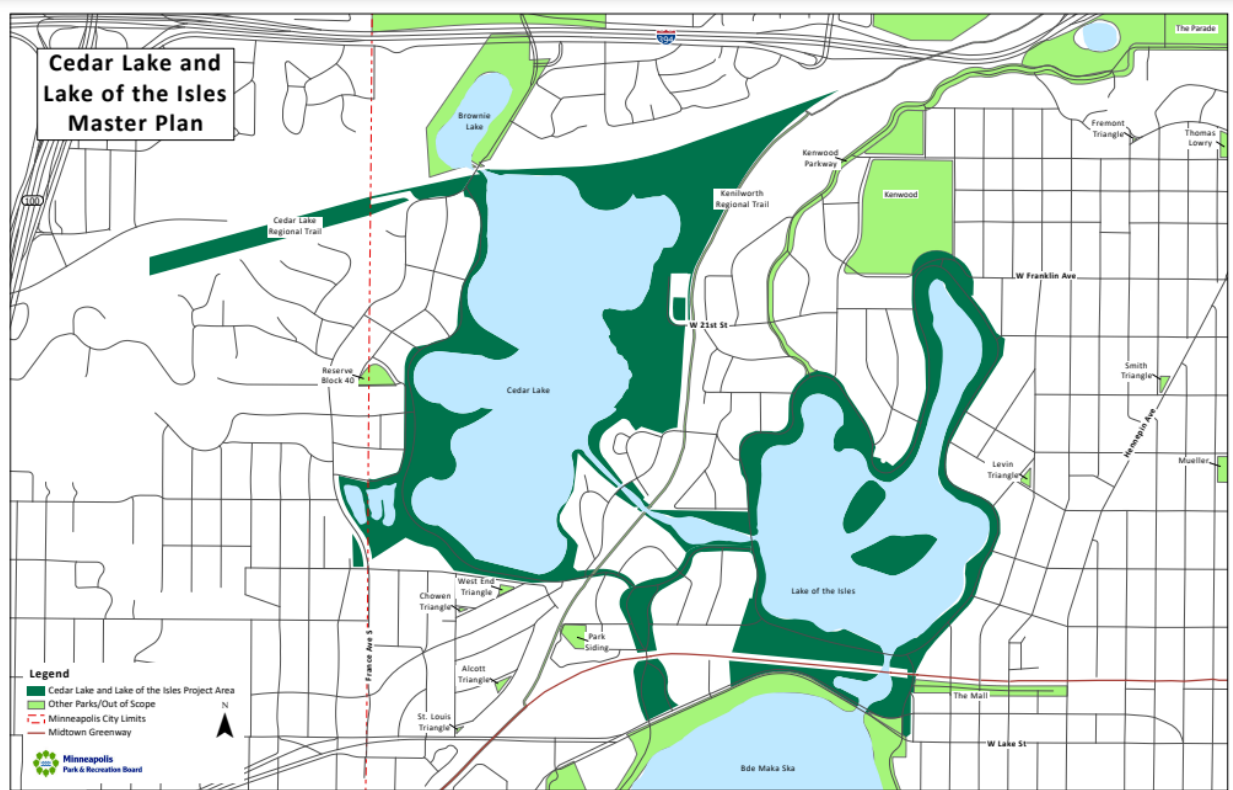


# Recommendations for Preferred Concept *Circulation Working Group*

## CAC Members of Circulation Working Group:

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Special thanks to Dan Miller, Chair, Minneapolis Bicycle Advisory Committee's Engineering Subcommittee, for his contributions to this analysis and these recommendations.



**To promote safety, accessibility, and equity to, from, and within these parks, the Circulation Working Group recommends the following changes/additions to the preferred concept:**

**1. The Circulation Working Group recommends an expanded, directionally separated two-way bicycle facility around the entirety of the Lake of the Isles.**

The addition of a contra-flow direction can be done easily and without adding any additional pavement to Lake of the Isles park, thanks to Lake of the Isles Parkway having an extra 6' of width past the City of Minneapolis' recommended 10' vehicle travel lane width. The existing one-way bikeway measures 10' and repurposing that extra 6' of road width will allow a new 6' bike lane in a new direction to be created (while keeping existing parking as identified in preferred plan and proposed rain garden bump-outs), without adding to total pavement and without removing any mature trees. Bike traffic would be physically separated by direction wherever possible. Lake of the Isles borders several of Minneapolis' most dense neighborhoods, and with anticipated light rail demand at the new 21st Street/East Cedar Lake station it's important to allow for safe, clear, and concise travel in each direction, and also to create capacity for additional bicycle traffic.



*Image above: This is a mock-up example, moving the curb of an existing section of Lake of the Isles Parkway to create more space, of what a section of Lake of the Isles Parkway would look like with a two-way bikeway separated by direction. Note the two separate paths, plus a path farther in from the road for pedestrians.*



*Image above: Image showing physically separated paths along Cedar Lake Trail.*

2. To eliminate conflicts and danger zones between cyclists and pedestrians visiting beaches or transporting boating equipment:

**The Circulation Working Group recommends adding safety landing zones** (paved areas designed alongside a trail to provide space for bicyclists or pedestrians to cross an intersection or pause without congesting the trail), at the following locations:

- Pedestrian crossing on SE corner of Lake of the Isles (near entry point to the Midtown Greenway)
- Pedestrian crossing at intersection of Cedar Lake Parkway at South Beach

The committee recommends an “extended landing zone”, or paved access along the bike path to accommodate existing pedestrian need:

- Along Cedar Lake Parkway, between 22nd Street and Point Beach

We further recommend an examination of any curb cuts at parkway crossings to ensure someone walking or rolling isn’t stranded in traffic while crossing a street.



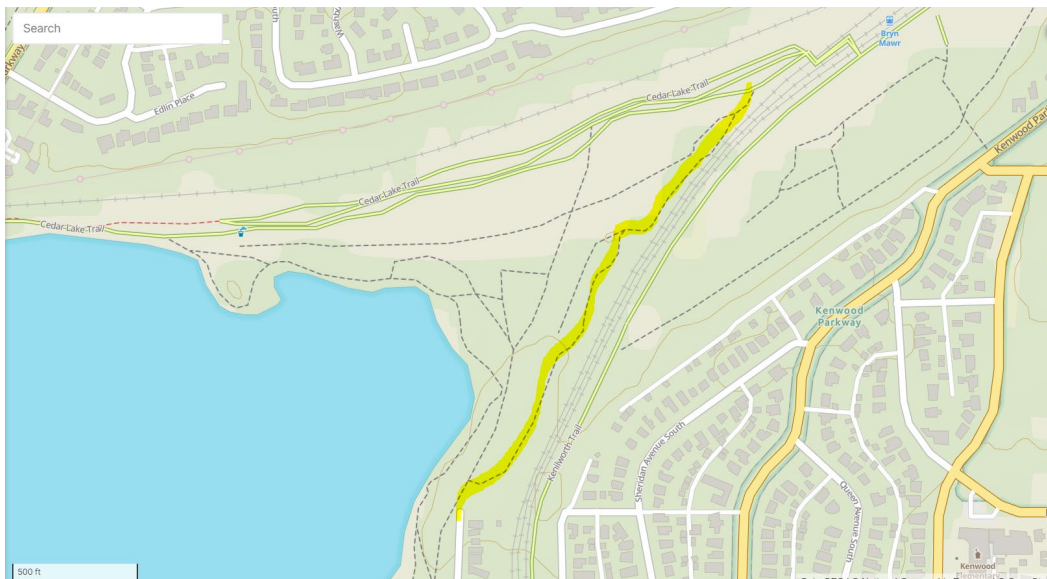
*Image (left): Example of a point-location landing zone. Something similar could be done at SE corner of Lake of the Isles and/or near South Beach on Cedar Lake.*



*Image above (middle): Example of an “extended landing zone” from Minnehaha Parkway. Something like this could be done between 22nd Street and Point Beach on Cedar Lake. Image above (left): Intersection of 22<sup>nd</sup> Street and Cedar Lake Parkway*

3. People who bike are current users of this park. To ensure safety for all users and eliminate conflicts between pedestrians and bicyclists in the natural areas between 21st Street and the Cedar Lake Trail, **the Circulation Working Group recommends creating a sustainable, clearly separated, natural surface bike route that connects cyclists at Cedar Lake East Beach (west of LRT station) near 21st street northbound to the Cedar Lake Trail.** The new path will allow cyclists a safe route, while physically separating them from pedestrians on nearby soft-surface paths.

*Image below: This is an example of a very simple soft-surface path for people who mountain bike, next to a paved bike trail. This path is at the SW corner of Theodore Wirth Parkway and Highway 55.*

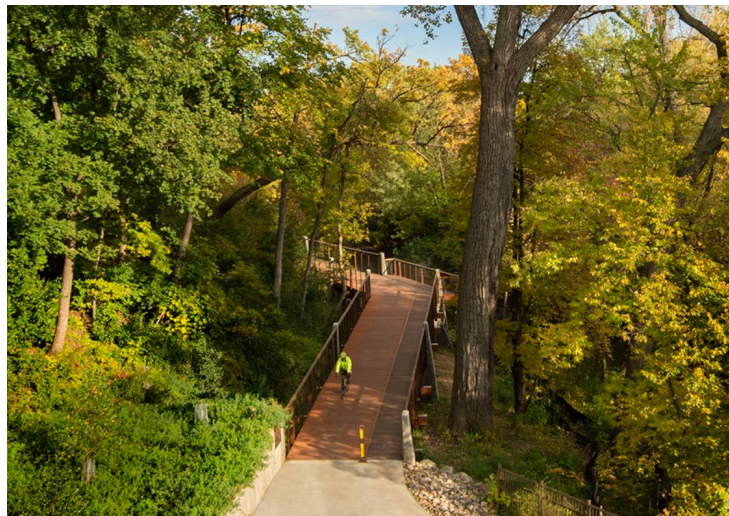


*Image above: This is an example of where a path already exists that could be used as a connector for people on bikes to travel from Upton to Cedar Lake Trail, as one possible routing/solution.*

4. To eliminate pedestrian and cyclist conflicts and perceived threats from closeness of motor vehicles in the NW corner of Cedar Lake, the **Circulation Working Group** suggests moving pedestrian traffic onto a well-constructed, year-round boardwalk between the north end of Point Beach parking lot and the Cedar Lake Trail.



*Images Above and Below: This is an example of a well-constructed boardwalk. These photos are from Minnehaha Parkway near Lyndale Avenue, at ground level and from above.*



*Image Above: This is another example of a well-constructed boardwalk. This example extends slightly/hovers over a lake.*

5. The Park Board and City of Minneapolis have had a historic and important commitment to public access to Minneapolis lake shorelines. In the case of Cedar Lake, that commitment was realized in maintaining public ownership along the southeast shoreline, but completely abandoned in permitting private encroachments on that public land.

Last fall the Park Board took a step in setting right this historical error by adopting a plan to end all encroachments on the SE shore of Cedar lake upon the sale or transfer of each property. **The Circulation Working Group believes that process will take too long, likely extending 40 or more years before the last of the encroachments is cleared. Recognizing that private landowners have only done what the Park Board has permitted them to do, we believe the Park Board should revise its plan and recommend all encroachments be terminated in 10 years, which allows a generous severance arrangement given that the Park Board has the legal right to terminate all encroachments immediately. All private docks, stairways, terraces, boat racks, and other structures changing the shoreline should be removed and the shoreline consistently restored to a more natural condition.**

To respect both the private and public land involved, the boundary between the public land and private land should be marked with a low (to preserve views of the lake) wood fence including gates, as needed, to permit the private landowners to access the shore. Such a fence will announce to the public the areas of public land restored to public use, such as a future walking path.

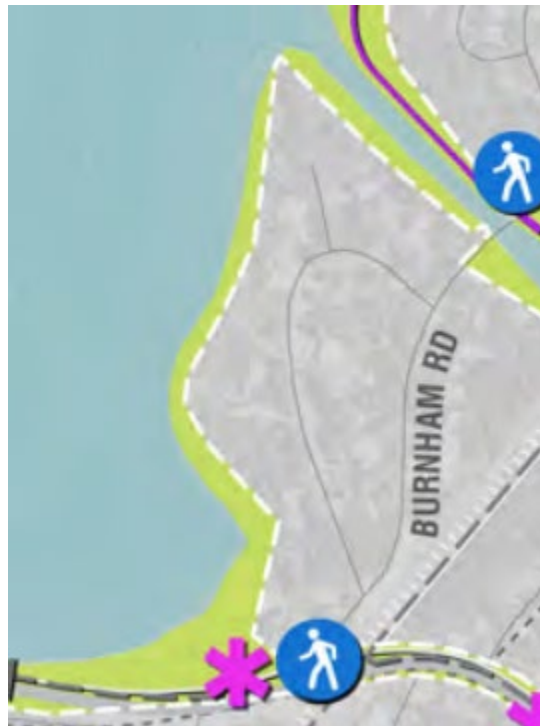


Image above: Southeast shoreline of Cedar Lake delineating park property and private property.