

Washington Avenue Transit/Pedestrian Mall Stakeholder Identified Improvement Needs

1. Granary Road

The City of Minneapolis is planning to construct a new east-west roadway north of University Avenue. This roadway would serve as an additional east-west arterial roadway in the area, serving planned development along its corridor and providing a reliever route to University Avenue and 4th Street.

A. West Segment – 2nd Street to Oak Street SE

Initial planning proposes to connect Granary Road to 2nd street, which would provide a connection to 35W via University and 8th Ave and 11th Ave.

B. Middle Segment –Oak Street SE to 25th Avenue SE

This segment of Granary road is included in the Minneapolis Capital Improvement Program although additional funding is needed.

C. East Segment – 25th Avenue to Malcolm Avenue

The City of Minneapolis plans to construct Granary Road between 25th Avenue and Malcolm in 2010.

D. East Segment Extension – Malcolm Avenue SE to 280 frontage road

With the construction of CCLRT, there is interest in extending the eastern terminus of this road segment further east, possibly to the 280 frontage road. Additional planning in coordination with the City of St. Paul is needed.

2. Intersections

Based on traffic studies completed by CCPO, the closure of Washington Avenue to through traffic will cause incremental increases to traffic volumes at the following six intersections in 2030. All of these intersections are projected to have a Level of Service (LOS) F without CCLRT.

A. Franklin Avenue at East River Parkway – This is a signalized five-legged intersection with existing capacity constraints because of the lack of turn lanes and the geometric configuration. The City of Minneapolis has completed scoping of improvements for this intersection in the past including the possibility of a roundabout. Right-of-way acquisition would be required.

B/C. 10th Avenue at 4th Street or University Avenue – These two intersections are currently signalized. Possible future improvements to improve LOS include the addition of turn lanes and modified traffic signal phasing to create improved flow for critical movements.

D/E/F. Washington Avenue at the I-35W ramps and Cedar Avenue – The intersections on Washington Avenue at the I-35W ramps currently experience a failing LOS in the PM peak hour (prior to the I-35W bridge collapse). This is the primary route out of downtown for traffic destined to the northeast area of the region. The east to northbound left turn movement is nearing 1,000 in the PM peak hour from a single turn lane. The intersection at Cedar Avenue is affected by the operations at I-35W. The City of Minneapolis has begun scoping improvements that include a new access to northbound 35W at Fourth Street.

3. East River Road

This would include extending the East River Road north of Washington Avenue on a structure over the railroad tracks and future Granary Road to connect with Main Street. The Minneapolis Park Board has had this in their planning for many years. There is concern that the closure of Washington Avenue will result in additional traffic on Pleasant Street through campus. This segment will provide an alternate route to Pleasant and East River Road south of Washington.