

# SNELLING-UNIVERSITY CAPACITY STUDY

Presentation to the Central  
Corridor Management Committee

March 14, 2007

# Cooperative Study

- Ramsey County Regional Railroad Authority
- Ramsey County Public Works
- St. Paul Public Works
- Minnesota Department of Transportation
- Metropolitan Council / Metro Transit

# PURPOSE

- To Identify conceptual alternatives for improving current and future capacity
- In addition, to ascertain the contributions of LRT to the problems of congestion

# Capacity Improvement Area

*Street Level Commercial*

*Bus Routes*

*University Ave*

*High Pedestrian Traffic Area*

*Spruce Tree*



# OBJECTIVES

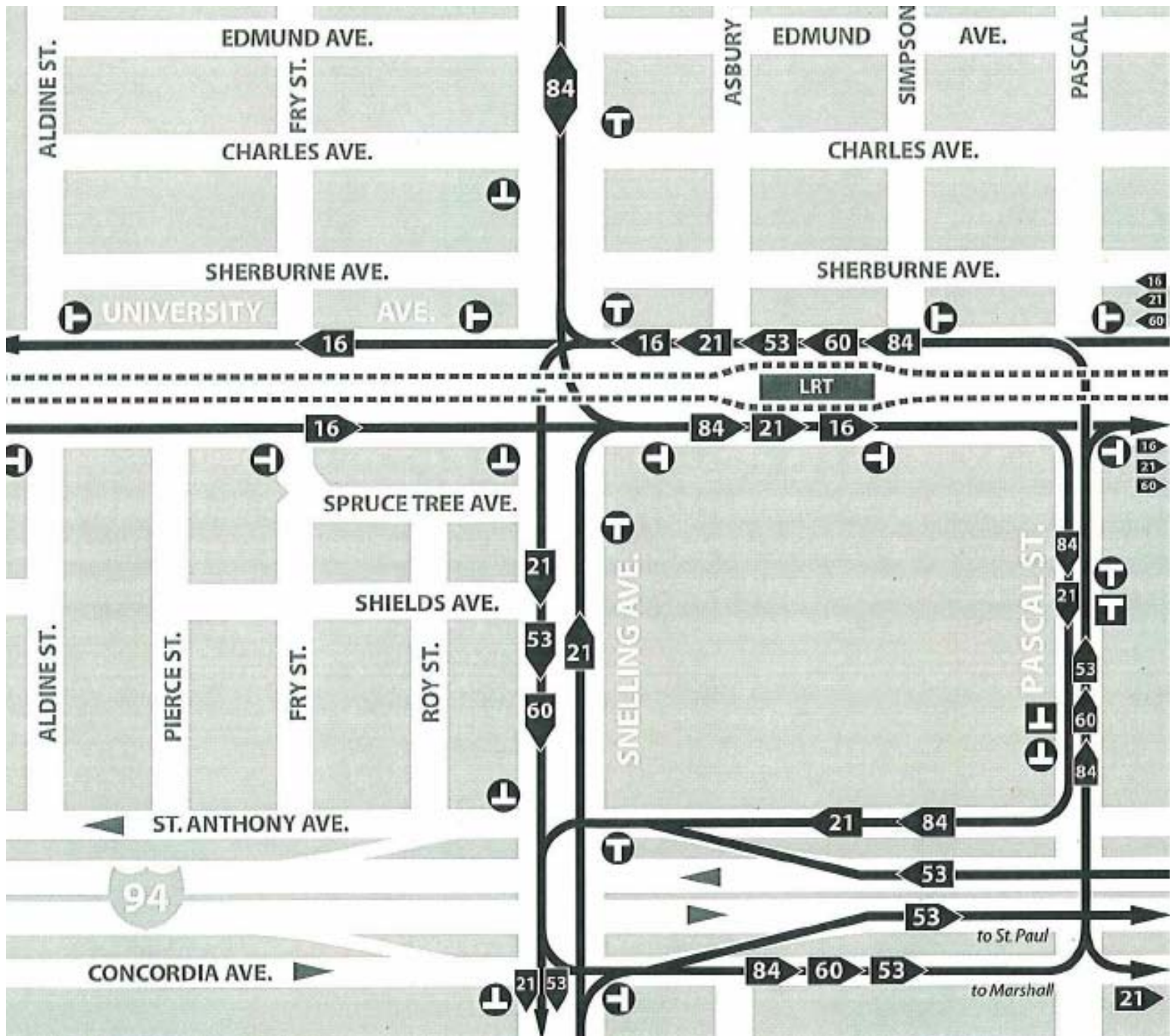
- Create sufficient capacity to accommodate future growth (Year 2030)
  - Snelling ADT 50,000+; University ADT 24,000+
- Ensure a pedestrian- & transit-friendly environment
- Recognize future redevelopment potential, while planning for existing conditions

# OVERVIEW

- Identified 17 alternative scenarios
- Screened down to 3 for further study
- Primary reason for study is to deal with background traffic
- Current report does not make recommendations – fact-finding

# KEY FINDINGS

- Background traffic is the cause for congestion now and in the future
- Snelling thru movement is greatest (by far) since it is the only viable north/south connection within 4 miles (Dale to 280)
- LRT operations not expected to be a major contributor to congestion (5%-10%)
- Reconstruction of the intersection could cause major disruption to LRT operations
- With all 3 alternatives, bus connections can be made



# THREE ALTERNATIVES

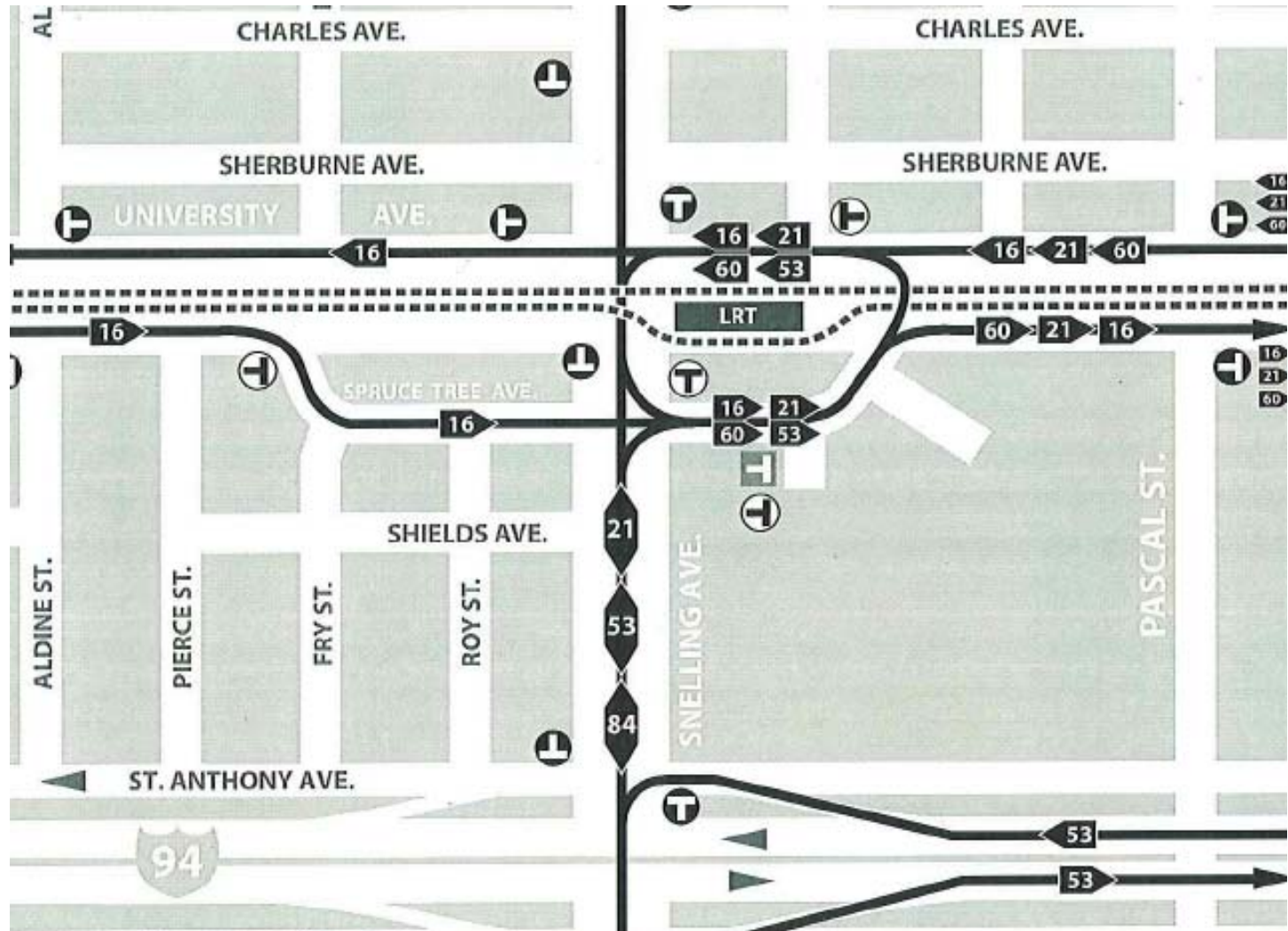
## One-Way Pair

- W/B traffic only on University – potential for LRT station flexibility
- E/B traffic from Fry to Simpson on Spruce Tree Drive and its eastern extension
- Left turns permitted at Snelling/University
- Major impact on Midway Shopping Ctr. parking & circulation
- Trucks on S.T. Drive impact neighborhood

# One-Way Pair



# Bus Service – One-Way Pair



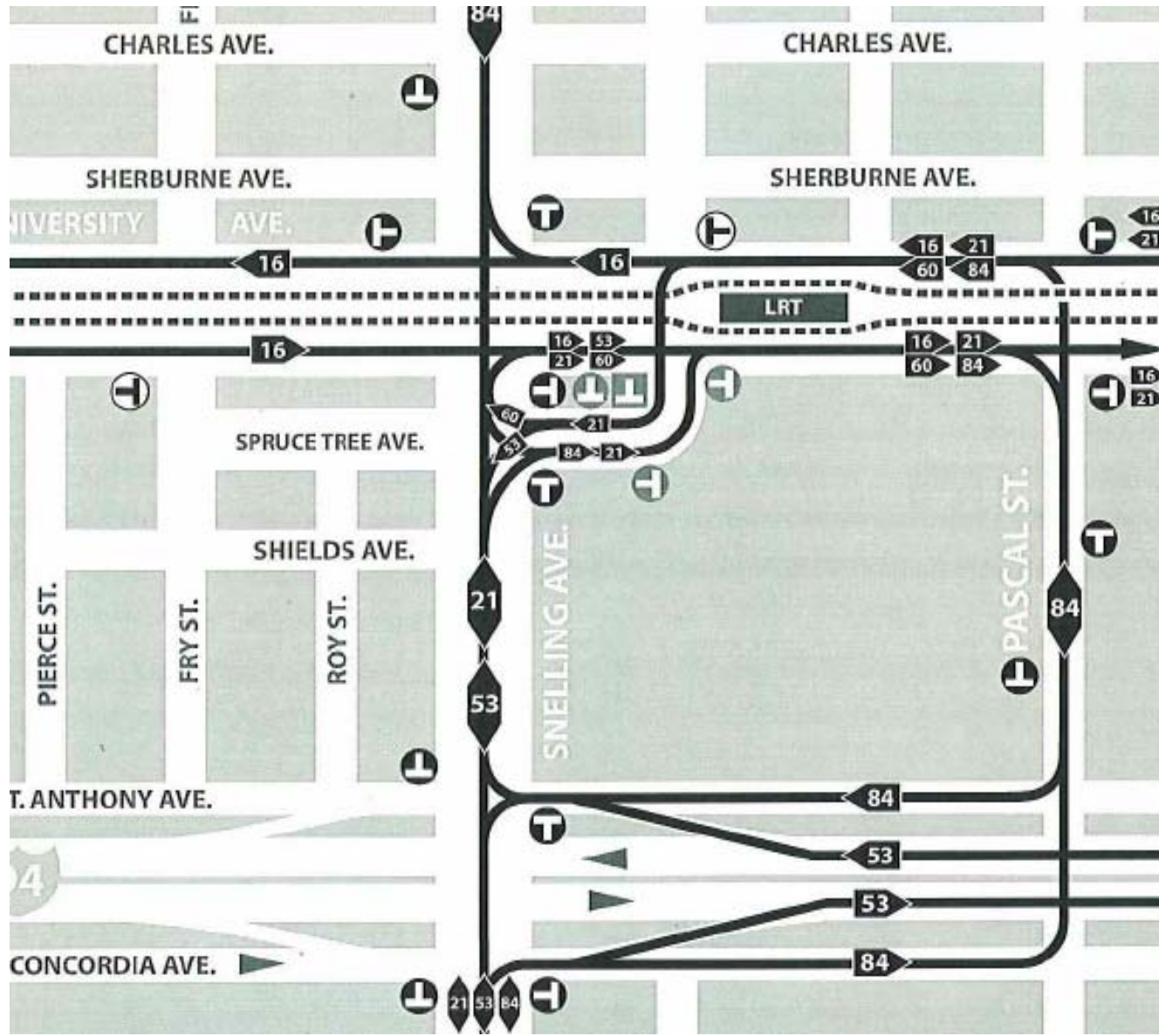
# Ring Road

- No left turns at intersection – shifted to Univ & Fry & Asbury, S.T. and Snelling
- Two-way traffic on University
- Relies on signage and enforcement to prevent left-turn movements
- Shifts LRT station to the east
- Less impact on Midway Shopping Center, but totally takes McDonalds

# Ring Road



# Bus Service – Ring Road



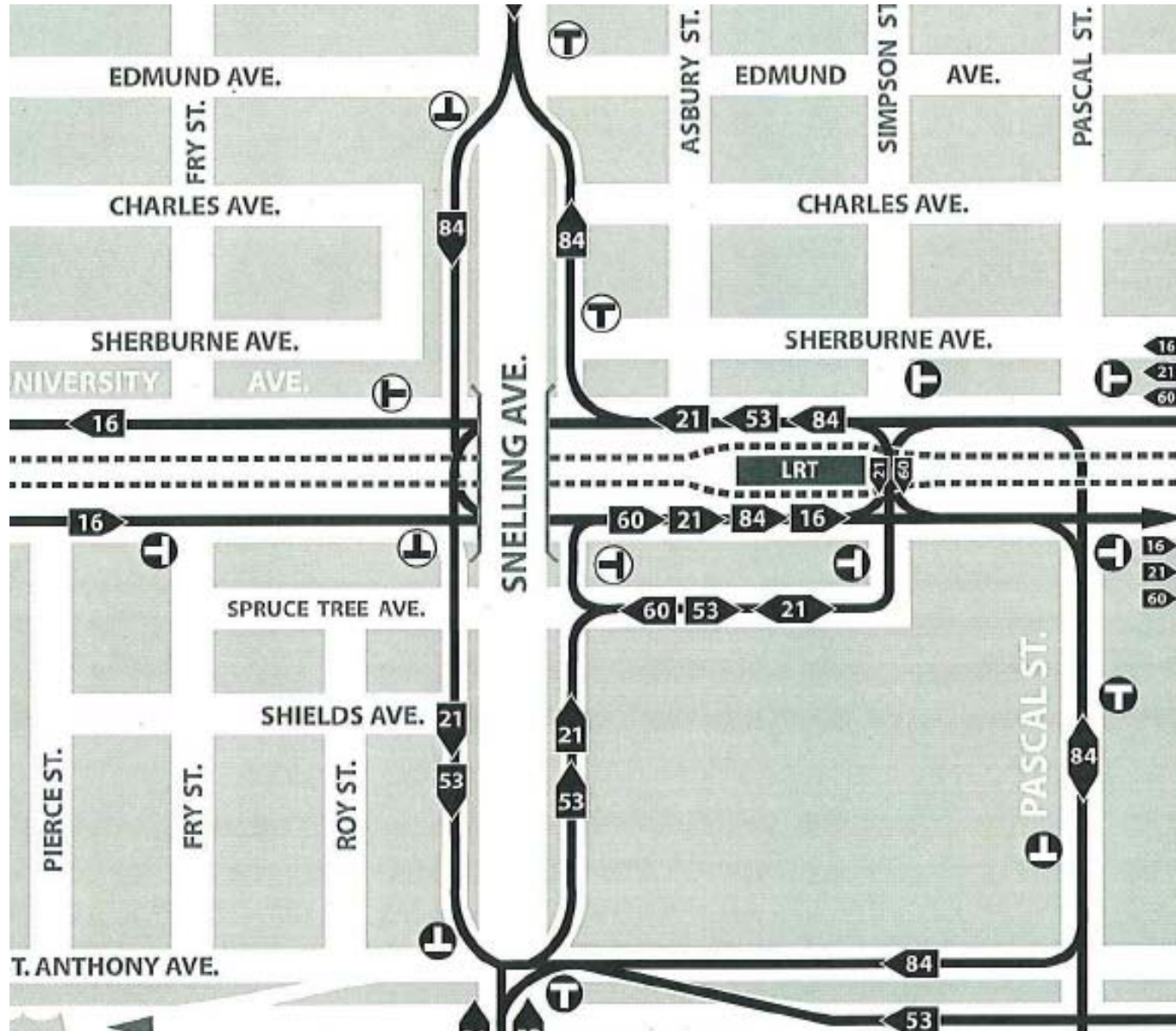
# Grade Separation

- Two lanes of N/S Snelling under University
- LRT station location has options
- Cross-streets at Sherburne, Spruce Tree, Shields and Thomas have right-in, right-out only
- Minimizing impacts on I-94 require careful lane layout
- Substantial property takes on northwest and southeast quadrants

# Grade Separation - Tunnel



# Bus Service - Tunnel



# IMPACTS on LRT

- All alternatives can accommodate LRT and bus operations – but restrict station location
- Signal timing can accommodate operations
- Timing of intersection improvements may affect LRT operations if constructed after LRT
- Cost impacts on LRT appear minimal

# NEXT STEPS

- 2 rounds of community meetings (now to September)
- If emerging design consensus, City/County/MnDOT to develop funding plan for 2008 Legislature
- Coordination with PE process of LRT
- Contingency planning to avoid future LRT operation disruptions

# CONTACTS

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- MnDOT: Marc Goess

QUESTIONS?