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:

<table>
<thead>
<tr>
<th>Street Segment</th>
<th>AADT</th>
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</thead>
<tbody>
<tr>
<td>Ayd Mill – South of Grand</td>
<td>27,500</td>
</tr>
<tr>
<td>Ayd Mill – Ashland to Grand</td>
<td>18,000</td>
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<tr>
<td>Ayd Mill – North of Ashland</td>
<td>13,000</td>
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<tr>
<td>Snelling – Jefferson to Selby</td>
<td>26,000</td>
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<tr>
<td>Hamline – Jefferson to Selby</td>
<td>6,500-8,000</td>
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<tr>
<td>Lexington – Jefferson to Grand</td>
<td>15,000</td>
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<tr>
<td>Lexington – Grand to Selby</td>
<td>21,500</td>
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<tr>
<td>Selby – Ayd Mill to Lexington</td>
<td>4,500</td>
</tr>
<tr>
<td>Summit – Hamline to Lexington</td>
<td>8,500</td>
</tr>
<tr>
<td>Grand – Hamline to Lexington</td>
<td>12,000-15,000</td>
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<tr>
<td>St. Clair – Hamline to Lexington</td>
<td>8,000</td>
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</tbody>
</table>
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
$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

- 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 Concept

13’ South Bound Thru Lane
13’ North Bound Thru Lane
15’-20’ Boulevard
12’ Trail
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

- 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