

**SWLRT Plan / RCSC Form**

Plan / Document Phase: Municipal Consent Plans 20150723  
 Reviewer: Paul Miller - (612) 673-3603  
 Review Date: 8/14/2015  
 Reviewer Organization: City of Minneapolis - Department of Public Works

SPO Comment Code  
 1 - Incorporate requested change in future phase of design (identify phase)  
 2 - No change to the design is implemented at this time  
 3 - SPO requests staff level discussion with reviewer  
 4 - Comment identifies a Locally Requested Capital Investment (LRCI)  
 5 - Requires policy level discussion

Number	Segment	Sheet / Page Number	Discipline	Reviewer Comment Code	Comment	SPO Response Code	Technical Response
1	E3	8 - 15	Civil	P - Preference of Reviewer	Proposed Freight Rail re-alignment should be noted more clearly. Existing location and proposed location should be shown with dimensions depicting the changed location shown.		
2	E3	12	Civil	P - Preference of Reviewer	The location of the Tunnel House(s) implies ROW acquisition but existing property lines are not shown. It is not clear which properties are effected.		
3	E3	13	Civil	I - Inaccuracy / Omission	Minimum low clearance dimensions over the channel water elevation should be identified.		
4	E3	24	Civil	P - Preference of Reviewer	Pedestrian Connection to Lake CitiHomes shall be reviewed further, based upon input from the Multi-modal Traffic Study and the Lake CitiHomes Residents.		
5	E3	All	Civil	S - Safety	Ensure bike/ped separation is maintained along Kenilworth Trail. Physical separation by way of plantings or boulevards is good, but separation by lane striping is acceptable, too.		
6	E3	48	Civil	S - Safety	Consider enhanced crossings for platform access points across Midtown Greenway trail (crosswalks, signage, other).		
7	E3	48	Civil	S - Safety	Evaluate intersection of Midtown Greenway and Kenilworth trail to improve sightlines, maintain traffic flow, and reduce conflicts between trail users.		
8	E3	29	Civil	S - Safety	Ensure sidewalk on north side of Cedar Lake Parkway reflects the new Dean Parkway Trail project installed in 2014. The sidewalk was converted to a multi-use bituminous trail.		
9	E3	29	Civil	S - Safety	Intersection control should aim to reduce delay for trail users and convey a clear message to Cedar Lake Pkwy traffic.		
10	E3	30	Civil	S - Safety	Consider enhanced crossings for platform access points across Kenilworth trail (crosswalks, signage, other).		
11	E3	30	Civil	S - Safety	Consider a wider ped ramp on NW quadrant of Thomas Avenue S and 24th Street W to allow bike traffic to access sidewalk/ramp.		

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12	E3	30	Civil	S - Safety	Explore options for better aligning pedestrian crossings at intersection of Thomas Avenue S and 21st Street W. Tightening curb radii make be required.		
13	E3	30	Civil	S - Safety	Kenilworth Trail south of 21st Street W should have the bike/ped trails merge together to match with the north side of intersection.		
14	E4	8	Urban Design	P - Preference of Reviewer	Where the Cedar lake trail branches off the Kenilworth Trail and crosses the LRT and Freight Tracks. On the east side, is the queueing space when gate arms are down adequate to avoid queueing of bicyclists into the Kenilworth Trail and thus causing conflicts.. Please consider both normal bicyclists but also bicycles with trailers, etc.		
15	E4	8	Urban Design	P - Preference of Reviewer	To accommodate the proposed at-grade rail crossing at the end of the Penn Station platform the bridge and vertical circulation to the Penn Station shifted. The previous locations were chosen to aid in orientation and wayfinding to the station to transit users and others along Penn Avenue. The proposed locations do not appear to provide the same sense of orientation. More discussion is needed on how the proposed current		
16	E4	23	Safety	P - Preference of Reviewer	The bridge over 7th St N north of the Royalston Station presents creates CPTED, safety, security, and urban design challenges beneath the bridge. In conversations between the City and SPO this environment was discussed as opportunity for public art. Now that public art is no longer within budget, further work is needed to make this area safe, secure, and inviting.		
17	E4	8	Safety	S - Safety	The Minneapolis Bicycle Advisory Committee recommends that Minneapolis Public Works ensure that freight trains along the Southwest LRT, waiting to access the BNSF Railroad from the TC&W spur, do not block the bicycle trail crossing. The Committee further recommends that the LRT plan include queueing space for bicycles and pedestrians so that through bicycle traffic on the Cedar Lake Trail is not blocked.		
18	E4	8	Safety	S - Safety	The Cedar Lake Trail connection to the Penn Station is of great concern; a number of multi-modal conflicts have been introduced that will need evaluation. Freight Rail, LRT, Bikes, and Peds all come together in a very restricted space. The plans do not indicate if the amount of available queueing space is adequate. It must be understood that not all bike and ped traffic at this location are LRT users; moving al modes of traffic through this area efficiently must be assured.		
19	E4	8	Safety	S - Safety	Freight trains blocking the "at-grade" crossing at this location is a concern. How will this be addressed?		
20	E4	8	Safety	S - Safety	The plans indicate a "refuge area" between the LRT tracks and the freight rail tracks. It is not clear how large this area is or how it was actually sized.		
21	E4	8	Safety	S - Safety	The City requests a narrative explanation of the crossing operations at this location.		
22	E4	15	Civil	S - Safety	Vertical under clearance dimensions are not shown at the bridges. Minimum vertical under clearance at all bridges should be shown.		
23	E4	15-16	Civil	D - Design Criteria	Existing ROW established for the station is not in the correct location; ROW issues at the Van White Station area needs to be resolved.		
24	E4	18	Civil	P - Preference of Reviewer	The location of the TPSS is of concern; the HCRRA has future plans for a heavy rail layover space that may be in conflict. HCRRA staff should be involved in the final TPSS location.		

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25	E4	18-19	Civil	S - Safety	Vertical under clearance dimensions are not shown at the bridges. Minimum vertical under clearance at all bridges should be shown.		
26	E4	56	Civil	P - Preference of Reviewer	Aesthetic Design components of the Penn Station pedestrian bridge are of concern; in addition to City staff, the Park Board, and the community in general, design input from the Kenilworth Landscaping Committee, the Cedar Lake Park Association, and the Bryn Mawr Neighborhood Association shall be considered.		
27	E4	56	Architectural	P - Preference of Reviewer	Aesthetic Design components of the Penn Station passenger drop-off area and associated retaining walls at the bluff are of concern; in addition to City staff, the Park Board, and the community in general, design input from the Kenilworth Landscaping Committee, the Cedar Lake Park Association, and the Bryn Mawr Neighborhood Association shall be considered.		
28	E4	57	Civil	P - Preference of Reviewer	Aesthetic Design components of the Luce Line pedestrian bridge are of concern; in addition to City staff, the Park Board, and the community in general, design input from the Bryn Mawr Neighborhood Association shall be considered.		
29	E4	59	Civil	P - Preference of Reviewer	Design of the 7th St. N. Protected Bikeway shall be coordinated with the design of the Bottineau LRT.		
30	E4	54	Civil	S - Safety	Consider enhanced crossings for platform access points across Cedar Lake Trail (crosswalks, signage, other).		
31	E4	27-28	Civil	S - Safety	Bike lanes to be installed on South Wayzata Blvd in 2015. Ensure design of kiss and ride maintains bike lanes and does not preclude bike lanes from continuing north to Penn Avenue S.		
32	E4	56	Civil	S - Safety	Ensure pedestrian bridge is wide enough for bicycle and pedestrian traffic to pass comfortably. 12' min thru space preferred.		
33	E4	57-58	Civil	S - Safety	Consider enhanced crossings for platform access points across Cedar Lake Trail (crosswalks, signage, other). Focus drop off locations and platform access points across trail to more easily manage bike/ped conflicts.		
34	E4	57	Civil	S - Safety	Ensure pedestrian bridge is wide enough for bicycle and pedestrian traffic to pass comfortably. 12' min thru space preferred.		
35	E4	58	Civil	I - Inaccuracy / Omission	There is an existing bicycle and pedestrian traffic counter located on Cedar Lake Trail approx. 200' south of Linden Yard crossing. If construction limits impact the unit, please coordinate the salvaging and reinstallation of the counter with Minneapolis Traffic and Parking Services.		
36	E4	36	Civil	P - Preference of Reviewer	Evaluate need for traffic control at Van White Trail and Glenwood Avenue N.		
37	E4	39	Civil	D - Design Criteria	Existing bike lane on Glenwood Avenue N bridge. LRT tracks cross bike lane at an angle. Ensure track design mitigates potential for bike tires to get stuck in flanges.		