

Attachment D: MCDOT Comments

#	File	Location	Comment
1	03-MRPLAN-MR2026003-001.pdf	Design Designation Table	Spring Street actual posted speed limit is 25, not 30 as shown on the table.
2	03-MRPLAN-MR2026003-001.pdf	Design Designation Table	Recommend considering lowering 16th Street speed limit from 35 to 30.
3	03-MRPLAN-MR2026003-091.pdf	Signal phasing (16th & Spring)	It appears that SB 16th left turn onto EB Spring Street will be a protected-permissive movement using a doghouse signal. Strongly recommend that this left turn be exclusive only with a RED ARROW whenever NB 16th & the bikeway are shown a green indication. This does not match the NEMA phasing, which shows phase 05 never operating concurrently with phase 06, but without a red arrow, this won't operate as shown.
4	03-MRPLAN-MR2026003-099.pdf	SE corner 16h & Spring	On the SE corner of 16th Street and Spring Street, the eastern sidewalk along 16th Street approaching Spring Street does not line up with the east-leg crosswalk. This requires pedestrians trying to go straight to make two 90-degree turns. This will make it more difficult for pedestrians with vision disabilities to stay aligned. I recommend shifting the sidewalk such that it is aligned with the south end of the crosswalk. (Graphic will be sent as a separate attachment).
5	03-MRPLAN-MR2026003-099.pdf	SE corner 16h & Spring	Also on the SE corner of 16th Street and Spring Street, the northbound bike lane approach suffers alignment problems (see the red line in the images in graphic attached separately). As designed, the NB bike lane aligns directly with the SB bike lane. This will require NB cyclists to make an aggressive maneuver to avoid SB cyclists. It also increases the risk that SB (blue line) cyclists will continue straight ahead and ride the wrong way down the bike ramp and then enter 16th Street in the wrong direction. Offsetting the NB bike lane to the right (east) will improve both of these problems. I also recommend adding an R5-1b (BIKE WRONG WAY) sign and a modified R4-20 (ALL TRAFFIC) sign to further reinforce that SB bicyclists MUST turn left here.
6	03-MRPLAN-MR2026003-099.pdf	NE corner 16th & Spring	On the NE corner, the current design has very little buffer space between the bikeway and the turning traffic, despite the ample space available due to the removal of the high-speed right turn ramp. I strongly recommend pulling both the EB bike lane on Spring Street and the two-way cycletrack on 16th Street back from the curbline to provide more space for queuing and better separating cyclists from traffic, including large trucks that may mount the curb in the as-designed scenario. See graphic attached separately.
7	03-MRPLAN-MR2026003-099.pdf	NE corner 16th & Spring	Furthermore, I recommend the addition of a guide sign to inform cyclists that if they want to continue south on 16th Street that they MUST turn right BEFORE crossing Spring Street. Any cyclists that continue across Spring Street are required to turn onto Spring Street, and they don't have the option to use the south leg crosswalk to enter 16th Street as there is no crosswalk on the south leg. I don't recommend bike lane extension markings across 16th Street, but a bike ramp should be provided to allow cyclists to enter the intersection adjacent to & parallel with the crosswalk. See drawing attached separately.
8	03-MRPLAN-MR2026003-101.pdf	Woodside LRT station	You have not provided space for a bus boarding island on NB 16th Street at the Woodside LRT station. I suspect there isn't a stop there today due to the construction, but it is likely that there will be a desire for bus-LRT connections here in the future. I recommend consulting with Wayne Miller at Ride On and planning to provide a bus boarding island in the vicinity of the station.

For the bus boarding island at Second Avenue (and any additional bus boarding islands contemplated), MCDOT has done significant outreach with our community of people with disabilities and have made design policy changes as a result. We would encourage SHA to incorporate as many of these typical features as possible so as to standardize the designs and also to blunt any criticism you may get from the disabled community. Recommendations are below:

a. The platform width is 9.3'. Our recommendation is to use 10' where possible to give more space for wheelchair maneuvering. I realize it may not be feasible to widen in this area, but I wanted to point it out. 8' (not counting top of curb) is the minimum width based on ADA standards, which you exceed.

b. We recommend a level crossing across the bike lane to mitigate the impact to the boarding area of having a ramp in the island. This can be difficult with drainage, so it is not a requirement, but we encourage it at the crosswalk where the forward door of the bus stops.

c. A longitudinal railing along the bike lane edge of the bus platform and transverse railings at each (fore & aft) end are recommended to help guide pedestrians with disabilities to the crosswalk locations, discourage crossing in unexpected locations, and reduce the risk that people fall into the bike lane. We recommend the railing have a height above the curb of no greater than 32" to avoid handlebar strikes, have a horizontal cross-bar 4" above the bus platform surface for cane detectability, a second horizontal cross-bar halfway between the 4" bar and the top of the railing, and vertical members spaced no greater than 6" on center. Vertical elements should be set back at least 24" from the face of curb on the roadway side and at least 6" on the bike lane side, though 12" is preferred, though this does reduce the bus platform width, so keep that in mind.

d. At the forward crosswalk, detectable guidance surface (longitudinal bars) should be installed across the sidewalk from the back of sidewalk to the detectable warning surface. These should be off-center of the DWS, providing at least 36" clear width in the ramp, and should be 24" deep (measured as a pedestrian walking along the sidewalk). This is used to help pedestrians with vision disabilities to find the crosswalk location.

e. A 24" deep (measured perpendicular to the curb) and 60" wide pad of detectable guidance surface (longitudinal bars) with the bars oriented perpendicular to the curb should be placed roughly where the front door of the bus will be located when the bus is servicing the stop. This is