This is a compilation of issues and outcomes identified by the CAC. It is a work in progress, current to the date above. This document is organized by location and then issue, as shown in the brief Table of Contents below. For more information contact Jennifer Ringold at jringold@minneapolisparks.org.

<table>
<thead>
<tr>
<th>Location</th>
<th>Pages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Entire Corridor</td>
<td>3</td>
</tr>
<tr>
<td>Issue: Bike/pedestrian trail</td>
<td>3</td>
</tr>
<tr>
<td>Issue: Access to trail</td>
<td>3</td>
</tr>
<tr>
<td>Issue: Safety</td>
<td>3</td>
</tr>
<tr>
<td>Issue: Visual appeal</td>
<td>3</td>
</tr>
<tr>
<td>Calhoun Executive Center parking lot</td>
<td>4</td>
</tr>
<tr>
<td>Issue: Access to parks and trails</td>
<td>4</td>
</tr>
<tr>
<td>Trail access at Abbott Avenue S. (by new Lake Street Station)</td>
<td>5</td>
</tr>
<tr>
<td>Issue: Access to parks and trails</td>
<td>5</td>
</tr>
<tr>
<td>Park Siding Park</td>
<td>6</td>
</tr>
<tr>
<td>Issue: Connectivity and accessibility</td>
<td>6</td>
</tr>
<tr>
<td>Issue: Safety</td>
<td>7</td>
</tr>
<tr>
<td>Issue: Visual appeal</td>
<td>7</td>
</tr>
<tr>
<td>Issue: Noise and vibrations</td>
<td>7</td>
</tr>
<tr>
<td>Cedar Lake Parkway and Grand Rounds</td>
<td>8</td>
</tr>
<tr>
<td>Issue: Flow and safety on Grand Rounds</td>
<td>8</td>
</tr>
<tr>
<td>Issue: Grand Rounds (seeking historic designation)</td>
<td>9</td>
</tr>
<tr>
<td>Issue: Noise</td>
<td>9</td>
</tr>
<tr>
<td>Issue: Visual appeal</td>
<td>9</td>
</tr>
<tr>
<td>Issue: Air quality</td>
<td>9</td>
</tr>
<tr>
<td>Kenilworth Channel, bridge</td>
<td>10</td>
</tr>
<tr>
<td>Issue: Connectivity and Recreational Use</td>
<td>10</td>
</tr>
<tr>
<td>Issue: Recreational use</td>
<td>10</td>
</tr>
<tr>
<td>Issue: Aesthetics, tranquility</td>
<td>10</td>
</tr>
<tr>
<td>&lt;start here next meeting&gt;</td>
<td>11</td>
</tr>
<tr>
<td>Issue: Environmental protection</td>
<td>11</td>
</tr>
<tr>
<td>Issue: Safety</td>
<td>11</td>
</tr>
</tbody>
</table>
7 Intersection with 21st Street .............................................................. 12
  7.1 Issue: Park access ......................................................................... 12
  7.2 Issue: Safety ................................................................................ 12
  7.3 Issue: Overuse ............................................................................ 12
  7.4 Issue: Noise .............................................................................. 12
  7.5 Issue: Congestion ....................................................................... 12
  7.6 Issue: Construction .................................................................... 12

8 Cedar Lake Trail Junction ................................................................. 13
  8.1 Issue: Safety ............................................................................... 13
  8.2 Issue: Access ............................................................................. 13
  8.3 Issue: Connectivity, flow ........................................................... 13
  8.4 Issue: Environmental protection ............................................. 13
  8.5 Issue: Visual appeal ................................................................. 13

9 Bryn Mawr Meadows Park ............................................................... 14
  9.1 Issue: Connectivity ................................................................... 14
  9.2 Issue: Noise, pollution ............................................................... 14
  9.3 Issue: Safety ............................................................................ 14
  9.4 Issue: Visual appeal ................................................................. 14

10 Spring Lake Trail Junction .............................................................. 15
  10.1 Issue: Access ........................................................................... 15
  10.2 Issue: Safety ........................................................................... 15
  10.3 Issue: Flow ............................................................................. 15

11 Linden Avenue (by asphalt and concrete recycling plant) .......... 16
  11.1 Issue: Environmental protection ........................................... 16
  11.2 Issue: Safety ........................................................................... 16
1 Entire Corridor

1.1 Issue: Bike/pedestrian trail
   1.1.1 DRAFT Outcome: A bike/pedestrian trail will exist along the corridor
   1.1.2 DRAFT Outcome: All trail users can safely use the trail

1.2 Issue: Access to trail
   1.2.1 DRAFT Outcome: There will be adequate access to the trail from both sides of the LRT track, and access points will be reasonable walking distance apart

1.3 Issue: Safety
   1.3.1 Need to better define “safety” along corridor once DEIS is released, including emergency vehicle access to beaches and parks, and trail/park users responding to LRT and crossing impediments with risky behaviors

1.4 Issue: Visual appeal
   1.4.1 DRAFT Outcome: Minimize the visual impact of the LRT and related infrastructure on the users of the Corridor trail and neighboring park lands

1.5 Issue: Construction impacts
   1.5.1 DRAFT Outcome: Protect water quality during construction
   1.5.2 DRAFT Outcome: Replace any flora that is lost to construction or LRT use with flora that is in accordance with MPRB plans
   1.5.3 DRAFT Outcome: All design options will take full advantage of as well as take great care with the water table (per Met Council, the water table is 27 feet below the surface where Depot Avenue junctions with the trail)
2 Calhoun Executive Center parking lot

The Calhoun Executive Center parking lot sits partially on privately owned land in addition to land owned by the Minneapolis Park and Recreation Board as part of the Chain of Lakes regional park system. The parking lot provides parking on the weekends and week day evenings for the regional park users and Lake Calhoun. This location, within the regional park system, is the closest major park land to the SW LRT Lake Street Station.

2.1 Issue: Access to parks and trails

2.1.1 Parking lot providing access to Lake Calhoun and trails is MPRB land and should be included in the CAC’s response to the DEIS
2.1.2 DRAFT Outcome: Lake Calhoun Executive Center parking lot (partially owned by MPRB) remains available for park users
3 Trail access at Abbott Avenue S. (by new Lake Street Station)

Access to the Midtown Greenway at Abbott Avenue S. is currently the closest trail access point to the proposed Lake Street Station. At this trail entrance, the West Calhoun Neighborhood Association has added park-like features including a kiosk, picnic table, bike racks, decorative fencing and a drinking fountain.

3.1 Issue: Access to parks and trails

3.1.1 DRAFT Outcome: Lake Street station users have access to and from Lake Calhoun and Kenilworth Trail

3.1.2 DRAFT Outcome: Wayfinding is provided for Lake Calhoun and trail users from Lake Street station

3.1.3 DRAFT Outcome: Safe access is provided from Lake Street station to and from Lake Calhoun and trail
4 Park Siding Park
This small neighborhood park includes a tot-lot, formal gardens, and play equipment. It is used almost exclusively by neighborhood residents on both sides of the proposed trail alignment.

4.1 Issue: Connectivity and accessibility
4.1.1 Parkland providing neighborhood connectively throughout the planned LRT route; concern regarding connectivity being broken in both formal and informal access points
4.1.2 Connectivity and integrity of surrounding neighborhoods
4.1.3 People are crossing the existing rail line and fence from the west side to access this park
4.1.4 Trail connectivity from neighborhood to park
4.1.5 Interruption of wildlife corridor
4.1.6 General question: is there enough room for two sets of tracks, trail, and park access?
4.1.7 DRAFT Outcome: Maintain safe and clear access from both sides of track
4.1.8 **Outcome**: Trail users have safe access to and from the park

4.2 **Issue: Safety**
- 4.2.1 Safety issues both when people access park and as users
- 4.2.2 Safety is paramount at this narrow point
- 4.2.3 **DRAFT Outcome**: Park users of all ages and abilities are safe

4.3 **Issue: Visual appeal**
- 4.3.1 Visual impact of rail cars/ advertisements on sides of LRT and commercialization of park experience
- 4.3.2 Aesthetic integrity of parkland negatively affected
- 4.3.3 Question: How to deal with LRT users’ experience?
- 4.3.4 **DRAFT Outcome**: Maintain visual integrity for park users and for residents and users on the west side of the tracks
- 4.3.5 **DRAFT Outcome**: The visual impact of the LRT will be compatible with the context of the park

4.4 **Issue: Noise and vibrations**
- 4.4.1 There should be minimal noise impacts on park users
- 4.4.2 Vibrations and additional noise
- 4.4.3 Proposed solution: tunnel the train
- 4.4.4 Proposed solution: Use public art to mitigate noise and visual impact
- 4.4.5 **DRAFT Outcome**: Park users will not be subject to LRT noise that exceeds applicable standards
5  Cedar Lake Parkway and Grand Rounds

The proposed SW LRT alignment will cross the Grand Rounds at Cedar Lake Parkway. Currently at this intersection, traffic occasionally stops for a passing freight train. The trail users are required to stop for vehicular traffic coming and going from both Dean and Cedar Lake Parkways. Also at this intersection, the Minneapolis Park and Recreation Board trail network meets the Kenilworth Trail. To the west of the trail corridor is South Cedar Lake Beach.

5.1.1 Request: need more information about who owns what land at this intersection

5.2 Issue: Flow and safety on Grand Rounds

5.2.1 Congestion and stoppages on the Grand Rounds (Cedar Lake Parkway) caused by train crossings inhibits continuous and unimpeded flow on the Grand Rounds

5.2.2 Car backups cause safety issues for bicyclists

5.2.3 Train crossings prevent pedestrians/joggers on the sidewalk along Cedar Lake Parkway from crossing

5.2.4 Significant use conflicts at this intersection between cars, bicyclists, pedestrians with backups due to train crossings

5.2.5 Note that this is policy related with regard to continuous flows along the Grand Rounds

5.2.6 This is a long-standing “choke” point in the park system, but the problems increase by orders of magnitude with an at-grade LRT line

5.2.7 Links will be impeded between the trail along Cedar Lake and the Kenilworth Trail, along with the connection to other MPRB trails

5.2.8 **DRAFT Outcome**: Continuous and safe flow of motorized and nonmotorized vehicles and pedestrians along the Grand Rounds and chain of lakes connecting trails
5.3 Issue: Grand Rounds (seeking historic designation)

5.3.1 Note that the Grand Rounds runs along Cedar Lake Parkway and also intersects with the Kenilworth trail, and the continuous flow that defines the Grand Rounds is prevented if the LRT crossing is at grade here.

5.3.2 The Grand Rounds is a National Scenic Byway and the State Historic Preservation Office nominated it for listing on the National Register of Historic Places.

5.3.3 Request: staff to provide information on the status of this nomination. <This will be included in upcoming CAC conversations with Dennis Gimmelstad from MnDOT>.

5.3.4 DRAFT Outcome: The integrity and intention of the Grand Rounds is maintained.

5.4 Issue: Noise

5.4.1 Noise impacts from LRT and crossing harms park and Grand Rounds users’ enjoyment and use.

5.4.2 DRAFT Outcome: LRT and crossing-related noise will not diminish the enjoyment and use of the park and Grand Rounds users.

5.5 Issue: Visual appeal

5.5.1 The great views of Cedar lake and park land would be impeded by the train and tracks, depending on the configuration of the intersection and the train’s power source/infrastructure.

5.5.2 DRAFT Outcome: The view of and from Cedar Lake and surrounding parkland is preserved.

5.5.3 DRAFT Outcome: The parkland around Cedar Lake remains the natural visual buffer between Cedar Lake and the Southwest LRT Corridor. <Staff: how does this relate to Mpls city plans?>

5.6 Issue: Air quality

5.6.1 Air pollution would be a serious problem with many cars idling while waiting to cross the LRT route.

5.6.2 South Beach is very close to this location and air pollution could be harmful to users.

5.6.3 DRAFT Outcome: Ensure conformity with state and federal air quality regulations (make reference to federal Clean Air Act and other standards that would apply in such situations).

5.6.4 <Staff to check into applicable air quality regs so we have the correct reference, as well as whether there’s information on potential harm to water quality if pollution levels increase significantly>.

5.6.5 This is a heavily used park area plus pedestrians, bicyclists.
6 Kenilworth Channel, bridge

The proposed alignment of the SW LRT crosses the Kenilworth Channel, a body of water that was built in the early 1900s to connect Cedar Lake and Lake of the Isles to form the Minneapolis chain of lakes. The Channel is used all year for recreational purposes 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 (Hennepin County Regional Rail has an easement for the channel crossing).

6.1 Issue: Connectivity and Recreational Use

6.1.1 Structures that may be put in place to protect people and animals from the train, may at the same time prevent or obstruct crossing and access to the channel

6.1.2 This channel is unique in creating the connected chain of lakes, and is heavily used by boaters, skiers, etc.

6.1.3 **DRAFT Outcome:** Maintain access to the Kenilworth Trail and both Cedar Lake and Lake of the Isles from both sides of the Kenilworth Trail

6.1.4 **DRAFT Outcome:** Maintain human and wildlife access from both sides of the Kenilworth Trail to and along undeveloped channel shoreline

6.1.5 **DRAFT Outcome:** Maintain unfettered, year-round passage along the channel (in the water) between the lakes

6.1.6 **DRAFT Outcome:** Maintain the current functionality of the channel as the historic water connection between the two lakes, which makes the chain of lakes

6.2 Issue: Aesthetics, tranquility

6.2.1 The Kenilworth Channel is a uniquely quiet and tranquil space, and frequent trains crossing the channel would disrupt that serenity

6.2.2 The noise, vibration, and potential advertising on the trains would severely disrupt the experience of users on/in the channel
6.2.3 Great ambience; a beautiful space
6.2.4 **DRAFT Outcome**: Any support or safety structures should be harmonious, beautiful, and context sensitive
6.2.5 **DRAFT Outcome**: Maintain natural beauty and serenity of the Kenilworth Channel experience

6.3 <Start here for 2 December CAC meeting>

6.4 **Issue: Environmental protection**
6.4.1 Impact to environment (water quality, habitat loss, corridor, deer being hit by train)
6.4.2 Possible problems with slope stabilization along channel during/after construction and maybe from train vibrations
6.4.3 Possible water quality issues during and after construction
6.4.4 Construction impacts on flora and fauna

6.5 **Issue: Safety**
6.5.1 Safety at this crossing due to ice buildup on the bridge
6.5.2 Debris, vibrations, icicles, blowing snow may harm summer and winter users in channel underneath bridge

Informal paths along the channel connect the two lakes and allow users to get onto the trail
7 Intersection with 21\textsuperscript{st} Street

The intersection of the Kenilworth Trail and 21\textsuperscript{st} Street is a proposed site for the SW LRT to have a station which will provide access to the community. The station would sit on Hennepin County property however the other side of the rail line is MPRB property, Cedar Lake Park. At 21\textsuperscript{st} Street, Cedar Lake has a very popular beach and access to a trail network as well as informal foot paths.

7.1 Issue: Park access
   7.1.1 Entrance to the beach amenity changed
   7.1.2 Access to other points on the Chain of Lakes, as this is the lakes stop

7.2 Issue: Safety
   7.2.1 Safety for crossings and connections to the neighborhood and trails
   7.2.2 Concern for the type of user at this site and awareness of surroundings (safety)

7.3 Issue: Overuse
   7.3.1 There could be too much use in the area with this LRT stop
   7.3.2 Station may bring more positive use/ more visibility of beach amenity and impacts on increased maintenance needs and operational $ 
   7.3.3 Impacts to amenities other than the beach at Cedar Lake
   7.3.4 Effect on regional use and passive recreation
   7.3.5 Informal history of the area and cultural changes with SW LRT here
   7.3.6 Increased use may change vision of the use and purpose of the area (see Chain of Lakes Master Plan)
   7.3.7 Woods-like feel of area and use by dog walkers

7.4 Issue: Noise
   7.4.1 Noise impact on park users

7.5 Issue: Congestion
   7.5.1 Parking issues for the neighborhood and congestion
   7.5.2 Idea of this stop as a seasonal one
   7.5.3 Already heavy parking in neighborhood on weekends

7.6 Issue: Construction
   7.6.1 Damage to lake water quality
8 Cedar Lake Trail Junction

The Cedar Lake trail takes pedestrians and riders from Downtown Minneapolis out to the west suburbs. Just outside of Downtown, the trail splits off to the south Kenilworth Trail and the proposed SW LRT alignment. At this location each direction of the bike trails are separate and there is a separate pedestrian trail. The land in this location is owned by the County and the MPRB. An agreement dictates that the prairies and trails are maintained by the MPRB.

8.1 Issue: Safety

8.1.1 Safety of Cedar Lake Trail users crossing the LRT line

8.2 Issue: Access

8.2.1 Trail users must have easy access to station; bike/pedestrian-friendly
8.2.2 DRAFT Outcome: Number of bicycle and pedestrian users remains the same or higher after the LRT

8.3 Issue: Connectivity, flow

8.3.1 Interruption of trail crossing by train; LRT impedes continuous flow and bicyclists ability to maintain speed
8.3.2 Free flow of trail users on Cedar Lake trail and on Kenilworth Trail
8.3.3 DRAFT Outcome: Bike flow and speed is maintained in crossing area

8.4 Issue: Environmental protection

8.4.1 Interruption of wildlife corridor and habitat
8.4.2 Prairie restoration going on here; avoid damage; don’t introduce new species

8.5 Issue: Visual appeal

8.5.1 Blight of train through prairie area – incongruent with natural feel and look of parkland
8.5.2 DRAFT Outcome: The train blends in visually with the natural setting of the area
9 Bryn Mawr Meadows Park

Bryn Mawr Meadows Park is a neighborhood park that sits in the Bryn Mawr neighborhood featuring amenities that include ball fields, tot-lots, wading pools and tennis courts. The park sits adjacent to the Cedar Lake Trail and proposed SW LRT line however there is currently no formal access to the Cedar Lake Trail from this park.

9.1 Issue: Connectivity
   9.1.1 Reduced connectivity of park to trail

9.2 Issue: Noise, pollution
   9.2.1 Air and noise pollution of rail yard and switching station, plus rail storage – heavy infrastructure in a small corridor
   9.2.2 Park users impacted by noise, diesel fumes (smell) and rail yard storage plus freight area

9.3 Issue: Safety
   9.3.1 No safe crossings (need definition of safe crossings)
   9.3.2 Existing informal access from park to trail

9.4 Issue: Visual appeal
   9.4.1 Visual impact of LRT on park users
10 Spring Lake Trail Junction
At this location, trail users easily connect to the nearby parks and trails including Spring Lake, Kenwood Parkway, Parade Park and traveling beyond to the Sculpture Gardens, Loring Park and the Grand Rounds.

10.1 Issue: Access

10.2 Issue: Safety

10.3 Issue: Flow
11 Linden Avenue (by asphalt and concrete recycling plant)
Linden Avenue is a trail access however mostly for municipality maintenance vehicles. Few trail users use this access point due to high vehicular traffic with the nearby entrance to I-394. At this location, the SW LRT line and trail separate from park land ending the project scope area.

11.1 Issue: Environmental protection
   11.1.1 DRAFT Outcome: Park lands are protected from anything hazardous
   11.1.2 Mature trees along trail

11.2 Issue: Safety
   11.2.1 DRAFT Outcome: Emergency vehicles can access parks and trails