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Figure 2

Table 1
Year 2030 PM Peak LOS

Intersection	Delay (s/veh)	LOS
Potential LRT Crossing SE 25th Avenue at the Transitway	5-10	A
Potential LRT Crossing SE 23rd Avenue at the Transitway	5-10	A
Potential LRT Crossing 6th Street SE at 23rd Avenue	5-10	A

The intersections and roadways are not expected to become high volume roadways or intersections. However, development of a multi-modal facility may increase traffic. Future consideration should be given to vehicular, pedestrian, bicycle, bus and LRT crossing conflicts.

TRAFFIC ANALYSIS – WEST BANK STATION AREA

The West Bank Station area near the U of M West Bank campus has only one roadway/northern alignment LRT crossing (See Figure 3). This crossing is on Washington Avenue at a mid-block location below the 19th Avenue South Bridge. However, to accommodate the potential LRT northern alignment, roadways and intersections need to be removed and modified.

The following are the roadway removals:

- Cedar Avenue ramps to/from Washington Avenue

The following are the roadway additions to replace the removals:

- Intersection of Washington Avenue with the on-ramp from northbound I-35W
- Ramp connection from the Washington Avenue intersection to Cedar Avenue, replacing the previous interchange ramps
- Reconstructed T-intersections at Cedar Avenue/Ramp Connection and Cedar Avenue/3rd Street South
- Roadway improvements to allow bus access to the U of M West Bank LRT station

Traffic volumes were based on the year 2030 Synchro from the East Bank Traffic Study No. 3 dated February 8, 2008. However, with the roadway modifications traffic volumes were re-routed. The results of the proposed pm peak hour traffic volumes are shown in Figure 4.

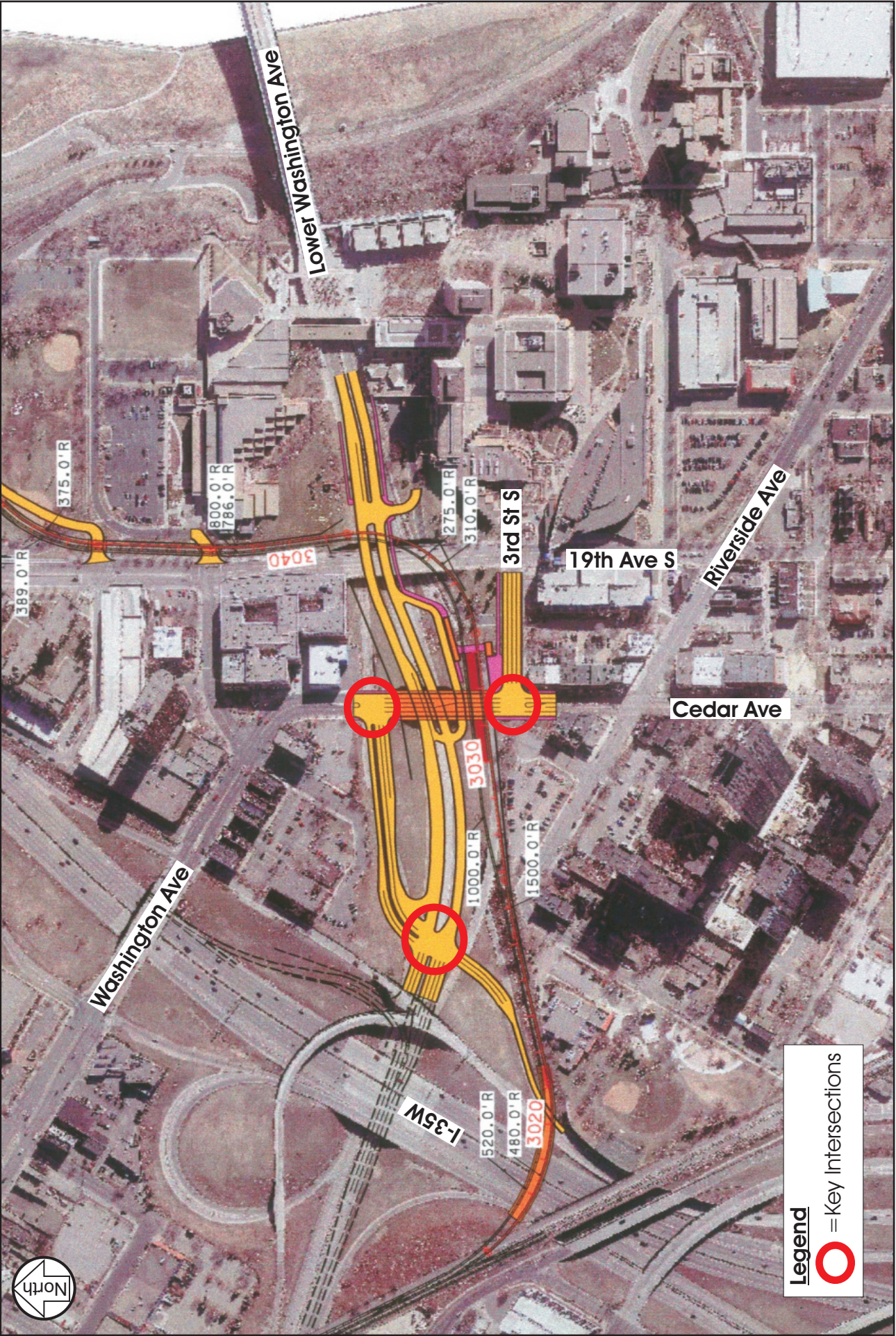


Figure 3

West Bank Station Area
 North Alignment Study
 University of Minnesota

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