

Central Corridor LRT
Final Environmental Impact Statement (FEIS) Comments
City of Minneapolis - July 21, 2009

Responses to Comments

- The response to the comment about the roadway width on the Washington Ave Bridge only explains why the 16 foot traffic lane was selected based on space available on the bridge, but does not address how this one lane will be operated in the event of a breakdown or closure. The plans for the bridge need to include a management plan which will detail detection and response to incidents on the bridge.
- Responses to comments about parking loss only detail plans for parking solutions in St Paul. There are parking impacts in Minneapolis as well on Washington Ave SE and university Ave SE in the University and Prospect Park areas which were also commented on. Plans for addressing parking impacts in Minneapolis should also be disclosed in the document.

Chapter 4 – Environmental Effects

- 4.9-9, The section on Utilities in University/Prospect Park area states that the existing sanitary sewer along Washington Ave is expected to be replaced with a dual system. This proposal was not approved by the City of Minneapolis and should be updated to reflect the current plans to replace the existing sanitary sewer with a single sewer pipe in a new location as required.

Chapter 6 – Transportation

- 6-33, The Transit Mall will change access along Washington Ave SE and there will no longer be viable auto access to some private properties which will become land locked or will have no access except from the Washington Ave Mall. The project should address access to the properties on the south side of Washington Ave SE between Harvard and Walnut and buy access control if none will be provided.
- 6-33, Table 6-12, all other Tables have columns with 2014 no-build and build values, see Tables 6-10, 6-13, & 6-14. The FEIS needs to conduct and present consistent analyses and resultant project impacts for 2014 for the intersection listed in Table 6-12. This was requested with our earlier SDEIS comments dated August 22, 2008.
- 6-41&42, The effects of the proposed mitigation for the University/Huron/23rd intersection have not been reviewed for adverse effects to the affected roadways of 25th Ave SE and Delaware St. Impacts to parking and businesses are likely and have not been evaluated. The level of improvement the University /Huron/23rd intersection would receive from this mitigation is not disclosed. The effects of the proposed mitigation for this intersection should be analyzed by the project

working with the City and appropriate mitigation implemented based on this analysis.

- 6-42, The West Bank area mitigation improvements to the Cedar-Riverside intersections need to be evaluated for other adverse effects and reviewed with the community prior to being finalized. Loss of parking or impacts to planned bike facilities may be undesirable effects of these mitigation plans. Final mitigation plans should be coordinated with the City.
- 6-43, The mitigation suggested to remove parking on the north side of Franklin Ave to allow two lanes westbound is not specific enough. This statement is intended for one block east of Highway 280, but the document does not say that. This statement should be clarified to eliminate confusion about the rest of Franklin Ave.
- 6-43, The adverse impact to the 5th St and 2nd Ave North intersection due to LRT may require more mitigation than just developing traffic signal timing. Other possible measures should be explored as well, such as striping or roadway modifications.
- 6-46, All parking is being removed from Washington Ave which will impact loading and unloading of passengers and freight along this segment. Mitigation for these impacts has not been disclosed. Alternative accommodations should be made.
- 6-46, The section titled University of Minnesota/Prospect Park does not address the parking impacts along University Ave in Prospect Park. These impacts are presumably included in the numbers for University Ave in the Midway East and West section. This is not clear. The section titled Prospect Park should list those impacts.
- 6-55, The section on Bicycle Impacts states there are no long-term impacts to bike facilities from the preferred alternative; however the project will impact the City of Minneapolis planned bike facility on University Ave as referenced in Section 6.4.1.1 of this document. Alternative plans and mitigation for this impact should be developed.
- 6-56, The section on Bicycle Impacts also states that plans for streetscape improvements are expected to help create a safe, pleasing, and commuter-friendly bicycle environment in the corridor, however, these improvements are not funded through the project or otherwise and are therefore not certain to occur and should not be considered planned mitigation for impacts.