



STPAUL.GOV

Welcome APBP Participants!

CITY OF SAINT PAUL

Ayd Mill Road Bike Tour



- Federal Highway Act of 1956 identified the corridor as a highway route
- Short Line RR Easement
- Constructed in 1962

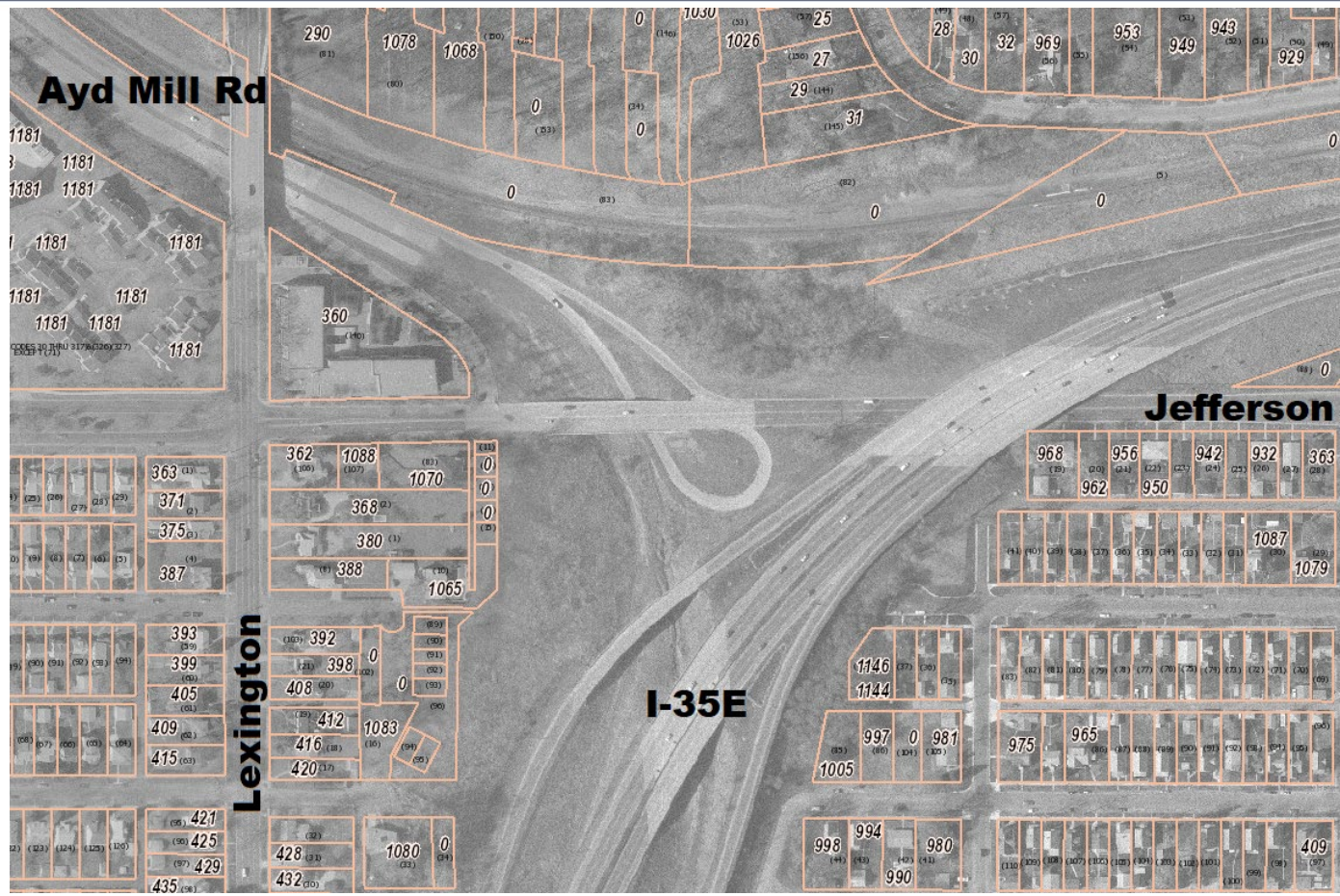




Road to Nowhere

City of Saint Paul

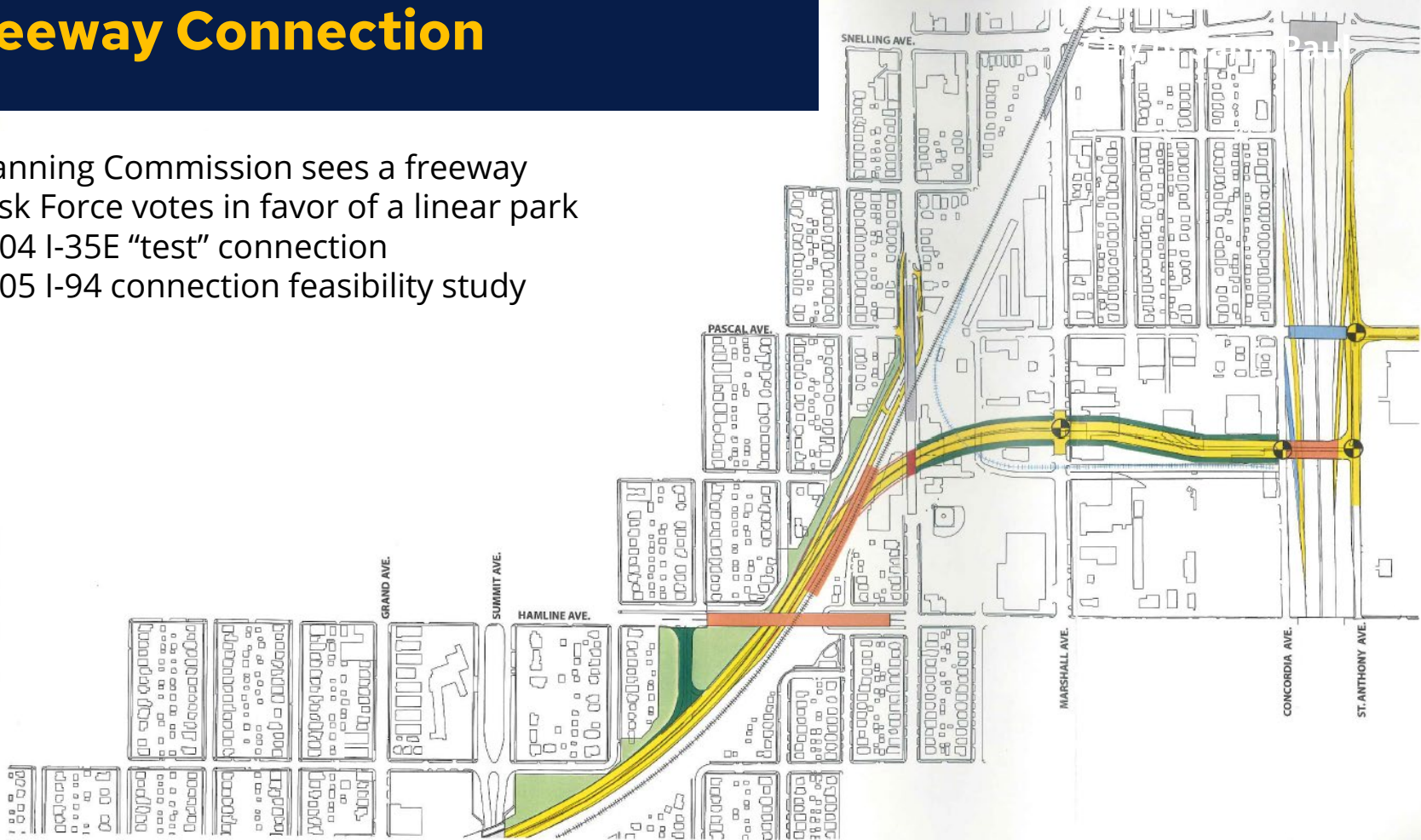
- 80's: I35E, Planning Commission, Director of PW "wants road to go somewhere"
- City Ordinance prohibiting bikes on following streets:
 - Interstate 94
 - Interstate 35E
 - Trunk Highway 280
 - US Highway 52
 - US Highway 61 (south of Lower Afton Road)
 - Trunk Highway 5 (west of approximately Wheeler Street)
 - Ayd Mill Road





Freeway Connection

- Planning Commission sees a freeway
- Task Force votes in favor of a linear park
- 2004 I-35E "test" connection
- 2005 I-94 connection feasibility study





- 2009 Resolution to remove prohibition of bikes on Ayd Mill Rd
- Two-lane concept is adopted
 - Received funding for an off-street non-motorized facility
 - Condemn RR property
- **No new improvements on Ayd Mill Rd without including Ped and Bikes!**

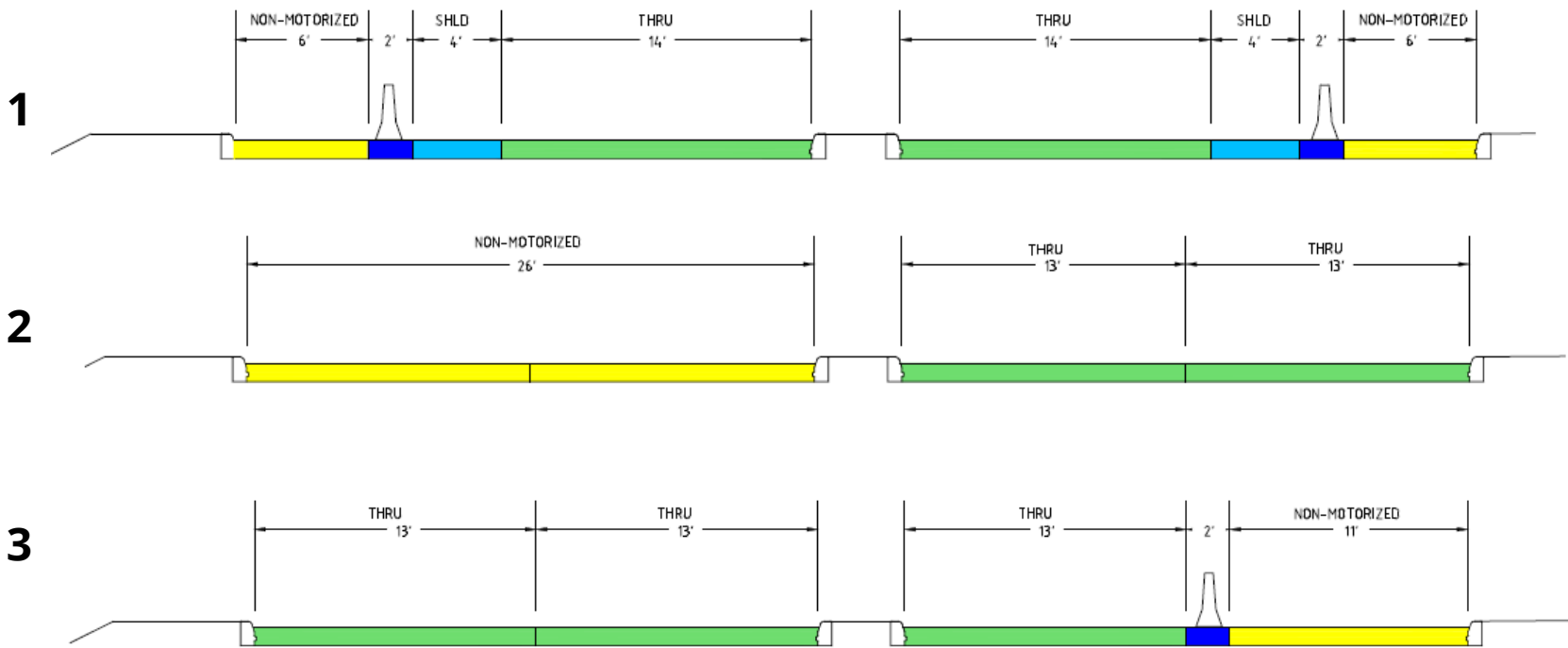


- Ongoing maintenance prompted pavement rehabilitation in 2019
- \$3.5M to do a four-lane mill and overlay
- Don't forget the bikes!
 - City's 5-year Plan ID's bike facility in 2020
 - \$1.8M to do NB-only





Bike Concepts





Concept	AM			PM		
	Uninterrupted Volumes	Intersection Critical Lane Capacity	SimTraffic	Uninterrupted Volumes	Intersection Critical Lane Capacity	SimTraffic
2	NB over capacity at Jefferson and St. Clair	Over capacity at St. Clair, Grand and Ashland	NB backup at St. Clair	SB between Jefferson and St. Clair	Over capacity at all intersections	Gridlock or slow moving queues
3	NB over capacity at Jefferson and St. Clair for short period	Over capacity at St. Clair and Grand	NB backup at St. Clair, but can get more cars through St. Clair due to longer LTL green time	All sections handle capacity	Over capacity at St. Clair for short period, nearing capacity at Grand most period	Runs ok



Comparison

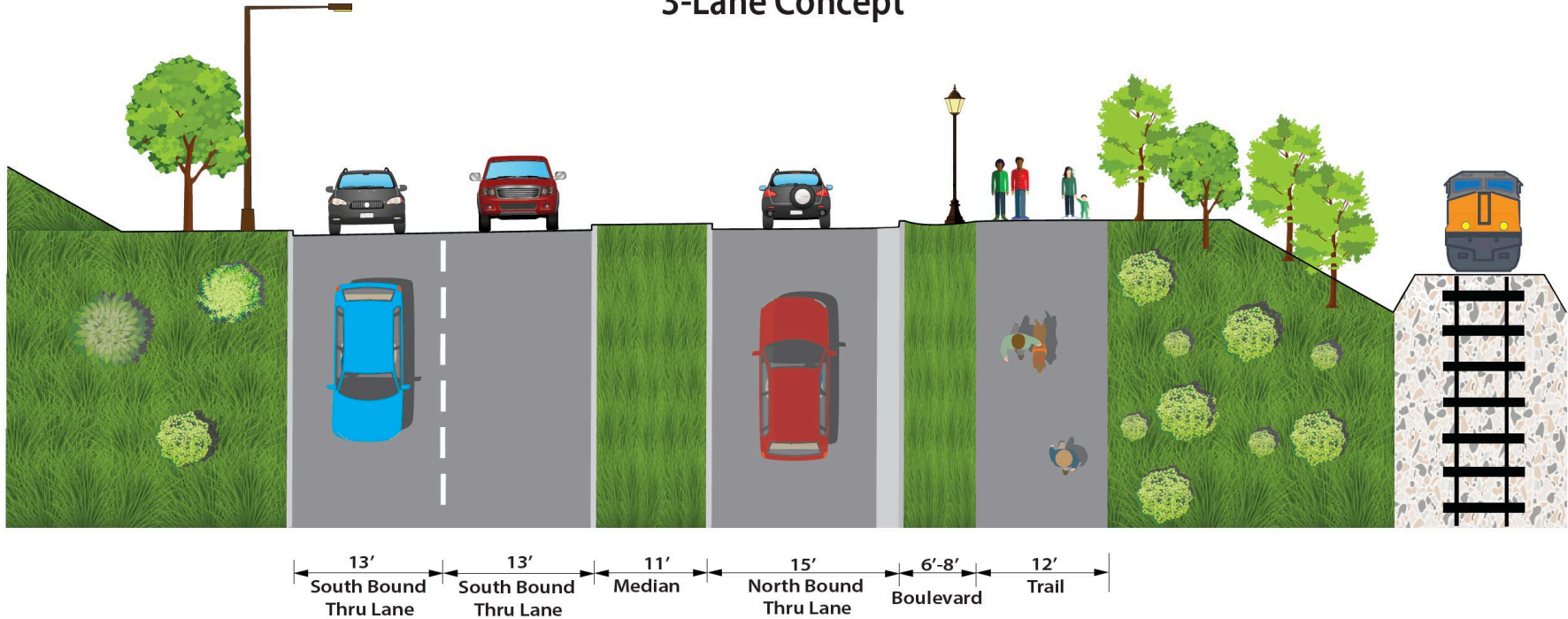
Concept	Cost	Positives				Negatives		
		Non-motorized Safety	Non-motorized Experience	Vehicle Safety	Traffic Impacts	Vehicle Safety	Traffic Impacts	Drainage
2	\$9.8M	Separated facility	84% of corridor >= 6-ft blvd	Pavement overlay		Undivided opposing traffic	NB & SB traffic breakdown	High drainage costs
		Signalized crossings	76% of corridor >= 10-ft blvd			No breakdown space both directions	Overall traffic diversion ~ 20-25%	
			Signalized crossings					
			New facility					
3	\$7.5M	Separated facility	81% of corridor >= 6-ft blvd	Median-separated traffic	Less diversion	No breakdown space NB	NB traffic breakdown AM only	High drainage costs
		Signalized crossings	7% of corridor >= 10-ft blvd	Pavement overlay			Overall traffic diversion ~ 15-20%	
			Signalized crossings	SB breakdown space				
			New facility					



Concept 3 it is!

City of Saint Paul

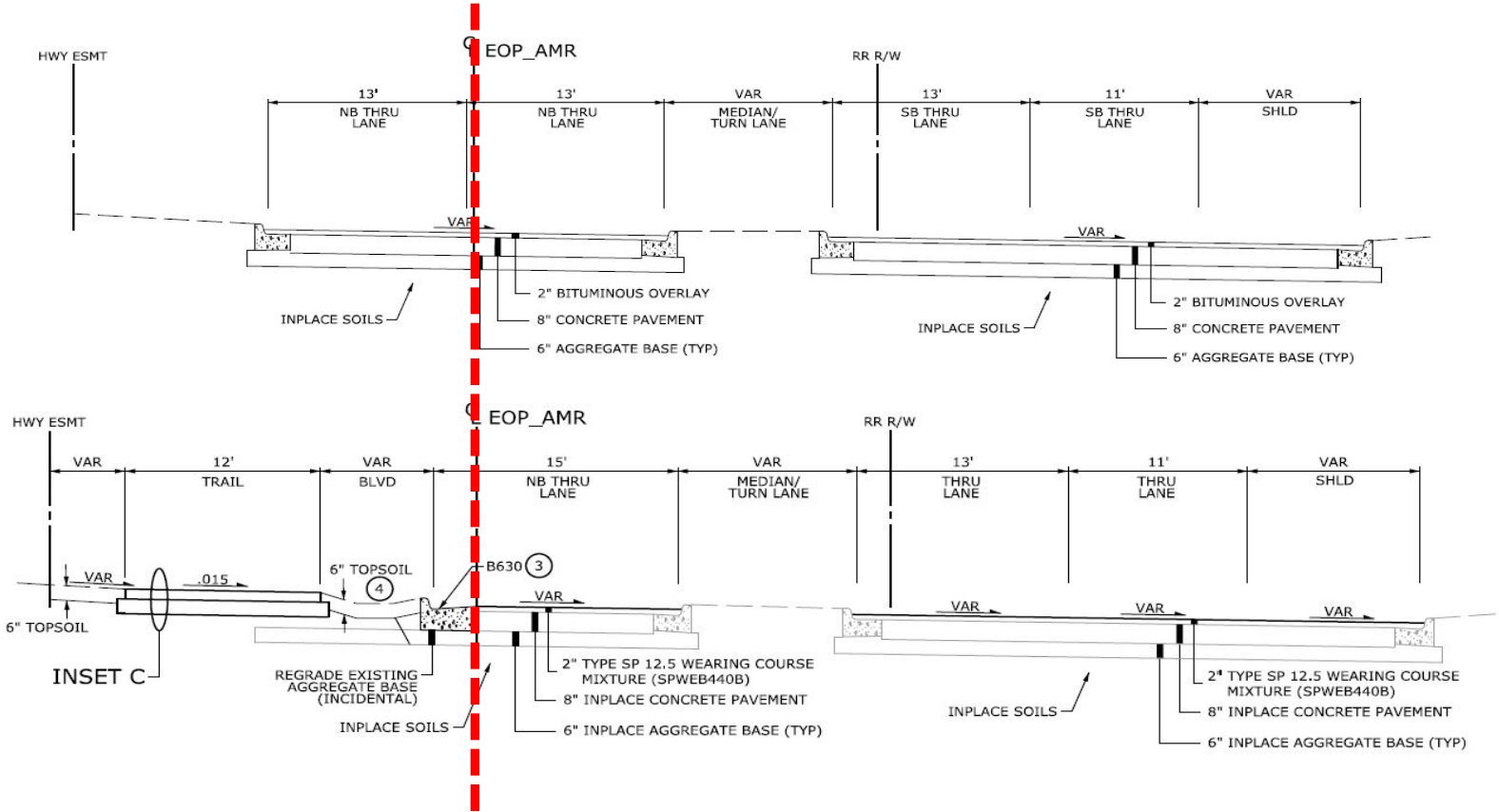
3-Lane Concept





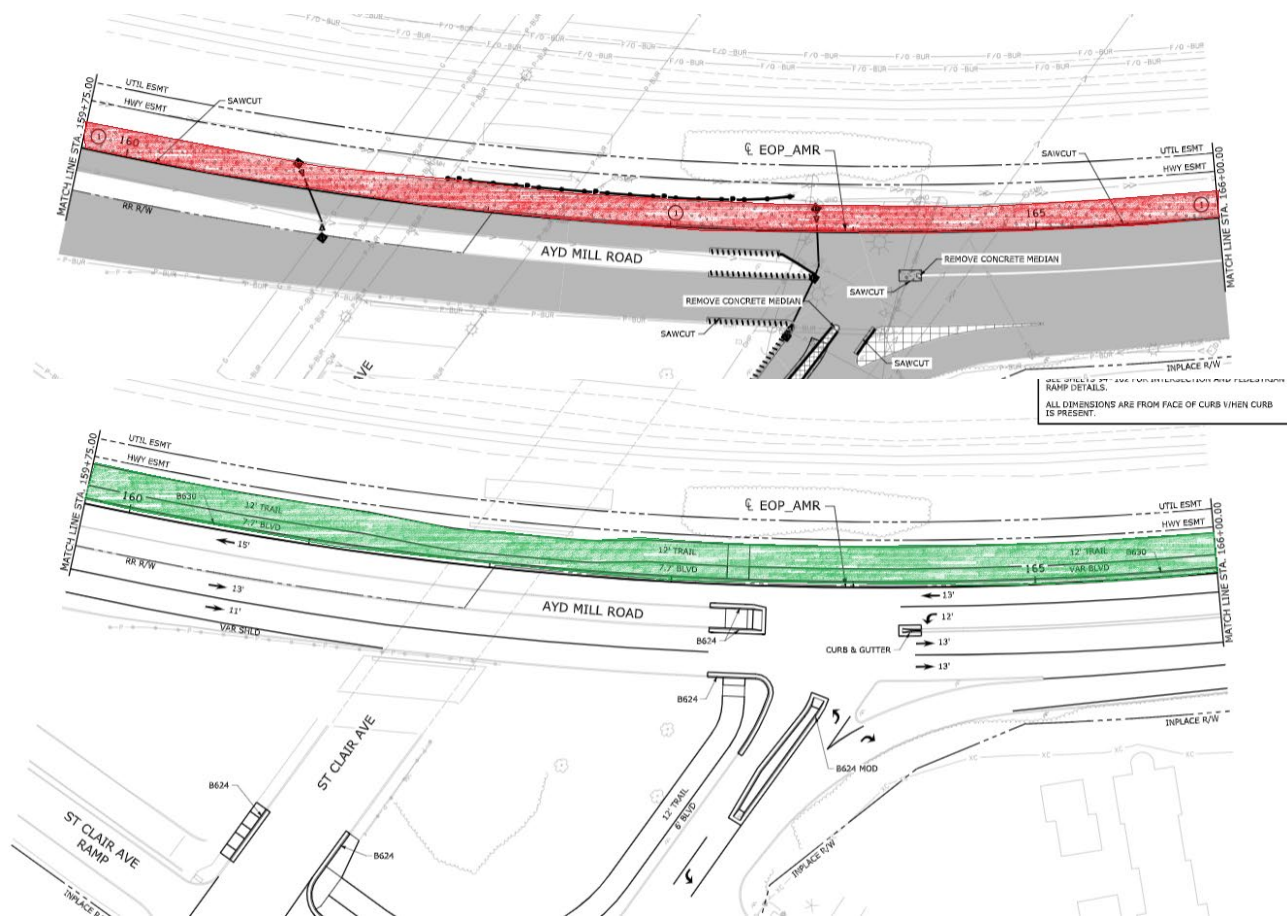
Proposed Construction

City of Saint Paul





Plan View





Thank you!



Jary Lee, P.E.

Pronouns: He/Him/His

Saint Paul Public Works

25 W 4th St., 900 City Hall Annex

Saint Paul, MN 55102

P: 651-266-1107

jary.lee@ci.stpaul.mn.us



Stonebrooke Engineering

THOMAS
AND SONS
CONSTRUCTION, INC.