

Ayd Mill Road Timeline—with focus on Union Park

November 11, 2019

1960's	The Short Line Road was constructed between 1962 and 1966. It was planned to be a connection between I-35E and I-94.
	Local opposition and the delayed construction of I-35E prevented a direct connection.
1987	The City empaneled a Short Line Task Force to consider the future of Ayd Mill Road.
1988	The City undertook a \$1.5 million study to look at the feasibility and environmental impacts of connecting the Short Line Road/Ayd Mill Road to interstate 35E and I-94 on the north. The result of the Short Line Road Study: Phase I Report (1988) convinced the Task Force and the Planning Commission that an Environmental Impact Statement was required.
1992	City Council votes in May to temporarily open the south end connection of the Short Line Road to I-35E to carpools on weekdays during summer-long repairs to the Lafayette Bridge.
1993	The City established an Ayd Mill Citizen Task Force to develop a scoping document to identify alternatives for a Draft Environmental Impact Statement. The Short Line Road was officially renamed Ayd Mill Road.
1993-1995	The City's Ayd Mill Citizen Task Force met many times during this period, working with the support of city staff and city funded consulting help, on the Scoping process for Ayd Mill Road.
1996-1998	In May of 1996, the Ayd Mill Citizen Task Force begins meeting again as the Draft EIS was being developed. The six alternatives studied included: 1) No Build, 2) Transportation System Management/Travel Demand Management, 3) Linear Park, 4) Two lane, 5) Four-lane extended, and 6) Four-lane with Bridged Ramps. The community advocacy group Neighborhood's First was formed in 1997.
1999 – Spring	The Draft EIS was released for public comment by the City Council on February 10, 1999. The comment period ended April 12, 1999. Over 150 comments (written and oral testimony) were received.
1999 – August	The City's Ayd Mill Citizen Task Force, using a weighted formula, voted on six alternatives for the Ayd Mill corridor. "Linear Park" got the most votes followed by Travel Demand Management and No Build.
1999 October	The St. Paul Planning Commission did not follow the recommendation of the City's Ayd Mill Citizen Task Force and directed that "Four-lane Extended to Saint Anthony" be the Preferred Alternative for the Final EIS.
2000 April	The City Council and Mayor Norm Coleman, in resolution #00-347, selected the Two-Lane Extended Alternative as the City's preferred alternative and requested staff to develop construction and financial plans that would include traffic calming on other streets, picnic areas, a 35 mph posted speed, inclusion of bicycle and pedestrian paths, etc.

2002	Mayor Randy Kelly opens the south end connection of Ayd Mill Road to I-35E starting what the city called “a field test.”
2004	Mayor Randy Kelly made the southern connection of Ayd Mill Road to 35E permanent. <i>Is there an official city action or resolution?</i>
2004 Winter	Because the Draft EIS was approved over three years ago, a Reevaluation of the Draft EIS was prepared by the City under Mayor Randy Kelly and submitted to Mn/DOT and FHWA.
2005 January	The Federal Highway Administration approves the EIS for Ayd Mill Road adequate to be released for public comment.
2005 February	Merriam Park Community Council submits a letter of opposition to the City of St. Paul in opposition to extending Ayd Mill Road to I-94 as proposed in the EIS (or to I-35E) and in support of the “No Build” alternative.
2005 March	City Council writes to Lexington-Hamline Community Council expressing the Council’s opposition to Mayor Kelly’s plan and continued support for resolution 00-347 passed in 2000. The letter estimates the cost of the Mayor’s plan at \$44 million.
2006/ 2007	The Snelling Hamline Neighborhood Plan continues to include the Linear Park as its preferred option for Ayd Mill Road.
2007 October	The City passed and Mayor Chris Coleman signed resolution 07-011 stating that except for repairs and maintenance to Ayd Mill Road, no additional funds shall be appropriated for construction, the two lane extended to Saint Anthony is still the City’s official position, and that the City will reconvene the Ayd Mill Road Task Force if a supplemental EIS is required.
2008 February	District Council 13 writes a letter to the City asking the City to reconstitute the Ayd Mill Task Force to discuss unresolved issues regarding the future of Ayd Mill Road.
2009 September	The City Council adopted and Mayor Chris Coleman signed resolution #09-878 calling on the Department of Public Works and the Department of Planning and Economic Development to initiate a community process around the future of Ayd Mill Road including development of a Supplemental EIS to examine the effects of reducing the existing roadway to two lanes and the effect of a possible two-lane northern connection at St. Anthony Avenue. The resolution calls for a plan to close the ramps at Grand Avenue and at the south side of Saint Clair. The resolution notes that the Council wants the road to remain a city street and that bicycles should be permitted between Selby and Jefferson.
2009 December	Union Park District Council passed a resolution asking the City to reconstitute the Ayd Mill Road Task Force to advise the city on a Supplemental EIS process.

2010 March	Union Park District Council communicated to the City about its resolution adopted in March outlining 16 issues and concerns it would like to see addressed in a Supplemental EIS.
2010	The City of Saint Paul informs the Metropolitan Council that it will forfeit \$4.5 million in federal funding secured nearly ten years ago to construct two segments of bicycle and pedestrian trail adjacent to the CP rail line within and extending from the Ayd Mill Corridor. The city was not able to negotiate an agreement with the CP railroad to construct the trails on CP right of way.
2013	Union Park District Council submitted an unsuccessful Capital Improvement Budget proposal asking for 2014/2015 funding for a community process to identify a preferred solution for the north end of Ayd Mill Road.
2014	Green Line light rail begins service on University Avenue.
2016	A-Line bus begins service on Snelling Avenue and the Vintage development opens at Selby and Snelling.
2019	Allianz Field opens in Saint Paul's Midway area.
2019 March	City Council approves its 2040 Comprehensive Plan, titled Saint Paul for All. The plan shows Ayd Mill Road as a future bikeway (Appendix Map T-3, page 80).
2019	Mayor Melvin Carter proposes converting the east side of Ayd Mill Road to bicycle and pedestrian trails and converting the west side to two-way traffic.
2019 Oct-Dec.	Union Park District Council consideration of Mayor Carter's proposal.

Notes about an Environmental Impact Statement:

For major transportation projects, the National Environmental Policy Act (NEPA) requires that a range of alternatives be considered and that their environmental impacts be analyzed. This type of study is required prior to the commitment of federal funds to any major project, or prior to any action taken by a federal agency that might cause a significant impact on the environment.

Goals in Saint Paul's 2040 Comprehensive Plan:

Policy T-21. Reduce vehicle miles traveled (VMT) by 40% by 2040 by improving transportation options beyond single-occupant vehicles. Policy T-22. Shift mode share towards walking, biking, public transit, carpooling, ridesharing and car sharing in order to reduce the need for car ownership

Last revision: 11/11/2019 – V2