public works projects could Saint Paul complete if resources were diverted away from Ayd Mill? What kind of landscaping can be done to create a better habitat for pollinators and wildlife? Will I be able to use this space and feel safe?	We are in a climate emergency, and everything we do as a city should take that into account. Creating the infrastructure for people to make different transportation choices is key. If there is an easy and safe route for me to bike to do my errands on West 7th, or run over to Kowalski's on Grand, I'll do that. If it isn't safe, I will take my car.	55104

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I'm a citizen of St. Paul and would like to see more people-first design investment	Long term goals to reduce car dependence, as well as the needs of all road users (i.e., peds + bikes)	That the ped/bike trail remains the same width.	The excessive lane for cars, which we don't need, but are only including in the design to cut costs.	Does this design meet our standards and goals for the 2040 plan in terms of car use reduction?	The bike/ped trail access points need to be safe and accessible. If people have a hard time getting onto the trail, it will be harder to use and used less. We should look outward at the status and safety of connecting bike lanes and access points. The one ramp that would be converted to ped/bike only needs to be redesigned or somehow configured to be inaccessible to vehicles whose drivers might be confused and try to enter the ramp. Etc.	55104
Avoid filling potholes every year, possible future connections to greenway	That decisions should be consistent with the Climate Action Resilience Plan we just passed	Limiting lane miles and providing bike/ped infra	Costs			55105
Living in the West End I use the road daily to get to the midway and work in mpls	Automobile needs	Some of it.	Wasting money on parks when the area already has many options.	Will there be a breakdown lane northbound	Having the auto corridor supports business in the midway	55102

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<p>Investing in the road is important because it sucks driving on it with all the potholes, the city is spending too much maintenance resources on one road, it's dark and hard to see, and the Midtown Greenway deserves a connecting north-south access trail.</p>	<p>Cost, safety, long-term durability, and public opinion.</p>	<p>, no I LOVE the proposal!</p>	<p>in the long-term, will traffic in the northbound direction eventually exceed the 1-lane capacity?</p>	<p>With roughly 24,000 vehicles traversing the road daily, how do you expect the reconstruction to impact traffic on that road? How is the need for drainage being addressed and how effective will it be at preventing standing water on the road? Assuming everything goes according to plan, how long until the project is complete?</p>	<p>It doesn't take a genius to observe that the road has standing water and therefore lots of potholes due to freeze-thaw cycles, that the road is very dark, and that the temporary traffic signals need replacement. I'm glad that the current 3-lane proposal addresses those "big 3" major problems of the road. Of course I'm happy that the bike/pedestrian trail will connect the midtown Greenway. It's a no brainer because it saves 25% of money over 2-lane proposal. I feel the current 3-lane proposal is a good compromise that addresses all concerns in some way, it seems well-designed with the north-bound turn lanes and additional safety built in, and 25% less money to boot. Let's get it done!!</p>	<p>55408</p>

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Because I largely travel within the city on bicycle	The environmental sustainability impacts of maintaining the current vehicle traffic volumes	A 2 lane option better. I also think bicycle and pedestrian access needs to be made at each connection for vehicles	Drainage off of a trail with no curbs. And conflict between bicycles and pedestrians on such a narrow trail	What will the access points at St. Clair, Grand, Hamline and Marshall look like? Why can't we just ban cars from Ayd Mill road	We should conduct a test for 30 years where we close the connection to 35E and do a 2 lane configuration with separated bike and pedestrian trails	55116
I am not in favor of this project. Fix the potholes. Leave it alone.	The amount of money proposed is a waste. I should be used for more pressing issues.	nothing about it.	The taxpayers money being spent.	Why spend triple the initial budget? St. Paul has many more pressing issues to fund than this.	Fix the potholes. Do not spend all this money on this project	55104
While I am not a cyclist myself I want my city to have safe, pleasant non motorized corridors- maybe I'd become one if it weren't so dangerous!	Non motorized travel to Allianz field due to its lack of parking	That it's a reasonable compromise proposed by experts that isn't just for cars AGAIN	Just slapping pavement down because no one can think past today in our current state of mind.	There is sufficient information I read all the history prior to watching the ppt, no questions. Thank you.	This is a unique opportunity to drastically improve quality of life in our city. Please don't miss it.	55102
The access is key for north and south bound traffic. Love the bike and pedestrian trail and the connection to the Greenway!	safety and cost	safety for car, bikes and peds.	drainage and how soon it will connect to the greenway	Is bike access across the 3 lanes of traffic?		55104
Impacts bike, car, and passenger rail for our future	an earth berm or ditch to protect people from cars/trucks and trains	lower cost, car separation, dealing with drainage	cost- who pays for this; safety of bikers and peds. next to trains and trucks- berm or ditch?	How could you lower the cost? Summit has a exit road still there- could we have fewer exits to reduce long term costs? Who is paying for this? (gas tax?)	Have you consulted with railroad? Is there room for second track with increasing passenger and freight traffic?	55104

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I live near there and always used it to more easily access the freeway system from my home.	Long term investment to the Improvement of the roads	That concept best considering the options.	Not having 4 lanes, 2 in either direction.	Will the lanes be merging and changing based on direction?	I've replaced so many tires and rims on vehicles, it's time to invest in the roads and not repairing our cars seasonally.	55102
Ayd Mill Road is a strange, unique roadway in the city. It isn't a city street and it isn't a highway. The current proposal is an expensive project and will affect the road and city for years to come.	who uses it, where they are going, and how else they might get there	the bike and pedestrian path and the lane reduction	The continued use of this space for automobile traffic	Is it sustainable environmentally and fiscally to continue to maintain this roadway?	I look forward to the day it is part of a comprehensive bike network in the city	55107
As an avid cyclist and individual that supports alternative transportation the redevelopment of Ayd Mill road into something that is functional and could eventually function to connect both Minneapolis and Saint Paul through a greenway is where I want my tax dollars being spent.	that it can function as more than just an expensive and ineffective roadway.	That they are going to include a pedestrian pathway and lighting.	The two lanes in the southbound direction and the space between northbound traffic and pedestrian traffic.	What are the connections for pedestrians to get on the trail. What is the posted speed limit going to be for northbound traffic? How is security addressed along the pathway?	It has such a huge potential to function as the greenway connection and complete the MNPLS/ST Paul route, especially given the hills involved on the current route (see summit ave). There was little impact on drivers during all the years it was shut down, so lets invest in the damn thing to make it work for more than just drivers.	55105

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I live in the area, I am a bike commuter who would use the trail daily, and I am also use Ayd Mill Road occasionally as a driver.	adding the bike lane, and minimizing ongoing costs to the city in connecting 35E and 94.	the bike lane.	the additional costs of two southbound lanes instead of one.	How soon can the bike lane be available?	I think the city needs to be careful about investing city resources to connect 35E and 94, which should be a state or federal expense. I also suggest that the speed limit should be consistent with other city streets, which I believe means 25 mph.	55105
We use it to get to I-35E from Hamline/Minnehaha area	neighborhood needs and accessibility	the addition of a non-car trail	access to the trail, especially for users with disabilities	What will the connections be like between neighborhood streets and the trail? Will pedestrians have to cross busy intersections where cars access the road (and where drivers often ignore pedestrians!), or can we have pedestrian bridges or tunnels for safety?	no	55104

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Because it's a road that connects the southern suburbs and Minneapolis. Its great for St. Paul residents and commuters plus it takes traffic off side streets like Lexington.	The traffic pushed into the side streets and maybe fewer people shopping in St. Paul.	Less money and better traffic for exits.			Ayd Mill is a critical road for commuters and residents. When Ayd Mill was closed to 35E, that traffic went to Lexington and other side streets. At the time, Lexington was 2 lanes which was reduced to 1 lane after Ayd Mill opened again. I am concerned much of this traffic will spill over to the side streets like before. I understand there are costs with Ayd Mill because of the high traffic. I would rather see St. Paul monetize the traffic with tolls, billboards or other incentives for businesses vs. turning it into a 2-3 road. We should welcoming suburb people to see and shop St. Paul.	55105
I live in the neighborhood.	all options. Don't give the NIMBYs more weight.		nothing. I believe in our City staff and if this is their recommendation I support it.	None. Let's do it.	I love that we're making it bike and pedestrian friendly.	55105

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Easy access for automobiles to I-35E southbound.	If Ayd mill road is downsized to 2 lanes, traffic will increase on Lexington ave.	it's better than the 2 lane proposal, but will still increase traffic on Lexington Ave.	the assumption that bicycle and pedestrian lanes would not be used by many. Ayd mill road is in a valley and access requires going up and down steep hills which discourages pedestrians and bicyclists.	Are there any recent traffic studies that show increases in traffic on Lexington if automobile traffic on Ayd mill is reduce to 2 or 3 lanes?		55105
I worked on the Ayd Mill EIS for several years. I could support the 3 lane option but seems like there's still information missing in the information provided.	Ayd Mill can't be looked at in a vacuum, it's configuration impact almost every local north-south route and their traffic patterns. The traffic doesn't go away, it moves. Once Ayd Mill was opened as 4-lane, this allowed changes to Lexington(2 lanes instead of 4 & lower traffic on south allowed Trader Joes, etc to open), Snelling,(central median added) Fairview (2 lanes instead of 4)to be completed. Also, the deck doesn't mention if CP right away is still needed or what the plans are in the 3-lane for north end.	The lower price tag and fewer ramp changes	The northern traffic volumes. Is one lane sufficient - especially in the AM.	What traffic studies are done or planned - including local streets, if approved, when would it start and how long would it take - as most likely local streets will be messed up during this phase. Would the South end need to be closed during construction? Are there any other right-of-way costs planned or needed? The original proposals include property on north end which has since been built out - so probably not an option. What is the proposed speed limit? What will the road be classified as? Local Street? Does the proposal include any improvements to drainage?	The road is needed and resurfacing soon is critical but let's get it done right this time.	55105
I live on Portland Ave just west of Ayd Mill.	impact of changes on St.. Paul residents.	the expansion of the bike/pedestrian pathways in the area.	I would have preferred the 2-lane proposal with more open green space	What would the proposed speed limit on And Mill be after the changes	No. I think this is a good proposal	55104

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<p>I live one block off Ayd Mill Road and want to use it for vehicular access both North and South. It is a perfect non-residential vehicular connector and takes traffic off other residential N/S streets like Lexington, Hamline and Snelling. I see absolutely NO need to make it a non-motorized transitway, primarily due to safety considerations (crossing the motorized paths, below grade and therefore prime crime area, and along a major rail line).</p>	<p>Safety first on all counts. Ayd Mill Road is better suited to vehicular transit, and it takes those cars off residential streets, making it safer for non-motorized traffic on other options.</p>	<p>it better than the 2 lane option because I think it is safer to everyone involved. But it is still not as good as the mill & overlay option.</p>	<p>How the non-motorized traffic will be able to safely get to/from the East side of the road, without crossing either the rail line or the traffic lanes. I am also concerned about it becoming a high crime area for drugs, vagrants, juveniles, etc.</p>	<p>How/where does non-motorized traffic get to their lane safely? And exactly where are they going to/from? The extensions shown for the Midtown Greenway do not currently exist!</p>	<p>I think an option to turn it over to the state to serve as a connector between 35E and 94 access would be the most logical option. It is not now and will never be a "pretty" place for non-motorized traffic - and we have plenty other locations within St. Paul for that. Baring that option, I support the mill & overlay option to repair the vehicular transitway that we currently have.</p>	<p>55105</p>
<p>I use it every work day to connect to I35 to travel Southbound for work.</p>	<p>Safety</p>	<p>I do like that idea the best</p>	<p>N/a</p>	<p>Will it cause major traffic jams Northbound during peak traffic times?</p>	<p>It is a convenient way to reach 35 from Grand (where I live) my only current complaint is the terrible condition of the road.</p>	<p>55105</p>
<p>We think it is not important. A mill and overlay is the best solution.</p>	<p>That the railroad may not give permission for a bike path.</p>	<p>Don't like.</p>	<p>Permission from the railroad . There appears to be no fencing between the railroad and bike path for safety.</p>	<p>Fence for bike path not in proposal. City does not have railroad permission. It is way too expensive. O estimate for annual maintenance for the bike path.</p>	<p>We think there has already been a decision and this is a formality.</p>	<p>55105</p>

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I loved to ride my bike ever where I can. The more places that I can ride safely the better but I also like the value added to the car traffic.	The long term north/south pedestrian usage	The safety for all involved	Not much	Will the multi use trail have access to the road ways around ayd mill	No	55124

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<p>I think that the planned investments for pedestrian and bicycle lanes is a unnecessary and foolish use of our scarce taxpayer money. I can't imagine anyone who would want to walk this thoroughfare due to air pollution and safety. There are already plenty of bike paths to connect between points that Ayd Mill Road would provide. What we need is an upgraded four lane highway that connects between I94 and 35E given the lack of freeway connection to south bound 35E from westbound I 94. Get real. Provide what is needed rather than your political correctness over thinking that people are going to bicycle and walk.</p>	<p>The total transportation needs rather than the small minority that might use this route to bicycle or walk. St. Paul already has ample parks and bikelanes that are scarcely used.</p>	<p>Nothing except for an upgraded four lane highway that connects between I94 and 35E.</p>	<p>the waste of tax payer money for something that isn't needed. You should take note of the huge backup of traffiic for people waiting to turn left off of south bound Snelling to get to Ayd Mill Road and I35E</p>	<p>Why are you planning to waste money like this? My property taxes have become oppressive and unaffordable. You will face my no vote at election time.</p>	<p>This road should serve its original purpose, which was to provide a connection between eastbound I94 and south bound I5E. You might want to wish that everyone would bicycle and walk but that is not the reality.</p>	<p>55116</p>

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Because I use this road every day and have lived in St Paul my entire life.	Connecting it to I-94!	nothing about this proposal	How insane this option is.		2015 you knew a bridge needed to be constructed, yet when neighbors asked when the Hamline and Snelling bridges were rebuilt we were told that it wouldn't be needed. Now you want to put it off for more years at a 5% increase. It's not going to get cheaper. Let's do this right. The road was always meant to connect the 2 freeways. CONNECT THEM! We have bike lanes on Jefferson and Cleveland, that's why you spent the money there. Stop the madness.	55105

Ayd Mill Road Survey Data
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Investment in sustainable transportation is critical to city's future. Bicycle is my primary transpo. Safer and more connected networks are needed, esp N/S routes.	enormous short-term maintenance \$; long-term vision	reduced cost, separation, mixed use	it is still not a solution	why are we investing in road ways instead of looking more intentionally at transit and bike/walk that really serves us for the future?	The traffic study will be interesting. Is the road creating traffic demand? I think we should close it for 6 mos and really see what happens. I agree with critical thinking here https://streets.mn/2020/02/18/facing-dire-straight-saint-paul-should-pull-the-plug-on-ayd-mill-road/ Esp now with CV-19 changes in traffic pattern this is opportunity for more permanent changes in travel. City should seize this moment.	55105
Ayd Mill Road is a road I use frequently to get from my neighborhood (W 7th) to many other destinations I regularly travel to.	That is still the easiest way for not only commuters, but also locals, to get to 94.	None of it. I like bike lanes, but Ayd Mill should not sacrifice the capacity of automobiles it can handle at peak times for another bike path that will only be used about 7 months out of the year.	Cutting the road's ability to handle peak time traffic.	Why are we paying for yet another bike lane that will not be used all year while reducing the usefulness of the best route to 94?	Forget the bike lane. Completely resurface the existing lanes and clear up the lane situation at the Hamline exit that people cannot seem to figure out. Ayd Mill should be for automobile traffic only.	55102

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Important connection between I-94 and I-35E	all modes of traffic.	the balancing of needs for all modes of traffic.	northbound lane capacity.	What will be the anticipated design life of the reconstructed facility? Will a connection to I-94 still be considered as part of the Rethinking I-94 project?	No	54016

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The road significantly reduces traffic on Lexington, which I live next to.	Using traffic circles instead of lights. quieter, less maintenance, less accidents.			Again, would traffic circles be effective rather than lights. People would be less likely to speed, reducing pileups of cars waiting to turn at lights during rush hour. reducing need for police for speeding or accidents, eliminating traffic light maintenance, reducing cars hitting kids trying to get to the new bike path, from St. Clair, or Hamline, or Grand. Traffic circles require extensive road grading, and the intersection of Grand and Ayd Mill is the biggest offender of standing water, needing extensive grading anyway. They might eliminate 2 issues simultaneously. I had read that Inver Grove Heights addition of traffic circles, reduced the cost of each intersection, in terms of police, paperwork, and maintenance from accidents by \$10,000 per intersection per year, not including the toll on the people involved in the accidents.		55104

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We use this road in both directions every day during the week and often on weekends.	commuters getting to work! We need this road to be functional. Single lanes will significantly risk MAJOR backups if there is a crash or breakdown. This is an essential route.	really nothing, most of the year no one will be biking on any path there. There are so many places for bikes at the moment. Keep this for cars and people working.	slow traffic and complete blockage of the road if there is a crash or spin on the ice or a breakdown. This road has the MOST traffic on it and you want to make it more narrow? Baffling.	Why will you not keep it four lanes? Fix the road, let us use it for our commute so we can get to work and pay your property taxes.	Please keep it as a commuter road.	55105
I live near Ayd Mill road on Selby Ave and use it both for driving and would use the bike path as well.	making it a space that is appealing for outdoor use (walking, biking etc)	The fact that there is a dedicated walking and biking path and additional lighting.	the biking/walking path not getting used as much because it does not have the aesthetics/comfort of the 2 lane option.	Is there any way that the two lane option could still be considered?	Living in the area and using Ayd Mill road as a common driving road I strongly support the two lane option over the current configuration and the 3 lane option. I think the extra upfront cost is worth it in the long-term because it would make the Ayd Mill corridor a very pleasant park that could be used for decades to come. I see the 2 lane option as an addition of a park to the city and the 3 lane option as an addition of a bike commuting way. I would much prefer a park for additional money than having a less pleasant bike commuting way.	55104

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I both commute to the airport from the Midway for work, and regularly bike all around St. Paul. The current condition of Ayd Mill is obviously problematic, and the hope of a continually improved bike system is extra appealing!	Making alternative transit options more accessible to St. Paul residents.	Maintaining multiple lanes of traffic, and creating a dedicated pedestrian path.	Making sure there is ample space for both a dedicated bike path and walking path	Will the single northbound lane be sufficient for traffic flow? Will the space left for the pedestrian paths be enough for safe distances?		55104
I use this road several times per week to get to I94 to downtown Minneapolis	Car traffic Not bikes and pedestrians	Na	Not enough lanes to move traffic. It needs to be 4 lanes		It should be a high priority to complete this project. Using other arteries with stop lights is not a solution	55118

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Our backyard is on Ayd Mill Road. Right now as I sit in my office, I see and hear the traffic. We often feel the vibrations from large vehicles on the road. Not surprisingly, the mornings and afternoons are the worst.	how we can turn this road from an eyesore and a source of noise and air pollution into an amenity.	That it adds a bike lane, that it may slow traffic down, that it may reduce overall traffic, that it improves the appearance of the road.	how much traffic will continue to flow in the two lanes going south and about how fast traffic will continue to travel.	I still have many: Is there still no overall plan (showing each exit, the path of the bike lane, access to the bike lane, etc.) that a citizen could look at? Does the dotted bike lane to the north follow an existing ROW? What will the speed limit be? (I know this hasn't been settled, but it is obviously critical.) Are there other forms of noise reduction that could be undertaken? What are the plans for the natural areas along the road? (Many areas could become attractive native plantings.)	I really appreciate the opportunity to respond to these questions. The format should help organize the responses and encourage more people to participate.	55105
I use Ayd mill road several times per week to travel within the city. It is a great way to avoid other city streets such as Hamline and Lexington.	How much traffic it takes off of other city streets such as Hamline and Lexington.	I don't like this option at all. It costs way too much when our other roads are in terrible disrepair. It will make other streets more busy and dangerous.	Diverting traffic onto other streets and the significant cost.	Why consider this option?	Please complete a mill and overlay of the road as is and use the rest of the money saved to fix our other poor streets.	55116
I use the route frequently.	Just repaving the road and leave it at 2 lanes.	Nothing about it.	Traffic, and accidents.	None.	If it ain't broke don't fix it.	55123

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As a central bike/walking corridor it could do nothing but better the neighborhood. We do not need it for the South suburban commuters .	Bikes, walkers, runners and turning it into a proper linear park.	No on ramps for cars.	The fact that people will still drive 50 plus miles an hour no matter the signage.	Why are we still discussing this after every survey by the city says the most reasonable use is a linear park?	Let's finally decided that the best thing for the residents of Saint Paul is not a poorly designed not linked thoroughfare but something the community could use.	55105
My family and I rely on that road as the most efficient connection between the west 7th neighborhood and 94. In addition, it provides a necessary ease of access to grand avenue and snelling. The existing options other than Ayd Mill fail to provide the ease of use, convenience, and time savings that this road provides.	Further developing it to better handle the thousands of people that depend on it everyday.	The efficiency and cost savings while preserving the convenience oh having the two southbound lanes.	It may eventually become a thoroughfare that will require an additional northbound lane.	None, I'm all for it.	Is not building a park an option? Where would the water drain to? How do we account for that water in this plan?	55102

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I live on the 1200 block of Portland and the Hamline ramp is in my back yard. I also use this road to commute to/from work daily.	safety and noise	separation of north and south bound lanes	noise level for surrounding homes (currently an issue)	none	There is a lot of honking Northbound at Hamline due to the current layout not making it clear that people continuing straight do not have to stop at the red turn light and the tight lane around the left turners. I assume this will be eliminated with the 3 lane proposal. I also request a sound wall to be installed. The ramp from Hamline to SB creates a lot of noise with vehicle acceleration.	55014
The road carries a lot of vehicles on a daily bases.	Not putting a bike trail on the road. Keep the costs down or just close it down and keep other streets in better condition	Putting that much money for a bike trail is ridiculous and do not want my tax dollars to go for that	Not many bikers will use it for commuting	Let the road go	Disappointed on the time wasted and the money to fix one road. Not good leadership	55105
We travel this roadway at least 1X week to visit relatives in the southern suburbs. It is an easy access for our home in the Midway area of Saint Paul.	that automobile traffic is here and will continue despite the desire of a minority who insist on bike traffic lanes everywhere.	Nothing. Two lanes both ways is imperative to a good traffic flow.	Traffic flow and expense.	Why has the minority's viewpoint been given so much value ?	Address the foundation, deal with drainage issue and do it right.	55104

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<p>It is a large investment which presumes that the Minneapolis Greenway will eventually continue across the Mississippi R. to connect with the Ayd Mill planned bikeway. This assumption has a low percentage of success and it would appear that the City's investment at this moment stands a large risk of failing to accomplish stated goals shown in the Presentation Video. It is better to wait for Greenway to develop across the River, then commit to the Ayd Mill bike lane.</p>	<p>the guidelines for overlaying asphalt on top of concrete. Wisconsin guidelines call for a minimum of 3" of asphalt when installing on concrete base, because the concrete base has no flexibility, as does an asphalt base. (see pg. 29 of Wis. Guidelines at this link: https://wisconsindot.gov/documents2/research/04-05surfaceprep-f.pdf) From seeing the photo in the presentation video, and from observing the pavement at the curb, there does not appear to be enough room to install a nominal 3.5" asphalt overlay on the existing base unless the concrete base itself is also milled. Without following these guidelines, also prescribed by the Asphalt Institute, in their publications, a 2" overlay could likely fail prematurely.</p>	<p>the idea that the plan would expend money to overlay 3 lanes instead of 4, in case of failures as described answer 2.</p>	<p>that there may not be a bike path entrance or exit at Summit Ave, to reach Summit bike path.</p>	<p>How thick is the asphalt overlay going to be? What do you anticipate for Db noise levels while walking or riding, and what are the Db levels on a comparable design, such as Shepard Road between Gannon Rd. and Elway St? That stretch is unpleasant for walkers due to the noise level, and also many pedestrians are constantly crossing over Shepard Rd. at Alton, Madison, Rankin and Homer Streets, which have no pedestrian crossing protections. Pedestrians may also jay walk at Ayd Mill "intersections" at Laurel, Portland, Goodrich, Fairmont, etc. Will there be protections for these jay walkers?</p>	<p>There is going to be a lot of copper theft along the bike path lighting system because of the remote location of the path away from watchful neighbors, similar to the bike pedestrian path on the Mississippi R. Randolph Ave path between Loretto St and James Ave (behind Xcel Energy High Bridge Plant). The City gave up replacing those lights because of the expense.</p>	<p>55107</p>

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I lived on Laurel and Pascal for 20 years I lived on Summit and Albert for 20 years I am an avid cyclist. I continue to live, shop and work in St. Paul	Using Ayd Mill for proactive transportation only: mass transit and cycling/walking. And moving away from single use motorized vehicles.	that there is a median	There is not a train/mass transit line in the 3rd lane. The 3rd lane should not be for single use vehicles.	Why isn't one of the lanes set aside for train development?	It needs to connect to the Greenway. Show that St. Paul First matters.	55102
I use it frequently between my house and 35E southbound	providing a low-delay connection between smelling ave and 35E	the lower cost compared to 2-lane proposal	lack of use of the trail	will it improve delays due to traffic lights and congestion on the north end?	thank you for planning to fix up the road surface! it's truly terrible.	55113

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<p>entrances/exits and 28k cars would be on/near my home creating noise and fumes. There will be extreme backups. 2) It was created as a way to keep cars OFF residential streets, not on. 3) A place to repave Fall 2019 was in place and approved of. 4) My councilperson said she found out about the new plan that "the city/mayor" (which should be the people), the same time I did. I believe it should have come out of a discussion with council reps after they had discussed with St. Paul constituents. 5) Council more or less were on board with plan and then planned meetings with constituents. Backwards to me 6) You don't figure out how to spend more money that the city has. You spend what you have, not what you dream of. This is not good financial planning. 7) We have sufficient</p>	<p>leaving it as planned, a thoroughfare for cars, not putting 25k cars back on residential streets. We do not have the money for the unnecessary newer plan</p>	<p>IT NOT AT ALL... Does any of the council and mayor live near where all those cars will be on our streets?</p>	<p>Extreme car congestion where I live and breathe and children play.</p>	<p>Why are these decisions proposed without first contacting people who are most affected. Why does the Public Works Director, Ms. Langtry have no email? I finally after many attempts got someone to locate her phone number. I left a message 6 weeks ago and never heard back. No transparency</p>	<p>I think I said it all in the first box. Leave it and pave it ASAP.</p>	<p>55105</p>

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Been a Saint Paul resident for 8 years. AMR is a vital street as I go to Egan often. It's the most efficient connection from 35E to 94 or 35E to home.	Pot holes and a sustainable, low-maintenance solution.	The median and the fact that I can still pass people when they're driving very slowly.	Turn lanes when going north, but it's not a big concern.	How will the bike lanes connect through Saint Paul? Will AMR connect to St Anthony? Is it just repaving the road with some changes?	It's awesome. Is it still an active rail line?	55104
this is our access to saint paul from the south	The volume of traffic that moves through st paul	nothing about it	access to arterial roads in st paul	Access to arterial roads from the north bound lane. How will it handle the traffic? Is there a potential for grid lock? Will it cause neighborhood roads an increase in traffic?	This is an efficient way to access st paul arterial streets. If there is a reduction in speed limit it would hinder the efficiency of access to st paul	55123
It is a highly used community asset that is badly in need of reconstruction.	how the changes will affect usage within the community.	that promotes safety and maintains function.	how pedestrians will access and leave the trail safely.	How will reconstruction address the seepage issues that destabilize the pavement? How will the bike/ped path connect to other paths in the area?	Thank you for pushing this project forward.	55104

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<p>I live near Lexington & St Clair and do not want a flood of frustrated commuters clogging the already heavily used Lexington Ave and adding to the air pollution sitting in traffic.</p>	<p>Maintaining smooth traffic flow of the commuters coming from Egan, Apple Valley, Burnsville, etc., and NOT forcing them to use city streets to avoid the certain congestion on Ayd Mill.</p>	<p>NOTHING; only an idiot would think that there won't be enormous congestion on northbound Lexington, Hamline, Snelling, and Fairview.</p>	<p>Carbon footprint in fact INCREASING as traffic avoiding Ayd Mill congestion pours onto north/south arterial streets and sits there, hazards to bike and pedestrian traffic on those streets because of the increase in traffic, significant degradation of quality of life in my neighborhood from that increase in traffic (I live close to Lexington & St Clair) and all this for the tiny percent of the public that would use the bike trail. Obscenely stupid.</p>	<p>Why are you pandering to a loud but tiny constituency — the bike crowd — when the negative and widely inflicted consequences of the plan so clearly outweigh whatever benefit would accrue to that small and vocal group.</p>	<p>DON'T FOLLOW THIS PLAN. DON'T DEGRADE THE LIVABILITY OF ST PAUL FOR MANY MANY OF THE RESIDENTS IN THIS PART OF THE CITY FOR THE SAKE OF A BIKE LANE.</p>	<p>55105</p>
<p>We need long-term solutions for our roads, which includes occasional reconstruction and reducing maintenance miles. Also, adding bike and pedestrian lanes is shown to have public health benefits and this is an opportunity to connect to the midtown greenway and add much needed north-south bike lanes</p>	<p>the health and safety of the public</p>	<p>that it includes a bike and pedestrian trail and physically separates north and southbound traffic</p>	<p>encouraging use as an I-35E/I-94 connector that the city must foot the bill for (and not MNDot)</p>	<p>how can the city make the road feel more inline with other streets in St Paul.</p>	<p>any reconstruction must include a non-motorized trail and it is quite evident that it needs to be completely rebuilt and not just mill and overlaid.</p>	<p>55105</p>

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It is a good way to go to south 35E	The road is in poor condition	Support	Cost	Tome to complete construction	Use local company for project bids	55104
I use it to go from St Anthony Park to West 7th to avoid going on 94.	Bike trails and traffic calming	Separation between N and S-bound lanes	Unsure	No questions	I would like to see some sort of porous pavement to prevent flooding.	55108
It is an important link between 94 and 35 that helps lessen traffic on Snelling, Lexington and Hamline	The fact neighborhood will be negatively impacted by a bike lane that serves a very small percentage of the cities population.	Little about it since it should remain 4 lane car traffic connection between 94 and 35	The fact the city is again adding bike lanes for a small percentage of the population and pushing car traffic back into our neighborhoods	What value does the city gain from increasing traffic into the neighborhoods and adding additional bike lanes that are already not used by bikers who obey the basic traffic laws. They run red lights and stop signs regularly.	I think the city is hiding the basic facts from a majority of citizens who have been focused on trying to balance work from home, online learning and stay at home ordinances. Shame on you.	55105
I live on Lincoln Ave. at the dead-end West of Ayd Mill. Also, urban walking and cycling are important to me.	Current cost of maintenance and the desires of city taxpayers (as opposed to suburban commuters).	The bike trail/ walking path. That is all.	Road maintenance	How will this ease congestion?	I've lived next door to the road for 24 of the last 45 years, and I would not miss it at all if it became unavailable for driving. I would very much appreciate the north/ south bike way out could provide.	55105
It's an important connection for our city.	There is no need for a bike trail.	Keeping it a road as it is now.	Turning it into a bike trail.	My answers are what I think it should stay the way it is except that you resurface the entire surface. Don't make it something that isn't and listen to the public for once.	Your questions are ambiguous and I doubt that you will even count my comments.	55116

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I live in a homeowner association directly connected to Ayd Mill Road.	mailing a roadway with two-way traffic both north and south	It is better than a two lane roadway but not as good as a four lane roadway.	Traffic flow. The traffic pattern on Ayd Mill and the surrounding streets does not support a reduction in lanes. In case you have not noticed, then city streets are already over burdened.	It is hard to understand why the addition of a bike path would drive this major change to Ayd Mill. My question is why was this deemed a necessity - especially given our budget.	Park Association which is build above Ayd Mill Road. The roadway is a critical path of travel for our residents. No one from the city has bothered to solicit feedback nor respond to inquiries regarding the impact of the changes to area residents. We feel ignored and without representation. We have little or no confidence that the city will make an informed decision. One only has to look at the two-way bike path that was added to Jefferson, also an important path of travel for our residents. There are sections that do not have enough room for two-way traffic but two-way bike paths were added anyway. Lastly, when budgets are tight, we must prioritize. We do that in our HOA. Why doesn't the city? This has nothing to do with bikes. I like to bike. It has everything to do with common sense and budget control.	55105

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<p>I do not think we should invest any money in Sydney mill road. Our city needs to focus its attention on our streets, not improving a bypass for suburban travelers. If we have money leftover after our roads, bridges, parks and schools, then maybe we open it again. But I think it is not a priority for our city or budget!</p>	<p>Closing it and focusing on our other streets and bridges.</p>	<p>I think it should be closed completely.</p>	<p>Spending money on and mill road when our city is so behind in caring for our other streets and bridges.</p>	<p>Why are you looking at this instead of closing it completely and putting energy and resources into our other roads!</p>	<p>If we weren't in a city budget crisis, maybe we consider this; but we have other more pressing needs as a city than keeping this road open at all. The best thing for our city budget would be to close the road.</p>	<p>55105</p>
<p>This project has been discussed for 25 to 30 years with no positive outcomes. Our city has so many more important things to correct and improve, such as affordable housing and food assistance and \$\$ assistance to those who have lost their jobs in the horrific virus epidemic.</p>	<p>Ditch the entire project. Close the road. Focus on what the citizens want and need. The politicians are not listening to their constituents. They should be admonished..</p>	<p>Nothing about it is likable!</p>	<p>Unnecessary cost for St Paul Taxpayers</p>	<p>When will you cancel all plans and close the road ?</p>	<p>Close it down.</p>	<p>55116</p>

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I am a tax payer who thinks the money would be better spent on resurfacing the existing road and Summit Avenue. I live and bike in the neighborhood.	Cost and the fact that the bike trail would not connect to any other trails directly.	Nothing	Cost, traffic diversion, and use of money that we need for other projects.	Why do this?	I remember the discussion in the 60's and it was contentious then. The discussion today makes it sound as if we would be more faithful to the earlier opinions but that is not so.	55105

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I live in the neighborhood near Ayd Mill and use the road several times a day.	That it is a quick and easy for people to get to shopping areas (midway cub and target) with out Ayd Mill I'll go to Eagan	Nothing about it. First of all, how are people going to get to the bike/walking path? Will there be crosswalks on Ayd Milk going East to West? Also, there are already homeless camps along the road in the trees. This is very similar to the bike path along 35E which we can not use due to the increase transient population. 7 months out of the year families will not be walking or biking on. And again, where are they going to access the path? Where and why would they even be walking and biking along there?! It's ugly. And no amount of trees is going to cover up the railroad line. Not to mention should we be walking next to train tracks?	All of it. It makes no sense. Do we want traffic to flow onto Lexington? Where there are houses and make the street even busier by cutting off a north bound lane? Not to mention we then have to cut over on University and the light rail to get to target and cub.	Who is this going to support? 7 months out of the year it's too cold, too icy, too unpredictable of climate to use as a bike lane or walking path. And where are people going to access the path? What about the homeless people? Nothing is done about the camps they already have along the 35E bike path, why would this be any different?	Ayd Mill allows people in the neighborhood to connect to the midway area quickly and easily. Without it, it's quicker for me to go to Eagan/West St. Paul for my grocery shopping, thus taking business out of the city. I'd like for the mayor and the planning committee to really look at who wants the bike/walking path? And the practicality if it. This doesn't seem to make any sense.	55102
I travel ayd mill by car frequently and I am a reguglar biker.	Safety	The separate bike pedestrian area			This is a great idea and should have been implemented long ago.	55414

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<p>Over 24,000 cars per day use this piece of roadway. This road needs to be resurfaced. Reducing this roadway to one lane in each direction means this large volume of vehicle will find surface streets in order to get to I-94. I personally do not want these cars racing down residential streets, including mine.</p>	<p>Safety of pedestrians on the residential roads. Putting thousands of vehicles on residential streets increases the possibility of injury.</p>	<p>Nothing about this proposal is appealing to me. I fail to see the putting 24,000 cars onto residential streets for the 10 pedestrians and 15 bicyclist that would use this 1.2 mile roadway.</p>	<p>Forcing 24,000 cars to find another route to I-94 - a route which uses surface, residential streets.</p>	<p>I am confused how Mr. Carter can completely change an policy that had been approved by the City Council and ready to begin, and then, suddenly, everything is changed. Why have the council go through all these motions, only to have their decisions cancelled on a whim.</p>	<p>The discussion around Ayd Mill Road had been going on for decades. The city had numerous options to extend this road to I-94 and chose not to go forward. Now, the options are pretty much gone, and yet, the new decision is to narrow this road and force the 24,000 cars to find another route. I remember before the south end connection was made, all the traffic that "roared" down the residential streets, on their way to I-94. I really don't want to see that picture again.</p>	<p>55104</p>

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I live in West 7th neighborhood and use the road daily to get to 94 to get to downtown Minneapolis for work	That we need a viable and not traffic jammed connection to 94 from west 7th neighborhood if you want to keep the neighborhood thriving and growing. I love to bike, but I live in Minnesota and need to use a car for work commute every day. I would rather have a fast commute than a bike path that is unused for 6months a year and when used it's only by a very small segment of the population living here- Toddlers/ kids can't bike to daycare, I can bike with my toddlers to pick up groceries, etc. biking is a great recreational activity, but not a reasonable commuter option for families.	That there are two lanes southbound. I wish it remained two lanes each direction	Cost of bike path per actual return on investment- how does this investment increase the value of homes in West 7th? How does it make more young families want to live to this area? We are not all bikers. Commuting by car is not changing in a climate like Minnesota. Please do not waste money on a project like this.	Why do we have to do anything other than fix the road so it's drive able? Why are we insisting on spending the money? How will this project increase property values in West 7th neighborhood (would like actual data)? Do you think people will move from Minneapolis to St. Paul because they have a bike path connection? I would like you to show your evidence for such a claim.	Again, please listen to the people who live here- not your own agendas for philosophy on how you think others should live. Try to see this from someone in the neighborhoods point of view.	55102
I live in St. Paul, and drive Ayd Mill Road.	Adding a bike and walking path	the trail	the cost	Why do we need two lanes south bound? I think one lane each way would be enough.	no	55117

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<p>Ayd Mill Road is a major commuting thoroughfare that I had thousands use every day. With lower traffic speeds in neighborhoods and few throughways from north to south, it is important to St Paul commerce to keep this functioning. Any other alternative will place more pressure on residential streets - and speed limits - that will make neighborhoods around it more dangerous.</p>	<p>commuter traffic and the needs of citizens to have one higher speed corridor across the city to relieve residential commuter traffic.</p>	<p>keeping the general structure and pace of traffic on a major north south commuter corridor.</p>	<p>The presentation does not address turn lanes on the northbound side. It cannot be just one lane blocked by people trying to exit at various streets.</p>	<p>Is the one lane going north sufficient to accommodate the daily traffic and exits that exist today? If not, then I would keep the four lane structure. Also, can we not reduce speedlimits on this road? This should be considered a throughfare, not a residential street.</p>	<p>While I understand that the 35E connection and speedlimits are relatively new in history, it would be a major mistake to change its current nature substantially. Closing it down, slowing it down, making it less than a thoroughfare will increase pressure on already very busy and slow residential streets. This road is a safety/pressure release valve for the neighborhoods around it and it is important to preserve that.</p>	<p>55104</p>
<p>The area is a natural transportation corridor so I think it should be used for that purpose. I prefer vehicle traffic use it when appropriate rather than surface streets where people live.</p>	<p>The needs of all modes rather than just drivers, and the needs of Saint Paul over drivers cutting through.</p>	<p>That it dedicates at least a portion of the roadway to other uses, and creates the potential for a broader regional trail connecting with the Midtown Greenway.</p>	<p>The proximity of people walking and biking to motor traffic. The speed and noise of traffic should be mitigated with road design and a very effective barrier.</p>	<p>How to maintain connectivity for pedestrians and cyclists to continue their trips in safe and useful ways.</p>	<p>I preferred the originally proposed 2-lane configuration for vehicles and 2-lanes for peds/bikes, but this is a reasonable compromise on cost. The roadway should absolutely not be dedicated solely to motor vehicles.</p>	<p>55116</p>

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I am a resident of St Paul who would like alternative transportation taken seriously as we look at a an uncertain future due to climate change. More and better bike paths just make sense, and they get more of us moving.	a safe way for bikers to use the road.	that it would make the road safer for bikes and for cars.	nothing, really.	I guess I'm not super clear what the intersections will look like with 2 lanes going one direction and 1 going the other. Will bikes be able to cross over Ayd Mill?	One more question, and this is, how do you pronounce Ayd Mill?	55104
I live and work in Saint Paul. Improved biking routes are important to my family as we try to reduce our carbon footprint and ride our bikes more for local trips to work and shopping.	impacts on local Saint Paul neighborhoos	that it provides better north-south biking options, still provides access for local traffic, and costs less than other options	the amount and type of division of the walking/biking paths from the traffic	How to pedestrican and cyclists enter and exit safely? How do you keep traffic from exceeding the posted speed limit? How are we best connecting to existing bike and pedestrian infrastructure while also encouraging development to take advantage of the new amenities?	Keep in mind the future trolley and Light rail plans to that Saint Paul can actively participate in improving our access to mass transit options.	55105

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I travel Ayd Mill on a regular basis to access stores and visit friends from my home. It's a much more direct route from my neighborhood, than it would be to take Lexington or Dale to Univerity to get to the closest supermarket.	Climate change. Our city needs to be making proactive plans for a robust plan that is made for more than just cars. Consider its citizens.	That it offers diversity in transit and honors public spaces. In order for cyclists to feel safe in st. Paul they need to feel that there is infrastructure that supports them. I avoid iking on lexington because it feels unsafe and it takes me longer than a trip on Ayd Mill would.	Foundational issues. Potholes keep cropping up for a reason and before any long term plans are put in place I would hope that bedrock issues are addressed.			55102
I live a few blocks from And Mill Road entry and exit points	Increased traffic creating congestion on Lexington, Snelling and other already over burdened streets due to decreased Northbound lane	increased safety from proposed 2-lane road way	north bound traffic being diverted to already crowded side streets like Lexington and Snelling and Hamline	What does this roadway have to offer a bike, pedestrian option - doesn't make sense to me should remain 4 lanes; not safe for pedestrians or bikers and how many pedestrians or bikers are imagined to use this route	do the mill and overlay and bring the number up from 10 to 100 - forget the bike/pedestrian option	55105
I live in the neighborhood and use this road quite often.	Traffic control	It only if the road is kept up, unlike it is currently.	Too much traffic in other parts of the area.	Why can't it be connected to 94?		55104
I use this road frequently	An ongoing maintenance and safety plan	The increase to safety	The city's ability to prioritize and maintain the road	none	FIX THE ROAD!	55113

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It's in our neighborhood and we use it all the time. The current condition is awful; it's the worst road we drive.	neighborhood traffic impact if vehicle traffic on it is reduced-- where are the extra cars going to drive?	Safety--not having potential head-on collisions	The need for a 1.5 mile bike/pedestrian path and access to it. Why would you want to walk there? Plus, 6. months of the year the bike/pedestrian path won't be used. Why not simply improve the existing road?	How do pedestrians and bikes access and exit the pathway? Why can't we just mill and overlay (and landscape) the existing road? What will the speed limit be on And Mill? How useful will the traffic assessment be if it's conducted during the cover-19 quarantine period?	No	55105
The roadway is in disrepair.	maintaining traffic safety for vehicles	the fact that the road would be paved	fewer lanes would push traffic onto residential streets	How would adding a bike lane improve biking in St Paul, and would it actually be worth the negatives associated with constricting motor traffic on Ayd Mill	Please just repave the existing roadway. We don't need improvements to parkways or bike lanes. I am an avid cyclist, but this proposal does not make sense to me, given the increased construction costs.	55104
I use the road every day, multiple times a day to drive from Eagan.	Volume of traffic currently using the road.no bike lanes!!!	NOTHING, is a ridiculous proposal negatively impacting tens of thousands of people a day.	The commute time, warranty and tear on other streets, quality of life for those in neighborhoods who'll no have large amounts of traffic, and how I will get to St. Paul.	Why the mayor doesn't care about commuters? Why you would add a bike lane that little to anyone would use? Why the mayor doesn't care what his constituents want instead of trying to look progressive?	If the mayor chooses to turn Aud Mill into a bike lane I will no longer to to St. Paul—I will take our 2 kids out of private schooling, I will no longer support the chain stores or small businesses, and I will no longer support the arts or fundraising in St. Paul.	55122

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I have used this road for many years for my commute to work in Eagan before my retirement. I can't tell you how excited I was when it was connected to 35E. I still use it and can see that changing to a 2 lane roadway would be a huge mistake. During rush hour traffic already backs up south bound to 35 and would only get worse and more frustrating for motorists.	We already have many biking areas that are currently not being used	At least one side would be two lanes	Traffic backups	How easy would it be for Public Works to maintain/plow in the winter.	Only that I feel it would be less costly and would still be a very workable solution to keep it as is and only do the mill and overlay	55104
I use it regularly to get to work	High level of traffic currently using and congestion on Selby and Snelling	That there is at least 3 lanes for cars	Can it handle the congestion	None	Two lanes for cars is impractical and unrealistic	55104
I use Ayd Mill Road, and agree it needs to be resurfaced. It is important to me St Paul is not spending money when not absolutely needed.	BUDGET! Do only what is NEEDED resurface, not reconfigure.	Nothing. I do NOT think a reconfigure should be done.	BUDGET! TAXES! Cost VS benefit.	WHY not JUST resurface! How many would actually use the bike trail YEAR ROUND vs how many would use the road year round?	It does need to be resurfaced, not repaired. Let's do that. But not add any additional expenses with a redesign of it.	55116

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I live nearby	That it's okay to NOT connect to I-35E.	That it includes pedestrian facilities.	If it is truly the best choice. Or are we settling because of pressure from angry travelers.	Will that weird stop sign by Selby still be there, this would be a good time to remove it. Will there be offset turn lanes? Could the intersections be roundabouts to slow speeds and reduce long term costs? So it would be a mill and overlay over the 80 year old concrete...?	Whatever design you pick, please do a full closure during construction. Shut it down, get it done. Locals are not the ones issuing this road the majority of the time. If we have to suffer the construction noise, the through travelers can find a different route for 2 years.	55105
It's a significant north south throughway for increasing traffic. I live in a townhouse which is located within 20 feet of the road and am impacted by heavy traffic.	How traffic on the road will impact surrounding neighborhoods.	Decrease in traffic lanes.	Cost, increase in traffic and speed, waste of money on bike and pedestrian lane.	Why are you not considering the 2 lane proposal? Why not do only a mill and overlay? City has consistently refused to enforce the no truck traffic designation for the road. Do you ever intend to do that? Heavy trucks contribute to the early deterioration of the road.	Resurface the road, enforce no truck laws, consider only a 2 lane option and stop wasting tax dollars on bike and walking paths that will go unused.	55105
I live just off of St. Claire right next to Ayd mill. I use the roadway heading southbound almost daily to get to 35E. The walking trail would be great. But the two Lane plan concerns me with the traffic overflow that may occur on Hamline as well as Lexington.	Leaving southbound two lanes.	The cost as well as leaving southbound two lanes.	Northbound possibly backing up when it is converted to one lane.	I have none.	My biggest concern is how the neighborhoods directly surrounding the roadway will be affected by the traffic changes.	55105

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Ayd Mill road is a critical north-south connector (in a city that needs them) and is in the worst shape of any road in the city.	Long-term solutions, not just a 5 year patch.	Not much at all.	The fact that this isn't a really useful bicycle route, and that it will divert traffic onto Snelling, Lexington, etc.	How can we maximize traffic throughput, solve the northern terminus issues, and get a solid roadbed for the next 25 years?	It feels as though the roads users are already being held hostage to political goals rather than good traffic and road engineering.	55104
I both bicycle and drive my car through the corridor. I would like to see a connection to the Midtown Greenway.	Bicycle & pedestrian traffic	It accommodates all users.	No concerns	No questions.	No.	55436
St Paul spends a lot of money plowing and repairing the current version of Ayd Mill Road. It gets used a lot.	How to spend less on the road but keep it available for local traffic	that proposal. I support the bike walk trail. I support a future 2-lane design and slower speeds	it not getting carried out.	How can St Paul best use it for local traffic?		55105
Traffic flow and a fluid connection from 35 to 94. I would like the original plan of 4 lanes and a good connection to 94. If we need the bike lanes then let's take the railway to court again	The future. We're going to have more traffic and more need for bikes. Let's spend the money now to get it all now. Waiting and doing the 3 lane plus bike way is a bandaid.	That it's 3 and not 2, but it's not enough.	A slow road that should be a fast sorely needed north south diagonal connection	How does it connect to 94. The current cluster of traffic at Selby is just getting worse all the time. How do we fix that? A good 4 lane extension was supposed to be the best way.	I agree that it's a mess and needs fixing asap. I would like to see a connection to both directions from grand.	55102

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<p>I have gone to school in Saint Paul for many years and throughout, I take Ayd Mill in to the city. I want to see it redone and not just with rough road signs. I am sick of the damage it does to my car. My father also drives into work that way, the status of the road has become a joke- it is so bad that I have taken my car in numerous times to fix something. I know that without a doubt, my check engine light comes on after bumping down the road. I want to be able to continue to come into the city via Ayd Mill.</p>	<p>a complete fix and not just a band-aid.</p>	<p>it, but I don't think you need it.</p>	<p>making sure it is done well and properly.</p>	<p>How likely is success? How much would it cost? and When can it get started?</p>	<p>The road is a good one that just needs a lot of help. the rough road signs weren't helpful. In fact, I found them insulting. It is a major way that many folks get into the city, the residential part of it anyway. Please repave it or make it 3 lanes. I am fine with 3 lanes, but really just want to see the huge holes filled in and have it be safe to drive on.</p>	<p>55120</p>
<p>Critical connector through the area</p>	<p>That certain very loud, elitist residents of the area will use their leisure time, money, and personal connections in City Hall to driver their personal agenda, not what is best for the city as a whole.</p>	<p>Silly, waste of money, pandering to moneyed elite.</p>	<p>project management, scope creep, mis-spending scarce funds that should be used elsewhere in the city.</p>	<p>Who is really behind this, publish the names, dates, places of all meetings, both formal and informal, between city staff, elected officials, and outside 'advocates'.</p>	<p>Be open, publish everything , even the most insignificant email or meeting note would shed light on how we got to this point.</p>	<p>55106</p>

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I like the connections Ayn Mill makes, one part is StP to another. Super important to provide nonmotorized opportunities here, now. The Midtown Greenway in Saint Paul. Wow.	The green future of transportation and people, not machines.	keeping the name, Ayn Mill.	The asymmetrical layout and the room for bikes, room for walkers, strollers, roller bladders, dogs...	Why would you do 2 lanes one way and 1 the other? I don't get it.	Please support bike lanes, ped facilities above all else. Saint Paul deserves it.	55113
This is an essential road to connect us to 35E.	It's main purpose first to be used as a connection for 35E but then consider it for a future light rail corridor	the divider for north and southbound traffic	If the site as been considered for light rail corridor	will the site every be considered for light rail and should planning now involve the potential for this use	It's a great road	55104

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I appreciate planning that looks long-term and prioritizes pedestrian, bike, and bus transit expansion.	pedestrian, bike, and bus options as priorities.	the possibility of making real progress towards the Midtown Greenway expansion and the general expansion of our city's bike map.	trading short-term savings on the 2-lane proposal for ongoing and possibly unsustainable costs of maintaining a 3rd car lane in a problem site.	How does this proposal affect the outlook of annual costs and labor of maintaining Ayd Mill Road? Are the future savings enough to warrant keeping the 3rd lane open? Is a narrower shared bike/pedestrian lane safe enough to increase both bike and pedestrian traffic on this route? Are there any conversations with MetroTransit about increasing bus traffic on this route once the road is improved, to continue to reduce car traffic?	Please make every change you can that can eventually reduce private car trips. I know that some neighbors and council members are concerned about increased traffic on other city streets near Ayd Mill Road. I believe that driver behavior will adjust to new conditions, but only if we give non-drivers more and safer options to take some pressure off our roadways. Make the bike, bus, and pedestrian access to Ayd Mill Road as safe and efficient as possible to help reduce traffic on the remaining 2-3 lanes and surrounding streets.	55105
I drive it frequently	Traffic flow, livability, future needs	it as a good compromise	Cost overruns, but support present plan	Where will it connect to St Anthony (stadium congestion) 2. Will there be an attempt to plant beautiful landscaping along parkway? 3 confirming only nb entrance is at 35. Thx	It is a beloved rte despite its horrible condition	55403
I bike, I want St. Paul to be more green. The future	bikers, walkers and alternative transportation	Create safe bike and walker lanes.	biker and walker safety.	none	no thank you	55105

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It connects Serlby with Jefferson. I live on Dayton and Fry and my daughter's family lives on p-leasant. I can get to their house without using busy city streets or residential streets.	how copn strictive a 2 or 3 lane plan will be to rush hour traffic. Southbound already backs up to Saint Claire	it better than 2 lane	rush hour going north if just 1 lane.	Is it really necessary to constrict traffic on our major throughways to accommodate bicyclists that are not there. There should be a better way to accommodate non motorized traffic without constricting motorized traffic or endangering non motorized traffic by giving space on major thruways.	I would not like to see the roadway closed	55104

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<p>First and foremost, I am a bicycle and pedestrian safety advocate. I believe that creating paths for bikes and peds is important for our city to make sure it's serving the entire population not just the driving population. Secondly, we need to invest in fighting climate change immediately and reducing roads while encouraging other forms of transportation is an important step to doing so. Third, I live directly next to Ayd Mill Rd so it's future directly impacts my daily life.</p>	<p>closing it to all motor vehicle traffic, putting in a greenway for bikes and peds and letting the natural creek take back the rest of the area.</p>	<p>nothing.</p>	<p>The city still prioritizing cars over people and over the health and future of our citizens.</p>	<p>How does this fight climate change in our city? Why aren't bicyclists and pedestrians being given equal space to cars? Why isn't the city thinking about making this an extension of the Greenway?</p>	<p>It shouldn't have existed in the first place. Please do the right thing and close it to car traffic.</p>	<p>55105</p>
<p>The roadway is vital to keeping through traffic off of our neighborhood streets. A roadway that is in terrible shape.</p>	<p>The other needs of its citizens. The bike way isn't a need. It's a want.</p>	<p>Nothing about the idea.</p>	<p>Bike and pedestrian safety.</p>	<p>How are we going to pay for it and what other needs get cut to fund the bike improvements?</p>	<p>It is a terrible bike way design. It forces bikers to compete with high speed traffic. It goes to/from nowhere.</p>	<p>55104</p>

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I use it but have stopped because of poor condition. I liked it when it was closed to 35. I don't think it should be a major path so i like the 3 lane	Not taking peoples homes connecting to 94 and being too costly. Not spending too much money on a road that will get crappy from water in the future	That it's cost effective compared to maintaining it the way it is or expanding it. It's environmentally friendly	People bitching on nextdoor when it's actually an awesome plan	None	I feel like because of how it gets damaged by water streams every year, i would rather see it closed off at the end to 35 if we can't do the three lane. I like meeting in the middle in support of the 3 lane otherwise	55104
We live on the corner of Syndicate and Hamline and can see Ayd Mill from inside our home. We would love to see bike/ped access added!	Safety of all travelling along it and neighboring properties - we don't want to overlook a freeway! Also remember past plans for the roadway (2009)	The lower cost and safety advantages	Access - is the trail only accessed from the East side? Does northbound traffic still have the same number of exits currently?	Access to trail? Have you thought about switching one lane's direction based on time of day?	What are the plans for speed limits? As a neighbor, I'd say the most noise comes from empty semis driving fast.	55104
I live at 1769 Stanford Ave. So I pay taxes, which will go to improve this road. In addition, I am a cyclist and driver who occasionally uses Ayd Mill road.	both the costs and its potential as a park / cycling path	That it eliminates one lane. Would rather it eliminated two lanes	why it doesn't eliminate one lane in each direction	Why does it cost less than eliminating two lanes?	Important to me that it becomes as bicycle and pedestrian friendly as possible.	55105

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<p>The road is in critical need of fixing deferred maintenance. I'm not sure why the city has come up with the idea of adding a walk path on this section of roadway. I live very close to Ayd Mill and use it often. Do I think it needs improvements, yes. Do I think it needs a path, not sure. Would I use the path, I probably would.</p>	<p>Side street traffic that could happen if backups occur.</p>	<p>That it's cost effective and safer.</p>	<p>Backups with one lane traffic.</p>	<p>None</p>	<p>I would love to see the vegetation be restored to native natural plants and trees. A haven for butterflies and bees! It would be great if they were able to stop water run off from reaching the river.</p>	<p>55105</p>
<p>I drive on it daily to and from work: it has been part of my daily routine for the entire 22 years I have lived and worked in Saint Paul.</p>	<p>keeping excessive traffic off of neighborhood streets by maintaining Ayd Mill Road as an efficient artery for car traffic.</p>	<p>that it maintains two lanes southbound. This seems like the most efficient and economical compromise proposal.</p>	<p>apparently maintaining the present configuration of 2 lanes in each direction seems to have been taken off the table. That would have been my preference. In the absence of that, the 3 lane proposal is far superior to the 2 lane idea.</p>	<p>Simply I would have liked 2 lanes in each direction (as presently), but with major improvements to the road surface, as additional option to choose from . Other than that, I vastly prefer the 3 lane option to the 2 lane option.</p>	<p>Don't think so--thank you for soliciting input from the public.</p>	<p>55105</p>

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<p>My husband and I live in the Wilder Park Association so decisions you make about Ayd Mill have a big impact. Additionally, property taxes in this city keep rising and we want money spent on ways that not only benefit the community but are realistic and do not place additional on citizens, particularly at this time.</p>	<p>Cost, traffic and the fact that maybe we cannot have all the nice things which fall under "find a practical solution"</p>	<p>Some aspects of it but why put bike and walking along the railroad side. This makes absolutely no sense.</p>	<p>The increasing costs, the impact on our neighborhoods adjacent to Ayd Mill and the surprise plan proposed by our Mayor. Did not appreciate that fact at all.</p>	<p>What are you thinking? What traffic studies have you conducted? How are you going to pay for this? How are bicyclists and pedestrians going to easily exit into the city streets?</p>	<p>Yes, this is not the time to make a change of this kind. Repave the road as originally planned, fix it. We will not have the money, considering the costs of the impact of Covid-19. Come back to this when you have done due diligence, really listened to the community impacted by the change and have conducted a beta test for the change, when we return to some semblance of normal.</p>	<p>55105</p>
<p>I've lived within 1-2 miles of Ayd Mill Rd for most of my life. I'd like to see a plan that improves the lives of the residents of St. Paul.</p>	<p>Creating more bike and walk friendly public spaces</p>	<p>I like that it increases safety for the car commuting population</p>	<p>the 6-8 foot boulevard between the pedestrian/bike space and car traffic.</p>	<p>Is there a feasible design that could move the lanes over in further to the North/West side of Ayd Mill, thus keeping the 3-lane proposal but increasing the boulevard between cars and pedestrians/bikers?</p>	<p>I'm leaning towards the 3 lane solution, just would like 10-12 feet of boulevard.</p>	<p>55104</p>

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I love one block off ayd mill and use it often. Like many st. Paul streets it is hazardous to drive on and I. desperate need of repair. I prefer to take it to avoid pedestrian and bike traffic on other roads such as lexington	Cost, impact on neighborhood	That it keeps most of the car lanes	How nonmotorized traffic gets into the trail, having the trail so close to traffic	How to people get on the trail? How many people are actually expected to use it? What will happen when the road breaks down again?	This feels like another stop gap measure. It has changed way too many times and there is a lot of hope about what it might become. I simply do not trust that any further plans (ie. Connecting to the greenway) will actually happen. Basic road maintenance should be first priority over dream projects which end up wasting our tax dollars.	55105

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<p>I live near the North end of Ayd Mill Road and this project is an opportunity for the city to increase safety for all users of the road and to make a really important connection for bicyclists. I would personally use a bicycle lane down the Ayd Mill Road corridor very frequently, and the connection would make it easier and safer for me to travel places that I need to go. I think this is also an opportunity for the city to demonstrate its commitment to actually following the actions set out in the Climate Action and Resilience Plan: building out the routes set out in the bike plan, improving access and connectivity for pedestrians and bicyclists, and encouraging a reduced dependence on single occupancy vehicles.</p>	<p>the importance of helping to create the connection to the Midtown Greenway</p>	<p>the 12' trail.</p>	<p>the fact that the Northbound roadway is 15' wide and is separated from the trail by less than 7' of median.</p>	<p>1. Why is the Northbound travel lane so wide? Could it be reduced in favor of a wider median between it and the trail? Will there be physical barriers between the car traffic and pedestrian/bicycle traffic? 2. Considering the condition of the road, and the underlying problems (especially the springs feeding into the WB section) what is stopping the high maintenance costs from reoccurring? Will it be sustainable to maintain the road for car traffic? 3. When doing traffic modeling for this project, are you taking into account the city's goals as set out in the Climate Action and Resilience Plan, specifically the goal of reducing vehicle miles traveled?</p>	<p>I would really like to see the costs of all options laid out more specifically, including anticipated maintenance costs into the future for the different road configurations.</p>	<p>55104</p>

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<p>Ayd Mill Road is the only connection to 35E from many parts of St. Paul. It is heavily traveled and a needed route, but its current state makes it damaging to cars and impassable for people who have neck or back pain.</p>	<p>That people from many parts of the city need it as a connection to 35E.</p>	<p>That the road will be repaved so that it is functional. I also like that it will retain its connection to 35E.</p>	<p>bike lanes. They are not necessary and take up space needed for car traffic. It is not safe or realistic for bike traffic to need access to 35E, and there are many bike routes already in the area surrounding Ayd Mill Road.</p>	<p>Why is the city so unwilling to invest in a necessary traffic route when citizens have been asking for that investment for years?</p>	<p>It's a necessary traffic route that is currently impassable. People who need access to the airport and to 35E to commute to work are currently nearly unable to use the road because it is in such bad condition.</p>	<p>55104</p>
<p>I was raised in St Paul and waited for most of my life to see Ayd Mill Rd properly utilized. Thrilled that it has been so useful and so wonderfully appreciated! I have lived in the Summit Hill neighborhood for almost 20 yrs, as well and I know that without AMR that the neighborhood will suffer greatly and Lexington will not be nearly enough to contain all the traffic! Grand Ave and Summit Ave are 2 of the WORST streets in our fair city, yet, are taxed at a rate 2-4x of other neighborhoods.</p>	<p>That all 4 lanes are CRITICAL for usage and that IF there is room for a bike lane after that, then, perhaps create one. I am avid biker and I have not once utilized it, as it's not efficient for a bike route</p>	<p>nothing about it. 3 lanes solves no problems that we currently have and will only create traffic exactly where we don't want it.</p>	<p>Traffic completely backing up and frustrated drivers heading through the neighborhoods where children are.</p>	<p>Why can't the city get the road reclassified so that the county or state takes care of it? Create a new kind of hybrid partnership. Even if it doesn't fall into a classic category now. Just, fix this finance issue! This road is so very central to the success of St Paul. We are ridiculed throughout the metro and not being able to max out AMR's capacity and capabilities is just one more St Paul embarrassment.</p>	<p>I use it at all hours of the day and night. I rarely ever go to Eagan, but, it's wonderful that Eagan residents and beyond now see a swift and easy path through St Paul. I cannot tell you how Grand Ave has truly benefitted from being so accessible to that demographic. The shops and restaurants and other businesses benefit and depend upon that regular traffic, that flows easily now, but, will be threatened if the lanes are reduced.</p>	<p>55105</p>

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I would like to see the road improved, including surface, traffic lights and ramps, and am strongly in favor of a bike/walk path - especially if it can be connected to the Greenway.	Multipurpose use of the route	I prefer this to the 2-lane	I am concerned that the city remain committed to the pedestrian/bike path			55107
Resident and taxpayer living near the Jefferson and Lexington intersection.	Traffic volume, current poor road conditions, traffic backup with northbound merge onto Selby	Maintaining two southbound lanes, since the merge onto I-35E gets backed up and you otherwise create traffic jams for those exiting to St. Clair and Jefferson.	Losing a northbound lane during rush hour	None	No	55105
I use it periodically from 94 to west 7th	Pollinators	this idea. Win win and is safer , costs less	Bike and pedestrian sharing space	How will bike and peds be divided	To please include pollinator plants. Wells Fargo has volunteers (called the Green Team) that could be engaged for this type of project. Please contact them -thanks	55116
Really, the off street bike path is important. We could close the road. The city's scarce dollars should not be spent to make the drives of suburban commuters a few minutes faster. Thy can use 35E.	The future! An automobile-based society is not sustainable. We need to make other modes of transportation safe and available.	The off road bike path. The reduction in width is a mistake. Close the car lanes to reduce cost.	Prioritizing sue urban cars over making St. Paul livable for bicycle travel. The new 10 year plan says that pedestrians come first, they bicycles, then cars, but this proposal does not follow that principle.	This is extraneous road. Why is this a priority for our infrastructure dollars? How much does this contribute to the quality of life for residents of St Paul?	Cancel this project!	55116

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It's important for me as a bike rider and pedestrian, to get places I love safely. But it's more important than personal, it's a way of working together toward a new way of life that respects pedestrians, bikers, drivers and St. Paul. It's a wave of a new future, as we limit our driving and fossil fuel use and concentrate on community spirit to protect our natural resources, our beautiful St. Paul.	our new world view towards protecting the environment and our health.	the fact that it will cut off blocks of city biking and make my common trips easier , safer and more pleasant.	potential lack of cooperation and respect among drivers.	What's the present timeline? How can we help? How will our present global pandemic affect improving our infrastructure?	Having just come in from a bike ride with the new reduced 70% driving, it was a pleasure to hear the birds and breathe clean air. Hopefully the Ayd Mill Rd. project will promote more of that.	55105
We use Ayd Mill Road all the time and would love to use it more.	what's best for everyone, cars, pedestrians, and bikes.	that it seems to be a safe and effective rebuild	not much.	I have none.		55104
Very important safe connecting road that not only saves time but bypasses pedestrian crosswalks.	Connecting it to I-94! This will remove large trucks off Snelling where it has colleges and pedestrians	Do not like it.	Traffic jams	Does not make any common sense	Ayd mill road is a great bypass. The neighborhood streets will be so much safer to bike and walk if we open it up from I 94 to I35E. Keep trucks off Snelling and Lexington which are residential through ways with so many peds from churches and colleges.	55116

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I've lived in St. Paul a total of 16 years and Ayd Mill has long been both essential and in poor condition.	the needs of pedestrians and bicyclists	median, separate lanes for people and vehicles; two southbound lanes	drainage and care for trees planted	unsure	its a good investment for the city	55114
I'm a Lex-Ham resident and a biking enthusiast. Currently I use Ayd Mill frequently and look forward to road improvements and increased bikability.	Safety for all modes of transportation	The proposed bike path	Nothing currently. Perhaps curious about proposed speed limits	What the speed limits will be	Hurry. Get it done	55104

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<p>Ayd Mill Road carries a great deal of traffic; more than I thought once seeing the city's traffic count numbers. The Ayd Mill Road, with the amount of traffic it carries, keeps traffic off of local neighborhood city streets. If the Ayd Mill road capacity is decreased by even one lane, it will congest the city surface streets, causing excess wear and tear and traffic congestion and safety issues.</p>	<p>the impact any change in traffic capacity will have a negative impact on nearby city surface streets such as St Clair, Lexington and Summit to name a few. We know that when the Summit bridge was taken down, it caused significant surface street traffic and congestion. Not to mention additional wear and tear on city streets.</p>	<p>that it is a three lane vs a two lane. However, my concern is the reduction in Ayd Mill road ability to handle the traffic count capacity both in and out of the city. I prefer a resurfaced 4 lane option</p>	<p>the reduction in Ayd Mill's ability to handle the traffic volume both in and out of the city. And, the negative impact that would have on surface street congestion, traffic safety and street wear and tear.</p>	<p>Why are we proposing a three lane solution that would greatly reduce Ayd Mill road's ability to handle the daily traffic volume in and out of the city? Thus, negatively impacting city street traffic, safety and wear and tear??</p>	<p>I am a cyclist myself, but I don't see where this proposed bike lane would take me. Any of the surface streets it would connect me to, I would not ride on (ie. St. Clair, Randolph, West 7th) because they are too dangerous. I don't think the benefit to cyclists outweighs the traffic flow detriment of reducing Ayd Mill to 3 lanes. I ride on the Summit Ave bike lane 2 - 3 times a week in season. Why not fix that lane as it is in dangerous shape. Lastly, a bike lane along Ayd Mill Road would be used sparingly and almost not at all during the winter (see Pelham road bike lane) thus adding cost for maintenance vs limited ridership. More mothers and fathers and workers will be driving on Ayd Mill road that will be biking on it. Please resurface all four lanes, save some money and let's move on. Thanks for the opportunity to respond.</p>	<p>55105</p>

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Because it's an important route that could help connect neighborhoods in St Paul.	Biking and green space	That there will be more biking and green space.	There not being enough space for biking or enough greenery.	Will we be removing the exit to Ayd Mill from 35E? We don't need a connection to 35E in this manner		55102
Daily usage to commute to work. Excellent access to our neighborhood during events that close grand ave or summit. Which is often.	Not lower the current access. Security should be taken into account for bike trail as it is lower than road/eye level from crossing streets.	Seems the most reasonable	Guard rail between north bound lane and trail. Speed should be 40-45 tops	Can the stop sign north of saint clair be removed?	Fix it	55105

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<p>and enjoy the bike facility. Second, climate change: we need to stop subsidizing car travel and start encouraging carbon-free modalities, like biking. Third, and most importantly to me, I'm very concerned about the city's budgetary situation for road maintenance, and I think it's a moral problem that (according to the video) the city spends 1/3rd of its allocated time and money repairing AMR. To me, this is a moral problem: AMR primarily serves those commuting to and from the suburbs. It pales in comparison to most other residential and arterial/collector streets in St. Paul, in terms of the "bang for the buck" that it offers to city taxpayers for usefulness, necessity, and wealth creation. I think the purpose of public infrastructure should be to help the people who pay for it to</p>	<p>Long-term maintenance costs. Also consider the phenomenon of "induced demand" (building more lanes results in more cars), and its opposite (removing lanes results in fewer car trips). Meaning that the traffic volumes diverted from AMR to Lexington and other streets will not be as high as the current traffic volumes on AMR.</p>	<p>The bike/ped facility. I like that it eliminates 1.5 lane-miles for cars (on the northbound side). I like that it will theoretically reduce long-term maintenance needs and costs.</p>	<p>the long-term maintenance costs of having two southbound lanes on the west side.</p>	<p>and per-year maintenance costs of the 2-lane proposal versus the 3-lane? Will you reduce the speed limit on AMR from 45mph? If so, by how many miles per hour? I found the following explanations of why the 3-lane option is superior to the 2-lane option to be vague and unconvincing, and would appreciate more thorough explanation: 1. the suggestion that a median between north- and south-bound lanes is necessary to prevent head-on vehicular collisions. Most city streets do not have medians between traffic going in opposite directions, and motorists manage to avoid head-on collisions at 30mph. Why should AMR be different? Unless you're planning to maintain a 45mph speed limit? 2. that having two southbound lanes will "better manage traffic flow" than having one. Obviously, more lanes move more cars more quickly. But why is it assumed that moving more cars</p>	<p>I am frustrated that there is no mention in your presentation of estimated annual and long-term maintenance costs of the 3-lane proposal. Please provide it. In order to save on long-term maintenance costs, I suggest that you reduce the southbound lanes from two down to one. I would assume that this would not inflate the cost of the project, because this would not require reconfiguring the exit ramps and turns on AMR (as the est. \$9.8 million 2-lane proposal required). You might even save money by not paving the southbound road two lanes wide!</p>	<p>55105</p>

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Frequent use from home off Jefferson	Connecting to 94 and a good way to ease traffic on surface streets	less traffic lights, and use for bike/hike lane	traffic backing up due to fewer lanes.	How will the drainage be improved for the long term? How will you access surface street by bike?		55102

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<p>I a) live near Ayd Mill Road, b) used Ayd Mill Road until last fall, when the condition of it became so bad that I had credible fears about damage to my car, and c) I feel strongly that how it is used will become even more critical as the city allows even more density in surrounding areas that will not be supported by existing arterial road infrastructure.</p>	<p>what will happen to overflow traffic if the number of lanes available to cars is reduced, while at the same time the amount of multi-family building (current and projected) creates even more traffic at a time when bus usage is declining in the metro area and across the country.</p>	<p>Nothing about it. Bikes and pedestrians do not belong in the Ayd Mill corridor.</p>	<p>traffic overflow to surrounding streets due to the reduction in lanes that are already overburdened, and the clear safety issues presented by having bike and pedestrian usage in an area unsuitable for both.</p>	<p>Why is this even being considered? Just repair the existing road. There is no compelling reason to add bike/pedestrian capacity and given the current usage by bikes of existing bike lanes, no evidence that there would be sufficient usage of a bike/pedestrian lane along Ayd Mill to justify the expense, inconvenience to those currently using Ayd Mill, and the burden that would be felt by surrounding neighborhoods due to overflow traffic.</p>	<p>This misbegotten idea that people will give up their cars in a city with rotten, unused transit (clear cause and effect, and it won't change in our lifetimes) and 5-month winters is fantasy thinking at best. This whole project was handled poorly even by St. Paul's low standards. The fact that this will now not even be dealt with through a proper SERIES (not just one) of meetings is a travesty. The repaving should happen this summer of the existing structure so that those of us who pay taxes and would like to use this road without wrecking our tires and suspensions can resume using this, and if an expansion/repurposing of Ayd Mill is to still be considered, it should be handled in a much more professional, inclusive, evidence-based manner using up to date data and longitudinal modeling.</p>	<p>55105</p>
<p>I live in St Paul and it is a St Paul street.</p>	<p>Multiple transportation modes.</p>	<p>That it's not 4 lanes of cars.</p>	<p>It not being just 2 lanes of cars. See Milwaukee for what this could be.</p>	<p>Why not just 2?</p>	<p>Milwaukee has a very similar type pedestrian and bike trail. It's great!</p>	<p>55116</p>

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<p>I believe our city needs to move toward a more sustainable future. Encouraging walking and biking is not only healthier for our residents than driving it's also good for our planet. A freeway running through our neighborhood would be noisy, ugly and polluting!</p>	<p>carbon and pollution reduction, quality of life for St. Paul residents, and new healthy recreation opportunities.</p>	<p>The dedicated lane for pedestrians and bikes.</p>	<p>That the two lane city streets may one day be connected to I-94 on the North which I consider a terrible idea from an environmental, health and safety and livability perspective.</p>	<p>Is the city exploring other direct connections of 35E to 94W which would further reduce traffic on Ayd Mill Road and the Selby/Snelling intersection. A connection downtown St. Paul makes sense to me.</p>	<p>Please stop accommodating more cars, traffic, congestion and pollution. We need to change how we live now in order to save the planet. Let's use the opportunity to plant pollinator gardens on any open stretch of land in the corridor and begin changing how we live, travel and exist in the natural world.</p>	<p>55105</p>
<p>I commute on it to work and to many places for social outings. It is very hard on my car to drive on.</p>	<p>the costs to drivers who use it everyday to commute.</p>	<p>the idea of bike options, but the bikers need to have a safe distance</p>	<p>putting money into a bike lane that not many people will use as most people are only using that road to get from 35-E to 94 to get all the way over to mpls.</p>	<p>are there other bikes routes that could get connected to this for a full bike commute to the U of M and other big work/school locations?</p>	<p>I have now perfected the art of avoiding this road, but wish for that to change so I feel okay bringing my new car on this road again. I'm fairly certain that I blew a tire out on this road years ago when commuting into the U of M using this road everyday during my undergrad.</p>	<p>55102</p>
<p>I use this roadway, not daily, but I do use it and think it makes travel much easier and faster between W 7th and Midway</p>	<p>Cost! Just repave and maintain what we have. This is not the time for expansion.</p>	<p>The safety issue but the current roadway works!</p>	<p>Cost!!</p>	<p>Why is the city so convinced this is the only option?</p>	<p>Maintain what we have. No fire need for three lanes or s bike lane. I bike. I can find other bike options</p>	<p>55104</p>

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I use this roadway, not daily, but I do use it and think it makes travel much easier and faster between W 7th and Midway	Cost! Just repave and maintain what we have. This is not the time for expansion.	The safety issue but the current roadway works!	Cost!!	Why is the city so convinced this is the only option?	Maintain what we have. No fire need for three lanes or s bike lane. I bike. I can find other bike options	55104
Please make it a large park for the community. I live within walking distance to ayd mill, but there are no parks with in walking distance for me.	Making it a large park for everyone to use. We dont need it as a highway.	I like the walking area and green space. but I dont feel the 3 driving lanes are necessary	Extra traffic. What if we got rid of all of the cars. There are plenty of other roads for them. Ayd Mill doesnt benifit the actual community members that live near ayd mill. A green space would bring the community together.	with 3 lanes of traffic, I dont think it would be pleasant to walk with my children.	Please consider making it a large park for everyone. I think it would be cheaper and provide more for the community.	55105
I live near West 7th and Randolph. This road connects me to the rest of St Paul and I94.	The amount of traffic it takes off of local streets	The road will be repaired	Only having 1 Lane going north. Bike Lanes are great for about 6 months of the year	How will North bound Lanes exit? How will this ease any of the very heavily trafficked area of snelling and Selby? How will the bike Lane be maintenanced?	It's a huge eyesore for our city. With the amount of traffic, it should get more attention and dollars. I'm upset that this is still an ongoing process. Please just make a decision and get the road fixed.	55102
I would use the proposed bike path on a regular basis, especially if the Greenway extension were to be completed.	Cyclists	The fact that it balances the needs of cars, walkers, cyclists, and the taxpayer.		How soon can it be done?	No	55101

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It important to me because I am a St. Paul resident and I don't feel the residents were consulted previously.	Doing the improvements using the least amount of money	The cost	The cost.		No except I have a feeling that my input means nothing. Those who are making the decisions have already made them	55105
Expanded, creative expansion of bike infrastructure is important to our future.	This will help people commute between Mpls and St. paul	The fact that it protects bikers without adversary affecting drivers	the money involved	when will it be done	no	55407
We use Ayd Mill Road regularly	Accommodate vehicle numbers	that 2 lanes are maintained for south driving and a walking/bike path will be provided	northbound traffic levels	How soon can it be done and will all traffic be stopped during construction.	No.	55105
Taxpayer- we can't afford to build our incomplete projects & bike lanes. We have better uses for tax dollars	Linkage to I94 & I35E. No bike lanes	Access to I35E. It's quick	North bound traffic and exits	Why the bike lanes. Adds cost. Ineffective. We will never have through Greenway. Quit kidding the public and the bike community. From AMR how do you connect and keep bikes on connecting line.	Do it right the first time.	55116

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<p>river into the western parts of St. Paul for work. Ayd Mill makes the journey much easier in terms of time. Going across the High Bridge to go into western St. Paul is not helpful, especially in winter weather. It's just one bottleneck after another. (2) Going north along 35E, I could exit at Randolph to get to western neighborhoods of St. Paul. But, Randolph itself is narrow, crowded, and in bad condition. So, Ayd Mill works better. (3) Ayd Mill also helps those of us south of the river to get to 94 going west. When the 35E connection to 94 was opened I was happy to be able to travel along N 35E without interruption but disappointed since the new connection to 94 connection took me east only on 94. It would have been great to be able to go both east and west on 94 where N 35E connects with 94. This means</p>	<p>that for those coming north on 35E, Ayd Mill provides access to the west.</p>	<p>the fact that it is much safer. The median is important to retain. Also, that should make turns safer.</p>	<p>lighting. More is needed for vehicular traffic but it's definitely needed for the proposed pedestrian and bike traffic. Personally, I wouldn't walk or ride down there after dark. It's too isolated.</p>	<p>how will the turn lanes operate? Will the speed limit be reduced? I believe that it should be dropped to 35 mph.</p>	<p>How will the springs be accommodated?</p>	<p>55118</p>

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It is a good way to get to the Midway area without using Lexington or Hamline Aves which are becoming more busy. Coming off 35 to continue to Midway area is convenient.	Bike and walking are a seasonal pleasure, where we have a lot more traffic going to soccer stadium and Midway area all the time.	Nothing about it, as already said walking lane seasonal with upkeep all year round.	traffic heading North, soccer stadium has added to that.	Why, this should stay four lane to and from.	Keep it the way it is, needs to be redone with lighting and runoff on each sides of the road, barrier in middle if needed. Walking and bike ways are seasonal, seems like a big waste of money to keep that up year round. You said there is a lot of traffic on there to make three lanes heading one North coming off 35 makes no sense, we have a soccer stadium which is also seasonal for games, but is utilized for other events. I would be so angry to have a seasonal walking and biking path on this road.	55102
I live at hamline & ashland. Traffic, noise and pollution from traffic in excess of what is healthy for neighborhood.	a big-picture solution to traffic originating from outside the city & driving through to get somewhere outside of the city	bike lanes, speed restrictions' cost savings	the lack of a long-term plan to deal with underlying issue of too much through-traffic on roads not designed for it		Please give neighborhood relief from increasing traffic due to lack of long-term solution	55104

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<p>Development of pedestrian-oriented infrastructure is instrumental in community development, health of individuals and families, and support of local businesses. It allows us to commute, reduce CO2 emissions, taper off our reliance on fossil fuels, and make better longterm decisions. Creation of bicycle infrastructure specifically is a net gain given all costs associated with construction, environment, heavy and repeated maintenance of roadways due to automobile use and abuse, etc.</p>	<p>all forms of transportation, specifically those which are beneficial not just to individual humans but communities and other species.</p>	<p>inclusion of multiple non-motorized forms of transportation with long-term benefits.</p>	<p>letting any cars on it at all</p>			<p>55410</p>

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It is an expensive (currently) road to maintain, and smart decisions are required to make that land useful, and viable in the long run.	Long term costs, safety, benefit to St. Paul residents (and not commuters from the suburbs).	that it leaves room for a bike/walk path.	traffic speed and road wear (compared to two-lane), long-term costs of maintenance, that it continues to enable car centered lifestyles and climate impacts.	What the projected long-term maintenance cost differences are between the 3 and 2 lane (or no road at all).	I think it is important for the city to not make a baseline assumption that this road must remain open for its current use (shortcut to and from 35e). I live on the west-side and so do often use Ayd Mill, but many alternatives exist and it currently doesn't seem to primarily serve St. Paul residents, even though we foot the (expensive) bill. To me, it doesn't seem justified to spend the kind of money required to maintain this road for the limited benefit to the city.	55107
As a resident who recently bought my first house in St. Paul, I care deeply how my property tax dollars are allocated. The proposed Ayd Mill Road designs are expensive. I for one am happy to see the city make this investment and help transform this ugly road into something myself and every other future resident can enjoy.	the future maintenance cost and mixed-use potential.	that it is reduced from four lanes.	nothing.	Nothing.	Invest in the 2-lane design! It is so much prettier, reduces traffic noise, and creates a large natural barrier from the bike/walking path. It would be transformative!	55104

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I would like people in St. Paul to be able to make use of it again. I really like the non-motorized path idea. Right now it does not seem to function as well as it could for anyone.	Cost and best use. with an eye toward limiting congestion spilling into neighborhoods	2 lanes south, end of day sees the most traffic headed to south suburbs. North bound will not become more backed up then its current status due to no bound ending at Hamline and Selby the way that it does. non motorized path would be a great addition	I would like to know more detail about the reconfiguration of ramps at south end. and if there would be any changes at the north end. and impact to the neighborhoods.	would the West side ramps and configuration remain the same. would St. Paul residents still have the same or better access or in the end will it be less useful to people in the area.	I am just old enough to remember when it was the short line. it was a very good way to get across the city. it still can be when there is not a south suburb rush	55105
Minimize neighborhood commuter traffic	Local neighborhoods first	I dislike the idea	Local neighborhood traffic will increase	Not a question, waste of tax payer money	Simply just repair the road as is. We have enough bike paths	55104
Live next to it, go to destinations along it	transit, pedestrians, and bikes	the boulevard design	an unnecessary lane exciting rather than calming already dangerous traffic	How will the configuration be tooled to calm traffic, enhance non-car traffic safety, and ensure the neighborhood character of areas surrounding, including lower speeds, is maintained?	With the Greenway extension proposed, I suggest considering transit future options down the Greenway and Ayd Mill, e.g. a possible extension of the proposed Midtown streetcar across the river and down the Greenway, or Arterial BRT service using Ayd Mill.	55105

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<p>It is important to provide a critical, comfortable, and safe connection for people walking and biking north and south. It means checking off projects identified in a Bike Plan that was adopted by the Council. Yes, it's true there are bike connections that still need to be made at either end, but let's do this when we have the opportunity! By reconstructing fewer vehicle lanes, it means less maintenance in the future, too. Climate change is real, and investing in making biking and walking more attractive is a wise decision. I imagine using this bike/ped facility to go visit friends and family, go to eat and drink, shop, etc. There is no good way on bike from my house in Hamline Midway to that area. Thank you for considering this and making it happen!</p>	<p>future generations, many of whom WANT a bike and ped option.</p>	<p>it's 25% cheaper than the two lane option.</p>	<p>the buffer distance between trail users and fast moving vehicular traffic.</p>	<p>How will bikes and peds access the trail from the adjacent street network? This would be true for the two lane configuration, too.</p>	<p>I'm most interested in learning about the connections from neighboring streets to the trail. Providing safe, comfortable, and DIRECT connections will be critical. Ideally, more frequently than Selby, Hamline, Grand, St Clair, Jefferson. But at the very least, they gotta be provided at every vehicle connection. Seeing the design and location of these connections will be really useful at the April 6 meeting!</p>	<p>55104</p>

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This is an important through way in St Paul that keeps traffic off of residential side streets.	Closing access to 35E. Turn this into just a city street.	Having more lanes for cars	Reducing a lane from the current configuration	Was a 4-lane proposal considered? There are numerous bike lanes and side walks in St Paul and this is an important roadway. Why reduce it a lane?	There's no need for this to connect to a highway.	55105
It will improve our quality of life, which is very important to me.	making St. Paul a premium city in all ways.	having safe space for bikes and pedestrians.	It might be noisy for pedestrians; probably will be used more by bicycles.	none	It's important for the city to invest in this. Let's not be cheap . . I want a high-quality city!	55102
My family and I use the road daily, both North & Southbound lanes. It cuts our commute time by 15 minutes.	The amount of traffic it supports in both directions	that it plans for 3 lanes as opposed to only two	The evening commute will be long and backed up traveling North		The 3-lane configuration is far superior to the 2-lane	55105
It passes through my neighborhood	A park	A park	It not being a park	When are going to turn it into a park	Make it a park	55105

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<p>I was raised in Mac-Groveland, and live in 55105 today. I suffered a 10-year stint in Mendota Heights between 1987 and 1997, and I used to work at the corner of Selby and Snelling. I'm a St. Paul taxpayer that is very concerned about the City's spending and the atrocious condition of our roads. That should explain to anyone who understands St. Paul and Ayd Mill why this is important to me. If you don't, resign from your involvement in this initiative immediately. Thanks.</p>	<p>That it is an undesirable pedestrian area and a questionable cycling route. We have serious needs when it comes to road maintenance and a major roadway re-do at the expense of pothole/refinishing of existing roadways is a mistake. It is a great automobile roadway across St. Paul, never more obvious than on TC Marathon weekend.</p>	<p>3 lanes. Better than 2, not as good as four. If you can figure out the drainage issues for 3 lanes, you can figure them out for four. C'mon.</p>	<p>The bike and pedestrian nonsense. Idiotic. I want to be civil but this is really bad Group-think and foolish at best.</p>	<p>I watched the entire Power-Point Youtube presentation and I thank the presenters for their thorough run-down of the history, the engineering, and the reasons why the City landed on the current proposal. I have no questions and thank them for explaining the current proposal, despite my vehement disagreement with it.</p>	<p>Ayd Mill Road is a great St. Paul Roadway. Better than Snelling, Cleveland, Ford Parkway, University, Cretin, Hamline, Como, Dale and I dare say West 7th, Kellogg, Summit and River Road. It does something that none of our other traffic corridors does. It is an important community asset and the current proposal seeks to do something we don't need to do with money we either don't have or don't need to spend.</p>	<p>55105</p>
<p>I live in the Midway neighborhood, and commute daily on Ayd Mill returning home from work in S. St. Paul due to excessive congestion on the Lafayette Bridge.</p>	<p>Keeping major traffic off of side streets and other significant roads with more business, residents, and pedestrian crossings.</p>	<p>Keeping traffic divided to prevent head on and offset type collisions.</p>	<p>Northbound traffic congestion in the evening.</p>	<p>How will the pedestrian and bike trail be accessed to avoid conflict with motor vehicle traffic?</p>	<p>Has the option of selling/giving the land to MnDot been explored?</p>	<p>55104</p>

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It keeps a lot of traffic off Snelling and Lexington-Hamline. Obviously it is highly used. If it were not the other primary streets would need repairs more often and cause further problems.	The volume of traffic	that it seems much safer and better than the two lane.	Access routes for bikes and pedestrians	Is a bike lane there really necessary there? Are there safety issues for pedestrians and bikers?	It was initiated as a short line and should be surfaced appropriately. It keeps a lot of traffic off other city streets. There are other ways to get to 94.	55105
Live nearby, use route frequently	Future trends in transportation	Dedicated space for bikea	Longevity/potholes	Maybe ne	No	55105
As a long-time St. Paul resident near Ayd Mill Road, I want the roadway to best reflect the needs of the neighborhood.	the paucity of parkland available for enjoyment by the increasingly dense residential population.	the opening of the right of way to pedestrians and cyclists.	the continued invitation to motorized traffic to create neighborhood congestion.	How soon can this roadway be reduced to two lanes for motorized traffic, and the space dedicated to pedestrians and cyclists increased.	No.	55105
It will be a very important bike connection in the city when the bike and pedestrian trail is built.	lowering the speed limit in addition to making a great trail.	the 3 lane proposal as a compromise but prefer the 2 lane proposal. The trail sounds great.	about the speed limit remaining 45. I think it should be lowered for safety.	For the trail, what does the connection at Selby look like? Where exactly does the trail start and how do you access it?	This trail will be great and we need to work on connections to the Midtown Greenway.	55102

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<p>The potential for more robust bike infrastructure in this project is a significant opportunity. It is clear that the citizens of St Paul want to be able to live multi-modal lives and this will be a key artery for cyclists. The only way St Paul becomes a more sustainable city is by actually providing robust, sustainable infrastructure for sustainable methods of travel.</p>	<p>Access from many different areas will allow for a greater use-shed. Also, considering that the conversion of at least part of the width to shared path, that it is accessible to citizens with mobility restrictions.</p>	<p>The inclusion of a shared-use path/trail.</p>	<p>The high speed of traffic and absence of traffic-calming measures.</p>	<p>Will the trail feature pedestrian/bike connections to at least all access points that are provided for vehicles, if not more? Will there be pedestrian amenities along the route? What will be done to mitigate the speed of traffic? How will pedestrian and bike crossings of the road be handled to protect those users from motor vehicles? Has the city considered this as a potential future bus route? Would this be able to later be converted to a transitway, allowing for quick, cross-town trips? A Midway, Green Line to W 7th connection could be quite useful.</p>	<p>I think the city is moving in the right direction. I would love to see this project pushed even further to support multi-modality in St Paul. I am a local architectural designer with special interest in urban design. St Paul has some great opportunities to improve urban life and I look forward to seeing improvements over the coming years.</p>	<p>55102</p>

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					<p>understand how we went from a planned Mill & Overlay (MO) in 2022 to a rebuild in 2020? What changed so suddenly? AMR's PCI is 10. What was PCI when MO done in 2003? How often has the city measured the PCI on AMR? How long would a MO last if done this year? Is it worth doing? Did PW decide that we need to essentially rebuild the road rather than doing a MO? Can PW manage the drainage issues identified without touching the road?</p> <p>CONNECTION TO I94 Has PW talked to MnDOT about the potential/possibility of funding this connection? What's MnDOT's perspective on this? Would it be a priority of theirs or where would it land on their list of priorities? Will there be improvements to Hamline to facilitate traffic flow and bike and ped safety? What about a connection to St Anthony via</p>	55104

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I use it often. Serves as a great north/south route when Summit is closed for events like the Twin Cities Marathon. Reduces traffic on Snelling, Hamline, and Lexington avenues, thereby reducing congestion, noise, safety issues, etc.	how to resolve the north connection issue. Can we figure out how to move traffic north to St. Anthony by constructing an at-grade crossing of the tracks near Pascal and putting traffic on Pascal from AMR to St. Anthony, even if it means buying out one or two businesses and placing signals at Marshall and Concordia intersections? We should also improve safety for peds walking westbound over the Selby bridge where the eastbound traffic on Selby enters AMR. Right now the traffic ignores peds.	The lower cost but not sure it is still the best option. How accurate are the cost estimates?	if reduced cost the only reason for recommending the 3 lane option and does this option move more traffic off of the other N/S bound streets?	In the 3 lane option, can you eliminate the median and place a barrier between the north and southbound traffic in order to provide a larger barrier between the traffic and the bike/ped trail?	Mainly that we need to figure out a connection to St Anthony. Have we evaluated how to move more traffic to enter and exit AMR from Hamline and away from the Selby/Snelling intersection? Do we need improvements on Hamline Ave especially at Marshall?	55104
infrastructure is important for the vitality of the city	multi use for cars, bikes, peds	multi use and fewer car lanes	the previous 2 lane and 2 bike lanes was preferred			55102
Road is a mess and has potential to help with both area traffic problems and traffic solutions.	Repairing the roadway for the most amount of traffic possible.	The added southbound traffic component.	It not being a 4 lane plan.	Will enough people use the bike/pedestrian lane/trail to make having that worth the effort and cost associated?	I am a biker and bike riding advocate, I don't think it makes sense to add the bike/pedestrian trail to this area. Seems like we are just trying to add a bike path for the sake of adding a bike path.	55105

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<p>According to the City of Saint Paul Climate Action and Resilience Plan, "Reducing the amount of vehicle miles driven is critical to achieving carbon emission reduction goals. Providing safe and easy access to walking, rolling (e.g., using scooters, skateboards, rollerblades, wheelchairs, etc.) , and biking has the added benefit of promoting better health." With a major infrastructure project like Ayd Mill Road, we can't continue business as usual. We must invest in and build infrastructure that takes into account modes other than automobiles. We need the Ayd Mill corridor to serve fewer cars, and more people biking, walking, and rolling. I take the Climate Action and Resilience Plan seriously, and I want the City Council to do so as well.</p>	<p>Removing the cars all together and making the entire corridor a transitway only for buses, bikes, and people walking/rolling.</p>	<p>it less than the two-lane proposal.</p>	<p>vehicles traveling too quickly because opposing traffic is separated by a median.</p>	<p>--Can it be designed in a way so that if funds become available in the future, the city can easily convert it into a two-lane roadway without moving lighting, drainage, etc.? --What will the speed limit be? --Can it be designed like Mississippi River Boulevard with one slow vehicle lane in each direction along side a nice, wide multi-use path? --Can we close access to I-35E and make this a local thoroughfare instead of a freeway collector? --How will trail connections be made to existing bicycle infrastructure at St. Anthony, Pascal, Marshall, Summit, Griggs, St. Clair, Jefferson, Lexington? --How would this link up to a potential Greenway extension?</p>	<p>If we're serious about meeting our 2050 climate goals, we need to re-prioritize how we move people and goods around our city. This project should be a no-brainer.</p>	<p>55104</p>

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The road desperately needs to be improved. It is an important St. Paul thruway. The aesthetics of the area need to be improved.	Making it a more pleasany, multi-modal road.	The trail and the increased green space.	Having only one northbound lane.			55104

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<p>We are at a critical time, where funding and community engagement are critical. Yet, the city of St. Paul's presentation does not include a conservative mill and overlay And repair of roadway with no additional investments. People are canceling their activities, their interests and much of their lives and yet, you want to continue forward without regard to the community who will have to pay for this option. I have used this road for 40 or 50 years and you are recommending a major change without clearly showing the changes that will occur. You show an aerial map but not the impacts. You are spending too much of our money for a pipe dream to serve a regional problem</p>	<p>Ensuring relief for residents and people of St. Paul who have to deal with the traffic that is displaced with this option. There is no place to put the traffic. You have made the streets of St. Paul on 20 or 25 miles per hour. Keep Ayd Mill cars only so that the cars have a place to go. Right now the traffic and motorists frustration during rush hour is awful with the bridge reconstruction. People put up with this but it is not a permanent solution. This option is too expensive. please in this time of Coronavirus when we don't know our financial future, do the minimum.</p>	<p>There is nothing that I like about it. The presentation also leaves me with more questions than answers. I am very concerned with the clover leaf and how it impacts Jefferson. There is nothing that I like about it. It is a creative plea to to try to get your way and win an argument. By keeping it a mill and overlay with road repair, both motorists and bikers do not get what they want. Motorists don't get a direct connection and bikers don't get their regional connection either. St Paul tax payers get to have their other Steelers repaired.</p>	<p>The impact of traffic to the local residents. The worst year was when they closed the connection to 35E. It dumped too much traffic on to our streets and drivers were driving 40 down our street not 30 or your new 20. You need to have a place for motorists or we will have more of these issues.</p>	<p>The graphics don't illustrate what is actually happening. During this time, don't push something through to "get your way."</p>	<p>Please just do a minimum and fix our other roads. Hamline is awful by the college. Build a pedestrian bridge for the students near 94. Don't build a regional dream at our expense and leave us with broken city roads.</p>	<p>55105</p>

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It is a vital artery connecting major parts of our city. It allows a large amount of traffic to stay off of local streets, making it a safer and more livable place.	Repaving it or upgrading for current and future vehicular traffic demand	Nothing about it	The restriction of traffic flow	Why would we go backwards. Save the three lane conversions for road through neighborhoods	Don't kill it	55102
It's an important road that can potentially connect 94 to 35E - And reduce Commuter traffic on regularly roads	It's an important road that can potentially connect 94 to 35E - And reduce Commuter traffic on regularly roads	Nothing about it	It takes away is potential to connect 94 to 35 EE and reduce traffic on regular roads	It's an important road that can potentially connect 94 to 35E - And reduce Commuter traffic on regularly roads	It's an important road that can potentially connect 94 to 35E - And reduce Commuter traffic on regularly roads	55102
Bike lanes are important. St. Paul far behind Minneapolis as far as bike lanes	Bikes	Bike lane	Crime on the bike path. Greenway has crime problems			55105
Bike lanes are important. St. Paul far behind Minneapolis as far as bike lanes	Bikes	Bike lane	Crime on the bike path. Greenway has crime problems			55105
Additional bike lanes and trails	Multiple transportation options	That you keep the bike lane	Nothing	Nothing	No	55106

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I am a Midway resident, and I take Ayd Mill every day to work. It is an important road for St. Paul commuters and residents and relieves congestion in the neighborhood and provides quick access to west seventh and other neighborhoods.	the volume of St. Paul drivers commuting on the road each day.	prioritizing southbound traffic.	removing a northbound lane.	How will reduced northbound throughput impact the surrounding neighborhood? How will the bike path be connected to other bike facilities? Will the bike path just spit out onto 35?	Again, it is a very important road that many St. Paul commuters use to get to work.	55104
Improved bicycle/pedestrian infrastructure is crucial to reduce our carbon footprint and become a healthier community.	Alternatives to car traffic	Dedicated bicycle/pedestrian lane	Still encourages too much automobile traffic		Still would prefer a linear park as originally proposed.	55101

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<p>It is important ONLY because this corridor reduces traffic on neighborhood residential streets. Moving through traffic away from our homes and children makes St. Paul safer.</p>	<p>Increasing capacity and travel times. The city should improve access from Ayd Mill to Snelling at Selby with a dedicated traffic lane.</p>	<p>The city to postpone any proposal that puts pedestrians and bike facilities on Ayd Mill . The city has failed to provided and support dedicated right of ways for bike and pedestrians in existing corridors such as Snelling between Hamline and Como and the State Fair. The city hosts 2 million visitors annually at the state fair and has not build any dedicated bike or pedestrian routes. Time and money should be dedicated to building dedicated right of ways over major corridors such as Pierce Butler on Lexington before spending precious tax dollars building these facilities on routes that currently don't have a demonstrated need.</p>	<p>The amount of money being spent building bike and pedestrian facilities on a route that doesn't provide easy access to residences or businesses. The city supported building the Soccer Stadium and now the city is balking and supporting and maintaining vehicle access to this facility. Failure to improve transportation access, including for regular traffic, only drives up congestion and pollution while driving away local patrons from the small businesses in the area. There is no way to compare this corridor to the Midtown Greenway. Apples and Oranges. If the city can acquire the entire corridor from the railroad, only then should the city consider further transit or pedestrian development.</p>	<p>to continue to encourage pedestrians and bicycles to operate in close proximity? Build dedicated right of ways adjacent to residential and commercial hubs (such as Lexington over Pierce Butler) in corridors with greater need should be built out first. Grade separated pedestrian facilities along Snelling over 94 and Pierce Butler must take priority. Why would planners believe that people would want to cross lanes of congested traffic to walk or bike in the Ayd Mill? Why isn't equity being considered here? There are densely populated neighborhoods of Saint Paul that lack basic modern crosswalk signals (flashing light on demand) such as long University Avenue, Snelling Avenue, and Selby Avenue yet the city wants to dump money into a multimodal "improvement" into the backyard of a wealthy white neighborhood where there isn't even a demonstrated need for an</p>	<p>and foolproof ways to increase pedestrian and bicycle safety without creating more congestion and pollution. Put in more pedestrian signaled flashing crosswalks and include cameras to record people who put pedestrians in danger. Coordinate signals in corridors to that traffic that travels at the speed limit continues to flow, speeding only results in waiting at red lights, this calms traffic to posted speed. Install speed bumps or dips before major pedestrian crossings in order to force traffic to slow to posted speeds or risk vehicle damage. All of these solutions build in compliance measures without using additional police resources to pull over and prosecute thousands of violations. Stop spending thousands of dollars justifying planning jobs by spending months working on plans that aren't high priority. If</p>	<p>55108</p>

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<p>I own a home on Grand Avenue, and regularly use Ayd Mill Road.. There is a lot of traffic on that road hoing both directions, and I want to ensure it is functional.</p>	<p>The experience for those who use the road, the opinion of nearby residents, and the cost.</p>	<p>I don't like it, and strongly believe it needs to remain 4 lanes.</p>	<p>3 lanes not able to handle the traffic flow, particulsrly when that road is the only way to get from one side of town to the other, such as during the marathon and Grand Old Days.</p>	<p>I don't have questions. I don't support it.</p>	<p>Ayd Mill needs to stay 4 lanes. I am a biker, and use many of the trails but would only support a trail along Ayd Mill if it doesn't impact the number of car lanes. Quite honestly, this is a ridiculous way to spend tax payer dollars right now. Fix the road, lesve it 4 lanes and csll it a day.</p>	<p>55105</p>

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<p>I live at Jefferson/St Clair/Ayd Mill/Lexington area (Wilder Park Association) and use Ayd Mill all the time, so while I won't be happy with it's closure it is a TOTAL MESS right now and something should change. I totally support GREEN SPACE and walker/bikers having more city access to get around, so I support all the work you've put into this and would support the 3-lane version and encourage others to do so, as well. When the virus passes you could come to Wilder Park and make presentation. Reducting the # of cars on Ayd Mill would enhance the air quality in St Paul, I suspect.</p>	<p>that a lot of folks who don't live in St Paul use it and so some payment from the county or state would be appropriate.</p>	<p>because you've done your homework, made a good case for it and it benefit people who don't drive, as well as those who do.</p>	<p>just the "down" time getting it done, but I can live with that.</p>	<p>I trust you know that there are more cars going south than north (think that's what I read). I like the median keeping cars away from bikers/pedestrians. Pedestrians really need SAFE places to walk in the city.</p>	<p>Thanks. I look forward to future online discussions on this.</p>	<p>55105</p>

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Because I drive it twice daily. It is a vital part of my commute.	How busy it is. And how long it's been neglected. It is a vital corridor for those who work (and eat, shop, etc.) in Saint Paul.	Nothing.	Adding a bike/pedestrian lane for a road that is serviced almost exclusively from a major interstate. NO ONE will be walking/biking from 35E to Ayd Mill.	Why? Will residents ever use this? It doesn't seem as though it provides any local accessibility.	I'm sorry the road is such a boondoggle. Maybe institute a toll? As a Dakota county commuter I fully understand the cost to the city of Saint Paul and that my taxes aren't helping. So charge us. I'd be happy to buy a monthly/yearly pass. If this road closes or lessens traffic at all it will just spill into the neighborhoods. Lexington CANNOT handle the additional traffic.	55123
I bike a lot and I feel having Ayd Mill have a bike path with make it easier to get around by bike. There is so much to there it would be a shame to not have a trail down there.	Removing cars altogether.	That it's less than four Lanes and has a bike lane.	There being too many Lanes for cars.	Do we need three Lanes? Isn't two enough? Can we have no Lanes for cars?	To much of the budget is used to maintain ayd mill.	55102
It is a main roadway to many locations that is very run down and each time is drive on the current road, i feel as though my tore might pop. This road needs to be repaved.	Fixing all of the potholes, not making a bike lane.	That the road will be redone	How traffic times will increase	Will it be safe for bikes and cars?	I want to road repaved and not to change the layout	55105

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I bike throughout the cities	Non-auto traffic	A seperate bike/ped lane	3 lanes. Too many lanes. We need a road diet.		Make it 2 car lanes only! And you MUST include a separated bike/ped path.	55409
Are use eight mill several times a day I live in West seventh area need to get up to the 94 University area quite often I find it the most convenient and safest road to use	The amount of traffic that uses it and when cars use a mill they're not using neighborhood streets	I don't like it I use it all the time and four lanes are what I think it needs for the amount of traffic that is there. I do like the pedestrian section but I do not like going to three lanes	The amount of traffic it will be there the congestion and the traffic that will get pushed to the neighborhood streets when I mail becomes difficult to use	Have you considered the fact that traffic is not going to decrease it is just going to increase. I feel like the state and the city build roads based on today's projections and not the projections of the future I feel like most projects when they're done they're already obsolete because the number of cars has increased since originally designed	I have lived in the area for almost 30 years and for 30 years I use that road daily and traffic has just continually gotten worse and I'd mail and if something is not done about raising the road for the drainage and the water problems we are going to build an expensive road I need to do continual repairs on it	55102
Use frequently it was called the Short lone originally and that is what it is	Repair, repave and leave as intended	The ease to get from Jefferson to Snelling and return	More cars forced back on the city streets	Why do we need a bike trail going nowhere	We don't need to spend more money on a bike path here or anywhere for a maximum 9 month use in our climate	55105
I believe that it should remain with same traffic pattern. Repave and forget bicycle paths	Leaving like it is. Just repave	Hang the mayor and leave road alone but repave	No use by bicycles. Waste of money to alter the road	Why, for few if anyone using for bicycles	I just want the money that would be wasted on changing to 3lanes used for pothole repair on our city streets	55104

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This would fill-in a critical space in a pedestrian/biking network.	Pedestrian/biking safety.	The cost savings over the two lane proposal.	Nothing.	None.	I have used that route for cycling and found it much too dangerous due to drivers not observing speed limits. More speed mitigation should be incorporated for cars, even if the bikes are separated from them.	55405
I use AMD regularly. AMD is important for the safety and livability of south Lexington Pkwy. Traffic used to backup from Randolph past Jefferson, and there were many accidents.	Safety, access, and livability.	The improved safety and financial savings over the 2-lane option.	Safety for pedestrians on Jefferson between Alexander 35-E	Will there be enough room on the shoulder for stalled vehicles?	Is there a way to limit light pollution? Adding lights is necessary and important, but perhaps fixtures could direct light to where it's needed vs. flooding light all over.	55105
Because I live directly off of it and use it everyday.	It's true daily use across all seasons, winter especially.	That it's not only two lanes.	Increased traffic, worse road conditions, unused bike bath in winter.			55104

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I use the Saint Clair entrance as my access to 35E. I also use it to get to Snelling and then 94	Keeping traffic lower on Hamline and Lexington	That they will fix the surface.	I don't like the fact that you are limiting the lanes. I'm am unconvinced people will use it as a walking path. Further I'm unsure whether the railroad will cooperate with your plan	Has the city of Saint Paul planners considered the age of her citizens? Bike lanes are not the issue. Moving traffic safely is.	Ayd Mill Road connection time 35E was our only gift from Mayor Kelly. Beware of your electability Mayor Carter if you keep messing with the roads. I live in Wilder Park. We have received no help fro Chris Tolbert regarding what's going to happen to our access to Ayd Mill. We are predominately a senior group who needs multiple entrances for traffic flow not to mention fire and rescue. You ignored us when we mistakenly got hooked up into the ill-fated trash debacle. Tread carefully.	55105

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1) I drive on Ayd Mill Road. 2) As a St Paul citizen who does not live adjacent to Ayd Mill Road, I want to make sure resources are used efficiently, so my neighborhood is well maintained 3) I have been a bike commuter in the past	Community wide needs, not just those of the select few bike riders, who tend to be upper class.	North South traffic separation.	1) Whether reduction in the car traffic in the increases traffic on adjacent streets. 2) Whether increased bike traffic on the corridor leads to an increase in bike fatalities on adjacent streets, such as was seen in Minneapolis.	How will increased car traffic on adjacent streets impact potential increased bike traffic on adjacent streets? How much will the necessary safety measures cost for the adjacent roads? Are there better, cheaper, north-south bike commuter options? Also, could bus traffic on Ayd Mill/35E provide a link for West Side/southern suburbs to Snelling and Selby arterial bus lines?	I prefer the city to keep the existing four lane configuration, perform a mill and overlay, and look into safer, more efficient bike commuter options.	55107
I use the road multiple times a day and consider it critical.	How frequently the road is used and where the traffic will go.	The additional lane	The loss of the 2nd northbound lane	How frequently would the bike lane really get used?	Please keep the road and fix it	55105
Convenient, fast, commonly used travel route	How much it gets used & where that traffic goes when in bad condition	Nothing	Traffic going northbound	Why reduce just one direction to one lane	No	55102

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<p>I am interested in three things. One, the cost of maintaining this road as a percentage of our city's overall road expenses seems exceptionally high. Two, there are reasonable alternatives — a cheaper plan (as proposed), complementing the existing alternative paths drivers can already take. Three, the need to shift our thinking as well as our budgeting to models which revise our reliance on cars — to improve livability, to enhance environmental health, and to increase investments in mass transit options.</p>	<p>efficient investments which serve existing needs while also recognizing opportunities for useful change.</p>	<p>The cost, the reduced burden on existing uses, and the new paths for bikes.</p>	<p>a continued erosion/maintenance problem — that even these changes may require substantial investments too frequently.</p>			<p>55104</p>
<p>Ayd Mill Road is a public way and should be designed for everyone that uses the road, including non motorized transport, walk and bike.</p>	<p>Do we really *need* to move through motor vehicle traffic through this space?</p>	<p>Not a great deal, but I am supportive of maintaining the non motorized concept no matter waht.</p>	<p>1) inadequate clearance to separate walk from bike, 16 to 20 feet clear. The twelve foot width is too narrow for a walk and bike through structure through this space.</p>	<p>Can we do a better job over not too long of time to correct and redesign the 3 lane to a safe and effective two lane facility for motor vehicle traffic, and a complete parallel thru way for walk and bike.</p>	<p>Let's keep working on this and make our city a better place for all to live, work, and play.</p>	<p>55104</p>

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I live next to Ayd Mill Road.	Cost vs. Benefit plus how much smog and noise pollution will result.	The addition of a bike/pedestrian path.	Continued noise and smog for those living nearby. The city will spend millions of dollars to adapt a road that belongs to the railway and millions more to maintain that road.	Studies show that adding roads doesn't diminish traffic. Adding public transit does. Why is the city continuing to use public resources for this road?	There have been years that the road did not connect to I-35 and the road had little to no traffic. Please let the land revert to the railway or use it as a bike/pedestrian route only.	55104
Ayd Mill is an efficient and relatively safe way for a driver to travel through the adjacent neighborhoods.	the initial purpose of the roadway.	it better than the two-lane version.	if there are left turn lanes from the northbound direction.	will be based on the traffic study.	I'm new to the city. GPS frequently directs my routes onto it. It's a relatively quick and distraction free leg of my trip. Probably safer than traveling on neighborhood streets.	55116

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<p>I am a regular user of Ayd Mill due to the fact I live just south of St. Paul. This road is an important connection between the St. Paul and the south suburbs and a connection to I-94. I have asked the City to redesign the north portion of the road and remove the stop required on the ramp to Selby Ave.</p>	<p>Removing the stop for northbound traffic that penalizes the large majority of traffic volumes for a minute amount of southbound traffic that needs to get back to Selby. Considering a yield for northbound traffic in order for this u-turn or adding an additional phase for the southbound u-turn at the signal at Hamiline. This would also require realignment of the lane striping.</p>	<p>That it is the least invasive of the plans to the present traffic needs. ADT traffic volumes must show that the southbound volumes are higher. Is there not enough room for the bikes to travel along the east boulevard area now. Providing a bike/ped path around the bridges would be much cheaper</p>	<p>Increasing traffic congesting for northbound. The traffic merge for northbound traffic in to westbound Selby</p>	<p>How to remove the stop at the north end? How to merge better at the north end?</p>	<p>Better signing at the north end if a yield is considered. Better detection at St. Clair. The vehicle detector is mounted such that cars coming down the hill from St. Clair, to go southbound, are detected and put a call in for phase 4 northbound left turn. Slope the southbound ramp to I-35E better and install caution signs for slippery road. This gets extremely icy being in the shade during the cold months. Cars have trouble slowing down and making the curve having not much slope to the ramp. Cut the weeds down in the median during the summer. This is not real important.</p>	<p>55118</p>
<p>I use Ayd Mill road frequently and have noticed the significant backup onto Selby Avenue and Snelling Avenue on the North End. This will not help.</p>	<p>How these traffic changes will affect other roads, such as Selby, Grand, Snelling, Lexington and Jefferson in terms of backing up traffic on those streets.</p>	<p>Not much</p>	<p>The lack of two way traffic going North on Ayd Mill Road and the backup of traffic on adjacent streets to compensate for the lack of traffic flow going North.</p>	<p>If the choice is set in stone, I can live with it, but think it is short sighted in terms of the overflow of traffic onto other streets that cannot handle this traffic.</p>	<p>This is a very busy and used roadway and I think there needs to be two lanes going South and North. Is there any other place that a non motorized area for pedestrians and bikes to use besides this road?</p>	<p>55105</p>

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The road is the worst road in the city the pavement needs to be fixed	keeping 4 traffic lanes and no changes except a paved road	4 Lanes	Wasting taxpayer money and much more congested traffic	We don't need this. Please save us the money. I am a biker who lives in the neighborhood and would never bike on that road	This proposal is a bad idea and a waste of taxpayer resources at a time when they are needed elsewhere	55116

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I live in the neighborhood and am concerned about the increase in traffic with the reduction of traffic lanes on Ayd Mill	The amount of traffic it currently carries and how traffic patterns are becoming more and more clogged due to the decrease in the number of traffic lanes on the city streets. Lexington has been decrease to two lanes from four from Randolph to Grand an area the corridor covers.	I don't like anything about it as I don't believe that it will be used as it is being suggested. Coming from Minneapolis, some bicyclist us the Greenway, but no pedestrians do because it isn't "pretty" to walk along. I wouldn't walk there along a railroad track....blah.	The amount of traffic this will increase on other city roadways	Why is there no consideration of the original recommendation of an indirect connection between 94 and 35E? Instead of thinking that the current road way needs to be utilized for that, why not look at beefing up Hamline Avenue, No Land Acquisition, that EXISTING bridge over 94 (no new bridge needed), and improving traffic flow for the four block between the exit from Ayd Mill to St Anthony Ave and ultimately a connection to 94.	three land with pedestrian access is not a good proposal. WE seem to be behind the eight ball when completing traffic planning. Any plans that have been put in place in the last several years have lead to increased congestion and traffic rather than trying to alleviate it. I firmly believe that the increase in speeding you are seeing on the major thoroughfares is due to drivers needing to sit for long waits at traffic signals because there is only one lane of travel rather than the previous two. This, unfortunately prompts them to drive faster to "make " the light or blow through a light to not have to wait any longer. As a former resident of Minneapolis I have witnessed, first hand the increase in street design with the pedestrian/cyclist in mind. The cyclists don't use it. When Minnehaha Parkway was	55102

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It is a vital connection between Midway, 35E and neighborhoods in between.	Keeping traffic moving.	It is much better than the two lane plan. Having a concrete barrier pedestrians/bikes and vehicles shows some common sense.	Lighting and whether or not the quantity of bikers and peds using the path will justify the cost. The changes made on Grand Ave. and elsewhere for these almost non-existent bikers is unconscionable.	What speed limits are being proposed and by whom? What amount of lighting is proposed? Will lighting it be adequate? How will entry and exist on Selby be managed?	Hopefully common sense will prevail and the needs of all residents and users will be taken in to consideration rather than the anti automobile well connected, privileged few.	55102
Expanding biking in the city. Good fast car routes thru the city.	Bikes	The plan. Good job	Make sure bikes and bikers have enough space	How turn lanes and exits are going to work		55105
I live in the area around this corridor, and I think it's important for the city to invest on infrastructure that will improve quality of life for the surrounding neighborhoods. I believe that a walking and bike path should absolutely be included in this project. It is time to move away from car centered projects, and start thinking about the community as a whole.	Climate change, and road safety. The car lanes should be smaller, so that drivers are forced to drive slower.	to see a reduction of the speed limit, and include green infrastucture. I would like to see more trees and native plants.	The width of the car lanes. Proper engineer controls should be implemented to improve safety, reduce speed limits, and reduce the cost of maintaining the road.	N/A	Please consider climate change. Let's move away from car only infrastructure.	55104

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I live a few blocks from Selby and Snelling. I drive on it often. I also walk a lot around the neighborhood.	the quality of life for its citizens.	I like it because it is better than the four lane option, and it opens Ayd Mill up for other users.	that the two lane or the no car option will not be considered.	If finances are the driving concern it seems that closing Ayd Mill to car traffic would be the best option.	I would like to see Ayd mill road closed and a traffic study conducted on Snelling, Hamline, and Lexington. Despite the years of study no data exists for this scenerio.	55104
I only want it repaved. I like it the way it is. there is a lot of traffic on that road. We already have plenty of bike roads. I grew up in the Midway and am 67 years old still living here. The property Taxes are a real burden for a retired person. This will cause more tax. Just repave it.	Just repaving and keeping my property taxes down.	I do not like the idea, keep it four lanes for traffic. The bikes can share.	My property taxed going up again.	No changes need to be made accept repaving.	Please repave it and stop screwing around	55104
I live in the area, and use Ayd Mill road often.	The cost to benefit of the changes.	The proposal for improved lighting conditions.	The added 4MM cost to St Paul tax payers	How will the maintenance cost of the proposed 3 lane and pedestrian path compare to current design over time?	I agree it is in bad shape and something needs to be done to repair it.	55105

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We use this road very frequently. It is a very important thoroughfare, both for people using the road, and also for keeping lots of traffic off of other city side streets and causing congestion in our neighborhoods	Limiting the amount of unnecessary traffic on other city side streets, as well as maintaining a safe roadway for people using Ayd Mill Rd.	That is maintains a 2 lane roadway for SB traffic.	How you will incorporate turn lanes into the NB lanes for traffic exiting onto city side streets	Turns lanes for NB traffic. Will access points for NB traffic be more limited, ie; removing certain exits?	I look forward to using this roadway without worrying that I will bottom out my car in one of the many gorges that are classified as pot holes	55102
I live in West 7th, I drive Ayd Mill every weekday during rush hour in the morning and evening. I want to see our city deliver on its commitment to reduce greenhouse gasses and create a livable community.	That we cannot afford this road in its current construction and we cannot afford to deliver a connection to 94 and honor our commitment to safe streets and all forms of transit.	I like that it includes pedestrian and bike infrastructure.	The speed of cars going north near the bike and pedestrian path. I am concerned that southbound traffic will remain business as usual especially as that side of the road has the worst drainage issues.	Why can we not invest A little more money and make this road an enviable project and reduce vehicular traffic to two lanes?	I have never been in a traffic backup on Ayd Mill. I often see trucks driving illegally on Ayd Mill. I certainly see a lot of cars speeding and many people ignoring the yield on merging. People treat it like a freeway. It needs to be adjusted to a road we can afford and we should honor our city council's 2009 decision.	55102

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To support St Paul residents who live near Ayd Mill Road not residents that use road and vehicle to pass through St Paul neighborhood.	how MN residents biking can move N to S through city and protect St Paul residents who live near the road from noise and snelling ave congestion.	redcued cost of ramp changes.	Noise next to pedestrian lane. Similar to Snelling traffic and its difficul to have a simpel conversation while walking down snelling.	Can we seal up the living spaces under the bridges? Will CN Rail allow rain gardens near tracks? Since roads are difficult to maintain due to water, how will we keep the bike lane smooth?	It seems this road takes traffic off MNDOT funded roads and puts burden on St Paul residents. Snelling and the recent developments...Starbucks, whole foods are already stressing the area for our pedestrians. Difficult to bike to Whole Foods. Scary to cross Selby using the cross walk. Starbucks traffic turns into bikers in bike lane when entering drive trough. If we could confirm traffic is not just using this to pass through St Paul and is mostly residents using then we should keep 35E connection. If not then St Paul should encourage metro transit usage if business want to set up outside of st paul tax jurisdiction. Please don't connect directly to St Anthony Blvd as this will bring little business to St Paul stores.	55104

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<p>Living nearby. The congestion at the intersection of Snelling and Selby is *abysmal.* Slashing the capacity of Ayd Mill in half eviscerates whatever limited relief this mess has, and for WHAT!? Who is going to transit on Ayd Mill with their bike?? How much out of the year will this even be relevant? This is only going to make an ongoing epic headache significantly worse, to very little gained utility in any other respect. I implore you to not do this.</p>	<p>the debilitating congestion already present and under-addressed at Selby-Snelling.</p>	<p>Absolutely nothing</p>	<p>What it would take for you to reconsider</p>	<p>What are you doing to resolve or at least ease existing problems?</p>	<p>No</p>	<p>55104</p>

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<p>We need to reduce cost of city-run streets, and Ayd Mill is especially costly, doesn't provide massive benefit to the city's residents, requires frequent maintenance because it's on a stream bed. Most importantly, however, is that the City of St. Paul needs to aggressively reduce transportation-associated carbon emissions and the only way we'll do that is by increasing infrastructure for carbon-free travel and reducing miles traveled by car. Because of induced demand, there's reason to believe that the equivalent amount of traffic may not move onto other routes but may decrease somewhat overall.</p>	<p>What the City of St. Paul will prioritize in 20 years.</p>	<p>the dedicated bike/pedestrian path.</p>	<p>Whether we're continuing to prioritize carbon-emitting transportation modes, which is counter to the City's Comprehensive Plan.</p>	<p>Whether they connect to adequate bike/pedestrian routes on North end.</p>	<p>Please don't let people who are comfortable with the status quo push negotiations further towards the normal, toxic, mill and overlay cycle.</p>	<p>55102</p>
<p>I am a leisure biker and enjoy doing errands across this section of the city by bike.</p>	<p>A cleaner, greener and healthier future city</p>	<p>I like the wide bikelanes and the vision of connecting it to a combined greenway with Minneapolis</p>	<p>The wide space, three lanes would occupy and encroach on green space.</p>	<p>Why not have a wider boulevard ala Edgumbe Road in the middle to prevent head - on collisions and beautify the corridor ?</p>	<p>It is a uniquely efficient cross town roadway that should be preserved.</p>	<p>55116</p>

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Because in order to cut carbon emissions in the city we need to have better bicycling and walking infrastructure and this is an opportunity to do that.	When creating the bike/ped infrastructure you need to provide at least one entrance/exit access in the middle (Summit/Grand area) so people can use this route for transportation, not only recreation.	The separated bike/ped path.	Access by bike and ped from more than just the ends, and slower speeds on the road. It isn't pleasant to bike or walk beside a freeway type road.	Will there be multiple access areas for bikes and peds and will the speed on the road be reduced?		55116
I commute by bicycle and use our road system to get places.	seperating bicycle and foot traffic	that pedestrians have been considered to any degree	mixed walking and foot traffic	none	no	55106
It's an outdated, unneeded roadway that needs to be put on a serious road diet with added bike infrastructure.	Removing two traffic lanes and adding protected bike infrastructure.	that it reinforces my previously held position that the city isn't truly serious about bike infrastructure	It not being 2 lanes, or removing cars entirely	Why does the city still lack the courage to make bold bike investments when it comes to inconveniencing cars and do so in a cost-effective manner.	I'm disappointed that we are at this point. I'd rather have the city close the road and wait until we have the funds to construct it properly (with two lanes of traffic).	55116
I live along it and use it every day.	Direct impacts on the surrounding neighborhoods.	The compromise between traffic and bike/pedestrian uses.	Traffic speeds, noise, pollution for southbound will be unchanged.	Where will pedestrian/bike lane access points be located? How many ramps to city streets will remain?	I am super-excited about the pedestrian/bike component. I also an happy to hear that you intend to complete the project this year.	55105

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I use the road frequently to get around Saint Paul. I live in Hamline Midway but travel to stores along Grand Avenue and around Highland so I enjoy a quick route.	That the road stays at 4 lanes and is connected to interstate 94.	Nothing about it. This question is skewed in favor of moving towards 3 lanes instead of keeping it 4 lanes... this biased question will be used to say "look! People like the 3 lane road!"	That it is 3 lanes. It needs to be 4 lanes and connected to I94.	Why we don't give authority to the state of Minnesota to own the road and have them connect it to interstate 94.	The city shouldn't prioritize bikers and pedestrians using this piece of property over an efficient roadway to move vehicles not on local streets. We don't need more heavy traffic on Snelling or Lexington.	55104
Road is in horrible shape. Need link from 35E to 94	That people need to get from one place to another using various modes of transportation	That speeds will be reduced but not stop and go due to turn lanes	Capacity	None	No	55101
I use it whenever I need to travel to any businesses that are near Snelling Avenue	Multimodal transportation	That it meets the needs of many different road users	Congestion	I have no questions	No	55121
I drive on the roads 4x a day m-f to take my children to and from day care/school and pick them up	How many people drive on it every day. I don't have time to bike every day from my home to day care/ school then to work in downtown MPLs and back. I will not use a bike lane. If the road is too slow I will drive in a different road in St Paul. I'm not the only one who will make such a decision.	Nothing. We live in MN. We can't bike for many months of the year. Over 70% of children in MN have 2 working parents. We don't have the luxury of biking to and from day care/school and work every day.	The disregard for how it's used now. Bikers won't suddenly appear because you took the road away. If the intent was truly to encourage people to bike rather than drive a car, this extreme measure will not turn car drivers into bikers.	Where do you think all of the cars who drive in Ayd Mill now will go if you take away one lane in each direction? What roads do you think we will drive on instead? Do you think those roads can handle the extra traffic?	Worst. Idea. Ever. It's like someone who has never lived in St Paul rather Minnesota came up with it. If I lived in a warm weather state and had the luxury of living close to my kids' school AND work or maybe didn't have to also work 40 hours a week- I too would ride a bike. But that's not who lives here.	55105

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I use the road almost daily. It keeps thousands of cars of adjacent city street daily.	safety, better road design, improved surface and improved lighting	that it has a median between northbound and southbound traffic. I like that there is a bike lane. I like that it makes entrances and exits safer.	Not enough lanes for northbound traffic, especially with the connection northbound from 35E	Does it make it possible for a protected bike lane that doesn't require an easement from the railroad?	Please keep it and improve and maintain the surface. Connect it to St. Anthony so that the traffic levels at the intersection at Snelling and Selby decrease.	55102
Fix pot holes, don't add bike lanes.	Car traffic, only car traffic	None of it. Fix the pavement and leave it as it is. DO NOT ADD A BIKE LANE, DO NOT CLOSE A LANE FOR BIKE TRAFFIC ONLY.	My tax money being waisted on something that will contest traffic and add no economic value. Quit wasting my tax money.	Why is this still being considered. The city says it's broke and needs to raise my taxes, how is this possibly being justified. Bikers want it, add a bike tax (bike tabs?) and have them pay for it.	Ditch the turn lanes and put it back to what it was 20 years ago, only now with an actual connection to 35E.	55116
I am both a bicyclist and a driver. The road in its current condition is unsafe for driving due to potholes and frequent water on the road, as well as unsafe for bicyclists do the potholes and the inability to navigate safely. This road needs significant repairs and this would be a very good time to incorporate transit for bicycles on the road.	The safety of non-motor vehicle traffic that would use this road where it configured to allow a lane for pedestrians and cyclists.	The savings over reconstruction as a two lane, undivided road. I also like having a separated lane for pedestrians and cyclists who choose the route for the same reason as motorists - convenient transit between Midway and the West 7th businesses	The potential for inadequate separation between northbound motor vehicles and pedestrians and cyclists.	What is the potential response of the CP Railway, and how does the city plan to deal with it?		55076

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It's a big chunk of the city that I believe would serve the community better as a linear park. I support all efforts to make my native Saint Paul a more liveable, green, bike-and-walk friendly place to live.	An overarching goal of connecting the Greenway bike/walk trail in Minneapolis to downtown Saint Paul via a linear park along the railroad right-of-way.	I'm for anything that fights against the idea that cars are king	I am concerned about the safety of bicyclists and walkers. I would like to see separate bicycling and walking paths, so bikers don't spook walkers or have to steer around them. I'd like it to be the kind of place I could let my eight-year old ride without worry of getting run over.	Why not make a more meaningful gift to children and future generations by imagining a more creative, green use of this space?	I wish the bike/walk movement had the same lobbying power as the NRA, or the oil and gas industry.	55105
It is important to further the investment in bike infrastructure and I support any proposal with the maximum design for mobility, bike safety and overall efficiency.	more bike infrastructure to efficiently connect our 2 cities	the dedicated bike trail	having too much road traffic for bikes to safely cross at intersections	Why do we need 2 lanes south bound and only 1 lane north bound? The 2 lane proposal was better.	It is important to include this road in our bike network since STP has very few off-street trails. This is important for safety and improved mobility.	55406
I would love to see the Midtown Greenway extended into Saint Paul.	Bicycles and pedestrians	The protected bike lane	Providing a trail that is wide enough for both pedestrians and bicycles.	What is the city doing to push for the Midtown Greenway extension? What is the city doing to ensure there are safe pedestrian and bicycle connections to cross streets, such as Selby Ave or Summit Ave?		55406

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<p>I'm a resident near the southern end of Ayd Mill Road. I find immeasurable value in increasing and improving safe ped/bike infrastructure for recreation and commuting. Improving access to sustainable forms of transit allows us to get out of our cars and partake in healthier modes of connecting with our community.</p>	<p>The safety and appeal of our most vulnerable and lowest impact users. If the infrastructure is not safe and inviting to ped/bikes, they won't use it and this will be a waste of a valuable opportunity.</p>	<p>That ped/bike is still on the drawing board.</p>	<p>The close proximity of ped/bikes to the cars. With little barrier and distance to loud, abrasive vehicles, the path will not be desirable to use by the bikes/peds.</p>	<p>How will the bike/ped path connect with existing infrastructure? How close is the ped/bike path to the car lane? What will be the posted speed for vehicles on this road? What will be the real speed that vehicles will go on this road? I understand the initial cost for the 2-lane option was more, but what is the long-term financial comparison between the 3-lane and 2-lane options?</p>	<p>We should think hard about if we want to just put money towards a means of moving people as quickly as possible from one destination to another, or do we want to invest in something that not only allows people the ability to chose healthier modes of transit, but can be a beloved destination in itself.</p>	<p>55105</p>
<p>I use it frequently to connect from the University/Snelling area to the Jefferson / Randolph area and to I 35E</p>	<p>that non motorized uses will be restricted to only a portion of the year because of weather and that basically being 30 feet down to get in and out of the region is not going to be attractive to many bikers and walkers</p>	<p>it better than the 2 lane proposal but find it ridiculous from a cost and vehicle restriction perspective just to give bikers a bike route to use maybe 7 months of the year</p>	<p>Costs, and putting traffic currently on Ayd Mill back onto neighborhood streets.</p>	<p>How can the HUGE costs of this proposal compared to resurfacing be justified just to accommodate a seasonal bicycle path? Put the money saved by resurfacing into schools instead, something that will benefit all, and not just some seasonal bicyclists. Look at the costs to make the Charles Ave bicycle route.... I rarely if ever see people using it, even in the summers. Just fix the road and leave the design as it is.</p>	<p>Resurface it and keep the design as it is. It gets traffic off of neighborhood streets, and clearly is safer than pumping all of those northbound cars up onto neighborhood streets, especially during morning rush hours</p>	<p>55104</p>

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Ease of access to, from and within St. Paul. It helps alleviate side street traffic.	Ease of access and walk ability	The idea! But want to ensure safety precautions are made in terms of the walking path.	Safety for pedestrians	No questions really...	NA	55104
The road is important and well-used, but the condition is terrible.	potential negative impacts of this plan to traffic flow and surrounding neighborhoods	it better than the 2 lane version, but worry about negative impacts of reducing northbound traffic capacity	loss of traffic capacity...and cost, of course...at least compared to the original mill and overlay cost	principally around the trade -offs between less vehicle traffic capacity and the ped/bike usage. What is that estimate?	Budgets are about priorities. Where will the additional \$4 million come from, and what will NOT happen because this does?	55116
I own a home near Jefferson and Arbor street and I use the road in both directions frequently. I am also concerned about where vehicles would go if lanes are reduced and where bicycles would enter and exit the road if the bike option is added.	Vehicle capacity, safety and efficiency.	Nothing about it.	reduction in vehicle capacity and bicycle and pedestrian conflicts with vehicles.	Why not add bike lanes alongside the existing road instead of closing a lane to vehicles?	I think the best option is just mill and overlay of the existing road. If the city wants to pursue bike options in the future there should be a referendum on the ballot about the issue.	55102

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I live near the road and do not enjoy it's current run-down state. Would very much appreciate a more mixed-use facility that would enable better north-south bike movement.	Multi-modal use and pedestrian/bike safety	Most of it! Less disruption to ramps, etc. seems like a good compromise	Vehicle separation from trail and potential safety hazard to bike/peds	How do trail/vehicle interaction look at ramps? Is there ample protection for the trail-users at these locations? How much lighting is involved in "additional lighting" will there be dark patches along the route?	The current condition of the road is unacceptable and continuing to maintain it as a roadway seems pointless. The volume of traffic does not prevent the addition of the trail, which seems like it would be well-used based on how many of my neighbors already talk about walking along the rail bed. This would be a significant safety improvement for the neighborhood. Thank you for championing the effort.	55105
It carries a lot of traffic! It obviously connects important destinations. Reducing its capacity will put this traffic in Lexington and Snelling which are already congested	The need to move people to a d through St Paul!	None of it	Not enough capacity and too much expense for too few bikers	None. It is not a good idea	Dont do the three lane . Just fix the pavement. Save money to fix the potholes in our other streets. Dale and Summit are horrible	55102
There are SO many other locations that need the attention!	an alternative route	an alternative route on a stable ground area	the waste of money, importance of other things and continuing cost to the community	What are the alternatives?	need to keep learning so I'll read more	55106

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As a taxpayer, I want my investment in Ayd Mill Road to be in something that supports people, not just motor vehicles moving from point A to point B.	all modes of transportation and the climate crisis we live in.	that it adds somewhere for bike riders and pedestrians to be, connecting off-street from north to south..	that it doesn't allocate enough space to pedestrians and bike riders.	Can we really not consider closing Ayd Mill Road as a vehicular thoroughfare altogether? That would be much cheaper in the short run and have long-term positive economic development benefits.	If the city was suddenly presented with this strip of land with no road on it today, is this three-land road configuration the thing we would choose to put on it out of all possibilities? No.	55108

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<p>I am a recent transplant from Minneapolis and have been a year-round cyclist for over 10 years. Having Ayd Mill Road become a bike corridor would improve the safety and the overall bike infrastructure in Saint Paul. As described in the video, there is a gap for safe passage via bike going north or south in the area.</p>	<p>Multi-modal transportation</p>	<p>The overall framework proposed.</p>	<p>Safety between cyclists/pedestrians and vehicles.</p>	<p>How are you addressing drainage issues? Will this be plowed in the winter, with what frequency? Entrances for emergency vehicles/city vehicles</p>	<p>In an effort to slow traffic, please utilize the illusion of narrow roads. Park and Portland Avenue in Minneapolis are a great example of great bicycle infrastructure but poor road planning; vehicles go 40+mph on those roads. If reflective pylons were placed to protect cyclists, drivers would naturally slow down. On a similar note, please use vegetation or reflective pylons with the curb barrier for additional separation between vehicles and path users. Personal safety is another concern on this project. Any way to add Emergency Call Stations along Ayd Mill Road would make many people feel more safe while using this path. The 3-lane conversion is a great plan and suits the needs of vehicles and cyclists. It is a direction I enjoy seeing this city go in and makes me excited to be a Saint Paul resident.</p>	<p>55102</p>

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It's important to keep commuter traffic off of the other north/south arteries that are used by residents to access their neighborhoods.	The adjacent neighborhoods and the pedestrians and cyclists that use Snelling Ave., Hamline Parkway, and Lexington Parkway.	A four lane proposal.	Increased traffic in the neighborhoods.	When will the city do a full impact study?	Ayd Mill Road is for commuters going to Eagan and Burnsville and it facilitates pedestrian and bicycle safety in the adjacent neighborhoods.	55116
Because it could be an incredible linear park	Closing it down immediately. It's a health and safety hazard and generates too much traffic	That it's almost a linear park but that the road should just be closed altogether.	Continued traffic and the noise and co2 pollution it generates.	Why aren't you just closing it? What are the long term maintenance costs of a) the proposed 1 lane, b) the two lane and c) converting it all into a park	A passenger rail line through the corridor would be nice.	55406
The route currently supports a large number of vehicles. This traffic would over burden the other routes in the area. Additionally, it's a lovely area and I think it can be an integral, useful space.	The cost of maintenance. It's benefit to the community.	This option least of those offered.	Taking space from other uses and green space.	Will it be more expensive than other proposals?	I would definitely use a walking path if one were available. Several members of my family would use a bike path.	55102

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I am a Saint Paul taxpayer and live close to the road.	Please consider the values and needs of Saint Paul residents as opposed to suburban commuters who just want to cut through our city. This road does not serve us at all. I lived here before the road was opened and we residents do not want or need this road. Why should St. Paul taxpayers be burdened with this at all? Our values would dictate that Ayd Mill go back to being a peaceful creek, with perhaps a bike and walking trail. We do not need the traffic, pollution and cost brought on by this road.	I like the idea of a bike trail connecting to existing trails.	The cost of maintenance and upkeep on into the future.	Why two southbound lanes? Why not just one. Less upkeep, traffic, noise and pollution.	Saint Paul residents and taxpayers do not need or want this road, nor do we want to pay for it. My annual property taxes are over \$5,000 for a modest home in a modest neighborhood. Why are we paying to accommodate suburban commuters? Please just get rid of this road and restore the original creek. That will solve your runoff problems the way nature intended.	55104
St. Paul has a great need for improved bike and pedestrian paths and walkways; as well as the obligation to reduce greenhouse gas emissions created by vehicles.	Adopting the 2-lane configuration plan as outlined in the City video presentation.	...nothing about it. It does not go far enough in reducing the "car-first" mentality that the U.S. needs to turn around before we destroy the planet.	Continuing to think only about making St. Paul a "car-first" city. We're better than that.	Why bother? Why not think bigger on behalf of bikes and pedestrians? Why not consider what the city will be like for future generations?	Ideally, we'd tear out the whole roadway, create a linear park with solar-collecting walking and biking paths (this is being done in the Netherlands now), and restore the creek that used to run down that in that area. Again, let's think big! Thank you for the opportunity to comment.	55108

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<p>I travel using Ayd Mill daily to and from work. I also use it to get around the city and to access shopping etc without traveling on Snelling. I am very aware of the increased need for more routes thru the area given the increase in the number of housing units and apartments. In addition the planned developments will add to the congestion of traffic and the safety of our very walkable neighborhood.</p>	<p>The numbers of new housing units in (and planned for) the area this is a widely used alternative when the other arteries are clogged or under construction. I would propose a 4 laned option (reconstructing what is there) A lot has changed since the study was completed. Think about the Ford Plant development and all the new apartment buildings.</p>	<p>nothing - not wise to reduce lanes when increasing housing units in the area</p>	<p>decreasing lanes</p>	<p>why would you decrease the number of lanes while increasing the number of housing units in the area</p>	<p>I feel it is short sighted with the population of the area exploding to consider decreasing the number of lanes.</p>	<p>55116</p>
<p>It is a easy way to get to midway and south side of city. This investment should be shared by state,if there is a connection to I-35E!</p>	<p>If there should be connection to I-35E!</p>	<p>The proposed plan!</p>	<p>Speed limits ,and if they will be enforced!</p>	<p>Reduced speed limits,connection to I-35E,and state participation in funding road if connected to I-35E!</p>	<p>I think the city of st.paul should actually close ayd mill road,as it is to expensive to maintain,and rest of city streets would benefit from funding not being spent on ayd mill road!</p>	<p>55102</p>

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I travel Ayd Mill Road daily. The City needs to invest in it as it is the major link from W 7th neighborhoods to I94.	How many cars travel this road from the Cities' neighborhoods	It is the lesser of 3 evils	Traffic jams going North	Do you really think there will be enough pedestrians & bicyclist's use to warrant an entire separate lane? Is the proposed money for the bike path taking away from other bike paths' completion? Such as extending the downtown path?	This Road and its improvements were sold as a way to keep major car traffic off all the residential sides streets. Cutting the North bound lane down to one lane will force additional traffic back onto the side streets especially during rush hours. It's happening now w/the construction work.	55102
I live right off of it, on St Clair Ave, and use it often. Further, if traffic lanes decreased, this would inherently increase traffic on other city streets such as Lexington and St Clair, which both have too much traffic already.	Flow of (vehicle) traffic, and the necessity of having the existing 4 lane structure to facilitate said traffic.	That it would still be able to handle most of the vehicle traffic.	A loss of one lane, and where that traffic will be rerouted and how that will impact the surrounding already high traffic streets	When looking at the numbers, why do they think reducing the number of lanes would be a good thing. Its clearly being used a lot, and is a integral through way for the city and its residents.	Please dont let the bike community win this one! We need Ayd Mill for vehicle owning families to go about their normal daily lives with regular activities.	55105

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<p>My family lives very close to Ayd Mill Rd (1230 Berkeley Ave). We travel on Ayd Mill Rd many times per week and some weeks daily. We are very interested in more sustainable transportation and safer streets. We have a son who is 6 years old and bikes to school (Expo) with my wife when weather good.</p>	<p>Adding sustainable transportation - biking and walking</p>	<p>(1) added bike/walk trail, (2) having 2 lanes southbound, (3) lower cost than 2 lane option</p>	<p>Nothing</p>	<p>How quickly can this construction begin!? Right now Ayd Mill is in terrible condition....</p>	<p>A majority of resident on our block were discussing this proposal at a community get together. The entire group was very supportive of the added bike/walk lane. ~50% of families on our block have children living at home.</p>	<p>55105</p>
<p>I use Ayd Mill Road to get to and from work daily. It is an essential piece of road to get anywhere in the south metro.</p>	<p>Repaving and keeping 4 lanes open in both directions</p>	<p>that they will be repaving but we need to leave it 4 lanes to reduce traffic at rush hour times.</p>	<p>the road not being 4 lanes, there is way too much traffic at peak hours to only be 3 lanes.</p>	<p>Why cant we leave the road with 4 lanes and simply fix the road structure and repave? Bike lanes are great for everyone but they should not be a priority for a busy road like this.</p>	<p>Ayd Mill Road is a vital piece of road in St. Paul and needs to be treated as such. Reducing the lanes from 4 to 3 could be a disaster at rush hour and lead to more accidents and backups. There is no logical reason St. Paul has to go to 3 lanes, other than to add a bike lane. Bike lanes are great but not in this application. Please keep 4 lanes.</p>	<p>55104</p>

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current resident in Mac Grove and rental property owner on Hague ave near snelling	disconnect Aid mill at Selby and allow three lane connection at Hamline due to increase in bus traffic proposed bus traffic and increased pedestrian traffic with all new buildings on Selby and Snelling allow bike lane and walking only maybe theres room there for talked about dog walking park. to many cars seek alternate ways to aid mill entrance at Selby thru neighborhood streets to avoid Selby Snelling intersection emergency vehicle traffic slowed with back up at Selby Snelling intersection caused by turning cars trucks buses!!!! I	that it works best with Hamline connection without connecting to Selby at all	walkers and bikers crossing Aid Mill to new path	about why are we providing access from suburban cities to I 94 should be Toll Road pay to use	I believe if its connected to a State Freeway the State should in-cure some or all costs it's just a long exit ramp from 35E	55105
Rehab is long overdue	cost	Rehab road, and update lighting and ramps as needed. NO BIKE LANE IS NEEDED. You cannot justify cost for so little bike traffic.	cost for so little amount of useage	Is bike lane really worth it, I don mind spending money on worthwhile projects, but this is not a trail around a Mpls. lake. I would think we have more important projects to consder.	Yeah, rehab is long overdue.	55119

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<p>I live near Ayd Mill Road. I use the road for automobile travel but also am a bike commuter and recreational biker. In addition, I use the neighborhood for walking and shopping.</p>	<p>What makes the City itself, and the local neighborhood, a more liveable and healthier place.</p>	<p>The bike route! Bike routes add to the quality of a community, highways detract. As proposed, the bike route will improve the community.</p>	<p>Mainly I'm concerned that many people want more and more highways. I'm only concerned that the City will keep the status quo, which would be bad.</p>	<p>How does St. Paul leverage the bike route into the type of investment in the City that we have seen along the Greenway.</p>	<p>half of the 20th century Mpls and St. Paul sacrificed the liveability of their neighborhoods in order to punch horrific highways throughout the City. Where these highways and interstates exist, we see struggling and unattractive neighborhoods. Where these highways do not exist we see functional and healthy neighborhoods like those along Grand Avenue and Randolph. Building the City more for people and less for cars will benefit the livability of the City and make it more attractive while increasing property values, a win for everyone. So the bike route with green space is important. In addition, as a bike commuter and recreational biker, I see a need for north-south routes, that connect areas along the Mississippi (Shepherd Road etc) with areas along Marshall and</p>	<p>55105</p>

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This will be an important connector in St. Paul's and THE REGIONAL bike network.	Costs and bike/pedestrian safety. Make it a facility for 8-80 use!	Lower costs.	extra southbound traffic	Why not just make southbound one lane and have extra green space. This will reduce paving costs, plowing costs and on going maintenance.	no	55125
I have used Ayd Mill regularly since 1971. I currently reside at 1181 Edgcumbe Rd (Wilder Tower). I drive on Ayd Mill nearly every day. Our unit is on the 17th floor on the north end of the Tower and I have views of Ayd Mill in both directions, plus Lexington Avenue.	Cost	the idea better than other alternatives	ongoing maintenance costs, but that is the case for all alternatives.	Timing: what is the timeline?	No, but thanks for asking.	55105

Ayd Mill Road Survey Data
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<p>I used to live in St. Paul, on Grand and Lexington, so this stretch of road is very familiar to me. I am also a big cyclist, and currently live in Minneapolis, so I still get over to St. Paul. I'd LOVE to see this have a walking and bike trail--long overdue!!</p>	<p>Wildlife</p>	<p>the safety considerations.</p>	<p>People driving even faster than posted speed limits because it's one way.</p>	<p>Will it be easy to enforce speed limits along the one-way roads? Will there be emergency phones or other security measures along the bike/ped trail for safety of users? I'd like to see pedestrian crossing details across the car traffic. I'd also like to see paths that allow pedestrians and bikes to access major cross streets--will there be separate stairs or ramps? Or just along side the car traffic?</p>		<p>55407</p>
<p>There's so much potential for this roadway to be beneficial and keep traffic off other streets, however right now it's in such rough shape, I'm literally afraid to drive on it.</p>	<p>That it's a roadway for cars, first and foremost. Adding bike lanes is nice, but it really needs to be a full four lane road, even if that means losing the bike lanes.</p>	<p>... it more than the two lane proposal.</p>	<p>that is seems there's little/no discussion about a four lane option (at least in the PowerPoint I reviewed); this should be part of the analysis. Additionally I didn't see any projections for bike lane usage. My fear is that we're building something and have no idea how much it will get used.</p>	<p>Why there are no projections for bike lane usage and why options for four lanes (with and without bike lanes) were not presented. The presentation seems biased.</p>	<p>Bike lanes are great, but this is a roadway and should be four lanes. With the influx of people moving into Highland as part of the Ford Plant initiative, we need ways for people to move via car.</p>	<p>55105</p>

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We use this roadway occasionally.	Fixing the underpass on the exit from 35E that connects to Ayd Mill. It is treacherously icy and I've seen a lot of accidents and near accidents in that spot.	that at least the roadway would be repaired and safer.	I think there should still be 2 lanes in each direction, and wonder if the bike path really needs to be 12 feet across. I haven't seen any other city bike paths of that width.	At the north end, it would be helpful if there was a better connection to east bound 94, it wouldn't have to necessarily be direct, but you can't even turn that way now. Also, the cost seems like it keeps going up by more than inflation.	no.	55105
We are considering and hoping to move to St. Paul soon. Decisions like how Ayd Mill Road is reconfigured play a role in those considerations and plans.	Environmental impact, future means of transportation	It better than the current configuration but less than the 2 lane proposal	Keeping Ayd Mill Road essentially an urban expressway		I'm an not in favor of the three lane proposal. The justification over the two lane proposal doesn't make sense to me. Slow the traffic, go to two lanes or think outside the box and make it a truly great linear park. This is a once in a generation or more opportunity for St. Paul to do something great.	55318

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I use the roadway every day	Supporting efficient car traffic on the roadway and keeping the traffic from filling the residential streets more than it already does.	To repair/rebuild the roadway to a superior, reliable level for car travel. If the railroad will give permission for a bike trail, which should be the first action to take, then a bike trail addition would be a nice perk, but not at the expense of a functional, efficient car roadway.	Getting permission from the rail company to build the path. And, is extra width needed for the 3 lane solution? If so, confirming the railroad acceptance of the land use is critical.	What is the response from the railroad company to additional land use? What is the commitment from the city with regards to the level of routine maintenance and repair going forward?	It is a vital link between several major roadways. A mistake was made when 35E was designed and now the maintenance of this vital link is imperative to the quality of life for many St Paulites.	55104
We need to have a good north south road way for vehicles. Ayd Mill gives the city a route for vehicles to get north & south and off residential streets	ultimately connecting Ayd Mill with hwy 94. We need Ayd Mill to keep cars off residential streets	it better than the 2 lane option but I still think we should scrap the bike /pedestrian lane and connect Ayd Mill to 94 or at the very least just do the mill and overlay option.	cost. The expense to add a pedestrian lane. The city needs to do more for automobile traffic. Ayd Mill takes vehicle off residential streets.	Why are we looking at spending so much money for a 1.5 mile pedestrian/bike path that doesn't connect to anywhere. The railroad will never let the path go further to connect to the Greenway. If we are going to do this right make Ayd Mill connect with hwy 94 as it was originally intended. That will be the best thing for pedestrians in St Paul	If we do nothing but the mill and overlay with Ayd Mill that would be OK with me.	55116
It is a short cut across the city to the midway and machamline areas	Repaving it now. Keeping it 2 lanes of traffic each way	It the way it currently exists	Bicycle traffic mixed with congestion it currebtly has	None	The under water spring needs to be dealt with. It causes icy conditions	55102

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I live near Ayd Mill and am I bicycle commuter	Traffic	That Ayd Mill will be for cars	Rerouted commuter traffic	Where is the proposed bicycle outlet. As it stands there isn't one making it senseless to spend money making this a bike path. And I am I bike commuter How much is traffic going to be rerouted onto safe bike friendly streets? How much is the cost Also as I read this, all the questions are leading. Clearly the comity of St. Paul doesn't legitimately care about the input of citizens. What they care about is the answers they want. Let me repeat, I am a 3 season bike commuter unlike anyone on the St. Paul council or mayor. Having Ayd Mill have a bike Lane is a waste of money and will effect safety on other streets. Bilirubin by the questions clearly no one cares	Clearly the mayor does not commute via bike. Nor does anyone on the city council. Keep Ayd Mill a car route and keep bicyclist safe.	55102
It is a nice way to get across that section of the city in a more efficient manner.	Being able to maintain the integrity of the road. If it is a perennial problem, maybe it should be decommissions for road traffic. People would adjust.	The double lanes on the south while still adding the bike/ped path on the north.	IDK, I guess the cost, but that goes for any significant repairs/improvements.	none at this time.	I chuckle every time I see the "rough road" sign as a "solution" to dealing with the potholes. :)	55104

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I believe this is a unique opportunity to improve multi-mode transportation in the city. Connecting to the greenway is huge.	Creating the best pedestrian and bicycle improvements	Lower cost	Speed. Two lanes total is plenty.	None	No	55101
Legendary & Immortal Roadway.	That we should be aiming to reduce the number of cars on the road.	That it would fix the potholes.	It not really changing anything regarding the surface of the road, also less space for the much-needed bike/ped trail.	What's the deal with the bike/ped trail? Why not just rip out the whole road and put in a park corridor?	Ayd Mill Road - The Music Video: https://www.youtube.com/watch?v=ZqKa8uO2CM0	55102
It's a main artery.	The 99.9% that drive cars! No more bike lanes!	Just the way it is	Traffic	Why?	Yes. It's time for us the people to stand our ground! No more bike lanes!!	55104
I'm a cyclist and transit user who lives in Minneapolis and works in Saint Paul.	the climate.	that there is some space for bikes.	the number of cars you're putting through on this road.	Why would 3 lanes be safer than 2? Would a safer solution be to put a green-tree median between each lane of travel? Why is any car travel here is a good idea? Have we considered a linear park?	Cars are causing huge amounts of pollution in this area in particular and any amount we can mitigate here will go a long way.	55407
It is an important artery to the city's transportation system for vehicles	Connecting it to I94, a long planned and delayed use of this roadway	Nothing about it. It will force traffic onto neighborhood streets, make an already horrible intersection at Lexington and Randolph more dangerous and be little used by bikers	Damage to neighborhoods nearby, increased accident rates, inability to handle the increased density in the city	Why are you proceeding on this plan. It has no community support.	The city cannot maintain basic services. Fix that incompetence and many others before you ask for more intrusive changes	55116

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We have reached a level of spending in St. Paul that is unsustainable. We are experiencing a significant market dislocation that creates additional expense pressures. We cannot afford project such as this. The people of St. Paul need to hear a message about fiscal responsibility.	Extending what we have without creating additional expenses.	The idea of moving forward.	Expense, too much of a focus on bicycle riders and a disconnect about what's really important.	Do we need to do this now, especially with the market dislocation? How are we understanding the tax burden on St. Paul residents? Are we overthinking how many people bike? Especially in the winter? What will it mean to people in the community when traffic pressured other streets?	I appreciate all that you are doing. I would hope St. Paul government can understand the significant expense burden the citizens experience.	55116
I live in the affected neighborhood and have always had concerns about the environmental impact of all the traffic coming in. It has ruined the character of the neighborhood	Preserving a quieter, healthier environment. So many of the people using Ayd Mill road have moved to the suburbs so that THEY can have a better environment at a cost to those of us who remain in the city	That it offers options for other modes of traffic (I would really prefer a two lane option	Traffic jams on the northbound lane when people come onto the city from the suburbs to go work in Mpls in the morning	Why can't you consider a two lane proposal with one southbound lane separated by a divider and one northbound lane (which has the pedestrian and bike lanes alongside it)?	Please use this opportunity to keep St Paul liveable and friendly to nonvehicular modes of transportation	55104
We use this road at least once a week. We also use the surrounding biking & walking infrastructure	Biking and walking	That we're investing in additional bike infrastructure	Sufficient space between bikes and cars			55104
Their isn't any other major thoroughfare linking 94 and 35E. It needs to be improved	Vehicle traffic and paving conditions	That the road will be repaved	the bike lane and eliminating one lane	why is the bike path necessary??	The bike path is a waste of time and looks like a way to just look like St Paul is becoming more green. Ayd Mill isn't the road for that	55102

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I travel And Mill Road often enough to appreciate its need for improvements and appreciate discussed improvements.	Safety of both motorized and non-motorized users.	Non-motorized design elements.	Congested northbound traffic during rush hour.	None	How does the current reconstruction of Summit Ave bridge fit into the picture. This was not address in the presentation.	55107
It is a efficient and convenient throughfare	Safety. It is not reasonable in its current state	keep the road online	none	none	No	55102
It's important to start shifting our paradigm towards encouraging more non carbon transportation methods.	Reducing lanes, contact points between pedestrians/cyclists and automotive traffic	That it's not 4 lanes.	That it's still 3 lanes. I don't think that's enough reduction. Also contact points between the non auto traffic and auto traffic for exits and ons		I'd like to see it shutdown for a period of time still and look at what happens to the traffic patterns.	55116
Ayd is a useful corridor to the 35 and it alleviates traffic congestion to the 35 and to University ave	Do we really need a Bike lane?	That it will be repaved properly to	The implications of a bike lane			55105
Often use And Mill Road and appreciate the link to 35E. I have often thought as I drive down the road that it would be great to have a pedestrian and bicycling trail along this corridor.	this is a much used and appreciate link.	that the plan will be able to utilize the most out of the area.	making sure there are good crossing to get to and from the trail. Also making sure there are turn lanes to keep traffic moving.	There was mention of the railroad not providing an easement for the trail, is that still an issue? Will there be a shoulder on the Northbound single lane incase of a breakdown? Will the speed limit continue to be 45 mph? Will there be any barrier between the trail and the road?	This will be a much appreciated improvement.	55104

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I live very close to Ayd Mill Road and the condition of the road and the amount of traffic significantly affects my daily movements.	the need for protected north-south bike travel, and the impact that the vehicle traffic on Ayd Mill has on the surrounding neighborhood.	that there is provision for a protected bike path.	the fact that there will still be a significant amount of southbound vehicle traffic on the road. People exit from I-94 onto Snelling Avenue and then turn left onto Selby to reach Ayd Mill which causes huge traffic backups at that intersection.	Will there be provision for reducing traffic congestion at Selby/Snelling? Will there be an effort to create more green space and biodiversity around the new development? This area of St. Paul has very little in the way of green space or parks for wildlife.	I live very near Ayd Mill Road and would greatly prefer that the road be completely closed to vehicle traffic and turned into a greenway. It is very inefficient to have traffic exiting I-94 and having to travel several blocks through neighborhood streets causing congestion, in order to reach Ayd Mill/35E South. A more direct connection between the two highways would be significantly more efficient, and would reduce neighborhood traffic congestion considerably, although I know this would likely be much more expensive.	55104
I live near Ayd Mill Road and have for 30 years. I think we should try to make the city more livable for it's residents and a bike path, especially as a connection to the green line, would help.	residents, not cars just passing through	I don't really like this model	traffic levels remaining what they are today	none	Costs for improvements should also include the less costs for maintenance as it is right now. We pay all of those costs to keep it up for people who are using it as a thoroughfare.	55105

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it is a critical pathway connecting the city and also (hopefully) connecting to the Midtown Greenway	protected bike lanes	all of it	the safety of bikers	none	no	55346
Ayd Mill Road, in the current configuration dedicated solely to moving motor vehicles, is a waste of community space and resources. I hope to see it transformed into a form more accessible to pedestrians and bikers.	People commuting and getting around in ways other than motor vehicles	That some space is made for humans on foot and bikes, with the addition of a path	Separation of fast-moving motor vehicles from families using the path	Will there be a physical barrier between the path and motor vehicles? Will people of all ages be safe on the pedestrian/bike path? Will traffic noise continue to be an issue in neighborhoods adjacent to Ayd Mill Road?	I am glad Saint Paul is seriously considering accommodating humans - not just motor vehicles - in this redesign of Ayd Mill Road.	55105
It is a convenient connection between Selby and Randolph making it easier for Highland and Mac Grovelsnd residents to do business in the Selby-Dale and Csthedral Hill neighborhoods	The traffinc relief in provides to the N/S residential streets in the area.	Two southbound traffic lanes	Only one Nortbound Traffic lane	Can we narrow the boulevard and pedestrian lanes to accomodate a second Northbound lane? Wouldn't bike lanes on Lexington Parkway connect the same neighborhoods that the proposed bike lane would?	Honestly, I think that its current format is best suited to purpose. Milling and surfacing in the near term with a linger term goal of addressing drainage seems best to me.	55105

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Easy access to 35E & avoidance of stoplights should I choose to go north to the Midway area.	Just a mill & overlay to keep costs down. Other streets also need more attention.	nothing about it. The bike & pedestrian trail that is proposed will be on the east side of the roadway. Not sure many of my neighbors will be using it due to all the traffic that the road handles.	Congestion heading west bound. The west end. After the remodel the last time it is a disaster with the STOP sign at Selby Avenue. Should you attempt to get to Snelling & Selby during rush hour, you are in for a long wait.	am not in favor of it. Leave two lanes in each direction & forget about the bike & pedestrian path. The city should save some money & do the simplest maintenance, mill & overlay the main part of the road after they work on the drainage issues. Also mill & overlay the entrance & exit ramps. If a new pathway is put in I don't believe very many people will be using it especially in the winter. So this new pedestrian path will now have to be plowed? More maintenance for the city. The city can't keep up with maintenance of roadways the way it is. This would be another drain of resources we already don't have. If it is another winter like this past one when we had the freezing rain, it would deter anyone from walking there much less for someone to try & ride a bike there. I enjoy walking in the neighborhood. For the most part is quiet & peaceful except near main thoroughfares.	Leave the roadway as is & do the simplest maintenance possible with consideration to the drainage issue. Work on other roadways that are screaming for attention.	55105

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The investment in Ayd Mill is important to me because connects a large part of the city.	That many people drive it everyday	nothing about it	the congestion it will cause as well as the millions of dollars that would go to the project	How long would the project take, would the bike lanes be used enough to deem it useful, and why change something that no one wants to see changed?	Ayd Mill connected my family to school for years, and it still is used by my family to get to work and to visit friends.	55105
Sustainability, safer more accessing transportation and recreation option in the cities, connecting MPLS SP biking infrastructure over time, improved air quality and public health	infrastructure that is more accessible to everyone, not just car owners	The increased safety and cost savings to free up more funds for expanding other biking infrastructure around the cities			Please support this endeavor. Environmentalism and access for all is critical	55119
Ayd Mill is in such disrepair, and would be a great opportunity to provide bike and walking trails that cut through the city.	Pedestrian and Bike traffic.	I like having some bike infrastructure	The fact that this is a completely letdown in comparison to the original proposal. This should be 2 lanes for road, and walk/ped path.	Why did we "compromise" to such a poor proposal? What happened to the 2-lane proposal? Why did the proposed costs soar out of control?	It's incredibly important we make the right decision for this long-term. Ayd Mill should not be dictated by the desires of commuters from other counties trying to get to *other* counties, and we should focus on the long-term usability for our citizens.	55104

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<p>I depend heavily on this thoroughfare to navigate my life, which is split between my East side home, my job in Minneapolis, and my daughter's school in the West 7th area. A reduction in speed or efficiency of vehicle access to this road will have a significant negative impact on me, likely causing me to incur new costs related to child care as I am delayed picking my child up from school and keeping me away from my home and family for longer each day.</p>	<p>Ayd Mill's primary use is for people traveling between 94 and 35E, NO OTHER efficient means by which exists in the city. Bicycles have several options for moving through this area, cars only have Ayd Mill.</p>	<p>Only that it's not even worse.</p>	<p>I am concerned about my ability to navigate my life as a citizen of the *whole* Twin Cities--someone who lives significant parts of my life across the whole metro--in a safe an expeditious way that doesn't put me or neighborhood residents above in a worse position than we were before..</p>	<p>Why are national lobbies like the Sierra Club running facebook ads that say "Bikes > Cars" about this municipal thoroughfare? Isn't this a case of a national special interest group exerting outsize influence on local politics, potentially at the expense of local residents and using ad money to drown out the voices of those most impacted?</p>	<p>The majority of regular bike commuters I speak to in my day to day life have mentioned that Ayd Mill is not a place they would choose to bike even if the space was there. It is simply not pleasant or expeditious to ride into and out of a ravine for no reason. Many expressed that it was not only extra work, but not a place they would feel safe biking (let alone walking) due to the lack of people around and the proximity to the railroad tracks. I believe the motivations for this change are not practical but an attempt to generate a piece of PR for certain political interests in the city. I have not seen any convincing data based on actual bike commuters that suggests the hopes for the increased use of this bike/ped lane would justify the costs, and anecdotally, I have seen a lot of evidence to the contrary.</p>	<p>55119</p>

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City should have stayed with the original replacing plan.	The original replacing costs	Nothing about it.	The extra costs. Stick to the original budget.	Why. This road does not need to add a bike lane. It is a waste of money by the Mayor that could go elsewhere. Stick with the original budget to replace the road for 3 million.	Just replace it as per budget. The extra 3.5 million can go for other road projects.	55119
Ayd Mill Road has great potential to improve the quality of nearby neighborhoods, and add to our cycling infrastructure.	The Environment	The improved options for pedestrians	Adding pollinator habitat along the margins	Will the margins of Ayd Mill be replaced with a pollinator-friendly habitat?		55105
I lived off Ayd Mill Road in Wilder Park and it is still how I get to see my friends there.	that the traffic will increase when word gets out that the road is better!!	the ramos connecting to I-35E and I'm confused about the northbound side ... I use The Ayd Mill exit off I-35E to get to Wilder Park and St Clair. would that ramo go away???	no northbound access ... it already has very limited entry points	will there still be turn lanes going off to the left for the exits at St clair, grand, hamline, etc?	This is the best road in the city of Saint Paul! I only moved here in 2015 and I could always spot Ayd Mill on any map!!	55118

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<p>I care about transportation. For many years, the City's infrastructure planning has been overwhelmingly supportive of car traffic, while leaving people who walk, cycle, or use public transportation on the (sometimes literal) fringes. I want to be a part of the changing tide to bring more transportation equity to Saint Paul. On a more personal note, I want more bicycle infrastructure in the City because I don't own a car.</p>	<p>All road users, not just people who drive cars. Also, the environment. We must depend less on cars to ensure a sustainable future for all life.</p>	<p>The fact that it has a bike and pedestrian path.</p>	<p>A missed opportunity to create a linear park, creating cleaner air, a reduced urban heat island, and reduced runoff into surrounding waters.</p>	<p>Few if any</p>	<p>The Amtrak Empire Builder runs alongside the road, along with numerous freight trains. Perhaps there is an opportunity for interpretation of train traffic, with a bench and maybe a placard.</p>	<p>55104</p>
<p>I travel that road twice daily to get to work and home. I am very concerned that moving it from 4 lanes to two lanes will be a nightmare for those commuting into the city. I'm also concerned about what that means for other side roads in St. Paul as they see an increase in traffic due to this change.</p>	<p>the amount of traffic that the road sees on a daily basis and how changing it from four lanes to two lanes will significantly impact traffic in the area.</p>	<p>that there is two lanes for southbound travel.</p>	<p>one lane going northbound. If it is just one lane - I can see it impacting the flow of traffic on 35E as the north bound lane will see back up on to 35E. This already happens in the winter when that area is icy.</p>	<p>Has there been significant input from locals in that area that state that they would use the walking/biking path? I just don't see this as being an area that will be heavily utilized.</p>	<p>This is a main artery for many who commute to St. Paul for work - look at the number of cars that use it. If St. Paul doesn't want to pay for it, can't the state step in and help pay for it?</p>	<p>55123</p>

Ayd Mill Road Survey Data

4.1.2020

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I live in Merriam Park on Dayton at Aldine and use Selby-Snelling businesses and use each of the streets connected to Ayd Mill as well as Ayd Mill Road itself.	changes that are in line with St. Paul's bike plan, comprehensive plan, climate action plan and overall interest in becoming more transit/bike/walk oriented.	the ability to have a dedicated bike-ped trail.	Unnecessarily having an additional lane and the narrower barrier between road and bike-ped trail	I think that if this is the best we can afford at this time, it is 100% worth doing, and don't have any questions.	I think the current 3-lane options moves St. Paul forward in reducing ongoing costs for maintenance and adds much needed and already planned for bike-ped infrastructure. As a neighbor directly impacted by the decision, I think it will be a great thing for drivers, bikers and walkers to make this a reality.	55104
I utilize this road every day to commute to and from work. The efficiency of using this road (well timed lights and high speed limit) saves me time each day.	Travel time. Please do not increase the time to transit the road!	only a partial loss in capacity.	Increased travel times.	Have you already initiated design for this road? It seems unlikely that the design is not quite advanced for a project slated to start this summer.	Why are you not presenting a 4 lane option?	55108
I regularly use it from smelling to w 7th st	Budget problems, and high demand for the traffic route	None of it. Reducing lanes will put more auto traffic on city streets	Traffic repercussions and budget overruns	Why now? Consider the financial stress from covid19. Repave it and move on with other problems.	Keep it 4 lanes, and if anything, extend it to I-94	55118
Deteriorating condition, Midtown Greenway extension	safety	That it provides all solutions for less money	access to northbound AMR	how are the northbound entrances/exits configured	love the name, will there be interpretive signage?	55116

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Reduces traffic on city streets. Adds vital link in Twin Cities bikes routes. If speed limit is lowered, could provide a parkway-like effect.	proceeding with plans to restore and improve.	the creative way of lowering costs while maintaining the route	whether there will be enough enforcement to keep speeds down	I understand it.	If the bike paths were up to the quality of the Sam Morgan we'd be doing really well.	55116
We live just off of Ayd Mill road and have to breathe in sickening amounts of car exhaust. We can't even sit outside during week day rush hours.	The property owners who live nearby and NOT commuters who use it like a highway/connection from freeway to freeway.	The fact that St. Paul residents will be able to walk and bike along the road.	Too much auto traffic, exhaust and pollution.	Would you consider the two-lane proposal. WE NEED FEWER CARS!	As a St. Paul resident, I can't even use the road to get from Selby to Grand (the Grand avenue exit is closed from the north). It feels like it is designed for people from the suburbs to get from one freeway to another - at the expense of St. Paul residents.	55104
-Movement of traffic north and south -Connection with 35E to the south -Additional trailway for bicycles and pedestrians -It is in dire need of repair and is dangerous to drive upon	not cutting corners to expedite getting the project completed. Consider more upfront spending to get a long lasting solution to an ongoing problem.	the idea. It will give more opportunity traffic volume to the south, much of which is headed for 35E.	the existing drainage problems and the underground springs that are currently a constant problem.	Will you be able to resolve the drainage issues? Will this cause traffic problems on adjacent streets? Will there be additional tails associated with the project? Will there be unforeseen issues that will cause massive overruns on the total cost of the project?	I've lived in St. Paul my entire life, almost 61 years. I watched Short Line/Ayd Mill Road being built. It's an important corridor to this part of the city.	55116

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I live in near Ayd Mill Road. I use the road frequently and I pay taxes in St. Paul.	Long term cost of maintenance.	There will be less wear and tear (but not enough). New safe biking/pedestrian facility is a plus.	Not much will change. The 2 lane solution is much better and only (\$2mil. more) - or just close it altogether. This seems like a half measure.	How will the proposed concept help with the drainage and spring issues. Will we need to continue to spend \$250K every year and 1/3 of our pothole filling on this stretch of road?	Unless we significantly reduce the use of the road or get MNDOT to pay for AMR upgrades and maintenance, it should be closed. The city is not getting a good ROI on the \$\$\$ we spend on AMR.	55105
I'm a resident of St Paul. I'd like to see the investment of my taxes support my needs (primarily as a cyclist), and not those of suburbanite commuters.	Closing the southern ramp to 35E, and adding bicycling facilities	The biking, pedestrian lane	The imbalance of southbound vs northbound lanes. Do traffic patterns support this asymmetry?		Climate change is an important consideration for all transportation planning. A bicycling option, especially if it connects to other regional trails would encourage low climate impact transportation.	55104

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<p>I live in the Hamline Midway neighborhood and occasionally drive on the road as a way to get to 35 or highway 5. So having an easy to maintain (cost effective) and pothole free street is preferred. As a tax payer and resident I also feel it is important to have a road that will require less ongoing maintenance and free up city funds for other local streets. More importantly, as a year-round bicycle commuter, having more non motorized facilities is very important to me. This could provide some much needed direct north/south Buckley routes.</p>	<p>Options that make our city more livable. This means more active transportation and less money for roads that function more like highways</p>	<p>The idea of a protected bike lane that doesn't involve many potential conflict zones. But I'd prefer a scaled back two lane option with slower speeds.</p>	<p>Faster speeds on the roads and ongoing maintenance costs and perceived safety risks for less experienced cyclists who could be intimidated riding near the multi lane road</p>	<p>Why could it not be reduced to a single lane in each direction with a third turn lane in the center to act as a wide divider.</p>	<p>Focus on solutions that will reduce ongoing maintenance costs and encourage active transportation in the city.</p>	<p>55104</p>

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I use the road frequently. It is an important route for me.	move forward on the planned 3 lane improvements to the roadway and construct a bike/pedestrian route.	that a median is left between the north and south routes for safety.	possible congestion on the north bound route due to a single lane. Also it is not clear to me how vehicles will exit the north bound lanes at St. Clair, Grand, and Hamline. Will there be turn lanes as they currently exist. Will signals be updated?	How will northbound traffic exit at St Clair, Grand and Hamline? Will signals be updated? Will traffic be slowed or congested due to a single north bound lane? Will the bike and pedestrian lane be used enough to justify its cost? Will the drainage issues be corrected?	As an important major artery I am glad that Ayd Mill will be improved	55105
I bike frequently and directly use Ayd Mill Road to commute to my school. It is one of the most efficient ways for me to commute.	The needs of bicyclists and pedestrians as well as those of cars.	The bike and walking path that would connect possibly to the green way.	Emissions by vehicles near the path.	Would the bike path definitively connect to other pieces of bike infrastructure around the city?	I believe changes like this are key to reducing carbon emissions and climate change.	55105
Frequent use of Ayd Mill Road as an access to both south 35E as well as an exit point from north bound 35E. Until bicyclist's start paying their fair share of road repair then I see no reason why a section of a very heavily used should be taken away.	Maintaining the current divided four sttstructure	None of it!	Vehicle traffic levels.	WHY?	Maintain the four lanes as it is.	55104

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<p>It serves as current option for vehicular traffic but offers much more with an addition for bike and pedestrian use. I first became aware of the road in the 80s when commuting to a job on W 7th from Minneapolis. I would bicycle illegally on the road. And now 35 years later I still can't legally bike along that corridor. I do not see Ayd Mill serving any purpose as an interstate connection, not now or in the future.</p>	<p>I believe the city should remember why the council resolution from 2009/2010 was to convert Ayd Mill to a two lane road for vehicles with additional infrastructure for bicyclists. I understand the financial constraints and am willing to accept a 3 lane alternative if need be. It is also my understanding that all the other bridges (like what is currently happening with Summit) will need to be replaced to give the railroad more height clearance and maybe that affects the final decision on what is possible. And the city should remember that even if the upfront costs are larger, there will be budget benefits in the future.</p>	<p>that there is a buffered space between vehicles and non-motorized uses. But this buffer becomes less of a benefit as speed increases.</p>	<p>the interaction of peds and bikes and scooters, etc with such a narrow lane for all to share. Also, I haven't seen any design that shows how all the non-motorized users access this trail.</p>	<p>access points for non-motorized? has the city tried to start the conversation over with the railroad about an easement, maybe one that isn't as large as what was rejected years ago. will there be a restriction on size and weight of vehicles (this affects the life of the road).</p>	<p>I believe with the new lower speed limits that the suburban demand for Ayd Mill will decrease. I spent the last 3 months of 2019 recovering from a bicycling accident with multiple pelvic fractures. This was not related to Ayd Mill, but was related to not having a safe way to cross the Mississippi and minimize contact with vehicles. St Paul needs to catch up with Minneapolis in bicycling infrastructure and adding that along the AMR corridor is a great start. Don't let the naysayers about backed up and slow traffic interfere with forward thinking decisions.</p>	<p>55105</p>
	<p>Noise reduction</p>					<p>55104</p>
<p>I use this road quite often</p>	<p>The amount of traffic on Snelling reducing lanes on ayd mill will make it worse than it already is</p>	<p>Nothing we need four lanes</p>	<p>The additional congestion on Snelling</p>	<p>Why not have four lanes and a bike path</p>	<p>The traffic on 94 comes to a stop because people are exiting to use Ayd mill reducing lanes will make this even more dangerous than it already is</p>	<p>55104</p>

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The road is in poor condition... It cost me 2 tires just in the last 3 years. And it's an eyesore	Lighting and landscaping	That it keeps 2 Lanes on southbound	No concerns	Whats the speed limit?	Fix ASAP... Please. It's a shame in such a beautiful city this road exists	55104
I use Ayd Mill fairly frequently, especially during rush hour to avoid heavier traffic on other city streets. It's a good way to get to and from 35E.	the relative isolation of this road compared to alternative city streets if you are thinking of trying to attract pedestrians.	the idea of adding bike access. That really makes sense to me and seems like a safer alternative to even bike lanes on other streets.	the idea of a walking path. The relative isolation of the area seems like it would be a crime magnet for assaulting pedestrians.	Would proposed bike traffic be separated from a walking path? If walking was included, it seems like pedestrians would also be in danger from fast moving cyclists, as well as crime magnets. I would guess bikers would be moving pretty quickly along this corridor.	I support the improvements to Ayd Mill Road, including adding a bike path; I just question encouraging pedestrian use.	55117
Future connection for Midtown Greenway as well as reducing traffic burden at north end of Ayd Mill.	All users, not just regional commuters.	that we're moving in the right direction, and reducing traffic entering this area.	Safety as highway speed traffic mixes with neighborhood uses.	How can we ensure that this interim step will position us for a future Midtown Greenway Connection or linear park.	Safety over speeds! Use laws of physics not laws on paper to ensure this.	55116
We use the road with our car	The traffic congestion for the common good	The proposal used for all cars	A bike lane for the fewer bicycles instead of the general welfare of the populations going and coming from work	None	It really helps even in the condition it's currently in to move traffic	55105
I live near Ayd Mill and use it regularly. I'm concerned about the large costs and workloads required to maintain this road, especially when several alternatives exist.	the large costs to maintain the road for motorists coming and going from other cities at the expense of Saint Paul residents who live in the area and would prefer a less car centric plan.	that it includes a boulevard and a bike lane.	how much of the land if being dedicated to cars	Can we do a two lane with a boulevard in the middle to reduce the head on collisions, but also reduce the amount of car lanes? Do we need car lanes here? Can we make it just one way traffic (only north or south)?	I would like to see reduced car use on this section of road.	55102

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I live on Lexington and really value the amount of traffic Ayd Mill keeps off my street.	Drainage issues, maximizing capacity while also leaving space for a bike trail.	that there are still 3 lanes to keep capacity up, that there is a median between northbound and southbound traffic, and there is still room for a protected bike trail.	nothing	How did they decide which direction gets one lane and which gets two?	No	55105
Ayd Mill Road has become an critical thoroughfare for travel within St. Paul and as a connector to I-35E.	The overall cost of the project	The separation of N and S bound lanes	Nothing	As a more affordable option in the near-term, let's proceed with the three lane road master plan, however, defer building of the bike/pedestrian lane until a later date.	No	55105

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<p>I use Ayd Mill Road regularly to travel from Roseville to West St. Paul and the south metro.</p>	<p>Motorists and how these changes will affect them. We are already losing lanes of traffic to bike lanes, making it take even longer to travel from place to place in a car. Not everyone wants to bike everywhere or in bad weather. And the bus system is not reliable or robust enough to offer great alternatives when you need to go far distances. Ayd Mill road is a nice throughway for City residents to avoid highway traffic and slow City streets to get where they need to go. The Cities don't have enough of these roads, so Ayd Mill Rd is especially important to local motorists.</p>	<p>That there will be a grass patch/space between the motorized lane and the non-motorized lane</p>	<p>A lot of things. How will cutting ANY lane of traffic on this road be helpful to motorists?? I'm sur ethis means you will be lowering the speed limit which I also think is not useful for motorists. How will the bikers/walkers be able to cross the road to get to the cross streets, or will this not be an option? Why would bikers or walkers even WANT to bike down this road? It's heavily traveled and the traffic moves fast as many the cars are coming to and from 35E . Personally, I would not want to use it as a biker becuase I want to enjoy being on my bike and not having to bike next to an extension of the highway (which is really waht Ayd Mill road is like, let's be honest).</p>	<p>Why can't we keep 4 lanes of traffic?? Is there really not enough space to just add a bike path along the road? As someone who travels this road on a regular basis, I don't want to be restricted to one lane on this throughway. Not EVERY ROAD needs to have a bikepath, especially when it comes to reducing a lane of traffic.</p>	<p>If there ABSOLUTELY MUST be a bikeway here, why not make it elevated and completely avoid reducing any lanes of traffic? I actually love biking, but I am a practical person. Motorized mobility will always be more important than tailoring to bikers. I am sorry, but bikers don't bike year-round here and those that do are a very small fraction of those who bike, and those who bike places are a very small fraction of those who drive. Yes, Ayd Mill Rd desperately needs a resurfacing and clearly needs work on drainage, but this idea for this road is extremely disappointing. I would also like to add that I appreciate and respect the amount of time and effort everyone has put into this project. I just don't agree with the ideas.</p>	<p>55113</p>

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It provides an improved connection for multiple modes of non motorized transportation.	Maintenance costs	Designated spec for cyclists	?	?	I hope we can have our own Midtown Greenway here on Ayd Mill Rd in St Paul!	55105
The city needs better infrastructure for other forms of travel besides automobiles.	Add important bicycle and walking infrastructure	The addition of a bike/walking path	St. Paul taxpayers footing the bill for a road that is essentially a shortcut for those who don't live in the city.	Why can't we just turn it into a linear park?	The 3 lane option is better than the current state. A complete removal of the road would be an ideal option.	55119

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<p>I live fewer than 2 blocks from AMR. I use it, but am also affected by its traffic inducing impacts. I walk, bike, and bus often, and AMR does none of the above. Furthermore, this corridor is a city street masquerading as a freeway connector, which is inappropriate for city funds. Lastly, and most critically, the connection at the NW end to I-94 via Selby/Snelling is a major problem area. It sees heavy commuter traffic, making my pedestrian crossing very dangerous, particularly at Saratoga/Selby and Dayton/Snelling.</p>	<p>Closing, calming, or Complete-streeting it.</p>	<p>that it adds bike/walk facilities for future Midtown Greenway Extension.</p>	<p>The fact that it is a mere band-aid, and doesn't do enough to reduce emphasis on SOV vehicle trips.</p>	<p>Why do this now instead of waiting for funding for the mayor/city council's plan? Why keep two southbound lanes at all? Why not just close it to test corridor's role.</p>	<p>It is a complex and multi-faceted corridor. Mayor Kelly's test opening stayed open against the law and should be closed immediately. If not, please add traffic calming.</p>	<p>55104</p>
<p>I think it is important to make the corridor accessible for all into the future.</p>	<p>All potential users, not just motorists.</p>	<p>That it reduces general traffic lanes.</p>	<p>Increased costs and future maintenance.</p>	<p>Why keep two SB lanes?</p>	<p>It should be made safe and accessible to everyone or removed entirely.</p>	<p>55104</p>

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I live near the road and interact with it on a near daily basis.	All of the options, including shutting it down as a road completely.	The practical application of the solution. It is a good compromise that offers something for most everyone, and lower expense.	If there is any solution that will ever address the fact that this is an area with active natural springs.	How much practical use will this have for walking and biking? Will this rebuild help with the water that is constantly destroying the road? If this doesn't connect I-94 to I-35, should we really be putting this much into a road?	As someone who uses the road very often, I would like to be explained why St Paul is spending so much money on something that seems to be a flawed design. Is it not time to address the sunk-cost fallacy, and just admit to everyone that we tried using Ayd Mill as a connector, and it didn't make sense to keep doing it?	55102
It is important because I drive on ayd mill every day!	That we need two lanes of traffic and a road not covered in potholes	Three lanes each way!!	Nothing. Let's make it three roads		Please replace and do not allow bike traffic	55102

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	<p>•1999: Process begins –Environmental Impact Statement (EIS)•EIS Task Force recommendation –linear park.</p>	<p>nothing.</p>	<p>1. construction and on-going maintenance costs. 2. a trench full of dirty, noisy, dangerous motor vehicles rather than a linear park in a ravine. 3. a paved landscape rather than a neighborhood enhancement.</p>	<p>The road was paved in 2003 and is now completely shot. In addition, the city spent \$240,000 in 2018 maintaining the busted up pavement and apparently has continued spending large amounts, currently consuming 1/3 of the entire city pothole repair budget on this one mile and half stretch of road.</p>	<p>In 1999, the EIS Task Force recommended linear park. Had the city followed the recommendation of the task force, the city of St. Paul would now have 1/3 more in it's budget for pothole maintenance and \$240,000 that could have been used to empty trash cans and for other maintenance of a mile and half linear park. Had the money spent on the 2003 mill and overlay been spent instead on landscaping and a park trail, Ayd Mill Road would not be the ugly site that it is today. Although it may be more than 20 years since the linear park was recommended, it's never too late to learn from a mistake and finally do the right thing.</p>	<p>55113</p>

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Connection to the interstate from the inner city.	Transportation needs for individuals.	All vehicle traffic. It does not need to be for pedestrians or cycle traffic.	Safety for motor vehicle traffic.	Why are they considering changing this space. Just re pave the road and go back to the way that it was before it was a hazardous road to drive on.	Just fix the problem, don't change this into a project that it was never meant to be. I use the road often and would not like to see change on it aside from a newly paved road. I live near the start of it and this whole project is frustrating to me. JUST FIX THE PROBLEM, don't go looking to please everyone because you can't and won't.	55104

Ayd Mill Road Survey Data

4.1.2020

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<p>Ayd Mill Road borders my neighborhood. It reduces Lexington Avenue traffic, particularly those using our neighborhood as a passthrough from Dakota County to I94. Opening it at the north end without thinking of the Snelling consequences, and allowing unfettered development at Snelling and Selby without planning how to deal with the traffic from Ayd Mill Road has caused it to be used exclusively as a passthrough. I am anxious that this be a reasoned investment, as little as possible, with as little damage to my neighborhood as possible.</p>	<p>It is in the middle of a neighborhood.</p>	<p>nothing about it.</p>	<p>Additional traffic that may be pushed on to Lexington, and when that becomes to congested, to Oxford, Chatsworth and Victoria.</p>	<p>Has anyone approached the railroad to see if a narrow bike path could be added with appropriate fencing? Where do you think this money is coming from? My taxes are already sky high and the roads in St. Paul are seriously awful.</p>	<p>Fix it and leave it as is.</p>	<p>55105</p>
<p>Quicker connection to 35e</p>	<p>3lane proposal</p>	<p>It is cheaper and safer</p>	<p>Why we need a bike trail</p>	<p>See above</p>	<p>No</p>	<p>55116</p>
<p>I live near the Hamline entrance to Ayd Mill and use the road frequently to get to the airport and to 35E.</p>	<p>Usability and cost.</p>	<p>the safety of having 3 traffic lanes. As noted in the proposal, this reduces the possibility of head-on collisions.</p>			<p>As a frequent biker I am excited to see the addition of a walking/biking trail!!!</p>	<p>55104</p>

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I live in Merriam Park and use Ayd Mill Rd often	The needs of all residents, not just drivers.	Lower cost	Continuing a pattern of favoring cars over pedestrians and bicyclists	Who will use it	It detracts from the quality of life in St Paul now by attracting suburban traffic onto City streets	55104
It is a road that I drive twice daily, and have for the past 5 years.	The amount of traffic that uses the road and the horrible conditions it is currently in.	I like this much better than the 2 lane proposal. There is more traffic going southbound and I believe the 3 lane system would be sufficient.	Pedestrian crossings.	none	Any improvement made to the road, is an improvement. I am hoping the 3 lane proposal works.	55118

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<p>Our family uses Ayd Mill road 8-10 times daily. Its condition (wear and tear on vehicles), ease of use and timeliness (schedules - daily time commitment) play a big part in our quality of life.</p>	<p>How traffic changes impact neighboring side streets, local business and quality of life in those areas, and those using Ayd Mill Rd. Most people use Ayd Mill as a connection to 35E and I94. Granted, an addtl bike lane would fill a Midtown Greenway gap, but has connecting the bike path from Griggs to St. Clair been considered rather than approaching a very invasive plan and spending \$\$\$ to include it as part of Ayd Mill? Finally, the mention of studies currently being conducted should take into account a very different traffic model since the COVID-19 changes temporarily happening. Our use of this road has dropped dramatically since school is closed and we're working remotely. Any traffic studies done during this time will not be accurate and should be put on hold or use the most recent results PRIOR to COVID-19 timeframe.</p>	<p>Resurfacing, lighting and the barrier separating oncoming traffic.</p>	<p>1) A NB back up onto 35E during PM rush hour of all the morning traffic from 2 lanes returning on a single lane to get home. 2) Further bottlenecks created by NB traffic turning left to go West OR the elimination of left turn lanes at intersections like St. Clair, Grand, Hamline, etc. If the NB lane is to run without any exits prior to Hamline and/or Selby, this is going to be a nightmare parking lot each PM rush hour.</p>	<p>1) Why is it believed that morning SB traffic using 2 lanes will only require a single NB lane during PM rush hour? Have studies shown that NB traffic is only half that of SB? 2) Will there be left hand turn lanes on the NB single lane? If not, there will be unbearable traffic during PM rush hour. 3) Has consideration been given to connect the existing Griggs bike route to St. Clair to close the Midtown Greenway gap and provide similar access in terms of distance to getting through this area? 4) What studies have been/will be conducted regarding impacts to local businesses - particularly if no left turns will exist on the NB lane? If this hasn't been done yet, it needs to be. 5) Are traffic studies being conducted during the COVID-19 timeframe? If so, they will NOT be accurate as schools are closed and many are working from home and not commuting.</p>	<p>I believe the majority of people use Ayd Mill to connect 35E to I94. I do NOT believe any meaningful increase of commuters will begin riding their bike or walking to work if a new trail were constructed. It will likely be used for recreation by a few during 6 mos. of the year, but the 3-lane plan is an excessive use of taxpayer dollars for a few who would use it for only a portion of the year.</p>	<p>55104</p>

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We live near Ayd Mill and Jefferson and would love an easy bike path access that is safe for our kids to bike on without being on a city street like the greenway in Minneapolis. St. Paul should offer the same option.	How beautiful the bike path would be and how much could grow on each end of it to further improve the livability of its city.	The buffers between the cars and the peds	Getting it completed	If this doesn't pass. Is there another option for bikes and pedestrians or is it this or nothing? Just repacking the street seems wrong and adds no value to the area.	I drive it every day and do not see the need for 4 lanes of traffic, it is not an interstate. People desire way faster than 45 on it already. I would suggest one lane in each direction to slow down the speeders but this is better than nothing.	55105
Connects Greenway with Mpls and St Paul - with safe separated bike path	Bicycle commuting, safety and recreation that connects Mpls and St Paul	Reduced costs, separated bike path	Car speeds, volume and noise, along with bike and pedestrian safety	How can speeds, noise and volumes be calmed, to make it an enjoyable parkway and greenway for active living, recreation and bicycle commuting, runners and walkers	Connect separated bike paths with Greenway Mpls and St Paul as quickly as possible. Reduce traffic speeds, noise and volume to scenic parkway	55115
The Twin Cities needs a connection between I35E and I94.	Ayd Mill Road is primarily a connection between two interstates. Because of the high traffic volumes, it is not a desirable place for pedestrians to walk. It also does not connect other bike paths.	That it is better than 2 lanes, but it is not as good as 4.	There is considerable expense for adding pedestrian and bicycle paths which will likely have very low usage as they are not connected to other similar routes.	What was wrong with the less expensive repave the 4 lanes option? I have never heard an answer to this.	I don't feel that the needs of the majority users are being considered.	55120

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<p>It is one block from my house. This is a major thoroughfare for people throughout the metro, and it has been the subject of endless debate and halfhearted solutions for decades. I would love to see the city and broader government agencies come together to create something that works for the neighborhood, the city, and the region.</p>	<p>the traffic on this road is heavily not St Paul residents. Consider making a deal with the state and federal governments to transfer road to them in exchange for putting a deck on it and creating new businesses, housing, parks. See Pew article https://www.pewtrusts.org/en/research-and-analysis/blogs/stateline/2018/04/more-cities-are-banishing-highways-underground-and-building-parks-on-top</p>	<p>there is space for cars, bikes, pedestrians</p>	<p>increased traffic congestion on city streets, how bikes/peds will cross</p>	<p>why not take some of the lane used for third lane to create a barrier and have just one lane north and one south</p>	<p>I know the deck idea is a big one but it could be transformative for the neighborhood, increasing number of businesses, could allow for greater housing density, and could incorporate trails and parks. Many other cities are building such spaces over highways, and many others are considering. It would have a big price tag but would be win-win: the city gains an incredible new area of land, the metro finally connects our two major freeways</p>	<p>55105</p>

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I use Ayd Mill Road frequently to commute to work in Eagan	The cost vs how many people use the road for car traffic all year long and how many people would actually use the bike and pedestrian paths in winter	it better than the 2 lane plan but not as much as repairing the road	The increase in traffic on adjacent roads . Especially when compared to use of the bike pathway during a significant prortion of the year in Minnesota	Where will the money come from. Property taxes in St Paul make it difficult for families and the elderly to stay in their homes Has any study been done for how much use can be expected with the bike and pedestrian areas With Covid 19 is this a good use of city funds when we are facing loss of jobs and increased costs due the virus	I appreciate that the city has tried to decrease the cost by moving from the 4 lane to 3 lane option but it just isn't enough. We have many other roads that could use the difference in cost between a new overlay and the 3 lane option. Ayd Mill road is in terrible shape but unfortunately many of the roads in St Paul aren't a lot better. Even Summit Ave is in terrible shape. Please consider your constituents ability to drive safely on all of the streets in St Paul	55105

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<p>I drive on Ayd Mill road every single day on my commute. I see it as an important thoroughfare and connection between two major interstate roads. The road is easily in the worst condition of any city street in the entire metro area. It's failing and sucking down tax dollars in patching projects that aren't fixing the underlying problem.</p>	<p>Traffic flow, safety, long term investments.</p>	<p>I like the idea in theory, but I'm concerned for traffic flow that a 4 lane road is really needed here.</p>	<p>I am concerned for traffic flow and also the safety of people using bike and walking trails. It's not a very pretty area for such a trail and I think other areas could be Better used for that purpose.</p>	<p>None</p>	<p>on Ayd Mill road is every day. From standing water and ice, deep dangerous potholes, poorly timed lights, crumbling curbs and medians, a pointless stop sign, etc. it is a complete disaster and embarrassment to the city of St. Paul. Instead of throwing money away into superficial solutions, we need to finally invest in a proper regrading and re-engineering of the entire road. While this is more money up front, it will better serve the city in the long run and will make a safer road that we can all be proud of. We have to admit that this road is a busy and important thoroughfare between two poorly connected interstates and Ayd Mill takes traffic off of neighborhood roads and the already congested interstate through downtown St. Paul. Eliminating traffic flow on Ayd Mill will likely create other</p>	<p>55108</p>

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It needs to be treated as a corridor, not a "road" so that we can take a more holistic approach.	Removing car traffic completely.	That it isn't the current 4-lane configuration.	Spending limited bike funding to continue to accommodate motor vehicles.	Why is the concern about car stacking at left turns so important as to completely negate the 2-lane option? And why is that cost to accommodate car turning movements being borne by the limited bike budget line item?	Please just ban car traffic from this corridor. It was illegally connected by Mayor Kelly, our public works budget can not sustain this literal money pit. This outbreak has also proven that we need to look at the world different moving forward and human powered transportation is key to connecting our community and the health of the planet and ourselves.	55105
Very important to me, I live close by - Griggs and Sargent. I think it needs big improvements and that should include walking/biking path. The current plan for 2 South/1 North and a trail would be suitable for everyone i feel.	How to improve the road and also provide for alternative methods of transportation and providing areas for walking/biking.	the idea immensely.	How often maintenance will occur and at what cost.	How quickly can you get it done?	As a cyclist and citizen concerned with the amount of traffic in the city, I feel the current plan is a good compromise. If I had my way, i would put in a 2 way cycling path and a walking path and only 2 lanes for cars.	55105
I live in Summit Hill and drive on Ayd Mill often.	That many residents use this road as the key connection to 35. Vehicle traffic needs to be prioritized.	That roads are given the priority.	The fact that we are reducing to one lane in one direction. I anticipate this will lead to unnecessary back ups during heavy traffic times.	Why do we need the walking and bike path? In our area there are already ample places to bike and walk, this does not seem like a desirable location to do so.	No.	55105

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I use the Ayd Mill Road northbound and southbound between Jefferson and Selby 3 to 5 times per week.	walking and biking paths separate from vehicles, and repairing potholes	the separation between north and southbound lanes, and having the addition southbound lane	not concerned	how do people on foot or bikes get on and off the trail?	No	55102
There road is in very poor condition and needs repair. I use Ayd Mill road to connect to 94 because I live near the South end, so a repaired road would improve my daily commutes. I am also a cyclist and would use the trail regularly and am in support of a future connection to the Midtown Greenway.	Cycling	That vehicular traffic will be separated by a median and safer	Safety for the cyclists and pedestrians on the trail	How long will mill and overlay last?	I think this project is very important because: 1. The road is in terrible condition. 2. Adding a regional trail along this corridor would greatly improve the cycling infrastructure in the city and be great to ride along.	55102
Safe, bike friendly pathways is investing in the well being of our youth. As a high school teacher I see anxiety and depression on the rise. I believe decisions that support a culture and infrastructure that encourages physical health and mental health is a win for our children and their future.	The safest alternative.	the idea that their is a median between the lanes moving in opposing directions, for safety.	No concerns.	NA	No.	55104

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It's blocks away from my house (1088 Laurel) where I've lived for 14 years.	providing equal access and planning for pedestrians and bicyclists	that it's balanced—and provides for more than just cars/trucks	there potentially not being enough access for pedestrians and bikes	Can you include native plants and sustainable landscaping in the plan.	Please don't change this plan to accommodate drivers who pass thru the neighborhood over neighbors who live near Ayd Mill Road.	55104
I live 1 block away. Use the road frequently.	The ongoing expense of maintaining a road used by suburban residents.	The idea of a park with walking and bike paths.	The ongoing cost of maintaining the road.	How will access to city streets happen? Why did the cost increase so much from the first estimate.	Shut it down as a roadway and develop it into a park and bikeway. Less maintenance and more enjoyable for residents.	55105

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<p>As a Saint Paul taxpayer who has seen his property tax go up by about a third in just the past few years and seen city services decline steadily over that time, I am concerned about the amount of money the city wants to spend on a road that I strongly suspect does not serve very many Saint Paul residents in a unique manner.</p>	<p>how much is being spent relative to other city priorities and whether it's time to make a hard decision on what we NEED to have rather than what we'd like to have.</p>	<p>nothing about it. It's too much money to provide a bike lane and restrict the current passenger capacity, which I'm afraid will lead to money spent on a road everyone curses before they turn onto another street to avoid it.</p>	<p>the millions of dollars it will cost to fix decades worth of damage, particularly on a road that is moving atop a creek bed -- and of the other things that will go unfunded or poorly funded because we dumped 8+ million dollars into a few blocks of road.</p>	<p>why the city does not want a current traffic study. For a road that has been studied for years, this particular configuration has not been studied. I believe spending this kind of money calls for being highly-confident about what you're intending to do.</p>	<p>barriers across all the entrances and exits and just let it revert to dirt. The road is an underdeveloped shortcut. Every "destination" on that road is off an exit ramp. There is no home or business on AMR that will be cut off by such a move. There are plenty of arterial streets around AMR for Saint Paul residents; they'll get over not saving a minute or two by using AMR. I sense the road is used primarily by non-Saint Paul residents who are not going to pay the \$8+ million cost of fixing it. If they want to save the time, let them fund it -- make it a MNPass toll road. There are so many things the city could do with \$8+ million dollars. Hire police officers. Maintain youth programs. Fix the street us Saint Paul residents actually use. The city has to make some hard decisions about what we actually can afford to do without</p>	<p>55102</p>

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I'm a 29 year old resident of St. Paul and plan on spending a significant portion of my life here.	Not contradicting the the cities own 2040 comprehensive plan. Especially in regards to long term long term sustainability, livability, and equity.	that it isn't 4 lanes.	spending \$7.5 million dollars for a freeway on-ramp.	How does Ayd Mill Road improve the lives of St. Paul residents? How does Ayd Mill Road support the St. Paul business community? How does Ayd Mill Road support our city's most vulnerable populations?	I worry that the answer to my above 3 questions is, 'it doesn't'. Saint Paul has a fantastic opportunity to make our city an even better place for those who call it home. Instead, I fear we're unable to knock off our outdated suburban sensibility-- choosing to cater to suburban commuters who are only interested in shaving a few minutes off of their morning drive.	55114
St. Paul is in desperate need to modernize its infrastructure including roadways.	Greenway, non-motorized traffic, connection to I-94	it's superior to 2-way single lane but lacks connection to 94	lack of connection to 94	It doesn't address all the potential benefits of the roadway - it's a half measure	Connect to I-94. Consider aerial ramps like so many other cities have done. It would minimize property acquisition and people displacement, less disruption during construction and reduce traffic loads on the surface in already high traffic areas.	55102
Because the present state of the road is a mess and you might as well improve it as you clean up the mess.	impact on neighboring streets, avoid raising the number of cars on them	looks silly but might work better than two separate lanes	becoming high speed no matter what the signs say	do not have any	no	55102

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<p>I am a cyclist but also a car driver. I believe we need to reduce pollution from vehicles and make roadways safer for more than just automobiles and trucks. When trails are maintained, cyclists can continue to commute by bike all year. This trail would provide a fantastic opportunity, by connecting to the Minneapolis Greenway, to dramatically increase bike traffic and reduce car commutes. Given the number of water sources in the area, making the area less environmentally devastating (in terms of watershed protection) is paramount.</p>	<p>Environmental impact of the corridor--watershed pollution and facilitating car traffic's movement to cut down on pollution while increasing no-emission cycling.</p>	<p>the isolated bike lane, as it allows for a greater variety of cyclists--those who are used to riding in traffic as well as those who are not--to use the trail to run errands (getting groceries at Trader Joe's or Kowalski's or going out on Grand Avenue).</p>	<p>Ensuring that the ramps are sufficiently well designed for cycling and auto traffic to go about their business without interfering with the other.</p>	<p>Will the trail on- and offramps be sufficiently wide to accommodate recumbent trikes so that disabled riders can use the trail? Trikes and modified bikes are wider than standard bicycles but are necessary to increase outdoor access for the disabled community.</p>	<p>Does the new plan sufficiently address engineering challenges so the road can be kept free of water and ice while addressing watershed runoff? Given the amount of springs in the area, road and trail redesign must address watershed concerns first and foremost if this project is to be sustainable in the long term.</p>	<p>55104</p>
<p>I use Ayd Mill to get from Como Park to Egan for work</p>	<p>That it is a major commuter route from Egan to Saint Paul</p>	<p>Nothing. Where would people use the bike lane</p>	<p>That you are not considering how many people use this road for commuting</p>	<p>Where and why would someone ride their bike on and mill</p>	<p>Fix the road and make it connect to 94</p>	<p>55108</p>

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<p>If it becomes a useable by peds and rollers and bikers and pollinators space, I support investment. We need fewer streets and more access to walkable spaces. Try walking to Aldi or Cub from the west this winter, for instance.</p>	<p>limiting the use of it as a speedway for cars and maximizing people who aren't in cars.</p>	<p>using the extra space for non-motorized use and plantings. Maryland 's 3 lane is a success.</p>	<p>limiting the center lane to only where needed for a turn. Making turns safe for non-motorized users.</p>	<p>Could we just return it to nature? Let the cars find another path, like before.</p>	<p>Put in amenities that will lead to use by non-motorized people. Thanks!</p>	<p>55106</p>
<p>I used to drive to work on ayd mill every day, I still take it regularly to visit my parents among other things. I am also a frequent biker and live in Saint Paul</p>	<p>The safety and mobility of all people but especially residents of Saint Paul</p>	<p>I like that this would improve access for biking, I like that it would cost less</p>	<p>I saw in the slides that the 3 lane proposal is "safer" because the lanes are separated by a median. I challenge this because there is evidence that more room between cars leads to faster driving. People already frequently exceed the speed limit on ayd mill and it's terrifying to walk or drive around on selby as people drive recklessly and are still in "highway mode" a two lane road could benefit public safety by calming traffic to a speed appropriate for a city street which passes through neighborhoods, instead of serving as a highway.</p>	<p>How would you keep the bicyclists and pedestrians on the trail, and near the exits from ayd mill, safe?</p>	<p>I hope that the design is in the best interest of the city. I don't think ayd mill should be a freeway for commuters, it should serve the needs of nearby residents. Leave freeways to MNDOT. This is a city street</p>	<p>55114</p>

Ayd Mill Road Survey Data
4.1.2020

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I do most of my work in Dakota county and live in Saint Paul	Connection to 94	Speed limit at least 45 and less stop lights	City trying to close Road	Why not go back to original plans from 1960s as a 94 35 connection	Look at original maps - I am friends of port authority from years ago. They showed Me original freeway plan maps	55108
Improved property value for neighboring houses and less eyesore	A cheaper 2 one option or eliminating cars altogether and making it a recreational path exclusively	This better than 4 lanes but I still think it is too many car lanes	Still too many cars	What is the speed limit? Why can't we find a cheaper 2 lane option or eliminate cars altogether? Why aren't there more options than this?	Please consider the value in the long term. There is no need for this pseudo highway. We should cater less to unnecessary car traffic and more to the neighborhood, pedestrians, bicyclists.	55105
I'm a neighbor and use it frequently	Multi use	The flexibility, safety and cost	Enough space on pedestrian path for multiple useay	None	No	55104
It's an ingenious driving shortcut to some of St Paul's best neighborhoods and business. I absolutely love the idea to do the same for cycling and running/walking.	adding the mixed use pedestrian friendly paved path	that its a more functional design for cars, is the lower cost option, and still has a pedestrian friendly paved path	that costs get inflated due to unforeseen engineering needs	where do scooters fit into this new design? would they use the road or paved trail?	making this road more pedestrian friendly is of utmost importance to me	55101
This is a crucial component of St. Paul's bike plan and would be an incredible addition to the pedestrian and bicycle infrastructure. Any opportunity to create separated trails like this should be approved!	Bicycle and pedestrian safety on the trail itself and when accessing it from other streets -- there need to be well-designed intersections.	the separated trail	the trail not being wide enough to safely accommodate bicycles and pedestrians.	What considerations are being put into the entrance/exit points to make it extremely safe for pedestrians/cyclists and efficient for connecting to other bikeways (Summit Ave, for example).	Please approve this plan! This is a crucial piece of infrastructure for making St. Paul a more livable city. We need to prioritize pedestrian/bicycle facilities especially ones that people feel super safe using.	55104

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As a current west end Saint Paul property owner, Ayd Mill Road is a vital thorough fare. My family uses the road daily for commuting to work and retail shopping.	Limiting rush hour traffic from non-residents.	the designated bike lane.	careless non-resident traffic.	Speed reduction. Ensuring the new road isn't going to be like the old; full of pot holes from freeze/thaw and run off.	It's an important road for all, but most vital to the local residents that use it daily not just weekdays for a short cut to work.	55102
I am a cyclist and the connections / relation to the future extension of the Midtown Greenway in Minneapolis is a very important transportation and recreation opportunity.	that there be safe facilities for cyclists and pedestrians.	That there has been consideration taken to keep the bicycle and pedestrian trail on the side that least conflicts with ramps and vehicle traffic.	that there is plenty of lighting so that safety is enhanced for bicycle and pedestrian users.	I really don't have any. It seems like the best choice from a safety and fiscal standpoint.	Only that I appreciate the opportunity to provide feedback and hope that decision makers believe that providing a safe bicycle and pedestrian facility should far outweigh the complaints from "car people" driven (pun intended) by their desire not to be inconvenienced/slowed down.	55422

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<p>I simply want to lend my support to the broad goal of investing in a version of Ayd Mill that reduces the footprint of car traffic and allows for other modes of transportation and enjoyment — e.g. running, biking, and leisure. My family lives in Hamline Midway, and I work along W 7th St. I use Ayd Mill most days. I am also a runner and cyclist, and I would treasure the creation of a greenway that would connect my home and work. Carry on!</p>	<p>a design that will be safe for users other than motorists, as well as recognizes the opportunity that exists to make connections with other bike and pedestrian routes across Saint Paul and beyond.</p>	<p>opposing lanes of traffic being separated, reducing the potential for more serious collisions.</p>	<p>what looks like a reduction in green space to accommodate auto travel.</p>	<p>I currently have no questions. I will, however, be curious to see what traffic studies project would be the resulting use of Ayd Mill Road and if/ how adjacent routes might be used if the configuration of AMR is changed.</p>	<p>I am eager for action to finally be taken to improve Ayd Mill Road, and I support a vision of this stretch that supports multiple uses, better connects our city, and will be something we can be proud of.</p>	<p>55104</p>
<p>I use it every day in my commute and it's destroying my car.</p>	<p>Cars and having a fast access route to the freeways.</p>	<p>Nothing. I love biking, but that isn't somewhere I want to bike. I want to bike through my neighborhood to look at all the cool houses. I also want the cars to be somewhere other than my neighborhood, which they currently are. It make biking safer.</p>	<p>Everything. The cost is ridiculous. I don't see anyone asking for this. Cars need to stay out of the neighborhoods. This is not where I want my tax dollars going.</p>	<p>Why did anyone think this was a good idea? Did you learn anything from all the negative feedback on the 2-lane proposal?</p>	<p>Just resurface it as is. There are places for big public works projects. Maybe the St. Paul riverfront would be nice? As a biker and commuter, I don't want a more crowded commute or a bike path to nowhere. I want cars to stay off my residential streets where I like to bike.</p>	<p>55105</p>

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<p>The City has been spending excessively for many years. As a result, our property tax increases over the last several years is unacceptable. Your use of the word investment is inappropriate since the expenditure represents spending gluttony. We need the road to be resurfaced . . . that is all.</p>	<p>This has been a well used roadway for decades and should be brought up to acceptable standards for vehicle traffic. Making a bikeway, parkway and ped path for an extra \$4 mil is beyond ridiculous.</p>	<p>Nothing about it.</p>	<p>Excessive spending. If you want to spend 2 or 3 times more than you should, why don't you have the cyclists that will use the path pay the extra \$4 mil.</p>	<p>We have had to endure many excessive projects in our City. The majority of citizens are not for boulevards (Snelling, Cathedral, etc) bump-outs and never used bike paths on hilly roadways. Ayd Mill is NOT a scenic route and never will be, whether you spend \$7 or \$9 million on it.</p>	<p>We keep calling excessive spending "investment" in St Paul. That's how we end up with 28% property tax increases in a year. Cost of living increases are less than 3% per year, yet we seem to want to spend way more than that. If you want to waste the extra \$4 mil, I suggest the Mayor and the City Council all pay for it out of their own private funds. Don't charge me or the rest of the taxpayers for another boondoggle that we don't want.</p>	<p>55104</p>

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I travel on this road to work every day	There is A LOT of traffic that goes through Ayd Mill road every day. If you close down half the road, there will be so much more backup onto already congested city roads such as Snelling, Marshall, etc. The whole point of Ayd Mill is to connect the Interstates efficiently - adding a bike lane seems to be a little pointless in my mind, because bikers don't need to be connected to the freeway.	I am not trying to be cynical, but really not much at all.	Congestion of city streets during rush hour. Creating a bike lane doesn't solve any problems - it simply creates more.	What is the need for a bike lane? Ayd Mill is efficient for cars because they can drive faster with no pedestrians around. On a bike, you are still at top speed on city streets, so I don't see a need for there to be a bike lane because it really doesn't increase any efficiency.	Please don't change it into a bike lane. If you must do something, at least keep it 1 lane going out of the city, 2 lanes going in, and then 1 bike lane, purely for the sake of traffic and congesting city streets.	55105
The city needs to reduce its commitment on street maintenance spending.	future costs.	this more than 4 lane but less than 2 lanes for motor vehicle traffic.	Motor vehicle traffic traveling fast and lots of it detracting for enjoyment of the trail next to it.	Can you make a small modification and make the southbound one lane by just not resurfacing one lane and blocking it off with planters?	Please spend as little as possible on the road because the fact is the failing road base will require frequent patching and resurfacing in just a few years. I would not change the temporary traffic lights for permanent ones. Only resurface one lane in each direction to reduce the cost of resurfacing and future maintenance. Please make the speed limit 20 MPH.	55406

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<p>I drive it regularly to travel efficiently to get to and from West 7th Street, sometimes from Randolph Ave and other times when coming south from areas around I-94 or north of it.</p>	<p>Keeping it a 4-lane road, fixing the pavement problems, and connecting it to I-94 on the north end, instead of Selby.</p>	<p>nothing about it. Bikes are 1% of the traffic, only part of the year, and nobody in their right mind would use it to walk to a destination.</p>	<p>all of it. It is a stupid idea, and ignores reality by catering to wishful thinking outcomes.</p>	<p>What will it take for reality to set in among political leaders when it comes to the future of transportation. It will NOT be buses, light rail or other mass transit, much less biking and walking which can never over more than a few percent of trips. The future will be AI-driven, small, electric, private vehicles powered from solar grids that provide point-to-point transportation in a manner that is (a) efficient (b) low-polluting (c) cost-effective (d) not virus-spreading and (e) useable by those who could not drive themselves or use mass transit, including those under 16, frail seniors, those with mobility issues, those impaired by substance abuse, etc.</p>	<p>The top priorities are not bikes and walking, get real. Well over 90% of Saint Paul residents drive themselves and will continue to do so for the foreseeable future, wishful thinking aside. (1) Keep it a 4-lane road (2) provide a good, long-term solution to the pavement problems and (3) connect it to I-94 like it was intended to be. Thank you!</p>	<p>55105</p>

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<p>Keeping St. Paul a great place to live, work, and play is critical to our overall happiness. Creating a space that balances transportation, recreation, and green space is critical to keep St. Paul a top place to live.</p>	<p>Green space, recreation, and transportation</p>	<p>It's a good compromise and enables recreation, green space, and transportation. It will also slow down traffic, creating a safer way to navigate the neighborhood.</p>	<p>Keeping the park maintained, but I'm sure there will be community volunteers to help with that.</p>	<p>Making sure it is safe for the community to use. Good lighting and park patrols are likely required.</p>	<p>It's an under used space in St. Paul. We have an opportunity to create a multi use area. Something we should invest in!</p>	<p>55105</p>
<p>These kinds of improvements will lead to a transformative change in quality of life for Saint Paul. I've lived in Saint Paul since 1994. There has been, and still is, a lack of pedestrian related options to get around throughout many neighborhoods and streets in Saint Paul.</p>	<p>long term pavement maintenance costs, and how public and private vehicle automation, and population distribution affect how the facility will function. In addition, think about big picture connections to the Greenway in Mpls and River...</p>	<p>the bike/ped. lane. by far. Very excited to see this happen. The improvements in lighting. I do understand the idea of servicing heavy SB demand.</p>	<p>noise, reduced buffer space between the NB vehicle traffic. A few other bikelane areas in Saint Paul are a death wish at night/dusk/early-dawn. It may make it less inviting to cyclists and pedestrians in general</p>	<p>Would it be possible to shift all traffic lanes slightly West to provide additional buffer space for the ped/bike lane? Would it also be possible to add tree/foliage planting in median areas? I understand speed reduction rationale but do consider tools to enforce and encourage compliance along that stretch-- especially NB lane adjacent to pedestrian/bike lane.</p>		<p>55104</p>
<p>Environmental and recreational benefits.</p>	<p>How to encourage less driving.</p>	<p>The combination of bike lane and auto lane.</p>	<p>Nothing</p>	<p>None</p>	<p>No</p>	<p>55108</p>

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It's my neighborhood. It's an efficient option for commuters in St. Paul and going through St. Paul.	Safety. How do you take advantage of this pathway for all commuters and be as safe as possible. This leads to well-being. If you make Snelling and Selby crazy busy, is that safe? If the icy, curvy dip in the road onto I35E is treacherous and a bottle neck in the winter, is that is that safe? No good answers.	... involving more commuters than just combustible engine vehicles, BUT for the next 100 years this is the prevalent means of travel AND there are acceptable ways to bike north, south, east and west.	... how enjoyable it will be for bikes and pedestrians down in the Ayd Mill valley next to train tracks.	What's the "end of the line" for pedestrians? It's nice to start near Selby/Snelling or Grand/Hamline, but where do you walk to if you go all the way? Is there a park that can be upgraded as a destination for pedestrians? Along Jefferson? Edgcombe?	I like using it for driving, except for the safety due to the conditions of the road -- potholes, poor signing, poor pavement marking, short merge lanes, weird stop light intersection to access Hamline, and out-dated off ramp onto Selby.	55105
I drive with my car on Ayd Mill every day in my commute and also care about biking and pedestrian infrastructure in Saint Paul	Long term cost and public benefit	That there is still a bike and ped lane	The buffer between cars and pedestrians/bikers doesn't seem less ke enough. I've seen people go 50 mph on Ayd Mill - I'm worried just a 6' buffer could be deadly for bikes/peds	Why is preserving two southbound lanes important? I don't think it is	Yes - I strongly prefer the two lane concept, even at increased cost. I think the reduction in road maintenance obligations, increased benefit for pedestrians and bikers by having more natural space, and inherent design that will slow traffic speeds is worth the extra cost. If the concern is that the cost is too high, I urge our city council to simply close the road entirely and turn it in to a bike and pedestrian greenway, rather than keep a three lane road.	55107

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Because Ayd Mill Road is the only way to cross north on days that have events such as Grand Old Day and the Twin Cities Marathon. I also find it a fast and efficient way to get to 494.	That we should be willing to share the road with both 2 and 4 wheeled vehicles.	that it is a way to keep traffic moving and also providing a safe place for bicycles.	That the north bound lanes will become congested during peak driving times.	Has this type of road configuration have an example that we can look at?	Please keep this road open for both cars and bicycles.	55105
I use ayd mill road regularly, especially for connecting to 5/35E.	The cost to taxpayers and the amount of traffic congestion subsequent road closures would cause	That they will fix the road	A bike/walk path so close to freeway-like speeds is not safe and an overhaul of that magnitude seems overzealous and could have a deep negative effect on the businesses and homes in the area for a construction project of that size.	Couldnt we be alotting taxpayer funds more responsibly by just fixing the road and using the excess that would've gone into overhauling project instead go to much needed repairs on other st paul roads (Summit Avenue) and bridges	I used to ride my bike on the defunct side of ayd mill when i was a kid before they fixed it up & connected it to 35e. Now that its connectd to a freeway, the traffic is frequent & fast. I think it's a bad idea to have pedestrians so close to freeway-like traffic	55104
I typically use this road weekly. I would also have interest in using this area for non motorized transportation too.	Safety, ease of access, and non motorized use	The separation of traffic. Northbound, southbound, and non motorized trail	Uneven traffic patterns, maybe a sparated northbound and southbound Lanes are good, but maybe have one lane in each direction, plus turn lanes	None	No	55024

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Only want smooth driving surfaces. No more, no less.	completing the roads original purpose as a connector to 94.	using it as a truck route.	spending money for anything beyond repair of all road surfaces.	Honestly, the road is mostly used by south of river folks to get away from tuck clogged Snelling. Why can Audrey Mill be the truck route? Not restricted by crosswalks and pedestrians stepping into traffic.	Make it connector, and bypass for northbound truck traffic.	55116
The community has an opportunity to help the city create a pedestrian/bike friendly green space and save the city money! There is no reason to rush this!	Community value! Increased value as green space! Or if is must stay a road turn it over to the state.	Turning over it's continued use as a highway to the state! If we don't convert it to green space.	Cost, community value, maximizing potential of this opportunity.	If it must stay a road, why not just turn over this expensive blunder to the state to maintain? Why not convert it into green space for the community to enjoy?	Convert it into a park with pedestrian friendly green space, and bike paths. What a fantastic opportunity to deliver exceptional community value. Don't rush it!	55107
I drive this road almost everyday to work in Eagan and for getting around the city on weekends.	Keep it 4 lanes!!! Bike/walking path is a waste of money. NO ONE WILL USE IT ENOUGH TO MAKE IT WORTH THE \$\$\$\$\$\$	I don't like it at all	Keep the road 4 lanes, re-mill as was initially proposed	There is no point to a bike/walking path and a waste of time. There is no where to go with that route for walking/biking. Don't waste the time and money on this	Keep it 4 lanes	55104
Road conditions are currently dangerous with potholes and this roads is a useful method to move throughout the city via a car.	Keeping it for vehicles only	This options bc of reduced costs while maintaining three lanes	Not having two north bound lanes of car traffic	None		55105

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I live off of west 7th and this is a perfect connection for me to commute to work and get to stores in the midway area.	Fixing the road	It allows one more lane than the 2 lane	The volume of traffic currently on that road may not be supported by only 3 lanes	None	Beyond the connection to 35 this is a vital road for those of us living in the west 7th neighborhood	55102
I travel the road 4 times per day or more. I like within 4 blocks of Ayd Mill Road and own/operate a medical clinic on Grand Ave.	It is the only non-residential artery for access into the Mac-Groveland neighborhood and is the only logical connection between I-94 and 35E	that it ISN'T the two-lane option. Otherwise I dislike the 3-lane proposal entirely.	the need for a bikeway being a reality. The bikeway will not have connection to ANYTHING presently or to anything in the near future. The railway has not and likely will not relinquish the railway property in order to make the connection. The bikeway is useless. If you are looking for a name for it you should consider "The bike lane to nowhere"	Why are we spending twice as much than we need to in order to fix a road? Just fix the road and then fix more roads. Its simple.	I want to make it clear that I am an avid road biker. I bike almost daily in the Mac-Groveland neighborhood and on the Greenway. I am NOT opposed to bike routes, particularly those which are not on roads. However, this plan is wasteful and creates additional infrastructure that needs to be maintained when it appears the City is unable to maintain what it has. The City needs to STOP with its "bright ideas" and simply take care of the problems present today. I had 8 flat tires last biking season because of potholes on city streets. I'd rather the millions of dollars saved on a simple mill and overlay be spent on the side streets. I've driven on better Forest Service logging roads.	55104

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It is a route I often take. The cost of repair of St. Paul's streets is becoming unbearable.	that it will be used primarily for auto traffic.	it better than the 2-lane proposal.	the potential for back-up on the 35-E exit.	How many pedestrians are going to use after dark?	It gets really busy when Summit or Grand is blocked due to activities (e.g. Grand Old Day or TC Marathon).	55104
I am a full-time, seasonal bicyclist, interested in improved cycling infrastructure within the city.	improving transportation and commuting alternatives to privately owned motor vehicles.	that the off-road non-motor vehicle lane is included.	higher motor vehicle volume and reduction of the green space.	-are we incentivising and facilitating increased motor traffic in the city, when we should be reducing it?		55104
I want it to continue to keep auto traffic off local streets.	traffic diverted to local streets.	the separation of opposing traffic and pedestrians.	congestion at Selby and Dale.	What's wrong with keeping the current 4-lanes?	Opening it up again when Norm Coleman was our Mayor was the best thing that ever happened to our neighborhood since then.	55102
I use this roadway Monday - Friday each week to come and go from Apple Valley to the St. Paul Campus of the U of M for work. It is the most efficient way to access the U from Apple Valley - 35E.	the volume of traffic - essentially the same as Snelling Ave. It deserves more action toward improvement than it has received; esp re: drainage and the actual surface quality.	It is better than 2 lanes.	Morning rush hour into St. Paul (northbound).	Could there be a 3rd lane which switches directions depending on time of day? So there would always be 2 lanes open for the heaviest flow of traffic.	Thank you for creating a virtual way to get the information and respond!	55124
When I want to go to Egan, or other points south on 35E, it is a time saver. I hate the congestion and convoluted exit/entrance ramps of 35E into St. Paul residential areas.	the easy access from northbound 35E (right next to Randolph Ave ramp)	safety reasons. They were enlightening. The lower cost was a bonus	there be safety features to keep northbound car accident overflows into pedestrian/bike path.	none at this time. I love you made use of YouTube with the presentation. Presentation was done well.	not at this time	55104

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I like to ride my bike in the summer and live in the area	Cost, but also making something nice that people will want to use.	The bike lane connection, that is maintains an alternate route to Lexington that will likely get heavier traffic w/out this route	Bike path w/out any scenery. It should be a complete greenway. I'd rather take the city streets if there will be no tree buffer from traffic	Will the bike path be nice enough that people will use it.		55116
Daily commuter from St. Clair to Selby/Snelling. I used to use it regularly, but now avoid due to condition.	The Selby connection on the north. It doesn't work.	Parkway style median separating traffic. Are street trees permitted here and on east/south blvd?	Bike and trail connections to get out of "the valley". Terminus to get to Jefferson is not conducive to bikers due to hill. Selby connection is even worse.	New speed limits for cars or maintain 45? Trail and bike exits out of the corridor to minimize traffic crossings. For peds, are stairways out of corridor proposed? Lighting and safety considerations. Greening and streetscape plantings. Who will maintain this as a attractive Parkway?	Due to depressed nature of corridor, it is not the best design for CPTED principles, and safety for peds and bikers. Both roadway and trail lighting will be extremely important as well as other safety precautions. As an avid biker, I don't see myself using this trail corridor as I would prefer more direct north-south routes.	55105
I live in St. Paul and use Ayd Mill Road frequently.	It is an important road link that should be preserved	I don't like it. I wish to see the four lanes maintained	more congestion	none	Adding a bike/pedestrian trail to this road doesn't make sense	55104
I live in the neighborhood and frequently use it.	This is first and foremost a local, city road, not to be primarily for the benefit of distant commuters	It's lower in cost and better than four lanes	nothing in particular	I'd prefer a two lane solution, or shutting it down entirely, but three lanes is better than four.	no	55105

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Bad road conditions, wasted open space, would like trail	Taking advantage of open space, making the area safe and usable	The plan.	A few vocal people stuck in a 1965 state of mind ruining the proposed improvement plan	Will there be park space? Any commercial space like the greenway?	Excellent presentation. Would never have attended a meeting, but glad to learn more and have my voice heard	55105
Ayd Mill road is a money sink built on a unstable stream bed and will continue to drain city resources that are critically needed elsewhere.	that other roads are in desperate need of maintenance in other parts of the city.	That it still includes the cycling/walking pathway and improvements.	It retains what looks like 3/4 of the original maintenance liability.	Why did the city change its proposal? I watched the presentation and this was not made clear. I don't think "people are concerned about traffic spillover" is an acceptable reason to change the proposal. Data must be gathered and used to make an informed decision. Also, the induced demand principle of traffic engineering suggests that no matter what they do the road will remain at a similar volume per mile of single lane road.	Please spend less money on this road overall in the next 50 years. City resources are already stretched.	55105
I ride my bike a lot and having a trail along Ayd Mill Road would give me more options of where to ride.	All modes of transportation	It is less expensive.	Having enough room for a good ped/bike trail.	I don't have any questions.	A ped/bike connection to the Midtown Greenway at some time in the future would be great.	55117
It is a useful through way in terrible condition	Cost and traffic	Separation of bike lane	Traffic rerouted to other streets	Would connections change?	A bike trail sounds nice, but if \$\$ not available now perhaps best to repave	55105

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It is a useful through way in terrible condition	Cost and traffic	Separation of bike lane	Traffic rerouted to other streets	Would connections change?	A bike trail sounds nice, but if \$\$ not available now perhaps best to repave	55105
Because it will create recreational public space in terms of park and bike trail for kids and adults. Also it will help create the much needed green way connection for bike commuting which will reduce car traffic and air pollution and help promote the environmental friendly transportation.	The most park space, pedestrian and bike trail possible.	it not become a 3-lane road.	same load of traffic, noise and pollution, and not having safe space between the cars and the pedestrians/cyclists.	The city was already planning to spend \$3.5M to only repair the potholes and not improve the situation of Ayd Mill Road. Why not spend only \$1.3M to double the park/recreational space (from 3-lane proposal to 2-lane proposal)?	I am a Hamline-Midway resident, I use Ayd Mill Road from end to end. It's a road that helps my commute if I had the need. However I'd prefer that land transferred into a park, trail, recreational type space.	55104
I use Ayd Mill daily. It feels like driving through a war zone in the spring because of all the pot holes. I would love to see Ayd Mill get a makeover. I think it would be great if there was some improvement to the traffic control as well. The stoplights turn red a lot of times for no apparent reason.	The amount of traffic that flows through there daily. Making sure the northbound turn lane to Grand is big enough	that there remains two lanes heading southbound, the idea of the bike/walking path that maybe helps give the road a little more life to it	the one lane northbound	not at this time		55103

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I live within 3 blocks of Ayd Mill. We bike, walk, run and drive over, on or near it everyday	ALL options	That the multi modal model was preserved along with cost reduction	Not much. At least that I can currently think of	Will this truly address the drainage issues... Long term.		55105
I used Ayd Mill Road a couple times a week to visit my mother at Lilydale Senior Living. Also my church is located in West Saint Paul.	How people get across the city and how traffic will spill back into neighborhoods and streets like Lexington Nandi Snelling.	I find it hard to believe that the third lane will be extensively used in the winter by bicyclists and walkers.	People going on Lexington and Snelling instead of using the single lanes on the 3-lane proposal the city envisions.	I would like to see how likely it is that the city's point of view will work, can we do a test to see how well it works before everything is changed?	No	55105

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<p>I live on the 900 block of Tuscarora Ave. I use Ayd Mill nearly every day to drive to my place of work near Hwy 94 and Vandalia. Using Ayd Mill keeps traffic volumes lower on nearby roadways such as Lexington and Hamline avenues.</p>	<p>The impact of increased traffic on the intersection of Selby and Snelling. With recent construction on both Northeast and Southeast corners plus the new soccer stadium, this intersection has become a bottleneck for traffic and an increasing hazard to pedestrians/bicycles.</p>	<p>the fact that it keeps oncoming traffic separated by a physical barrier.</p>	<p>having only one lane of traffic northbound.</p>	<p>Will the non-vehicular trail have dedicated exits onto St. Clair, Grand, and Hamline avenues? If so, how will that be accomplished?</p>	<p>My two biggest concerns about Ayd Mill Road are: 1. Bottleneck at the north exit onto Selby. 2. Increased traffic at the intersection of Selby + Snelling. 3. Increased traffic at the Grand exit (Kowalski's). This intersection has historically been a nightmare. Exiting vehicles turning left and right across all lanes of traffic, etc. The temporary/ semi-permanent barriers are helping to mitigate congestion currently. I hope that permanent measures will be put into the proposal... prohibiting exiting vehicles from making left hand turns.</p>	<p>55102</p>

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It is important not only to me but to the economic life of the City of St. Paul	Safety of the drivers using Ayd Mill Road.	I like it better than the 2-lane proposal - more traffic lanes.	I'm not concerned about it - it has more positives than a 2-lanes proposal.	Can some of Mayor Carter's newly appointed staff be axed so the savings could be directed toward the Ayd Mill improvements.	Keep all existing exit/entrance ramps during the improvement plans. What is the construction of the new Summit Avenue Bridge designed for: 2 or 3 or 4 lanes? While you are at it - increase the speed limit on the practice freeway (35 E) from 45 mph to 55 mph. Go to the National Highway System or MnDot and see if they want to be responsible for rebuilding and maintaining Ayd Mill Road. Then perhaps the funding would be available to connect Ayd Mill Road to I 94 on the North.	55105
I'm an avid cyclist and feel a bike trail along AMR is very important to improving the navigation of St Paul by bike.	All forms of transportation ... not just cars.	The separation of cars going in opposite directions	Less space for the cycling/pedestrian trail	Is there room for all the lanes and trail?	It could be a shining positive in St Paul, as opposed to the ugly embarrassment it is today.	55101
I live at 1284 portland ave directly across from ayd mill and can see/hear it all the time.	reducing speeds and neighbors adjacent to the road.	less lanes.	too many lanes	what was wrong with the 2 lane option which better reflects the future needs of st paul?	I almost never see it full enough to require 3-4 lanes.	55104

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<p>Sustainable transportation infrastructure is the number one thing that a city has control over for fighting climate change. Promoting alternative methods of transportation is one of the most effective ways to do this. As someone who works in and commutes through Saint Paul, I am highly invested in the success of Saint Paul transportation infrastructure. Creating bicycle infrastructure on the Ayd Mill corridor will be a major positive step in connecting the twin cities together via the greenway.</p>	<p>safety, equity, and sustainability</p>	<p>that it includes a biking and pedestrian path</p>	<p>the speed of vehicles so close to pedestrians, the amount of green space, and the cramped spacing</p>	<p>at what speed limit does it make sense to reduce the number of lanes to 2?</p>	<p>Ayd Mill Corridor can either split St Paul in half, or bring St Paul together</p>	<p>55413</p>

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<p>The only investment I want to see in this project is to simply improve the road for cars. It is an integral roadway to get from 35E to 94 as well as residences throughout that area of St. Paul. If the city takes it away or takes half of the lanes away, there will be a sever increase in congestion and cars will be forced to drive through the residential neighborhoods causing additional traffic, noise, road wear, and hazards to pedestrians. It is a bad idea to spend millions of our dollars to make Ayd Mill a place for bikes and walkers, which can only be used by those people for 6 mos out of the year. Terrible use of our tax dollars.</p>	<p>Keeping it a 4 lane road way to allow citizens and workers to access 35E and 94 from the south and north.</p>	<p>I don't like it. Cars need to use this important road way 12 mos a year. Bikes and pedestrians will only use it 6 mos a year at best.</p>	<p>Wasting tax dollars to redesign a roadway for bikes that can only use it for 6 mos per year.</p>	<p>Why can't we keep it 4 lanes? There are plenty of other streets and roadways for bikes and pedestrians. Why do bikers need to get from 35E to 94? The answer is the DON'T.</p>	<p>Please be good stewards with our tax dollars and do not throw our money away for something that cannot even be used the entire 12 mos of the year.</p>	<p>55105</p>
<p>I choose to use my auto sparingly and get around on bicycle or foot mostly</p>	<p>Alternatives to the individual automobile</p>	<p>Not crazy about it but it does allow for pedestrian travel</p>	<p>Clarinet sounds a bit confusing right now the music is for drivers and perhaps pedestrians</p>	<p>Why not eliminate all vehicle traffic.</p>	<p>We're heading in the right direction on making it easier to get about town on a bicycle but a ways to go. Thanks</p>	<p>55106</p>

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<p>I'm a bike commuter from the south suburbs into St. Paul and the addition of bike/walk lanes to Ayd Mill would be a game changer in such a good way! It'd offer a more direct and SAFER route for an active living lifestyle. We also use Ayd Mill to take our kids to school, so it's a crucial link in our daily routine. Putting safe bike/walk infrastructure on this route would enable us to bike with our kids, engraining the importance early on of not relying on cars. But without a safe route, we're stuck in our car.</p>	<p>that the route needs to accommodate ALL modes of transportation, prioritizing safe bike and pedestrian travel.</p>	<p>the safe bike/walk access.</p>	<p>vehicles trying to use it as a high-speed route, endangering bike/ped users</p>	<p>What types of traffic calming mechanisms will be engineered in? How will safe use by all modes of travel be monitored and enforced?</p>	<p>Please prioritize bikes and peds! Without safe infrastructure, we don't have a choice.</p>	<p>55118</p>

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Ayd Mill Road has become a major liability that will be expensive to repair, and it currently only serves vehicle traffic. There would be broader benefit to St Paul if Bike/Pedestrian access could be provided along with making the necessary improvements for automotive usage.	bike and pedestrian usage and the benefits of greener living.	The compromise solution that reduces cost and get the bike/pedestrian lane in there.	More vehicle traffic polluting the air (unless electrics take over).	How would people cross the lanes of traffic to gain access...assuming you can't cross the railroad tracks. Can we have stairways down from the bridges?	I really want the greenway extension, and getting a bike lane onto AMR might help with the case.	55105
We need to make significant investments in our city's infrastructure to mitigate the effects of climate change and make us less reliant on cars. Though the 3/1 conversion is inferior to the 2/2 conversion, it's certainly better than all four lanes being dedicated to cars.	Climate change, reducing vehicle miles traveled, future Greenway connection.	the chance to connect this bikeway to the Greenway and to reduce our reliance on car traffic to get around the city	it not going far enough. We could've only had two lanes of traffic, and I think the investment would have been worth it.	How soon can we get started?	No	55116
It's an expensive investment in transportation regardless of the outcome, and this is a chance to change the way we plan for transportation in the city.	that single-occupancy vehicles are a leading cause of climate change.	separated bike and walk paths	Too much space dedicated to cars. It is a compromise from the 2-lane proposal when the city should act boldly to prioritize non-car transportation options.	Why "Southbound has a majority of on and off ramps" is a consideration factor when distinguishing between the two options? Wouldn't it have that same characteristic with just one southbound lane?	We have a chance to create a world-class bike transportation feature and we shouldn't compromise on that.	55116

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I live a half block away from the road and use it frequently for travel.	A durable solution to the road's maintenance challenges along with the opportunity to utilize this relatively undeveloped corridor for multi-modal use.	Fewer complications with turn lanes and on ramps, and a physical separation between vehicular and non-vehicular traffic.	The ability for non-motorized users to safely access the trail in between the north and south endpoints.	Will there be a change in the speed limit after reconstruction? Any amenities along the trail? What does the trail lead to at the north end?	No.	55105
I am an avid cyclist and this project an important part of making St Paul more bicycle friendly.	Bicycling and pedestrian needs.	this configuration for both motorized and non-motorized transportation.	I am not really concerned about any negative problems with this.	I don't have any questions. This makes sense to me.	no.	55103
I use it often.	Keep it entirely open. Repair as needed but no need to do a complete overhaul at this time.	very little	our economy and the costs involved making it a 3-lane passage.	Why would you not put these funds towards helping your citizens in these challenging time?	Yes. Keep the road operative. But do not take the expense of overhauling the entire road.	55105

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<p>I live in the immediate neighborhood (Summit Hill). I am an avid bicyclist and I think it is very important to be forward-thinking about planning new infrastructure that includes bike and ped facilities and recognizes that the future is not going to look the same as the past, especially here in the middle of the city. I also think it is important to preserve the neighborhoods and businesses in the area while keeping Ayd Mill road a useful local road and not an ever-expanding concrete freeway ripping apart the neighborhood.</p>	<p>The importance of green space, bike and ped facilities, and the fact that people live right next to the corridor and they have to deal with noise and air pollution from car traffic. This is our Saint Paul neighborhood, not a freeway for people in Eagan.</p>	<p>I am very happy with it -- I like the separated bike path with green space between the path and the roadway. I also like the separated roadway.</p>	<p>I don't quite understand what a "clover-leaf" at Jefferson would look like. Sounds a little overpowering to the neighborhood but I just can't picture it so I'm not sure.</p>		<p>I am very happy about the move forward with a bike and ped plan for Ayd Mill Road. I believe that we can't continue to count traffic volumes like we have in the past as driving and commuting habits change. I don't think it is always true that if you reduce traffic counts on one road, all that volume will just show up on other roads (like Lexington). Sometimes people change their habits, especially when good alternatives are provided. I think the more we can include green space and traffic calming the better.</p>	<p>55105</p>
<p>I use it frequently. Pot holes are damaging to autos.</p>	<p>Keeping four lanes</p>	<p>None of it.</p>	<p>Reduced north bound lanes</p>		<p>It keeps auto traffic off of residential streets.</p>	<p>55102</p>

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I live near Grand and Hamline and my primary mode of transportation around St Paul is walking and biking (and sometimes bussing, but that's usually how I get to places outside of saint paul)	how it fits in with the overall system for different modes of transportation in the city	that it focuses on everyone's safety and addresses the need for a north-south bike route in the area	entrances to the trail - adapting an entrance at the South end was mentioned, but what about trail entrances/exits at places like Summit where there's a good amount of both pedestrian and bike traffic?	Will there be potential for roadside businesses? How does the timeline of this compare with the timeline of the greenway extension? Will there be easy transfer points to public transit? Will there be any aesthetic improvements to the area like trees or sculpture-like artwork?	Some of the entrance and exit ramps are a bit intimidating as a pedestrian or cyclist as is - cars often barely slow before turning onto the entrance at Hamline/Ashland, for instance. Unfortunately the sidewalk is only on the side of the road with the entrance, and I'm not certain cars have great visibility of the crosswalk as they approach since there's a bridge with a substantial incline right there. The one on Grand is better but would probably feel safer with a marked crosswalk	55105
I am a 74 years old, a lifelong resident of St Paul, a tax payer and active user of our streets and parkways.	a cost benefit analysis and the rappid deterioration of our infrastructure.	only that it is less costly than the 2 lane proposal.	the cost, the danger posed by the narrow distance (6' 8") between motorized and non motorized traffic and the redirection of public works funds from other serious infrastructure needs.	Why spend millions to serve the interests of a small number of bicyclists?	Ifavor the mill and overlay option which comes closest to the 2005 preferred alternative. Use the rest of the money start fixing our streets rather than seeking an increase in the local sales tax.	55116
Would like more bike trails	Bike and pedestrian traffic!	The bike and pedestrian trail	Speeding traffic	Why not just two lanes of traffic	Would be a great addition to the current bike trails in the city	55117

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Ayd Mill is currently a huge drag on the city's finances and provides comparatively little benefit to the citizens of St. Paul	Long term financial sustainability and long term climate impact of every additional highway mile	It's a reasonable compromise that saves the city money and gives a nice side-benefit of a useful bike route	Whether we can build safe bike connections to Marshall, Summit, Jefferson, etc.	Is the city committed to working towards a Midtown Greenway extension into St. Paul? Will we stick to this plan even when a vocal minority of people from St. Paul and the surrounding suburbs gets mad about losing a travel lane for cars? (we should!)		55105
It isn't; many more important things than a dumb bike path. Think.	not to build it and put the funds towards something that matters. Think.	non of this. There are many more important things to consider. Think.	the fact that our city still wants to move forward with this given the times. Think.	Why would you even consider? The fact that our city is still contemplating this project, makes me lose even more faith in our city council and government. Think.	Think.	55105

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<p>I am a year-round commuter cyclist, and bike periodically from Minneapolis to Saint Paul. I support the investment in the improvements to the Ayd Mill corridor - particularly to the addition of a non-motorized facility - to improve options for cyclists, and other non-motorized users to navigate this area with less conflict with motorized traffic. This corridor also serves as an important link between downtown Saint Paul with the projected connection to the Midtown Greenway in Minneapolis.</p>	<p>A high-capacity trail for non-motorized traffic.</p>	<p>That it is more economically feasible than the two-lane proposal, and still includes a facility for non-motorized traffic.</p>	<p>the trail for non-motorized users.</p>	<p>How soon can the north end of the Ayd Mill bike trail be extended to the east end of the shortline bridge across the Mississippi River?</p>	<p>No.</p>	<p>55404</p>
<p>It is a residential city street that needs repair.</p>	<p>The voices of the residents that live in the immediate area.</p>	<p>I like that there is a lane for pedestrian and bicycle traffic.</p>	<p>I am concerned that there will still be a connection to/from 35E.</p>	<p>The proposal needs to be modified to avoid the congestion at Selby and Snelling. If the connection to 35E is to remain, a different alternative needs to be considered.</p>	<p>Ayd Mill Road is a residential community street. It is not a thoroughfare for drivers to connect from 35E to I94 - which it currently represents.</p>	<p>55104</p>

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<p>I grew up in this neighborhood, and I am currently a home owner on the north end of the Road. The amount of traffic that we experience EVERYDAY from vehicles moving from 94 to 35 and 35 to 94 is overwhelming, unsafe, and detrimental to quality of life in our neighborhood. There also needs to be bike and pedestrian traffic safely available to our neighborhood. It is after all a city street. A further note not in your presentation: the community has fought this road being used as a highway connection since I was young. Please finally listen to us and go with minimum, the two lane option. Pay the money and do it right, the way the vast majority of the surrounding neighborhoods have asked to have for decades.</p>	<p>the safety and desires of the immediate surrounding community, not the desires of the people driving through.</p>	<p>tht there is pedestrian and bike use hoefully with a much reduced speed limit.</p>	<p>the amount of traffic that will continue to use my neighborhood as an on ramp for 35 and 94. The 2 lane is the right choice.</p>	<p>How is this going to reduce the amount of traffic during rush hour that backs all the way up to Fairview on 94 while they wait to go through our neighborhood to get to Ayd Mill Road?</p>	<p>If the community had been respected enough back in the 90's we wouldn't be here having to spend all this money. I honor our current mayor and his plans to try and make Ayd Mill a useable, safe St. Paul city street.</p>	<p>55105</p>

Ayd Mill Road Survey Data

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It's a roadway that I use occasionally to get around the city and it's in poor condition.	vehicle traffic	that there's 2 lanes southbound; I wish there were 2 lanes northbound.	how much northbound vehicle traffic there is and whether one lane will be enough to support it; and it would be nice to get back some of the closed on- and off-ramps.	Is there truly enough bike traffic to justify the amount of real estate we have devoted to bike lanes in this city? I certainly don't see it when I'm out driving around.		55104
Punch the road through to 94 and get it over with once and for all	Connecting it to 94	the idea only if all 3 lanes connect directly to 94	the fact that it doesn't connect to 94	Why does it not connect to 94	Who has the bicycle fetish at city hall	55105
Keep traffic off neighborhood streets	Volume of total traffic	Nothing about it.	Safety and traffic.	Why is this even considered	Keep two lanes in both directions. Connect to 94	55102
Green space makes living in the city more liveable. I'm more likely to purchase a home near this project in order to take advantage of this green space.	The 3 lane option.	The planning for accessibility and multi-use of the green space.	Adequate lane space be available for walkers, runners and bicycles.	Environmental concerns about water drainage into the watershed-will fertilizers and chemicals like Round up and other toxic options be used on the green space?	This is an exciting project that we have needed for quite some time. We have been promoting ourselves as a Bike City second to Portland, Oregon and this will help cement our place as a bike friendly and walker friendly city.	55121
As a member of the Saint Paul community- having a beautiful outdoor space to take a walk is very important!	Doing what's good for the community	Everything about it!	Them not doing it	Nothing	Nope	55105

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This is a main thoroughfare that has been neglected for too long and is in desperate need of fixing. It's almost undriveable	Cost vs Benefit	That 2 southbound lanes are being maintained	The cost VS benefit for adding bike lanes. Traffic congestion in the northbound lanes especially if there is an accident or broken down vehicle.	What is the cost of the 3 lane proposal VS leaving it the way it is and doing a mill/overlay? Has the city explored working with the railroad for a separate bike bath again since it has been 10 years since the 2010 initiative? The vehicle studies don't reflect how much traffic avoids the road due to its poor current condition. Many more would use it if it was maintained properly. What are the projected bike and ped traffic levels? Are they cost effective? Has the city explored partnering with County/State/Federal government for funds especially if the road is connected to St. Anthony which would provide a smooth connection to 94?	The city has pandered to the affluent residents in the neighborhood around Ayd Mill road to the detriment of the rest of the city. They should be the ones paying for the bike lanes since they will be the ones using it. Why should an East or West sider pay for these? When my road needs repairs I get assessed for them. Ayd Mill road should be similar to Highway 280 which connects 94 to 35W and nobody complains about. These are the same people that somehow managed to limit the speed on 35E to 45mph	55104
I use Ayd Mill Road quite frequently.	how many people rely on it to cut their commute.	the 3-lane idea instead of 2. The road is too busy to cut down the lanes.	Northbound traffic backing up, and the drainage budget being cut.	No questions at this time.	It is an essential part of the community, and I'm so glad it's getting the attention it has needed for so long!	55104

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Love nearby and driving on the road is critical	Driving on the road, make a side path for non motor vehicles don't take the road space to do this	Nothing, needs to be 2 lanes on both sides for cars and an additional single path on both sides for non motor vehicles	Traffic increasing and the city thinking it's smart to take away traffic lanes for non motorized vehicles	Why wouldn't you just make paths on the sides and keep the road the same	Fix this road and leave it for motorized vehicles only!	55104
Don't use the roadway very often but its important to take care of all our infrastructure.	Keep it simple and cost down, we have other priorities	no complaints about 3 lane right of way	none	No	Yes, just fix the road and leave out additional features like a bike trail. Even though I'm an avid cyclist, we need to spend money on other roadways in the city 1st.	55116
Ayd Mill Road represents a fantastic opportunity for a high-quality north-south bike link that is missing in St. Paul right now. It naturally links many other bike facilities and one day will be an important piece of an extended Midtown Greenway. Being grade-separated, it is safer and more inviting for use by anyone, no matter what age or ability.	bikes and pedestrians, not just cars. People who live in the city, not just people in the suburbs.	the wide trail	the small amount of separation between car lanes and the trail.	- What will the speed limit be on the car lanes? I would hope it would be lower than 45mph. I for one would not feel comfortable biking next to highway-speed traffic with only 6' between us. - How will the trail connect to facilities throughout the corridor and especially on the north end? - Will there be wayfinding signage?	I hope the city thinks big on this project. An Ayd Mill Road bike trail has the potential to be a major amenity for the city that will attract development and add value. The Midtown Greenway in Minneapolis has proven that this is possible. Especially considering the need to increase our tax base, why wouldn't we want that for ourselves?	55104

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Increase dedicated ares for non-car transportation and recreational use. Obesity and diabetes are prevalent chronic conditions and active living opportunities are primary and secondary prevention strategies.	multimodal and direction lanes	good	nothing	none	no	55105
I rely on travelling by bike for most of my activities and hope that the city can improve the available biking infrastructure as much as they can.	how well it can contribute to the overall biking infrastructure of the city.	the emphasis on having a safe and effective bike trail.	how long it will take to complete.	How long before the overall Greenway extension is completed?	not at this time.	55117
It's a vital link between 94 and 35E. It impacts the entire Saint Paul community and southern suburbs	Saint Paul 10 years from now. Cars are here to stay, invest in safe infrastructure for them to co-exist, omitting cars is not the answer.	3 lanes minimum.	Less than if it were a 2 lane proposal	NA	No	55105

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<p>We absolutely need more facilities for alternative means of transportation, especially in the Ayd Mill corridor. There are very few routes to safely bike in this area, as Summit can be pretty questionably safe through this stretch, with fairly heavy traffic and narrow bike lanes until Lexington. Plus, if we're to have any hope of connecting to the Midtown Greenway, which I think should be a top priority for St. Paul, we need to make this investment.</p>	<p>climate change, neighborhood air quality, transportation choice, and safety.</p>	<p>that there is designated, separate space for people to bike and walk.</p>	<p>there being any cars still allowed on Ayd Mill Road. The far better (and cheaper) option would be to close it for cars entirely.</p>	<p>Will it be able to be easily converted to just a two-lane option at some point, with minimal additional cost? I think once it's seen that the three-lane option is a no-brainer, we will regret not going with a two-lane in the first place, so ensuring a design that makes this possible will be important. Also, why not just close it to cars?</p>	<p>I fully support this option, we need more safe space to bike and walk, however, I think just closing AMR to cars entirely would be far superior.</p>	<p>55104</p>
<p>I commute to work by bike daily in St. Paul and this is the best opportunity to make my commute safer and more enjoyable. It is also an opportunity to make St. Paul a more livable city, and avoid wasted money putting things back in their currently wasteful arrangement.</p>	<p>making sure not to waste extremely limited St. Paul taxpayer dollars on prioritizing a shortcut for suburban car commuters.</p>	<p>creating a bike path, and reducing auto-lane maintenance costs.</p>	<p>still at least 1 (and probably 3) car lanes too many</p>	<p>How you can you justify spending so much local money on a car transportation facility that mostly benefits suburban commuters?</p>	<p>3 lanes and a bike path is much better than keeping 4 lanes, which would be a very foolish waste of money. I still feel it would be better to rethink the need for any car lanes. Try closing this road and do some traffic studies first!</p>	<p>55406</p>

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I travel on the road all the time and the condition of the road is in desperate need of repair	Street quality and opening up for biking and connecting to midtown greenway	That it offers improvement to road quality but also allows for bike/walking trail	If there will be enough space for all and how bikes will get on and off ayd mill rd	How do you plan to have bikes get on and off the trail with mount interacting with vehicle lanes?	A connection to midtown greenway would be great for St. Paul residents and bring tons of business and would be a good investment for the future	55104
I am interested in seeing increased green space and non-car transportation thoroughways advanced in our city.	How much time is this really saving cars driving him to and from the city versus alternative routes? Is the cost worth the benefits considering that the road does not do its original purpose of connecting 35E to 94?	Repurposing this space for something better than a low benefit Road	How close the bike lane will be to the car lane, making biking much less enjoyable along the path. This will become less of a destination bicycle thorough fare because of it.	None	No	55104
St Paul doesn't have a lot of extra money to throw at projects like these	improving walking and biking and reducing car usage	that at least there is a trail	having that many wide lanes close to the trail	Is a road even necessary?		55414

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<p>I use Ayd Mill on occasion but could easily use other routes. I don't like to see the city wasting maintenance dollars on a road that is not very useful.</p>	<p>Climate change. Do we really need a road (surrounded by many other alternatives) when we know roads beget traffic? I would like to see this become a park dedicated to bicyclists and pedestrians like the Greenway in Mpls.</p>	<p>The attempt to please all parties.</p>	<p>The fact that this is little changed from the current road, and the bike/ped experience would be greatly affected by proximity of car traffic. The cost of maintaining car lanes is too high and moves our city in the wrong direction as we address climate change.</p>	<p>Why do we need the car lanes at all? Would it save a significant amount of maintenance cost from a 4-lane scenario? Would we be passing up an opportunity to create a (car-free) park and enjoyable green thoroughfare to the Midtown Greenway to shave a minute or two off drive time?</p>	<p>We need to move quickly toward less driving in our city because of climate change, health, pollution, and other concerns. Investing in this roadway for the benefit of vehicles would be short-sighted. Taking out a 1.5 mi snip of roadway would absolutely make a subset of (loud) people mad and might mildly affect them, but please be bold and do it for the larger environmental and social benefit of the rest of us. Leave a legacy of a new beautiful park and all the attendant benefits it could bring.</p>	<p>55104</p>

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<p>As a tax payer, I am concerned that we use city resources in a smart and effective way. There is a lot of emphasis on expanding bike lanes in the city which is great but this should not be at the expense of decreased road capacity, particularly as the city continues to increase housing density. I think the city needs to carefully consider future traffic needs when redesigning roads.</p>	<p>the impact of any lane reconfiguration on nearby streets, particularly Lexington and the need for an efficient connection from I35E to I94.</p>	<p>It seems like a reasonable compromise that is cost effective. I like that separate lanes are maintained in both directions allowing for continued use of existing entrances/exits while still adding a bike path.</p>	<p>future traffic volumes, particularly on the northbound side. The three lane design does not allow for expanded capacity from the south (Eagen etc) to move through St Paul efficiently to jobs north of I-94.</p>	<p>Does the 3 lane design do enough to mitigate the drainage issues so that the integrity of this road is improved and lasts longer (thus reducing long term costs associated with maintenance)?</p>	<p>I think the ideal situation would be to convince the county or state to take over Ayd Mill Road to create a regional road where the connection from I-35 on the south end is completed to I-94. This would serve the region better, allowing for traffic from the south of St. Paul (Eagen, adjacent areas) to have a better connection to north of I-94.</p>	<p>55116</p>
<p>I live in the W 7th neighborhood and commute to NE MPLS for work. A bike path on Ayd Mill would be an incredible improvement on bike infrastructure in St Paul.</p>	<p>Whether or not car travel is necessary on Ayd Mill at all. If road maintenance and construction is worth it for car travel. Why not just have a nice greenway / green space with parks, paths and picnic tables for the neighborhood.</p>	<p>the bike and walk paths.</p>	<p>the amount of money being spent on road construction. I'm not convinced it's worth keeping car traffic on Ayd Mill when there are many other roads in St Paul that are used more frequently by St Paul residents and need to be repaired.</p>	<p>Can we just turn it into a green space?</p>	<p>Ever since I discovered it, I've loved it. It's like a neighborhood secret. I eventually learned that it's built mainly for people who are coming into St Paul from the suburbs. I get why drivers want to keep it - it's a convenient way to skip through the neighborhoods. But I think St Paul needs more green space to promote human-powered activity.</p>	<p>55102</p>

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The road is expensive to maintain and in poor condition.	If this road is important to them. If it is one of the busiest roads in town as was presented does it really make sense to take away 1/4 of the lanes. This seems counter intuitive.	That the road will be repaired and we can stop talking about it.	The idea of reducing the number of lanes on a high use road.	If we are going to insist on having a pedestrian traffic lane are we going to do something to keep bike traffic from interfering with walking traffic other than painted lines that bikes and children rarely pay attention to? Kids run onto bike lanes and vice versa all the time. Also if you are thinking about lowering the traffic speed on ayd mill why not just block it to traffic completely and direct traffic to other streets? If you do go ahead how will bike/foot traffic enter and exit other than at the north and south ends of the road?	We need to implement bike registration and fees and do some enforcement around those registrations to help offset the expense of building out bike infrastructure. I am in favor of having a robust bike culture but those of us that benefit from it should help support its growth.	55104
St Paul should invest in mobility for all residents. Right now Ayd Mill barely serves people who drive. Improving the surface and expanding modes that can use Ayd Mill is important to me.	multi-modal transportation	the price.	separating motor vehicles from trail users.	Does this design preclude a separated bike/walk trail for the future? How will the motor vehicle lanes change to encourage 25mph speeds?	Thanks for getting this figured out, I know this area has been in Limbo for a while.	55419

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It has the potential to be a critical leg of the regional bicycle network and better connect neighborhoods in the middle of the city.	the needs of vulnerable road users first.	that it incorporates a separated trail facility and begins to minimize the dominance of the automobile in the valley.	still dedicating too much space to cars and not enough to the trail corridor and greenspace (impacts comfort of trail use) and also that a third lane has to be maintained indefinitely at taxpayer expense.	What is the long-term plan for reconstruction since the mill and overlay only buys so much time and reconstruction is too expensive for the City to take on, especially with three lanes over two (or zero)? Is there data on how much of the traffic on Ayd Mill is from Saint Paul residents and how much is suburbanites using expensive City infrastructure for free? Will the City consider shutting down Ayd Mill for 6 months to determine if the transportation network can absorb its traffic and inform whether the road is needed in the first place?	Time is of the essence for improvements. Stop sinking money into repairs of the road and shrink it as much as possible while providing a quality trail in the corridor.	55119
I bike local streets and frequently feel unsafe	private vehicle travel is unsustainable	the trail, the lighting, the cost	the two south bound lanes would still feel like a highway.	How would you calm the south bound lanes?		55108

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The only investment that's important to me is to use it to create a connection between 94 and 35E to alleviate traffic congestion at Snelling/Selby and semi trucks running through the middle of a residential campus.	a long term plan for commuter traffic; see my answer to #1 above; Ayd Mill should not be treated as a separate piece	I don't like! Not a good use of public money	Proceeding without a long range traffic plan-see answers above; VERY concerned about the projected costs when we have SO many city needs such as street paving, no curbs in my neighborhood for the 45 years we've lived here	Why did this proposal seem to come out of nowhere?	Yes, it is a negligent use of money for a very short segment of bike and walking trails that would be of questionable use given proximity to the commuter traffic running next to them; we have residential street needs, businesses closing, and all will be more severe after this virus	55105

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<p>Ayd Mill Road could be a very important connector bike and pedestrian infrastructure, both immediately as a connection between different neighborhoods and centers of commerce in St Paul, but also eventually as part of a Greenway Extension. We need to dramatically decrease motor vehicle use if we're going to mitigate the worst effects of climate change, and to do that we need to expand facilities for cyclists & pedestrians (and users of scooters and other personal mobility devices) at every opportunity to increase those mode shares. This is a no-brainer.</p>	<p>not allowing motor vehicles.</p>	<p>only that it is fewer lanes than there are presently.</p>	<p>continuing to bend over backwards and allocate tons of public money and space to support a transit mode that is not sustainable.</p>	<p>Why can't it just be two-lane? Or no lanes of motor vehicle traffic at all? Make it bike & ped facilities and recreation areas.</p>	<p>Spending even more money to continue giving motorists a shortcut through neighborhoods to a freeway is not in the best interests of the communities through which Ayd Mill Road passes nor for any institution's goals to reduce CO2 emissions.</p>	<p>55408</p>

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It is my backyard.	a two lane, you did not describe the speed and the noise (either on purpose or wholly out of disregard for relevant factors) which has become intolerable.	Not much, the cartoon picture is cute but deceptive (as was Kelly's video was without sound, but nice background music), but not an accurate depiction.	the speed and the accompanying noise.	What is the speed limit? When will the city enforce the truck (yes, the daily 18 wheel semis with fully loaded trailers that make a lot of noise and tear up the asphalt) prohibition, which the city abandoned within 60 days of the 2002 opening? - and then to be hung up by the complaint operator when I called to report the number of trucks because they were really there so frequently, and still are.	Two lane, 30 mph, and really no trucks. Not interested in emails that are transparently propaganda and and laced with self-promotion - really, who would want them?	55105
Connects the Greenway for easier access to a major road for bicyclists.	Safety.	Includes all large groups of people	Na	Will motorist be overpopulated?		55416
commuting, trail connections	having bike trails connect to a larger network	need to make them as wide as possible....the worst decision one can make is to make them too narrow. separate the walking path from the bike lanes .	as with the Greenway, if the lanes are too narrow, and the walking lane is next to the bike lanes, not a good design. have 2 way lanes for walking as well.	it needs to connect to another trail/bike lane on both the northern and southern ends. check out the LOOP in tucson. one of the best city path systems in the country	i havent been on it in a while	55408

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Ayd Mill currently divides the city in half for pedestrians and bicyclists. It could provide connections, but instead is just an unpleasant interruption to pedestrian and bicycle travel in the city.	sustainability, equity, and the long-term thriving of the city.	The increased bicycle and pedestrian access.	Continued vehicle of traffic. I don't see any reason we need vehicle traffic in that corridor, except perhaps emergency vehicles or mass transit.	What other options could be even less expensive? Could we dedicate a lane for bus rapid transit?	I feel unsafe driving on Ayd Mill because the traffic moves to quickly for the poor condition of the road. I regularly travel through the city and avoid Ayd Mill regardless of how I am traveling.	55413
It offers a high rate of return on connecting bicycle routes across the network.	downsizing the infrastructure for peak car traffic and create multi-modal infrastructure.	that we are moving our infrastructure in the right direction at the same time that it is economical relative to total rebuild.	bike infrastructure being done in a robust way to offer complete physical safety from cars. It has to be reassuring to young and beginner bikers.	Is this the final design or is there further reduction planned?	It offers the city an opportunity to shift the focus of our transportation structure.	55104
Ayd Mill Road does help to take traffic off Snelling Ave during rush hour. However, I rarely use the road for any other reason.	I do not believe that a bike lane is needed on this road! I ride a bike and never go on busy streets even when there are bike lanes. I do not ride in the winter months, which are long in Minnesota. Money is needed to fix the holes in our streets, NOT spend money on bike lanes.	I would like to see all lanes used for traffic. A light rail connection, buses or other public transportation options should be considered before bike lanes! More people use public transportation than bikes for getting to work, shopping, or other essential purposes.	Not spending all the money for a bike lane when the local roads are falling apart! The pot holes damage cars, make riding bikes or motorcycle dangerous. Put money into fixing the roads! I do not support the current 3-lane proposal for Ayd Mill Road!	Is this the best plan the city can come up with? Why is bike lane taking such a priority when there are so many other road projects that need money. When I drive or go on the bus, I feel like I am riding in a 3rd world country because the local roads are in such poor condition!	I do not support the current plans for Ayd Mill Road, especially the bike lane option. I ride a bike and would never use that option, especially during rush hour. Please spend the money on fixing the local roads.	55116
Ayd Mill, as currently designed, (or "over-designed") is a huge wasted opportunity	We have decades of evidence that adding more lanes induces more traffic.	that it is better than the current design, which is even worse.	We should be planning a future 2-lane design with slower speeds	Why not do it right with a two lane design?	We should be designing for the next 50 years, not the previous 50 years.	55414

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I enjoy using safe and quiet spaces outdoors, and would like for some to be present one day in msp	noise pollution and safety	less lanes	road speed, noise pollution, prioritizing unsustainable means of transportation	Why isn't this a 2 lane road with low noise pollution speeds ie 15mph.	It is and will remain a car sewer, just like St Paul	55403
Spaces for outdoor recreation that provide ample room for all who walk and roll are important now more than ever. Investing in this project shows a commitment to improving equitable health access for Metro Area residents.	Multimodal forms of transportation	Concerns for vehicle safety	Car access being prioritized over roll/walk spaces and lack of meaningful connection to areas that lack good recreation space			55414
Ayd Mill Road needs to be repaved. It does not need bike lanes. The city wastes enough money on needed projects.	The increased cost from 2 million to 7 or 9 Million.	nothing about the project. We do not need these bike lanes	it is not enough for the traffic volume	Why not 4 lanes? Where is the justification for bike path?	The city should stick to repaving and use the remaining 3- 5 million on fixing the streets of the rest of St. Paul. Our city counsel, mayor, and planning offices have no sense of what the priorities of the city should be. It seems that if you ride a bike, your whining is heard	55116
It's the closest connection to 35 south to my house, it's also a prominent part of my neighborhood and daily commute.	Beautification and functionality	The idea of two lane car traffic and a third option for ped/cycle to get around the MacGroveland/Capitol Hill area	High speeds	When?	The potholes and cracks are just atrocious, can we use different building materials for this road so that it lasts longer?	55104

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I live in Lex Ham close to Ayd Mill	Providing a safe north-south bike and pedestrian corridor in the community	That the bikeway is clearly separate from the walking path. Sharing is challenging.	Can't think of a concern.	Timing?	Let's get this done	55104
Well maintained roads are easier to maneuver	Time to commute is important	Nothing	Time and congestion to commute	Will increase traffic on alternative routes	No	55116

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The most efficient method of moving traffic into St. Paul and from the city from Interstate 35E	This road diminishes the pressure of traffic log jams and makes a smooth transition into the growing Midway area.	i don't like the three lane proposal- keep and improve the existing 4 lanes,	Traffic jams, extra cost and there's is nothing close to admire for a bike lane	There is just as much traffic going north as there is south. Why should the traffic coming into the major city be reduced.	This is not that complicated. Strip this road down to the grid like you do for the interstate. Repair with the proper surface (like the interstate). Consider some retaining wall to help with snow and rain runoff. Maintain the surface on a regular basis. The fact the the road has a sign on it stating "Rough Road" is a shameful and seems to be the expectation. Let keep it at 4 lanes, improve them to best practice standards and move the traffic along. No bike lands needed nor the extra lighting etc required for an location that could be dangerous for bike traffic. It's simple, tear it up, clean it up, and upgrade the surface so we may continue to enjoy the flow into our beautiful city.	55104

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<p>I am concerned about EVERY investment made by the City, and I feel that there are numerous other critical issues on which the City should focus its attention.</p>	<p>It is important to maintain the purpose for which Ayd Mill Road was intended--to reduce car traffic on residential streets.</p>	<p>I do NOT like the 3 lane proposal. Bikers and pedestrians can use every street, sidewalk, and walking path in the city, and they do not need access to this roadway.</p>	<p>I am concerned about the design providing two southbound lanes and only one northbound lane. Common sense should tell you that suburbanites use And Mill Road in the morning commute (northbound), and will need to use And Mill Road to get home at the end of the workday (southbound). where is the data to demonstrate that this is a logical plan to have 1 northbound Lane and 2 southbound lanes? That doesn't seem logical.</p>	<p>When, where, and why would pedestrians use this proposed lane? Are you suggesting that there are no other routes for bikers and pedestrians?</p>	<p>Road was a significant undertaking for the City of Saint Paul to reduce traffic on residential streets and to keep the residential streets more safe. This is where people live! The construction of Ayd Mill Road involved some personal sacrifice for people who lost their homes to make way for the road, and it involved significant taxpayer expenditure. This new plan is being pushed by the bike lobby which seems to think they are entitled and do not take into consideration the needs of other people. I am a bicyclist. I ride my bike now for recreation, but in previous years biking was my sole mode of transportation for getting to and from school and work. I always was able to find quiet streets and pathways to travel anywhere I needed to go in the Twin city Area. If the bike lobby wants to take over our city, then they should start</p>	<p>55105</p>

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It's long overdue.	bike trails and less traffic lanes	this as a first step, but strongly support a two lane design too. And the bike trail!	it never changing to a two lane design :(Let's get this done for St Paulites! Thanks for walking the talk on climate and proposing a three lane design and a bike trail!	55116
This roadway is in dire need of maintenance	not putting bikes and peds here	bad question, I don't like it	putting bikes and peds in a place they don't need to be	why we're moving ahead without considering the negatives	Keep bikes and peds on surface streets. Put as many cars as possible into the Ayd Mill corridor and manage them	55104
Biking is important for personal health and environmental benefits to this community.	Prioritizing walkers, bikers over the inconveniences of motorists. No one ever said they loved a neighborhood because there were lots of cars driving through it.	That it gives space to walking, biking and space for those with disabilities to enjoy.	Future maintenance of the roadway for motorists \$\$	Why can't we expand space for walkers, bicycles on other roads besides Ayd Mill?	This proposal is not ideal for walking and bicycles, but it's better than what currently exists.	55417
There is no good way to get between Minneapolis and Saint Paul right now	Protected bike lanes	It will be safer for bikes	I wish the bike path had some better separation from the road			55101

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It's a potential gateway to downtown St. Paul and nearby destinations -- which means it could help commuters leave their cars at home (or not own them) and also help people combine recreation with dining/activities in a way that St. Paul has never seen before.	A link to the Midtown Greenway in Minneapolis would potentially bring hundreds to thousands of additional people into St. Paul every day.	That it still includes a large, off-street, bike and ped path.	The fact that it does nothing to disincentive driving as people's main mode of transportation, as it keeps the southbound lanes in current configuration.	Is there a possibility to make the extra southbound lane a bus rapid transit lane?	Please, no matter what, make sure an off-street trail is created with this project. The less extraneous pavement from the car space the better. This will be an important non-motorized link, and a link to the Midtown Greenway would create one of the greatest, if not *the* greatest, urban bikeway (and most useful) in the country.	55104
Could be a pretty area. Currently not too nice. High speeds. Let's improve something that is overdue.	...nature, the opportunity for citizens to enjoy.	...room for pedestrians, bikers and motorists.	...keeping too fast of a speed limit for vehicles.	How will it limit impact to nature?	It's overdue.	55108
It can be a great cycling facility	Reducing vehicle lanes	That one vehicle lane went away	The side which still has two lanes	Why are we continuing to support suburban drivers using it as a short cut	Two lane road plus bike path and linear park is the best option	55114
I live nearby and rarely use the road because it is not particularly helpful	Accessibility; land use	Bike access!	Unsure	None	No	55105
I use it to connect to 35 E southbound	walk/bike routes	the inclusion of bike/walk trail and also the fact that northbound and southbound are separated. I also like the separation of walk/bike trail	speeds for cars are likely to be fairly high...I would prefer them lower	none	I endorse the improvements foreseen in this project.	55013

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This is a useful route - I take it frequently. It's so important to have a safe, and well maintained road for both cars and bicycles.	Attracting young talent to cities requires a bike friendly city. It gets so much use, the city needs to consider upgrading the road and planning for future use.	the proposal. I support this option as the best solution.	I don't have concerns. It's a win win for the city and drivers, businesses, pedestrians and bicyclists.	I don't have questions. I watched the PowerPoint slide.	I support a bike and walk trail. It's a great road - not now, but with the future 3-lane proposal. This adds to the urban value of St. Paul. Last, improved lighting would be a plus.	55114
I regularly bike from the Lyndale neighborhood in Minneapolis to Cathedral Hill and/or Grand Ave in Saint Paul. Right now that trip is complicated by a lack of bike infrastructure on the Saint Paul side. Ayd Mill Road bike improvements would facilitate me biking in Saint Paul more and make it easier for me to get over the river for events like Grand Old Days as well as regular degular shopping.	biking and pedestrian improvements and long-term sustainability	the biking/pedestrian improvements that make this road a more equitable amenity for everyone!	further whittling of the bike/pedestrian improvements, and an over-focus on traffic at the expense of other road users!		I am very excited to potentially be able to ride my bike and walk on Ayd Mill Road!	55408
I live in St. Paul. More bike-friendly through roads would be great for commuting and recreation.	Bike and pedestrian-friendly routes	The bike and pedestrian paths	Bike and pedestrian paths being removed from the plans	None, really	No	55102

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I believe there should be a bike/ped path to support alternative modes of transportation and recreation.	Bikes	Infrastructure for walking and biking	The lack of bike infrastructure in St. Paul	None	No	55116
I am a St Paul resident and have to travel on many city streets. The condition of many of them is horrible. The city needs to make major investments to maintain and improve them.	the traffic carried on Ayd Mill and the service it provides to lessen the traffic on Lexington and other streets.	nothing.	the cost of reconstruction and the reduction of the traffic it will carry.	why are bicycles users being given preference over cars? The number of bicylce uses is minor compared to cars.		55102
Improves the road, the community, and the natural environment.	Long term usage of the land.	That it is safer	Reduced green space	None	No thank you.	55121
This is a critical north-south link through St. Paul.	How important it is to have more safe biking opportunities	having the north- and south-bound traffic lanes separated by a median.	nothing	Will there be steps taken to mitigate current flooding problems?		55108
AMR is a mess and has been for decades. It's time to reimagine this mess and turn it into something better.	Making AMR a place to walk and bike, not just cut through the heart of St. Paul neighborhoods from one interstate to another.	that this is a first step to hopefully being a 2-lane street one day.	drivers continuing to speed down it. I hope it be designed for calmer traffic, and friendly to people walking and bicycling.	Why are we still studying this? We're in a climate crisis. We don't need to be designing roads through the hearts of cities like ours to maximize speeding cars.		55105

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Investment in Ayd Mill Road as a roadway is meaningless to me. Although I have lived on Jefferson 2 miles west of there for over 40 years I have only travelled on it once a year and that was during the marathon	do we want to remain a drive through between the suburbs and Minneapolis?	nothing about it. IF 3 lanes are necessary for vehicle safety at 45 mph then all 2 lane county roads and rural highways must be immediately redesigned.	how much will the next mill and overlay cost compared to a 2 lane road?	Please give data concerning the number of crashes per 1000 trips on a 2 lane 45 mph road to justify the cost of a third lane.	Your 3 lane plan is built on the false premise that faster is better. If you reduced the speed limit to 35 or 30 mph that will be faster than the 25 mph now designated for all St. Paul streets and the safety issue at 45 mph would go away. Why do you keep insisting that faster is better? Also the cost of the next mill and overlay for 3 lanes will probably exceed the difference between the 2 and 3 lane models. I have been on the MGCC Transportation Committee for over 20 years and the question that I have continued to ask is "WHY 45 MPH"?	55105
Neighborhoods need safe biking and walking connections. We need to stop wasting maintenance dollars on this decades old car centric city street and create more choices for moving.	what choices people will make during the next 50 years.	that is seems to have greater benefit to cost.	the design speed will be much too high.	How will speed be reduced by the design? What will be the lane width? How will curves be used to slow traffic?	The neighborhoods have been working on this for decades. We need a multimodal connection, not more fast cars.	55105

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I think that it is crucial to provide more places in our city for people to transport and recreate without using cars. I think that throwing 1/4 of the budget for road maintenance into this small amount of road is a crazy way to have equitable investment in our city. We should instead be looking at how to increase investment for people who can't afford or choose not to have a car.	how to increase the options for bikers and pedestrians and others who don't/can't drive	That there is a bike/ped path (it should be all of the road though!)	There still being car traffic. This should be converted to only ped/bike	Do we know if this is going to decrease maintenance costs? Can we use this space better for the people in St Paul to recreate/exercise? Can this be converted into a 2-lane proposal if more space could be given to bike/peds? While I support the 3 lane proposal better than the current state of the road, it would be great to see something more visionary. We need to stop prioritizing cars in the city, for our health and for our future!	Please take this as an opportunity to start shifting St Paul away from a car-centric society. As someone who does not own a car and relies on walking/biking/busing, it would be great to have more options to get around the city.	55104
I live in St Paul and use it occasionally to get north south in an efficient manner. I would also like to use it as a bike route as north south travel is difficult by bike now.	that the future will have less car traffic and we will need additional safe routes for other modes of transportation	the separate trail and the divided traffic lanes	speeding on the highway	this is just in general for the road which is this is a street solely funded by the city and is this really the best use of our money. Closing the road is very appealing even with the increase in local traffic which i would personally experience.	see 5.	55105

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It is a route I use very often and I appreciate that it's there and maintained.	It is a very important route for many people in Saint Paul. It needs to be open to as many cars as possible (3 lane plan) and be safe for bicyclist/pedestrains too.	That it allows the most amount of cars possible because it is used by many cars. I also like the fact that it will be a more environmentally friendly option if bikes/ped can use it.	More back ups at the lights but also the safety of the pedestrians in terms of space between the cars/peds.	?	no.	55114
It's a nice "short cut" for many but it's not a critical one	the road is on a water stream and it will never hold up as long as other roads. It's going to be a never ending battle no matter with or without cars and bikes.	it as an option but not one to commit to at this time. More studying of current traffic (not 2009 traffic) is needed before a decision is made	the huge cost to change on/off ramps for bikes and pedestrians for a path which has 2 dead ends	why can't we use current traffic data rather than 10+ year old data. The developments on Snelling and the soccer stadium are making for huge traffic changes than a decade plus, ago	Stop throwing money at a road on a water bed. Study it with current data or close it and use the money on other roads in more of a need. OR, put a toll on it and charge people to use it if it's really the "commuters" using it mostly for cutting through St. Paul.	55105

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I use Ayd Mill regularly to get from my house to Midway, probably 8-10 times per week. I like that it's a shortcut that bypasses neighborhood traffic.	cost to maintain, safety, quality of life for neighbors	That it's cheapest, that it includes bike and pedestrian infrastructure	Backups in the northbound lane that could impact traffic on Jefferson	Will northbound traffic be able to exit at St. Clair and Grand? Where will bike and pedestrians be able to access the trail?	I am a regular user of Ayd Mill and I enthusiastically support reducing the lanes and converting part of it for use by bikers and walkers. My family would use it to get to the Selby-Snelling and Grand Ave. neighborhoods by bike from our West 7th home, a route that's currently difficult to navigate because of Ayd Mill.	55102

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<p>The opening AMR from 35e to Selby has shortened my trips saving time and avoiding the stop&go congestion on streets I would otherwise take I would NEVER ever ride on a bike path if it was added as there is nothing scenic along it and air pollution from vehicles and trains plus noise is not what bikers want or need plus I never see family bikers on the supposed Jefferson road or that many bikers at all commuting say from south suburbs to Midway area. Even with all the colleges in area they're not biking in from suburbs now on regular roads. Roadways are for cars!</p>	<p>...that you wasting my taxpayer money for stupid bike path nobody needs. We need smooth paved roads for CARS. Neighbors haven't complained about roadway pollution since it finally was connected to 35E. It is a fantasy that bikers are clamoring to have path in most scenic place and I wouldn't ever allow kids so close to traffic and active train line!</p>	<p>To aggressively OPPOSE the idea. Let it stay 4 lanes and replace it rather than screwing neighborhoods near it to more traffic and car bike accidents because traffic being diverted off AMR</p>	<p>Slowed commute. More congestion on local streets wasting money on nobody using bike path there</p>	<p>What study did you use that makes bike path feasibly fiscally sound. I pay taxes for roads. How many bikers are there compared to car owners want to even use it to commute or leisure. Who's going to assure bikes vering across road won't get in accident as bikers now don't even obey traffic signs and lightning? What is cost to simply paving 4 lanes Vs some asinine pie in sky bike path fantasy?</p>	<p>Yes it works fine if it would be paved maintained like freeway entry to it is at north south connection to freeway</p>	<p>55105</p>

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Because the city is investing too much in unnecessary car infrastructure, and should instead close Ayd Mill to car traffic and convert it into a bikeway and linear park.	Closing it to car traffic and turning it into a bikeway and linear park	That is costs less to maintain than keeping it as a 4-lane road, and it includes a pedestrian trail.	that it costs too much St Paul taxpayer money to maintain 3 unnecessary lanes of car traffic. Also concerned that there are not adequate bicycle facilities in this proposal.	Why keep Ayd Mill open to car traffic, considering it is unnecessary and requires a higher-than-average maintenance cost (as described in the PPT)? Could you close Ayd Mill to car traffic instead, and turn the land into a bikeway and linear park instead? Why are you only measuring cost by construction cost, rather than including long-term maintenance costs?	This road never should have become a cut-through between 94 and 35E - for over 20 years it's been recommended to be turned into a linear park. The City of St. Paul should not be investing taxpayer money in an overly-expensive road for suburbanites when our neighborhood streets are in such terrible condition. Please cancel this project, close the street to car traffic and turn it into a bikeway and linear park.	55119
I live close by and use the road.	Climate change, traffic patterns and bikers/pedestrians	The separated lanes for north and south and ped/bike lane	Don't know	Will traffic volume grow? Could this be a site for additional affordable housing options?	I like the idea.	55105

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<p>I represent the St. Anthony Park Community Council - District 12. As a transit-conscience group on the western side of St. Paul, our residents not only regularly use the road, but care about investments the City makes.</p>	<p>the opportunity for this to be more than just a resurfacing project.</p>				<p>Per the recommendation of the SAPCC Transportation Committee, our board approved the the recommendation to shut down the road entirely during the upcoming resurfacing project, which would create a natural traffic study to determine its utility, particularly in modeling congestion on city streets and particularly around the Snelling/Selby area.</p>	<p>55114</p>

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<p>My family drives on Ayd Mill Road most days of the week and we feel it is an important connection to our neighborhood and that it also keeps a lot of traffic off of our residential streets. I remember what the traffic was like on Lexington before Ayd Mill Rd opened and it was very congested even then- I imagine it would be much worse if Ayd Mill wasn't available to handle enough of the through traffic now.</p>	<p>the amount of traffic that it handles and keeps off of our residential streets. Any plan that is considered for the road should ensure the road will still handle a lot of traffic.</p>	<p>the median between the opposing traffic lanes</p>	<p>what the turn lanes would be like for the northbound traffic.</p>	<p>1) Will there be separate turn lanes at each road for the northbound lane as there are now? 2) Is the 12' lane for bicycles and pedestrians? 3) Will there still be traffic lights? If so, there should be a left turn green arrow at each rotation of the light to make the left turns safer</p>		<p>55105</p>
<p>I use roadways & trailways on a regular basis for transit & recreation. I like to walk, bike, ride public, transit, and drive. I appreciate and expect investment in infrastructure in all modes of movement for public place and projects in the twin cities.</p>	<p>The type of access it gives local communities to connect to their area, and the importance of valuing and appropriating in this coloridos to all types of modes of transit.</p>	<p>That it is still limiting one lane of traffic yo allow for the trail & green space.</p>	<p>The loss for the potential awesomeness of a full linear park if the rod was skimmed to 2 lanes.</p>	<p>Does it maximize the potential for such a space for the communities that live in the area? Does it plan for the future?</p>	<p>More parks & trails, less cars. Or the future is tire fires.</p>	<p>55408</p>

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I drive on Ayd Mill to go to work all the time, but my daily commute has other options. We can change the way that we use this odd and out-of-place road by prioritizing pedestrians and cyclists. This is important as we try to connect more neighborhoods with access to nature and the environment.	that resilient cities have easy access to green space for all communities.	that cyclists and pedestrians will have more options.	this hasn't gone far enough.	Why do there need to be two lanes for traffic going the same direction?	no	55104
Re-paving Ayd Mill is very important to me—it is a travel route I use frequently when driving my car to avoid taking the side streets.	That we don't want additional vehicle traffic on the side streets, the vast majority of the city doesn't bike to work, restaurants, shopping.	Very little. I want it to remain a 4 lane roadway for cars.	The traffic being diverted to the side streets and wasting \$\$ on something most in the city won't use.	I don't have questions—I know I don't support it.	No	55116

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<p>Ayd Mill Road is an important part of my daily routine. It is a critical access way for bringing our child to daycare, getting to work, visiting local businesses and friends, and minimizing our use of already congested local roads within the city. Maintaining Ayd Mill as a four-lane road is important for ensuring my family can get through the day.</p>	<p>the impact of diverting any traffic onto local roads, the decrease in safety from shifting more through traffic into neighborhoods, how to better connect Ayd Mill to I-94, and increased emissions from vehicle idling as a result of decreasing lanes on Ayd Mill.</p>	<p>that it is more than two lanes.</p>	<p>increased congestion on Ayd Mill and diversion of traffic onto local roads, as well as the cost of a total reconstruction given the current economic uncertainty.</p>	<p>- Why is it important to push significant amounts of traffic onto local roads in order to create a bike trail to a connection (Midtown Greenway Extension) that does not and may never exist? - Has the city studied increased emissions from more vehicle idling as a result of backups on Ayd Mill and more congestion on local roads? - How much would M&O on existing road costs versus the other plans? - Why was M&O not done as scheduled in 2019?</p>	<p>The city needs to be realistic about the long-term use of passenger vehicles. Bottling up Ayd Mill will make the city a less desirable place to visit and do business.</p>	<p>55406</p>
<p>This investment impacts climate, air quality, and livability</p>	<p>Reducing lanes, adding safe and accessible places to walk and bike.</p>	<p>it, and hope it can be a 2 lane street one day. I also hope it can be designed to reduce speeds below 45mph, and support walking and biking.</p>	<p>it remaining a high speed thoroughfare for speeding drivers.</p>	<p>Can we reduce speeds below 45mph? What can we do to maximize the safety and accessibility for people walking and bicycling? Can we design AMR in such a way that it could be converted to 2-lanes sometime in the future if additional funding becomes available without having to move lighting, drainage, etc?</p>		<p>55114</p>

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I am an avid biker who uses my bike for errands and commuting. Usually I bike a mile to cross the river and do my errands in Mpls since it is so much more bike friendly. I would like to see Saint Paul become bike friendly.	Making it multi modal and not promote more car traffic! I like the two lane proposal better.	A separated bike/walking path.	Too much south bound traffic			55104
I live in St Paul, and drive on Ayd Mill Road within the city, and also bike in the city for recreation and commuting. Ayd Mill Road needs to be improved for the vehicle traffic and we need better infrastructure for cyclists.	All types of transportation	that the solution balances the need for motorized and non-motorized traffic				55105
Obviously many people use Ayd Mill so that is why it is obviously important. The other North/South streets can't effectively absorb that extra traffic.	How many people rely on this road versus how many people bike year round in St. Paul.	That it isn't 2 lanes.	Yet another large expenditure that comes out of what property tax-payers are forced to pay for non-essential projects when the city won't even bother to maintain roads.	How are the pedestrians/bicyclists protected from the train? Can you fund this without directly or indirectly raising property tax to pay for this?	I sincerely hope you take into account what comments you get from St. Paul residents and if you don't get very many comments then you seriously need to reevaluate your process for getting comments in the middle of a pandemic.	55105

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Ayd Mill Road could provide an important bike and pedestrian connection through Saint Paul and significantly improve the bike network in the city.	all transportation modes	The bike/ped trail	limiting the space for the bike/ped trail	The primary reason for this proposal is the safety of car traffic, but isn't this based on outdated and disproved assumptions about traffic safety? Doesn't providing divided traffic lanes encourage higher traffic speeds that will make it more dangerous for both car traffic and bike/ped traffic crossing to the trail? Wouldn't the two lane proposal be better?	The three lane proposal is a wonderful improvement over the current configuration and I am strongly in favor of either the two or three lane proposals.	55105
Additional bike infrastructure is important to the city's goal of reducing carbon emissions. Reducing the number of Lanes in Ayd Mill Road means a reduction in maintenance costs, freeing up money in the city budget to address other pressing needs.	Non-motorized transportation safety.	The inclusion of bike/pedestrian path.	How much 3 lanes vs. 2 lanes will cost to maintain	How will the bike Lanes connect to surrounding streets? How are the drainage and springs being addressed?		55117
This is an opportunity for the city of Saint Paul to invest in projects that are forward-looking.	Pedestrian safety and accessible roads	The dedicated path for bikes and pedestrians	The future maintenance costs of the roads	How often will the new roads need to be fixed?	Please think about future savings and the potential for increased bike lanes for climate impacts	55116

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The road is expensive and not worth maintaining for cars.	Making it pedestrian and biker friendly!	The bike and pedestrian access	How cars will diminish the biking. :)	Why are we putting so much money into maintaining a highway through the city?		55105
Because the road is in awful shape and the low bikability of St Paul is a really big barrier for my family.	Decarbonizing, public recreation, and retaining the young people we want to sustain St Paul into the future.	The greenway and the modest reduction in cars. Also that I won't damage my car on this road when I do drive.	The repair rate as we move forward again. Cars are, obviously, hard on roads. As we move forward to an era of better public transit, fewer cars overall, and a healthier planet, it seems like so many current construction projects that favor cars will be rapidly obsolete. I wish the greenway/bike lanes were a little further away from the roads but it's workable.	I'd like to know the long term maintenance schedule. How can the bike way be made to connect to other major pedestrian thoroughfares to maximize accessibility of the city?	I'm just glad that we're still continuing this process and conversation. Thanks for being flexible and resourceful to include as many voices as possible.	55104
Ayd mill represents an underutilized resource. The city should use this resource to encourage greater use of mass transit/biking and walking options rather than encouraging a greater use of personal vehicles.	how to maximize benefits for non motorized users.	that bike/pedestrian options are included.	the fact that this is a watered down version of the two lane option.	How will bike/pedestrian users access the trails safely.	Under the current plan, Ayd mill road, will not serve as an adequate connection between 35E and 94. The north end will continue to be a traffic bottleneck. With this in mind, it seems that a greater percentage of the resource should be devoted to Pedestrian and bike users.	55108

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Safe bicycle access around St. Paul is an equity issue. Women want safe cycling routes around the city. Low-income people who can't afford cars can usually afford bicycles. Cycling is good for health and good for the environment. Please support this important cycling artery!	everyone! Not just people who want to drive their cars around.	safe cycling access.				55108
It's a large piece of infrastructure that can be of value to the city's residents.	Needs of the city vs. wants of the neighboring cities.	increased traffic flow.	high speeds. Hugh cost to maintain. We are paying for an inter-city freeway!	What is the 20-year cost of having to maintain it? Who uses the road? How does it affect traffic on Snelling/Selby? How can it be made safe?	Should be 2 lanes on one side and a bike lane on the other	55116

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<p>I rely on my vehicle for my commute, part of which includes Ayd Mill Rd, and I wish the city would prioritize the quality and speed of the roadway. I am not able to commute via bicycle (I travel with supplies and don't have the time in between stops) and my other 170 coworkers are also unable to use bicycle as our mode of transport. The city's investment in roadways and modes of use should be proportional to the actual percent usage of commuting.</p>	<p>Every actual commuter and their use of transportation. Please, please stop bending to the loud but small bicycling special interest groups. They do not proportionally make up the number of residents and users of Ayd Mill and the neighborhood.</p>	<p>The additional vehicle lane going south. I would also prefer an additional lane going north like there is currently.</p>	<p>Why you can't have two 13' northbound lanes with removal of the 11' center median and use of j barriers of the like. I am concerned that not maintaining the ability for traffic flow will impede the city as it grows in the future.</p>	<p>Why not take out the 11' center median and make two 13' north bound lanes in addition to the two 13' southbound lanes?</p>	<p>I often see the bicycling advocates organize and speak out about transportation projects around the city. They are good at speaking up, I'll give them that. Andy Singer in particular (you know who I'm talking about). And the majority of the users and residents DO NOT fall into the bicycling group. We drive our vehicles for commuting. We aren't awesomely organized or as passionate as we should be about speaking out at public comment times or meetings. We enjoy the roadways as they are, likely take them for granted, and have other passions and things that occupy our time. Please, please understand this and weight your design to accommodate more vehicles, as per usage, rather than bicycles. Thanks for listening.</p>	<p>55116</p>

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I am a bicyclist and think a Ayd Mill makes a great north- south connection, There are few North-South streets that feel safe.	Adding more bike lanes.	That it is less than 4 lanes, but I wish it was 2-lane.	Missing an opportunity to do a more comprehensive mode share design.	None	Please get it done!	55101
I frequently use Ayd Mill to access St Paul businesses.	Diverse transportation options and the city's commitment to help fight climate change	The addition of a trail	Cyclists/pedestrians having to cross multiple lanes.	Will there be trail access to cross streets?	I feel the road has more lane capacity than it needs and support downsizing it or eliminating it altogether. St. Paul residents shouldn't have to subsidize suburban commuters.	55118
The city needs to stop overbuilding and overspending on car infrastructure and invest in sustainable forms of transportation and living.	Incentivizing sustainable, active forms of transportation.	The bike part	Too many car lanes, too much investment in car infrastructure.	Why so many lanes for cars?	It should be a greenway and all car traffic should be prohibited.	55407
I ride every day	All forms of transportation	that it includes an off-road multi use path	the details regarding the use of the path, the delineation between walk/run/bike traffic has not been presented. Users do not know the nature of the path or what it connects to (the Midtown greenway extension is not existing infrastructure. How this trail connects to existing infrastructure is not known.	Assuming this is a multi use path: Will walk/run path be differentiated from bike? How will this trail connect to existing walk/run/bike infrastructure? Will there be additional security for the path given its remote location?	none	55116

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The road is terrible and needs to be fixed and has to be perpetuated because it has a lot of traffic on it.	traffic demand and including upgrades for a trail.	the concept as it addresses the need and saves money.				55129
Being a city resident who lives near Ayd Mill Road, it, and the suburban drivers who pollute my neighborhood to use it, are a daily part of life.	The fact that most of the users are not city residents and should think of ways to make it a resource for St. Paul, and not the suburbs.	The fact that it eliminates a lane and includes bicycle and walking infrastructure. I wish there were two or no lanes, but I understand the political reality.	The fact that there is still 3 travel lanes and this limits the safety for pedestrians and cyclists.	Is there a way to make it 2 lane, while still having the turn lanes and not increasing the price a crazy amount? Or disconnecting from 35E?	Not really. Any lane reduction and road diets in favor of the people living and playing in the neighborhoods is progress.	55015
Carry's a lot of traffic including city traffic that would go onto other streets but not sure a full blown rebuild makes sense at this point when considering needs of other city streets.	How to solve north end connection & reality of whether proposed bileway on railroad property will even happen.	Less disruptive rebuild but not sure why 2 lane couldn't have a median & turnlanes!!	Costas associated with bike/pedestrian way	Would like to see a 2 lane proposal with median & turn lanes.	Think north end solution should be explored before commitment to a rebuild.	55104
It's a great opportunity to convert a high-speed, auto-only roadway into a multimodal facility.	Bikes, pedestrians and climate change!	the inclusion of a multiuse trail.	the fact that there is still 3x as much space for cars than for bikes/peds. We can do better than this!	None	No	55114
Because I use Ayd Mill Road to get to I35.	Closures to main streets during events such as the October Marathon.	Bike paths.	Traffic congestion during road closures such as the marathon.	Will you guarantee access to I35 during construction.	I don't really think you can get this done in the window of time listed.	55116
The ability to ride my bike safely to work would be amazing to cut down our use of a car or reliance on public transportation	How it works with the greenway and connects people to neighborhoods	The cost savings and safety	The natural interest along the bike trail and being too close to traffic	Will rest stops or small park areas be available	I am all for this idea	55105

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We need more and better dedicated, protected pedestrian and bicycle infrastructure.	the needs of bicyclists and pedestrians before car drivers.	very little. It continues to prioritize car drivers to the detriment of less-polluting alternatives.	The investment in infrastructure that supports an unsustainable status quo.	1. How can we get this changed back to the 2-lane proposal. 2. What can possibly justify continuing to support investment in SOVs as primary transportation options? 3. What is it about the current COVID-19-inspired changes in how we live and work that justifies the notion that we "have to" continue to invest in SOV-primary infrastructure?		55105
Would love more bike paths connecting Minneapolis and Saint Paul!	It's not busy with car traffic most of the time.	Room for bikes!				55117
no vehicles	no vehicles	no vehicles	any vehicles	why vehicles?	no vehicles	55104
I use it everyday - travel to work during the week and travel to shop for groceries on the weekend.	people, the planet, and then prosperity.	the dedicated bike infrastructure	maintenance of the bike lanes during the snowy season	will the new speed limits in the city apply to Ayd Mill Road?	I think the focus on bike infrastructure is the right move for the city in both the short- and long-term.	55120

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<p>It would be wonderful to have a dedicated bike/pedestrian trail through this neighborhood, and hopefully one day connect it to the Greenway, as well as Downtown Saint Paul. I'm a runner who lives on Lexington/Ashland, and during all my runs I seek out dedicated trails like the River road and the Greenway, because it's safer and a more enjoyable experience. It's amenities like these trails which drive people toward certain cities and not others. If you want more people to invest their lives in Saint Paul, invest our money in making it a safer, more enjoyable place to be - instead of a more enjoyable place to drive through on the way to somewhere else.</p>	<p>People, not cars. People walk, people bike, people run. All of which are free/low cost and healthy options to get around a city. But without dedicated pathways for these options, it's not as safe. Why should people who can afford a car get priority over those who can't or don't want to?</p>	<p>that there's a dedicated, separated trail for pedestrians and bikers.</p>	<p>the amount of money that will continue to be wasted in future re-pavings of 3 car lanes vs 2 car lanes</p>	<p>Why do we think so short-term? Sure the initial cost of the 2-lane option is higher due to lane re-configurations, but the long term savings from not having to maintain an additional road lane surely offset that?</p>		<p>55104</p>

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I love to bicycle, and the road could be a major bikeway. Also, right now, the road is in very poor condition.	It is a hidden treasure!	the idea of a safe bikeway	bicycle safety	none	no	55112
I use the road to get out to the airport and going south out of Saint Paul. I love that it could be used by cars AND bikes and walkers!	bikes, pedestrians and cars all benefiting	the multi-use capabilities	the cost	none	no	55104
It will cause tremendous traffic levels on Lexington Parkway as well as St. Clair. Taxes, already sky high, will increase. Spend the money elsewhere.	The people who live around Ayd Mill road. It will have tremendous impact	Nothing about the proposal. There are bike lanes in the city.	Traffic on Lexington Parkway and St. Clair would be increased and use is already heavy	If this project happens are you going to remove bike lanes from the other streets? Why not just have it be a parkway with 45 mph speed limit?	The cost of this project is high. Taxes are too high now. Traffic elsewhere would increase.	55105
Bicycling and walking are important to me and my family. I also drive on Ayd Mill frequently. We need to work on environmentally responsible transit options as well as keep long term costs in mind.	adding a bike lane and also to keep the car lanes open, but perhaps not allowing high speed.	this adds bike/ped option along with maintaining car commuting. It costs less.	The speed limit in the car lanes. I want cars to drive more slowly if bikes/pedestrians are nearby.	Would it be possible to place more of a physical barrier between the car and bike lanes? Is it possible to slow car traffic speeds. This should not be considered a highway. Even at slow speeds, it would still be an efficient method to traverse the neighborhood it transects.	Please consider safety with the car/bike/pedestrian mix.	55105

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St Paul has pretty bad bike infrastructure, and this would be one of the few places in the city I would actually feel safe biking, especially with my family	Close it to cars and make a greenway like in Mpls	The trail	The noise, road salt, trucks, and dangerous drivers	Why would we need three lanes? Why does this cost less than the two lane?	This is a great chance to turn this into a park and undo the damage "King" Kelly did when I connected Ayd Mill to the freeway without any neighborhood or voter approval	55102
Maintaining the road is important. I am not sure one can justify all the other improvements that you want to make.	Costs. I have a hard time believing that this will be used by that many pedestrians or bicyclist. I think the amount of money that it will require is too expensive for this time.	Do not like the proposal. Again it's too much money given the current times. Stick with the overlay.	Again the cost. It's too much money, and there will be two little use of the pedestrian and bicycle us lines. The increase cost cannot justify proceeding ahead.	I question your statistics that a third of the pothole budget is spent on the road. In all of Saint Paul, really? As above, stick with the overlay. We can't afford the three lane at this time.	Good budgeting during these times of virus is most important. We may have much bigger issues other than potholes on the road.	55105
And Mill road is my primary route to work every day	How valuable the route is for so many.	Any idea that brings about the repair and maintenance of the road.	How long it will take to complete	How much more will it really cost than a two lane proposal? How long would it take to complete? Are the funds available?	It has historically been in bad shape and spot repairs have never worked.	55120
And Mill road is my primary route to work every day	How valuable the route is for so many.	Any idea that brings about the repair and maintenance of the road.	How long it will take to complete	How much more will it really cost than a two lane proposal? How long would it take to complete? Are the funds available?	It has historically been in bad shape and spot repairs have never worked.	55120

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Q1: Please share why the City's investment in Ayd Mill Road is important to you?	Q2: Complete this sentence: When it comes to Ayd Mill Road, I think it's important for the City to consider...	Q3: Complete this sentence: When it comes to the 3-lane proposal for Ayd Mill Road, I like...	Q4: Complete this sentence: When it comes to the 3-lane proposal for Ayd Mill Road, I am concerned about...	Q5: My questions about the 3-lane proposal for Ayd Mill Road are:	Q6: Is there anything else you would like to share about Ayd Mill Road?	What is your zip code?
Frequently used road for Summit Hill residents. Reduces traffic on residential streets.	Especially in this time of uncertainty, make the road fit for purpose and leave the bike stuff for another day. You did not do the due diligence when things were good, so now just fix the road that you let go for too long.	Time is no longer right for that. You did not involve residents in that conversation and acted in a vacuum. The fact that you use so much of the public works budget on Ayd Mill pothole repair is your bad management. You deferred maintenance for way too long. Skip the bike lane and just fix the road.	Lack of resident engagement. You tried to push it onto people and we are telling you: Too much money, especially now. Stop making decisions without asking for input. And when you don't like what you hear, don't dismiss the feedback.	1. Why are you not listening? 2. Why do you continue to push the idea? 3. Why did you neglect repair for such a long time?	It is a useful road. why do you keep saying otherwise?	55105
We use it frequently, to go to the Hyvee in Eagan. And to my orthopedic surgeon also in Eagan.	The traffic flow, how it will impact Lexington Avenue.	Nothing		Why?????	The bicycle lobby, as small as it has to much ready	55104
				1. In either plan, how many exits and entrances to Ayd Mill will there be and at what cross streets? 2. Will there continue to be signals?		55105
We would like to keep it cycle friendly	Bicycle routes and safety	Nothing about this as I feel it will eventually turn into a freeway	Cyclists	Will you consider preserving the land for wildlife but not doing away with its natural habitats, resources, and cycling enthusiasts and keeping it eco-friendly.	This pandemic has reminded people the importance of nature, family values, and getting outdoors. Let's keep encouraging outdoor activities long after this pandemic and consider our earth before cars	55118

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it's not important. it needs to remain an auto thoroughfare there are other options to create a bike lane.	the amount of growing traffic and realizing everyone isn;t going to ride a bike and go green it's just not possible for most families. we cannot continue to pander to special interests that only represent a very small fraction of local society.	i like nothing about it unless it's 3 vehicle lanes and no bike lane.	the city taking away a great relief valve for traffic to appease a few people who ride bikes regularly.	no questions a bike lane proposal is a terrible idea for this particular road.	bike lane is a very bad idea here.	55104
I believe in supporting new bike infrastructure.	That car traffic already takes up 95+% of our roadways, consider bikers and walkers for a better road.	That the bikers and walkers are still separated from traffic.	More lanes = higher speeds (regardless of posted speed limit)	How are you going to slow traffic?	A city rarely has an ability to redesign a road from scratch, so please take a chance on a design that will reduce our dependence on cars.	55407
Ayd Mill is an important corridor for efficient travel north-south from I-94/Snelling to I-35E/Randolph. The condition of the road is very bad right now. I agree with the view that a bike trail (or generally non-motorized) would be well worth the investment. My hope was that it could be connected better to I-94 westbound, but I understand the difficulties.	Safety first, but then usefulness to multiple modes of transport and a more stable road structure.	The median between traffic directions and the lower cost.	Adequate protection for non-motorized traffic on the trail, access to northbound lane, and ability to accommodate traffic demand over time, in the northbound direction.	Has the railroad (CP?) been contacted again recently about a possible expansion of right-of-way?	Resurfacing is critical. Beyond that, anything to improve the design, with the long-term use in mind, would be helpful.	55106

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Cycling access and safety	Increasing cycling routes that make more parts of the city accessible by bike.	It has a designated bike path away from traffic.	Traffic constriction	What will be the impact to north bound traffic	Na	55417
It isn't	Making it a bike trail or using the land for affordable housing	That St. Paul is thinking about future needs but this road is used mostly for commuters and there should be more green options	Pollution, cost, noise for neighbors and space it will require that could be used for other things	Who will pay for it. Where will it connect with 94 (Selby/Snelling/hemline cannot handle more traffic	Bike trail! Housing!	55106
Bicycle infrastructure is important	Safety of cyclists	It as long as it has a protected bike lane!!	Drivers going too fast	NA	NA	55407
Coming from the south AMR is a major path into the city.	Everyone's use, and affecting other roads.	it a lot!	being able to exit while northbound.	will northbound get on ramps well?	If one is coming from the south going to midway area, it's vital.	55122
I very regularly use cycling as a mode of transportation. The proposed changes will improve the cycling infrastructure of the city as well as create a safe and convenient connection where there was not one before. Additionally, as a driver, the improvement of road surfaces is always welcome.	That it is part of a bigger picture of updating our city	Separated directions of traffic	Less green space, and less room for the multi use path	Na	Na	55106

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Because I live in Saint Paul and ride bicycle. I drive my car on Ayd Mill Road frequently.	There are no North/South off street bike paths in Saint Paul.	That it seems like a reasonable compromise for cars, cyclists, and pedestrians.	How much it will cost and how long it takes to complete the project.	Would it cost significantly less to just repair the current road and add a bike lane or asphalt sidewalk?	There are already questionable design choices present in the current road. It doesn't need to be perfect, just functional and maintainable.	55104
Need a place to bike, walk in the busy Selby-Grand corridor	A walking and bike trail	all of it	Walkers/Biker safety	When will it be done?		55102
The city devotes an enormous amount of resources to it, relative to its importance as a major transit link. Trying to maintain Ayd Mill as a 35E bypass has a high opportunity cost, squandering funds that could be better utilized elsewhere	Closing it to motor vehicles entirely.	That it isn't completely allocated to motor vehicles.	The fact that motor vehicles will continue to be there at all, and there aren't dedicated bike and pedestrian paths.	Ayd Mill road only saves a small number of motorists, likely people from outside St. Paul, a few minutes on their commute. Why continue pouring so much money into it at the expense of everyone else?		55408

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I commute by car and bicycle recreationally.	Traffic flow introduced by those who use Ayd Mill-Selby- Snelling as shortcut for 35E- 94. The Snelling-Selby intersection needs to be evaluated and modified so people are not sitting through 3 traffic light exchanges before getting through the intersection. (Both directions). Drivers run red lights, make left turns on red arrows in their desperation to get through which creates havoc and danger. It shouldn't take 17 minutes to drive 1.8 miles from my house to 94 in the mornings.	Not sure if I like anything.	The value of adding the bike and pedestrian path. The money for extra lighting could be used in other ways if these were not put in. It seems like it will be a haven for muggings and assaults because it's so isolated. Also, what is the practicality of putting in a bike lane that can't doesn't have a connection to the Greenway and never may? Is it feasible to get access from the railroad?	What is going to be done about the traffic flow at Selby and Snelling? Was removing some of the intersections with AM considered?	No	55205
I am a disabled bike commuter and having bike access to Ayd Mill Road would reduce my commute by nearly 30%	People who aren't driving cars	The idea of having a bike lane	What happens when it needs to get repaves again in a few years	Why can't there be more space between the bike lanes and the cars?	It is a giant subsidy for car ownership, a condition that is far from universal in the Twin Cities. Please make it more inclusive, as we are currently all paying for its maintenance.	55155

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It's the primary route I use 5 days/week to commute & shop	The lack of better alternatives. I WILL be heading thru St Paul since there is no other direct connect from 35 to 94. Just because you don't rebuild it, traffic will still come.	It's a reasonable compromise.	Cars crossing the bike path. Ayd Mill is already a hostile Rd, and driver's already hate bikers. There will be accidents.	As a cyclist and a commuter, I'd still favor the 4 Lane road. It is always busy, and I can bike elsewhere.	I think it would be quite fair if Dakota County pitched in. It's not really just a city road. We (DC) should pay our share too. I do use it to shop in. St Paul, and wouldn't if I wasn't already commuting there.	55223
it's an important part of choosing a people first, neighborhood, community first direction for our city.	people, neighborhoods and communities	the idea. but think it needs to go further and completely close the road to vehicles.	the members of the council not putting our people, neighborhoods and communities first.	is it enough to only reduce lanes and add a small amount of for pedestrians?		55116
Easy access for for those of us who live nearby.	Multi purpose transportation	Lower cost, separated bike/walk, much safer connection to Greenway				55105
Live very near Ayd Mill Rd.	Safe and sustainable transportation in all designs	The connection for biking to extend into the Greenway.	Nothing			55105
I think complete disinvestment is the best way forward.	How much is spent versus the return for the community.	the path	maintenance costs			55106
I use Ayd Mill frequently and know that it is an important route for residents	alleviating traffic congestion	I prefer this option	pedestrians and bicyclist safety. it feels like it would not be used often, and that it would be unsafe	Why not use the funds on more vital projects or to create a connection to 94?		55108

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I am a bicycle commuter and ride to errands on the weekend.	the importance of people, not just cars.	that non-vehicular traffic is separated from vehicles and that it is less expensive than the 2-lane proposal.	people complaining about any accommodation for non-vehicle traffic, whether pedestrians or bicyclists.	None. I think it would be great if this could be done in 2020.	I am impressed that the City is considering the physical and mental well-being of citizens, and not just a few people who make the loudest noise.	55116
I've been part of the community near Ayd Mill Road for my entire life. What happens on this road affects what happens in the surrounding community.	Bikers and pedestrians.	A two lane proposal to slow down traffic & include bikers.	Heavy traffic coming through the neighborhood.		Adding a bike lane and only putting in two car lanes would be excellent.	55105
It offers an incredible opportunity to strengthen St. Paul's reputation as the nation's 'most liveable city.' Investing in Ayd Mill Road will increase habitat, reduce carbon footprint, raise property values, and dramatically improve the city's biking and walking infrastructure, all while maintaining an important regional transit corridor.	its sustainable future.	how a separate bike/walking path will create a possible future connecting point to the Greenway in Minneapolis.	efforts to maintain the status quo, when the status quo takes absolutely no steps to address the climate crisis.	How quickly can we get started?	I am an avid walker, cyclist, and committed citizen. I'm extremely interested in making the Ayd Mill Road 3 Lane proposal a reality and will vote for city council members who support it.	55105
It's an important corridor in the middle of the city.	Use by bikers and pedestrians	That it contemplates multiple uses	Nothing	None. The presentation was thorough	No	55102

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I'm tired of wasting a grossly inordinate amount of time and money on one stretch of road when the entire city is deteriorating rapidly.	St Paul resdets 1st, comuters from Minneapolis and Dakota county last. It's a city street! If it is meant to be a commuter route, then deed it to Ramsey county or the state and have them pay for it	The design and ability for bike transit	Ever getting it done. The city will study this thing to death rather than acting	Why don't we just do it?	Why don't we turn it over to the county or state so it's not our burden any more?	55104
obviously this road serves as an important north/south corridor. We own a residence along Grand Ave and use Ayd Mill rd quite frequently to get to to/from the south metro (Dakota cty destinations), as well as to get to/from the Midway and Selby/Snelling neighborhoods.	Ayd Mill Rd as an dedicated automobile thru-way.	to not see this as a bike/pedestrian route.	the amount of traffic that is being restricted to the use of one lane.	Traffic, like water, will always find the least restrictive path. Without giving it a "drain", if you will, it will clog other streets and create problems elsewhere. Why block traffic flow?	There are numerous directional choices a bike can make, especially from the Greenway (primarily River Rd). The only way that adding bike/ped traffic make sense is that if CP abandons their rail line.	55105
I live in St Paul and pay property taxes.	Walkability, density, and human-scale development.	Not much. Make it a park or a small, two lane road with new housing	Do we really need to maintain this road?			55104
I live near the N end of Ayd Mill. Am interested in improvements for local travel and very interested in bike and pedestrain use in the corridor	Expanding use for non motorized modes	The continued use of 2 lanes S bound as most exits are on that side. Trail on E side.	Where will N bound traffic go?	none		55104

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I abhor waste.	decommissioning it completely	it not at all.	it will be money down a rathole.	Why spend money on a lost cause?	The road was a bad idea in the first place, given the terrain and the springs. It got worse when I-35E entered the picture, for it caused lots of travel on other surface streets to use it as a shortcut between I-94 and I-35E. The former speed limit of 45 mph created great physical stress on the pavement, which does not hold up. The road is a 1.5-mile mistake which should be put out of its misery. The rest of the city's potholed streets cry out for the resources used to maintain one lousy road. I am surprised that you admitted that one-third of the city's street maintenance is allocated to a shortcut used by lots of nonresidents during their commutes. That is just nuts! Especially if the national economy goes bellyup as a result of the COVID-19 pandemic. Bite the bullet. Close the road.	55105

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I rarely drive on the road. My interest is this issue is the high-cost of the proposed plan.	closing it permanently.	separate north and south lanes	nothing.	Where are the vehicles originating from? Within St. Paul or from the southern suburbs?	The road has never fulfilled its original purpose and never will. Please close it.	55116
I can't believe we are wasting a third of our pothole budget on this monster. I live off of Robert and know it could use some of that.	people on foot and on bikes, especially now that none of us is driving anywhere	that it has room for people not in cars	not moving down to two lanes.			55107
Cities are for people, not cars. Cars are but one mobility tool that have been embraced beyond their useful application.	the environment, both local, global, and what a successful urban neighborhood looks like.	The bike/walk trail.	Tailpipe emissions.	why does the city insist on the pseudoscience of 'traffic studies?' Carmogeddon did not happen in Atlanta, Seattle, or San Francisco? Does St. Paul really believe that it's going to be the one city to not survive freeway removal?	For awhile, I thought St. Paul was shaping up to be a more livable city than Minneapolis-but Minneapolis seems to be doing much more to envision a livable and climate viable future.	55405
St. Paul needs better non-motorized connections. We have plenty of ways to get around in our cars, but it's tough for us to get around the city by bicycle.	non-motorized access.	the preservation of some separated bikeway space.	continuing to have a highway through a park.	do we really need high-speed car transportation through this part of the city?	no	55103
It is an important route for the region and St. Paul residents	Fixing the road and connecting it to 1-94. Skip the bike trail! th	4 lanes and no bike trail. We need the road! Not the bike crap	Traffic. And a big unnecessary spend that makes traffic worse	Why do we need it? We don't!	It is an eyesore and a hazard to drive in its current state. I'm ashamed and St. Paul should be too	55107

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The current condition of Ayd Mill is horrendous and dangerous. I only drive a small portion of it, but I avoid it whenever possible because of the condition. Also, I live one house off the Ayd Mill right of way. The traffic noise of louder than it should be because of the horrible condition of the road.	The surrounding neighborhoods, the traffic volume and the cost of repaving vs. the current cost of maintenance.	one lane for northbound traffic.	congestion on the northbound lane.	How much traffic would be diverted to neighborhood side streets?	St. Paul government should be ashamed of the condition of Ayd Mill road and it's failure to improve it.	55105
I live along Hamline Avenue. When Ayd Mill road is unavailable the traffic on Hamline is so heavy during rush hours that it is dangerous for pedestrians to cross the street.	How much the road is used by non St. Paul citizens. It would be nice if the road costs could be shared	That it keeps the north and south bound lanes separate.	The lack of two lanes in both directions. How much of the extra traffic will divert to other streets?	Can you do a traffic study of how much traffic is on the road during rush hours (in the northbound directions)?	No	55105
I use audio mill to travel to and from work.	Improve the surface of the road and keep 4 lanes. It is important to keep traffic off of city streets where children play, residents walk and bike. The more traffic on Lexington as an example, makes it more dangerous for residents.	Nothing about it. It will push traffic to residential streets.	Residential traffic. It's already bad enough drivers done stop for pedestrians in crosswalks and will only get worse.	Why does it need to be reduced to 3 lanes. Keep the cost down and resurface it. Citizens are tired of property taxes continually increasing for unnecessary reasons. Here is another perfect example!		55105

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While I'm currently not a heavy user of Ayd Mill Road, I have been in the past and my family/friends use that access road a lot. I've also lived adjacent to the road for many years and have an interest in the significant impact any change to the existing route will make to the current traffic flow to neighboring streets.	The need for change. How much a bike lane will actually be used in this area (it doesn't connect between existing bike routes). Other alternatives that won't impact this highly used route. The experience for people outside of St. Paul who are traveling to/from St. Paul. The cost to undo this major change if it doesn't work as planned.	That it has one additional lane.	Why we need to change, the cost, the impact on other streets, traffic back ups.	Should we not be conserving \$ and resources right now given the current economic climate instead of coming up with new ideas with high costs that haven't been proven to work/aren't needed? I'd like to see this put on pause, resources allocated elsewhere and then revisited down the road with more comprehensive traffic studies.	Why can we not spend the \$ on doing a great job of rebuilding the road as-is? This sure seems short-sided.	55116
I am a Saint Paul resident who uses Ayd Mill semi-frequently. The road is in terrible shape and a constant drain on the city's budget with poor payback for the money spent on it.	The long-term costs of maintaining a road in a location with many challenges to a road's structural integrity, particularly drainage.	not much, but at least it has a bike trail. I strongly feel that in the long term, the two-lane option is more cost effective.	The long-term costs of maintaining three road lanes.	How do the life cycle costs of the 3-lane road compare to that of the 2-lane option?	Please reconsider your choice against the 2-lane option just because it is initially more expensive. Please factor in the long-term maintenance costs, the environmental costs of more impervious surface and cars, and the possibility that federal economic stimulus money might become available to offset the initial higher cost of the two-lane road.	55105

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It's not.	Traffic on other streets.	Bike lanes, but not sure why we wouldn't spend money on improving safety on existing bike lanes	Traffic on other streets.	Why can't we connect this to 94?		55116
I live in 55105	All stakeholders. And proportionately to their stake. Who will be most affected? How many benefit and how many are harmed by the proposed change?	I like that the potholes will be fixed.	I am VERY CONCERNED that this feedback is being solicited and received BEFORE traffic studies are complete.	When will the traffic studies on surrounding streets be released? Will feedback from before the traffic study is released be flagged as incomplete in some manner?	Disconnect from 35E.	55105
Because I live close to AMR and used it to travel north/south with varying frequency over the last 25 years. Additionally I would like to have more active transportation options in St. Paul.	The initial investment and ongoing maintenance costs as well complete street design.	That the initial investment is lower, but I wonder about ongoing maintenance costs.	Ongoing maintenance costs.	What the exit ramps for the bike/ped paths will look like.	I formerly used it to travel to Eagan in a weekly basis for appointments during afternoon rush hour and that is the only (brief time) that it ever seemed busy or congested. It would be better to design it to serve more transportation modes more hours of the day.	55104
Cycling in general, but especially as an extension of the Midtown Greenway.	Transportation alternatives to driving.	The concern to keep ramps and the trail separated.	Northbound traffic buildup.	None	No	55105

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I use the road to get to the U of M, shopping on Grand, and visiting friends.	Fixing all 4 lanes.	having 4 lanes better :)	Lots of traffic, fewer lanes.	Can you give the road to the county or state and have them fix it? Why did you wait so long to fix the road? What will happen to the current Northbound traffic when it gets heavy - what side streets will they take?	I love it the way it is (minus the pot holes) with 4 lanes. Please do not go to 2 lanes!	55118
I live very close to the road. I use it frequently as a commuter route and to visit family.	Drainage. Aesthetics. Light pollution.	upgraded lighting. No brush and overgrowth shown. Proper trees.	Northbound traffic exits. Cars close to pedestrians.	How will you handle north-bound exits? What type of landscaping are you planning?	The northbound Hamline Ave exit need to be improved to eliminate confusion between turn lanes and through lanes and who the stoplight is intended for.	55104
Accident reduction on Lexington Parkway ADT on Lexington, especially in consideration of distance from homes to traffic.	Accidents, exposure to traffic, ease and cost of transportation	Cost is obvious. Otherwise both are acceptable	bicycles accessing local bicycle lanes and E/W lanes	how do bicycles cross all 3 lanes / two lanes?	Accident reduction has been extraordinary at St. Clair and Lexington. Prior to St. Clair turn lanes which best I can tell dealt with a non issue of accidents. But I would like to see before and after data.	55105
I use it weekly.	the amount of vehicle traffic that uses it.	that at least its better than the stupid 2-lane proposal.	the fact that it missing at LEAST one more lane!	Why not 4 lanes?	MAKE IT 4 LANES, YOU MORONS!!!	55116

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This is an important roadway for traffic between 35E and I94 and for exits in-between; limiting that traffic will dramatically increase traffic on neighborhood streets which are already seeing bumper-to-bumper traffic due to the Summit Avenue bridge construction and increased high density housing (and resulting cars).	regrading, repaving and connecting AMR to I94	I don't.....this will force auto traffic on to neighborhood streets and increase risks to pedestrians, cyclists and noise	increased traffic on neighborhood streets	I don't have any questions. As a resident of the area, I am concerned about the increase in traffic I'm already seeing due to Summit bridge construction and high density apartment dwellers cars..and this will make it worse	Ayd Mill Road should be connected to I94 as planned to maintain the enjoyment/peace our neighborhoods and safety for pedestrians and cyclists attempting to use our neighborhood streets.	55105
Keep And Mill a four lane road because it is safer then having to drive on all the other city streets to get to your destination.	how it affects the other city streets.	I think it is a bad idea.	it making a good road bad for cars.			55130
I use that road often, and I would like to have access to an extended bike way network to use with friends and family.	all types of transportation needs, climate change, and safety.	Having different directions of car traffic separated.	The smaller grassy area between cars and the proposed bikeway.			55117
The condition of this road is awful!	There is no need to spend the money on a bike path. This is not an area that is appealing for this activity.					55116

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1) As a shortcut between 35 & 94 for those whom live outside this area seems foolish to place the burden on StP home owners. I am one of those, I don't peddle a bike and see zero proposals to ask them to pay for it. Make it a toll road so those regardless of where they live pay for it. Our taxes are outrageously high already here.	The taxpayer's whom are footing the bill for short sided thinking such as the garbage strong arming of Mayor Carter. To not charge those whom use it is short sided once again	The pretty crayon like pictures.	Cost not being assigned to those whom use it, such as a toll road	Why not make it a Toll Road like 394 Expressway?	Mayor Carter is short sided in his thinking, overtaxing the residents and a bully. Dropping Ayd Mill from 4 lanes is going to dump whatever idiot is running right into child friendly neighborhoods with a running late, speeding driver's.	55102
Road improvements. We need more commuting options. Like bike lanes	making it more useful	the idea of bike lanes	NA			55104

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As someone who uses the bike path system I would appreciate the option to bike safely in the Aydings Mill Road surrounding area	Closing the road to autos. The majority of the commuters do not live in the area	Nothing.	Suburban motorists complete disrespect of our community	Why?	The Mayor is an ideologue rather than a responsible steward of our municipality. He is not in any way competent in the nuts and bolts operation of the city. Snow Plowing, road repair, ridiculous regulations for small businesses. How on earth can we trust him to oversee the Ayd Mill project? Kathy Lantry ha bungle this from the beginning. Close the road, it is built over a stream and will need more repair over time than roads not built over waterways.	55102
I like the idea of putting a bike/pedestrian trail in this corridor.	It's bicycle plan, comprehensive plan, Climate Action Plan, and all the public engagement over many years.	That is provides room for a dedicated bicycle and pedestrian trail.	Vehicles speeds remaining too high.	Why not reduce the southbound traffic to one lane of traffic? This would likely reduce traffic speeds to the posted speed - the pace car effect.	I would like to see the speed limit for vehicles be reduced to 30 mph.	55104

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Impacts traffic on streets I use regularly.	Connecting it directly to I-94.	The lower cost.	Not dealing with the traffic at Snelling and Selby.	Can bikers access all car exits also?	I like to use it for getting to 35E, but I very much dislike that the traffic exiting it on the north clogs Hamline and even more so, Selby and the Snelling intersection. I think making a better connection on the north should be found first!	55105
Ayd Mill road is a very heavily used travel route from the center of the both city's and needs to be able to handle the traffic and not shoved on to neighborhood streets. I have lived in the midway for nearly 40 years and continue to use the road and not the already congested neighboring streets.	the amount of traffic that it carries and the improvements that would help the safety of the people	not much as i see all kinds of personal safety issue's of people walking, transient's camping, loitering, gang activity next to the tracks, and just general upkeep s	the future appearance, lack of walking use, heavier traffic use, as the city strives for more population density	What is the push for Bike trails so prevalent in St.Paul, when they can not be used for about 1/2 the year except for a very few die hard riders and not families. My business takes me over many city roads that are marked bike routes and very seldom do I ever see bikes using the roads so marked	drainage problems seem to have been the major set back on the road through the years.	55104
We need decent roads for safety . We don't NEED bike & walking paths.	Road safety !	We need good roads !	Good roads ! I'm not concerned about bike paths & side walks	Why not concentrate on NEEDS instead of wants by some.	Our city in not in the financial position to build special wants like bike & walking paths. Cars & trucks need to move on quality roads & more of them.	55104

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I am interested in improving the bike infrastructure in the Twin Cities. Additionally, I have been long been concerned about my safety when I drive on Ayd Mill due to excessively high traffic speeds and potholes.	safety, bike access, and maintenance costs	safety with separation of north, south, and bike lanes; lower costs	persistent high traffic burden	How can excessive traffic burden and speed limit violations be managed? How can potholes be prevented?		55413
I use the road 5 or times each week. The road is in HORRIBLE condition and is causing damage to my vehicle.	that this is a very important road, very functional...also how did it deteriorate so badly and why can they not stay on top of it? They need to consider completing the project asap and they need to consider keeping it at 4 lanes, or very minimum 3 lanes. They CANNOT go to only 2 lanes, this would be a disaster.	it far far more than the 2-lane proposal.	the fact that there is only 1 north bound lane. I would suggest keeping it a 4 lane road.	Why not keep 4 lanes? Your own data shows how heavily traveled it is. Why even consider a 2 lane proposal if 3 lanes is an option?	Please do not eliminate any lanes, and especially do not eliminate 2 lanes!! Please complete this project ASAP!! Our vehicles are being damaged!!!	55104

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The investment in AMR is important to me because it is a significant amount of money and it is an important road in the city of St. Paul.	to don't try to fix things that are not broken. AMR see heavy traffic because it is a very useful roadway. If you limit the road by reducing lanes and thus becoming not as useful, that traffic will have to find other road ways which will end up going through neighborhoods.	that 3 is more than 2.	it not being 4.		Don't let AMR become like many other streets in St. Paul. They are reducing the size, reducing the speed limit, adding more bike lanes...to push people to bike. The option of biking doesn't work for everyone...and doesn't work for most people during the 6 months of winter.	55104
I regularly use AMR to commute to parent and relatives in Eagan and adding a bike trail would provide a safer bike commute with decreased time on roadways.	A plan that will minimize future maintenance requirements, as too many of our arterial streets require major maintenance or overlay.	Minimizing traffic delays while still allowing for improved bike infrastructure.	Where north bound traffic may transfer with decreased capacity on AMR.	What is the likely hood of changes reducing future maintenance costs?		55104
I drive on Ayd Mill often	Rush hour traffic	Nothing	Traffic			55106
It allows me to connect with the southern metro without taking the ridiculous "parkway" of I-35 in St. Paul.	traffic is already congested. We need more capacity, not less.	nothing about it.	more congestion on an already crowded road.	what is the realistic expectation of bicycle usage of the road.	No.	55119

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I utilize ayd mill on a regular basis for getting to University Ave and smelling businesses.	Cost! Both of the proposals (2 lane and 3 lane) are more than 2x allotment. Secondary consideration should be material used on newly designed road should be more eco friendly and less prone to potholes.	That it's cheaper than the 2 lane.	Cost and future upkeep. Has a 4 lane (current) replacement been evaluated?	What are the biggest cost drivers? If anything other than repaving with asphalt, consider alternatives.	Please be mindful of future upkeep costs with whatever option is selected.	55102
I live near Selby entrance. Use to access 35. Also would like trails.	Greenways	The SAFETY of the median!!!!	How to make the trail peaceful and green	How will it be paid for?	Thanks	55104
Please fix the surface. DO NOT PUT IN A BIKE PATH! This road can barely handle the traffic it has now; reducing it would be a disaster for traffic and commuters.	The commuters and the amount of traffic on it. We do not need more bike paths when there are plenty of roads to ride on.	Think it is a horrible idea. Fix the road and leave all of the lanes for cars. NO BIKES ON AYD MILL ROAD!	The amount of traffic. No more bike paths. Save the money for important things like more police!	WHY? Fix the road and leave it for cars only!	Stop wasting the city's money-stop with bike paths.	55105
Live on Grand Ave and travel via I-35E to Eagan for work	Most of the traffic is concentrated during commute hours. It is largely a commuter road	More south bound lanes. It allows for easier merging onto and off of the road	Bicycle and pedestrian routes being so close to traffic	Is there room for turning lanes for exiting on the north bound lane?	The two lane option looks like a nightmare.	55105
I drive it often	How many people drive it daily	Nothing. Its a terrible idea	Road infrastructure	How many bikers would even use it and how safe is it next to a railroad	Leave it as four lanes and just fix the quality of the roads	55102
Aye Mill needs to resurfaced as is	Cost	No change in the current configuration	Cost and need	Why is this even necessary		55116

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I put it to use occasionally but avoid it due to it's poor condition.	That building in more bike access will increase the livability of the whole region	That it allows good flow down to 35 if needed but keeps the trail!	how it feels to continue to have higher speed activity along the trail	can it really get going right away?	I've lived st Paul side and now am in Minneapolis and would love to have a full connection to the mid town greenway for extended city trips!	55409
My tax dollars and transportation by car	There is more car traffic than bicycles. Bikers don't pay taxes.	That it has an additional lane. I still think it should be 4 lanes.	Traffic, fewer intersections			55116
My husband and I travel Ayd Mill Road (separately) to and from work nearly everyday.	How many people need to travel this road in and out of the city everyday.	The lower cost and safety aspect. More lanes going southbound.	Only having one lane going northbound.	How will the northbound lane handle commuting traffic daily?	It needs a long term fix for the actual road surface. No more "fixing" potholes twice a year just for it to become horrible conditions quickly.	55104
I use this road everyday to get to work and on weekends as well.	drainage issues	that it's safer, less expensive and moves more cars	drainage, going from 4 lanes down to 3-traffic jams			55102
I live in St. Paul and use AMR often and drive around the city surrounding AMR every day	Community needs for transportation	2 southbound lanes	Pedestrian safety and general use	1. Will pedestrians use it? 2. Will Greenway ever extinction to St. Paul? 3. Will the surface be maintained better than now?	Nope	55104
It is a key thoroughfare in my neighborhood.	that the long run goal should be to reduce vehicle traffic in the city.	the addition of the paved path that would allow for non-vehicle modes of transport.	safety on the walking path.	I hope it works!	No thanks	55105

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I would like to have this more bike safe. I bike alot around that area.The three lane plan looks like a great idea	safety for bikers too cause we are growing in numbers every year	plan	no concerns, lighting is needed and I am so happy that is worked into the plan	none	i will be excited to see it go through	55103

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I regularly use Ayd Mill Road as part of my commute and in getting around the city.	getting it done without wasting any more time.	the cost consideration and the increased drainage being addressed	the FACT that it doesn't address the current traffic needs and FORCES traffic INTO neighborhoods making our neighborhoods less safe.	would you reduce the number of lanes? There is no proposal to reduce Snelling Ave which carries similar traffic. It is absurd to assume people will take alternate routes - or that surrounding neighborhoods should absorb that additional traffic volume when Ayd Mill is DESIGNED to handle higher volume and keep those vehicles out of our neighborhoods (making them safer for pedestrians, children playing, and bicycles) 2. To make a northbound connection why would you connect St Anthony near Pascal? You don't gain much over using Hamline. Why not truncate Ayd Mill at Hamline for the I94 connector? 3. If you do 3 lane, why would you not make one lane North, one lane South, and a third that would switch with traffic demand? Surely this adds cost, but it MUCH better addresses the traffic needs. 4. How do the neighbors feel about the additional lighting? It wouldn't be needed if	It's ridiculous that the Mayor has already decided HIS priorities for this project without consulting the community. You are bulldozing this project through because if the community asks for ANYTHING other than this proposed plan there is NO WAY this project gets addressed in 2020, which means our community is left with an increasingly unusable road for even longer. We NEED four lanes of motorized traffic - two north, two south. Bicycles can travel on city streets much more safely than what is being proposed here. Address a FOUR LANE solution ... strip it down as far as is needed, FIX the drainage, FIX the road bed, do the work that is over 20 years overdue.	55104

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Ayd Mill Road is an important cross town cut-through road in a city that does not do cross town traffic very well. During the marathon, it is the only road that cuts north to south across the marathon route.	Car traffic		Ensuring that the three lanes are adequate to current traffic loads and ensuring that speeds stay at current rates.	Why is it impossible to connect Ayd Mill Road with Highway 94?		55116
I often use the road to travel from Jefferson Ave to Hwy 94. It is much faster than the city streets.	multiple perspectives.	that there are 2 lanes going southbound.	the amount of traffic that will divert to city streets and cause more traffic problems there.	Why is a bike/pedestrian lane needed?	Please make a decision soon. The road is awful.	55102
I use it frequently and road needs to be in good condition	Traffic flow for cars needs to be of 1st importance	that it's more lanes than 2. Better for car traffic	slow traffic	why can't it be 4 lanes. We don't really need bike lanes at the expense of smooth auto traffic.		55104
I use this road everyday!	That winter is 7 months of the year and making a bike lane is asinine! It is already crowded with 4 janky, pothole-laden lanes! Are you all drunk??	The fact that we live in a democracy and if you go ahead with this plan we will make sure your job is short. The residents do NOT WANT THIS PLAN. NOW GO FIX THE ROADS THAT MAKE US LOOK LIKE IDIOTS COMPARED TO THE REST OF THE METRO.	The traffic that already exists with 4 lanes!	How do you get through the day being this stupid?	FIX THE ROADS IN ST PAUL RIGHT NOW	55104

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It is an important connector of 35E & 94W	That it is the only connection between two major interstates.	That it does get some traffic off of local streets. But it doesn't do enough!	The flow of traffic & pushing traffic on to local roads. The amount of turning traffic will be too much for this proposal		This will not be used highly for biking and walking as it is a freeway connector. If that is necessary (and with what's going on in the world, this seems low priority!) there is plenty of room for 4 lanes plus a bike path.	55105
I rely a great deal on bicycle transportation to get around the city. The greenway would not only provide a vital passage (it's fairly easy to get from east & west but not north & south), but also bolster a city's commitment to environmental issues and community values. This would be an amazing addition to the neighborhood and serve as an inspiring avenue for outdoor recreation, and physical and mental health.	creating a safe passage for bicycling and jogging so as not to come into contact with busy car traffic	the idea of a protected bikeway	connecting to other existing bike paths without having to ride in the road	what are your plans for landscaping? how will you mitigate rainwash and potential flooding? please consider planting native plants and creating rain gardens	thank you for this proposal!	55102

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I drive this road every day. I am so excited to see the city finally taking care of this.the citizens who pay property taxes, and the INCREASED BURDEN all ready assigned us. We cannot sustain another huge tax hit.	Little. I think a simple road is best.the outlandish cost and irrational concept of the road being a path for anything other than transport. When I want to bike, hike, play or recreate....I do not head to Ayd Mill Road	Why? Why not keep this simple? Stay in budget and get real. Bikes are on our road for fewer than five months each year. Why push us to the tax limit for a bike trail in that part of the city?	The city has to start listening more to people who make life-long commitments to St Paul (through property purchase and long term investment) rather than 'renters' and others who claim status of low-income. Many property owners are low income as well. The difference between home owners and renters is this: home owners are here for the long haul. But if taxes continue to rise, low income home owners will be forced to move. Seniors on a fixed income, survivors of the recession, young families... all of these populations live in vulnerable housing... many of them are property owners. No more big tax hikes, please.	55105

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<p>I travel Ayd Mill Rd and have seen it deteriorate over the years since it was first constructed. Because of this, I know it needs a major repair/rebuild at this time.</p>	<p>what is best for motorized traffic.</p>	<p>the fact that there is some barrier between the vehicle lanes.</p>	<p>how only 1 lane of motorized traffic in each direction will accomodate the volume of vehicles that use this road almost continuously each day.</p>	<p>Exactly WHY do we need bike and pedestrian traffic along this road? What person with any sense would want to walk alongside all this traffic when there are so many existing places to walk which would be far less polluted with noise and emissions ???</p>	<p>I think the road should be fixed to accommodate vehicular traffic only!!! Now is not the time to be spending additional money for frivolous extras like walking trails. I could maybe accept a simple bike path if that is deemed appropriate because of enough demand from people who would use it to commute to places of employment. However my thought would be that demand would probably only be seasonal and not constant</p>	<p>55106</p>
<p>The state of the road is dangerous. Keeping the traffic out of the neighborhood, off Lexington and Hamline and maintaining a connection to 35 that is separate from pedestrians is important.</p>	<p>The reality of pedestrian and bicycle use before it is connected to the greenway on the north. Will it really be used for bikes and walkers - along such a high traffic road. Maybe it is just important to keep the number of cars on it and separate.</p>	<p>The idea and the fact there will be a median. Will it be enough for inbound traffic ?</p>	<p>Will it be enough for inbound traffic? Will anyone actually bike along the road. Summit is much nicer.</p>	<p>Will it be used by bikers? How can we know?</p>	<p>Keep the cars down there. Keep the bikes safe on prettier, lower traffic corridors</p>	<p>55105</p>

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Currently, the road is in terrible shape. Doing anything to it would be an improvement.	just closing it to cars.	having space for pedestrians and bikes.	still having too much space dedicated to cars.	Why is this the *best* proposal, instead of two directions on one side, for example?	The more space there is for bikes and pedestrians to use this area *safely*, the better the project will be.	55406
I am a St Paul resident that lives in a neighborhood adjacent to Ayd Mill	Role Ayd Mill plays in providing an efficient connection to 35E, the traffic relief provided by Ayd Mill to neighboring streets and the need to focus on the delivery of basic services in this time increase financial stress	The increased traffic vehicle capacity and safety considerations of having divided lanes.	The lack of actual usage of a bike and pedestrian lane in an area that I would not allow my children to be after dark with the recent increase in armed robberies and mugging.	Why is the city not being more creative in determining ways to incentivize CP to provide increased right of way? There must be something at the city or state level that would motivate greater cooperation.	I feel like the city has lost sight of the importance of 1. Being judicious with tax dollars and 2. Providing basic services. Seems there should be a basic priority on maintaining roads, plowing streets and picking up garbage. This should not be so complicated.	55105

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<p>I use it quite often to get onto 35 south. It takes a lot of traffic off of other city streets and is one of THE MOST convenient ways to get to that freeway without disrupting other areas and sitting at stop lights, which is a huge problem already on Snelling Avenue.</p>	<p>maintaining it! I can't believe the level of disrepair you've let it fall into, and it's a disgrace.</p>	<p>not much about it. Just more rainbows and unicorns because I KNOW you will NOT maintain this bike path. You don't even maintain the one along Shepherd Road and that has a sufficient number of cracks in it and needs repair!</p>	<p>the fact that you won't maintain the ROAD OR THE BIKE PATH going forward. You'll let it all fall to hell again. New street lights and all. You can't even maintain the bike paths you have, much less the roads!</p>	<p>Why you think you will be capable of maintaining a bike path and a road when clearly you cannot do either in several other areas of this city.</p>	<p>I think there's been a ton of excuses as to why it hasn't been maintained when clearly it is a popular and extremely useful road. I think the city basically wants things to rot away so they can shut them down completely regardless of what the population actually needs or uses. This road MAKES SENSE TO HAVE so keep it maintained. If you do not, all you will get is a lot of other traffic shoved onto other streets causing major backups, which we already suffer from on Snelling, and other streets failing faster. Just make a commitment to this road already.</p>	<p>55104</p>

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I use the road occasionally, but I mainly want to make sure that we find the best solution for the long-term and use tax money wisely.	That it's a huge money suck and they shouldn't listen to a bunch of people who have ridiculous dreams of it actually connected to 94 someday.	that the cost is reasonable and it sounds like a sustainable plan. It also sounds like the safest option.	The fact that there will still be a road. Why not just get rid of the road and turn it into a park with a bike path?	Does it actually fix the root issue with the road? Will the road be completely rebuilt? What's the construction timeline? What's the effect on maintenance costs?	The amount of money spent on it is insane, and it's a pretty pointless road. The place where it connects to Selby and Snelling is horribly designed and makes it a nightmare to get from AMR to 94 during rush hour. I think we should just close the road and turn that area into a park.	55102
It is right next to my block and I use it all the time!	Cars not bikes	4 lanes.	Not have 4 lanes. Cars in my neighborhood!	Why do we always focus on the 1 bike vs focusing on the vast majority in cars.	Think about the kids that play in the neighborhood and efficiency of the road without endangering kids, bikes, walkers.	55105
Important transportation link that keeps cars off other streets	Travel to/from I94 that's not clogging non-residential streets	Bike access	Bike access and connectivity to I94	How does this interface to the high-desirability I94 connection? Safety for bicycle connections.	The top priority should be an I94 connection.	55105
Road conditions throughout the city are deteriorating and freeing our workers to focus on the greater city is important when 1/3 of their time is spent on AMR.	The future use of the city.	The cost reduction and focus on non-motorized transportation.	Summit bridge and ATD Mill construction during races. How do you get across the city North/South?	HOW EARLY CAN YOU START?!?!?	I completely support the 3 lane design and think the city found a great compromise to all resident concerns with where the city needs to go long term.	55105

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I am a bike commuter who uses city roads and trails to get everywhere I need to go, year-round.	how to make choices that protect public health, prepare our city for the changes required to respond to climate change, and how to create more safe transit options for pedestrians and cyclists.	the inclusion of bike and pedestrian lanes, and the extension of the Midtown Greenway.	the city not protecting bike lanes and the extension of the Midtown Greenway.			55406
Major thoroughfare for drivers	This is best used for motorists not bicyclists	Them to reconsider and realize downsizing the Motor vehicle lanes will increase congestion and lead to more accidents	Creating congestion, decreased safety	Has a bicycle lane along the rail tracks been attempted ? BN should allow a recreational lane	Horrible condition and shame on St. Paul leaders for allowing this deterioration to go on so long.	55104
Fix the road please.	Traffic impact on residential streets	nothing	disruption to local traffic; waste of taxpayers' money	Why does anyone think it is a good idea?	Stop this insanity. Also, this questionnaire is biased to return results that favor the proposal.	55104
For bike routes be more connected to St. Paul neighborhoods	How to keep safe access to neighborhoods	Reducing construction	Fast traffic close to trail. Access points for trails. The heavy traffic next to trail getting loud and littered.	How and where would trail access be placed? Will the trail be safely divided for bike vs pedestrian traffic? Is there enough space to do so? Are there any public transit considerations for this artery (bus, bikeshare)? How will the natural resources be impacted?	I'm supportive of more connecting corridors for alternative traffic.	55408

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<p>I have lived in Saint Paul for 20 years and have seen slow, incremental improvements in biking and walking. This is a once in a lifetime opportunity to create our own greenway, like Minneapolis has done in Midtown. It is critical for climate action.</p>	<p>that the neighborhood wants a linear park, not a freeway or an arterial street</p>	<p>it not at all. We do not need 3 lanes!</p>	<p>the whole thing! There should be 2 car lanes at most, but I prefer none. The city should respect the neighborhood's wishes that this be a trail. All of the city's focus is on how to move cars quickly from the suburbs, and not at all about the safety and well being of the people who actually pay taxes and live here.</p>	<p>Where does prioritizing car movements fit in with the Climate Action Plan and the Comprehensive Plan? What do the neighborhood groups support? Why is Public Works disregarding resident input? We want a trail improvement that the Mayor envisioned, not another car sewer. How can this trail be a future Midtown Greenway extension if it is only 12 feet wide? We know that 12 feet is wholly inadequate for mixed bike/ped traffic!</p>	<p>I am very discouraged as a resident of 20 years to see Public Works fall back on the status quo and recommend this alternative. It's tone deaf, and I'm tired of being asked again and again to participate in AMR processes when it's clear you have no intention of listening to the community. Be creative. Build something for our future, not our past. Build something for your residents that creates actual value. Don't recreate the car-oriented money pit that exists out there today.</p>	<p>55116</p>
<p>I would like Ayd Mill to stay 4 lanes. I don't think adding a bike lane will be cost effective or used very much, and I am a fairly active cyclist.</p>	<p>Traffic flow, and impact to other city roads if traffic is reduced.</p>	<p>Nothing.</p>	<p>Traffic flow, impact to other city roads</p>	<p>Where will the current traffic go?</p>	<p>It's a convenient route to travel in St. Paul without impacting bikes or pedestrians.</p>	<p>55103</p>

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I live near Ayd Mill Road, and my family drives on it frequently. We also try to bike or walk instead of drive as much as possible, but I am nervous about biking on some of our busy city streets.	taking the opportunity to connect with the Green Line bike path.	that it creates a separate bike lane that is not just an extension of the automobile lane, and that it would connect St Paul to the Green way.	very little.	What bike paths would it connect to in St Paul?	People will use their bikes more often if cities make it safe and easy for them to do so.	55105
It's a convenient and useful route, but it's dangerous.	smoothing the entire length of the road.	Nothing. The road needs to remain 4 lanes, total. No bike lane should be considered.	the amount of traffic. Several cars drive that road every day. Removing one lane in either direction will create congestion, promoting the chance of accidents.	Why do you need a bike trail? I understand there is an existing trail on either end, but bikes can go just about anywhere. Let the bicyclists find their own way. It's unsafe.	Fix it already!	55124
I live nearby, off St Clair Ave, and use Ayd Mill Road frequently.	Cost and convenience & safety for car drivers.	north and south bound traffic is separated by a median	Cost and safety problems caused by bicycle riders who don't obey traffic laws	Problems with bicycles and cars sharing on/off ramps	Fix the road NOW with mill & overlay for the lowest cost. Ask pedestrian and bicycle riders to fund the creation of their trail.	55105
It is the way I get to see my family in Apple Valley and Northfield several times a week. I don't want to congest neighborhood roads to do that.	The needs of residents and taxpayers.	Not much.	Safety, especially at night.	Why wouldn't we stick with and fix what we have? It does what it is meant to do and costs less.	Just fix the road. Make it safe and efficient.	55108

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I use the road, it helps with efficient travel. I like the 45mph speed. If it is lowered to 40, that would be good as well.	Safety of the people using it, and I mean bikers and foot traffic. It would be an easy and out of the way place for harmful activities. We are short of police protection as it is. One reason to keep this for motor vehicles.	The 2 S., 1 N + regional trail.	Pedestrians being targets of criminals. Also the designated bike paths that we have along side of the road are not maintained in a timely fashion so bikers resort to riding on the street instead of their designated lane. St. Paul has money problems, adding another path that needs maintaining will add to the burden. I like the plan but WE DON'T HAVE THE MONEY to maintain.	What will the coast to police, maintain and electricity used in the lighting cost. We will also have to repair and maintain the roads. That they have lasted this long, in our climate isn't unexpected and should have had the money set aside for ongoing work.	I like using, which is about 3 times a month. Normally a quick way to go to Grand Ave. from either 94, or Wholefoods since they have moved.	55116
1. Ayd Mill reduces airport traffic on Cleveland Ave- which is a bike route. 2. Ayd Mill is a shortcut to most places we want to go in S.t Paul.	It diminishes local street traffic for the airport or the suburbs	I support bike routes - like on Cleveland. I do not see why someone would bike on Ayd Mill - the river - or other paths make more sense. Ayd Mill is a bit of a car road - there are much better bike roads nearby	I am cool with it, generally	Who are the people on bikes who will use it? Ayd Mill is a commuter road. It is not pretty - let's continue to create bike paths in every neighborhood and leave Ayd Mill for people trying to get to the airport.		55104
I use it	Just resurface	Not for it waste of money	Cost and backup traffic	No need for it	The extra cost of making bike lanes is not wise	55104

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Would like to spend the money now for a whole redo instead of temp patches to get by . I have used this roadway since it was opened and it's a great way to cut thru the city without impacting neighborhoods	the long term lasting repairs	the pathway for bike/ peds.	bottle necks at north side	is it a complete redo or just more overlays?	I got my first speeding ticket on the short line rd back in 79 so it holds a place in my soul.	55102
I've lived in St. Paul for 49 years and only block from Ayd Mill Rd. Lexington and St. Clair. Please don't put all these cars back on the city streets!	Moving traffic quickly and safely	NO WAY!	Not being able to move cars and expense	Way too much money	Connect the Road to 94 and make it a State Problem!	55015
Safe transportation for both motorized and non motorized traffic. And efficient use of city resources.	Safety and cost	The safety aspects	Nothing			55113
Reconnecting parts of Saint Paul that are currently hard to maneuver	paths into and out of the area, road crossings, non motorized transport, walking	Separate areas for walkers and bicyclists and wheelchairs	Too many cars, too much noise and pollution	How can we make this a parkway, quieter and safer and more nature?	There are birds, wildlife, plants, wild things would be great to keep.	55102

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Why are we spending this much money on this? Just have a private contractor repave it. The city milled/overlaid Cleveland Ave last year and it looks horrible. No quality control.	We have way to many roads to fix to invest some much money on something that will hardly get used.	Nothing at all. It was a horrible idea!	Who is going to use it?	I think I stated above why are we doing this when so many other roads need repair. The ROI is very small for a handful of bikers. Use the extra money to fix our roads and existing bike paths		55116
Because this ROW will be a vital connection for Saint Paulians and Minneapolisians to access one another's great cities safely by bike, once the Midtown Greenway is extended over the river.	The huge benefits of biking and walking.	nothing.	Encouraging too much car use and limiting bike/ped safety.	Why three lanes would really be needed when cars are wrecking the climate.	Do the protected bike/ped facility!	55414
It is a major roadway for commuters	The fact that thousands of people drive on the road daily.	The idea of fixing the road and keeping it for cars.	The fact that the road only connects to the interstate, so it's really for cars.	Where would a bike lane go? It's dumb to take away a car lane for bikes to nowhere.	If you want to add bike lanes, go fight the railway.	55104
It is important to me, works as a great short route to many places I do business with.	Totally rebuilding it.	I like the three lane proposal.	I don't have any concerns	None	No	55119
I live in St. Paul's Merriam Park/Union Park neighborhood and would like to see local infrastructure improved and made more accessible for all types of travelers.	sustainability and access.		bike safety	n/a	I think now is a great chance to add more bike infrastructure to the area, and that this project could be one part of the future Midtown Greenway connection through St. Paul.	55104

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I take this road to visit my family on W. 7th. Actually, since the road has degraded, I now take Lexington and the Jefferson.	The separate bike path - separate from cars. And more lighting for that path.	The median between lanes	The small strip between northbound lane and bike path	None	The road is in such bad shape that I don't even use it, which puts more cars on Lexington, a residential street. It seems like the road now needs to be totally redone not just on the surface.	55108
I live nearby. I bike and drive in the area often.	long-term trends in personal transport and environmental improvements/sustainability	safe and efficient design	you may forget to add fruit trees along the bike path	where will water collection, solar collection and wind collection resources be used?	Collect wind, sun and water!! Grow food!!	55101
I travel that route with some frequency. I also enjoy riding my bike and would like to do it more frequently with good routes. St Paul is at a significant deficit to Minneapolis in quality parks and bike trails and this would help.	pedestrians and recreational and commuting bicyclists.	having room for bicyclists and pedestrians.	too many cars thinking it's a speedy shortcut.	Can it be designed to allow for snow removal of the bike and pedestrian lanes?	Make it as park-like as possible	55101

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I use that route to get between the north and south ends without having to take one of the other main N-S streets like Snelling and Lexington.	Give priority to motorized vehicle traffic and do NOT reduce those lanes to give equal status to bicycle and pedestrian traffic which will be greatly reduced in the winter months.	I like it better than the 2 lane option, but ideally it should be kept as 4-lanes.	North bound traffic being reduced to a single lane.	Regarding bicycle lanes specifically, it does not make sense to me to reduce space currently needed by motorized vehicles. My observations about the amount of use the existing bike lanes get during the several months of winter are that any new lanes created would be greatly underused. If it is imperative that bike lanes be included in the plan, is there any way they could be added but NOT at the expense of a north-bound traffic lane?	It will be great to have a new surface - as we all know, it is horrible right now!	55116
Upkeep is too expensive. Less cars and trucks using the road plus more pedestrians and more bikes.	Bikes	I dont	Too much traffic	Keep it two lanes put a medium between	I use it 3-4 times a week. I support the multiple use ideas	55104
The road is super bumpy. Also - kinda wish it was easier to get to 94 but realize that'd be too spendy.	connectivity between 35E and 94	it's cheaper, and has an extra SB motor vehicle lane.	How the trail will connect to surface streets.	How will you connect the trail to surface streets? Some of the entrance/exit ramps are pretty high speed - if you're adding a trail crossing can you signalize these or fix the geometry to slow vehicles down?	Connect to I-94 please!!!	55108
I live close to it	Green Space	the move toward a more bike freindly area.	an increase of traffic back up in my neighborhood			55104

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<p>This is a road that I regularly travel and it has long been in very poor condition. It needs to continue to be a 2 lane in each direction road to allow for adequate traffic flow. Removing a lane will only increase traffic and delays. The United States is designed around driving cars for daily business. Social engineering has not been effective in the past and will not be in this case either.</p>	<p>A high quality surface that will last for many years. Not removing lanes.</p>	<p>That the city likes to wish that everyone rides a bike to work and shop. It is very cute and quaint, but not based in reality.</p>	<p>Losing a lane for motor vehicle traffic. It will cause delays and increased wear on the roads.</p>			<p>55107</p>

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My taxes relative to the levels of service in this city are already too high, forcing me to consider moving to a city that has a better standard of living. We don't effectively manage our money. Our response always seems to be raise taxes.	Automobile traffic, safe and smooth. Stop wasting money on bike lanes that serve a small need (and I like to bike/walk). But, we need to focus on better auto traffic flow. This will improve all areas on all surrounding streets.	very little. focusing on 4 lanes of smooth, safe automobile traffic planning is the common sense solution that seems to be missing. when done well, this will remove traffic from other streets that will help the bikers/walkers.	sacrificing smart automobile traffic planning for bike/mass transit that far fewer people use	Who are you serving? why are you making your largest constituent (automobile drivers) suffer for the lower customer segments? What value do automobile drivers contribute to the tax base vs. the other segments? You are "driving" them out of St. Paul. How are you going to run this city without our tax base? I assume your auto-driver segment is the highest contributing segment of the tax base. Have you done this work, or are you just acting without information/data?	This is a rare opportunity to create something that really benefits the livability of St. Paul, specifically as you have an existing asset (Ayd Mill Road) that can solve traffic problems. If you try to force your agenda, people will just leave. IE - I am now at the point where I am ready to just leave this city. Our government seems to be doing the wrong thing in service of a vocal minority. Represent me, don't ignore my needs. Focusing on Ayd Mill as an "artery" and focus of auto traffic will make all other streets more bike/pedestrian friendly.	55116
And Mill is a major artery and important for work and school transportation	The high value our citizen's percieve for having this artery	That the city leaders are at least trying to make our citizens feel like we have a voice.	traffic volume and the uselessness of a bike lane on this artery	Why the heck would we waste money on this???		55105
Because I live and work here	reasonable use and cost to city dwellers.	the thought of keeping the road open.	this being an unreasonable expense and citizens will adapt to taking other routes.	Is it worth the cost in this financial climate? Wouldn't a green space be better?	For the time being, please just close it. Don't make decisions during this stressful time.	55102

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For the overall well being of those who live and work in the neighborhoods surrounding the road.	turning it into a greenway.	the idea ok, but I'll probably still avoid driving on it like I do now.	reduced lanes will cause more back up on residential streets of people trying to access Ayd Mill.	n/a	I avoid using it now so I don't damage my car. I'm unwilling to drive at the speeds others do, so I don't use it. I'm used to not using it, so I probably won't change that. I'd love using it as a greenway instead.	55104
I take this everyday to work and have for 5 plus years. It has made my commute to work easy and makes it less of stressful in the morning. I enjoy that it is not a major highway.	all of the commuters that would have to change morning and afternoon schedule.	That the road is still available for commuting, that the biking would be more accessible, and a new walking trail would be great!				55104
It's an important thoroughfare that should receive more attention	ALL modes of traffic	the attention to safety and cost	nothing of note	n/a	If ever extending to St. Anthony Ave., please only be a two lane surface connection.	55426
It is a convenient connection to I35E and travels through the heart of the Mac-Highland-Summit neighborhoods	the neighborhood that it goes through.	the balance between maintaining the connection to I-35E, allowing for good traffic flow by having the turn lane, and by limiting its use to a reasonable amount.	very little because it is such a short route that any slowdowns because of heavy traffic will be short.	will there be a bike path and added trees on the East side of the road?	There is no need for two lanes going each way. There a fair amount of traffic, but it is a very short distance between Selby or Hamline and the I35E connection. It is still a quicker route and with turn lanes there will be little cause for major backups	55116

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It is NOT important to have bicycle and pedestrian paths on Ayd Mill Rd; it is an important through way from 35E to 94. The costs are simply too high for the project to be justified. Why not use the \$ for more pressing problems.	Cost benefit. There is no way this makes financial sense.	Only improving the existing roadway.	Cost. Practicality. Common sense.	Why? Why now? Why not use \$ difference to make other improvements?	Offended by Mayor's offer to "give me the \$ then I'll let you have input. Put it to a referendum; if there is popular support great; if not go back to the drawing board.	55105
I live 5 blocks from Ayd Mill and use the road quite often to avoid city street traffic.	connection to I-94	the fact it is less costly, adds a separate bike/walking path and maintains 2 southbound traffic lanes	how bikes/pedestrians exit the trail on to city streets	none, presentation did a very good job at explaining issues and presenting options	is there any chance a connection to I-94 of at least one direction of traffic might happen? southbound would be ideal	55104
I commute along Ayd Mill road, and use it frequently to visit friends living near West 7th and my girlfriend who lives off Selby. Improvement is much needed for the road, drainage and potholes! Adding the bike path that would eventually connect to the Midtown Greenway is essential.	Bike commuters, pedestrian use by people of all different abilities, safety for vehicles, better drainage/less potholes	I like the 3 lane proposal, it seems to make the most sense	I'm concerned about proper drainage. Build these roads smartly and they will stay in better condition for longer	Have you considered solar powered streetlamps that detect motion?	Love it! Needs some work	55108

Ayd Mill Road Survey Data
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I use the road regularly.	The amount of traffic that is used to move from marshall and snelling to 35e. If this goes to 2 lanes it would be a lot worse.	The 2 lane sounthbound as i think that is where a lot of the traffic is.	Unknown of how much traffic is actually northbound. Do we need a bike lane?	no questions	I'd use it more if it weren't such trash and overly band-aided right now. I think it is essential in the traffic flow from 94 to 35e. I think if it gets to a 2 lane and a bike lane, that's going to hurt it too much. I think a 3 lane with a bike lane would be an ok option.	55104
Need of a bike corridor in that area. Ayd Mill Road is oversized in its current form.	how to connect it safely to other bike trails	the reduced cost vs two-lane and the short timeline for completion	the bike trail not being wide enough and cramped on the ditch	Can we still separate the bike lane enough? How will the bike lane connect to the residential streets?	I think being concerned about too much traffic is not substantial. Three lane option sounds like good compromise though. Don't make the bike lane too narrow.	55105
I support improved public transit and biking options	Commuter needs	The medians separating the lanes	Extended closure during construction	Will bottlenecks occur due to decreased capacity for auto traffic?		55105

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<p>I live off the Ayd Mill Ramp at Ashland Ave. Every day there are cars that speed down Portland Ave (my street) to cut through our neighborhood over to Snelling Ave. The roundabout we have doesn't deter them, nor slow them down. We really need to connect the road to I-94, but since that will never happen we need to at least make the road safer (and our neighborhood safer, too)!</p>	<p>Bikes lanes and walking trails! We need to get away from our obsession with cars!</p>	<p>The boulevards separating the lanes, the addition of a solid bike/walk trail, and one less lane for cars.</p>	<p>Nothing</p>	<p>Will the bike/walk trail have adequate lighting?</p>	<p>No</p>	<p>55104</p>

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It is an important vehicle corridor that relieves traffic on major intersections like Lexington and Randolph.	How the city will keep bicycles off Ayd Mill Road and on the "trail" they are proposing?	that the south bound lanes will remain two lanes.	bicyclists will not stay in the designated trail and impede traffic causing injuries.	Why is the city investing in a bike/ped. trail when Summit Ave is already a major east/west connector currently in use. Using real numbers, how many bike/ped will be using this proposed corridor to justify the money spent? Will this new bike/ped. corridor create a new opportunity for criminals putting the users in danger? Will the area residents complain about the additional lighting needed for the new bike/ped. corridor?	Ayd Mill Road is a very important vehicle corridor that should be preserved to relieve traffic congestion in the neighborhoods. It should be viewed as an important safety issue.	55102

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<p>This is a major thorough fair for many people in the neighborhood. It keeps the traffic off Hamline/Lexington and connects to Selby if one ones a shortcut to 94. And it is essential for hopping on 35E South to avoid the congestion of Grand and Randolph due to Trader Joe's on Randolph. Maybe if it weren't neglected for all these years, we wouldn't find ourselves in this mess.</p>	<p>The impact on all of the other streets and the people that live on those streets. This is area is not walking path or bike lane material. We have enough of those. h or bike lane</p>	<p>nothing about it.....nothing</p>	<p>the traffic of walkers and bikers. You have just added to the mix of impact financially on your constituents and the safety of them as well. Spend OUR money where we want it spent. Not what you think is good for us.</p>	<p>Why would you do such a thing? Spend our money on filling the potholes. You've neglected it for decades and now is really not the time to reach into our pocketbooks for what you think is best for us.</p>	<p>Leave it alone and just fix it already. Think about our schools instead for once.</p>	<p>55105</p>
<p>I drive on Ayd Mill Road nearly every day.</p>	<p>Traffic flow through the city</p>	<p>having 2 southbound lanes, and a median separating NB and SB lanes</p>	<p>having only 1 northbound lane</p>	<p>NA</p>	<p>Please don't connect it to St. Anthony.</p>	<p>55105</p>
<p>it's a convenient bypass of the local side streets</p>	<p>keeping it 2 lanes in both directions with no bike paths</p>	<p>nothing about it</p>	<p>traffic slowdown</p>	<p>why is it even being considered</p>	<p>keep it simple - mill and overlay is what is needed</p>	<p>55116</p>

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Ayd Mill road is the only route that provides southbound access to 35E for people commuting to work in the southern metro area. It is in terrible shape.	the need for access to 35E and the potential for connection to 94.	that there are two southbound lanes. There is more need for southbound access than northbound.	Unnecessary spending on a bike and pedestrian trail. There are other bike routes and sidewalks in the area, so a trail isn't needed.	What will be done to prevent the road's low elevation and drainage from causing the same problems in the future? Will the county and state contribute funding to repaving and upkeep, since people from all parts of the Twin Cities use the road and it connects to major interstates?	It is an important route and needs to be in a good enough condition that people can use it.	55104
The road is an important diagonal, rapid route across the city. As the city implements bike routes all over, there are fewer and fewer motorized routes available to cars and traffic, especially in a north-south direction has slowed considerably. I rarely see bikes on all these bike routes.	moving all the vehicles around to avoid congestion. Find some main routes for bikes and quit making all routes available to bikes.	prefer 4 lanes for cars	loosing vehicle access and greater congestion		its a good idea to make a better connection at the north to Hwy 94	55104

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<p>I have lived a block and a half away from AMR since 1998. As a motorist, I use AMR myself to get around in this neighborhood, particularly from the Selby on-ramp to the St. Clair off-ramp. I ride a bicycle, too, but have always found finding safe ways to go north and south a challenge. A dedicated and safe path for bikes and pedestrians is really a good idea. I've observed and participated in some discussions of the best ways to use and maintain the corridor, and I am so glad to know that the City has a good plan now that considers vehicles, bicycles, and pedestrians, in a vision that is realistic for the future.</p>	<p>that twenty years from now, cars (whether they run on gas or not) will *not* be the most important way we get around. It's also important to consider the health of those who live near AMR.</p>	<p>the concern for vehicular safety that also preserves a dedicated and safe pathway for non-motorized movement.</p>	<p>reactions from those who want 2 lanes in each directions. I think the number of lanes proposed is fine.</p>	<p>will the additional lighting take into consideration light pollution and its effects on both humans and wildlife?</p>	<p>Thank you for working hard on a realistic proposal. I was always a proponent of a linear park, but I understand the power that the car still has in our culture.</p>	<p>55105</p>

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Want to ensure we're making the best long term choices for our rapidly changing city	It's overall utility in the context of the larger St Paul transit plan	that options are being considered but do not think the 3-lane proposal is any more than a bandaid on the wound at this point. An expensive bandaid at that. And one that keeps getting wet and doesn't seem to last or provide it's function as intended.	reoccurring costs and a lack of a longer term solution. Is 3-lane considered a viable option for 20 more years? 50? 100?	See above	When will the cost outweigh the utility? Are we sacrificing long term planning and more efficient use of our tax revenue for the sake of ill gotten convenience.	55108
I think ayd mill has the potential to be a beautiful, interesting an useful part of the city, but has struggled to get the maintenance it needs to not fall into disrepair every year. I also would rather the city invests to make more evergreen repairs than sink money into potholes year over year.	Cyclist and pedestrian safety. I love and use the Minneapolis midtown greenway, but it has had problems with crime before. I could see this facing similar challenges.	The thoughtful design that maintains medians and keeps it from becoming an extended on ramp for 94. I don't think we should have interstate level traffic cutting through the neighborhood so I'm glad it is not connecting to 94.	How cyclists and pedestrians can cross the road to exit the path.	None	Thank you for taking the time to do such a thoughtful and informative analysis and presentation. And proposing a solution that would beautify the area. It will be a point of pride for the city much like the midtown Greenway	55102

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It is a vital road and helps keep traffic off of our residential streets	making sure that maximum space is allocated for vehicle traffic	that it is not the two lane - but I would like to see the 4 lane	We need two lanes each way		This should be delayed until the public is able to comment in person. I am not sure that this online method is something that many understand how to use. This is too much in a very stressful time for residents and its too important to everyone.	55116
It is a road traveled often for me day to day	how many people travel it day to day	everything about it	nothing	n/a	No	55102
Ayd Mill Road is an important shortcut for automobile traffic coming from the University area to the West 7th/South suburbs areas. It helps avoid some downtown traffic that is just passing through.	the condition of the pavement and those willing to traverse it.	I don't like it. Keep it as-is, just fix the surface.	The impact on traffic. It will slow down with one poor driver.	Why?	No	55113
I think it is a wise use of limited resources. By doing this work now it will reduce other long term costs and improve the Ayd Mill Road.	traffic flow, green space, and improving the walk/bike ability of the city's infrastructure.	the balance it strikes between all the needs for Ayd Mill Road.	the space between cars and walk/bike path. Depending on the speed of the road ~6' isn't much space to react.	How to make sure the walk/bike way is well protected from speeding cars going North? Could the walk/bike way be raised higher than the street level so if a car comes off the road the car has more time to slow down/stop.	This is a good idea.	55116

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I use it as a bypass road when I-94 traffic is backed up.	cars rather than bikes and pedestrians	the conceptual images	Expense and that bikers and walkers won't use it much	Where is the data to show that bikers and walkers will use it if built? Even so, why is this a good idea if it is only used by bikers and walkers 6 months out of the year?	Please focus on the main problem of dealing with auto traffic instead of a multi-use approach.	55103
currently the road is beat up and needs extensive work	improving road best way possible	the idea	traffic	n/a	something needs to be done if you have not traveled on the road try it and find out for yourself thanks	55122
I use this road daily to travel back and forth from the West 7th Area to Snelling. Its quick and convenient, and keeps traffic from the side street.	Vehicles - Stop always focusing on bikes. They don't pay any taxes, and in many of the scenarios where you have bikers speak in favor of these projects, they are not even St. Paul Residents paying any money in, they are from Edina and St. Louis park and they are here for the "Cause".	I want vehicles to take priority. Leave the road as is, but fix it.	There should not be bike traffic here. The bikes can use the other paths already created for them.	Why doesn't our mayor and city council spend more time thinking about the people who are already paying way too much in taxes in our city, and accommodate them for once. Homeowners already pay a lot, vehicle owners pay just as much, bicycles, nothing.	Yes, connect the road to 94. Leave it two lanes of vehicle traffic in each direction. No bike lanes.	55102
I live near there	Not many bikers in winter-lots of cars need that road to stay off other well used city streets	pave it and leave it as it is	How long the changes are going to take-we have more roads to fix	none	no	55104

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I live on a main street several blocks from Ayd Mill Road, use Ayd Mill Road often and expect to be impacted anything done to Ayd Mill Road.	How much traffic uses Ayd Mill Road and where that traffic will go if Ayd Mill Road get more congested.	Nothing about the proposal, it is too expensive and it will put traffic back on to neighboring streets.	The unnecessary expense of redoing a roadway when Ayd Mill Road needs to be left with 4 lanes "as is" and the other money more wisely spent to save other streets.	How can the expense of reconstruction be justified for "anticipated" use of bikes and pedestrians? Why can't the neighboring green spaces to the road be converted to a bike/pedestrian path if these uses are so necessary? Where do you expect the cars to go if Ayd Mill Road as revised is too congested?	With limited funds available it needs to be spent wisely. The road serves a necessary function as is and need a mill and overlay to regain prime use. Any additional funds needs to be spent on other roads and streets. Focus on needs, not on wants.	55102
I use AMR often though not daily. The alternatives are quite consuming and/or involve wending through many a residential neighborhood.	1. Facilitating ease of movement around the city. 2. Beauty. We can always use more	No opinion	No opinion	No opinion	Nope	55108
Because I live right by Ayd Mill and drive it every day.	safety.	that this is a much more realistic proposal. It's safer and takes into account our weather and the realities of vehicle travel. We have far more cars than bikers and a very long winter. We need our major vehicle routes well maintained.	losing a traffic lane. I see zero need for another bike path.	Why do we need another bike path?	Keep Ayd Mill four lanes.	55105
I use the road to get from I-94 to I-35E and I am also a recreational bike rider who like protected bikeways	Safety First	that it's the safer and cheaper alternative	whether the designers have thought through everything. Not saying they haven't; just saying I hope they have.	None	No.	33913

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I would like to not see the road become a bike path. It would cause too much congestion to the neighborhoods. I live right by Ayd milll	Traffic and use. A bike lane would not get use on the winter					55104
I use it every day. Keeps traffic off city streets. Safer than heavy traffic on Lexington Ave.	It's connected to I-35 and runs along a railroad so not best place for bike or walking lane.	I don't like 3 lane proposal. Should stick with \$3.5 million overlay of existing	Added costs and reduced traffic lane.	Why go there. Save millions of dollars by keeping original 4 traffic lanes and repave.	I saw it being built in the 60's and was very happy when it was finally connected to I-35. Don't waste our tax dollars by changing it to a walking path and bike lane.	55104
The space has a lot of potential. How the space is used will have direct impact on the quality of life in Saint Paul, including enabling more commuting by bike and managing traffic on Grand and Summit avenues.	supporting bike and pedestrian use	that it includes a bike lane and separates vehicle traffic	too wide of construction, taking up more green space	Will there be any pedestrian path?	no	55104
improve bicycle and trail infrastructure. Reduce car traffic in the area.	The connection to the proposed extension of the Midtown Greenway.	everything about it.	there still be a lot of traffic on those 3 lanes; and if there will be enough of a safety zone between the northbound traffic and the bike/walking trail.	Will there be dedicated bike and pedestrian lanes, like on the river road trails?	Please move this along as quick as possible.	55105

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Safety of motorists, cyclists and pedestrians. And it's important that the plan is realistic.	Safety	The divider between the north and southbound lanes.	Safety of road and bikeways, if all the lanes are too close together and there's no dividers between lanes.	Will there be safety dividers between north and southbound traffic lanes? And between the northbound lane and the bike way?	try not to let the project drag on forever.	55104
It's a time saving route to avoid other high traffic areas and access the Grand Ave business district.	The needs of commuters.	That it might slow down traffic speeds.	The added congestion on Ayd Mill and surrounding neighborhoods.	Why do bikes need access to a high traffic volume area? Why reduce the functionality of a 4 lane road that will result in more congestion?	You should remember the original purpose of the road and find a new way to make it link directly from 94 to 35E, not having to utilize city streets such as Hamline and Concord to get to it.	55101
Because I live on the 1500 block of Selby and the traffic is dangerous to my family and others.	Connecting it to 94 or closing it off from 35E northbound and from Selby eastbound.	none of it.	the road not getting repaired deep enough to last for more than 5 years.	How will it ensure affordable maintenance for 10+ years	This proposal is not a long term solution, and I don't want to have to fund it	55104
I regularly travel the road during my commute	Blending green transit and vehicle needs.	It just fine.			green way and vehicle traffic.	55108
I live in St. Paul and use the road. I also bike.	safety, convenience, cost	the lower cost, increased safety, inclusion of bike path	whether there will be actual room for bike/walk path	can we ensure the bike/walk path?	It definitely needs work and improved drainage -- needs to be easier to maintain	55104

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<p>This is a road I travel each day, and the current condition is pretty rough on cars. The current 4 lane configuration is ideal because traffic in both directions can be very heavy. There are many other alternative bike lanes/routes on Snelling, Hamline, and Lexington that provide plenty of space to ride a bike in the city. Being able to drive north bound in two lanes is ideal for United Soccer Games, the State Fair, getting to Hwy 94. Please do not change to existing configuration. Please simply repair it :)</p>	<p>The amount of congestion this route alleviates from Hamline, Lexington, and Snelling</p>	<p>None of it. Please keep it four lanes. A bike lane is unnecessary.</p>	<p>The traffic going northbound being congested, especially during large events like United games and the State Fair.</p>	<p>None</p>	<p>I'd rather dodge the potholes on the 4 lane configuration than have it move to a 3 lane configuration.</p>	<p>55104</p>
<p>Use it almost every day</p>	<p>Making sure it does not deteriorate so much in the future</p>	<p>It a lot</p>	<p>The north bound lane being overcrowded</p>			<p>(5113</p>
<p>It's taxpayers money and needs to be put to the best use.</p>	<p>Connecting it to I-94 to cut down on drivers using city streets to connect to the freeway.</p>					<p>55102</p>

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Because we use it to get around the city easily and swiftly.	that its important the roadway be safe to drive on.	that the bikeway/pedestrian way is separate from the driving lanes.	how cars and bikes and walkers will get off the ramps without danger	Can you make it so the roadway lasts? Are you taking the groundwater problem into consideration with the design?	How about getting the county and state to help pay for this since not only St Paul drivers use it.	55102
Not important. Wish the maintenance and repair didn't fall solely on St. Paul tax payers	North exit onto Selby. Back up and traffic is terrible between exit and Snelling. Also all commuters turning East from Snelling onto Selby to connect to Ayd Mill. Those on/off ramps need to be reworked.	Medians	Cost	None		55104
I live along the route and it's an important asset to our community	Livability	That there is a bike path and less traffic	The ability to make North and south connections from cross streets	Can I go north from cross streets?	This survey is leading and does not allow for the ability to give feedback on the two lane concept. You are exposing yourself to risk/criticism from the community by leading responses this way. Please edit. I am for the 3 lane concept but can't believe you'd lead public engagement this way.	55105
I use the road very regularly	Better pavement to avoid damage to cars	More capacity for cars	Why there isn't a fourth Lane	More capacity for cars please and better roads	Bikes have plenty of space. We don't have many quick north-south cuts so don't ruin this one more than already is	55102

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The road connects us to 35e wonderfully. It also connects us to friends. Recently we have found alternative routes because the road is in such bad shape.	The traffic congestion at Selby and snelling	The bike trail and divided lanes	Getting stuck in heavy traffic	What will the speed limit be? If the police pull someone over will there be room to get past safely?	I'd really like the bike lanes.	55104
This road is downright awful to drive on and yet it is so essential and necessary to get through st. paul quickly and efficiently	consistent flow of traffic and safety	It doesn't seem like it's necessary to have 3 lanes, except when there needs to be a clear turn lane	people merging unsafely, crossing multiple lanes		Do something about the northbound stop sign where you're allowing huge trucks the right of way to do u-turns where there is clearly not enough road space for them to do so, this is so dumb...	55101
Ayd Mill road is representative of the strategy St Paul will implement throughout the city, this is bigger than just Ayd Mill road in that sense	If a recession occurred tomorrow, lowering the tax base, what would the best choice be?	It more than the 2 lane proposal and less than keeping it 4 lanes	The safety hazards of traffic using side roads for the happiness of a few people that will utilize the bike lanes	Many, many streets are in complete disrepair, what do we tell people on the East Side of St Paul when they ask how we can afford millions on a bike path?	It is an extremely important thoroughfare the best thing Randy Kelly did as Mayor was open that road	55106
Because I use it almost daily for travel to my job.	Connect it to I94.	Nothing about that statement.	Increased traffic on other streets.	Why?	Connect it to I94.	55105

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I am moving to that part of town, it will likely become one of the roads I travel. Should a non-motorized trail be made as well, I will likely use it for recreational bike travel as well.	If these proposed changes will help lower future maintenance costs as well as provide utility	I like that it will save money and that it will require less reconstruction of ramps and entrance points	I'm concerned northbound traffic may become more dense if there is only one lane	Will the new construction cut down on long term maintenance costs? Will there be multiple access points for the non-motorized trail? What destinations for non-motorized traffic will exist at the southern end of Ayd Mill Road?	No	55117
It's a giant waste of my tax money and should be closed and the money spent on roads that are actually going to last.	how much of a waste of money the road is.	That it is one lane closer to closing it.	the fact that it means the road won't be closed.	Why not close it... forever?	No	55102
I drive it daily	Not mixing vehicle traffic with pedestrian traffic, as pedestrians never abide by the traffic laws as is.	Nothing. It is STUPID	Traffic flow, pedestrians being hit and drivers being to blame even when not at fault.	Why would you propose such a stupid idea? Do you realize the people who use this road would rather wipe their bums with that money instead?	Fix it, and leave it the way it is.	55102
The easy connection to get onto I-35E and the ease of getting to work.	taking care of drainage as best as possible to ensure the longevity of the road.	the fact that it includes a well designated bike lane and helps maintain the major traffic going southbound.	nothing	None	I enjoy using the road when able but have diverted away from it over the past year due to the poor conditions of the road. I thought the city might just bulldoze it, so I'm really happy to hear that time and effort is being put into restoring it to be an integral part of St. Paul's roadway infrastructure.	55102

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I drive Ayd Mill Road quite frequently.	that pedestrian and bicycle use along this corridor currently do not exist and are not likely to be heavy after dark due to its isolation. Omitting pedestrian lighting will encourage people to stay off this area at night, reducing risks for them.	the inclusion of the 2 southbound lanes	northbound traffic backing up	How will pedestrians safely access the trail from the various access points?	Please think twice about adding more lighting. If you do add lighting, please be certain that it has lampshades so that drivers cannot actually see the LEDs. Consider using rails with under-rail LEDs, like the Guthrie has used on its riverside stairs. These lights, closer to the ground, provide more even lighting and require less wattage. Please use 2700K color temperature, not 3000-5000k, and consider lighting only between sunset and 9 pm to protect nighttime bird migrations and pollinators.	55414
Provides a safe way from 35E to 94. Alleviates traffic in neighborhoods near multiple parks and schools.	Finding a way to connect it to 94 similar to highway 280	This is a poorly worded question designed to get an answer that will result in the survey writer and mayor's office confirmation on their point of view.	Traffic be rerouted into the neighborhoods where parks and school are.	Does this really fulfill the problem statement.		55102

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I drive on Ayd Mill everyday and live in the West 7th neighborhood. It's an essential thoroughfare for traversing the Twin Cities.	maintaining two lanes of traffic in both directions.	none of it. The road would serve no purpose as a greenway - there are many better, safer, and calmer sections of the city for cyclists.	wasting the cities money on a silly project that won't get much use, and traffic increases in other areas.	Why? Just keep it how it is. Don't fix what isn't broken.		55102
I would like the taxpayer funds to be spent wisely.	Harmony between Cars/Bicycles/Pedestrians	The Midtown Greenway Extension	No concerns			55417
I am a St Paul resident and taxpayer.	This road, being paid for by the city, should first and foremost consider local uses.	Lower cost and additional cycling routes	Steep grade in/out of the corridor for cyclists	Does this design lower use of the road by traffic which has not paid for the road's construction and maintenance?	The existence of the 35E connection needs to be up for discussion.	55105
Important link	Removed the pavement and rehabilitate the concrete	To think it might work.	That it's 3 lanes	Is it going to be concrete? It lasts longer How are the backs ups going to be resolved?	Please fix it soon!	55417
I use Ayd Mill every day	Having a road to bypass city streets and is efficient for getting north or south in the city	More lanes	The flow of traffic	None	I still think 4 lane should be considered to to the amount of traffic	55104
I don't want all that traffic on my neighborhood streets.	Safety of the neighborhood streets.	2 southbound lanes	1 northbound lane	Where will all the extra northbound traffic go?	Keep the highway traffic of the neighborhood streets!!! That is far more important than a bike path is.	55105

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It is the central vein of the suburbs to St Paul. I live in Mendota Heights, and I travel on Ayd Mill multiple times a day. If the lanes were reduced, it would be extremely frustrating and I'd be less likely to patron St Paul shops etc	Restoring the four lane highway	Nothing	Losing lane for traffic	It is such an important vein into St Paul. Has anyone thought about the business ramifications if Ayd Mill was changed this drastically?	I love Ayd Mill - just fix the roads!	55118
Commuting to take kids to school, transitioning from 35E to 94.	This road has heavy vehicle traffic, it is a segue for 35E to 94, so to inhibit this flow of traffic is not good to the city and will cause back-ups and push traffic onto other roads.	That there are at least 2 southbound lanes that will help keep traffic moving	North bound left handed turns will back up traffic, leading to longer commutes, and impaired traffic for	why do we need an 11ft median? is the head on closure risk really that high? make it a 4 lane road!	honestly, i think the bike and pedestrian path is going to be a waste of tax payer money that the city does not actually have and taxes absolutely should not be raised to pay for it.	55117
It is an important link for my business, and personal life	Allowing the highest volume of vehicles possible	I really don't think reducing lanes is a good idea for a growing city, especially a road near a sports stadium	Lane reduction	Is there a major issue with 4 lanes? Besides a desire for bicycles or pedestrian traffic...	I would like to see a direct connection to I94	55102
Investment in Ayd Mill Road for car traffic is not important to me and seems like a waste of funds that could be used elsewhere.	closing the road.	The lower cost.				55114
I travel Ayd Mill road at least once a week.	The flow of traffic that does not impact neighborhoods because of the thrufare of ayd Mill road.	Nothing. Winter and cold weather months are too many in MN to justify walking or biking along Ayd Mill.	Low usage of a bike/walk lane that should be another traffic lane to move traffic smoothly and in a timely fashion.	Why? What numbers prove this is a good use of the road especially in this northern climate?	Keep it 4 lane! Consider the weather of MN. Consider traffic impact on neighborhoods adjacent to Ayd Mill. Keep it 4 lane!	55406

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The city should not invest in a costly road project like AMR at this time of crisis. The road shortens my route across town by 1-2 minutes at rush hour, yet is extremely costly to maintain. We are entering a period of fiscal crisis. Shut it down before it costs us more.	cost.	Nothing except the bike lane. Close the road. Its too expensive.	cost. Its too expensive to maintain this road.	How can the city justify spending on this road. Close the road.	close the road. As I said in my 1st comment, it cuts 1-2 minutes of commute time in rush hour. Its just not needed.	55104
Stupid idea!	Motorist route to West I 94!	Nothing	Route(s) from I 94 to I35 South and from I 35 to W I 94! Also increased traffic on Lexington....	Who is the biggest advocate for this decision?	"Votes matter!"	55107
Too much focus on bikes in the city	Needs of drivers...biking is not a practical or safe means of large scale transportation in St. Paul	Lower cost and safer construction	\$ spent on bike lane	Na	No	55102

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<p>This road is an important connection to 35E. Unfortunately it should also be a connection to 94. \$63 million could be used for that and to repave it. Ayd Mill is also an important and necessary road to the neighborhoods surrounding the exits.</p>	<p>simply repairing it as is. There is no need for yet ANOTHER bike path. And really, what sane person would take a meander along this road with all that traffic? Because I highly doubt that the traffic will be reduced significantly because of the connection to I 35. Get real!!</p>	<p>nothing about it. Keep it 4 lanes - 2 lanes each in both directions.</p>	<p>clogged roads in the surrounding area. Grand Avenue is already a nightmare with the stupid silly bike lane around Kowalskis. There are already enough bike paths in the city that are not used at their full capacities. Reducing Ayd Mill will just increase traffic in the surrounding communities and cause congestion on Ayd Mill Road.</p>	<p>Who thought of this inane idea? Seriously, we do NOT need yet more bike paths! Not every single main road needs to have a bike path!</p>	<p>Yes, keep it as is, but repair it and keep it repaired. Look to Europe for ways to repave it and keep it in good repair. It seems the city of St. Paul has employed a bunch of idiots.</p>	<p>55104</p>
<p>It is not important. Please stop wasting money on this road and invest in a bike friendly St. Paul. The majority of users of this road are not from St. Paul and use it to cut time off their commute to cities other than St. Paul. Stop wasting St Paul residents money to fund this joke.</p>	<p>How this is a city bypass for non-St. Paul residents. Stop wasting our money on this joke!</p>	<p>By 3-lane proposal I hope you mean the bike lanes down this road. St. Paul is an embarrassment in the biking community for being bike/bike commuter friendly. So sad compared to Minneapolis being one of the most bike friendly cities in the nation. Embarrassing</p>	<p>It should be all bike lanes and no car lanes.</p>	<p>When will St. Paul actually support bicyclists and pedestrians!? This city has no safe bicycle options that connect through the city. So sad</p>	<p>More bicycle connected ways through this non-bike friendly city</p>	<p>55116</p>

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I use this road daily to travel from my home in the Midway to the West End for work.	whether a connection with the midtown greenway is feasible, given CP railroads reluctance to allow a connection to St. Paul. If there is no connection, it doesn't make sense to make a bike trail on Ayd Mill.		Northbound left-turns. Will there be a Left-turn lane?	1. Regionally, is this road important? If so, is there a way to involve other partners for funding the changes and improving North end connections to St. Anthony? 2. Will drainage be improved? 3. Realistically, will there be a bike connection across the Mississippi?		55104
Use it daily to get to work and shopping.	It is a roadway that connects 35E and the midway area.	None of it. Keep as is and fix it.	Making so extra and not just fixing it so it's solid and useable.	Why people have to propose all the extra crap? Why does everything have to have a bike lane and walking path? Who thinks people need another green space next to high speed railroad?	Please take it down to the road bed, fix the spring issue and replace it to last as a highway.	55102
I think it is important to repair the existing road that serves as a main connection for many people between 35 and 94. I think that is where the investment should be made.	All road travelers who use it to connect between two main interstates	Nothing about it.	More traffic with less road way.	None at this time.	No	55105

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To keep traffic off of local streets, like Lexington and Hamline.	Traffic impact on surrounding neighborhood of reduced availability	That it is less expensive, allows for more traffic diversion.	Why we would spend money on a pedestrian pathway there.	Why is it less expensive? Would it be less expensive still to eliminate the useless pedestrian path and have four lanes for traffic? None of the materials address how the different proposals describe how the problem of the spring will be addressed.	I am an avid bike rider, and I think the proposed bike path makes no sense. It is not connected to any other routes, and the money could be better spent on creating/ extending real bike routes. It's just too short to be useful for biking.	55105
I would like to see the road rehabilitated as a vehicles only thoroughfare to serve as a means of providing an additional connection between Interstates 35E & 94	The amount of traffic that needs to use the road	None of it. The road should remain four lanes for vehicles	The entire project. The three lane model will bottleneck traffic and create worse conditions on surface streets	How can this project be stopped?	No	55106
Because I use the road to get to and from work	Maintaining the lanes for car traffic	It better than the 2 lane proposal, but not as much as fixing current road	Increased, congested car traffic	Are there any proposals which would include maintaining the 4 lanes of traffic and improving the road		55104
I travel this road daily	the amount of traffic and if it is not on this road where is it going.	walking and biking trails	left turns when north bound			55116

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It's an outlet to 35w and a main connection to the city	No bike path. Only repave	That it won't get as Congested and it's a cheaper option	Not having 4 lanes to keep traffic moving	Can we lower the cost even more	There is no reason for a bike path to be considered. There is no outlet and shortcuts to any road. I am a biker and have never considered nor will this change my mind to use this bike path. There is no where to go on it	55105
It is not cost-effective to keep repairing it piecemeal.	it is a great way for cars to travel by keeping them off residential city streets.	it has two southbound lanes.	northbound only having one lane.	why the median and boulevard are not reduced to fit a second northbound lane.	Open it up to the freeways and keep cars off residential streets.	55105
I live near Ayd Mill and use it multiple times per week.	Utility for the general population.	Everything about it.	Congestion on Lexington ave.	Na	Na	55105
It's an opportunity to turn it into something more than a bizarre city shortcut highway that's perennially underfunded.	reworking it from a highway to a multimodal road/trail.	Everything that I see in the proposal.	The time needed and the cost involved.		Thoughtful plan and solid engagement process.	55101
I live by there	time line for repairs	that is has 2 lanes seperated	time road is closed. final quality of road	will it work!	no	55104
I use Ayd Mill daily to get to and from work	connection to 94, condition of the road	nothing about it	traffic congestion, even more than is already present today	1. Why not keep it 4 lanes?	Please keep 4 lanes for cars	55116
a good road	traffic patterns	this plan the best	the time the road is closed	will it be done in time		55108
I've lived in this area since 1980 and Ayd Mill has been an issue almost that entire time. It is time to put it to bed so other issues can be given time.	Keeping traffic off of our streets.	it just tine.	How will bicycles get there.	How easy will it be for pedestrians and bikes to access their part.		55104

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For efficient travel	not so much emphasis on a bike lane - most of the population does not use it and it impedes traffic	the median	too much space for bike path - make it two lanes both ways with a median and a walking paths - mostly white males can use the bike around town - it is not safe for females and many do not even have bikes	no questions	do not do anything drastic	55104
road is falling apart, something needs to be done with it	closing it	wide bike path	prioritizing cars instead of bikes and pedestrians	why are we keeping this road open?		55104
such an important road to bring people into city. A key road to cut down on traffic in more populated/congested areas (i.e., 35E and kellogg to 94).	This is a critical vein for people to come thru the city with convenient off-ramps to conduct business in the city.	that is creates a benefit for local residents but maintains throughput for southbound lanes	The northbound lane may get excessively backed up unless the stop sign before that off turnaround is removed			55118

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<p>Because it it currently the ONLY north/south connection in the whole city that "moves" traffic. Every other city street impedes the efficient movement of traffic. AND when you stupidly shut down whole North South roads in the summer for festivals, it's the ONLY way some of us can get to and from work, sort of wasting time, gas and adding wear & tear to our cars by detouring to 35E!</p>	<p>keeping bicycles on little city streets and off thoroughfares such as Ayd Mill Rd., and to efficiently move and manage north-south car traffic,</p>	<p>the fact that you'd actually spend on paving it! After all, it's been 17 years since you have paved it.</p>	<p>that there are bicycles at all on it. Not EVERY ROAD needs bicyclists!</p>	<p>Why are you keeping it at 4 lanes? If the traffic is going one way one part of the day, even a 2nd grader can figure out the it goes in the opposite direction the other part of the day.</p>	<p>Yes. Keep bicycles OFF roads. Re: the zip code question: why does my zip matter? I live in this city and pay for our roads.</p>	<p>55101</p>

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I use Ayd Mill Road every weekday on my work commute	That Ayd Mill is the main connecting route between 35E and I94.	Nothing	having 2 lanes for each direction is critical. Do not put a bike lane in	It's a terrible idea that contributes to the already mis-managed priorities of the city	Please don't take away any of the existing 4 lanes of traffic. Ayd Mill is the main connecting route between 35E and I94. Decreasing lanes will only drive more traffic through residential streets and River Road where it doesn't belong. This idea is as bad as the rising property taxes, the unfriendly business practices that have left downtown St Paul empty, no wonder the city can't attract a tenant to develop the former riverfront jail site. Why would anyone in their right mind come to our city? St Paul only takes from their businesses, not supports them.	55104
It important for connecting the freeways and should remain 4 lanes	Traffic flow	4 lanes instead	traffiv congestion diverted into the surrounding neighborhoods	With all wonderful parks as well as several roads that have already been accommodating bikers there is no need to have Ayd Mill for that purpose	Redo it well for traffic. Make it more safe and then leave it alone	55102
Creating a north-south option for bike/ped is important to me	Bike and pedestrian route going north and south	It	Length of time for the project	Will you do a full closure?	Finally. Fix it please.	55102

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It's the only way to cut across St. Paul between 35E to 94	Road improvements	The safety factors	Northbound traffic exiting off of 35 E onto Ayd Mill causing backups	When will the project be completed?	It's an important road for St. Paul residents.	55105
I have lived in Saint Paul for 4 years and in that time I have driven on Ayd Mill Road fewer than 5 times. To hear that fully one third of public work crews' time is spent performing maintenance on this road emphasizes the foolishness of maintaining it. It serves, at it's peak, only slightly more traffic than Dale St. Lexington, and others, and yet receives vastly more time, attention, and money than any of these other streets.	The long-term costs associated with the project. Yes the 3-lane configuration appears to be cheaper at the outset, but the long-term maintenance of an additional lane plagued by bad drainage needs to be factored in as well.	that some of the wealthiest neighborhoods in Saint Paul will still have an efficient connection to the south suburbs.	this plan does nothing to increase the tax base to make it easier to pay for the long term costs of this road.	what are the long-term cost projections for this configuration and others. How long until Ayd Mill Rd consumes a disproportionate amount of resources again? What is the long-term plan, because a mill and overlay is not a long-term solution. Why goof around with traffic modeling when you could just close the road for a month and see what actually happens to traffic? Why are we letting public works fear-monger about head-on collisions - having traffic flowing in the opposite direction is likely to create a safer environment by reducing speeds and eliminating the impression that this is a freeway?	route, despite adding lights at night because there will be very few people around keeping an eye on it. There is no development that faces it, nothing adjacent, and while there is certainly a need for additional bicycle connectivity throughout the city, this is not a good solution. Unless the land along Ayd Mill can become immediately develop-able as part of a solution, the city should stop throwing good money after bad and abandon this failed experiment. There are so many other streets, projects, connections that could use the money being proposed to be dumped into this pit. How about addressing the city-wide sidewalk gaps with \$7.5 million, or adding decent bike infrastructure to existing roads? or patching potholes in the rest of the city? or investing in schools or any of the other	55117

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Daily use	How many people drive the road daily				Eliminate the northbound stop sign near selby. I would prioritize the vehicle use on the road over the biker use.	55105
It's important because the city has very limited resources that need to support a large number of maintenance commitments.	closing it down entirely.	nothing about it. it doesn't sensibly connect any bike/pedestrrian infrastructure.	maintainence and construction costs.	If the cars are now going to be concentrated into a smaller area, will this really make maintenance cheaper or easier?	It should be closed to traffic before we continue to spend more money on it. Either make it a real highway, with connection to 94, or let it go. Don't continue to waste good money after bad.	55104
Common road to move through central city quickly	Where all the cars needing to connect to 94 will go without it	More lanes!	Why there aren't four?	How quickly can we do it!		55101
I use it often to get to south metro without going through downtown, especially during a.m. rush hour.	The amount of drive-through traffic. Without it would add a lit to local streets such as Lexington and St. Clair.	adding a bike lane usually but not here. Where would bikes/pedestrians go at 35E?	See answer to #3.	That the road won't be repaved until this is settled. It's in terrible condition.	Can a sidewalk be added on the railroad side?	55113
I use Ayd Mill Road on my commute. My old apartment backs to Ayd Mill Rd.	Making Ayd Mill Rd a freeway connection between 35E & I94	A 4 lane highway without pedestrian/biking options.	It is an insufficient upgrade in speed and size of the road that really ought to be a highway.	Can we consider a 4 lane highway please? Also, is there any way to connect Ayd Mill directly to I94?		55105
It's a vital through way that needs to be managed properly and fixed on a regular basis.	Still have bike lanes but still have more lanes of traffic.	That a bike lane will be added. Not keen on only a 3 lanes.	The 3 lane proposal	Traffic gets backed up with the two lanes. How is this going to effect all traffic entering and exiting Ayd Mill.	I think there is plenty of space to keep two lanes of traffic and add a bike lane.	55103

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The terminus at Selby and Snelling is not sustainable, this is also not a scenic or necessary bike route	that Selby and Snelling traffic is dangerous and not sustainable	Putting bikes somewhere else it is not scenic and serves little purpose	Danger to bikes and pushing a real north end solution to the next mayor	Whats wrong with 4 lanes	Extend to 94 or close	55104
Government spending is out of control and someone needs to take responsibility for reigning it in.	the damage that they are causing to the public's automobiles	that it maintains proper flow for more auto traffic, but don't understand why there needs to be a bike path as time shows that they are very poorly utilized.	why it costs so much.	how will the city design and build this new concept for Ayd Mill to ensure that future maintenance will be minimized and the road's condition can be something to be proud of vs today's version.	What's the plan for ultimately making the connection with I-94 that was originally promised?	55122
Safe travels on the road without dodging potholes. Concerned the road will damage my vehicle.	Safety	Multiple lanes	The lack of a fourth lane	What will the speed limit be? What impacts will it have on congestion? Will there be more traffic lights?	Please fix this road!	55122
I often use Ayd Mill during my daily car commute. I also bike and look forward to more protected bikeways in the city.	Traffic flow and safety	Boulevard separating north/south lanes	Nothing			55107
I live in the community and use it daily	Fixing it and leaving it open as is	it as is	Traffic on Lexington and Snelling	None	The purpose of it was to relieve traffic on Lexington and Snelling and it works well. It was a solution, take it away and we will have the old problem again.	55102
I use it as a quick and efficient way of traveling from Snelling and Selby to 35E south.	How much traffic already uses the roadway and that if it were in better shape more vehicles would use it.	The separated traffic lanes of North and South bound traffic.	Where bicyclists and pedestrians would wind up at the south east portion of the road.	How would bicyclists and pedestrians cross the road without impeding traffic flow.	I fell a mill and overlay is the best option.	55113

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This is a road I take weekly and an area in great need of improvement.	Long-term maintenance and aesthetics	The separated lane. The pedestrian/bike path	The north bound traffic intersections	Would ramps be built for northbound traffic. How long would the road be closed. Will these changes effect the new bridges just replaced?	This unique road has much potential for improvement	55123
This thoroughfare helps improve traffic flow to 35E and also alleviates traffic through residential neighborhoods. It's crucial that this road remains open AND is repaired!	That it's a total garbage road now and like driving on the moon, with all the craters on it. It needs to be fixed!	The idea that it might mean the current road will be repaired in the widening process.	Not fixing the current state of the road.	Will the road be repaired?	Please repair the road!	55101
Use it every week day to get to and from home and work.	Fixing the road!	To leave it 4 lane - no bike/ped path	A waste of \$ for a bike path to and from nowhere any biker walker wants to go	Why would anyone want to bike/walk on a path to and from nowhere anyone wants to bike/walk to. Terrible idea!	We need 4 lanes fixed - stop blaming it on the bikers. Fix the road- it costs more everytime you push it off. No bike path needed	55105
Use the road often for driving my car	Vehicle traffic	Nothing about it	Traffic bottleneck	None	Repave and keep it how it is	55105
I love the road , it cuts thru the heart of a residential area quickly and conveniently .	traffic with respect to providing a easy route thru a residential area.	the idea.	how great it sounds !	nothing.	Its a safe route thru a residential area , avoiding pedestrians.	55130
Used for work commute to/from 35E	Improving the road surface and lighting	The lower cost and improved pedestrian usage	Traffic with my commute home from 35E	What will the new speed limit be with pedestrian traffic	No	55104

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It takes traffic off surface streets in neighborhoods and is a short cut to the University Ave. shopping district and access to I-94.	re-paving it and keeping it as a 4-lane 45 mph parkway. Period. End of discussion.	absolutely NOTHING about it- it's idiotic and wasteful.	The ability of a dedicated parkway for I-94 access will severely reduced. We DO NOT NEED ANOTHER 'Bikeway' in this city that hardly anyone will use.	Who is really pushing this and what is their end-game? Restrict citizens freedom to travel? Cause more wear and tear and 'pollution' on surface streets?	Fix it and keep it 4 lane.	55102
I use this road often to avoid traffic on Lexington or Hamlin	The best long term goal and best use of tax payers money	More moving traffics	The road deterioration as time goes on and more money to fix it	Are they long term fixes or short term fixes that we will have to redo over time	If we can't fix Ayd Mill Road or keep us in working order for the long haul, I think we should seriously think about it becoming a green space for nature walks and neighborhood gardens	55102
I use it every day	The short cut it is across the city	Nothing	It doesn't address traffic	Why	Fix it as soon as possible any down sizing of the road will only increase neighborhood traffic	55102
I use this road to get places.	Architecture	The 2 lane better	Crossing the 2 lanes	Will the speed limit go up to 55?	It should remain as a road first with the addition of sidewalks etc. Just like Summit ave.	55118
It diverts traffic off of neighborhood streets.	that traffic should keep moving	that it includes space for cars, bicyclists, and pedestrians	having a shared lane for pedestrians and bicyclists (I think they should be separate)	Will this work be done by union labor?	N/A	55102
I use the road quite often. It's always busy so I know it's a main way through the area. I worry about the damage to my car each time I use it though.	That it keeps a great amount of traffic out of the residential areas, increasing safety.	I believe 2 lanes each way is adequate.	More noise for the neighbors and perhaps a budget that becomes too high. 2 lanes as it is would be appropriate.	Why would 3 lanes be necessary. I feel repairing/repaving it as is would be appropriate.	Na	55102

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It is a major thoroughfare for residents and commuters.	leaving it the way it is for traffic; gut the entire road and resurface it	nothing about the proposal	the absurd thinking that bicyclists need it more than vehicle drivers	why--St. Paul is not a picturesque European village where many people ride their bikes a lot		55104
I live very close to Ayd Mill road and use it (currently for driving, but hopefully eventually for biking).	Environmental friendliness	The addition of a bikeway.	the reduction in number of lanes from current layout	N/A	I am in favor of the 3-lane plan.	55104
use it to get to work	need it to get across the river	I think it will back traffic up too much	backed up traffic for bike lane that few will use	don't think it should be changed	needs resurfacing badly	55105
Compared to this crumbling piece of asphalt you call a road, the lunar surface would win the award for "The Universe's smoothest surface".	Making it not so goddamn full of pot holes	Trying to future-proof it for increase in traffic	Why is there a bike lane? It leads to an interstate...			55105
I drive this road to and from work every day.	The amount of traffic over pedestrians and bikers	That the road will be fixed.	The city's concerns for the bikers and walker rather than traffic			55104
It's an important access point across the city but it is nearly undriveable	Improved access for cars and bikes in a cost effective manner	The lower cost, bike lane and southbound with 2 lanes	The cost being higher than outlined	I'm surprised it's really cheaper than the 2 lane option. Given the current covid19 situation, is it likely to get done and on budget?	Hurry!	55105
Helps to get from part of the city to the other and connects with a major highway.	Repaving	None of it. Too expensive	The cost! We don't need any more taxes in St. Paul		Just repave it. Stop with all the fanciness	55119

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Commuting from Mendota Heights to 94 is very painful. And Mill provides at least a slightly better route. If it connected to 94 it would be 1,000 times better!	Connecting it to 94.	A portion of the plan, but really prefer 4 lanes	The flow of traffic	Is a trail really wanted down in the corridor?	I would love it to connect to 94	55118
It reduces traffic in an important area of the city and reduces pollution. I prefer a 4-lane paved divided highway ala Shepard Rd. east of Randolph. Spend the bike and walking money elsewhere.	that there are plenty of walking and biking facilities already. As it is, I never see anyone using the special bike lanes built on Raymond and elsewhere.i	no less than 3 and prefer 4 lanes.	traffic buildup. Keep it 4 lanes.	None	No	55116

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I used it every day to go to work.	People coming and going to work rather than recreational bike riding.	It to stay 4 lanes.	North bound traffic backing up onto 35E	Will the north bound turn lane to St. Clair, Grand and Hamline stay? Or will the only lane for north bound traffic be for people exiting to St. Claire and for cars to keep going straight to Grand?	The main reason there is a redesign is the horrible condition that it is in. I agree some of this is to age, but most of it is to the repairs that have been done. It often seems like the patching of the pot holes is worse than the pot hole. Is there a way for the maintenance workers to be better at filling the pot holes? To throw patch in there and a day later it's only 2/3 full is not acceptable.	55105
I want it to be an asset to everyone in the city, as well as no longer being a money pit	People who don't drive	Not much	The amount of space dedicated to cars only	Will it contribute to cost a lot to maintain? Why is the safety of pedestrians and cyclists not being considered?	It should be as little pavement surface as possible so it doesn't remain costly to maintain	55104
I use it most days.	get it done, don't mess around with a plan	to forget it	spending money you don't and won't have	keep it simple, repair the road	It is an important link, maintain it.	55102
Horrible idea and I'm a biker that would never ever use that corridor to bike. Why would anyone want to bike next to the level of traffic that Ayd Mill carries on the daily?	Leaving the lane setup that's there and putting more bike access on the roads above that valley stretch.	Nothing about it. What garbage use of public resources!	Traffic exhaust in a valley right next to pedestrians and bikers.	Who's the nuckle dragging cave man that thinks this is a good use of resources given Minnesota's climate and traffic patterns?	Make it wider without losing traffic lanes if you like window dressing a zone that will have little practical use for most bikers.	55105

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Live nearby	Fixing the road quality! Also bike path would be nice	This idea but not necessary	Congestion		No	55104
Need of a bike corridor in that area. Ayd Mill Road is oversized in its current form.	how to connect it safely to other bike trails	the reduced cost vs two-lane and the short timeline for completion	the bike trail not being wide enough and cramped on the ditch	Can we still separate the bike lane enough? How will the bike lane connect to the residential streets?	I think being concerned about too much traffic is not substantial. Three lane option sounds like good compromise though. Don't make the bike lane too narrow.	55105
My family lives in St. Paul and uses Ayd Mill Road (AMR) a few times each week because it is a convenient way for us to travel (by car).	that bikers will have to go down a big hill to get on AMR and up a big hill to get off it. Also, for recreational bikes, ARM is not as aesthetically interesting as city streets. ARM is just trains and cars with hills blocking out views of anything else.	That the southbound traffic still has two car lanes.	Traffic congestion for northbound traffic and money wasted on a pedestrian/bike path.	Aren't there other north-south streets that we could turn into bike routes?	If there are street construction techniques that cost more but would last longer than mill and overlay, St. Paul should invest in them for AMR and other streets.	55102
Because Ayd Mill Road is an important roadway that helps limit traffic on city streets, and I'm against pushing additional traffic onto our city streets.	How to improve the roadway, yet not push significant additional traffic to city streets	It better than the 2 lane proposal.	congestion on our city streets from displaced traffic from Ayd Mill Road today.	How do cyclists or pedestrians safely cross traffic to get to an exit from Ayd Mill?	I do not support creating a bike lane and eliminating a lane of traffic on Ayd Mill Road.	55105

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	reduce the lanes to 2 lanes, located on the west side. utilize the current entrance & exit locations. land vacated, east side to be a linear walking path. dedicated bike lanes located on the west side of the new area. pre cast concrete, 6' tall wall to separate vehicle traffic from bikes and walking. sound wall on the western side of the vehicle border.	yes	sound	elevate to get above ground water	why are new speed limit signs created but pot holes fixed.	55116
The road is a great way for me to access the routes I use to get to work and other St Paul destinations. The road conditions are prohibitive to regularly use it and I find myself going to destinations other than those on this route.	making fixes to road conditions that will be long-lasting					55068
Pavement condition is bad	entire traffic system effect	it's less expensive	What happens to North bound traffic?	-	Concerning that there are permanent signs about poor road condition.	55104

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It relieves traffic in a busy area. Snelling ave between Selby and university is awful. Also ayd mill relieves traffic from 35E by giving many folks another option.	That it is a valuable route for many people and it relieves congestion on other roads					55117
Helps to get from part of the city to the other and connects with a major highway.	Repaving	None of it. Too expensive	The cost! We don't need any more taxes in St. Paul		Just repave it. Stop with all the fanciness	55119
I travel on the road often	The future usage (car, bike, public transit)	The fact that it meets all goals while keeping the bike/pedestrian lane safe	How long it will be closed for	How long will it take	No	55117
It is a convenient route to get to 35 and to West seventh. It alleviates traffic on Hamline and Lexington.	The volume of traffic on it over anything else.	The one that's not there, to keep it a road.	Traffic	Why does this keep coming up and why doesn't the city realize the vast majority of people like it as a regular road?!	As a bike, walking path it would only be accessed by this in the immediate neighborhood, benefiting fewer people. People would not travel there to use it as that. Yet you will have increased traffic on Lexington and Hamline.	55104
It is the quickest route for those who live north of 94 to access 35E, it should be resurfaced and fully connected from 94 to 35e	Fully connecting it from 94 to 35E and keeping the four lanes.	Is better than two lanes, but isn't smart.	People passing people who are going very slow, like they do on pierce butler	Why	Don't do this, resurface and keep the same and get enough funding to link it all together	55108

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I am a tax payer and a lifelong resident	The use of the road vs. Mayor Carter's apparent interest in his legacy.	Nothing. The spillover traffic will be difficult to manage.	The noise from traffic backed up, the spillover to nearby streets	Why are we pushing this project through? Would there be consideration to repair the 4 lanes only? The bike lane goes to nowhere.	Please, please, please consider how ridiculous this is. I am a cyclist and do not see how this is making any sense. Thank you.	55104
I drive on Ayd Mill Road on a regular basis.	the amount of traffic that uses the road.	That it only eliminates one lane rather than two.	Reducing the road by 1 lane given the amount of auto traffic using the road.	Will there be significant traffic backups during rush hour in the northbound single lane?	I'm glad there's a plan to fix the road. It's in terrible condition and has been for many years. I appreciate the desire to accommodate more bike and pedestrian traffic but we need to ensure we can continue to accommodate the amount of auto traffic this road gets.	55104
Because the city needs more roads for cars as we now have more than enough bike lanes.	That roads should be used for cars and public transportation.	Not a fan. Why reduce from 4 car lanes. Again the city has enough sparks and bike lanes.	Another bike lane that is only used by a small group part of the year. Cars are in the roads all year long. Bikes pay no road taxes.	Why not 4 lanes? Why more bike lanes?	This seems like a complete waste of taxpayer money and another project that will run over budget with little oversight or timing considerations.	55116
I live nearby and it is something I utilize regularly.	Green space and a rideable bike lane- putting me and my family so close to regular street traffic is a rush. St PAUL needs a greenway!	I bike lane prospect.	Too much traffic on Selby			55116
It's a great road if you need to cut across town. Saves traffic, gas and time.	The driver	Nothing about it	The cost. Traffic	I don't see a point	Improve the road.	55116

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I use the road from Selby to 35E about once a week	The railroad runs next to it. It reduces traffic on other north south routes in the area.	Has a moveable lane been considered. Is rush hour traffic higher north bound in the morning?	Unknown		not at this time	55104
I will likely benefit from additional bike lanes in the corridor and would like the roadway to be more useful for everyone instead of wasting away as it currently is.	Bicycle traffic and rider/pedestrian safety	The additional space for biking and walking	impact on traffic flow	How will cyclist safety be taken into account?		55105
I have traveled this road for many years, for many reasons, and would love for it to be in better condition.	This road serves a unique need. It is neither a high-speed freeway, nor a residential street, and thus can accommodate travelers interested in traversing this part of the city efficiently, yet pleasantly. It has high potential for mixed use (such as pedestrian/bike) and thus offers the opportunity for people to willingly reduce their reliance on automobiles.	... the separation of the pedestrian/bike path from motorized traffic.	Two lanes of motorized traffic in one direction, but only one lane in the other direction. I assume you've done studies about this, but I wonder if one of the three lanes could be reversible to accommodate different directional patterns during rush hour (if necessary).	Same as above, in Q4.	Creating a bicycle pathway on this road has long-term potential to connect with other bike trails, both in Minneapolis and St. Paul, thus helping to fill out a regional bike network, rather than one that is patchwork by municipality. As we well know, transportation, either by bike or car, doesn't stop at city boundaries.	55406
It no longer is. Please close the road and divert funds to shoring up existing bike and ped infrastructure and finding more space as car use is significantly down.	Closing it completely.	Just close it	How we don't need this road right now. Close it.	Why can't we just close it?		55117

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It has the potential to be a nice multi-modal corridor to connect parts of St. Paul	The role it can play in our transportation network.	The inclusion of the median and multimodal path in the plan.	If two lanes are retained southbound, there's an increase in pavement area and more induced demand for the roadway compared to a 2-lane version.	Which part of SB Ayd Mill Rd would have the additional lane?		55116
I use the road every day	Increasing traffic on this road to get it off the side streets.	Nothing about reducing this vital artery.	Long term thinking	How does this reduce side street traffic	The three lane proposal is counter productive to what the neighborhoods near it need.	55105
I use this road and feel it is very usefully in reducing traffic on the city streets. It also provides the only thorough fare from the south suburbs to west 94 and 280 reducing drive time, emissions and gas usage.	How important it is to limiting the amount of cars on the city streets and avoiding speeding cars in our neighborhoods.	That at least one direction still has 2 lanes.	Only 1 lane northbound	Why can't a sidewalk fit while still having 4 lanes.		55116
Should connect 94 to 35E to take cars off side streets.	Connecting to 94	Nothing about it	The lack of a long term vision	How does that reduce side street traffic	Needs to be resurfaced and expanded not constricted.	55105
I support better bike and walking infrastructure and saving money on road maintenance costs.	doing what will help us save money and cut carbon emissions for the long haul.	the bike lane and cost savings.	No real concerns	No questions		55104

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	Access for bikes/peds at summit/grand	Separation of traffic while providing a trail. Two lanes going south benefits residents more than non residents.		Winter maintenance of trail especially regarding drainage of meltwater or rain during the freeze thaw times of the year. This issue makes traveling the shepherd trail dangerous at times.		55116
I use it regularly as a HP resident.	Repaving	The functionality	Time under construction	Na	Na	55116
I'm okay if the road is simply closed down. I support bike paths.	Adding bike paths.	The wide bike/walking trail.	Not much.	Speed limit?	No	55116
I use it for driving occasionally and would love to have more biking options that are safe.	The 3-lane option with the bike path.	A great new biking option going north/south				55105
I live in the area and use Ayd Mill Rd daily.	The population that uses the road	It keeps the nature and purpose of the road	Wealthy neighbors utilizing their resources to make Ayd Mill quieter	Would it be possible to have the 3rd lane act as an hov/express lane and change directions based on time of day?	How many individual cars utilize this road daily?	55116
I THINK EXPANDING THE LANES IS A HUGE WASTE OF TAXPAYER'S MONEY. I DON'T WANT THIS MESS NEAR MY QUIET LITTLE NEIGHBORHOOD.	SCALING IT DOWN.	I DON'T LIKE IT. NOT AT ALL.	MORE AIR POLLUTION, MORE NOISE POLLUTION. AN INCREASE IN TAXES TO PAY FOR IT. JUST NO!	WHY DO WE HAVE TO BEAR THE AIR & NOISE POLLUTION BURDEN FOR THE SUBURBAN COMMUTERS? I'M SURE IT WILL ALSO AFFECT OUR TAXES.	IT'S A WASTE OF RESOURCES AND TAXPAYERS MONEY. NO. NO. NO.	55104

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It is in my neighborhood, and I use it regularly to get south of University and 94 and other main east/west streets during events or times of day that cause congestion.	flow of traffic and congestion	the consideration of north v southbound data and the inclusion of green space.				55104
I care about the city's fiscal solvency and transportation and connectivity issues.	Shutting it down and building a bike lane/park.	The bike lane.	The cost, and needless car infrastructure.	Would it be pleasant to bike along?	The money the city is going to blow on this urban freeway for suburban commuters could make a real difference if used in almost any other way.	55413
It's a large tax payer dollar investment project	Cost of maintenance	A dividing median	Traffic issues northbound	How will drainage issues be addressed to reduce maintenance costs going forward.	Why can't the two lane configuration have a median between the lanes?	55116
The road is in terrible shape right now.	The road is St. Paul's money pit.	It's not the status quo	high speeds and too much like the status quo	Why not a two-lane proposal that eliminates the exits to St. Clair?	So sad that the city is spending so much money on this. I am glad the residents of Dakota County appreciate our generosity, knowing how we have few other road needs in St. Paul.	55104
It is within 1000' of my house	the future	that it reduces vehicular traffic and improves safety	the fact that it does not reduce traffic further		I think a divided two lane road is better	55105
The best North-South route off neighborhood streets	Keeping cars off neighborhood streets	Nothing	Having bikes and people near traffic	No a	Not a place for bikes or people, only auto traffic	55116

Ayd Mill Road Survey Data
4.1.2020

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I take ayd mill often. It's so incredibly convenient to get to midway using Ayd Mill as a short cut.	It's importance in cutting down traffic time especially during marathons and events	The idea but it may be better somewhere else	Slowing down commutes	Why would this be the preferred option	No	55105
I use it all the time to transfer from 94 to 35e	Making it a real freeway connection between 94 and 34e	Nothing about it. It should be 4 lanes	Increased drive time	Why are we even considering this. It needs to be 4 lanes	No	55116
Useful connector from ends of town. Like the connection to 35W south	Keeping it available	The proposal for 3 lanes	Nothing	None	No	55116
Because if the city wastes less money on Ayd Mill Road, it will have more money to spend on more useful things.	climate change.	that it isn't 4 lanes.	there being 2 southbound lanes.	Why is it necessary?	There is no need to put cars there. Make it a linear park.	55108
I use the road	It is an important traffic corridor.	Nothing	Reduction in traffic capacity	Why can't you fix the current road in its current form?	No	55105
I commute by bicycle and car. I also live in Mac Grove neighborhood.	All forms of transportation and the environment.	The bike and walking lane	Nothing. I like the city's plan	When will it start	Love the plan	55105
I live in the area and use the riad from time to time	air quality and bike/pedestrian safety. Families with young children.	Reduced traffic, safer for bikes/pedestrians	Cost and the loss of a park/trail system that could happen if the road was simply turned into a trail/park	Why isnt a park/trail option being considered?	It is mostly unnecessary for me. If Waze didnt direct me to it, Id never miss it	55113
Road needs repair	Making it still available during construction	The idea	Nothing	NA	No	55116

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<p>I don't want to see St. Paul continue to pour scarce resources into a (literally) bottomless pit to keep that road open to primarily benefit residents of Dakota County in getting *through* St. Paul to Minneapolis and the suburbs.</p>	<p>That we are in an unprecedented times right now, with potentially enormous financial costs headed our way from dealing with COVID-19 and its financial fallout to come. The City should be doing everything in its power to defer any but the most essential expenditures. Keeping this "cut-through" for car-drivers that former Mayor Kelly opened by fiat is certainly not one of those. Moreover, the City is not doing enough to shift mode-share away from single-occupancy motor-vehicle use. Shutting down Ayd Mill Road to motor-vehicle traffic would be a substantial step in the right direction.</p>	<p>Only that it might put in place a "place-holder" for some future time when the Minneapolis Greenway might be extended across the river.</p>	<p>The fact that even if we pour \$7.5million (that the City doesn't have to spare) into a mill and overlay project now, there has been little to no discussion and consideration given to the fact that there will be further costs incurred in the very near-term future (5-10 yrs), because this M&O will do little to nothing to mitigate the underlying creek-bed, and springs that will continue to make this trench an unsuitable area for placing motor-vehicle traffic.</p>	<p>Why is City Council and the Mayor not using the current COVID-19 crisis to their benefit on this? It provides enormous political cover for them!</p>	<p>Closing Ayd Mill Road down to motor-vehicle traffic could be done for next to nothing. Today. The 20yr old traffic signals and lights would not need to be replaced. The potholes no longer would need to be filled. The lighting would not need to be upgraded. Put the Jersey barriers back up at both ends, and close it down to all but pedestrian and bike traffic. In a time of "social distancing," this would be an excellent option. Let it lay fallow until such time as it would be financially viable to convert the space into something like a linear-park with MUPs, and hopefully a connection with the Greenway. How is that not the most fiscally prudent move right now?!</p>	<p>55105</p>

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I live in Frogtown, and find Ayd Mill to be a quick way to get to 35E S from my house.	The fact that we don't need anymore damn bike lanes. We need more lanes in the road for CARS	Why cant the original 4 lane design be done? Wasn't that more cost effective? Why does the city insist on wasting money on stupid projects like this	How long this is going to take. I know the government is ineffective and inefficient, but if you could just do what I fucking pay you to do WITH TABS, PROPERTY TAX, AND GAS TAX THAT WOULD BE SWELL	Why are you prioritizing a minority of the population (bikers) over the clear majority (people who drive)? How is this fair?	Yeah. That shit sucks.	55104
It removes a ton of traffic from the neighborhood and that is important	Leaving it jus the way it is but repave is	Nothing about it	Extra cost for a region that is non bike friendly for most of the year	Why fix something that is not broken	Again.... leave it a 4 lane	55105
Would like to see a slower and safer road and a great bike trail to anchor future connections	Greenhouse gas emission reductions.	The new trail and reduction of vehicle throughout	Bike/ ped safety	None	Reduce capacity, improve pavement	55118
I would LOVE to bike on this trail & the possibility to extend the Greenway over the river would be life changing!	All forms of transit, including walking and biking.	The bike trail, reduced car traffic	Not much! Worried if old patterns will be able to be changed - eg, will drivers adjust?	Will the trail be painted with a bike portion and a walking/running portion? That works really well on the Minneapolis river road and the Greenway. Keeps bikes and pedestrians safe!	I AM SO EXCITED FOR THE BIKE TRAIL! THIS WILL BE AWESOME!!!!!! THANK YOU SO MUCH!!!!!!	55105
I use the road several times a week. It reduces traffic on residential streets.	roundabouts and closing access from St. Clair	not much	the idea that it saves money -- just eliminate St Clair access and that would save a lot more	how it makes any sense	It's a very useful connection, and I'm grateful to be out of the way of pedestrians and bicyclists	55107

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I use Ayd Mill Rd. frequently. I live right by it and it takes traffic of the side streets.	How much it costs and what other streets could use redoing.	That there are 2 lanes going towards 35 and 1 coming off it	How close the walk ways will be to the train tracks.	Will there be a fence of some sort between the walk ways and the tracks? Do we have to tear up the whole street down to the foundation or just to the foundation and relay tar?	It is very helpful and a great way to get to 35 from many streets in Mac Groveland	55105
I use it a lot	How much pedestrians and bikers will use it from November to april	Nothing about it	Everything. Is there a study being done on this while we have many other roads to fix all over the city?	What are the results of the study?	Do a real study on how much use it would get.	55116
Do what a road is intended on doing. Moving cars.	North South car connection from 35E	I do not like it.	The single north car lane and what the lanes connect to.	Create a solution that works for the cars which is what is most important. We have other bike and walking solutions.	Cars provide the most important function. Do not forget that.	55116
We need better bike connections in Saint Paul.	The health of the neighborhood and its multimodal goals.	Everything.	Make the bike/ped connections to the surface great.	None.	Please do this!	55117

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Ayd Mill Road provides an important connection across the city, but it is located in an environmentally sensitive area. I would like to see AMR maintained as a transportation corridor in a fiscally responsible manner that is consistent with Saint Paul's climate goals.	reducing future maintenance costs to the greatest extent possible	the bike/ped path	the continued prioritization of single-occupancy vehicle traffic over the safety and comfort of bicycles and pedestrians and the lack of regard for the long-term costs of keeping high volumes of vehicle traffic on the road.	- Why is this survey only about the 3-lane proposal and not the previous 2-lane proposal? - What will it cost when the road needs another mill and overlay in a few years because of the volume of vehicles traveling through a creekbed? - What would the long-term savings of a 2-lane proposal be compared with the 3-lane proposal? - What are the long-term carbon costs of the 3-lane proposal relative to the 2-lane proposal? - Was induced demand considered as a factor in the traffic study or other parts of the evaluation?	Yes. I would like to see the 2-lane proposal implemented. It is higher cost now but will result in long-term savings, it's safer for bicyclists and pedestrians, and it's more compatible with Saint Paul's climate goals than the 3-lane proposal.	55104
It's a HUGE part of the city's street maintenance budget and long-term infrastructure liability the city.	removing it.	that it's cheaper than the two-lane version.	continuing to incentivize speeding and dangerous driving on the south-bound lanes, and not having high-quality trail facility.	I would love to see the details in the consultant study, and know why exactly the superior two-lane version is unworkable.	Really disappointed in the process: a lack of information, not consistent messages from City Hall, and a shortage of meaningful options on the table.	55104
it leads to the local airport and many retailers off grand	that the steep exit ramps will cause problems for pedestrians	that there is a median	the steep exit ramps	I like it	no	55104

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Because we are spending way too much money on maintaining it and we do not have the money to do so.	removing cars completely.	that it is better than nothing.	the continued focus and expense of cars.	none	We really need to consider the overall context of road spending, along with climate collapse.	55102
Ayd Mill Road is a great way to commute in STP.	trying to avoid potholes	the choice of two lanes south and one north.	nothing :)	How soon can we get this done? :)	You are doing a great job! Keep up the great work!	55116
It is important to get people through the city quickly and keep them off our residential streets. Keep Ayd Mill a four lane road and keep traffic flowing on Lexington.	how diverting people to Lexington and Randolph will put lives at risk.	Nothing. It is a bad idea.	More cars on residential roads. I remember what it was like when Ayd Mill wasn't connected to 35E. Now we have Trader Joe's at that intersection instead of the car stereo place. And Lexington was stripped for four lanes at the time instead of two.	Do you ever listen to regular citizens or just the car hating bike lobby? What good is the park space going to be the 6 months we have snow and it is too cold to use?	Have I mentioned I think we should keep it four lanes?	55105
I live in St. Paul and use it	I would love both a road and someday a light rail train.	Accommodating both cars and bikes	Are they leaving space for a train in the future	None	No	55104
I use it frequently and it save valuable time while removing congestion from the local streets. With the Ford development looming, it is vital the four lanes remain and the bike & walking paths utilize the train track area	Utilizing the train track area for walking/biking oaths	I don't like how it seems to ignore the train area as a better option for the walking/biking paths. Get them away from the cars	Running over bikers that should be using the train track space	Why isn't there a plan to keep the 4 lanes and push the biking/walking paths onto the train track area. Like the river blvd	No	55116

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It is an important throughway. It needs repair. And I am concerned about cost. We need to be realistic about what families will be taking a walk down there. It is important to consider cost and realistic use -- not what we HOPE will happen.	road repair. We don't need a pedestrian walkway or bike path there.	that is costs less than the other option.	cost, construction time. When it is under construction, it will not be open. Road construction is a serious obstacle in Saint Paul. There are times when it is nearly impossible to leave the city -- we need better coordination of projects, more accountability for contractors.	Why do we need this?	It is a valuable throughway. We use it to get to 35E. It is a way to avoid Lexington, Snelling, Fairview. It is NOT a place parkway to enjoy a nice stroll. Please be conscious of our high taxes, the current state of the economy and make the right decision for Saint Paul. This is a time for level-headed decision making not pie-in -the-sky expensive walk and bikeways. Thank you.	55105
Ped/Bicycle Access	Pedestrian and Bicycle Safety	The option for removing the northbound lane in the future.	Traffic Speeds, getting off the bicycle/ped trail	Can we close northbound lane in the future?		55117
Do not need to waste taxpayer money	abandoning it.	nothing	cost overruns that always happen	will it create traffic confusion? why would someone go down there to ride a bike? is \$5mil per mile a reasonable investment compared to the many miles of other rode improvements that could be done?	Ayd Mill Road was a mistake from the past that needs to be eliminated.	55116
Please just fix the potholes as I use it most days.	Leave it four lanes and no bike lane.	It not to happen. Leave it four lanes.				55104
Dont waste taxpayers money	Just re pave	I don't like	Bikers do not need a lane. It connects to nothing	Keep 4 lanes of car traffic	Connect it to I-94	55116

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Dont waste taxpayers money	Just re pave	I don't like	Bikers do not need a lane. It connects to nothing	Keep 4 lanes of car traffic	Connect it to I-94	55116
It's a critical link for employees, business travelers (airport) and consumers who spend money in the city for drinking and entertainment (i'm an uber driver)	That the will be a certain volume of important vehicle travel that needs to get from point a to b point whether by AMR or surrounding streets. Impeding traffic only adds to travel time, greater energy use and more greenhouse gases	Nothing about it	Negative economic impact on the city, diminishwd quaility of life for surroubding neighborhoods and unnecessary increaes in travel times and fossil fuel use	Whether all unintended consequences are beung considered	The city is going to cater to a loud extreme minority against the interests of the larger region	55104
Because it is an important route into and out of the Midway and points north and west of there.	both motorists and potential trail users	that the it preserves the separation of north south traffic; while adding the trail	the full utilization of the trail with no clear connection to the Greenway	none	I have avoided use of it because of the condition and instead used city streets; I'm sure others have also which adds extra traffic to neighborhood streets where it is not desired	55128
Use it every day	Keeping it two lanes in both directions. No bike path needed.	Two lanes going south	Bike traffic next to northbound lane.	Why? No one will want to bike or walk that route near traffic and not to or from a destination	No to a bike or pedestrian path in this location. Just does not make sense. Fine with the three lanes I guess but don't waste money on putting in a path next to jet bound traffic. Not a nice place to walk or bike and concerned about safety. Also goes nowhere and does jot connect anything for walkers or bikers.	55105

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Easy connection from university Ave to south 35e	Access for multi modes of transportation	This idea if it can handle the volume of auto travel.	Backups	None	No	55116
Ayd Mill Road is an important road to keep traffic off of side streets and should remain a road.	whether the investment is worth the improvement to the bike network (it's not)	Nothing	Functionality and cost	Does anyone want this? What is the purpose of this project? Couldn't we be doing something better for the city with the funds?	As a person who loves biking, being outside, and living in St. Paul, this project feels like a huge kick in the teeth. The cost is enormous for not a major change in bike infrastructure, and there are so many challenges the city could use those funds to tackle (like affordable housing). I'm very disappointed in the attitude, lack of transparency, and priorities this has shown.	55116
It's an unnecessary and expensive as current setup. Opportunity to reduce auto traffic and create a nice space.	The cost/benefit to those in the community--who living in St Paul really needs to drive on it?	Bike lane and more green	The missed opportunity to really positively impact the community. Why spend so much money on a road?	Can you further reduce the opportunity for people to zoom along it at high speed as they leave St Paul?	Make more space for not cars and less space for only cars.	55104
Use it often, necessary access to my neighborhood	Sustainable answers. Cost. Taxpayer impact	The idea of having a trail, but keeping southbound to two lanes	Cost/value over time			55104

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It is the safest road for cars to travel on. It takes cars off of residential streets and easily brings us from Highland Park to Merriam Park.	The needs of the majority over the minority. There are designated bike routes on several streets already. There are many beautiful places to walk and enjoy nature already. I remember when they finally opened And Mill Road to 35. The neighbors who lived on the residential streets surrounding And Mill Road were relieved and thankful. You have no idea how many cars will be going up and down residential streets all day and evening. And Mill Road was designed to be thoroughfare and not a parkway/bikeway for a reason.	to think that you're kidding	the people who live closest to And Mill Road and the car traffic the will be inevitable.	Why would you cater to the wishes of the few over the wishes of the many? Why do you use the argument that is only the people from Dakota County who use this road? And, even if they do use this road, they are using it to come to St. Paul and spend their money. Why do you not acknowledge that this road has the most car traffic of any road in St. Paul? I read that in the Star Tribune by the way.		55104
4 lanes no potholes	Future traffic volume	That it separates traffic	Congestion north bound	Who would want to bike / walk down there ? Maybe start a survey on that	No	55116

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<p>This is important to me for a number of reason. I frequently use this road and it should have been replaced years ago. Lots of wear and tear on everyone's cars. I think it's important to fix the drainage issue but do we really need another bike path. I can't imagine a lot of people would want to walk or hang out down there. Turn it into a wild nature garden if anything but I think the lanes should stay the same because there seems to be lots of traffic on there sometimes.</p>	<p>Keeping it simple. Fix the drainage issue and repave roads.</p>	<p>the existing two lanes both ways.</p>	<p>It's more expensive and taxes are high enough (not sure if funded by govt but I assume we do). Money could go to other more important things then wasting it on another bike or pedestrian path.</p>	<p>Stop pushing your 3 lanes. This survey seems one sided.</p>	<p>No.</p>	<p>55105</p>
<p>We need good roads for cars and trucks and commerce.</p>	<p>Car and truck traffic for commerce.</p>	<p>To was it up and start a fire.</p>	<p>The lack of a second lane in one direction for cars and trucks</p>	<p>Why the actual bleep? Wide roads are useful for cars and trucks!</p>	<p>Repave it so it's nice and smooth for car and truck traffic.</p>	<p>55105</p>
<p>Use it weekly</p>	<p>The amount of car traffic compared to the tiny amount of bike traffic it would see.</p>	<p>Nothing about it. Keep it how it is just redo the pavement</p>	<p>The traffic it will cause due to the high amount of cars using the road.</p>	<p>Why do we need a bike path? No one will use it compared to the crazy number of cars that need the 4 lanes.</p>	<p>It's a nice shortcut to get places without having to take side streets or snelling.</p>	<p>55116</p>

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I still prefer to call it Short Line; it provides an efficient way to traverse that portion of the city while avoiding neighborhood streets.	Efficiently move traffic.	the design the best.	how long it will take to implement.	None, let's go!	We've been messing around far too long, the condition of the road is horrible so let's get cracking!	55105
As a life long resident, we need to have thru traffic from I35E and I94 to be connected and diverted away from residential streets. Cars traveling through residential areas speed and put the kids and pedestrians at great risk of harm.	Safety of residents on neighboring streets. An additional bike lane is not worth diverting 20,000 cars to neighboring roads where children want to ride the bikes closer to home.	Not much. It is the addition of a bike and a pedestrian area that very few people will actually use. There are not enough people traveling from Lex/Jefferson to downtown Minneapolis on bike to justify such an addition. Users more than a mile away will not be going to that road to just bike and walk it like they do the river road.	The failure to connect I35/I94, diversion of road traffic to neighboring streets, and the creation of a sidewalk where very few people will have easy access to use.	Why can't we just connect I35/I94 already? The rush hour traffic between those areas is insane.	The failure to prioritize connecting the two interstates properly has led to increased projection costs on Ayd Mill. This city needs to focus on diverting traffic into dedicated traveling roads so that kids, pedestrians, and bicyclists have safer streets all around. The costs will only continue to rise due to delay. Mill, overlay, and start the connection process already. 60 years is long enough to figure this out!	55116
Access for my car to 35E and vice versa.	Keeping it a hub for car traffic on and off of 35E	Nothing	Losing a lane of car traffic on an already busy road.	Why? Who wants to bike/walk down there anyway?	Resurfacing it would be nice for the amount of car traffic on it daily.	55105

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It keeps traffic off city streets, and someday the damn thing will connect to 94.	Bikes are never going to be a significant means of transportation.	Think it's asinine and a waste of money that could be put to better uses, such as Mississippi River Blvd. that should be a showcase use for cars AND bikes.	It being a waste of money for so little us. Money better spent elsewhere.		Please stop the bike lane madness, Ayd Mill and elsewhere.	55116
Because it's dangerous for my family to bike in Saint Paul, and a new vision for Ayd Mill Road is a once-in-a-generation opportunity to create a wonderful, safe space.	Safety and convenient for people walking and biking.	Almost nothing, because it continues to prioritize cars over people.	The continued investment by the city of Saint Paul in infrastructure that doesn't pay for itself, and does nothing to improve safety and accessibility for people without cars.	Why are you wasting money on cars?		55101
Yes	Bikes	Greenway	Too much traffic	Why	Make it a greenway	55105
It's a main artery moving traffic between 35 and 94.	Connecting it to 94w	I don't like	Limiting the flow of traffic			55105
It is an opportunity for the city to rethink its car-first mentality and make a multipurpose road that puts pedestrians and cyclists on equal footing as cars	Shutting it down! It serves no purpose other than an extremely costly shortcut	The ped/bike lane	Too many cars	Why do we need it to serve cars at all? There are plenty of streets to go around. This one is unnecessary and costly to keep fixing	Make it for transit, peds and bikes only	55105
It's one big giant obstacle course of pot holes	The flow of traffic and that Minnesota is not a warm weather state and therefore should not cater to bikers	Nothing	Flow of traffic and extra traffic on other streets	Repave and keep it at 4 lanes	No. St Paul residents' opinions are not taken into consideration anyway.	55102

Ayd Mill Road Survey Data
4.1.2020

Q1: Please share why the City's investment in Ayd Mill Road is important to you?	Q2: Complete this sentence: When it comes to Ayd Mill Road, I think it's important for the City to consider...	Q3: Complete this sentence: When it comes to the 3-lane proposal for Ayd Mill Road, I like...	Q4: Complete this sentence: When it comes to the 3-lane proposal for Ayd Mill Road, I am concerned about...	Q5: My questions about the 3-lane proposal for Ayd Mill Road are:	Q6: Is there anything else you would like to share about Ayd Mill Road?	What is your zip code?
I live in the neighborhood adjacent to the start of Ayd Mill.	The needs of the community which live close by, not the needs of the suburban people who pass through	nothing about the current proposal, it doesn't change much.	The speeds and the high volume of traffic around snelling and selby	Why don't you actually use a participatory planning process? Who are the stakeholders that you are including? Why are they more important than us the residents?	I'm disappointed, I thought it was an opportunity to change things and signal a new saint paul	55104
Because it's a huge expensive road that I help pay for but can't use.	Reducing car capacity and expense.	That there's less pavement!	It not being two lanes	How can we spend less on car stuff.	I'm just tired of the city dumping cash into car infra. We can do better. We can live cleaner healthier safer lives. Transit will be faster and easier and more accessible if we're not falling all over our own asses trying to placate cars.	55116
Due to increase in population, this roadway has become a major thorough fare for pulling high traffic off of snelling, lexington and fairview			Speed limits, aggressive driving habits when entering from ramps as well as the risks taken to merge in the curve onto Hwy 35 at Jefferson ramp., the extremely dangerous navigation of this same curve in winter driving conditions.	You say its a very heavy traffic pattern today. How will this reduction help move major traffic flow thru St. Paul. How will this affect commuters traveling primarily south onto Hwy 35 corridor via roseville, midway, highland, summit areas?		55104
Improving walking and biking citywide is critical. Climate change is here.	..what a huge financial drain this roadway is on the city without boosting area property values at all.	...that it at least moves non-motorized improvements forward, even if not in the ideal form.	...why we are spending so much money on a roadway that provides such limited financial benefit to the city.	How will the bike trail connect to Summit Ave?	I would like to share the expenses with MnDOT, since it looks and acts like a state roadway.	55102

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It's a critical piece of city infrastructure that is poorly used, and extremely expensive to maintain.	Not allowing cars at all. If we were starting from scratch, no one would suggest a weird pseudo freeway operated by the city.	The separation between N/S traffic	On-going maintenance costs, and the short shrift given to pedestrians and bikes.	Why is the city continuing to provide this road that primarily benefits suburban commuters on their way to Minneapolis? How does this stop AMR from being a hole in the bottom of the public works budget?	Just shut it down. Seriously. We don't need this road. What makes both of these options expensive is not the bike/pedestrian path, it's the road! Close the road tomorrow. Then either have a lengthy painful process to truly consider what to do with it (after people have realized it's not the end of the world when it's closed), or just allocate this money to rip out the road and lay down a bike and pedestrian path.	55408