



Circulation CAC Subcommittee Final Recommendations Cedar Lake and Lake of the Isles Master Plan

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SUBCOMMITTEE PURPOSE AND GOALS

The purpose of this subcommittee is to reach consensus on circulation aspects for the Master Plan.

Goals:

1. Align circulation infrastructure and amenities with the Master Plan vision and guiding principles.
2. Improve circulation and access for park visitors while protecting water quality and wildlife habitat and prioritizing visitor safety in this order: pedestrians, bicycles/roller skaters/skateboarders, electric micro-mobility (ex: scooters, bikes, hover boards), motorized vehicles.
3. Clarify circulation networks and links among people, wildlife, and natural resources with low-impact signage and other tools.

APPROVED RECOMMENDATIONS

Lake of the Isles - Crossing at SE Corner of Lake of the Isles Parkway

- a. Redesign the existing paved turnoffs from the Greenway to clarify and differentiate pedestrian and bicycle pathways
- b. Move the large port-a-potty to the flat area east of the connector paths to open up sightlines.

Lake of the Isles - Pedestrian connection at SE Isles to Midtown Greenway

- a. Move pedestrian connection from the west side of dog park to the east side.

Lake of the Isles - Bike Access from Lake of the Isles to Kenilworth Regional Trail

Possible changes to preferred design concept to reduce hardscape and preserve green space while improving access:

- a. Improve existing bike path from Lake of the Isles to Kenilworth Trail via Dean Parkway.

Lake of the Isles - Two-Way Bike Lanes

- a. Reject the Preferred Concept's two segments of "two-way" bike trail on Lake of the Isles as impractical and unsafe.

- b. Amend the Preferred Concept to formalize, with paint or other cues, a bicycle right of way going with the existing direction of traffic on the parkway.
- c. When the parkway is fully reconstructed, consider narrowing the existing Lake of the Isles Parkway to create a raised counterclockwise bicycle path around Lake of the Isles, off the parkway.

Cedar Lake - Southeast Cedar Shoreline Restoration

- a. End all encroachments within 10 years with the removal of all non-MPRB infrastructure.
- b. After shoreline is naturalized, consider public access path if deemed feasible.

Cedar Lake - East Cedar Woods Restoration and Trails

- a. Retain and improve shoreline soft surface pedestrian path to reduce erosion.
- b. Prioritize creation of a Natural Resources Management Plan to guide the removal of invasive species and replacement with native plantings and support human circulation while protecting wildlife and habitat.

Cedar Lake - Northwest Cedar Trails

- a. Reject a shared trail between the "Y" and the Cedar Lake Regional Trail and proposes separated bicycle and pedestrian paths in that segment.
- d. Prioritize safety for pedestrians by widening existing paved paths to a minimum of 6 feet for pedestrians and 8 feet for two-way biking, keeping separate paths and using the least intrusive methods, considering a boardwalk only as a last resort.

General - Land Acquisition of Approximately 20 Acres Below Kenwood/Lowry Hill

- a. Conserve and enhance this parcel for wildlife and habitat to offset fragmentation accelerated by SW LRT.
- b. Formalize the existing trail connecting Kenwood Parkway and Douglas Avenue and the Bryn Mawr LRT stop at Penn Avenue and Cedar Lake Trail.

General - Additional Pedestrian Safety Improvements

- a. On the east side of Cedar Lake Parkway, add an additional paved pedestrian path next to the existing bicycle trail to allow for direct pedestrian access alongside the parkway at two specific locations
 - Between Cedar Point Beach and 22nd Street
 - Between Basswood Road and Cedar Meadows Wetland

TIED VOTE RECOMMENDATION

Cedar Lake - East Cedar Woods Restoration and Trails

- c. Include a soft-surface bike path, entirely separated from pedestrian paths through the woods to Cedar Lake Regional Trail.

TABLED FOR FULL CAC RECOMMENDATION

General - Wayfinding and Signage (including restrooms)

- a. Repair and improve wayfinding and signage throughout the master plan area.
 - For example: location of and distance to restrooms
 - Create welcome, park regulation, and wayfinding signage at 21st Street SWLRT station and Bryn Mawr (Penn Avenue) LRT SWLRT stations