

## West End Connections

### West End connection to 2nd Street only

#### Summary

- Facilitates traffic movements from Granary Road to SB I-35W
- Reduces traffic volumes on University Avenue SE and 4th Street SE
- Increases traffic volumes on 2nd Street SE and 8th Avenue SE
- Provides circuitous connections to Granary Road from SB I-35W and to/from NB I-35W



- Removes existing connection between 2nd Street SE and 11th Avenue SE

#### Recommendation

- Eliminate connection from further evaluation

### West end connection to both 2nd Street and 11th Avenue

#### Summary

- Facilitates all traffic movements between Granary Road and I-35W
- Maximizes reduction in traffic volumes on University Avenue SE and 4th Street SE
- Attracts largest traffic volumes to Granary Road
- Maintains existing connection between 2nd Street SE and 11th Avenue SE



- Greatest traffic increases on 2nd Street SE, 11th Avenue SE, and 8th Avenue SE

#### Recommendation

- Include connections in the Full Build scenario for further analysis

### West end connection to 11th Avenue only

#### Summary

- Provides for movements to Granary Road from SB I-35W and to/from NB I-35W
- Reduces traffic volumes on University Avenue SE
- Provides circuitous connection from Granary Road to SB I-35W
- Does not reduce traffic volumes on 4th Street SE



- Removes existing connection between 2nd Street SE and 11th Avenue SE
- Attracts less traffic to Granary Road due to indirect connections

#### Recommendation

- Eliminate connection from further evaluation

### West end connection to 10th Avenue

#### Summary

- Circuitous connections between Granary Road and I-35W
- Minor reductions in traffic volumes on University Avenue SE and 4th Street SE
- Traffic congestion expected to worsen at University Avenue SE/10th Avenue SE and 4th Street SE/10th Avenue SE intersections
- Additional costs and impacts compared



to other connections due to bridge and retaining walls

#### Recommendation

- Eliminate connection from further evaluation

### East River Parkway connection to Main Street and Granary Road

#### Summary

- Improves parkway connectivity
- Improves connectivity between St. Anthony Main area and the University of Minnesota
- Increases traffic volumes on Main Street SE and 2nd Street SE
- Significant construction costs due to bridge and retaining walls

#### Recommendation

- East River Parkway connection to Main Street SE should remain as an independent project from Granary Road
- Eliminate connection between East River Parkway and Granary Road from further evaluation



## Intermediate Connections

### Extend 17th Avenue north of Granary Road to University Athletics Complex

#### Summary

- Improves connectivity to Athletics Complex and among University of Minnesota parcels and Granary Road
- Does not attract significant traffic volumes or significantly influence through traffic on Granary Road
- Minor increases in traffic volumes on 17th Avenue SE

#### Recommendation

- Include connection in scenarios for further analysis



### Extend Granary Road west terminus past Oak Street to 17th Avenue

#### Summary

- Improves connectivity to Athletics Complex and among University of Minnesota parcels and Granary Road
- Does not attract significant traffic volumes to this segment of Granary Road



- Minor increases in traffic volumes on 17th Avenue SE

#### Recommendation

- Include connection in scenarios for further analysis

## East End Connections

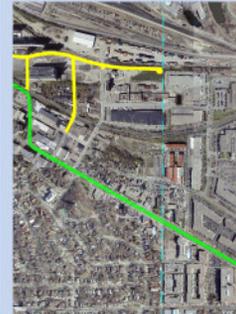
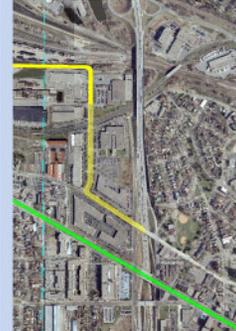
### TH 280 connection via Westgate Drive and Territorial Road

#### Summary

- Facilitates traffic movements from SEMI redevelopment area to the regional transportation network
- Reduces traffic volumes on University Avenue
- Relatively low infrastructure costs
- Increases traffic volumes on Westgate Drive and Territorial Road
- Does not significantly increase traffic volumes on roadways east of TH 280

#### Recommendation

- Include connection in all scenarios for further analysis



# Granary Corridor Alternatives Evaluation

TIERS	Traffic Volume	Plan Consistency	Multi-Modal Transportation	Livability	Economic Development	Impacts	Cost
CRITERIA	<ul style="list-style-type: none"> <li>■ Address existing traffic congestion or issues</li> <li>■ Traffic volume decreases on University and 4th</li> <li>■ Future traffic volumes remain in acceptable thresholds for street type</li> <li>■ Interaction and conflicts between future traffic and other modes</li> <li>■ Impacts of future traffic on adjacent properties</li> </ul>	<ul style="list-style-type: none"> <li>■ Supports City policies and Comprehensive plan</li> <li>■ Supports U of MN policies and Master Plans</li> <li>■ Supports policies and goals of adopted neighborhood plans</li> </ul>	<ul style="list-style-type: none"> <li>■ Accomodation of bike/ pedestrian travel</li> <li>■ Accomodation of transit</li> <li>■ Multi-modal environment and experience</li> </ul>	<ul style="list-style-type: none"> <li>■ Creation of destinations and points of interest</li> <li>■ Connection to the Mississippi River</li> <li>■ Opportunities for open space and public experience</li> <li>■ Preservation of historic character/features</li> <li>■ Changes to visual quality</li> <li>■ Biodiversity</li> <li>■ Cohesiveness of the community</li> </ul>	<ul style="list-style-type: none"> <li>■ Access to parcels identified for future (re) development</li> <li>■ Impacts on existing underutilized property</li> </ul>	<ul style="list-style-type: none"> <li>■ Access to existing properties and uses</li> <li>■ Storm water and water quality</li> </ul>	<ul style="list-style-type: none"> <li>■ Construction costs</li> <li>■ Right-of-way (land) costs</li> <li>■ Business relocation and impact costs</li> <li>■ Maintenance costs</li> </ul>

# Full Build



- U of M Bike Trail
- Light Rail Transit
- Full Build

- Granary Road is constructed from St. Paul to I-35W
- Connection to TH 280 via Westgate Drive and Territorial Road is made on the east end
- Connections to 2nd Street SE and 11th Avenue SE are made on the west end
- The existing intersection of 11th Avenue SE/2nd Street SE is maintained
- Reduces traffic volumes on University Avenue SE and 4th Street SE through the University District
- Connectivity between Granary Road, I-35W, and University Athletics Complex is maximized
- Increases traffic volumes on 2nd Street SE, 8th Avenue SE, and 11th Avenue SE

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- Full Build
- Light Rail Transit
- U of M Bike Trail

Central Corridor Light Rail Transit

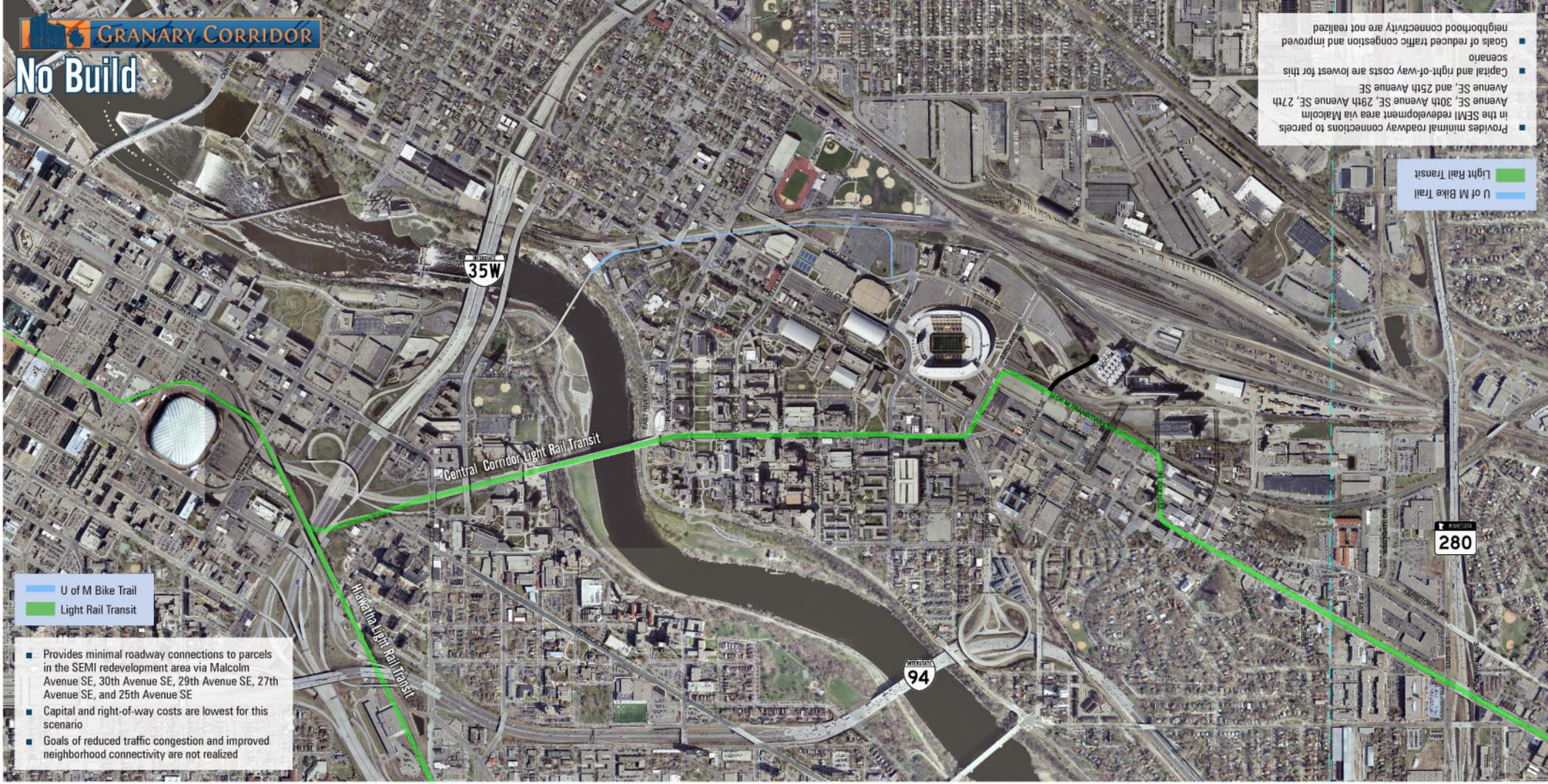
Phibetula Light Rail Transit

I-35W

I-94

TH 280

# No Build



U of M Bike Trail  
Light Rail Transit

- Provides minimal roadway connections to parcels in the SEMI redevelopment area via Malcolm Avenue SE, 30th Avenue SE, 29th Avenue SE, 27th Avenue SE, and 25th Avenue SE
- Capital and right-of-way costs are lowest for this scenario
- Goals of reduced traffic congestion and improved neighborhood connectivity are not realized

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280

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35W

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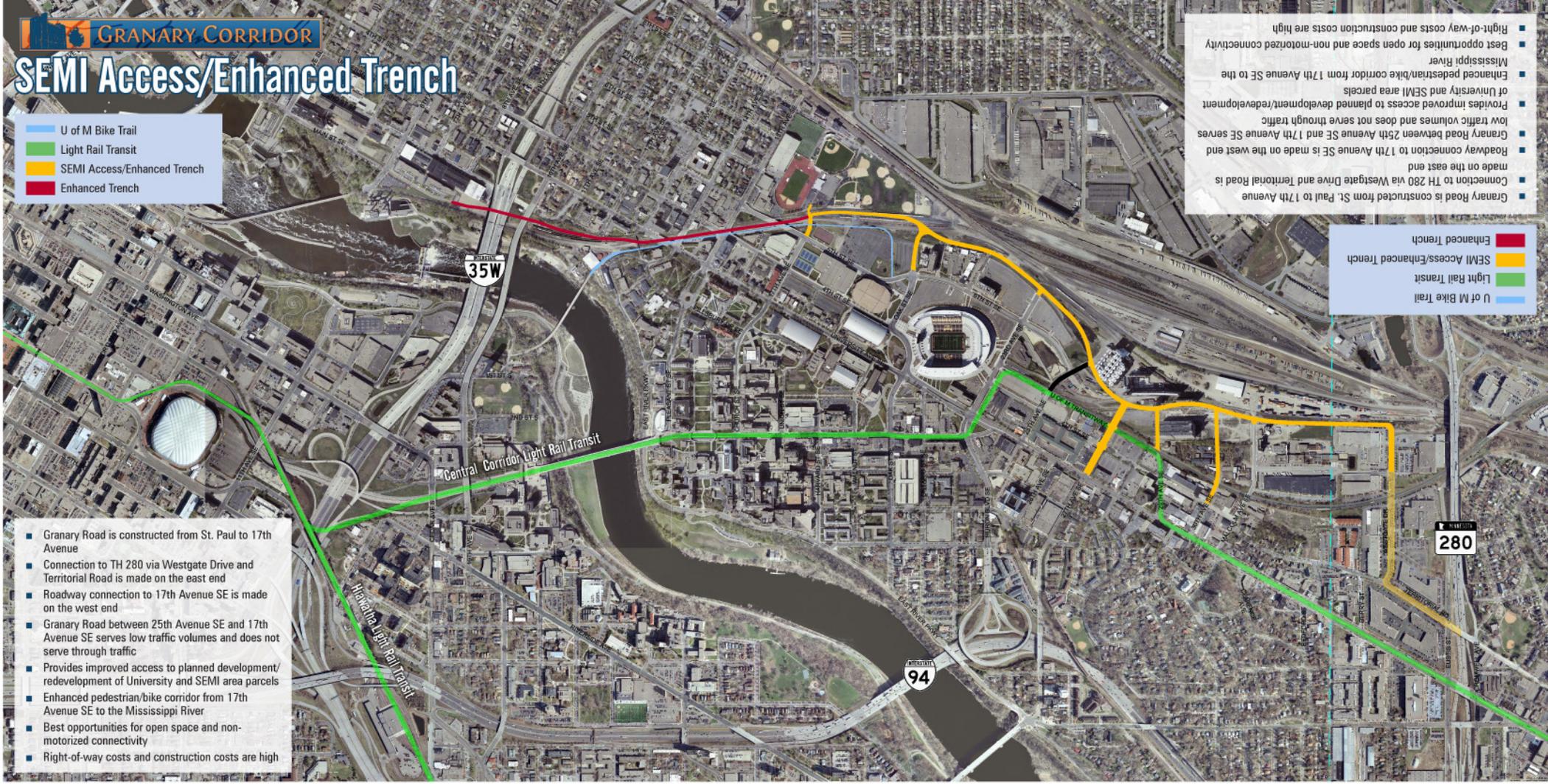
# SEMI Access/Enhanced Trench

- U of M Bike Trail
- Light Rail Transit
- SEMI Access/Enhanced Trench
- Enhanced Trench

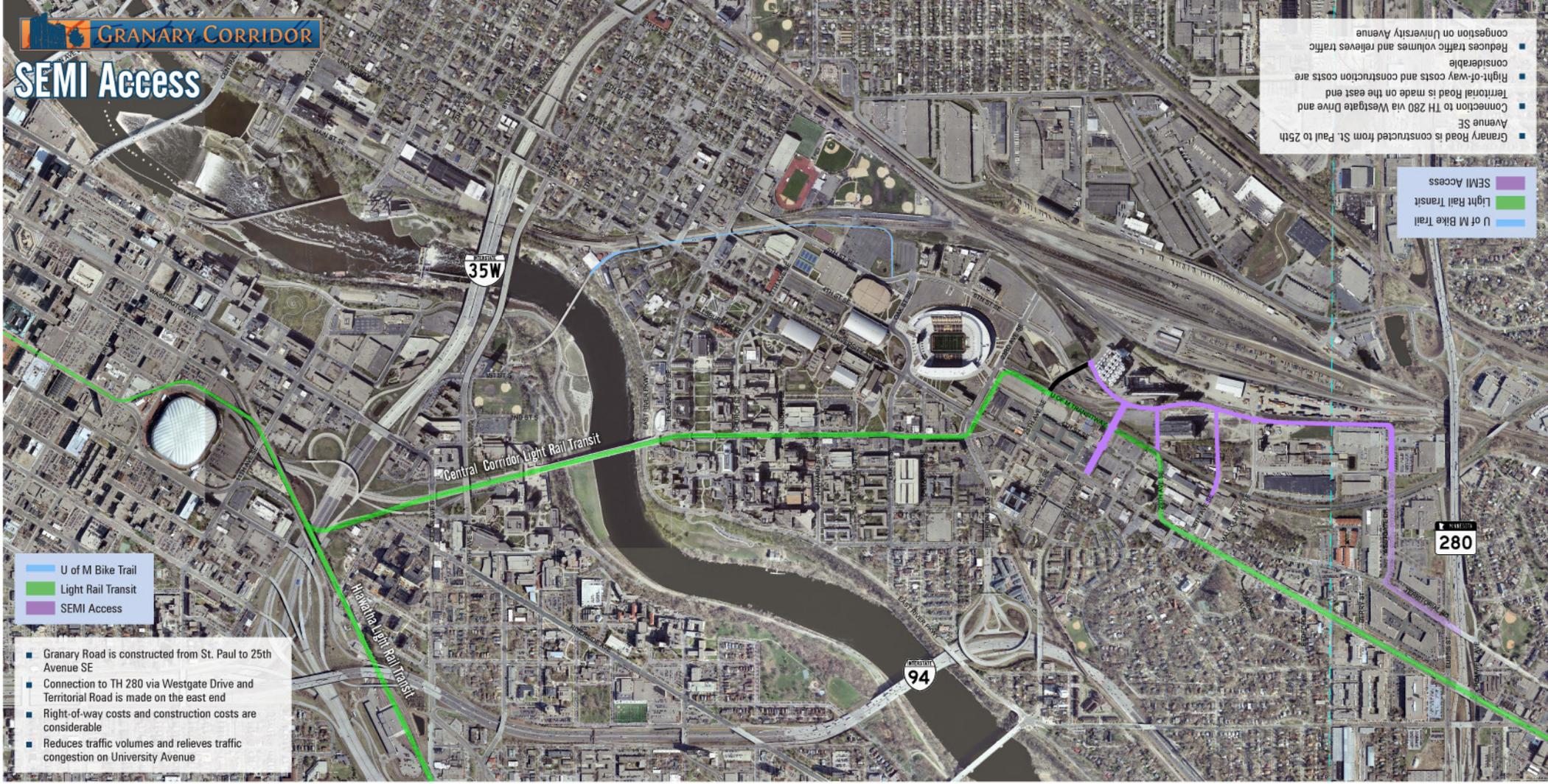
- Granary Road is constructed from St. Paul to 17th Avenue
- Connection to TH 280 via Westgate Drive and Territorial Road is made on the east end
- Roadway connection to 17th Avenue SE is made on the west end
- Granary Road between 25th Avenue SE and 17th Avenue SE serves low traffic volumes and does not serve through traffic
- Provides improved access to planned development/ redevelopment of University and SEMI area parcels
- Enhanced pedestrian/bike corridor from 17th Avenue SE to the Mississippi River
- Best opportunities for open space and non-motorized connectivity
- Right-of-way costs and construction costs are high

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- Enhanced Trench
- SEMI Access/Enhanced Trench
- Light Rail Transit
- U of M Bike Trail



# SEMI Access



- Granary Road is constructed from St. Paul to 25th Avenue SE
- Connection to TH 280 via Westgate Drive and Territorial Road is made on the east end
- Right-of-way costs and construction costs are considerable
- Reduces traffic volumes and relieves traffic congestion on University Avenue

- SEMI Access
- Light Rail Transit
- U of M Bike Trail

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Central Corridor Light Rail Transit

Prattina Light Rail Transit

280

94

35W