

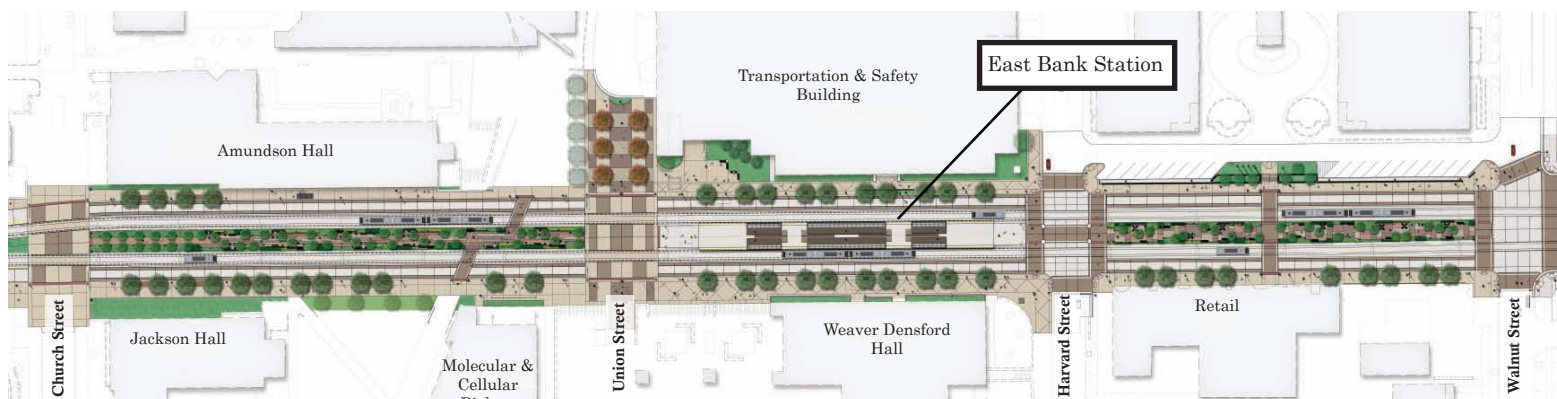
Central Corridor Light Rail Transit

East Bank & Stadium Village 2011 Construction Overview



Revised May 2011

On May 16th 2011, the portion of Washington Avenue from Pleasant Street to Walnut Street will be permanently closed to automobile traffic for the construction and operation of the Washington Avenue Transit and Pedestrian Mall. During the summer of 2010, construction took place throughout East Bank to make road additions and modifications to accommodate this change in traffic flow. Changes including the addition of traffic signals, turn lanes, and new road segments will help better circulate traffic while providing a safer environment for the many pedestrians on campus.



When complete in 2014, the Washington Avenue Transit and Pedestrian Mall will include space for light rail, buses, emergency vehicles, bicycles, and pedestrians. The mall design also includes increased north-south pedestrian crossings that are signalized for safety.

The Washington Avenue Transit and Pedestrian Mall will include a station located between Union and Harvard as well as an amenity zone. The amenity zone is a landscaped area of plantings, walking paths, and seating areas.

Light rail construction will have the following impacts on the East bank in 2011 to automobile, pedestrian, and bicycle routes:

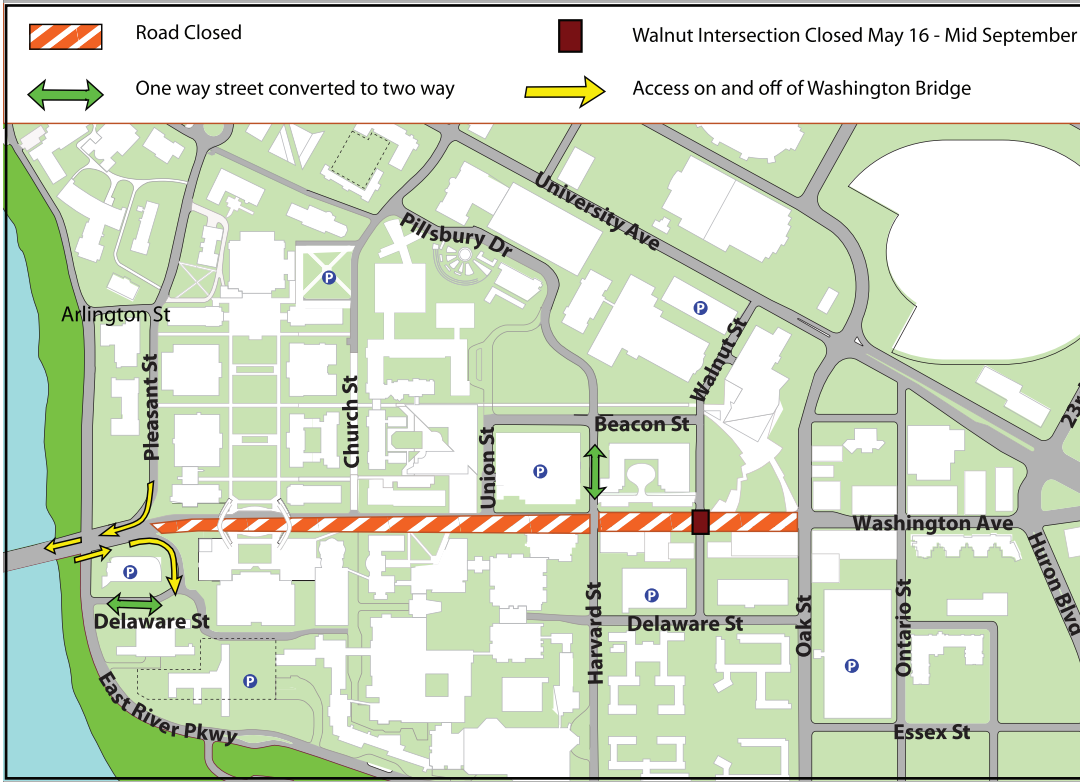
- On May 16th, Washington Avenue will close from Pleasant Street to Oak Street.
- The Washington Avenue Bridge will stay open throughout most of construction; some evening or weekend closures may be needed.
- Bus routes will be diverted off Washington Avenue during construction.
- Pedestrian access will be maintained to all businesses and University buildings.



Washington Avenue Transit Pedestrian Mall in 2014

Driving on East Bank and Stadium Village

Washington Avenue will close to all vehicles on May 16th, 2011 for construction from Pleasant Street to Oak Street. Two way traffic on the Washington Avenue Bridge will be maintained throughout most of construction. When crews need to close the bridge for work, the closure will take place during off-peak times to minimize disruption.



Two Way Traffic Changes

Some current one way streets will be converted to two way streets. This is being done to increase traffic flow options both north and south of Washington. Streets changing to two way include:

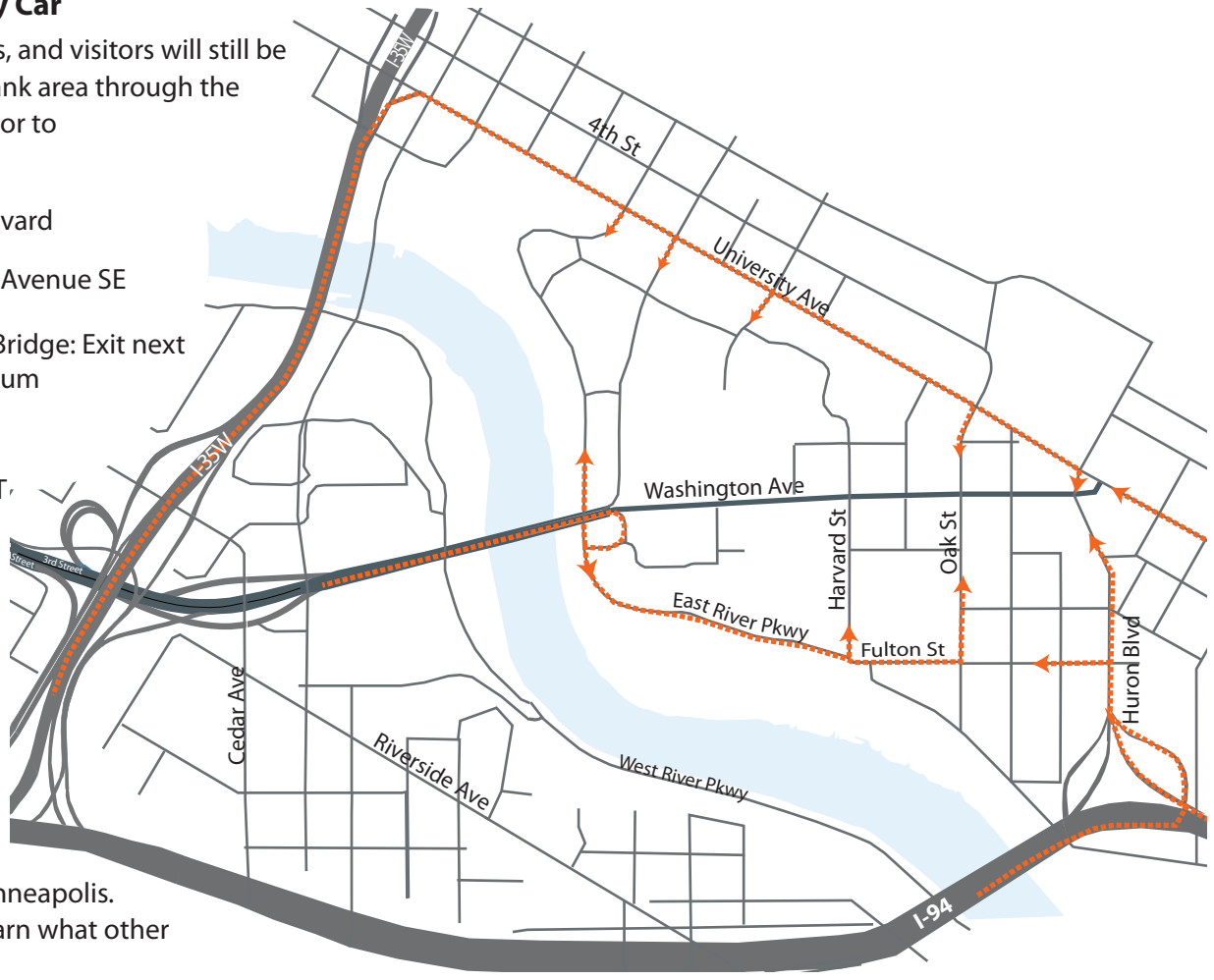
- Delaware Street between East River Parkway and Pleasant Street
- Harvard Street between Washington and Beacon

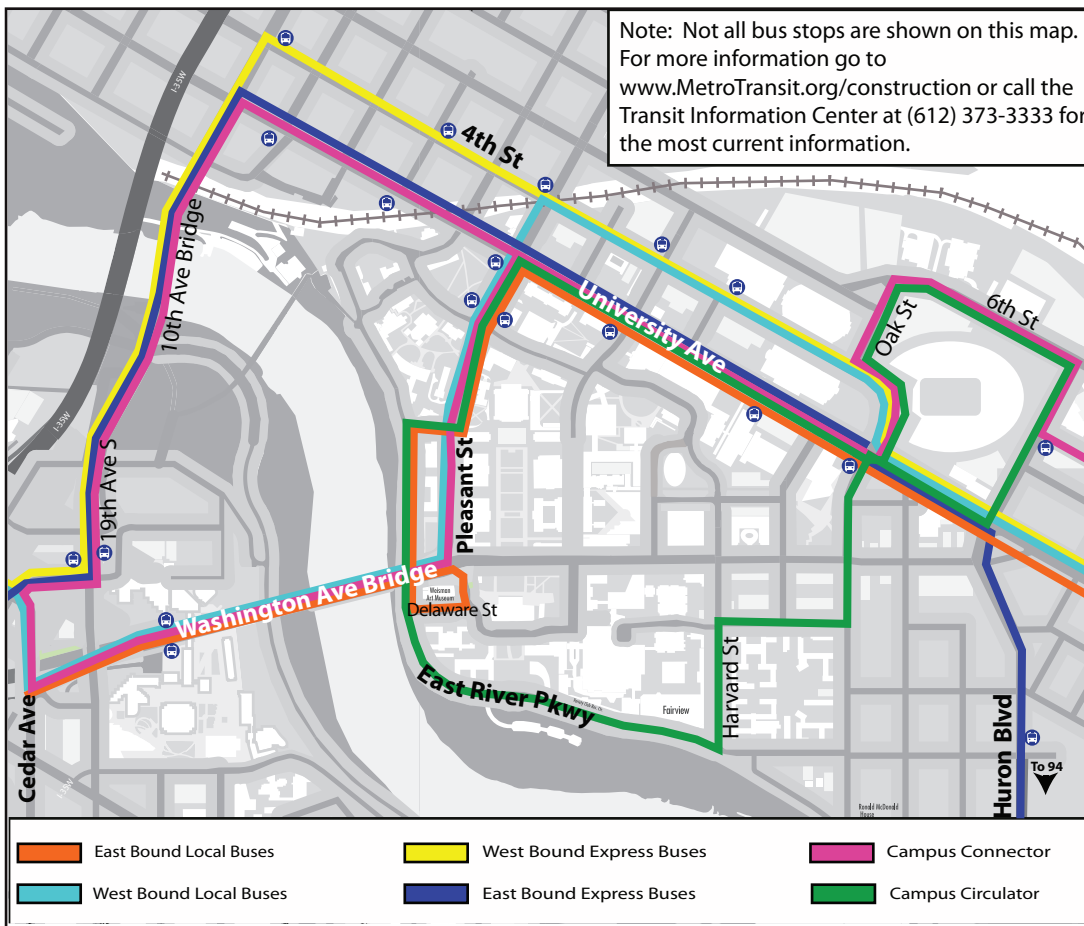
Getting to the Area By Car

Students, staff, customers, and visitors will still be able to access the East Bank area through the many routes available prior to construction including:

- I-94: Exit Huron Boulevard
- I-35W: Exit University Avenue SE
- Washington Avenue Bridge: Exit next to the Weisman Museum

2011 Central Corridor LRT construction on the East Bank is limited to Washington Avenue between Pleasant Street and Oak Street. There may be other construction occurring in the area by private developers, University of Minnesota, Hennepin County, or the City of Minneapolis. See page 4 for links to learn what other projects are in the area.





Getting to the Area by Bus

The May 16th closure of Washington Avenue from Pleasant to Oak Street will require bus route detours. The closest east-west route that buses are able to use is University Avenue and 4th Street. This detour is several blocks away from the current route but is the closest option due to regulations on East River Parkway and private roads through University of Minnesota. Visit

www.metrotransit.org/construction for individual route detours and bus stop locations.

Metro Transit Bus Detours Begin on Saturday May 14th, 2011



University of Minnesota Campus Connector and Circulator Begin Detours on Monday May 16th, 2011
www.campusmaps.umn.edu/tc/map.php

Bicycling on the East Bank and Stadium Village

Riding a bike is still a great way to get to and around campus. Be sure to keep yourself and those surrounding you safe by following a few simple rules:

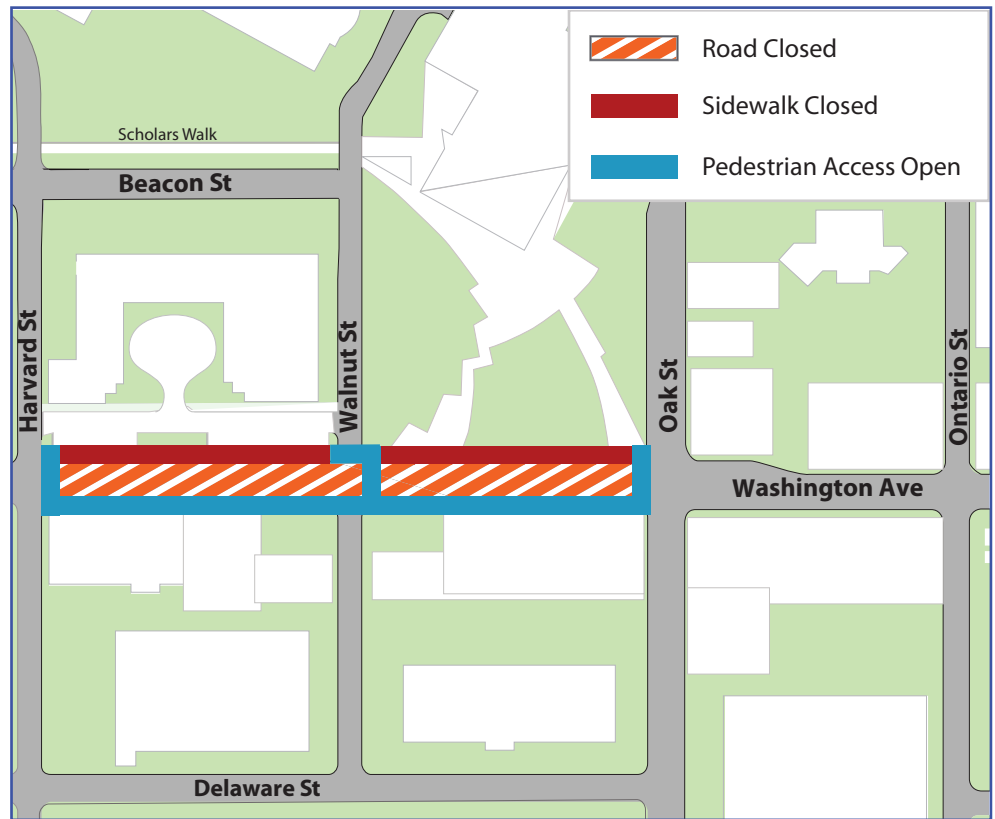
- Bicycles are considered vehicles, that means bikers should follow traffic signs including detours. If a street is closed, it's closed to all traffic, not just those in cars.
- Sidewalks are for walking, not for biking. It's illegal to ride your bike on sidewalks in Minneapolis. During construction sidewalks will be narrowed, even riding your bike at a slow speed is dangerous to those around you and makes it very difficult for those in wheelchairs to get around you. If you need to take your bike up onto a sidewalk, dismount and walk your bike.
- All bike racks, parking meters, and signs will be removed with the start of construction on Washington Avenue and replaced by a 6 foot construction fence. Locking bikes to the construction fence is not permitted; any bike locked to a fence will be removed. Additional bike racks will be placed around the construction zone on side streets of Washington.



Washington Avenue from Pleasant Street to Oak Street will be closed to all traffic including bicycles. Bikes must be walked on sidewalks.

Getting to the Area on Foot

Access to University of Minnesota buildings and businesses on Washington Avenue will be maintained. The sidewalks on the north side of Washington Avenue between Harvard Street and Oak Street will be closed. Pedestrians are encouraged to use the sidewalk on the south side of Washington Avenue or Scholars Walk north of Beacon Street. The sidewalk adjacent to the Radisson building will remain open. Pedestrians will be able to cross Washington Avenue in marked crosswalks at all three streets in this area, Harvard, Walnut, and Oak Street.



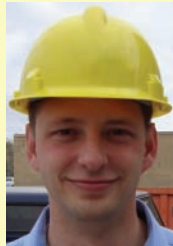
This construction overview contains general information only. To learn the details on timing for road closures or sign up for the weekly construction update, visit :

www.centralcorridor.org

If you have questions or comments for the Minneapolis area on the Central Corridor LRT, contact the Minneapolis Community Outreach Team:



Jessica Hill
Community Outreach Coordinator
(651) 602-1840
jessica.hill@metc.state.mn.us



Dan Pfeiffer
Community Outreach Intern
(651) 602-1952
daniel.pfeiffer@metc.state.mn.us

To learn about other construction that may affect your commute in the area, visit:

Minnesota Department of Transportation
www.511mn.org

University of Minnesota
www.campusmaps.umn.edu/tc

City of Minneapolis
www.ci.minneapolis.mn.us/traffic

Hennepin County
www.hennepin.us

Questions, comments, or concerns about active construction? Call the 24 hour construction hotline:

(651) 602-1404

The Central Corridor Light Rail Transit Project will link downtown St. Paul and downtown Minneapolis along Washington and University avenues via the state Capitol and University of Minnesota. Construction began in 2010 on the planned 11-mile Central Corridor line, and service will begin in 2014. The line will connect with the Hiawatha LRT line at the Metrodome station in Minneapolis and the Northstar commuter rail line at the new Target Field Station. The Metropolitan Council is the grantee of federal funds. The regional government agency is charged with building the line in partnership with the Minnesota Department of Transportation. The Central Corridor Management Committee, which includes the mayors of St. Paul and Minneapolis, commissioners from Ramsey and Hennepin counties and the University of Minnesota, provides advice and oversight. Funding is provided by the Federal Transit Administration, Counties Transit Improvement Board, state of Minnesota, Ramsey and Hennepin counties' regional railroad authorities, city of St. Paul, Metropolitan Council and the Central Corridor Funders Collaborative. For details, visit www.centralcorridor.org