

**Washington Avenue Transit/Pedestrian Mall
Stakeholder Identified Improvement Needs**

1. Washington Avenue Transit/Pedestrian Mall

On February 27, 2008, the Met Council adopted an at-grade Transit Mall at the University of Minnesota. Based on participation from project partners and stakeholders, informed by the results of traffic analyses conducted since that time, it has been determined that the Mall will extend from just east of Pleasant Street to Walnut Street. This item is considered to be part of the base project definition and is included in the \$892 million budget. This item includes the following:

Construction of a Transit/Pedestrian Mall on Washington Avenue from Pleasant Street to Walnut Street. Transit/Pedestrian Mall amenities included in the current \$11.1 million budget are those items beyond roadway and sidewalk reconstruction, including elements for an enhanced transit/pedestrian mall environment: street furnishings; additional pedestrian lighting; landscaping; pedestrian, roadway and LRT guideway surface treatments; and wayfinding signage.

2. Intersections directly impacted from CCLRT (Traffic Study #3)

Based on traffic studies conducted by CCPO, the five intersections listed below are directly impacted by CCLRT resulting in a Level of Service (LOS) of E or F in 2030. The CCPO has identified possible mitigations for each of the intersections, which are described below and included in the Exhibit B cost estimate.

- A. Cedar Avenue & Riverside Avenue
Construction of a second westbound right turn lane on Riverside Avenue and reconstruction of the sidewalk which would be impacted by adding the turn lane.
Construction of a northbound left turn on Cedar Avenue.
Replacement of the traffic signal at the intersection.
- B. Riverside Avenue & 19th Avenue
Implementing the measures identified in 2A would create an acceptable Level of Service at this intersection.
- C. Riverside Avenue & 20th Avenue
Implementing the measures identified in 2A and removing parking on the east side of 20th Avenue, adjacent to the intersection, to provide an additional lane would create an acceptable Level of Service at this intersection.
- D. Franklin Avenue & Cromwell Avenue

Removal of parking on the north side of Franklin Avenue to allow for two lanes westbound in the PM peak hour
Implementation of traffic signal modifications (detection, heads, and controller modifications).

- E. East River Road & Washington Avenue EB ramp
Installation of a traffic signal at the intersection.
Striping for the southbound left turn lane on East River Parkway.
Construction of Delaware Street to three full lanes for the entire ramp length (Delaware Street is currently about two lanes widths wide).

3. East River Road

A. Improvements to accommodate increased traffic on East River Road. Based on traffic studies completed by CCPO, East River Road, south of Washington Avenue is directly impacted as a result of CCLRT. The following improvements have been identified by CCPO and included in the budget.

- Construction of an eastbound left turn lane on East River Parkway,
- Construction of a southbound left turn lane on Harvard Street,
- Construction of a mill and overlay within the intersection area, and
- Installation of an all-way stop sign control.

4. U of M East Bank campus area street connections (Traffic Study #4)

Based on traffic studies conducted by CCPO, the eight intersections listed below are directly impacted from CCLRT and require improvements as described below to achieve an acceptable LOS:

A. Arlington Street & Pleasant Street

- Installation of a traffic signal.
- Construction of an eastbound right turn on Arlington Street.

B. East River Parkway & Arlington Street

- Construction of a southbound left turn lane on East River Parkway.
- Construction of a northbound right turn lane on East River Parkway.

C. Pleasant Street & Delaware Street

- Installation of a traffic signal.
- Striping for the southbound left turn lane.

D. 4th Street SE & 17th Avenue SE

- Striping for the northbound left turn lane on 17th Avenue SE.
- Modification of the traffic signal to add protected left turn phase.

E. Beacon Street Extension

- Construction of Beacon Street between Walnut St and Harvard St (2 lane road).
- Construction of a mill and overlay Beacon Street between Union and Harvard.

F. Harvard Extension

- Construction of Harvard Street extension between Beacon Street and Pillsbury Street.
- Construction of a mill and overlay Harvard Street between Washington Ave and Beacon St and re-striping to create a two-way roadway.

G. Delaware Street & Harvard Street

- Installation of a traffic signal.
- Striping for turn lanes at the intersection (northbound left, southbound left, and westbound right).

5. Environmental Issues

A. Mitigate electromagnetic interference (EMI)/vibration impacts to nuclear magnetic resonating machines (NMRs).

CCPO is currently evaluating impacts to existing research devices located at various University of Minnesota facilities along Washington Avenue and intends to mitigate any CCLRT related impacts.

B. Mitigate noise/vibration impacts to other sensitive University of Minnesota research equipment.

CCPO is currently evaluating impacts to existing research devices located at various University of Minnesota facilities along Washington Avenue and intends to mitigate any CCLRT related impacts.

C. Coffman Union/Northrop Mall.

CCPO is currently evaluating the impacts to the Northrop Mall.

D. Knoll District

In consultation with the State Historic Preservation Officer and MN-DOT Cultural Resources Unit, CCPO is currently evaluating the impacts to the Knoll District.