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## UHT Vehicular Traffic Analysis: Executive Summary

As a part of the environmental review, the development team conducted a vehicular traffic analysis to understand the impacts of new traffic associated with the UHT development. The full study is posted on the Upper Harbor project website.

This vehicular traffic analysis quantifies the delay and level of service at intersections near the development during the weekday AM and PM peak hours for existing and future build conditions. The analysis demonstrated that the Opening Year (2024) conditions with the planned Phase 1 development would be expected to have operational issues as a result of the development vehicle traffic. The City of Minneapolis' policy guidance provides direction on the type and scope of mitigation measures that should be considered for this development. The city's Transportation Action Plan (TAP) identifies a mode shift goal of 3 of every 5 trips being made by walking, biking, or transit by 2030. Both the TAP and the Vision Zero Action Plan promote roadways that are designed to prioritize pedestrian and bicycle access, comfort and safety.

The Mitigation Plan for this development seeks to balance the need for vehicle mobility with the city's desire to prioritize safe and comfortable mobility options for non-motorized transportation. The mitigation measures identified in this plan address key issues such as queuing onto mainline I-94 without overbuilding the roadway capacity, which would serve to encourage growth in vehicle traffic as well as facilitating higher vehicle speeds. The Mitigation Plan for vehicle traffic is identified in two phases that implement traffic improvements only as they are needed and is based on the timing of development and the associated vehicle traffic levels.

The Phase A Mitigation Plan consists of measures to reduce vehicle traffic demand of the development as well as to manage vehicle traffic operations. (**Underway** and **Next Step**)

- Develop robust travel demand management plans (TDMP) with each phase or sub-phase of the development. The TDMPs should be completed in parallel with the city's site plan review process and should detail comprehensive strategies to encourage the use of alternative modes of travel, enhance the pedestrian environment, reduce parking demand, and create a balance between all users of the local transportation system. **Yes – with site plan review.**
- Work with Metro Transit to bring convenient and frequent transit service closer to the site. This is consistent with the city's modal transportation goals and will reduce the reliance on motor vehicles. **Yes – PW is working with Metro Transit.**
- Develop a comprehensive event transportation management plan (TMP) for the music venue and the park. The parameters for the event TMP are detailed in a later section of this report. **Yes – with site plan review.**
- Improve the bikeway on Dowling Avenue from on-street bicycle lanes to a protected bikeway to make bicycling a safer and more comfortable option for users of all ages and abilities. **Yes – PW is pursuing this design.**
- Construct a westbound right-turn lane at the Dowling Avenue & West I-94 Ramps intersection. The turn lane should extend the full distance between the West I-94 Ramps and Washington Avenue due to the short distance between these intersections. There is no existing turn lane, and the recommended turn lane length is 190 feet. **Yes – PW is pursuing this design.**
- Extend the eastbound left-turn lane at the Dowling Avenue & Washington Avenue intersection to the full distance between Washington Avenue and the West I-94 Ramps due to the short distance

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between these intersections. The existing left-turn lane is approximately 90 feet long and the recommended turn lane length is 190 feet. **Yes – PW is pursuing this design.**

- Construct a northbound left-turn lane at the Dowling Avenue & Washington Avenue intersection. There is no existing turn lane, and the recommended turn lane length is 300 feet based on the existing and projected left-turn volumes. **Yes – PW is pursuing this design.**
- Install protected/permissive left-turn signal phasing for all left-turn movements at the Dowling Avenue & Washington Avenue intersection. **PW will review signal operations once geometric designs are established.**
- Install protected/permissive left-turn phasing for the eastbound left-turn movement at the Lowry Avenue & Washington Avenue intersection. The left-turn phase should operate as a leading phase only because a left-turn lane is not proposed to be constructed. **PW will review signal operations once geometric designs are established.**
- Install protected/permissive left-turn phasing for the eastbound left-turn movement at the Lowry Avenue & 2nd Street intersection. The left-turn phase should operate as a leading phase only because a left-turn lane is not proposed to be constructed. **PW will review signal operations once geometric designs are established.**

### Event Traffic Management Plan

Traffic associated with the Community Performing Arts Center was not included in the peak hour traffic analysis because this land use is not expected to generate traffic during a typical weekday peak hour. As part of the site plan approval process for the Community Performance Arts Center, a robust, multi-faceted, multi-modal Traffic Management Plan (TMP) will be required to address events. The TMP will include toolkit of strategies that can be pursued to handle event related traffic, parking, and access. This is consistent with other major projects that generate event traffic such as US Bank Stadium, TCF Stadium, Target Center, Target Field, and the Armory. This includes, but is not limited to, the following strategies:

- Design physical layout that supports safe routes for walking, rolling, and biking. Traffic management plan that prioritizes pedestrian access and circulation.
- Provide remote parking with shuttle services.
- Provide sufficient (and convenient) bike parking (for both riders' owned bikes and shared bikes).
- Commit to "distributing" transportation information via normal event PR channels (advertisements, web site, social media, etc.). Transportation information to include info on transportation modal options, remote/shuttle opportunities, on-site parking opportunities (if any) and recommended travel approach routes.
- Set start times of events to not coincide with peak hours of surrounding roadway network.
- Promote Transit as a key mode to the venue. Explore adding supplemental Transit service to facilitate event access.
- Use Traffic Control Agents to help safely and efficiently manage traffic at key intersections and access points in and around site and on nearby external roadway network.
- Establish designated area for TNC's (Uber, Lyft, etc.) and work with TNC's to geocode these areas as keyed to the event.
- Establish designated drop off/pick up zones for Disability Transfers and other non-TNC users.
- Establish a process for scheduling and managing truck access to/from the site for the trucks that load the equipment for the large events.
- Review neighborhood parking restrictions to limit impacts to adjacent neighborhoods.
- Develop a plan to manage access for local residents, businesses, and visitors of the park.
- Commit in the Traffic Management Plan to monitor, evaluate and adjust TMP based on initial events.