Minneapolis Park and Recreation Board
Southwest Transitway DEIS Comment Letter
# TABLE OF CONTENTS

Transmittal Letter ........................................................................................................................................1
Introduction ..................................................................................................................................................3
  MPRB Community Advisory Committee .........................................................................................3
  Comment Letter Structure ..................................................................................................................4
  Corridor and Comment Location Map .............................................................................................5
Co-Location Alternative .............................................................................................................................6
  1 Entire Corridor .....................................................................................................................................7
  1.1 Location and Description ...............................................................................................................7
  1.2 Issue: Section 4(f) analysis .............................................................................................................7
  1.3 Issue: Design character ...................................................................................................................8
  1.4 Issue: Trail access, use, and maintenance ......................................................................................9
  1.5 Issue: Noise and Vibration ............................................................................................................10
  1.6 Issue: Visual appeal ........................................................................................................................11
  1.7 Issue: Safety ....................................................................................................................................12
  1.8 Issue: Construction ..........................................................................................................................12
  2 Linden Avenue ....................................................................................................................................14
  2.1 Location and Description ...............................................................................................................14
  2.2 Issue: Access, flow ..........................................................................................................................14
  3 Luce Line Regional Trail Junction ....................................................................................................15
  3.1 Location and Description ...............................................................................................................15
  3.2 Issue: Access, flow ..........................................................................................................................15
  4 Spring Lake Trail Junction ..................................................................................................................16
  4.1 Location and Description ...............................................................................................................16
  4.2 Issue: Access, flow, and connectivity .............................................................................................16
  4.3 Safety ..............................................................................................................................................16
  4.4 Issue: Comprehensive approach ...................................................................................................16
  5 Bryn Mawr Meadows Park ................................................................................................................17
  5.1 Location and Description ...............................................................................................................17
  5.2 Issue: Access and safety ...............................................................................................................17
  5.3 Issue: Visual appeal ........................................................................................................................17
  5.4 Issue: Comprehensive approach ...................................................................................................17
  6 Cedar Lake Regional Trail and LRT Crossing Area ........................................................................18
  6.1 Location and Description ...............................................................................................................18
  6.2 Issue: Safety, use, access, connectivity ..........................................................................................18
  6.3 Issue: Environmental protection ...................................................................................................19
  7 Intersection with West 21<sup>st</sup> Street ........................................................................................20
  7.1 Location and Description ...............................................................................................................20
  7.2 Issue: Park access ...........................................................................................................................20
  7.3 Issue: Safety ....................................................................................................................................20
  7.4 Issue: Aesthetics, noise ....................................................................................................................20
  8 Kenilworth Channel, Bridge ...............................................................................................................22
  8.1 Location and Description ...............................................................................................................22
  8.2 Issue: Historic character, aesthetics, tranquility .........................................................................22
  8.3 Issue: Connectivity and recreational use ......................................................................................23
  8.4 Issue: Safety ....................................................................................................................................23
  9 Cedar Lake Parkway-Grand Rounds .................................................................................................24
  9.1 Location and Description ...............................................................................................................24
  9.2 Issues: Integrity, flow, and access .................................................................................................24
9.3 Issue: Safety

9.4 Issue: Noise and air quality

10 Park Siding Park

10.1 Location and Description

10.2 Issue: Access and safety

10.3 Issue: Visual appeal

10.4 Issue: Noise

11 Trail Access at Abbott Avenue S (by new West Lake Station)

11.1 Location and Description

11.2 Issue: Park and trail access

12 Northwest Corner of Lake Calhoun Area

12.1 Location and Description

12.2 Issue: Park and trail access

13 Appendix A – Cedar Lake Parkway/ Southwest Transitway
December 5, 2012

Hennepin County
Housing, Community Works & Transit
ATTN: Southwest Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

Re: Minneapolis Park and Recreation Board Comments on the Southwest Transitway Draft Environmental Impact Statement

Dear Project Manager:

The Minneapolis Park and Recreation Board (MPRB) welcomes this opportunity to comment on the Draft Environmental Impact Statement (DEIS) for the Southwest Transitway (LRT) project. In collaboration with its appointed Community Advisory Committee, the MPRB prepared the following comment letter for Segment A of the Locally Preferred Alignment (LPA) for the project. It contains the MPRB’s desired outcomes for the project relative to historical, cultural, visual, recreational, social, environmental, and safety impacts on the park and recreation resources it owns, manages, or maintains.

In 1883, the Minneapolis Park and Recreation Board was created by an act of the Minnesota State Legislature and a vote of Minneapolis residents. It serves as an independently elected, semi-autonomous body responsible for governing, maintaining, and developing the Minneapolis park system. The MPRB’s mission is as follows:

The MPRB shall permanently preserve, protect, maintain, improve, and enhance its natural resources, park land, and recreational opportunities for current and future generations.

The MPRB exists to provide places and recreation opportunities for all people to gather, celebrate, contemplate, and engage in activities that promote health, well-being, community, and the environment.

The MPRB is also one of 10 regional park implementing agencies. It works with the Metropolitan Council to acquire and develop regional parks and trails to protect natural resources and provide outdoor recreation for public enjoyment in the Metropolitan Area. In 2011, based on Metropolitan Council annual use estimates, the regional parks and trails that are impacted by this alignment received over 6 million visits.
The MPRB is obligated to ensure that parks and trails and the interests of current and future park and trail users are not substantially impaired by the project. It is within this context that the MPRB makes the comments contained in this letter. There are several overarching messages the MPRB wishes to express regarding the Southwest Transitway:

- MPRB, in general, is supportive of light-rail transit.
- Current development and public use of the corridor within Minneapolis has an open and natural character that includes portions of the Minneapolis Chain of Lakes Regional Park, Grand Rounds National Scenic Byway, Kenilworth Regional Trail, and Cedar Lake Regional Trail. Park design in this area focuses on serenity, habitat restoration, minimal development, and passive recreation. To retain the area’s character the water table levels and quality, cultural landscapes, habitat, and open space must be protected and preserved.
- Several topics of keen interest to the MPRB, including noise, vibration, and visual impacts, are noted in the DEIS as requiring further analysis during preliminary engineering. To monitor and protect the parks, trails, and recreation areas of this project that are within its jurisdiction, the MPRB expects to have a central role in the design of Segment A.
- MPRB does not support the co-location alternative.

Thank you for this opportunity to comment on the DEIS for the LRT. If you have any questions, please do not hesitate to contact Jennifer Ringold, Manager of Public Engagement and Citywide Planning, at 612-230-6464 or jringold@minneapolisparks.org.

Sincerely,

John Erwin
President, Minneapolis Park and Recreation Board
Introduction

The Minneapolis Park and Recreation Board (MPRB), a semi-autonomous government agency, was established in 1883 by the Minnesota State Legislature. It owns, operates, or maintains park land within the cities of Minneapolis, Golden Valley, Richfield, Robbinsdale, Saint Louis Park, and Saint Anthony. The MPRB is also one of 10 regional park implementing agencies that works with the Metropolitan Council to acquire and develop parks and trails to protect natural resources and provide outdoor recreation for public enjoyment in the Metropolitan Area.

In 2013, the MPRB will celebrate 130 years of providing outstanding park and recreation services to residents and visitors of Minneapolis. In citywide surveys, residents often remark that the Minneapolis park system is essential to their quality of life and to the identity of the city. Founders of the system, such as H. W. S. Cleveland and Theodore Wirth, understood the role parks play in a healthy, livable, and balanced city. They made preserving land for future generations a priority. Their success shaped the character of Minneapolis and continues to improve people’s lives.

Segment A of the Locally Preferred Alternative (LPA) of the Southwest Transitway (LRT) and its station areas include, cross, and are adjacent to neighborhood and regional parks and regional trails that are owned or maintained by the MPRB. These include the following (see map below):

- Minneapolis Chain of Lakes Regional Park
  - Cedar Lake Park
  - Cedar Lake
  - Kenilworth Channel
  - Lake of the Isles
  - Lake Calhoun
  - Cedar Lake Parkway and Trails (bicycle and pedestrian)
  - Dean Parkway and Trails
- Grand Rounds National Scenic Byway
- Kenilworth Regional Trail (bicycle and pedestrian)
- Cedar Lake Regional Trail (bicycle and pedestrian)
- Park Siding Park

With its extensive land holdings and maintenance responsibilities, the MPRB is obligated to identify the historical, cultural, visual, recreational, social, environmental, and safety issues and impacts related to Segment A of the LPA and ensure that these parks, trails, and the current and future interests of park and trail users are protected.

MPRB Community Advisory Committee

On 1 September 2010, the MPRB approved the following charge for the appointed Community Advisory Committee (CAC):

Prepare recommendations to the Board on the contents of a formal Comment Letter in response to the Draft Environmental Impact Statement for the proposed Southwest Light Rail Transit Alternative 3A. The recommendations of the CAC shall focus on desired outcomes relative to historical, cultural, visual, recreational, social, environmental, and safety issues as they relate to lands owned or managed by the Minneapolis Park and Recreation Board.
Appointers and CAC members are below:

<table>
<thead>
<tr>
<th>Appointing Person or Group</th>
<th>Appointee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Board President John Erwin</td>
<td>Scott Neiman, Chair</td>
</tr>
<tr>
<td>MPRB Commissioner Anita Tabb, District 4</td>
<td>Eric Sjoding</td>
</tr>
<tr>
<td>MPRB Commissioner Brad Bourn, District 6</td>
<td>Kendal Killian</td>
</tr>
<tr>
<td>MPRB Commissioner Annie Young, At-large</td>
<td>Caitlin Compton</td>
</tr>
<tr>
<td>MPRB Commissioner Bob Fine, At-large</td>
<td>Matt Perry</td>
</tr>
<tr>
<td>Bryn Mawr Neighborhood Association</td>
<td>Barry Schade</td>
</tr>
<tr>
<td>Cedar-Isles-Dean Neighborhood Association</td>
<td>John Erickson</td>
</tr>
<tr>
<td>Cedar Lake Park Association</td>
<td>Brian Willette</td>
</tr>
<tr>
<td>Kenwood Isles Area Association</td>
<td>Jeanette Colby</td>
</tr>
<tr>
<td>Lowry Hill Neighborhood Association</td>
<td>George Puzak</td>
</tr>
<tr>
<td>West Calhoun Neighborhood Council</td>
<td>Meg Forney</td>
</tr>
<tr>
<td>Harrison Neighborhood Association</td>
<td>Maren McDonell</td>
</tr>
<tr>
<td>Hennepin County Commissioner Dorfman</td>
<td>Tim Springer</td>
</tr>
<tr>
<td>Council Member Goodman – Ward 7</td>
<td>Neil Trembley</td>
</tr>
<tr>
<td>Council Member Tuthill – Ward 1</td>
<td>D’Ann Topoluk</td>
</tr>
<tr>
<td>Council Member Hodges – Ward 13</td>
<td>Ben Hecker</td>
</tr>
<tr>
<td>Council Member Samuels – Ward 5</td>
<td>Vicki Moore</td>
</tr>
<tr>
<td>Mayor of Minneapolis</td>
<td>R.T. Rybak</td>
</tr>
<tr>
<td></td>
<td>Jerry Van Amerongen</td>
</tr>
</tbody>
</table>

Supported by MPRB staff lead Jennifer Ringold and consultant Anne Carroll (Carroll, Franck & Associates), the CAC began meeting in September 2010, suspended work for most of 2011 with the DEIS delays, and scheduled their 2012 meetings to coincide with the anticipated DEIS release. Working from comprehensive background information and their own knowledge and community connections, the CAC generated an increasingly detailed set of issues and preferred MPRB outcomes. Once the DEIS was released in October 2012, the CAC created a “crosswalk” connecting DEIS contents with their issues and outcomes, which was then converted to this Comment Letter. This final version of the Comment Letter was formally approved by the MPRB Board on December 5, 2012.

**Comment Letter Structure**

Beginning with the entire corridor, the content of this comment letter is organized by location from north to south as shown in the Table of Contents and on the map below.

The first section presents MPRB’s adopted opposition to the co-location alternative. The remaining sections focus on the locations where the MPRB has an interest in the design and implementation of the LRT project, they include the following subsections:

- **Location and Description**: This describes the location and why it was selected by the MPRB for DEIS comments.
- **Issues**: The issue and why it is important at the particular location is described. For each issue, the MPRB then provides one or more of the following:
  - **Outcomes**: Critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.
  - **Statements**: MPRB’s adopted positions on critical issues or processes that must be resolved, reconciled, reevaluated, or otherwise included in near-term design work and decision-making.
  - **Corrections**: Identified errors in the DEIS that must be corrected for the FEIS and subsequent work.

Images are courtesy of MPRB unless otherwise noted; specifically, most aerials and maps are from Google and current to 2012, and are cited.
Co-Location Alternative

According to the Section 4(f) review of the co-location alternative in the DEIS, this alternative will result in permanent loss of park land and impairment to MPRB properties and uses.

Below is the statement that the MPRB has adopted regarding co-location.

**Statement:** The MPRB opposes the co-location alternative and supports the co-location findings presented in the DEIS regarding Section 4(f) and Section 106 impacts to lands owned or maintained by the MPRB. Based on a review of the documents, the permanent loss of park lands, impacts to regional trail functionality and capacity, and harm to the Grand Rounds Historic District (eligible for the National Register of Historic Places) cannot be mitigated within the corridor.
1 Entire Corridor

1.1 Location and Description
This section includes issues and outcomes that apply to all or most of the corridor. The sections that follow this focus on issues and outcomes that are specific to certain locations. See map above.

1.2 Issue: Section 4(f) analysis
A primary concern for the MPRB is protecting park land and recreational opportunities within and adjacent to the corridor for current and future generations. Chapter 7 of the DEIS contains the Section 4(f) evaluation of the project. It identifies potential permanent use, temporary use, and constructive use of park land for the project. For Segment A of the LPA it shows that 0.016 acres may be a potential temporary use and does not identify any potential permanent or constructive uses.

Permanent and Temporary use: Within an urban setting continuous park land and linear corridors are critical to habitat management and connectivity for park users. According to the Appendix F LRT Alternative Segment Plan and Profile STA: 972+00 -1023+00 preliminary concepts for the area near 21st Street, additional park land may be needed to accommodate the westernmost LRT track. The analysis of park lands that are covered by Section 4(f) regulations in the DEIS does not account for this land.

Constructive use: The DEIS articulates (7.1) that “use” of a Section 4(f) resource occurs when, among other things, “There is no permanent incorporation of land, but the proximity of a transportation facility results in impacts so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired (e.g., ‘constructive use’).” Based on this definition, the MPRB anticipates that park land and park users may experience long-term impacts of the LRT due to noise, vibration, visual impacts, and safety. Park lands that are eligible for the National Register of Historic Places are considered especially vulnerable to these impacts. Depending on final design, these impacts may be so severe that they would constitute a constructive use of protected properties under Section 4(f) regulations.

Below are the critical statements and outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

1.2.1 Statement: Park lands near 21st Street that are shown as being used for the LRT track in the conceptual designs must be reevaluated under Section 4(f) to identify all permanent and temporary uses.

1.2.2 Statement: As the design progresses, park lands must be evaluated under Section 4(f) to identify all permanent and temporary uses.

1.2.3 Statement: As the design progresses, park lands must be reevaluated under Section 4(f) to determine whether there are constructive uses of park land due to long-term noise, vibration, and visual impacts.

1.2.4 Statement: As the design progresses, park lands must be reevaluated under Section 4(f) to determine whether there are constructive uses of park land due to long-term impacts on parks that are considered eligible for the National Register of Historic Places.
1.2.5 **Outcome**: Park land along the corridor is preserved in the same or better condition.

1.2.6 **Outcome**: Park property is not used permanently as part of LRT development.

### 1.3 Issue: Design character

Aside from Park Siding Park, the park land the MPRB owns, manages, and maintains adjacent to the corridor is classified as a regional park. A regional park according to the Metropolitan Council’s 2030 Regional Parks Policy Plan is “area of natural or ornamental quality for nature-oriented outdoor recreation such as picnicking, boating, fishing, swimming, camping, and trail uses.” Park Siding is considered a neighborhood park by the MPRB which means it is a block or less in size and provides basic facilities within a neighborhood.

The MPRB recognizes that current development and public use of the corridor within Minneapolis from the St. Louis Park boundary to the Penn Station has an open and natural area character that includes portions of the Minneapolis Chain of Lakes Regional Park. Portions of this area are within the Grand Rounds Historic District that is eligible for the National Register of Historic Places and are included within an Important Bird Area as designated by the National Audubon Society. Park design in this area focuses on serenity, habitat restoration, minimal development, and passive recreation. Minimizing impacts to water table levels and quality, cultural landscapes, habitat and open space will be critical to retaining this area’s character. LRT and station area design that is sensitive to these issues is essential to protect the activities, features, and attributes of the park land in this corridor.

The DEIS makes several references to this issue, including the following:

- **4.1.3.6 Groundwater Sensitivity**, page 4-19: Several areas in the study area lie within zones of very high sensitivity to pollution of the water table system... Portions of the land between Cedar Lake and Lake of the Isles....
- **4.1.4.2 Groundwater**, page 4-21: The Build Alternatives may have long-term impacts on groundwater if a permanent water removal system (dewatering) is required. Permanent water removal is anticipated where the cut extends below the water table. There is a probable need for permanent water removal at one cut on both Segment 1 and Segment 3, and possible needs on Segment A and at a second cut along Segment 3, because of shallow groundwater. Evaluations and associated impacts of permanent water removal at the major excavations are summarized in Appendix H.
- **4.3.3.1 Riparian Habitat Areas**, page 4-50: The LRT 3A (LPA) passes over several riparian areas that are associated with Purgatory Creek, South Fork Nine Mile Creek, Nine Mile Creek, Minnehaha Creek and the unnamed channel [Kenilworth Channel] between Lake of the Isles and Cedar Lake. The alternative would impact native wetland or riparian habitats, which are typified by non-native woody wetland habitat, non-native emergent wetland habitat or open water habitat (MLCCS 2008). The development of linear ROW along portions of this alignment has fragmented many wetland habitats on both sides of these features. Development of this alternative would likely increase the fragmented nature of wetland and riparian habitats.
- **3.1.2.4, Land Use and Socioeconomics**, page 3-16: .... Northwest of Lake Calhoun and between Cedar Lake and Lake of the Isles the city has established the Shoreland Overlay District that specifies development guidelines within a half-mile radius around each of these lakes. Although the ordinance does not prohibit
transportation uses or facilities, it does specify guidelines for controlling both point source and non-point source pollutant discharge within the Shoreland Overlay District.

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

1.3.1 **Statement**: MPRB insists that stormwater impacts to Minneapolis water bodies result in no increased volume of runoff and no increased pollutant loads.

1.3.2 **Outcome**: Minneapolis Chain of Lakes Regional Park and adjoining park land remains a quiet, tranquil, and natural park destination.

1.3.3 **Outcome**: The area between Lake Street and I-394 is naturally beautiful and serene.

1.3.4 **Outcome**: Natural wildlife habitat and serenity of the trail and park land are maintained.

1.3.5 **Outcome**: Any permanent dewatering methodologies applied to the corridor protect water table levels and quality, and habitat within the park lands that is dependent on those water levels.

1.3.6 **Outcome**: Permeable paving materials are incorporated to reduce stormwater impacts to park land when hard surfaces are added by the project.

1.3.7 **Outcome**: The Chapter 551, Article VI Shoreland Overlay District of the City of Minneapolis’ Code of Ordinances is followed to preserve and enhance the environmental qualities of surface waters and the natural and economic values of shoreland areas within the city.

1.4 **Issue: Trail access, use, and maintenance**

The MPRB owns or maintains trails that are within or cross the LPA Segment A corridor. The MPRB is concerned that the LRT frequency and speed will impact these trails and users by reducing access to the trail from local neighborhoods and park lands, inhibiting flow and speed, adding time delays, introducing use/user conflicts and safety problems, and making the trails more difficult to maintain year-round. The MPRB is concerned that the full cost of reconstructing and resurfacing these federally funded trails will not be included in the project budget.

The DEIS makes several references to the importance of retaining the trails. It also mentions the anticipated increased use that will result from population increases and transit development. The references include:

- 10.5.3.1 Improved Multimodal Environment, page 10-18: Transitway project will improve the existing pedestrian and bicycle infrastructure along the alignment, and improve the safety of pedestrians and bicyclists through implemented design guidelines. All pedestrian facilities will be designed in accordance with current design standards and Americans with Disabilities Act (ADA) requirements to ensure access and mobility for all.

- 9.6.6.3 Anticipated cumulative impacts, page 9-23: The urban and suburban areas along the Southwest Transitway, as in the entire Twin Cities area, are expected to continue to develop and become denser. The Southwest Transitway’s proposed stations in combination with RFFAs- especially residential projects – will
be part of this trend. Because fully developed urban areas typically have little opportunity for the creation of new parks and recreation areas, the existing parks are likely to become more crowded and intensely used.

- Appendix F, Legend for Plan, page 5: The grading for the trails shown will be included in the project cost, however the surfacing for the trails will not be included with the project costs. Trail surfacing must be performed at the expense of others.

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

1.4.1 **Statement:** As the implementing agency of regional parks and trails in the City of Minneapolis, the MPRB insists that the full cost of reconstructing and resurfacing trails that are impacted by the project is borne by the project budget.

1.4.2 **Statement:** The project should further examine the advantages and disadvantages of the trail being aligned on the west or east side of the LRT. The route analysis should consider the number of times the trail must cross the LRT, changes in trail length, trail connections, trail access points, and park land access.

1.4.3 **Outcome:** There is adequate access to the Kenilworth Regional Trail from both sides of the LRT tracks, and access points are a reasonable walking distance apart.

1.4.4 **Outcome:** The trail alignment minimizes the number of times that the trail crosses the LRT, optimizes trail connections, maintains similar travel distances, provides sufficient access points, and ensures access to park lands.

1.4.5 **Outcome:** Bike and pedestrian trails remain with the same or better design quality and width as current trails; these include those that run along and across the corridor, as well as access trails.

1.4.6 **Outcome:** The trail design meets the needs of current and projected users.

1.4.7 **Outcome:** The trail is designed for a 20 mph design speed (including straight-line ascents and descents at bridges).

1.4.8 **Outcome:** Bicycle and walking trail users have a positive, linear park-like experience, including being free of obstructions, having a 2-foot or greater buffer on each side of all trails, and retaining a sense of connection to open space.

1.4.9 **Outcome:** All trail connections are maintained or improved.

1.4.10 **Outcome:** At all points along the corridor, and especially at the narrowest locations, sufficient space remains for trails, trail users, and year-round maintenance vehicles and crews.

1.5 **Issue: Noise and Vibration**

The MPRB is concerned about the LRT noise and vibration impacts on park lands and park and trail users due to the high number of trains that will travel through the corridor daily. An increase from a few freight trains per day to hundreds of LRT trains will dramatically increase the amount of time that park and trail users are exposed to noise and vibration. This could substantially diminish the park and recreation experience for park and trail users.

For noise, the MPRB is particularly concerned that park lands in the corridor are erroneously classified as a Category 3 land use. In FTA’s land use categories for Transit Noise Impact Criteria, Category 3 is most commonly associated with institutional land uses and can be used for some types of parks. By contrast, Category 1 is for tracts of land where quiet is an essential element in their intended purpose. This category includes lands set aside for serenity and quiet, and such land uses as outdoor amphitheaters and concert pavilions, as well as National Historic Landmarks with significant outdoor use. Category 1 is more closely aligned with the regional park classification that applies to the majority of park land in the area.
The DEIS makes several references to this issue, including the following:

- **4.7.3.5 Assessment, page 4-92:** There is one moderate impact to a Category 3 land use. The impact is due to very low ambient background noise levels found in the walking trails of the Cedar Lake portion of the Minneapolis Chain of Lakes Regional Park combined with close proximity to the tracks and bell use at grade crossings and crosswalks. This may not apply to the entire Cedar Lake portion of the park, especially in areas where park-goers themselves create higher noise levels, and area of the park farther from the tracks.

- **4.8.6 Mitigation, page 4-118:** Detailed vibration analyses will be conducted during the Final EIS in coordination with Preliminary Engineering. The Detailed Vibration Assessment may include performing vibration propagation measurements. These detailed assessments during the Final EIS/preliminary engineering phase have more potential to reduce project-related effects than assessments of mitigation options at the conceptual engineering phase of the project. Potential mitigation measures may include maintenance, planning and design of special trackwork, vehicle specifications, and special track support systems such as resilient fasteners, ballast mats, resiliently supported ties, and floating slabs.

Below are the critical statements and outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

1.5.1 **Statement:** Category 1 is most consistent with the type of parks and open space the MPRB owns or maintains adjacent to or within the corridor. Noise impacts on park lands and users must be reevaluated under the standards set for Category 1 land uses.

1.5.2 **Outcome:** The vibration impacts are minimized for park and trail users.

1.5.3 **Outcome:** The noise impacts are minimized for users of parks and trail and park users and do not exceed the noise standards set for Category 1 in adjacent park land and along the trail.

1.5.4 **Outcome:** Technologies are incorporated that reduce track noise and vibration.

1.5.5 **Correction:** In 4.7.3.5 page 4-92, it appears that Segment 4 is referenced instead of Segment A.

1.6 **Issue: Visual appeal**

The MPRB is concerned about the impacts on park land and users of the parks and trails by visual impacts of the LRT. These concerns include the impacts on view sheds within and outside of the parks, especially those that are part of the Grand Rounds Historic District, which is eligible for listing on the National Register of Historic Places.

The DEIS makes several references to this issue, including the following:

- **3.6.3.3 Visual impacts, page 3-115:** The proposed alignment is on a bridge over Cedar Lake Parkway. Visual impacts on sensitive receptors adjacent to the corridor in the multi-family residential parcel and Cedar Lake Parkway could be substantial.

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

1.6.1 **Outcome:** The visual impact of the LRT and related infrastructure is minimized for trail and park users and honors the historic character of the Grand Rounds when it crosses Cedar Lake Parkway and the Kenilworth Channel.
1.6.2 **Outcome**: The train lights have minimal visual impacts on trail users.

1.7 **Issue: Safety**

Safety of park and trail users is a critical objective for the MPRB. This includes using design to reduce risks from user conflicts or unexpected hazards and ensuring adequate access to park facilities when the LRT is in operation. Delays in fire, police, and emergency medical response to park facilities, especially beaches, may result from the high number and frequency of trains that are projected to travel through the corridor.

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

1.7.1 **Outcome**: Adequate fire safety infrastructure exists within or proximate to the corridor such that fire suppression and response times meet relevant laws and standards.

1.7.2 **Outcome**: Fire, police, and emergency medical personnel and equipment are able to access park lands adjacent to the corridor and provide response times that meet relevant laws and standards.

1.7.3 **Correction**: The Minneapolis Park Police should be included in the references to police agencies related to the corridor.

1.8 **Issue: Construction**

The MPRB recognizes that Minneapolis has become one of the top bicycling communities in the country. As such, trail users rely on high quality trail facilities year round for recreation and commuting. A detour that requires significant rerouting of trail users or an extended closure of a trail will be a barrier to trail users on the western side of Minneapolis and the metro area.

Construction can result in extensive damage to vegetation and trees through removals and introduction of invasive species. The former results in a diminished quality of the park and recreation experience for trail and park users, the later results in long-term habitat management issues for MPRB staff. Additionally, construction can result in the altering the ground and surface water levels and quality if Best Management Practices (BMPs) are not implemented.

The DEIS makes several references to this issue, including the following:

- 6.3.3.1 page 6-60: Short-term construction effects to bicyclists and pedestrians are also anticipated in all Build Alternatives. In Segments 1, 4, A, and C, some disruptions to the existing regional trails are anticipated during construction. The extent to which the trails would be available for use throughout the process of relocation will be determined during Preliminary Engineering. Disruptions to the existing sidewalk network are anticipated in all Build Alternatives.

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

1.8.1 **Outcome**: Surface and groundwater quality is protected during construction.

1.8.2 **Outcome**: Reasonable and safe alternative routes are provided for trail users when sections are closed.
during construction.

1.8.3 **Outcome:** Any flora that is lost to construction or LRT use is replaced with flora that is in accordance with MPRB plans, with monitoring through a plant survey and replacement for five (5) years after construction is complete.

1.8.4 **Outcome:** Soils and slopes are stabilized during construction.

1.8.5 **Outcome:** Construction dewatering protects water table levels and habitat within park lands that is dependent on those water levels.

1.8.6 **Outcome:** Construction practices prevent introduction of new invasive species to park lands and waters.

*MPRB Prairie Maintenance near Cedar Lake Park*
2 Linden Avenue

2.1 Location and Description
Linden Avenue serves as an informal trail access point, as it is used primarily by city maintenance vehicles to access the asphalt and concrete recycling facility. Trail users at this access point regularly deal with high vehicular traffic with the nearby entrance to I-394. At this location, the LRT line and trail separate from MPRB-owned land.

2.2 Issue: Access, flow
The MPRB is concerned that all future work in this area be based on a comprehensive design and coordinated approach. This location requires formal and safe trail access, and cyclists need continuous flow and speed on the federally funded Cedar Lake Regional Trail.

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

2.2.1 **Outcome**: Trail users easily and safely access the Cedar Lake Regional Trail.

2.2.2 **Outcome**: Bicyclists in this area maintain continuous flow and speed.

2.2.3 **Outcome**: Trail development is coordinated with rail, residential and commercial development in the area.

2.2.4 **Outcome**: The federally funded, nonmotorized Cedar Lake Regional Trail is fully functional, with uninterrupted flow and speed.
3 Luce Line Regional Trail Junction

3.1 Location and Description
At this location the Luce Line Regional Trail intersects with the Cedar Lake Regional Trail, currently via a bridge over the industrial area and freight rail line, and spiral ramps at each end.

This is a critical connection in the regional trail system, and also provides access to Bryn Mawr Meadows Park.

3.2 Issue: Access, flow
The MPRB is concerned that all future work in this area be based on a comprehensive design and coordinated approach so that trail and park access be maintained, as well as flow and speed on the regional trails.

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

3.2.1 **Outcome:** Trail users easily and safely make connections between Bryn Mawr Meadows Park, the Luce Line Regional Trail, and the Cedar Lake Regional Trail.

3.2.2 **Outcome:** Bicyclists in this area maintain continuous flow and speed.

3.2.3 **Outcome:** Trail development is coordinated with rail, residential and commercial development in the area.

3.2.4 **Outcome:** The federally funded, nonmotorized Cedar Lake Regional Trail is fully functional, with uninterrupted flow and speed.

Luce Line Regional Trail crossing to connect with the Cedar Lake Regional Trail
4 Spring Lake Trail Junction

4.1 Location and Description
At this location Cedar Lake Regional Trail users pass under I-394 and easily connect to the nearby parks and trails including Spring Lake, Kenwood Parkway, and Parade Stadium, and travel beyond to the Minneapolis Sculpture Garden, Loring Park, and the Grand Rounds National Scenic Byway.

4.2 Issue: Access, flow, and connectivity
As a critical access point to MPRB park lands and the Grand Rounds, the MPRB is concerned that safe and easy access and connectivity is retained. Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

4.2.1 Outcome: Cedar Lake Regional Trail users easily and safely connect to Spring Lake Park, Grand Rounds, other parks, parkways, and Van White Boulevard.

4.2.2 Outcome: Bicyclists in this area maintain continuous flow and speed.

4.2.3 Outcome: The design prioritizes connectivity to neighborhoods and natural amenities.

4.3 Safety
In this small space under I-394, the MPRB is concerned about public safety and emergency vehicle access. Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

4.3.1 Outcome: Fire, police, and emergency medical personnel and equipment can access the trail and Spring Lake and provide response times that meet relevant laws and standards.

4.4 Issue: Comprehensive approach
As with many locations along the LRT, this area will likely be subject to future development. The MPRB is concerned about protecting the integrity and natural features of Spring Lake and full functionality of the Cedar Lake Regional Trail. Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

4.4.1 Outcome: Spring Lake and the area’s natural features are preserved and protected.

4.4.2 Outcome: The federally funded, nonmotorized Cedar Lake Regional Trail is fully functional, with uninterrupted flow and speed.

4.4.3 Outcome: Trail development is coordinated with rail, residential and commercial development in the area.
5 Bryn Mawr Meadows Park

5.1 Location and Description
Bryn Mawr Meadows Park is an active neighborhood park with citywide appeal. Amenities include ball fields, tot-lots, wading pools, and tennis courts. The park is adjacent to the Cedar Lake Regional Trail and LRT line. Currently parks users are connected to the Cedar Lake Regional Trail via a bridge over the industrial area and freight rail line, and spiral ramps at each end.

5.2 Issue: Access and safety
The MPRB is concerned about ensuring that people from throughout the community can access both this heavily used park and the Cedar Lake Regional Trail from this area, and that the trail remains fully functional.

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

5.2.1 Outcome: Communities on both sides of the LRT safely and easily access the Cedar Lake Regional Trail and Bryn Mawr Meadows Park.

5.3 Issue: Visual appeal
The MPRB is concerned that this large and active park retain its open and natural feel. Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

5.3.1 Outcome: The LRT blends in visually with the natural setting of the area.

5.4 Issue: Comprehensive approach
The MPRB is concerned that all future work in this area be based on a comprehensive design and coordinated approach.

5.4.1 Outcome: The federally funded, nonmotorized Cedar Lake Regional Trail is fully functional, with uninterrupted flow and speed.

5.4.2 Outcome: Trail development is coordinated with rail, residential and commercial development in the area.
6 Cedar Lake Regional Trail and LRT Crossing Area

6.1 Location and Description
The federally funded Cedar Lake Regional Trail carries commuter and recreational bicyclists and pedestrians between downtown Minneapolis and the western suburbs.

At this location the trail junctions with the Kenilworth Regional Trail and the LRT follows the Kenilworth alignment south. In this area the bike trails are separated into north- and south-bound, and there is a separate pedestrian trail. The land in this area is owned by the County and the MPRB. Per agreement, all of the trails are maintained by the MPRB.

Into this already complex area the LRT brings dramatically increased challenges (6.3.2.4).

6.2 Issue: Safety, use, access, connectivity
In 2011, according to the Metropolitan Council’s annual visit estimates, Kenilworth Regional Trail had approximately 624,400 visits and the Cedar Lake Regional Trail had 381,400 visits. The MPRB is very concerned about retaining safe and high-quality use and access to these regional trails in this area for all users and from designated access points.

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

6.2.1 **Outcome:** Walkers, runners, bicyclists, and other nonmotorized trail users safely and efficiently get from one side of the LRT tracks to the other, year-round and without interruption.

6.2.2 **Outcome:** The federally funded, nonmotorized Cedar Lake Regional Trail is fully functional, with uninterrupted flow and speed.

6.2.3 **Outcome:** All users have adequate access to the trails.
6.2.4 **Outcome:** All trail connections are safe and easy to navigate, and space is allowed for future expansion to meet demand.

6.2.5 **Outcome:** The Cedar Lake Regional Trail meets commuter bicycle standards of 20 mph design speed.

6.2.6 **Outcome:** Communities north of the LRT easily access the Cedar Lake Regional Trail, Cedar Lake, and Cedar Lake Park.

6.3 **Issue: Environmental protection**

The MPRB park lands in this area bring significant benefits to park and trail users, support native plant species, and are serve as important wildlife habitat.

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

6.3.1 **Outcome:** Park lands retain their natural character.

6.3.2 **Outcome:** Wildlife habitat supports local and migratory fauna.
7 Intersection with West 21st Street

7.1 Location and Description
The intersection of the Kenilworth Regional Trail and 21st Street is a proposed station location. The station would sit on Hennepin County property, however the west side of the rail line is MPRB property, Cedar Lake Park.

At 21st Street, Cedar Lake has a very popular beach and provides access to a trail network as well as informal foot paths.

7.2 Issue: Park access
This location is the sole access point for Cedar Lake Park and beach. Visitors arrive at this pristine area on foot, by bicycle, and using motorized vehicles, and via 21st Street, the Kenilworth Regional Trail, and in the future the LRT. Given that “Implementation of LRT service and stations along the Segment A alignment would likely result in some land use changes surrounding the stations…” (3.1.5.1), the natural character of this area and clear access must be ensured.

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

7.2.1 Outcome: Access to Cedar Lake Park at West 21st Street is attractive, natural, and welcoming.

7.2.2 Outcome: People on the east side of the corridor safely and easily access park lands on the west side.

7.3 Issue: Safety
With thousands of park and park land users and multiple modes of transport across and along the corridor at this point, safety is of utmost importance. Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

7.3.1 Outcome: All Cedar Lake Park users have safe and pleasant access to and from the park, regardless of mode of transport.

7.3.2 Outcome: Station design enhances safety and access for Cedar Lake Park users.

7.4 Issue: Aesthetics, noise
The MPRB is concerned that the anticipated 1,000+ daily LRT boardings (Appendix F, Transit Effects, Figure 2) at...
this location would seriously compromise the quality of experience for users of this secluded park area.

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

7.4.1  **Outcome:** Cedar Lake Park remains a quiet, tranquil, and natural park destination.

7.4.2  **Outcome:** The area between Burnham Boulevard and 21st Street is naturally beautiful and serene.
8 Kenilworth Channel, Bridge

8.1 Location and Description
The proposed alignment of the LRT crosses the Kenilworth Channel, a body of water constructed in 1913 to connect Cedar Lake and Lake of the Isles to form the Minneapolis Chain of Lakes. The Channel has year-round recreational use, from boaters in the summer to skiers and skaters in the winter.

The Channel also provides access for wildlife. The bridge over the Channel for the existing freight tracks and trails is narrow and relatively low to the water.

8.2 Issue: Historic character, aesthetics, tranquility
The MPRB is concerned about preserving the historic character of the 1913 Kenilworth Channel in its critical role within the Minneapolis Chain of Lakes Regional Park. The channel is part of the Grand Rounds Historic District that is eligible for the National Register of Historic Places.

According to the DEIS (3.6.3.3) ...the bridge design, bank treatment, and aesthetics for the new facility and the potential replacement or modification of the existing pedestrian bridge would have a substantial effect on this historic landscape... In addition, (3.4.5.3) ...Potential long-term effects may occur at the following properties: Kenilworth Lagoon/Channel, Grand Rounds (potential effects of the construction of new bridge structures within the historic district; the design and footprint of these structures may affect the banks of the historic channel and may affect the district’s overall feeling and setting).

While the DEIS notes that these issues will be addressed during preliminary engineering, the MPRB is concerned that they receive the most serious attention very early in the process. Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.
8.2.1 **Outcome**: Support and safety structures are harmonious, beautiful, and both historically and context sensitive.

8.2.2 **Outcome**: The Kenilworth Channel retains its natural beauty and serenity and historic character.

### 8.3 Issue: Connectivity and recreational use

The Kenilworth Channel was central to creating the Minneapolis Chain of Lakes and provides a critical connection between Cedar Lake and Lake of the Isles. Trail access is necessary for people as is year-round channel access for both people and wildlife. It is also a critical link in the City of Lakes Loppet (winter ski race) and City of Lake Tri-Loppet.

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

8.3.1 **Outcome**: Users have access to the Kenilworth Regional Trail, Cedar Lake, and Lake of the Isles from both sides of the LRT/Kenilworth Regional Trail.

8.3.2 **Outcome**: People and wildlife on both sides of the LRT/Kenilworth Regional Trail have access to and along the undeveloped channel shoreline.

8.3.3 **Outcome**: Users have unfettered, year-round passage along the channel (in the water/on the ice) between Lake of the Isles and Cedar Lake.

8.3.4 **Outcome**: The historic water connection between Cedar Lake and Lake of the Isles remains a defining characteristic of the Minneapolis Chain of Lakes Regional Park.

### 8.4 Issue: Safety

The MPRB is concerned about protecting the safety of land and water users of the Kenilworth Channel and shoreland.

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

8.4.1 **Outcome**: Year-round channel users are safe from falling debris and ice.
9 Cedar Lake Parkway-Grand Rounds

9.1 Location and Description
At this location the LRT intersects with actively used Cedar Lake Parkway, which is an essential section of the Grand Rounds National Scenic Byway (see Grand Rounds map) and within the Minneapolis Chain of Lakes Regional Park (Cedar Lake Beach, Parkway, and Trail). Directly to the west of this location is Cedar Lake South Beach.

The MPRB is concerned about LRT impacts on the Kenilworth Regional Trail and Chain of Lakes Regional Park users and properties that contribute to the Grand Rounds Historic District. In 2011, according to the Metropolitan Council’s annual visit estimates, Kenilworth Regional Trail had approximately 624,400 visits and the Chain of Lakes Regional Park had 5,122,900 visits (Chain of Lakes estimate does not include motorized or nonmotorized traffic counts on the parkway). Cedar Lake Parkway, as part of the Grand Rounds Historic District, is considered eligible for the National Register of Historic Places (7.4.1.4 page 7-20).

9.2 Issues: Integrity, flow, and access
The MPRB is concerned that adding LRT into this intersection could result in frequent delays of parkway and trail users along or parallel to Cedar Lake Parkway, and create visual obstructions. The MPRB finds that both of these impacts would significantly diminish the quality of experience for parkway, park, and trail users. Further, such impacts are inconsistent with one of the basic design characteristics of the Grand Rounds: a continuous recreational driving experience.

The MPRB is also concerned that the proposal to elevate the LRT above the parkway at this intersection (see image above) will increase noise and create visual impacts that will significantly diminish the quality of experience for parkway, park, and trail users of a property that is eligible for the National Register of Historic Places.
The anticipated frequency of trains along the corridor will also increase potential conflicts between the trains and users of the trail parallel to Cedar Lake Parkway, thus raising serious safety concerns.

The DEIS makes several references to this issue, including the following:

- 7.4.1.4 Section 4(f) Properties Potentially Used by the Project, page 7-20: Cedar Lake Parkway and the Cedar Lake-Lake of the Isles Channel have been determined eligible for inclusion on the NRHP as part of the Grand Rounds Historic District.
- 3.4.5.3 Cultural Resources, page 3-79: Potential long-term effects may occur at the following properties: Cedar Lake Parkway, Grand Rounds (potential effects of the changes to the intersection of the LRT corridor with the historic parkway, including the LRT overpass bridge, and, under the co-location alternative, the effects of widening the trail/rail corridor; these changes may affect the parkway itself and may alter its setting.)

Below are the critical statements and/or outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

9.2.1 **Statement:** The MPRB conducted a preliminary feasibility study of a grade-separated crossing at this intersection, which revealed that lowering the tracks and trail, and bridging portions of the parkway would allow the train and trail to travel beneath the parkway (see Appendix A for illustrations). The MPRB recommends further exploration of this type of integrated solution that significantly reduces safety hazards, noise impacts, visual impacts, and delays for motorized and nonmotorized vehicles.

9.2.2 **Outcome:** The Grand Rounds (eligible for National Register of Historic Places) fully retains its integrity and intention.

9.2.3 **Outcome:** Motorized and nonmotorized vehicles and pedestrians along the trail parallel to Cedar Lake Parkway experience continuous and safe flow.

9.2.4 **Outcome:** Trail users have direct access to the trails and trail connections that are currently provided at this location.

9.2.5 **Outcome:** Recreational and commuter trail traffic on both the Kenilworth Regional Trail and the trail parallel to Cedar Lake Parkway follows substantially the same route as at present.

9.2.6 **Outcome:** The view of and from Cedar Lake and surrounding parkland is preserved.

9.2.7 **Outcome:** The parkland around Cedar Lake remains a natural visual buffer between Cedar Lake and the LRT corridor.

9.3 **Issue: Safety**
Safety of park and trail users is a critical objective for the MPRB. This includes using design to reduce risks from user conflicts or unexpected hazards, and ensuring adequate access to park facilities when the LRT is in operation.

Delays in fire, police, and emergency medical response to park facilities, especially beaches, may result from the high number and frequency of trains that are projected to travel through the corridor. Due to the proximity of South Cedar Lake Beach, timely emergency medical access across this intersection is critical.
Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

9.3.1 **Outcome:** Fire, police, and emergency medical personnel and equipment can access South Cedar Lake beach and provide response times that meet relevant laws and standards.

9.4 **Issue: Noise and air quality**

The MPRB is concerned about the noise and air quality impacts of LRT at this intersection due to the high frequency of trains that will cross here. For an at-grade crossing, high levels of track, bell, and whistle noise would significantly diminish the quality of experience in adjacent parkland and along the trails. Noise generated by a flyover condition is also a concern. Frequent traffic delays for train crossings are expected to diminish air quality for park and trail users.

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

9.4.1 **Outcome:** LRT and crossing-related noise does not diminish the enjoyment and use of the trails, adjacent park land, and Grand Rounds National Historic Byway.

9.4.2 **Outcome:** Air quality at this location meets state and federal standards.
10 Park Siding Park

10.1 Location and Description
The MPRB owns Park Siding Park, a small neighborhood park, which is immediately adjacent to the LRT corridor and an access point to the Kenilworth Regional Trail. With play equipment as well as formal gardens, it is actively used by children and adults from neighborhoods on both sides of the corridor.

10.2 Issue: Access and safety
Although the DEIS commits to improving the pedestrian and bicycle infrastructure along the alignment and improving the safety of pedestrians and bicyclists through implemented design guidelines (10.5.3.1), the MPRB has particular access and safety concerns at this location. Park visitors, including small children, come from both sides of the corridor as well as from the Kenilworth Regional Trail. This is also a popular bicycle and pedestrian trail ingress and egress point.

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

10.2.1 Outcome: All users have formal and safe access to the park from both sides of the LRT.
10.2.2 Outcome: As an important trail access point, the trail design accommodates a safe ingress and egress.
10.2.3 Outcome: Trail users have safe access to and from the park.

10.3 Issue: Visual appeal
This small neighborhood park provides play equipment for children and formal gardens for adults. The heavily planted berm between Dean Court and the Kenilworth Regional Trail currently provides a visual screen, but the MPRB is concerned with ensuring that during and after construction there is a strong visual barrier that remains compatible with this important neighborhood park.

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

10.3.1 Outcome: The LRT’s visual impact does not disrupt park visitors’ enjoyment, nor detract from the park’s character.

10.4 Issue: Noise
The MPRB is deeply concerned about the impact of LRT noise on Park Siding visitors, especially the very young children who frequent this neighborhood park.

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

10.4.1 Outcome: Park users, especially young children, are not subject to LRT noise levels that exceed the noise standards set for Category 1 land uses.
A heavily landscaped berm between Dean Court and the corridor provides a safety and visual barrier for Park Siding users.
11 Trail Access at Abbott Avenue S (by new West Lake Station)

### 11.1 Location and Description
This is an actively used trail access to the Kenilworth Regional Trail and Midtown Greenway and is the closest access point to the Chain of Lake Regional Park. West Calhoun Neighborhood Association contributed park-like features to this location including a kiosk, picnic table, bike racks, decorative fencing, and a drinking fountain.

### 11.2 Issue: Park and trail access
The MPRB is committed to preserving this important trail access, ensuring safe and convenient wayfinding between the trail and nearby Lake Calhoun, and advocating for sufficient bicycle parking for all visitors to the area. The access was originally designed with input from Hennepin County to accommodate future LRT.

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

#### 11.2.1 Outcome: West Lake station users and all other users have safe and convenient access to and from Lake Calhoun and the Kenilworth Regional Trail.

#### 11.2.2 Outcome: Wayfinding is provided between the West Lake station and Lake Calhoun and the trails.

#### 11.2.3 Outcome: Safe and adequate bike parking is provided for recreational and commuter users of the trail and for Lake Calhoun visitors.
12 Northwest Corner of Lake Calhoun Area

12.1 Location and Description
This location within the Minneapolis Chain of Lakes Regional Park is the closest major park land to the proposed West Lake station. It is a primary visitor portal to the Grand Rounds National Scenic Byway. The Calhoun Executive Center parking lot next to Lake Calhoun sits on land that is partially owned by the Minneapolis Park and Recreation Board as part of the Minneapolis Chain of Lakes Regional Park. On weekends and weekday evenings, visitors use this area for parking and to access the regional park and the Grand Rounds.

12.2 Issue: Park and trail access
Millions of annual park visits to this area originate by foot, bicycle, motorized vehicle, and in the future the LRT.

Traffic patterns altered by the addition of a West Lake station will have a direct impact on the park visitor experience and all modes of traffic on Lake Calhoun Parkway and Dean Parkway. The MPRB is concerned that the introduction of the high-volume West Lake station increases the complexity of this area and is committed to ensuring that all visitors have a positive, easy, and safe experience accessing and using the park lands and trails in this area.

Below are the critical outcomes that the MPRB has adopted and must be addressed in the FEIS and preliminary engineering.

12.2.1 Statement: Multimodal traffic patterns in a roughly 1/2-mile radius of the West Lake station must be studied in partnership with the street/trail property owners (Hennepin County, City of Minneapolis, MPRB). Deliverables of the study should include traffic volume and flow projections, and recommendations for 1) long-term street/trail network modifications and 2) short-term network modifications to be implemented with station development.
12.2.2 **Outcome**: LRT and West Lake station area design decisions for this area are based on design recommendations from a comprehensive and multimodal (bicycle, pedestrian, transit, vehicle) circulation analysis that addresses impacts to the Grand Rounds parkways and trails.

12.2.3 **Outcome**: The design of this area makes clear that it is a “gateway” to the Minneapolis park system.

12.2.4 **Outcome**: A safe, free-flowing pedestrian and bicycle route with exceptional wayfinding exists between the LRT station area and Lake Calhoun and adjacent park land.

12.2.5 **Outcome**: There is no loss of vehicle parking for park and trail users.

12.2.6 **Outcome**: Greenspace at the northwest corner of Lake Calhoun is preserved for park visitors and recreational purposes.
Appendix A is intended to illustrate the concept of lowering the train and trail and bridging Cedar Lake Parkway at the Cedar Lake Parkway/Southwest Transitway intersection. This concept is discussed in Section 9 of this comment letter. The following pages contain a few key images of the analysis conducted on this concept by Steve Durrant of Alta Planning + Design for the MPRB.

**Below Grade**

Above is a potential cross-section showing elevations for Cedar Lake Parkway (above) and the trail and train.
These are examples of grade separated crossings with trail on east (North version) or west (Crossover version) side of tracks. These are provided to illustrate the concept, not to provide a complete overview of the feasibility study.