



Cedar Lake – Lake of the Isles Master Plan

Summary of Circulation Feedback on Preferred Park Concept from 6/22/2022 to 8/9/2022

This document is a compilation of the feedback received between the release of the Preferred Park Concept on **6/22/2022 up to 8/9/2022**, related to circulation. This document is a draft and will continue to be updated as MPRB received additional feedback during this phase of engagement. Feedback is organized by topic, then location. This document offers a summary of what has been heard to date and not a list of every individual comment. Comments that are bolded have been mentioned more than five times.

Note: This is not a full summary of all comments received during the preferred park concept.

Below is a guide to the color-coding, which shows how the comments were heard:

- **Items in red are from in-person engagement**
- Items in black are from the online survey
- **Items in purple are from other sources (email, phone, letters)**
- **Items in blue are from social media**
- **Items in orange are from multiple sources**

Circulation and Access

Project Areas as a Whole

- **Suggestion to modify parkway roads to increase biking and walking access**
 - Temporary or permanent closure
 - Narrowing roads
 - Removing parking
 - Turn two-way segments into one-ways
 - **Make Dean Parkway one-way**
 - Speed bumps
 - Raised intersections
 - Bump outs
- **Concern and opposition to parkway road modifications**
 - Closures
 - One-way for northwest Cedar Lake
 - Narrowing Cedar Lake Parkway
 - Narrowing Lake of the Isles Parkway
 - **Bump outs on Lake of the Isles Parkway**
- **Support for increased access for bike and/or pedestrians**
 - Kenilworth Channel and Southeast Lake of the Isles

- Midtown Greenway connect near Lake of the Isles dog park
- **Support for wider trails**
 - Northwest Cedar Lake
 - Northeast Cedar Lake
- **Opposition to proposed pedestrian trail removals**
 - Trails in Northeast Cedar Lake area
 - Path along Lake of the Isles bridge
- **Concern about safety for bikers and pedestrians**
 - Interactions with cars
 - E-bikes
 - Scooters
 - Shared paths in the winter
 - Burnham Road
 - Steep hill between South Cedar Beach and Dean Parkway
 - Roads leading to East Cedar Beach
- **Suggestion for additional improved intersection crossings**
 - Sunset Boulevard near Cedar Lake South Beach
 - Basswood near Cedar Lake
 - Cedar Lake parking lot near 25th
 - W 22nd St
 - Cedar Lake Pkwy / Cedar Lake Regional Trail intersection
- **Suggestion to do more for bike and pedestrian access**
 - Additional walkways
 - Bike connections to Greenway and neighborhoods
 - Apply Minneapolis modal priority framework
 - Improve and increase access to trails in Northeast Cedar Lake
- **Support for intersection improvements**
 - General
 - Northwest Cedar Lake
 - Near the Midtown Greenway and Dean's Parkway
- Suggestion to include boardwalk(s)
- **Opposition to formalization of natural trails**
 - Northeast Cedar Lake
 - Generally
- **Concern related to intersection improvements**
 - Opposition to any intrusive signage or flashing lights
- **Concern that circulation and access plans do not live up to MPRB/Met Council values of inviting a more diverse audience, including older adults**
- **Support for formalized soft surface rather than paved trails, generally**
- **Satisfied with existing width of bike lanes**
- **Suggestion to follow the Initial Park Concept B for circulation and access**
- **Clarify how winter maintenance will affect paths**

Lake of the Isles

- **Suggestion for two-way bike path all the way around Lake of the Isles**
- **Opposition to proposed two-way bike path segments**
- **Support for southern two-way bike segment only**
- **Support for proposed two-way bike segments**
- **Suggestion to extend north two-way bike segment to connect to 21st St and lightrail stop**
- Suggestions related to two-way bike path segments
 - o Strong signage
 - o Wider trails
- **Concerns related to two-way bike path segments**
 - o Congestion
 - o Safety and communication in transition zones
 - o Too tight on the bridges
- **Suggestion for an on-street bike lane rather than the two-way segments**
- Concern and opposition to idea of two-way bike path all the way around Lake of the Isles
- **Support for northern two-way bike segment**
- Suggestion to improve Lake of the Isles Pkwy and Bde Maka Ska Pkwy intersection differently
 - o Widening bike lanes
 - o Making the pass under the bridge one way bike
 - o Add a bike/ped roundabout
 - o Keep existing planting area in the middle of the road segments
- **Suggestion to add an access point to the dog park closer to the Midtown Greenway**
 - o Overlook landing area on Midtown Greenway at connection
- **Suggestion to move the pedestrian path to the east side of the dog park**

Cedar Lake

- **Suggestion for a connection along the southeast shore of Cedar Lake**
- **Suggestion to address circulation at Northwest Cedar Lake differently**
 - o One-way for Cedar Lake Parkway
 - o Closure of Cedar Lake Parkway
 - o Keep the road and paths as is and add better signage
 - o Revisit boardwalk to address safety concerns near the "Section B" line
 - o Section C doesn't do enough.
 - o For Section B, make the upper path one-way for bikes to provide more space
 - o Add tar or boardwalk adjacent to existing trails
 - o Make the shared use path wider (Section B)
 - o Keep Section B Existing
- **Suggestion to add a paved trail among the soft surface trails at Northeast Cedar Lake**
- **Opposition to any use of Northeast trails by mountain bikes**
- **Support for formalized, soft-surface Northeast trails**
 - o Suggestion to add low wooden fences
 - o Minimize access in natural areas

- **Suggestion to maximize public water access to all of the shoreline**
 - o Remove private access
 - o Permanent or temporary bridge across Kenilworth Channel
- Support for Section B proposal at Northwest Cedar Lake
- Concern and opposition to the possibility of a boardwalk at Northwest Cedar Lake
- Concern that the Park Board inaccurately measured the paths/road at Northwest Cedar Lake
- Concern about congestion and safety near northern viewing spot at Northwest Cedar Lake
- Suggestion to narrow and better manage the soft surface path around Cedar Lake Point
- Suggestion to facilitate both pedestrian and mountain bike use of Northeast Cedar trails
 - o Designate separate paths
- Concern about safety when running alone on the Northeast trails
- Suggestion for a paved path from the road to East Cedar Beach
 - o For use by maintenance and patrol vehicles only
- Concern about adding a parking lot at East Cedar Beach
- Suggestion to address parking at East Cedar Beach without sacrificing natural areas
 - o On-street turnaround spot
 - o Parking lot
- Suggestion to improve online navigation and wayfinding to East Cedar Beach

Focus Area B: Kenilworth Channel and Lake of the Isles Connection

- **Support for the trail connections along Kenilworth Channel**
- **Suggestion for paved path(s) through entire Kenilworth Channel**
 - o On both sides of the Channel
 - o Two-way bike path that continues all the way to Cedar Lake
- **Opposition to trail connections through the entire Channel**
 - o Suggestion that pedestrian path stop at the Kenilworth Trail
 - o Suggestion that pedestrian path stop at Burnham Bridge
 - o Suggestion that bike connection stop before the Channel and before Kenilworth Place, along Lake of the Isles Parkway
- Support for trail connections along Kenilworth Place
- Support for ADA paved path from Kenilworth Trail to proposed trails
- Concern about bike connection to Kenilworth Trail—steep grade, nearby private property should be respected, and want coordination with the current work on the SWLRT

General

- **Support for the preferred park concept**
- **Opposition to preferred park concept**
 - o Liked previous plans more than this version
 - o Would prefer a more minimal approach
- **Concern plan is not representative of regional perspectives**
 - o Heavily favors CAC or adjacent neighbor opinions rather than regional audience
 - o Does not accommodate a diverse group of visitors and ADA accessibility
- **Support for East Cedar Beach focus area**

- **Concern regarding impacts to the park on the east side of Cedar Lake from the Southwest Lightrail**
 - o Traffic and parking
 - o Busier
 - o Crime
 - o Trash
 - o Maintenance
 - o Ruin area
- **Plan doesn't accommodate increased visitors from light rail**
- **Suggestion to prioritize maintenance**
 - o Avoid relying on volunteers
 - o More trash pickup
- Concern about increasing maintenance burden
- Support for Preferred Park Concept's minimal approach
- Concern about master plan process
 - o Suggestion that more data gathering occur on circulation and access
- Suggestion to make accessibility a priority
 - o Make improvements to inaccessible amenities
- **With increased usage from the Southwest Lightrail, prioritize funding to account for more use**
- Suggestion to continue to work with the Native community and prioritize their needs and desires
- Suggestion to meter parking areas
- Appreciate that the Park Board is incorporating public input and neighbors' input
- Concern about outside funding and outside groups outweighing neighbors' input
- Concern about funding going to these improvements rather than other parks, especially in NE Minneapolis
- Suggestions for MPRB feedback-gathering process
 - o Pay community members from diverse and accessibility communities for feedback to diversify participation
 - o Use video formats and accept videos as feedback, to reach young people
- **Suggested text edits to Preferred Park Concept**
 - o Modify title for zone 3
 - o Mark all ADA accessible amenities with the orange circle, including docks and bathrooms
 - o Existing portapotty near Newton Ave that is not shown
 - o Add a separate symbol to explicitly designate fishing areas and consider these separate from boat launches
 - o Volunteer buckthorn removal areas extend further than what is shown on the Community Initiatives and Stewardship and other initiatives are not fully captured
 - o On Winter Amenities map, existing trail grooming is somewhat inaccurate and does not include decks
 - o The rain garden on pages 15 and 17 are in slightly different locations
 - o Include MPRB-designated no mow zones
 - o Suggestion to note mud pit at East Cedar Beach in designs