

Ayd Mill Road Community Presentation

Thursday, March 19, 2020



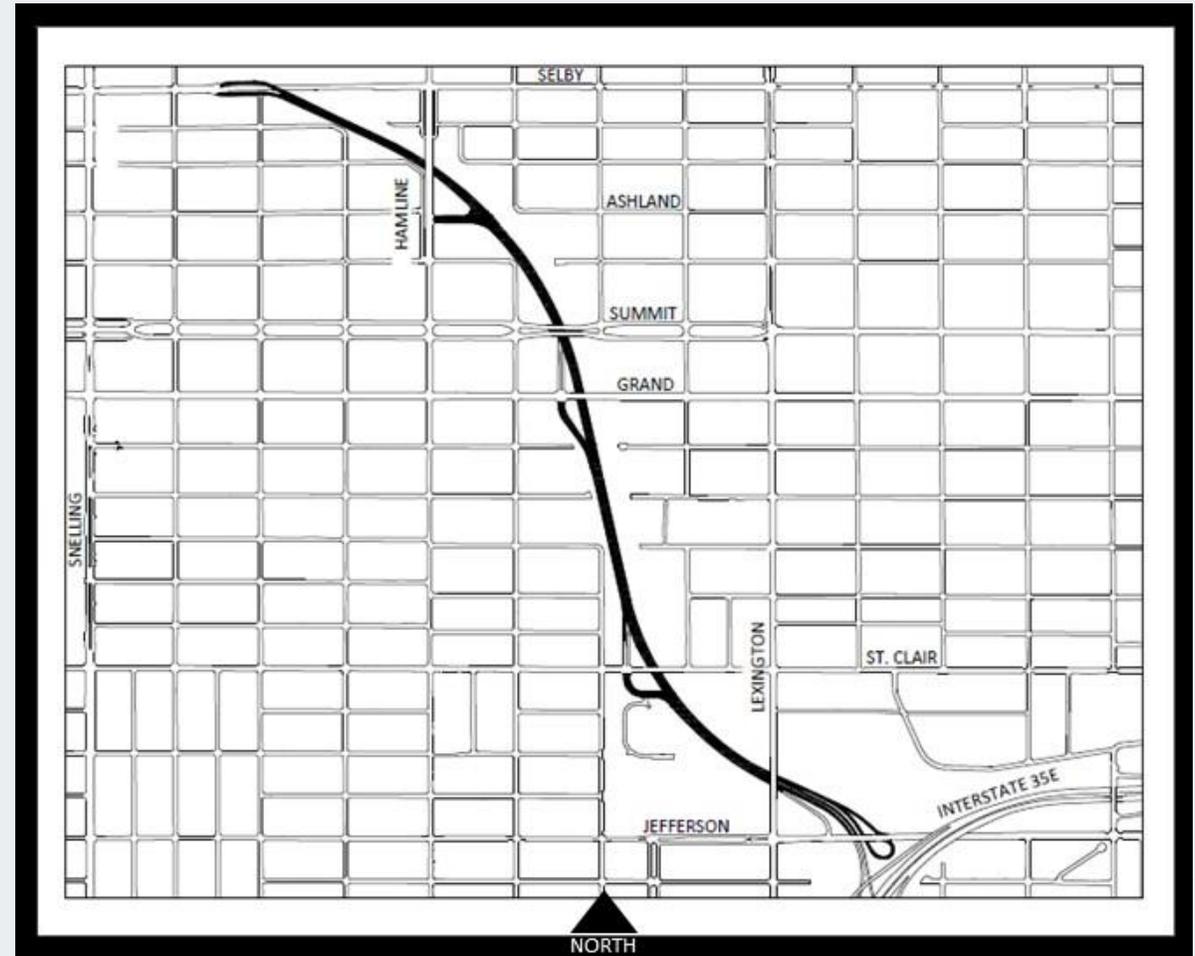
Agenda

- Welcome
- Purpose of Meeting
- Background
- Proposed Plan
- Next Steps



Background: Ayd Mill Road

- City road on Canadian Pacific (CP) railroad owned land
- Built in the 1960s, opened in 1965
- 1.5 miles total length from Jefferson Avenue to Selby Avenue
- 2 lanes each south and north bound, connected to I-35E on south end
- Current speed limit is 45 MPH



Background: Ayd Mill Road

- Ayd Mill Road average annual daily traffic (AADT) 13,000 to 27,500
- In comparison to AADT on surrounding streets:

Street Segment	AADT
Ayd Mill – South of Grand	27,500
Ayd Mill – Ashland to Grand	18,000
Ayd Mill – North of Ashland	13,000
Snelling – Jefferson to Selby	26,000
Hamline – Jefferson to Selby	6,500-8,000
Lexington – Jefferson to Grand	15,000
Lexington – Grand to Selby	21,500
Selby – Ayd Mill to Lexington	4,500
Summit – Hamline to Lexington	8,500
Grand – Hamline to Lexington	12,000-15,000
St. Clair – Hamline to Lexington	8,000

Background: Ayd Mill Road

- 1965: Road opened as Short Line Road
- 1992: Ramp to I-35E constructed, opened & then closed
- 1999: Process begins – Environmental Impact Statement (EIS)
 - EIS Task Force recommendation – linear park
 - Saint Paul Planning Commission recommendation – 4 lane extended to Saint Anthony Avenue
 - City Council position – 2 lane with connection on north end
- 2002: Reopened to I-35E as a test
- 2003: Mill and Overlay
- 2005: A Preferred Alternative was submitted by the City of Saint Paul and approved by MnDot and the Federal Highway Administration (FHWA)
 - Preferred alternative – permanent connection between Ayd Mill Road and I-35E at south end and a 4 lane extension to connect to Saint Anthony Avenue on north end
- 2009: City Council resolution – 2 lane road with a parallel bike and pedestrian trail
- 2010: Federal money to build a trail along Ayd Mill Road required additional easement from CP railroad, which they would not give
- 2015: Saint Paul Bike Plan includes trail on Ayd Mill Road.



Indirect Connection to I-94

- Requires:
 - Funding
 - Major acquisition of property
 - Major construction
- The estimated cost in 2015 to build the connection from Ayd Mill Road to Saint Anthony Avenue, including the purchase of property for right-of-way, was \$63 million.

Current Road Condition

- Low Pavement Condition Index – 10 out of 100
 - Pavement Condition Index measures cracks, potholes, and condition of pavement surface and subsurface
- Mill and overlay last done in 2003
- Challenging drainage issues
 - Road is lower than adjacent land
 - There are springs in the area that directly impact the road



Maintenance Demands

- \$240,000 spent on maintenance of Ayd Mill Road in 2018
- City pothole crews spend 1/3 of their time on Ayd Mill Road
- Ensuring the safety of maintenance crews is a challenge due to traffic volume and speeds

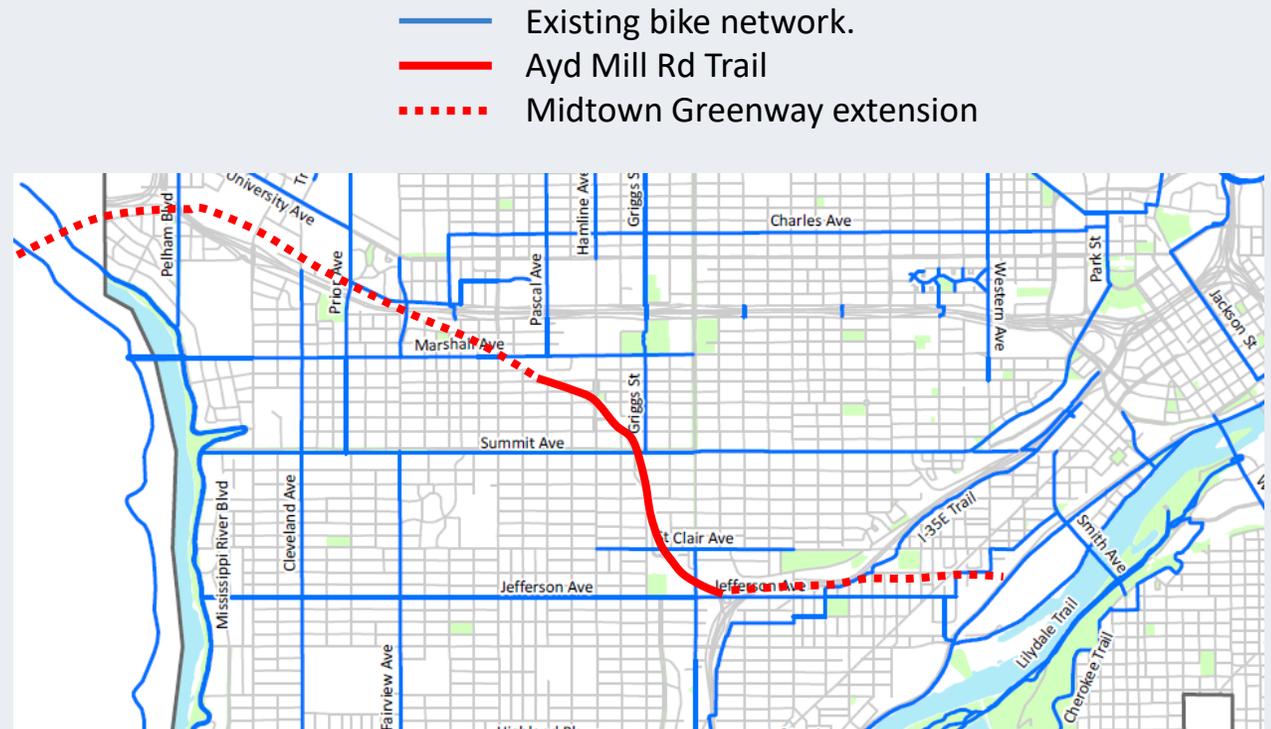


Mill and Overlay

- \$3.5 million budgeted for mill & overlay of Ayd Mill Road, originally proposed in 2018 in the 5 year plan with work scheduled to be done in 2022
- April 2019 Council amended the 5 year plan to move the mill & overlay of Ayd Mill Road from 2022 to 2019 due to the road's poor condition
- In 2019 Mayor asked Public Works to analyze a design for a bike/pedestrian facility as requested in the 2009 resolution
 - Resolution called for a 2-lane roadway with a parallel bike and pedestrian trail next time major work was done on Ayd Mill Road

Bicycle Improvements Along Ayd Mill Road

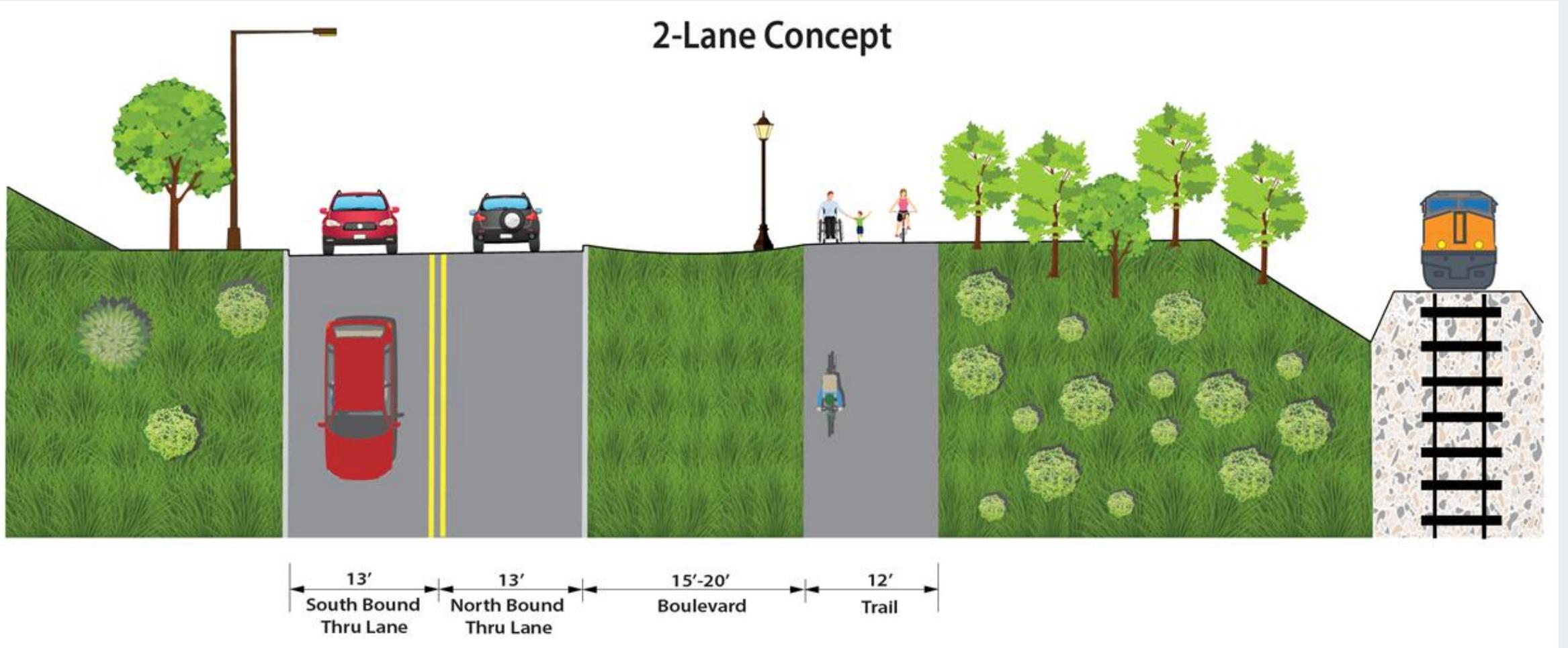
- Included in the Saint Paul Bicycle Plan (2015) and 2040 Comprehensive Plan (2019)
- Fills a gap in our existing bike network, particularly for north/south travel
- Provides an all ages and abilities “protected bikeway” separated from cars
- Facilitates connections between existing bikeways on Jefferson, Lexington, Summit, Griggs, & Marshall
- Is part of Phase I of planned extension of Midtown Greenway in Minneapolis



Fall 2019 Engineering & Design Work

- Public Works hired an engineering/design consultant to recommend a cost-effective way to reconfigure AMR with a bike/pedestrian facility
- The engineering study highlighted:
 - Significant drainage problems
 - Additional lighting needs
 - Replacement of existing temporary traffic signals
 - Need for construction of turn lanes to accommodate reduced traffic lanes

2 Lane Configuration

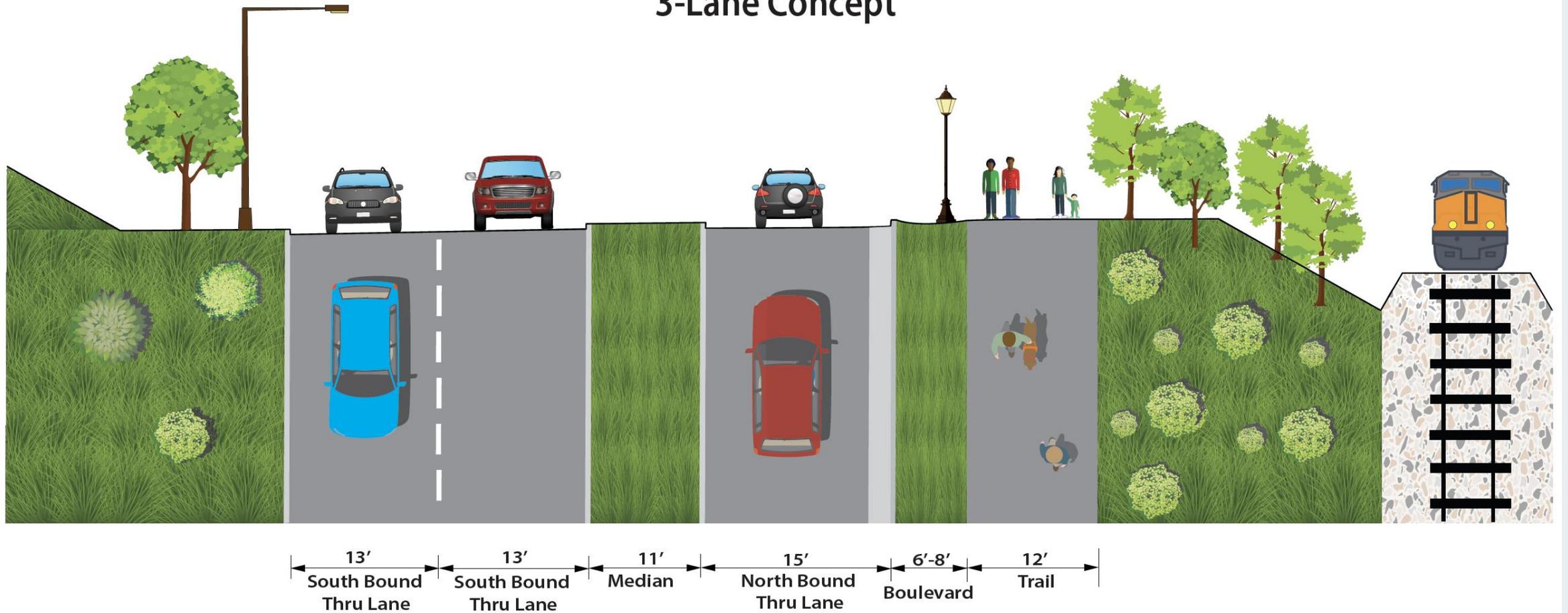


2 Lane Configuration

- Estimated Cost = \$9.8 million
- Cost factors:
 - Intersection reconstruction for turn lanes and ramps
 - Reconfiguration of roadway requires drainage improvements
 - Additional lighting

3 Lane Configuration

3-Lane Concept



3 Lane Configuration

- Estimated Cost = \$7.5 million
- Cost differences:
 - Fewer intersections reconstructed for turn lanes and ramps
 - Lower drainage improvements costs
 - Additional lighting
 - Minor ramp adjustments to northbound lane at south end to connect to Jefferson Avenue and I-35E

Why 3 Lane Design is Recommended

- 2 south bound & 1 north bound - Southbound has majority of on and off ramps
- Significant safety improvement over 2 lane proposal because 3 lane configuration maintains a median to separate southbound and northbound vehicles, reducing the potential for head-on vehicle crashes

Next steps

- Complete online feedback at stpaul.gov/aydmillroad
- Summarize feedback from community
- Community Meeting (virtual or in-person to be determined) – Monday, April 6
 - Traffic Modeling Data
 - Feedback from community
- City Council meeting
 - April 22
- Estimated project timeline
 - Project out for bid – early June
 - Work begins – after 4th of July
 - Road closed – July 4 – late Fall 2020