

From: gary collis <pchop55@gmail.com>
Sent: Wednesday, April 8, 2020 2:15 PM
To: #CI-StPaul_Ward2 <Ward2@ci.stpaul.mn.us>
Subject: Audio mill road

I have reviewed latest proposals that are recommended to council. I think it would be pertinent to safety that speed limits be decreased to 35 mph if there is going to be bike and pedestrian traffick crossing the roadway! I travel that roadway now ,and traffic does go over 45 the posted speed now! If we are going to have pedestrian, and bike travel crossing at intersections , there will be a problem with a ;5 mph speed! Would very appreciate if you could support this when audio mill road comes before council!

Sent from my iPhone

Councilmembers:

This concerns the upcoming Ayd Mill Road (AMR) vote and how the roadway can eventually reach I-94 without sacrificing the environmental benefits available from this unique and priceless linear urban corridor. For perspective, I am a retired transportation economist with a private sector background in railroad right-of-way transactions.

In short, here are the key components of such a direct connection:

It would be fully funded by the state or, possibly, a regional entity, not the City of St. Paul.
Cost is high – over \$100 million. (But \$370 million was spent on I35W-I94 connection in Minneapolis.)
Benefits Ramsey AND Dakota Counties.

Roadway would be just one lane plus shoulder each way. – basically freeway connector lanes.
As such, uses only 50 to 60 feet of corridor space, leaving room for trail and related development
Roadway to lie just west of current freight tracks.

Trails to lie west of the connector pavement.
Requires a trail tunnel under the roadway near Jefferson to reach the Jefferson Street trail corridor.
Enables safe, interference-free, trail access from neighborhoods.

One intermediate access point at or near Pascal on the north end.
Optional backup ramp at Grand to relieve Lexington/Randolph congestion, if warranted.
Enables Hamline-Midway reverse commutes. Enables Allianz Field ingress/egress.

Requires 10 to 20 acres of ROW between Selby and I-94.
Offset by attractive AMR corridor land freed up for mixed use development.

Attached are opinion pieces on this matter that will appear in The Villager on Wednesday and that appeared in the Pioneer Press last month. They describe in more detail how just such a connection would look, how it would operate and how the community would benefit.

Here is how such a plan could proceed, given the practical need to repair AMR now:

Fund and execute the \$3.5 million mill-and-overlay project originally proposed to restore the roadway as-is.

This will buy at least five years to pursue a more permanent configuration.

It will also, most likely, provide a permanent surface for the eventual multipurpose trail.

Devote two years to secure state or regional funding.

Ideal candidate for Federal infrastructure resources.

Met Council, statehouse and US congressional support needed AND likely.

Undergo preliminary engineering and design work on a connector concept during this time.

If state/regional funding IS secured, allow two to three more years for planning, right of way acquisition, final engineering and construction.

Preserves the west-most mill-and-overlay pavement lane for the trail.

Potential for state/federal funding of remaining trail infrastructure.

If NOT secured after two years, go with the current City roadway/trail plan.

East-most pavement lane preserved for the trail, separated from neighborhood by active traffic lanes.

AMR still terminates at Selby. Snelling/Selby congestion up geometrically as area densifies and develops.

City picks up tab.

In light of current events and given the strong possibility of US funding for major, efficiency-generating infrastructure projects, a fully connected AMR that provides unimpaired travel – by whatever means as we move to carbon neutrality – should be seen as an obvious need for this area. I hope you agree and that you set about to making this happen.

Respectfully,

Jerome M Johnson
Summit Hill, St. Paul

February 1, 2020

The Ayd Mill Redo: Commuters Lose Again

With the city's proposal to slow down Ayd Mill Road (AMR) from four to two lanes, we are seeing yet another local transportation infrastructure venture catering to squeaky-wheel special interests while ignoring those who actually need to get to work or school on time. The disruptive Green Line, at 17 mph, is no faster than the bus it replaces, while the proposed 15 mph Riverview Modern Streetcar will actually be slower. Very few get to work faster or gain access to more jobs using these conveyances despite the billions spent and promises made.

Sadly, the Ayd Mill plan is really no different, slowing auto and future transit traffic over another key commute corridor to 80% of current speeds and to about half of what a reimagined thoroughfare could be. All this because the city lacks resources to rebuild AMR in kind, much less connect it to I-94, but yet has the funds to repave two of the AMR lanes as trails, even though less than 10% of city commutes are bike and hike while over 80% are transit and autos. Where is the equity in that?

The AMR corridor can, however, be redone to benefit all relevant stakeholders. For starters, recognize that it is a regional thoroughfare and that the state, not the city, should rebuild it. An attractive option, then, would be a two-lane, limited access, auto/transit parkway fully connected to I-94 running just west of the existing freight rail tracks, with neighborhood on/off points limited to the Allianz Field area and Randolph Street endpoints. At quiet, 45 mph, nonstop parkway speeds, it would be more efficient than the stop-and-go city plan for AMR and more effective at keeping city and suburban cut-through traffic off nearby city streets. The

parallel bike and pedestrian trails would then move to the west side of the right-of-way to be more easily and safely connected to the neighborhood street/sidewalk grid and to trailside development opportunities. As such, there would be no stoplights encountered by cars, bikes or walkers and no additional right-of-way needed except for several acres where the I-94 connection would be built.

This "Parkway Connector" concept addresses some inconvenient realities:

First, that auto traffic via the corridor is not going away because corridor jobs are not going away. Eagan on the south end has over three times the industrial and office acreage than St. Paul's Midway area on the north. That differential will only grow as Eagan fills in and the Midway converts to apartments and condos to accommodate St. Paul's growing population and changing lifestyle preferences. These residents will still need efficient access to those jobs as much as Eagan residents will still need to reach jobs in the cities. They might be using 50 mpg cars that drive themselves or 60-foot long bus trains, but they won't be riding bikes.

Second, that the I-94 connection will help secure critical bi-partisan, regionally focused funding support that will need to go much deeper than the cash-strapped city plan. There will be faster commutes, increased mobility, transportation-oriented development and construction jobs for one political stripe; transit equity, sustainability, bike paths and construction jobs for the other. What is there not to like ... or vote for?

A final reality is that the city's 2050 sustainability plan will be attained through technology, lifestyle changes and the fair and full pricing of carbon emissions, not punitive road diets and traffic calming gambits that further congest neighborhood streets and frustrate neighborhood drivers. Los Angeles, of all places, points the way here. Their air today is much cleaner than in 1970 thanks to catalytic converters, higher mileage cars and better transit, even though population is up 80% and freeways remain clogged. That air will be cleaner still in 2050 for similar reasons, whoever may still live there.

If you agree that an AMR parkway connector concept can benefit all users, tell your elected officials - Republicans and/or Democrats - as much. Tell them that a better, safer AMR is possible that would also, for a change, be faster. What a novel idea.

Jerome Johnson, St Paul.

April 7, 2020

To the Editor:

Ayd Mill Road: Why Eagan and I-94 Matter

Often lost in the ongoing kerfuffle over extending Ayd Mill Road (AMR) to I-94 is why anyone in St. Paul's Midway would want a faster, safer trip to Eagan-or why anyone should care if Eaganites can get through town faster. Well, the mobility and equity of and for those most in need are why this should matter. That's because a fully connected AMR mutually expands and strengthens the economic opportunity envelope for 50,000 mostly low to middle income Midway residents by ensuring a faster, safer and more reliable trip through St Paul to access 30,000 Eagan area jobs - all while removing Eagan traffic from a more walkable Snelling and Selby.

Attractive warehouse and office jobs in Eagan are not going away even as we become more carbon neutral and cluster into walkable urban villages, but many jobs in the higher density Midway probably will. That's because Eagan has three times as much space for these activities, with room to expand, while the comparable Midway area is shrinking thanks to transit-oriented residential encroachment, up-zoning and neighborhood preservation efforts. Add to that the intense competition from office space alternatives offered by LRT-served west metro locales, brownfield conversions like the Ford Site and stay-at-home telecommuting and one can envision people moving into the Midway faster than jobs. That will force more outward/reverse commuting to places like... Eagan.

Connecting AMR directly with I-94, with an on/off ramp near Allianz Field, will shorten the rush hour trip both ways by up to 10 minutes and improve on-time consistency so that auto and transit commuters can get to work with more confidence. As the economy grows and traffic inevitably increases, this performance can be sustained by imposing tolls, restricting vehicle occupancy and/or running reverse commute express buses from Midway-Hamline and Frogtown. And because this can be done using single lanes each way that require just 50 feet of right-of-way, there remains ample room for safe, functional bike/hike trails and discreet trailside residential development, as shown in more detail at www.CitizensForRegionalTransit.com.

If accessing more attractive area jobs without congesting city streets is appealing, let your elected officials in both Eagan and St. Paul know. After all, who at that level would NOT want to tout a badly needed infrastructure upgrade that gets people to work faster, better and safer on both sides of the river?

Jerome Johnson is a retired transportation economist living in Summit Hill. He is affiliated with Citizen Advocates for Regional Transit (CART) at CitizensForRegionalTransit.com.

I would like to submit my comments regarding the proposed update project to the Ayd Mill Road. After reviewing the proposals I must voice concerns this is not the best use of resources.

As I look at the traffic loads, the issues with the subgrade and the work needed - it seems like a large effort just to keep the road functioning as is. This does not create a long term solution for the quality of the road and it does not make the road a meaningful traffic corridor. I fully support the addition of bike lanes and such, but think the cost is too high given the other road priorities.

I firmly believe that if we are to spend a significant amount of money on this, when the road needs to be rebuilt and extended to its original purpose of connecting the 94 and 35E freeways without using surface streets. That would be the most beneficial traffic patterns for the city and community. Shy of that we are kicking the can down the road and spending money to give us the option of spending more again in 5-10 years. IF we cannot agree to extend Ayd Mill, then abdicating the road and creating parklands or a minor parkway would be preferred to stop the cycle of upkeeping a highway for local traffic use.

While I am just the voice of one citizen, I do feel I understand the project and proposal clearly and take this very seriously. I do not want to speak as a subject matter expert, I do have more understanding than most. My career took me a different path, but I do have a bachelors and masters degree in civil engineering.

Thank you for your consideration and I respect any path the council takes. But I do hope that the plans are considered to be a proper upgrade or changed to a non-road or lower use road community asset.

AJ Lee
St Paul, MN
55102 USA

Don't overthink this. Just fix the road and forget about the bike lanes. Take the money saved from the original \$7.5mm budget and use it to help fund your other road construction projects which will also help improve biking throughout the city. As someone that lives in St. Paul, it is frustrating that the city "needs" to raise property taxes to pay for basic services, and then they are trying to push something like this through.

Thanks!

Tom

Thomas Schraufnagel

To the Council,

I have read that the cost of the proposed alteration of the highway to a new configuration would be about \$7.5M more than a conventional mill and overlay. I think that that amount of taxpayer's money could be put to better use repairing many of the other streets which are in disrepair. Anyone driving in Saint Paul finds many potholes.

Somehow, the Ayd Mill Road has become a sort of obsession, as if this was our only road problem. I have lived my whole life in Saint Paul and have watched in disbelief the endless debates regarding this

two mile long road. The idea that very many citizens would wish to walk or bicycle along this route, between a railroad and a highway, is difficult to imagine.

Whether or not the route was a good idea in the first place is today unimportant. It is a useable road which diverts much traffic from other streets. It should be maintained as economically as is possible.

Sincerely, James Kenna
1043 Lombard Avenue
Saint Paul, MN 55105

From: William Beadie <wmbeadie@comcast.net>

Sent: Wednesday, April 15, 2020 12:54 PM

To: Carter, Melvin (CI-StPaul) <Melvin.Carter@ci.stpaul.mn.us>

Cc: Tolbert, Chris (CI-StPaul) <chris.tolbert@ci.stpaul.mn.us>; Kelley, Pattie (CI-StPaul) <pattie.kelley@ci.stpaul.mn.us>

Subject: Fwd: Ayd Mill Road

Mayor Carter, below is an email I sent to Chris Tolbert, my council member, about the pedestrian walkway and bike paths proposed for Ayd Mill Road. As I said below, I strongly oppose this plan. It is a luxury (definitely not a necessity) that we cannot afford now, when the City can't afford to fix the roads throughout the City. The current Villager included an op ed piece by a citizen who rightly complained that the extra cost for these improvements has not been spelled out. However, about a month ago, the Strip reported that the City estimated that adding the bike/pedestrian improvements, beyond a straightforward mill and overlay, would cost us taxpayers between \$1.6 and \$2 million dollars. It's ridiculous to spend all that money on something the City does not need when, if the City's priorities are right, we should be devoting that money to road repairs. I hope you'll read what I wrote to councilman Tolbert and, more importantly, I hope you will not approve this bike/pedestrian project. Here's my email to Chris Tolbert, which I sent to him on February 20 this year:

Chris, I strongly oppose any Ayd Mill Road improvements beyond repairs to the existing road. I've read articles that a proposal to convert the northbound lanes into pedestrian and bike paths is moving forward. I do not, for the life of me, understand why the City would spend anywhere from \$1.5 to \$2.5 million on these pedestrian and bike improvements when the streets in this town are in the worst condition I can remember (and I've lived here all of my 80 years). That, to me, would ignore the proper priorities. I've read about a report (that I assume you've read) that the City has insufficient funds to make needed street repairs except by stretching out the work over three years (and my guess is it will be longer). The pedestrian/bike improvements are far less important or urgent, particularly because Ayd Mill is only about one mile (maybe a little longer) and is bounded at each end by 35E (on the south) and Selby/Snelling on the north. So, pedestrians and bikers won't be using Ayd Mill as a throughway to get somewhere else; it will be solely for recreational use. In other news I've read and heard, I believe the Twin Cities ranks very high, among the country's cities, in bike and pedestrian improvements and accommodations, maybe two or three in the country. That's fine, but with our terrible streets, isn't it time for a moratorium on pedestrian/bike construction until the streets are in decent shape? I hope you know that I'm not alone in these thoughts. Large numbers of people I know in this City, young and old, are disgusted with the streets and can't understand why they don't come first, far ahead of something like this Ayd Mill proposal. We all want you to exercise some common sense and restraint on this issue and both emphatically argue and vote against the proposal. Quite frankly, we think it's an irresponsible and reckless thing to do, under the circumstances I've summarized above. I hope you also know that the opposition, by me and many others, to this Ayd Mill proposal, is not borne out of a categorical opposition to accommodations for pedestrians and bikers; it IS opposition (and strong

opposition) to these particular proposed improvements. So, Chris, as is the common plea in circumstances like this in many cities, "Fix the damn roads!" We'll all be watching what you do and say...and how you vote. Bill
William M. Beadie
705 Montcalm Place

From: Brian Dockstader (brian.dockstader@sierraclub.org) Sent You a Personal Message
<automail@knowwho.com>
Sent: Wednesday, April 15, 2020 1:34 PM
To: #CI-StPaul_Ward4 <Ward4@ci.stpaul.mn.us>
Subject: Please vote YES to make Ayd Mill Road accessible for cyclists and pedestrians

Dear Ms. Mitra Jalali Nelson,

If COVID-19 has shown us anything, it's that our pedestrian and cycling routes in St. Paul are in high demand, and so we need more of it (and wider paths) to accommodate the usage and social distancing guidelines. That's just one reason I support Mayor Carter's original two-lane proposal for Ayd Mill Road, which I think is still worth doing, even if there's a higher upfront cost in doing it right.

IF that isn't possible, then I urge the City to make the modifications in a way that doesn't lock in the three-lane configuration permanently, and leaves open the possibility of expanding it into a two-lane configuration in the future, without a lot of extra work.

Either way, I'm glad the City Council is finally addressing this, because it will grant long-denied access to non-motorized users. It already is part of the city's Bikeways Plan, and also addresses needs from the City's Climate Action and Resilience Plan. The trail will hopefully be part of a future Midtown Greenway Extension, and it would be a useful amenity in its own right.

As part of implementing this trail, I would also like the Public Works Department to reduce the roadway speed limit to 25mph. Given that there are no guard-rails between cars and pedestrians, a speed reduction is a prudent safety measure. It will also reduce automobile noise, making the trail more pleasant to use and benefiting nearby homeowners. The City recently set 25mph as its speed limit for all city, collector, and arterial streets, so it is an appropriate speed limit here.

I hope you and the rest of the City Council will unanimously join Mayor Carter in supporting this long overdue Ayd Mill bicycle and pedestrian trail.

Sincerely,

Mr. Brian Dockstader
1065 Van Slyke Ave
Saint Paul, MN 55103

St Paul Council Members, specifically Council Member Thao,

Below is the default letter provided for this topic. I have read it, agree wholeheartedly with the content, and hope you'll take it to heart. In addition to the comments included, I want to note that this project is even more timely in light of the COVID-19 era.

The need for social distancing and Minnesotans' love of the outdoors had shown how little space in our cities are allocated to non-vehicular mobility and activity. Sidewalks are not wide enough to SD, trails and bike paths are packed with people trying to get out of the house, and (on the plus side) we are noticing how pleasant our streets can be with less car traffic.

We see in larger cities such as LA that air quality improves dramatically when car trips are significantly reduced. Coming out of this pandemic, it is believable people will have a renewed desire to improve the apparent cons (narrow sidewalks, few trails) and capitalize on the pros (less car pollution/traffic). The world and St Paul need to heed the lessons being taught during this pandemic and make intentional moves pertaining to the design of our urban places that make it easy for pedestrians, cyclists, and transit users to move around safely.

As an urban and architectural designer, I am fully aware of the ways in which cities and architects shirk responsibility to appease a vocal and often powerful minority of the citizenry. Now is the time to make responsible, forward-looking decisions. This is a chance to bring a valuable asset to St Paul's bike and pedestrian infrastructure, and I hope you will support that effort.

Michael

Ward 1 resident

I join a dozen local groups in supporting Mayor Melvin Carter's current proposal to add a bicycle and pedestrian trail to the Ayd Mill Corridor as part of an up-coming mill and overlay.

The proposal grants long-denied access to non-motorized users. It is part of the city's Bikeways Plan. It may be part of a future Midtown Greenway Extension, and it would be a useful trail in its own right.

As part of implementing this trail, we would like the City's Public Works Department to reduce the roadway speed limit to 25mph. Given that there are no guard-rails between cars and pedestrians, a speed reduction is a prudent safety measure. It will also reduce automobile noise, making the trail

more pleasant to use and benefiting nearby homeowners. The City recently set 25mph as its speed limit for all city "collector" and "arterial" streets, so it seems like an appropriate speed limit here.

We hope the City Council will unanimously join the Carter administration in supporting this long overdue Ayd Mill bicycle and pedestrian trail.

Michael Parotti
michaelparotti@gmail.com
383 Dayton Ave, Apt 17
St Paul, Minnesota 55102

From: Nicolas Bradley (nicolas.j.bradley@gmail.com) Sent You a Personal Message
<automail@knowwho.com>
Sent: Wednesday, April 15, 2020 2:34 PM
To: #CI-StPaul_Ward4 <Ward4@ci.stpaul.mn.us>
Subject: Please vote YES on a bike/pedestrian trail for Ayd Mill Road

Dear Ms. Mitra Jalali Nelson,

Currently, there are only a few options to cross Ayd Mill on bicycle. With the limited options, the neighborhood feels severely disjointed and separates households that are only a few hundred feet away from one another. Opening a bike lane on Ayd Mill would significantly increase the ability to access neighborhoods via bike and further promote clean modes of transportation. The community and environmental benefits from this project, not to mention the reduced maintenance costs for Ayd Mill, would be a huge success for St. Paul.

I support the current proposal to add a bicycle and pedestrian trail to Ayd Mill Road as part of an upcoming mill and overlay, and I urge the City to do it in a way that allows for the eventual expansion of the trails and a reduction to only two lanes for cars. The proposal grants long-denied access to non-motorized users. It is part of the city's Bikeways Plan. It may be part of a future Midtown Greenway Extension, and it would be a useful trail in its own right.

As part of implementing this trail, I would like the Public Works Department to reduce the roadway speed limit to 25mph. Given that there are no guard-rails between cars and pedestrians, a speed reduction is a prudent safety measure. It will also reduce automobile noise, making the trail more pleasant to use and benefiting nearby homeowners. The City recently set 25mph as its speed limit for all city, collector, and arterial streets, so it is an appropriate speed limit here.

I hope you and the rest of the City Council will unanimously join Mayor Carter in supporting this long overdue Ayd Mill bicycle and pedestrian trail.

Sincerely,

Mr. Nicolas Bradley
2050 Saint Clair Ave
St. Paul, MN 55105

To the city council,

Please fix Ayd Mill Rd, but DO NOT make it a 3 lane road.

It makes little sense to remove a lane of traffic on a major artery for a bike /pedestrian lane.

You need to remember what the original reason it was built was as a connection to 94(which as you know never was completed.

You also need to consider

Where would this bike lane go to? There is not really a major bike trail to connect to on either end. You can't just dump the bikers out on to the Snelling / Selby intersection.

The road backs up now. it will only get worse if you restrict a lane. You will see many more people getting off on to other local streets such as St. Clair, grand and especially Hamline.

Hamline is already over used.

You also need to consider where we live.

I love biking , but other than a few diehards very few people use their bikes 5-6 months /year.

There is no reason to take a lane of transportation away for bikes / pedestrians in January.

I am in my 60's and cannot make all my trips to stores/ work by bike

If you MUST do this (which I hope you don't) at least consider a way to make it only seasonal and returning it to vehicle traffic in the off season.

I know this will add a cost , but it would be worth it.

Please do what's right for the city, not what you like to do personally. This is why you were elected.

Best regards

Steve Gilsdorf---life long St. Paul residence

From: John Groess (jjgroess@gmail.com) Sent You a Personal Message <automail@knowwho.com>
Sent: Wednesday, April 15, 2020 2:27 PM
To: #CI-StPaul_Ward4 <Ward4@ci.stpaul.mn.us>
Subject: Please vote YES on a bike/pedestrian trail for Ayd Mill Road

Think Before You Click: This email originated outside our organization.

Dear Ms. Mitra Jalali Nelson,

As a life long citizen of St. Paul from the Highland Park area who now lives off Marshall, I use this road/area all the time. I hope that we can change it to a better space and path for bikes, and it would connect beautifully with the river road and the green way. It would help build a better system of bike paths in the twin cities and give me a better cleaner future.

I support the current proposal to add a bicycle and pedestrian trail to Ayd Mill Road as part of an upcoming mill and overlay, and I urge the City to do it in a way that allows for the eventual expansion of the trails and a reduction to only two lanes for cars. The proposal grants long-denied access to non-

motorized users. It is part of the city's Bikeways Plan. It may be part of a future Midtown Greenway Extension, and it would be a useful trail in its own right.

As part of implementing this trail, I would like the Public Works Department to reduce the roadway speed limit to 25mph. Given that there are no guard-rails between cars and pedestrians, a speed reduction is a prudent safety measure. It will also reduce automobile noise, making the trail more pleasant to use and benefiting nearby homeowners. The City recently set 25mph as its speed limit for all city, collector, and arterial streets, so it is an appropriate speed limit here.

I hope you and the rest of the City Council will unanimously join Mayor Carter in supporting this long overdue Ayd Mill bicycle and pedestrian trail.

Sincerely,
Mr. John Groess
234 Montrose Place
St. Paul, MN 55104

Dear Council Members,

I live on Juliet Avenue just east of Lexington Pkwy. I vehemently oppose the alteration proposed by the St. Paul Mayor and considered by you on Ayd Mill Road. If you've read the latest traffic studies any other impact studies (see *The Villager*, latest edition, front page, as one example), you will see how obviously this impacts the surrounding local roads if you take away the 4 lane use of Ayd Mill Road. The statistics on vehicle volume and means of alternate road use are alarming, to say the least.

There was a period of time two or three summers ago where Ayd Mill Road was closed. As a result of that closure, cars that use that road had to find other ways to get north or south. Lexington Parkway, Jefferson and Randolph, as three examples were packed and stop and go, not only during rush hour but at off-peak times too. It was incredible and horrible. Lexington Parkway **currently** during rush hour is bumper to bumper heading south and north from the I-94 freeway to Randolph. I have no alternative means to get to my house as that portion of Juliet off of Lexington Parkway is a short dead-end street.

The traffic studies/impact studies numbers speak for themselves. With all due respect, a unanimous **NO** vote on this ill-advised, ill-considered pet project (i.e. Ayd Mill Road project) is a no-brainer.

Sincerely,

Shari Ober

1066 Juliet Ave.

I'm against the proposed Ayd Mill Road redesign for several reasons. First, and most importantly, the proposal does not connect the roadway to I94, instead it continues to dump traffic on the Snelling/Selby intersection. The traffic back-up at that intersection during both morning and evening rush hours is dangerous, with impatient drivers running red lights and not yielding to pedestrians. Connect to the freeway, like it should have been done from the beginning. Second, removing a North bound lane will

add more vehicles to city streets. Third, adding the bike/pedestrian lane is an un-needed expense when that money should be used to repair more of the cities streets. Summit Avenue is a disgrace, with potholes everywhere. Hamline Avenue between I94 and Selby is virtually a two lane street because of all the potholes in the outside lanes. Both of those streets will get more traffic due to the removal of the North bound lane.

Laurence Hennessy

From: Barb Fleig <b.fleig@comcast.net>
Sent: Thursday, April 16, 2020 11:49 AM
To: #CI-StPaul_Ward3 <Ward3@ci.stpaul.mn.us>
Subject: Re: Ayd Mill

Dear Chris

St Paul should stick with the original plan for a simple mill and overlay We should NOT be spending \$7.5m when there are so many other things that need help now Regards Barb Fleig

I am very strongly in favor of the bicycle and pedestrian trail proposal on the Ayd Mill corridor. At the same time, I believe it is the major flaw in the proposal.

I believe that the question of 1 or 2 lanes of traffic on the roadway each direction are superfluous. No matter the number of lanes, it begins and ends in one lane, and all the entrances and exits (except Hamline) are one lane. What's more, in my experience during rush hour, traffic backs up at the exits because of the difficulty getting on the exiting roadway, not at all because of the number of lanes on Ayd Mill. The extent of the backup on southbound Ayd Mill in the afternoon sometimes reaches almost to Saint Clair; to fix this issue would require major changes to southbound 35E, and nothing done to Ayd Mill to will change it.

The issue with the proposal as presented is the access to the bicycle/pedestrian trail. According to The Avenues newspaper, trail access points occur at Jefferson, assumed to be the south end, Saint Clair, Grand, and Hamline. I assume there will also be a connection at Selby Avenue. The connections at Hamline, Grand, and Saint Clair would require bicyclists and pedestrians to cross the 2/3/4 lane, 45 mph roadway. Unless there are stop signs or traffic lights at those locations, there will be great risk in crossing the roadways. And if there are traffic controls at those access points, those must have a measured affect on traffic flow.

The number of car/pedestrian accidents at regular 30 mph city street intersections have been alarming. I fear that the current proposal on the 45 mph Ayd Mill would introduce tragic results of car and bicycle/pedestrian accidents.

Other solutions for the trail access would introduce major new engineering problems. I suspect that any of those solutions would not be within the project budget at this time.

As a secondary comment, I believe that the reduction of speed on city streets discussed in The Avenues paper two weeks ago would have a significant deterrent affect on Ayd Mill Road users choosing

alternate routes on city streets, thus changing the traffic flow predictions made in the current traffic study.

Brian Tourtelotte

“The most important thing about you is not the things you achieve, it’s the person you become.”
Dallas Willard

From: Liam McCully (liammccully2@gmail.com) Sent You a Personal Message
<automail@knowwho.com>

Sent: Wednesday, April 15, 2020 4:02 PM

To: #CI-StPaul_Ward4 <Ward4@ci.stpaul.mn.us>

Subject: Please vote YES on a bike/pedestrian trail for Ayd Mill Road

Dear Ms. Mitra Jalali Nelson,

Biking is one of the most sustainable forms of transportation. One way to stop polluting and save our planet is to invest in infrastructure which encourages people drive less. Having trails designed for bikers is a great way to do that. Furthermore, the Ayd mill proposal is an amazing plan designed with pedestrians in mind. This means it is not only safer than biking on roads but much more enjoyable of a ride. Thank you for your time and consideration.

I support the current proposal to add a bicycle and pedestrian trail to Ayd Mill Road as part of an upcoming mill and overlay, and I urge the City to do it in a way that allows for the eventual expansion of the trails and a reduction to only two lanes for cars. The proposal grants long-denied access to non-motorized users. It is part of the city's Bikeways Plan. It may be part of a future Midtown Greenway Extension, and it would be a useful trail in its own right.

As part of implementing this trail, I would like the Public Works Department to reduce the roadway speed limit to 25mph. Given that there are no guard-rails between cars and pedestrians, a speed reduction is a prudent safety measure. It will also reduce automobile noise, making the trail more pleasant to use and benefiting nearby homeowners. The City recently set 25mph as its speed limit for all city, collector, and arterial streets, so it is an appropriate speed limit here.

I hope you and the rest of the City Council will unanimously join Mayor Carter in supporting this long overdue Ayd Mill bicycle and pedestrian trail.

Sincerely,
Mr. Liam McCully
1620 blair ave
St. Paul, MN 55104

From: cawrightfesser@protonmail.com <cawrightfesser@protonmail.com>

Sent: Wednesday, April 15, 2020 6:11 PM

To: *CI-StPaul_Contact-Council <Contact-Council@ci.stpaul.mn.us>

Cc: #CI-StPaul_Ward3 <Ward3@ci.stpaul.mn.us>

Subject: Yes on Ayd Mill Greenway

I'm writing to support the current plan for converting Ayd Mill to a 3-lane roadway with pedestrian and bike infrastructure as described in the documents currently on the City's Ayd Mill webpage. While I have serious concerns about particular portions of the design, and would have liked to have seen much more robust non-motorized infrastructure than what is being suggested, it is certainly a step in the right direction as we transition to a greener transportation system.

My one glaring concern, however, is with the design for the Jefferson/Ayd Mill intersection. The "island" or "median" proposed to give bikers and pedestrians an opportunity to cross Jefferson is a deadly accident waiting to happen. Paint does not stop cars. Paint has never stopped cars. Paint will never stop cars. The absence of any sort of grade difference or physical barriers to protect that crossing is absolutely negligent. I hope that the council will, in approving the plan, make whatever changes are necessary to ensure that pedestrians and cyclists have REAL, PHYSICAL protection from traffic at that crossing.

Thank you,
Colin Fesser
1417 Jefferson Ave.
Ward 3 resident

Good Afternoon,

I am writing you on the stupidity of putting and bike lane on Ayd Mill. What a waste of money. 6 months out of the year it would barely be used or not used at all. It seems to be an inconvenient spot as well. Why would someone go out of there way to use it? If you are going to spend extra money on the project find a way to join the road up with 94. It would make that Snelling/Selby intersection way less congested and wouldn't have as many cars sitting there idling. I am all for people biking as an alternative form of transportation but but quit forcing it down our throats. Let's face it the majority of people are not going to change their ways. Please majority first and not another thoughtless bike lane like the temporary one on Grand that I have not seen one person use and it has messed up traffic for months.

Thanks
Brian Taney

City Council members, I recently read in the Highlander that you have plans to close Ayd Mill Road. As someone who lives in the Mac Groveland area. I respectfully ask you to reconsider. I have lived with Ayd Mill behind my house and Lexington Ave in front of my house for 20 years. I have attended countless meeting over changes being made to Lexington where citizens at the meetings have been pretty much completely ignored because you have made up your minds about changes long before any public meetings. When we moved here Lexington had 2 lanes going North and 2 going South. Now we have rarely used bike lanes in equal number to the car lanes. Every time I have gone to meetings I have asked why there is a turn light at Grand and Lexington heading South on Lexington but no turn lanes heading any other direction. Every time I am told that is because there is not a dedicated turn lane any other direction. Some one needs to come out and take a look THERE IS ALSO NO DEDICATED TURN LANE HEADED SOUTH BUT THERE IS A TURN ARROW WHICH HELPS TRAFFIC FLOW A LOT. Also heading South at the same intersection the sign on the road indicates that the right lane disappears but it doesn't the left lane disappears when Lexington goes down to one lane. Lexington, when everyone is going to school and work is near impossible. If you close Ayd Mill it will be impossible. For those who say that Ayd Mill serves suburban drivers who don't want to be bothered with driving through the city they are wrong. Ayd Mill make it possible for tax payers (and a very heft taxes) to live in the area.

Peggy Cerrito
1074 Juliet Ave
St Paul, MN

Please just fix the road. The purpose of Ayd Mill road was to connect to drivers to I 35, not to provide walking or bicycle paths. I think all that fluff is a waste of taxpayers money. There are plenty of paths for bicycles and pedestrians as is. They, unlike the cars, cannot use the destination of Ayd Mill Road which is I 35. Why clog up other city streets when the answer is already there. .

Let the purpose of the road remain the same and just fix it.

Karen Mead

Have a great day and enjoy who you are...

Hello,

I am a resident of Ward 1 and I use Ayd Mill Road to commute to work during the work week.

I want to voice my opposition to the project as presented at the 4/22 meeting as a significant safety issue to the neighborhoods around Ayd Mill and a questionable use of city tax dollars. My preference is to keep the road as 4 lane divided like it is now but with a new driving surface.

The recent traffic study clearly points out how important Ayd Mill is for the driving public, adding a bike lane achieves nothing for traffic reduction and only raises concerns for pedestrian traffic along the corridor. Why should the busiest street in St. Paul with 27,500 cars a day be the focus of a bike lane? None of those car trips are going to convert to a bicycle trip. With the extra car traffic on Hamline and Lexington the pedestrian crossing situation will be even worse. And everyone knows Grand Ave is a disaster for traffic already, even before adding the new 200 car trips to it.

As such as I want to make sure my disagreement with the project as a three lane road is noted and the project should move forward with the current 4 lanes but resurface them.

Nat Chowen
Lex-Ham Neighborhood

Dear Council Members,

Please, please, please, let's use some common sense on this issue. The road was approved and slated for a simple new overlay for about 2 million dollars. Then the whole thing was turned upside down with a big wish-list that hit over 7 million dollars, which has since been trimmed to just over 5 millions dollars. Come on, I am an avid biker but this is ridiculous. Ayd Mill was meant to move people from one area to another in CARS to keep traffic off the local streets. Quit trying to make a perfect little park and pedestrian and bike path out of everything. WE DIDN'T HAVE THAT MUCH MONEY BEFORE COVID 19 AND WE WILL HAVE EVEN LESS GOING FORWARD!!

Go back to the simple overlay and if you really want to spend a few hundred thousand extra dollars then put in a simple bike path that can be shared with pedestrians. But keep the road 4 lanes like it is now.

Anything else will show that the council is out of touch with the average St. Paulite. Quit being lobbied, cajoled, and bullied by small, well organized interest groups (zero wasters, bicycle groups, extreme environmentalists like the Sierra Club who helped hold up construction of projects like the nice new Stillwater bridge, etc.) Mayor Carter is not the king and Russ Stark is not a feudal lord who get to make all the decisions. You were elected to be a check and balance to the mayor's office.

So do the overlay now, and if the mayor's idea is so great then it should be studied and implemented in 6 or 8 or 10 years, whenever the road needs fixing again. Not rushed through when we can't afford it. And with St. Paul's history of under-estimating projects we know that 5 million would likely hit 6 or 7 million. It is happening just too fast.

Thank you,

Scott Van
Van Paper Company (104 years in St. Paul)
2107 Stewart Ave.
St. Paul, Mn 55116

Dear members of the council,

I strongly object to the proposal to spend 7.5 million dollars on the Ayd Mill Road project. I live one block west of Ayd Mill Road. I enjoy walking and biking in the city but have no interest in walking or biking along Ayd Mill Road. This biking / walking path doesn't lead to anything and isn't through a scenic area. Where did this proposal originate? And why? Ayd Mill Road needs to be maintained as a four lane road. Let's spend the millions on fixing the disintegrating city streets instead of a project that lacks a justification and support.

Thanks for your time.

Mike Chutich

1283 Sargent Ave.

Saint Paul, MN 55105

It makes no sense to make it into some kind of park or to add a bike lane. There are too many bike lanes already.

Mark El-Dweek
781 Pierce Butler Route
St. Paul, MN 55104

Too many bike paths and not enough cyclists for all the paths.

Mark El-Dweek
781 Pierce Butler Route
St Paul

From: Thomas Findlay <tfindlay1966@gmail.com>
Sent: Thursday, April 16, 2020 5:18 PM
To: #CI-StPaul_Ward3 <Ward3@ci.stpaul.mn.us>
Subject: AydMill

Mr.Tolbert,

I strongly support the pedestrian/bike path option for the Ayd Mill project. It would be a wonderful addition to our network of safe access routes for our walking and biking citizens (of which I am one). Thanks for your consideration.

Tom Findlay

1629 Pinehurst
Saint Paul

Hello, Council Members. I live at 2153 Iglehart Ave in St. Paul. I am a moderate bicyclist, having often commuted 3-4 miles to work in good weather, to the Midway YMCA, and to the Midway Cub for a small number of groceries. I don't bike in the winter, I fully understand many people prefer only to drive, and I own a car. I love the protected bike paths of the Midtown Greenway, since I know I can't be hurt by a car. The most dangerous part of my commute is on Cretin and Marshall, within sight of my house, just trying to cross the street on a green light.

Please support Mayor Carter's proposal to add pedestrian and biking access to Ayd Mill Road. The more we build safe bike and walking paths, the more they will be used. Yes, I understand they will be used much less in the winter. Yes, I understand there will be fewer lanes for cars. But the reality is that bikes, scooters and pedestrians exist here, and the better and more connected our city's trails, the more new users will come upon them.

It wouldn't hurt to ticket drivers for speeding, either. Our existing laws would make me much safer on my bike if drivers obeyed them.

Thanks for your consideration.

Cheryl Bailey
2153 Iglehart Ave.
St. Paul, MN. 55104

To whom it may concern,

As a concerned, tax-paying citizen of Saint Paul who lives within a mile of Ayd Mill Road, I could no longer hold my silence on this issue.

Of highest importance is the issue of *public safety*. Ayd Mill Road's separation from the surrounding area makes it an ideal route for motorists, given a near-zero amount of pedestrian traffic, excluding the limited on/off ramps. The 400/200 morning/afternoon car increase in motor traffic on two-lane Hamline would mean more cars at the numerous intersections, leading to more automotive accidents, and most importantly, cause more risk to pedestrians at these already busy intersections, including Grand Ave, Randolph, Summit and Selby. As a neighborhood pedestrian, I already find it inconvenient to cross Lexington and Snelling on foot, and would not appreciate Hamline becoming more difficult. I also frequent a few local businesses along Hamline, and often use it as a motorist to avoid congestion along Lexington- I would hate to have my trips to places such as Schmidty's Barbers or the Nook Bar further hindered by increased traffic that is currently, and conveniently, routed elsewhere.

Lastly, as a cyclist, I am more than satisfied with the current state of trails and bike routes in Saint Paul. Griggs, Prior and Cleveland Avenue all provide nearby North-South routes, with ample East-West routes such as Summit and Marshall providing connections. All of which I feel safe and comfortable on during my rides, and are timely ways to get to my common biking destinations, such as Cedar Lake in Minneapolis or Saint Paul's Lower Landing.

So as a local, tax-paying cyclist, I have to ask myself: is this project a responsible use of my tax dollars, and could the money required for this project be better used elsewhere? Given my reasoning I have stated, I must stand against the project.

In conclusion, I am fully against the Ayd Mill bike route project. I support councilman Dai Thao in his prudent skepticism on the project.

Lucas Chowen
Ward 1
Saint Paul

Hello,

I am a resident of Ward 1 and I use Ayd Mill Road to commute to work during the work week.

I want to voice my opposition to the project as presented at the 4/22 meeting as a significant safety issue to the neighborhoods around Ayd Mill and a questionable use of city tax dollars. My preference is to keep the road as 4 lane divided like it is now but with a new driving surface.

The recent traffic study clearly points out how important Ayd Mill is for the driving public, adding a bike lane achieves nothing for traffic reduction and only raises concerns for pedestrian traffic along the corridor. With the extra car traffic on Hamline and Lexington the pedestrian crossing situation will be even worse. And everyone knows Grand Ave is a disaster for traffic already, even before adding the new 200 car trips to it.

As such as I want to make sure my disagreement with the project as a three lane road is noted and the project should move forward with the current 4 lanes but resurface them.

Nat Chowen
Lex-Ham Neighborhood

From: gary collis <pchop55@gmail.com>
Sent: Friday, April 17, 2020 11:08 AM
To: *CI-StPaul_Contact-Council <Contact-Council@ci.stpaul.mn.us>
Subject: And mill road

My first comment is can city afford this road at this time? Has city tried to get state funding considering connection to 35e? My second comment is a safety issue, with pedestrian traffic be added to the road, and crossing at different locations has speed limits been considered such as 30 35 mph?
Sent from my iPhone

I do not agree with the proposed lane changes for Ayd Mill Road.

In my opinion the road was re-opened as a traffic conduit from 35E north to 94W through the St. Paul corridor. A reduction of lanes will simply slow and divert this traffic as originally designed. In short, it makes no sense. I also do not foresee the pedestrian/bike lanes as being of high usage areas.

Please consider simply resurfacing the road. Traffic and commuting are such stressful issues at present and I fear this will just make it worse.

Thank you for your attention to my concerns.

Lynn Anderson, St. Paul West 7th Area resident

From: Benjamin Johnson <bjohnsondance@gmail.com>

Sent: Thursday, April 16, 2020 3:33 PM

To: #CI-StPaul_Ward1 <Ward1@ci.stpaul.mn.us>

Subject: Ayd Mill renovation

Councilmember Thao,

I am all for the Mayor's proposal to do the 3 lanes on Ayd Mill Road. I hope that you'll vote in favor of this proposal. I have recently gotten back on my bike after a lapse of a decade or so, and with the recent stay at home order, have been taking a lot of walks with my wife. Ayd Mill would be a great place to add as both a biking and walking destination.

Thanks for considering this,

Benjamin Johnson

From: Carl Michaud <michaudmoose@aol.com>

Sent: Friday, April 17, 2020 10:20 AM

To: Thao, Dai (CI-StPaul) <dai.thao@ci.stpaul.mn.us>

Cc: Koziol, Kristin (CI-StPaul) <kristin.koziol@ci.stpaul.mn.us>

Subject: Ayde Mill Road

Councilman,

I've watched the presentations by Public Works about Ayde Mill Road and did some followup of my own with city staff to get a few questions answered. I urge you to vote for a simple mill and overlay this summer and continue working for the next few years on the options proposed to see if the city can get an easement from the railroad before building the pedestrian/bicycle path.

We all agree that the condition of the road is awful and something needs to be done but the proposed design change with a significant increase in cost defies common sense.

There is no connection for the pedestrian/bicycle path at the north end, only an exit and entrance at Grand Avenue. Previously, the railroad turned down the city's request for an easement on its property for the path and Public Works did not say that the situation has changed.

In addition, we can expect the pandemic to reduce state and local tax revenues, which means fewer dollars will be coming to the city from gas tax revenues distributed by the state and increased reliance on property taxes to pay for road maintenance and improvements. It does not make sense to spend an additional \$4.3 million dollars on this proposal right now.

Finally, although many people, including me, WANT a pedestrian/bicycle path alongside Ayde Mill Road, we certainly don't NEED it right now. We can get by with the practical solution of simply doing a mill and overlay on the road this summer. This will give the city time to negotiate an easement with the railroad, line up federal and state funding to cover a share of the costs for the path, and figure out other traffic improvements on the north end.

Thanks for your consideration.

Carl Michaud
1133 Portland Avenue

I support the current proposal to add a bicycle and pedestrian trail to Ayd Mill Road as part of an upcoming mill and overlay, and I urge the City to do it in a way that allows for the eventual expansion of the trails and a reduction to only two lanes for cars. The proposal grants long-denied access to non-motorized users. It is part of the city's Bikeways Plan. It may be part of a future Midtown Greenway Extension, and it would be a useful trail in its own right.

As part of implementing this trail, I would like the Public Works Department to reduce the roadway speed limit to 25mph. Given that there are no guard-rails between cars and pedestrians, a speed reduction is a prudent safety measure. It will also reduce automobile noise, making the trail more pleasant to use and benefiting nearby homeowners. The City recently set 25mph as its speed limit for all city, collector, and arterial streets, so it is an appropriate speed limit here.

I hope you and the rest of the City Council will unanimously join Mayor Carter in supporting this long overdue Ayd Mill bicycle and pedestrian trail.

Mr. Keith Thompson
1544 Minnehaha Ave East
Saint Paul, MN 55106

If this is a city street, let's make it conform to our city streets rather than use it as a freeway tributary.

I live in Lilydale and frequently use Ayd Mill to visit my daughter and three grand sons who live on Ashland in St Paul. We recently moved here from Durango CO. where I biked a lot. I can't believe that it is proposed to spend 7.5 million plus (these projects always end up costing more) so that a few bikers can use the road for 6 or 7 months a year. There are so many other opportunities for bikers, trails & bike lanes, to use in St. Paul.

I therefore strongly suggest that you just fix the road with a simple mill & overlay and save the taxpayers much money.

Yours Truly,
JimMarentette

Given that Ayd Mill Road sucks up one-third of the city's street maintenance resources, given that Ayd Mill Road is sited in a bad location for street maintenance purposes what with springs seeping water out of the hills on the west side of the valley, given that many other city streets are in desperate need of maintenance (e.g., filling potholes), given that higher speeds damage roads at a significantly increased rate, and given that a significant number of drivers on Ayd Mill Road are not city residents and taxpayers, I suggest that the city stop maintaining the road, reduce the speed limit to 30 or 25, post signs warning people to travel at their own risk, and drop all plans to reconstruct the road in any fashion. If someday it appears feasible to construct a bike-and-pedestrian trail in that wet location, then try that. But keep motor vehicles elsewhere.

David Heitzman
1502 Osceola Avenue
Saint Paul

1. YES to four driving lanes. It's fast and more direct to 35E than residential streets. 2. MAYBE add a bike path. Only if there is enough room without moving the road and there are safe connections. 3. NO to a pedestrian path. It's hard to imagine anyone going for a walk along a freeway or Ayd Mill Road. Too noisy. Unhealthy prolonged exposure to exhaust fumes in the valley. Unsafe for pedestrians on the roadway. From Beverly & David Wickstrom, 533 Otis Ave, St. Paul. We live about two miles west of the Selby entrance to Ayd Mill Road.

I support Ayd Mill Road to be repaired. Remain at four lanes. Bike/pedestrian lanes are not necessary in that area competing with railroad tracks and trains. This proposal is a huge waste of city money that should be used on our infrastructure. How many months of the year (possibly six) would the paths actually be used. You cannot bike or walk on snow covered paths.

The cost projection has already proven to be a disaster. How many more millions of dollars will be needed to complete this unreasonable - for so many reasons - project. Please vote NO to any restructuring. Repair the road and keep the traffic off of the city streets.

Greg and Mary Helen Pates
Macalester Groveland Berkeley Avenue

Councilmember Jalali-

I wanted to write to you to express my support of changing Ayd Mill Rd to the proposed 3-lane configuration and adding the bikeway. However, I wanted to request that you amend the current plan and push for narrower traffic lanes on the road. The current plan from public works has two southbound lanes 13' wide and one northbound lane 15' wide. These lane widths are too wide and will only encourage motorists to speed along the roadway.

I looked at MNDOT's current recommendations from 2018 (see attached PDF - MNDOT Performance-Based Practical Design) for road widths and they have the standard at 12'. Additionally, they state, *"Unlike rural highways, there is no general indication that the use of lanes narrower than 12 feet on urban and suburban arterials and collectors is associated with increased crash frequencies. In fact, Relationship of Lane Width to Safety on Urban and Suburban Arterials (Harwood, Potts, Richard, 2007) found that, where its results were statistically significant, narrower lanes were generally associated with lower crash frequencies. NCHRP Report 783 states, "Using narrower lanes on urban and suburban arterials can provide space for incorporation of other features that are positive for operations and safety including medians, turn lanes, bicycle lanes, parking lanes, and shorter pedestrian crossings. It appears reasonable that designers should be provided with substantial flexibility to choose among 10-, 11-, and 12-ft lanes on urban and suburban arterials..."* p 25 MNDOT Performance-Based Practical Design.

In conclusion, please support the conversion of Ayd Mill Rd to 3-lanes **with** 12-ft traffic lanes and the added bikeway. There is no reason for the city to have wider traffic lanes than the MNDOT standard. Thank you for your time.

Sincerely,

-Brandon Moore, 527 Raymond Ave, Saint Paul

April 17, 2020

Saint Paul City Council
Third Floor City Hall
15 West Kellogg
Saint Paul, MN 55102

Dear Councilmembers,

After viewing the April 6, 2020, Ayd Mill Road (AMR) video presentation, Neighborhoods First! would like to express its support for the compromise Three-Lane Concept.

As expected, the Three-Lane Concept did not show any significant traffic diversion to local streets. Lexington Avenue, at 350 vehicles/day, is projected to receive the largest increase. With current levels at 15,200 vehicles/day, that would be a mere 2.3% increase. It will also keep Lexington well below the 20,000 vehicles/day threshold for three-lane roadways recommended in the Federal Highway Administration manual.

We note that the increased travel time through the corridor is projected to divert 150 trips/day to routes completely outside the City of Saint Paul. This would be a positive outcome for the Three-Lane Concept.

With full implementation of speed limit reductions for local streets in the area, a number of additional cut-through trips (trips with neither origin or destination in Saint Paul) will be diverted to routes outside of the City. Reducing the AMR speed limit would have a similar effect.

In addition to discouraging cut-through trips, a low AMR speed limit would provide security for users of a trail that is separated from traffic, but has no physical barrier. The decreased noise associated with

lower speeds would benefit both trail users and nearby homeowners. Consistent with other arterial and collector streets we would like to see a 25mph speed limit on AMR.

Even though the numbers presented make a good case for the Three-Lane proposal, we believe this to be a values decision for the City Council, not a math decision. Bicycle and pedestrian access to the Ayd Mill corridor has been promised since the Draft Phase of the EIS more than two decades ago. It is consistent with city plans and council resolutions, and will hopefully jump-start an extension of the Midtown Greenway.

We applaud the leadership of Mayor Carter on this issue, and hope the City Council will unanimously join him in supporting the Three-Lane Concept.

Sincerely,
Neighborhoods First!

Paul Busch (Chair), Debbie Meister, Gene Christenson, Roger Meyer, Susan Solterman Audette, AnnMarie Fox, Dr. Michael Cline, Mike Madden

From: Greg Filice (filic001@umn.edu) Sent You a Personal Message <automail@knowwho.com>
Sent: Friday, April 17, 2020 8:37 PM
To: #CI-StPaul_Ward4 <Ward4@ci.stpaul.mn.us>
Subject: Please vote YES on a bike/pedestrian trail for Ayd Mill Road

Dear Ms. Mitra Jalali Nelson,

I support the current proposal to add a bicycle and pedestrian trail to Ayd Mill Road as part of an upcoming mill and overlay, and I urge the City to do it in a way that allows for the eventual expansion of the trails and a reduction to only two lanes for cars. The proposal grants long-denied access to non-motorized users. It is part of the city's Bikeways Plan. It may be part of a future Midtown Greenway Extension, and it would be a useful trail in its own right.

As part of implementing this trail, I would like the Public Works Department to reduce the roadway speed limit to 25mph. Given that there are no guard-rails between cars and pedestrians, a speed reduction is a prudent safety measure. It will also reduce automobile noise, making the trail more pleasant to use and benefiting nearby homeowners. The City recently set 25mph as its speed limit for all city, collector, and arterial streets, so it is an appropriate speed limit here.

I hope you and the rest of the City Council will unanimously join Mayor Carter in supporting this long overdue Ayd Mill bicycle and pedestrian trail.

Sincerely,

Dr. Greg Filice
15 Crocus Place
Saint Paul, MN 55102

Dear Council Members:

I am registering my strong opposition to the proposed redevelopment of Ayd Mill Road. I live and work in the Macalaster-Groveland neighborhood. The city streets in this general area tend to be narrow and confining in comparison to streets in Minneapolis and other cities. Ayd Mill Road is an important way to quickly leave and reenter the neighborhood, taking strain off of the streets. Please don't reduce it to three lanes.

I am a hiker and a daily walker. In this neighborhood there is already ample opportunity for people like me. Let us continue to keep the neighborhood safe and enjoyable for walkers and bikers by not increasing the volume of traffic on our streets.

Thank you,
Ted Ulrich

I am writing to support the plans that have been developed for this redesign.

I appreciate being able to make public comment virtually (& having this email published in the Villager). I typically don't have time to share my opinion about these types of projects.

But I love the plan! Thanks for all of the hard work.

Jodi Sandfort
775 Ashland Avenue

From: Gene Johnson <eggng@gmail.com>
Sent: Sunday, April 19, 2020 5:59 PM
To: Kelley, Pattie (CI-StPaul) <pattie.kelley@ci.stpaul.mn.us>
Subject: Ayd Mill Road (the AMR Corridor)

Hi Pattie, I hope all is well with you and your fellow truly essential workers! Since the Ayd Mill Road (AMR) vote is scheduled for this week, I just wanted to see if the Councilmember has had a chance to read my recent email. He may have missed it due to the fact that the email was sent using the St Paul Bicycle Alliance online template. I removed their suggested comments from the template and inserted my own letter, which I've reprinted below.

A quick summary follows:

Please do not spend \$7.5M on AMR but instead do the mill & overlay previously approved and begin negotiations ASAP with Ramsey County, to encourage Hennepin and Dakota County to get the State of MN to acknowledge that AMR is a REGIONAL CORRIDOR that serves all three Counties as a possible extension of the Midtown

Greenway through St. Paul, connecting to Dakota County via the 35E Bridge. The details of my proposals are included in the email chain below.

Gene Johnson

1123 Edgcumbe Rd, St Paul, MN 55105

612-321-8321

I support the Ayd Mill Greenway but not as proposed by Mayor Carter

Although the current proposal by St Paul Public Works to add a bicycle and pedestrian trail to the Ayd Mill Corridor as part of an up-coming mill and overlay is a good idea, it should not be paid for by St Paul Taxpayers.

I support the goal of reducing the number of fossil-fuel-based cars on St. Paul's streets. However, the plans for the redesign of Ayd Mill Road presented by St. Paul Public Works should not be implemented this year. Instead, the mill and overlay work on Ayd Mill Road should be done in 2020 and not deferred while a more difficult issue remains unresolved.

Ayd Mill Road is a regional corridor. It could and should be part of the proposed bike-commuter route connecting Minneapolis and St. Paul through a bike network that goes across the river and through the Midway area. However, the study done by the Midtown Greenway Coalition pegged the cost of crossing the Mississippi River on the Canadian Pacific Railroad bridge at between \$7 million and \$22 million with no sign that Canadian Pacific is willing to grant access to the bridge now or in the future.

Limiting northbound Ayd Mill Road to one lane may reduce the automobile traffic of commuters who live in Dakota and Washington counties, but it will not eliminate it. What we should be working toward is using the Ayd Mill Road corridor as an express bus connection via I-35E from the Eagan Transit Station to the Metro A Line stop at Selby and Snelling avenues. This would support the goal of reducing automobile traffic from the suburbs while giving residents of Dakota and Washington counties an option to access St. Paul, Roseville, and Allianz Field without using a car.

Let's remove the burden of Ayd Mill Road from St. Paul taxpayers and share the cost of making it a regional corridor with Ramsey, Hennepin, Dakota and Washington counties. The most likely way to achieve this is to work in partnership with those counties to convince the state of Minnesota that Ayd Mill Road is a regional corridor while putting together a plan that achieves the goals mentioned above. While the above efforts are being undertaken, let's implement the original plan to do the \$3.5 million mill and overlay to Ayd Mill Road this year, delaying work on the bike and pedestrian trail, lighting, sewer, traffic lights, etc. This would free up resources in the city's Department of Public Works for the maintenance of other streets. It would also remove the need to commit \$500,000 from the city's bike and pedestrian fund over the next 10 years as currently proposed.

Gene Johnson

On Wed, Mar 25, 2020 at 11:49 AM Gene Johnson <eggnaq@gmail.com> wrote:

Hi Ken - Thanks for returning my email! I hope everyone is staying safe.

RE: Regional Corridor - Not being knowledgeable of "official Minnesota designations", I don't know what the official definition of "regional corridor" is. However, here's why I chose to use it. I may be wrong, but I believe one of the main drivers behind Mayor Carter's proposal to include a bike lane as part of the Ayd Mill reconstruction may be the desire to connect the existing Midtown Greenway in Minneapolis, across the Mississippi via the Canadian Pacific railroad bridge, eventually connecting to Ayd Mill Road. Such an undertaking should be a "*regional*" effort between Ramsey and Hennepin Counties. In another section of my proposal, I suggest that an upgraded Ayd Mill Road is a logical route for a "*regional*" express bus to run from the Eagan Transit Station via 35E continuing on to Ayd Mill and connecting to the Red Line at Selby and Snelling. This would encourage Dakota County, the Met Council and possibly the State to become involved. It would also provide convenient, mass transit access to Allianz Stadium thus minimizing unnecessary car-trips in-and-out of the Midway Area during soccer games and other events.

In such a scenario, I believe Ramsey County is a key player linking Hennepin to Dakota County via Ayd Mill Road. However, this would only be possible if Ayd Mill was to eventually become a County or State roadway. St. Paul by itself would be part of this process but only as a participant, not the leader. This is why it's necessary to build a consensus between St. Paul and Ramsey County. By doing so I hope that the County will see the value in this proposal and work with the City to make it a reality.

RE: Who Pays - In making this proposal to the St Paul City Council, I'm trying to convince them to postpone the current bike path plan and instead, complete the mill & overlay as approved by the City Council last year. This would achieve two necessary goals: 1) Make Ayd Mill a drivable roadway ASAP, 2) Reduce the need for St Paul Public Works to spend one-third of their street maintenance resources repairing Ayd Mill potholes, etc, for the foreseeable future and, 3) Buy time to assemble the entities and resources necessary to transform Ayd Mill into the regional corridor it already is connecting Dakota County via 35E to St Paul and having the potential to connect Ramsey and Hennepin Counties via an extended Midtown Greenway. Not being knowledgeable of funding, I can only speculate on who would pay for this final portion of the project but that is why I am suggesting St Paul undertake the mill and overlay at their expense now so that we have the time to work out the details of the bigger project.

I realized that in the best of all possible worlds, no one would have to pay for such a proposal. However, as a regional corridor, there are three entities who should consider pooling resources, Hennepin, Dakota, and Ramsey Counties. Likewise, I realize these three

entities would prefer someone else, such as the State, to pay for such a project, thus requiring all three counties to work together to make that become a reality.

Just so you know who I am, here's a brief description. I am retired and live with my wife in a townhome in Wilder Park overlooking Ayd Mill where it passes under the Lexington Bridge. I am not "pro-car" nor "anti-bike" but I am trying to find a resolution to the long-running Ayd Mill situation that favors as many as possible. I am also an advocate of getting Ayd Mill off St. Paul tax rolls. I have no horses in this race other than those.

Please let me know if you have any interest in pursuing this idea.

Sincerely,

Gene Johnson

On Fri, Mar 20, 2020 at 1:28 PM Iosso, Ken <Ken.losso@co.ramsey.mn.us> wrote:

Hi Gene,

I am not clear on what a "regional corridor" entails. Is that an official Minnesota designation?

It sounds like you are proposing that the city proceed with its own plan for the street, but have other jurisdictions (Ramsey County, MNDOT, other counties) pay for it. I don't know if Minnesota would even allow such an arrangement.

Also, Ramsey County has already set its budget for the biennium and our public works budget is based on the specific streets that are our responsibility so, of course, maintaining or rebuilding what is currently a city street is not included.

We have had discussions about connecting the midtown greenway to a bike trail along Ayd Mill and a little used railroad bridge. And this is another intriguing idea. But it's probably not something we could do on the fly, even if we were not in the middle of a pandemic emergency.

But thanks again for sharing this idea with the Commissioner and I. Sorry for the delay in responding.

Stay safe and healthy, Gene!

Sincerely,

Ken Iosso

Aide to County Commissioner Ortega

Courthouse 220

15 West Kellogg Boulevard

Saint Paul, MN 55102

[651-266-8367](tel:651-266-8367)

From: Gene Johnson <eggnaq@gmail.com>
Sent: Monday, February 17, 2020 10:17 AM
To: Ortega, Rafael E. <Rafael.E.Ortega@CO.RAMSEY.MN.US>
Cc: Iosso, Ken <Ken.iosso@CO.RAMSEY.MN.US>; Larson, Nancy C <Nancy.Larson@CO.RAMSEY.MN.US>
Subject: Ayd Mill Road (the AMR Corridor): Proposed Resolution for the Apparent Impasse

Dear Commissioner Ortega:

On Wednesday the St Paul City Council will consider Ayd Mill Road as part of approving the city's Five Year Plan. As you can see, I am suggesting that Ramsey County, along with the State of Minnesota, should be involved in what I consider to be a "Regional Corridor". I hope you have time to review my email below to St Paul Councilmember Jalali. In it, I propose the following three steps toward resolving the Ayd Mill Road (AMR) situation:

- 1) Recognize that Ayd Mill Road is a Regional Corridor
- 2) Remove the burden of AMR from St Paul taxpayers
- 3) Implement the original plan to do the \$3.5M mill & overlay to the existing AMR this year

Please feel free to contact me if you have any questions.

Gene

On Sun, Feb 16, 2020 at 4:04 PM Gene Johnson <eggnaq@gmail.com> wrote:

Dear Councilmember Jalali,

My name is Gene Johnson and I spoke with you about Ayd Mill Road (AMR) at Mayor Carter's Birthday Party in January at the Minnesota Music Cafe. I just listened to the recording of the Public Works Presentation regarding AMR that took place on February 12th. I sincerely hope that you have time to review the following prior to the Council Meeting on the 19th.

First of all, I support the goal of reducing the number of fossil-fuel-based cars on the streets of St. Paul. I also believe that the plan presented by Public Works Director Kathy Lantry is an appropriate redesign of the AMR Corridor. However, I support the reasons put forth by other Councilmembers regarding why this plan should not be implemented this year. Here is my reasoning:

- 1) **Recognize that Ayd Mill Road is a Regional Corridor** - In your comments towards the end of the meeting, you said,

"...this is part of a long-running community effort to connect Minneapolis & St. Paul through a bike network that would go across the river, through Midway, take people to and past Allianz Field. It would mitigate a lot of the car traffic because we would be connecting people between cities like an actual commuter route and this road is a key leg of it..."

The AMR Corridor could and should be part of this proposed bike-commuter route when it is finally built. However, the study done by the Midtown Greenway Coalition pegged the cost of crossing the Mississippi River on the Canadian Pacific Bridge at between \$7M and \$22M with no sign that Canadian Pacific is willing to grant access to the bridge now or in the future. I am not pointing this out to suggest that doing so is an undesirable goal; I'm merely saying that the needed work on AMR should not be deferred as long as that difficult issue remains unresolved.

The other regional aspect of this are commuters who live in Dakota and Washington Counties. Limiting northbound AMR to one lane may reduce auto traffic on it from those suburbs but not eliminate it. What we should be working toward is using the AMR Corridor as an *Express Bus connection via 35E from the Eagan Transit Station to the Metro A Line stop at Selby and Snelling*. This would support your goal of reducing auto traffic from the suburbs while giving residents of Dakota & Washington County an option on how to access St Paul, Roseville, and Allianz Field without using a car. As much as it's important to give bike riders options, we should not be excluding others in the process.

2) **Remove the burden of AMR from St Paul taxpayers and share the cost of making it a Regional Corridor with Ramsey, Hennepin, Dakota, and Washington Counties** The most likely way to achieve this is to work in partnership with those counties to convince the State of MN that AMR is a Regional Corridor while putting together a plan that achieves the goals mentioned above.

3) **Implement the original plan to do the \$3.5M mill & overlay to the existing AMR this year, delaying the bike lane & trail, lighting, sewer, traffic lights, etc. while the above efforts are undertaken**. This would free up resources within Public Works for the maintenance of other streets in St Paul. It would also remove the need to commit \$500,000 from the Bike/Ped Fund over the next ten years as currently proposed by Public Works. If AMR is ultimately transferred to the State, future costs will be shared with others and not just covered by St. Paulites alone.

I sincerely hope you will give this proposal serious consideration. Copies will be forwarded to the Mayor and other Councilmembers so they also have an opportunity to consider this option as a realistic resolution. I look forward to seeing you at the 5:30 meeting on Wednesday.

Gene Johnson
1123 Edgcumbe Road
St. Paul MN 55105

From: peter brozek <petr.brozek@outlook.com>

Sent: Monday, April 20, 2020 9:14 AM

To: #CI-StPaul_Ward1 <Ward1@ci.stpaul.mn.us>

Subject: Ayd Mill Road Reconstruction

As an Architect in St. Paul for the past 36 years, I believe that the proposed changes to Ayd Mill Road are a ridiculous expense that could be used for many other things. There is enough space for a pedestrian and bike lane of simple asphalt paving on the east side of the road. Who in their right mind would take a road with 27,500 vehicles a day and decrease the number of lanes. Doing this would be as stupid as when the RIP35 people got I-35 closed to trucks going through a relatively affluent neighborhood while I-94 decimated the Rondo neighborhood and the city keeping the prohibition in place.

It would appear that the bicycle lobby has the City Council, Mayor and Public Works in their pocket. Look at what they did to Pelham where now none of the homeowners can park on the street. Also the expense on redoing Lexington with no discernable benefit. While the road surface of our most prestigious street, Summit Avenue< is a disgrace much less Victorian north of Summit. And what about the bike path on Grand Avenue that causes congestion.

Time to get real, people! We need to stop this foolishness before it goes any further.

Thank you,

Peter M. Brozek, AIA

957 Laurel Avenue

St. Paul, MN. 55104-6524

From: Patrice Connelly <pconnelly71@gmail.com>

Subject: Re: Ayd Mill

Date: April 20, 2020 at 10:40:47 AM CDT

To: council@ci.stpaul.mn.us

TO WHOM IT MAY CONCERN:

I am opposed to ANY of the modifications to And Mill Road. I do not believe the use of a bicycle path will generate the use anticipated. And, returning car traffic to side streets, into residential areas is a really bad idea. Patrice Connelly

We are not in favor of the turning the unkept, 4 lane Ayd Mill Road into 3 lanes!

Our family members are all bike riders. We bike on designated out of the highway system's bike trails. This highway was perfectly designed as an express road from I-94 to I-35E to keep traffic out of residential areas. Ayd Mill Road does not connect any bicycle destinations and should be kept for car and truck traffic especially with the huge increases in population density.

Please just resurface Ayd Mill Road as it was intended. Thank you for making the right decision.

Bill and Eileen Troxel Family

I am against the proposed bike and pedestrian lanes on Ayd Mill Road. It would create more traffic and congestion on other surrounding streets.

I am in favor of repairing the road and keeping the four lane configuration.

Jeanne Morgan
895 James Ave.
St. Paul MN 55102

For Saint Paul Council Public Hearing on AYD MILL Road on, Wednesday, April 22nd 2020, or whenever it happens

* * *

PLEASE MAINTAIN AYD MILL AUTO LANES.

I am a runner, AYD MILL road is odd. Sometimes no traffic at all. Around Rush Hours, quite busy, packed with cars, some use it to cut through City, go 94 to 35E.

* * *

I think two lanes both ways necessary. I could be wrong about the two lanes each way, all I know, how would cars pass each other?

WHAT IS IMPORTANT IS:

IF NO AYD MILL ROAD THOSE CARS WILL BE ON NEIGHBORHOOD STREETS.

Bikes a wonderful dream for commuting, you do realize we live in The Tundra?

During Winter Months, Baby it's Freaking Freezing out there! ! !

I run, sometimes with difficulty in the Winter. I see so no Bikers then, anywhere.

* * *

I moved here four years ago from San Francisco. This too is a Beautiful City.

Let's keep it this way by having cars off the neighboring streets to the extent possible.

Thank You,

Peter Joe Sanchez

spsanchez@comcast.net

1480 Scheffer Avenue

Saint Paul, Minnesota 55116

From: Gregg Radecki <greggradecki@hotmail.com>

Sent: Monday, April 20, 2020 11:03 AM

To: #CI-StPaul_Ward3 <Ward3@ci.stpaul.mn.us>

Subject: Ayd Mill Road

Councilman Tolbert,

Please vote no on the proposed bike/pedestrian path addition to the Ayd Mill Road project.

I ask you to vote no for 2 reasons:

Fiscal responsibility - I feel spending millions on a project that is a luxury, and will only be use a sort time the year, is financially irresponsible. Especially in these uncertain times we are currently in.

Safety - Adding additional vehicles to residential streets will only increase damage to property and accidents (potentially deadly).

Thank you,
Gregg Radecki
1568 Sargent Ave.

Dear City Council,

I am in favor of rebuilding Ayd Mill Road. However, I am not in favor of eliminating any of the current four lanes for automobile traffic in order to add pedestrian and bike paths. In fact, I am not in favor of adding the bicycle and pedestrian path at all. Based on the numbers of people I see using them, the proliferation of bike paths in this city is unnecessary. Are we performing any traffic studies to measure the number of bicycles using these paths or have we simply determined that any bike path is a good use of taxpayer dollars regardless of usage? Our streets are crumbling and, in some cases, impassable yet we continue to add bike paths.

In addition to the misuse of taxpayer dollars to benefit a vocal minority of bicyclists, there is the issue of increased traffic in the surrounding neighborhoods that would result if traffic lanes are removed from Ayd Mill Road. This is an inevitable outcome if we reduce the capacity of a roadway that carries 27,500 cars a day. How many bicyclists and pedestrians do we estimate will use the proposed path? My sense is that it will be very few so we are planning to displace tens of thousands of cars for a handful of bicyclists.

The paths on Summit get most of their use on the weekends so any notion that measurable numbers of people are leaving their carbon generating cars at home and commuting by bicycle is ridiculous. At what point does the city have to justify the expense of these bike paths with data showing that they are being used? I challenge the myth that these paths are taking a measurable number of cars off the roadways and making our city greener. Where is the data to show whether or not this is happening?

Thank you for your consideration of my comments.

Regards,

Tim Stewart
1036 Ashland Ave.
St. Paul, MN 55104

As a resident of the Lexington-Hamline community I'd like to express my opinion of the proposed 3-lane redesign of the Ayd Mill Road.

I am against it. I think it should be kept a four lane road.

I would not like the extra traffic traveling on nearby streets, especially during rush hour. I also feel that we already have enough bike paths in this neighborhood and surrounding neighborhoods.

Please use the funds to repair the Ayd Mill Road as a four lane road.

Thank you,

Deborah McNiff

Mayor Carter and his administration along with the St Paul City Council need to re-think Ayd Mill Road construction. Their idea of making it three lanes with a bike/pedestrian trail is a subjective view on their part. I recently read an article that stated when surveyed, that 32% were for their idea and 30% were against with remaining percentage standing elsewhere. I don't know who is giving/taking these surveys but I find it hard to believe these numbers. I have spoken to a good couple of dozen people on this issue and have yet to find anybody for Carters vision. I feel this is just another project that is being railroaded through so they can say "Look at what we did to make St. Paul more livable". We already have beautiful neighborhoods to walk through, many of which can take you to eating/shopping/entertainment. As for bike trails, we already have enough and those are not being used like people thought they would. You want to make St Paul a better city, then use tax dollars to fix our current roads including Ayd Mill and leaving it at 4 lanes. This administration that is currently in place is not interested in doing practical improvements to the city. They are only interested in their own self worth ideas and not tax payers. As a taxpayer living in Mac Groveland I am very tired of having taxes go up and not seeing any benefits. Get your head where it should be and vote against the mayors idea for Ayd Mill. I am sure any emails such as this will be brushed off and some survey numbers will be tallied which will be very questionable just to push through the mayors idea.

Respectfully,

Todd Philips

St Paul homeowner/taxpayer that is very disappointed with the job the Mayor and City Council are/have been doing.

Council Members:

I am strongly opposed to the mayor's new proposal for Ayd Mill. Fix Ayd Mill Rd, but DO NOT make it a 3 lane road. The original reason it was built was as a connection to 94, which as you know never was completed and why is that? It makes little sense to remove a lane of traffic on a major artery for a bike /pedestrian lane that will be used only 5-6 months of the year. In all of the articles regarding this project, I never read any numbers which "predict" how many bicycles and how many pedestrians will use this very expensive lanes.

Based on The Villager article (April 15, 2020) some traffic study found that out of 27,500 vehicles which use the current Ayd Mill road, only 400 vehicles would need to be diverted to the local routes. What model came up with these numbers? I remember when they would do maintenance on Ayd Mill, how the traffic on the residential roads would increase exponentially and with those higher numbers came increased speeds. Attempting to cross streets where this traffic was moving was not a safe decision. The statistics on vehicle volume and means of alternate road use are alarming.

There are bike lanes already in place – why do we need another set on a road that is only 1.2 miles long? What do the bicyclist gain by taking this route? This entire idea makes absolutely no sense. The increase cost is reason enough to say "no". What irritates me even more, are the bicyclist who think the sidewalks are their "bike" paths – they aren't. It is even better when the bicyclist uses the sidewalk instead of the expensive bike lanes that were installed for them. I really enjoy walking down a sidewalk only to have a bicyclist zoom past me with no warning. They really think they are entitled. They should be ticketed since it is illegal to ride a bicycle in a business district, but that won't happen either. East River Road is an excellent example of bicyclist who don't bother to obey signs or speeds. They are too important. The

police could write many tickets for speeding and not stopping, but they don't bother. It is a waste of time for them.

I am a bicyclist and I use the bike lanes when I can, but if there is not a lane, I ride with the traffic, carefully and respectfully. The idea that the council, again, wants to force this idea on the people, when the extra cost could be used to repair the streets currently in such poor shape.

I reiterate, do not make this change to Ayd Mill. Complete this project as it was first conceived 30 years ago.

KC Cox

Ward 1

I travel this road to and from work everyday. My suggestion would be just to fix the drainage on the south side, and resurface it.

Thanks, Chad

City Council,

I do not support the redesign of Ayd Mill from 3-lanes to 4-lanes. I do not want to lose a northbound lane. We do not have enough north-south arteries in this part of the city. The cost of this project is also unacceptable high. Additionally we are in the midst of a pandemic that is going to bring many other unknown costs for our city and a huge loss in tax revenue. This is not the time to spend money on this type of project. I would support a simple mill and overlay of the road.

Terry Casey
1829 Juliet Av
MN, St Paul 55105

From: Julian <julian@ballparktours.net>

Sent: Monday, April 20, 2020 3:46 PM

To: Thao, Dai (CI-StPaul) <dai.thao@ci.stpaul.mn.us>

Cc: Koziol, Kristin (CI-StPaul) <kristin.koziol@ci.stpaul.mn.us>

Subject: Ayde Mill Road - A practical Solution - Mill & Overlay

Councilmember Thao - I'm aware that you are being inundated by supporters of a bike/pedestrian path on Ayd Mill Road. I think at this time considering the fiscal impacts that the city will experience as a result of COVID the prudent thing would be to do a Mill & Overlay & give Public Works 2 specific tasks; figure out a north end solution even if only to Marshal & determine if there is any likelihood of acquiring right of way to connect this segment with the proposed Midtown

Greenway. It seems wasteful to spend money \$8m on a rebuild when it fails to address the 2 biggest concerns north end connections.

I am confident that we could put the additional funds saved by doing a mill & overlay to better use elsewhere.

I think at this time it is more important that the city address the NEED to fix our streets rather than funding WANTS.

I look forward to you providing leadership on implementing a 'practical' solution.

Appreciate your time & consideration,

Writing to object to the \$7.5 million project proposal I've seen written up. \$7.5 million! Sorry, that's a crazy amount of money. While it badly needs resurfacing can't you something a lot more basic? Pursue the earlier ideas in the \$3M range.

I didn't see any plans with traffic circles at the intermediate intersections. Seems like that would have been a good location for them.

And forget the nonsense about bike lanes down there. That's just not thought out. I'm a St. Paul resident and would prefer more bikeability in the city but that's a terrible location for bike lanes.

Thanks.

Chris Boylan

Dear City Council,

I understand that the council will vote on the Ayd Mill Road proposal Tuesday, April 21.

I want to tell you that I currently oppose the proposal.

I'll keep my reasons brief:

Projected \$7.5 Million cost

- **We are in the middle of a global COVID-19 pandemic. WHAT IS THE RUSH?** Surviving it will be a long and expensive process.
- This money first should be used to fix potholes in existing streets. It is irresponsible not to.
- Will the State pay for any percentage of this? If so how much?
- I had read the claim that this conversion to auto/bike traffic is somehow saving on road repair costs. That makes no sense.

Purpose of the route

- Ayd Mill Road is currently an automobile shortcut through town to access 35E and points south.
- Shouldn't this be extended to link with I-94 to make it more useful?

Inadequate study

- How is it possible that a road that carries 27,500 cars a day when converted from 4 lanes down to 2 will only displace 400 cars a day?
- How is this anticipating the future? Traffic only increases. Why would you change the route to accommodate less traffic?
- How many cyclists and pedestrians are projected to use the bike/walking path? Why would they use it? Where are they going?

There is no reason to push this agenda through. The public need to be able to understand the plans and weigh in on them. After all we are the ones paying for it.

Thank you,
Steve Sikora
Macalester-Groveland

I am being liberal. 10,000 bicyclists of St Paul residents get many millions of tax dollars spent for them, but the other 265,000 citizens get nothing.

All discretionary spending that the city does is for special interest groups.

When do the rest of us get what we need like new street.

I cannot believe the majority actually thinks this is a good idea. Most of the traffic comes from the suburbs. With this they will just start wearing out our neighborhood streets. I would go for a toll way. It would pay for upkeep. Leaving the burden off tax paers. Bikers don't use the bike lanes we already have.

Hello Council,

As I understand, the potential for And Mill to return to it's previous state as a multi-lane car road is going to cost an untenable amount of money. I suggest, and would prefer, that we rethink the space to support open space and bicycle commuting. I would love to be able to bike from my home in West 7th to the Selby area, but as a non-city native, I am completely turned off by sharing the road with cars, especially in these days of smart phones and ever increasing distractions. It would be such a benefit to have a safe bikeway/walkway for the community there. Let's practice what we preach in terms of transitioning to greener transportation and valuing the climate and our planet's future.

Thank you,
Naomi Blinick

Hello,

I use Ayd Mill on a daily basis from my home off West 7th.

I greatly prefer a 4 lane solution.

I don't think a trail would be used or as useful as another northbound lane.

By choosing a 3 lane solution, you are increasing my commute time, gas spent, and increasing pollution.

Please reconsider.

Thank you,

Chris Leininger

794 Watson Ave, St Paul, MN 55102

Dear Council,

I would like to add my voice for those encouraging you to vote in favor of the plan to make it a 3-lane road, with a bike/pedestrian path. I believe it is very much in the interest of the residents of our city to welcome this recommendation as an addition to our health and well-being. Slowing the speed limits, and viewing it more as a city street than a freeway extension would be such a positive change.

Thank you,

Nancy Walden

1297 Summit Ave.

St. Paul, MN 55105

Hello,

I am a St. Paul resident off-and-on since 1999. I attended Macalester College and after finishing school there lived in the West 7th neighborhood. I've lived in various pockets of West 7th since 2004. I am an occasional bike commuter but mostly rely on a personal vehicle for getting around.

In all the years of living in St. Paul I have used Ayd Mill road less than 4 times. I find it useless and waste of valuable open space and a colossal drain on city resources. It does not go anywhere. If it actually connected to Hwy 94, I could see some value in retaining this corridor for vehicles, but I understand that will never happen. Snelling, Hamline, and Lexington are functional through fares and those will have to suffice as the city adapts to climate change and works to reduce the carbon footprint of its residents.

More than convenience and cars, I care about climate change and I am terrified of what the future will hold if we do not do everything we possibly can to reduce emissions. Any configuration that encourages more reliance on cars is an absolute disservice to this community and pretends that the climate emergency is not upon us right now. Because of the physical/geological situation of Ayd Mill Road, we know that this is no place for a road. The drainage issues are only going to become more challenging as

our winter snow falls decrease and rainfall increases. Vehicle traffic should be eliminated from this location, a two-lane bike and pedestrian way established, and the rest of the space should be a pollinator rain garden.

Spending any money to add pavement and encourage single passenger vehicle traffic on a redundant road with no actual destination ignores the reality of the climate crisis and the City of St. Paul's commitment to reducing carbon emissions and working towards a more resilient, liveable city.

Sincerely,

Meg Duhr

Dear Council Members,

Please vote tomorrow for the proposal for an improved layout of Ayd Mill Road, changing to the 3-lane configuration with a path for people biking and walking. This change will be an investment in an extended Midtown Greenway, while providing a great community resource for people to be active. The changes are likely to have almost no effect on surrounding traffic, especially when induced demand is considered (something Public Works seemed to have neglected to factor in).

While I think the much better option would be to close the road altogether to cars and open the entire space for people, which would save us millions of dollars we will need over the next few years, there seems to be a lack of political will and leadership to do so, so in lieu of this superior option, please at least vote for the the proposed change to add a path.

Thank you for your vote for this great improvement to our city.

Zack Mensinger
St. Paul, MN

Dear council members,

I live at 1231 Dayton Avenue in St. Paul and write to comment on the plan to close one north bound lane and create a bike path and pedestrian path. I object to the plan for the following reasons:

1. A path for bicycles and pedestrians adjacent to moving vehicles is reckless when continued use of cell phones to talk and text by drivers continue to cause serious and fatal accidents. At 45 mph, a vehicle travels 44 feet/second. Even if the speed limit were reduced to 20 mph, a vehicle travels 17.6 feet/second. A second of distracted driving puts the cyclist and pedestrian at risk of serious harm or death even if there is 12 feet between them: a vehicle will travel far more than 12 feet in a second.
2. The City already has more infrastructure than it is able to adequately maintain and its deferred maintenance has resulted in increased cost to repair and replace the streets, bridges and other infrastructure which the City already cannot afford. To borrow another \$7.5M in the midst of a pandemic is irresponsible. The large tax increases imposed by the City the past years has already created a hardship for many residents. Now that so many of our residents are unemployed and we are just at the beginning of the pandemic, spending more money on a project that only serves a small portion of our city will divert funds that will be needed in critical

areas such as supporting firefighter/paramedics, police, city attorneys, public works, water department, etc. as these city workers decline due to illness.

3. Locating a bicycle path and walkway where the traffic noise will be loud and fumes accumulate in the low-cove-like area of the roadway are made worse by the passing trains which also increases the noise and poses additional risks to children, not to mention the homeless population that often resides along the tracks. Bicyclist and pedestrians would have to pass through areas near dense vegetation, obscured from public view which provides cover for those who would take advantage others, posing an increased risk to those who use the bicycle and pedestrian paths, especially unaccompanied children.
4. There can be a far better way for vehicles to travel from Highway 35 to Highway 94 than Ayd Mill: Connect Highway 35 near the downtown to Highway 94. Bypassing Ayd Mill will allow large (and noisy) trucks to avoid State Highway 51 (Snelling Avenue) too. Being federal highways, the cost to build would be spread over a far larger tax base than just St. Paul residents who are already shouldering massive city tax increases and now will have less money to support themselves. Additionally, it will reduce noise pollution, reduce traffic on local streets and allow traffic to remain on the highway rather than wear out our city streets as quickly.

Please vote against spending millions of dollars to convert Ayd Mill Road to a vehicle, bicycle and pedestrian – at least at this time of a national financial and health crisis.

Shane C. Perry

From: Gerald Ratliff <JerRatliff@Comcast.Net>

Sent: Tuesday, April 21, 2020 9:44 AM

To: #CI-StPaul_Ward4 <Ward4@ci.stpaul.mn.us>

Subject: An option to consider- let's get this right the first time

I just sent this to Jane Prince just now as a reply to her concerned email and below was my original email to all of the council as submitted to the survey on the bike route:

Jane,

Like I said in my original email: I am very supportive of more bike lanes, but felt this was a poor option.

Let's look at the original option to extend road to 94. At the same time extend bike route to 94 and Greenway. Current plan of lowering speeds is wishful thinking on that wide open road. As a biker it sounds scary not to have a huge ditch or huge berm between the peds and bikers and trains and trucks. I bike 700 miles every summer and would never bike on this proposed route - too scary. I saw one such proposal that also eliminated some of the exits. The exit by Kowalskis is still there for SB drivers and hasn't been used in years. Why? Anyone miss it? Does an exit ramp need several exits- especially southbound? The dumping of cars into Selby's busy intersection at Snelling is unreal looking at what is happening at that intersection. I drove that weekly for a decade until recently and never liked that set up of dumping into Selby.

Bottom line, this is truly a regional/state plan connecting main routes and is a great start, **but let's do this right the first time. Let's get state and/or federal monies in this pot** like we did on the St Croix \$3/4 Billion dollar bridge. I agree that this needs to be improved upon. To improve the flow for bikers, drivers, freight and passenger rail traffic, etc.... I saw this improvement as only cosmetic and a way to

spend money. This is a great opportunity to connect bikes, cars, and trains to 35E and areas south such as downtown St Paul. That will avoid backlash from people.

Let's get this right the first time.

Jerry

ORIGINAL

I join a dozen local groups in supporting Mayor Melvin Carter's current proposal to add a bicycle and pedestrian trail to the Ayd Mill Corridor as part of an up-coming mill and overlay. I am an avid biker. I would like to see us get state and federal support on this project so the the bikeway is connected to Greenway and road bed is connected to 94 as the original study recommended. It may be part of a future Midtown Greenway Extension along with bike extension north where the old RR bridge crossed 94 near Pascal. Let's do this right. It will free up money for other city projects.

We hope there will be a barrier such as a ditch or berm between train, trucks, and bikers/pedestrians for safety reasons. This will make it much more pleasant for bikers and hikers. Why no guard rails? Suggest both measures.

Jerry Ratliff

jerratliff@comcast.net

1484 Van Buren Ave

St Paul, Minnesota 55104

From: Ann Cohen <anncohen77@hotmail.com>

Sent: Tuesday, April 21, 2020 8:33 AM

To: Swanson, Stacy (CI-StPaul) <stacy.swanson@ci.stpaul.mn.us>

Subject: RE: I support the Ayd Mill Greenway

Thank you. I know the project is not perfect. But don't make the perfect the enemy of the good. In the long run, saving a couple thou here or there will make no difference, and if this isn't done soon I'll be too old to enjoy it!

Ann

From: Swanson, Stacy (CI-StPaul) <stacy.swanson@ci.stpaul.mn.us>

Sent: Monday, April 20, 2020 7:20 AM

To: anncohen77@hotmail.com

Subject: RE: I support the Ayd Mill Greenway

Hello Ann,

Thank you for taking the time to share your thoughts on the Ayd Mill Road Project. Councilmember Jalali truly values this kind of community input and I will make sure she gets your message.

Thank you,

Stacy Swanson

Executive Assistant to

Councilmember Mitra Jalali

Office of City Council – Ward 4
15 W Kellogg Blvd. Suite 310D
Office: 651-266-8640
Direct: 651-266-8643
Stacy.Swanson@ci.stpaul.mn.us

From: Ann Cohen <info@sg.actionnetwork.org>
Sent: Friday, April 17, 2020 5:12 PM
To: #CI-StPaul_Ward4 <Ward4@ci.stpaul.mn.us>
Subject: I support the Ayd Mill Greenway

Mitra Jalali,

I join a dozen local groups in supporting Mayor Melvin Carter's current proposal to add a bicycle and pedestrian trail to the Ayd Mill Corridor as part of an up-coming mill and overlay.

The proposal grants long-denied access to non-motorized users. It is part of the city's Bikeways Plan. It may be part of a future Midtown Greenway Extension, and it would be a useful trail in its own right.

As part of implementing this trail, we would like the City's Public Works Department to reduce the roadway speed limit to 25mph. Given that there are no guard-rails between cars and pedestrians, a speed reduction is a prudent safety measure. It will also reduce automobile noise, making the trail more pleasant to use and benefitting nearby homeowners. The City recently set 25mph as its speed limit for all city "collector" and "arterial" streets, so it seems like an appropriate speed limit here.

We hope the City Council will unanimously join the Carter administration in supporting this long overdue Ayd Mill bicycle and pedestrian trail.

Ann Cohen
anncohen77@hotmail.com
1831 Ashland Avenue
Saint Paul, Minnesota 55104

From: Hilary Patzer (hilary@jadastudios.com) Sent You a Personal Message <automail@knowwho.com>
Sent: Tuesday, April 21, 2020 11:37 AM
To: #CI-StPaul_Ward4 <Ward4@ci.stpaul.mn.us>
Subject: Please vote YES on a bike/pedestrian trail for Ayd Mill Road

Dear Ms. Mitra Jalali Nelson,

I live in St. Paul and would love to see more biking and pedestrian lanes everywhere! If there are safe trails, my hope is we can get more cars/pollution off the road! Thank you!

I support the current proposal to add a bicycle and pedestrian trail to Ayd Mill Road as part of an upcoming mill and overlay, and I urge the City to do it in a way that allows for the eventual expansion of the trails and a reduction to only two lanes for cars. The proposal grants long-denied access to non-motorized users. It is part of the city's Bikeways Plan. It may be part of a future Midtown Greenway Extension, and it would be a useful trail in its own right.

As part of implementing this trail, I would like the Public Works Department to reduce the roadway speed limit to 25mph. Given that there are no guard-rails between cars and pedestrians, a speed reduction is a prudent safety measure. It will also reduce automobile noise, making the trail more pleasant to use and benefiting nearby homeowners. The City recently set 25mph as its speed limit for all city, collector, and arterial streets, so it is an appropriate speed limit here.

I hope you and the rest of the City Council will unanimously join Mayor Carter in supporting this long overdue Ayd Mill bicycle and pedestrian trail.

Sincerely,

Dr. Hilary Patzer
1917 Lincoln Avenue
Saint Paul, MN 55105

From: Michael Narow <narow006@umn.edu>
Sent: Tuesday, April 21, 2020 1:41 PM
To: Swanson, Stacy (CI-StPaul) <stacy.swanson@ci.stpaul.mn.us>
Subject: Re: I support the Ayd Mill Greenway

Stacy,

I appreciate the response. Please pass the following along if you feel so inclined.

To be honest, my email was auto-generate from a group I support but I wouldn't say I am an active participant. Below are my personal thoughts on the project.

I am very interested in this project as I have lived in the Dale-Selby neighborhood and currently live in the West 7th Neighborhood. I am an avid biker (not spandex but love to ride) and I am also a

Transportation Engineer for Bolton and Menk. I am very familiar with the public outreach aspect of these projects and hope your team takes into account these emails as we do!

Speed limits/Space available:

I understand speed limits are hard to change and honestly, with proper use of space, there is a way to make this corridor feel comfortable for all users. I believe Shepard road is a great example of a high speed roadway, with a narrow footprint, that feels comfortable to walk and bike because of the guardrail/blvd. Could it have a wider boulevard? of course but space is limited.

Typical Section:

The one lane northbound and two lane southbound is very interesting to me because I do think it will work even with the volumes. I am wondering if "Green T" intersections are being considered? I know additional space is needed to accommodate medians but perhaps they would fit allowing for the northbound traffic to essentially be free flowing the entire corridor. Two southbound lanes are probably still needed from a capacity standpoint at the traffic signals, so again, that makes sense to me.

Diverted traffic:

The most recent newspaper article I read this last weekend shared specifics from the study that detailed increased traffic on other roads in St. Paul. While I acknowledge the legitimacy of the claim that traffic will increase on other roads, what needs to be explained is what that increase means. Increasing the daily traffic volume on Lexington by 500 vehicles per day is not going to change anything operationally for most, if not all, of that corridor. From what I remember, that was the highest increase noted.

Of course things come down to financials, and at this time there is so much uncertainty, however, by my quick math, this seems like a fair cost considering the length of project, signal impacts, bridge impacts, access/grading difficulties, assumed drainage needs, full curb and gutter replacement (including center median essentially double curb cost),etc. Replacing what is there could be done at around 60% of this cost roughly, but we would be dealing with the same janky road with no separation of traffic and no pedestrian facilities.

Thank you for considering my opinions on the project. I would be happy to discuss any elements of this email further if you do find my opinions interesting/valid.

Michael Narow

Dear Council members,

My input on the proposed AMR project(s) is that would be, especially in this pandemic time, to re-pave the four lanes ONLY.

It is a freeway entrance/exit, it would be seriously dangerous for bikes and pedestrians and it is certainly not scenic.

It would be irresponsible of the City of St Paul to do anything other than re-pave ONLY!

John Kachmarek
1397 Grand Ave
St Paul, Mn 55105

Dear Saint Paul City Council:

I want to express my viewpoint on the planned Ayd Mill Road 3 lane redesign as proposed by the city.

This is a major development for many citizens in St. Paul. It requires sufficient collaboration to make this plan the best for all our citizens. As we are working together to battle the Covid-19 pandemic, we must also work together to create the best outcome for all in this plan. I hear many concerns about this plan from many people. These people must be heard. I will outline below some major comments and issues as I see it with this current plan. These bullet items are condensed for ease of reading. However, I could provide paragraphs and pages of support for each of these issues:

- Many people, as myself, are concerned about reducing the 4 lanes of traffic to 3 lanes. As a St Paul study has reported, this will put more traffic on our local streets. This is not a good idea. We have enough traffic on our local streets now, as noted by the city reducing the speed limit to 25 MPH.
- In the plan, the south bound lanes are 13' wide and the one north bound lane is 15'. So to get another lane for the north bound traffic, we need to find 11 more feet. We can reduce the boulevard by 2 or 3 feet. The median can be reduced by 3 to 4 feet. The trail could be reduced by 1 to 2 feet. The city could get some right of way (2 to 3 feet) from the railroad property. Has the city even asked if the railroad would cooperate with the city in this effort?
- It appears that the driving force behind this redesign is to provide a trail for the biking and walking/running citizens. I agree that is a good want/goal to achieve. However, eliminating one lane of heavy traffic that puts more traffic on local streets, is not far trade off. By the way, is there a study on how many people will be using this trail?
- I would like to address the lighting in this redesign also. We have to be respectful to our future generations by not wasting energy on unnecessary lighting. This behooves us to only place enough light as barely needed to address the requirements.

I am a firm believer that a better design can be created with the input and hard work of more people to meet the needs of more people. We also might be able to reduce the cost as well.

Thank you for your time in this matter.

Sincerely,

Tim Morehead

My name is Christian Spraugel and am a resident of the W 7th neighborhood for almost 7 years. Throughout the 7 years I have used Ayd Mill quite a bit getting to my work in Midway, north north and south bound. During the summer time I also bike a lot so I am thrilled to hear about the addition of a bike lane however I am concerned with only 3 lanes of traffic and I fear that would slow things down immensely during peak hours.

It seems to me there should be room for still 4 lanes of traffic as well as a bike lane. Ultimately however I think that the addition of a bike lane is a benefit to our cities infrastructure and making biking throughout the city more accessible. This will obviously be better long term making a lesser impact to climate change and citizens health. Thank you!

Christian Spraugel

This email is to oppose the \$7.5 million project proposed for Ayd Mill Road. There are several reasons, some of which are:

Opening of Ayd Mill Road was to ease traffic on Lexington Parkway. Currently, we have overflow on Lexington, Hamline, Selby, and Snelling. We need a way to keep Ayd Mill Road users wanting to connect to I94 off of these streets.

The deterioration and lack of repair/maintenance of St. Paul streets is shameful. The depiction of Ayd Mill Road as a manicured green space is disingenuous. Our status of city livability depends on the care of what we have, not what might be.

Pedestrian safety seems to have taken a back seat to bicycle riders. We do not need more proposals that pit these groups against one another.

The numbers of St. Paul residents that ride their bikes from November to March are minimal and only increases slightly as the weather warms in April and May. Yesterday for example, was too windy (I tried). Two weeks ago, we had a storm that produced three inches of snow. People in MN will always rely on their cars in the winter.

Disabled and elderly residents rely on their cars to get to and fro year-round. The additional spill-over traffic makes their trips more dangerous for them.

The slower traffic speeds approved by this City will create more congestion and greater environmental problems.

The underlying issue is that a connection from 35E to I94 is a federal project, NOT a municipal responsibility. If the City wants to pursue this, it should be near Kellogg which could help in the revitalization of downtown. As an aside, making 35E a true freeway would reduce the numbers of large vehicles on Snelling Avenue where high density buildings have been and are being built.

The current administration must understand that tax payers cannot foot the bill for the next great idea that comes along. We have many new homeowners and retirees on our block that cannot afford

significant tax increases every year. Mayor Carter and Russ Stark might consider budgeting first to maintain our current infrastructure and city services.

I attended the meeting in February. This is the least likely of the proposed solutions. Thank you to Councilpersons Thao, Noecker, and Prince for their encouragement of community engagement. Due to COVID-19, many residents voices will not be heard. Please do not surprise them with a roadway they likely do not want and do not need.

Please proceed with the mill and overlay project for this road.

Respectfully,
Mary Perry
1231 Dayton Avenue

Tuesday, April 21, 2020

To the Honorable City Council Members of the City of Saint Paul:

The following is my email exchange with Council Member Jane Prince this morning – I am supportive of a cost effective and safe version of redoing AMR for walk and bike, but a version that separates walk and bike:

Good Morning, Councilmember Jane Prince:

Thank you very much for your reply. I believe and feel I am in agreement with you on many fronts. I have attached two images that I think shows the concept that Mayor Carter expressed last August, and one of these is close to what you describe. Public Works with an engineering consultant, did not evaluate Mayor Carters two lane concept as an option, and composed a different version of a two lane concept with a narrow 12 ft bike walk "trail"(2nd image above). Public Works also claimed that the two lane concept raised the total cost to over 9 million dollars. I think that is incorrect. The 2.8 million price (made public) to re build left hand turn lanes at St Claire, Grand and Hamline, I am pretty certain is way over the real cost. Building new roadway segments at those locations should cost circa 500 to 800 dollars per foot. I estimate the total lengths for all of those segments to be about 1/6th to ¼ of a mile. Therefore a total of about 900 thousand dollars and not 2.8 million.

I am troubled by the overall complexity to the public, and the different versions composed by Public Works with respect to costs. I think Public Works needs to be questioned on some of these issues.

The source of my email below was provided by Move Minnesota Or Saint Paul Bicycle Coalition. I added the comment about width. I think the width of the non-motorized road should be at least 16 feet wide.

As far as costs due to our economic uncertainty at this time, I believe the absolute lowest cost fix would be to repair the drainage issues at Grand Avenue (circa 2 million), Fix the pot holes on Grand as best as possible and not do the 5 million Mill and overlay. However, then there is no walk and bike.

My understanding is that a little money became available that could be combined with a mill and overlay, and so Mayor Carter tried to make the Ayd Mill Greenway possible at the time.

The two lane concept image above that uses the two existing eastern travel lanes for walk and bike has a median separating the non-motorized space that I believe is narrower than what you describe, but can be mitigated by a guard rail. This version may be a lower cost overall compared to the two versions that Public Works presented in their videos. I think we need to look at this issue more carefully, and Public Works needs to be questioned.

I am supportive of a cost effective and safe version of redoing AMR for walk and bike, but a version that separates walk and bike.

Thank you, again, Councilmember Jane Prince. Sri for the late hour – due to my work hours and finding your email late in the bulk email box.

Sincerely,
Paul Nelson
mrl.paul@usfamily.net
1678 Van Buren Avenue
Saint Paul, Minnesota 55104

From: Heintz, Polly (CI-StPaul) <polly.heintz@ci.stpaul.mn.us> On Behalf Of Prince, Jane (CI-StPaul)
Sent: Monday, April 20, 2020 8:49 PM
To: mrl.paul@usfamily.net
Subject: RE: I support the Ayd Mill Greenway

Paul,
Like you, I support getting a bicycle and pedestrian facility on AMR, especially for the opportunity to create a continuation of the Midtown Greenway into Saint Paul.

That said, I am really wrestling with the current plan, not only because of the cost at this time of huge economic uncertainty, but because in my opinion, this design while trying to serve everyone, serves no one well.

The original plan called for a standard two-lane city street divided from the bike/ped lane with a generous 15-20-foot grass median. The current plan continues the divided highway -- with difficult crossings to on- and off-ramps -- is separated from the bike/ped facility with a much too narrow grass median of less than seven feet.

Most supporters of this plan have asked that the speed limit be lowered to 25 mph. I have reached out to Public Works for that answer. At the current speed of 45 mph, and the goal of this design to move more than 20K cars through the corridor each day, councilmembers should require an answer before taking this vote.

I have been studying this issue carefully to determine how I will vote. I will say that the price tag of \$7.5 million, for this plan, makes this very difficult,

Jane

From: Cindy Carlsson <Cindy@ExplorationVacation.net>

Sent: Tuesday, April 21, 2020 3:53 PM

To: #CI-StPaul_Ward5 <Ward5@ci.stpaul.mn.us>

Cc: #CI-StPaul_Ward1 <Ward1@ci.stpaul.mn.us>

Subject: Just say NO to a bike lane along Ayd Mill

Amy,

There aren't adequate words to express my disgust with the Mayor's incomprehensibly stupid plan to reduce vehicle lanes on a below-grade street in order to add bike lanes.

The Ayd Mill bike lane project simply makes no sense. It makes the streets we all walk and bike every day far more dangerous than they already are in order to benefit a tiny minority of city residents.

Serious bike commuters already have plenty of ways to get to Minneapolis, and this proposal has little to offer anyone else. A bike and ped path along Ayd Mill Road is of NO USE to the general population – not to those of us who want to safely bike or walk to the coffee shop or the grocery store, let alone to a mom trying to take her children on a bike ride or walk to a park or out for ice cream. No one is going to go out of their way to bike to, down, and back out of an isolated path in a ditch along a highway that doesn't go anywhere you can't already reach more easily on a city street!

When it's safe to walk and bike along regular city streets to get to work, parks, shopping, and entertainment, then the city can build a bike ditch that may someday connect to something somewhere. But until that seemingly distant future arrives, keep cars in the ditch and focus on making the streets we need every day safer for pedestrians and cyclists.

Cindy Carlsson
1080 Laurel, St Paul

Reconfiguring the road is a foolish mistake and it should left as is or there will be repercussions at the next election.

I am recommending the council NOT approve any funding to improve Ayd Mill road at a time when the funds can be better used for jobs, covering food at food shelves, etc. thought should be given to longer term use such as a bike path, this is an entrance to the freeway and as a occasional biker this is not a road I would feel safe biking Tom Galligan
1830 Berkeley ave
St Paul 55105

Councilperson Tolbert,

I live within half a block of Ayd Mill Road. I am writing in support of the 3-lane proposal for its repair and upgrade. It is an acceptable compromise between the pressing need to upgrade its surface and continue to build non-motorized travel and recreation options within the city.

I also support lowering the speed limit. 35 mph would be acceptable to me. Given the short length of the road, traveling at that speed would not drastically reduce auto travel times, while making it safer for the walkers and bicyclists using the trail. A lowered speed limit should also reduce the road noise that wafts through my neighborhood.

While some residents have urged reduced spending during this economic downturn, the converse view is that now as construction spending has slumped the city might negotiate some significant cost savings from companies eager to keep work coming through their doors.

Respectfully,
Tom Yuska
1249 Osceola Avenue

From: David Moen <davidmoen1451@gmail.com>

Sent: Tuesday, April 21, 2020 10:14 AM

To: #CI-StPaul_Ward3 <Ward3@ci.stpaul.mn.us>

Cc: McMahan, Melanie (CI-StPaul) <Melanie.McMahan@ci.stpaul.mn.us>; #CI-StPaul_Ward5 <Ward5@ci.stpaul.mn.us>

Subject: Ayd Mill Rd. - Keep 4 Lanes!

Councilman Tolbert,

I have been a Ward 3 resident, homeowner and taxpayer for 34 years. I use bicycle and auto as modes of transportation, so please understand I am not opposed to bike ways. Also, I am in agreement that Ayd Mill is in desperate need of repair. I am, however, **opposed** to the proposed changes to Ayd Mill Rd. that you will be asked to vote on this Wed., April 22. I hope that you will be as well.

There are numerous reasons for my opposition to the plan. Here are a few:

1. I listened to the presentations of the plan being recommended by the Public Works Dept. The projected traffic volume in relation to roadway capacity was presented for both the current 4 lane and proposed 3 lane option. On the current 4-lane, traffic volume does not exceed capacity even during the peak of traffic (rush hours, plus provides some room for increased traffic in a growing urban area.). On the proposed 3-lane traffic capacity is reduced and traffic volume exceeds capacity several times a day as well as runs near capacity at much of the day. The 3-lane plan presumes that overflow traffic will be diverted to neighborhood residential streets, primarily Lexington, Hamline and Snelling. The logic, or lack there of, of this Baffles me. There is an existing roadway (Ayd Mill) that handles peak capacity and more, but now you want to so call 'improve it' by reducing capacity causing congestion and diversion onto neighborhood streets - mostly in the name of adding a bike /pedestrian walkway that only connects back up with city streets.

2. Were any of the decision makers (planning committee or public works) around before Ayd Mill was connected to 35E? Do any of them live in the neighborhood directly affected by this? The congestion on neighborhood residential streets previously, esp. during rush hour, was a nightmare. The 35E

intersection at Lexington/Randolph was especially bad and that was before Trader Joe's. Now several of those streets have reduced lanes (ex., Lexington south of Grand, etc.) when bike lanes were added. Driving those streets I see very few bicycle riders. I propose and request that if this 3-lane plan goes through, those bike lanes on residential street arteries are removed to compensate for the additional traffic congestion caused by the diversion of traffic off Ayd Mill.

3. In the presentations there was a significant data of projection of traffic volume. Absent was any projection of bicycle and pedestrian volume use of the proposed 3 lane. Where is that data? Without it, how can you justify significantly reducing vehicle capacity and increasing congestion in residential neighborhoods?

4. As a City of St. Paul property taxpayer, I have seen my taxes increase every year for the past 34, but much more significantly in the past 5 years. With that I have seen quality of services, personal safety and street quality and maintenance diminish noticeably in recent years. There are much greater PRIORITIES to address using tax revenue than to add the luxury of a 'nice' bicycle lane that 'might' eventually link to a trail way that goes somewhere. Ayd Mill needs repair, but so do the neighborhood streets which have become nothing more than rough patched pot holes and unpatched pot holes. The deterioration of residential streets gets worse every year, as does its toll on personal automobiles. It's pathetic and embarrassing given the increased taxes paid.

While there are some additional concerns I have about the 3 lane proposal, I will end here. I do ask that you give serious consideration to concerns raised and to the question of whether this is the time to spend limited taxpayer dollars on this project. I am a concerned citizen of Ward 3 OPPOSED to the plan. I'm not opposed to progress or great city amenities, but this is not the appropriate time.....take care of what is really important!

Thank you for listening,

David Moen
Sargent Ave.

The world has changed dramatically since the beginning of the proposed changes to this road. It seems unconscionable of the City to be spending millions of dollars needlessly repurposing a road when the money could and should be spent more responsibly in light of recent events. It is not money well spent.

It is simply a road in need of repairs not reinventing for the use of few.

To: Saint Paul City Council
From: Citizen Advocates for Regional Transit www.C-A-R-T.org
Subject: Scheduled Vote on RES PH 20-100 Ayd Mill Road

We urge you to vote “no” on the proposal as currently structured. We support modification of the proposal to encompass a link to I-94, limit auto access to neighborhood streets, and provide safe bike and hike lanes as described in the following link: [Ayd Mill Road-A Parkway Connector Concept](#) . This concept or any other adopted by the Council should incorporate specific conditions to assure the unimpeded availability of the rail link through the corridor for Amtrak and/or other transportation, and specific actions to improve the pedestrian conditions at Selby and Snelling.

Because this corridor represents a regional resource for rail, bicycle and pedestrian trails, interstate and state automobile and transit access and potentially a parkway, the Metropolitan Council should be directly involved in the development, approval and coordination of the accepted concept to assure regional integrity.

Implementation options for this concept, or other modifications are outlined in: [Ayd Mill Road – An Implementation Approach](#)

Thank you for considering our recommendation,
Citizen Advocates for Regional Transit – www.C-A-R-T.org
350 St Peter St. Unit 409
Saint Paul, MN

Hello City Council Members:

Here are my concerns about Ayd Mill Road:

- It requires one-third of our street maintenance resources and we have so many streets that need maintenance.
- The road passes through areas with natural springs causes issues for the road bed.
- A significant number of drivers on this route are passing through between I-94 and I-35E are not even Saint Paul taxpayers.

Here are my recommendations for Ayd Mill Road:

- Reduce the speed limit to 25 miles per hour and post signs for folks to drive at their own risk due to a rough road.
- Drop all plans to reconstruct the road.
- When it becomes unsafe then close it.
- Consider this corridor for a future bike path and hiking trail, which are separated from each other.
- Consider this area for an off leash dog area, but only if it can be done without interfering with the bike path and walking trail (we don't want dogs chasing bikes).

Do nothing this year except lower the speed limit. City funds are going to be needed to help with economic recovery.

Sharon Heitzman
1502 Osceola Avenue
Saint Paul, MN 55105

P.S. Yes, I currently use this road to get to the post office and businesses on West Seventh Street, but I think our road maintenance money would be better spent elsewhere and I can use other routes to reach those businesses.

From: Nathaniel Hood <info@sg.actionnetwork.org>
Sent: Tuesday, April 21, 2020 4:25 PM
To: #CI-StPaul_Ward3 <Ward3@ci.stpaul.mn.us>
Subject: Ayd Mill Rd. It's not an easy decision, but it's the right one —

Chris Tolbert, Councilmember, The upcoming Ayd Mill Road vote is likely one you've thought a lot about. It's a tough decision. It requires you to balance safety, budgets, bikes, cars, convenience — and now, an uncertain future where every dollar spent is lost 'opportunity cost' in the fight against COVID-19. Ayd Mill Rd is an imperfect road with a colorful political history in an city with a lot of political history. C'est la vie. We didn't start the fire. Shit happens. There are no easy times to make tough decisions AND this IS a tough decision. I encourage you to support the Mayor's plan and put this road in the rearview mirror — so we can get moving on other important issues! Stay Safe. Stay Healthy. Stay Strong. 🤝 Warm regards, Nathaniel Hood nmhood@gmail.com 1879 Montreal Ave St. Paul, Minnesota 55116

I've lived in the Midway area of St. Paul for over 30 years. Let's end the games around Ayd Mill Road - please keep it 4-lanes of vehicle traffic.

I'm in my 60's and I commute to Eagan every day. Please consider those of us who would be a danger on a bike and appreciate Ayd Mill Road and would like to see it maintained.

Thank you,
Paulet Rousseau

Honorable members of the Saint Paul City Council,

As a taxpayer to the city coffers for almost 53 years, I oppose the further expenditure for bicycle riders in the city of Saint Paul.

They do not pay one penny for the exclusive use of all the territory that has already been set aside for them. There are no bike license nor bike rider license fees to maintain the existing paths. And the ones

we already have get very little use. Take a look at Pelham, near the Mississippi River. One third of the width of the street has been set aside and has little use.

What is the cost: to perform the originally planned maintenance only on Ayd Mill?

to make the proposed changes to the lanes on Ayd Mill?

Another reason not to cede more territory to bicyclists is that the majority do not pay any attention to traffic laws. Our home is on the Mississippi River Boulevard. We and our neighbors know this to be true.

In Minneapolis, the police issue tickets. Why not in Saint Paul?

Another reason not to change Ayd Mill Road to have a shared bike/pedestrian is that the bicyclists do not share the paths very well. Again, take note along the Mississippi River Boulevard, from the Marshall Bridge to the Ford Bridge.

One suggestion:

Would it be possible to close the bike lanes which do exist already during the winter??? Possibly **November 1 through March 1?** It would then be possible to plow the streets for safer circulation.

Sincerely,

Mary McIntyre