

# Cedar Lake Park

UPDATE

Autumn 2011

Coalition Edition

Volume 23, No. 1

## Ribbon-Cutting Opens Cedar Lake Trail to River

**O**n Tuesday, June 14, 2011, a ribbon-cutting ceremony marked the official opening of the long-awaited, last segment of the Cedar Lake Regional Trail to the Mississippi River. At the celebration, speaker after speaker lauded the Cedar Lake Park Association (CLPA) for their vision and perseverance in sustaining this twenty-two-year effort to create the first free-flowing, federally-funded bicycle commuter trail in the nation.

As Mayor R.T. Rybak stated in his brief remarks, "Citizens' groups like the Cedar Lake Park Association hold [public officials'] feet to the fire, to make sure projects like this get done." For many that gathered for the ceremony, it was the culmination of a long and arduous effort that combined a multitude of forces: public and private.

During the ceremony, CLPA advocate David Klopp recognized two contributors who were unable to attend. Long-time citizen-activist John Richter (who was ill) spent countless hours working on the trail. His negotiating and fund-raising skills were crucial to its completion.

The late Theodore Wirth III, the grandson and namesake of the legendary Minneapolis Park Board Superintendent, executed the first feasibility study for the trail back in 1989. Ted was said to have remarked, "This is a trail for the ages. It will be here for a hundred years."

—Neil Trembley



**Ribbon-cutters, left to right: Sen. Linda Higgins, City Engineer Jack Yuzna, former house Speaker Margaret Anderson Kelliher, County Commissioner Mark Stenglen, CLPA advocate David Klopp, Council Member Lisa Goodman, Mayor R.T. Rybak, Council Member Sandra Colvin Roy. Photo by Bob Day**

### Happy Trail User



Posing in front of North Star Commuter Rail cars, a happy 82-year-old bicyclist, Nancy Newman, emailed the following to CLPA:

**Happy Trail User...***continued on page 3*

### Southwest Light Rail Transit Coming to a Neighborhood Near You!

**T**he Southwest Light Rail Transit (SWLRT) line, a high-frequency train connecting Eden Prairie to Downtown Minneapolis, is proposed to include five stations in Minneapolis. The preferred route enters Minneapolis from St. Louis Park at West Lake Street, passes through Cedar Lake Park, running parallel to the Kenilworth Trail corridor, and then travels through North Minneapolis to Target Stadium.

Planning for a public project of this size and complexity takes years and involves multiple governmental agencies, making it hard for citizens to stay connected to the process. However, this public infrastructure project will

**SWLRT...***continued on page 3*



## On the Horizon

**W**e are still here, thanks to you, continuing our stewardship of Cedar Lake Park and its connecting trails. It is great fun, satisfying and rewarding. Many people find our mission compelling, and contribute with sweat, ideas, dollars, materials and services. We are an equal opportunity citizens' group, open to all.

It has been my great privilege to remain president. Our last election took place subsequent to our 2011 Annual Meeting, held in early April at the Jones-Harrison care facility. We thought it a good idea to move our meeting from the cold winds of January.

Creating and stewarding an urban nature park and trails is legacy work. The 47 acres of the original purchase are now part of 200 acres of MPRB parkland surrounding 200 acres of Cedar Lake.

The Cedar Lake Trail between Hwy. 100 and Downtown received repair this summer by Mpls. Public Works, prodded by CLPA.

Funding came from a special account set up for maintenance many years ago.

The vision of Greater Cedar Lake Park has emerged, extending from the Bryn Mawr to the Kenilworth bluffs. Much of this land, this idea, is at risk of development of some kind. We must be vigilant. —Keith Prussing



**Overlooking the Heart of the Park, one can view the spirals and solar lines of the memorial Cedar Grove, the Cedar Lake Trail above, and the Kenilworth Trail to the right. LRT will run north/south, east of the tree line, west of the trail.**



## Contributors

Cedar Lake Park Association gratefully acknowledges contributions in the form of money, stocks, materials, volunteer time and in-kind services, memorials and gifts. Since the last Update, contributions have been received from:



David & Duffy  
Abramson  
Susan & Lloyd  
Armstrong  
Ted & Ruth Arneson  
Fay Atchison  
Margit & Tom Berg  
Joan & John  
Berthiaume  
John & Mary Bond  
Win & Mimi Bowron  
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Dave Carlson  
Kevin Casserly  
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City of Lakes Loppet



Jeanette Colby & Dave  
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Seymour Gross  
DJ Heinle  
Art Higinbotham  
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Kevin D. Johnson  
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Casey & Elizabeth  
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Richard Thomas  
D'Ann Topoluk  
Neil Trembley  
Michael Wagner  
Kim Waldof  
Bob Wheeler  
Jessica Wiley  
Brian & Linda Willette  
Craig Wilson  
Yale Alumni



## Communications

We are now on Facebook. This newsletter can be downloaded as a .pdf. We now are publishing a fully electronic version that can be sent to your inbox if you provide your email.

We are sending regular notes through the internet, informing and enlisting your support.

# Safety on the Trail



**When passing other trail users ahead of you, say loudly, “On your left (or right)!” Your care and respect for others will make your trail experiences safer. (Note the red train.)** Photo by Meredith Montgomery

## CLPA Archive

For the past two years, CLPA has been organizing documents and creating an archive for those who might wish to access all the letters, newspaper articles, flyers, meeting notices, etc. The plan is to offer the archive to either the special collections library at the downtown Hennepin County library or to the Minnesota Historical Society.

When asked, both have expressed interest. CLPA also plans to scan some of its key documents (the Organizational Guidelines and Statement of Philosophy and Design Principles, for instance) and post them on the CLPA website.

## Happy Trail User

*continued from page 1*

“Will you please give a huge thank-you to any and all in the Cedar Lake Park Association who were involved in the extension and completion of the Cedar Lake Trail. I rode it for the first time today, and what joy! No more struggling through warehouse district streets to get to the river.

“I am so grateful for all you have done to make this possible. Thank you, thank you! Thanks to all the members of the CLPA who continue to send in donations to help with expenses. Without you, this could not have happened. Your generosity is appreciated.”

# SWLRT—Coming to... *continued from page 1*

touch many of our lives and impact our neighborhoods and communities in significant ways.

Your input will ensure that the Southwest LRT development meets the needs of local residents and maintains the character of our neighborhoods, parks and trails. The Met Council is now the lead agency for the local effort to develop the Southwest LRT line. As of this publication, Met Council staff reported that they are still awaiting Federal Transportation Administration (FTA) approval to release the Draft Environmental Impact Statement (DEIS) for public comment.

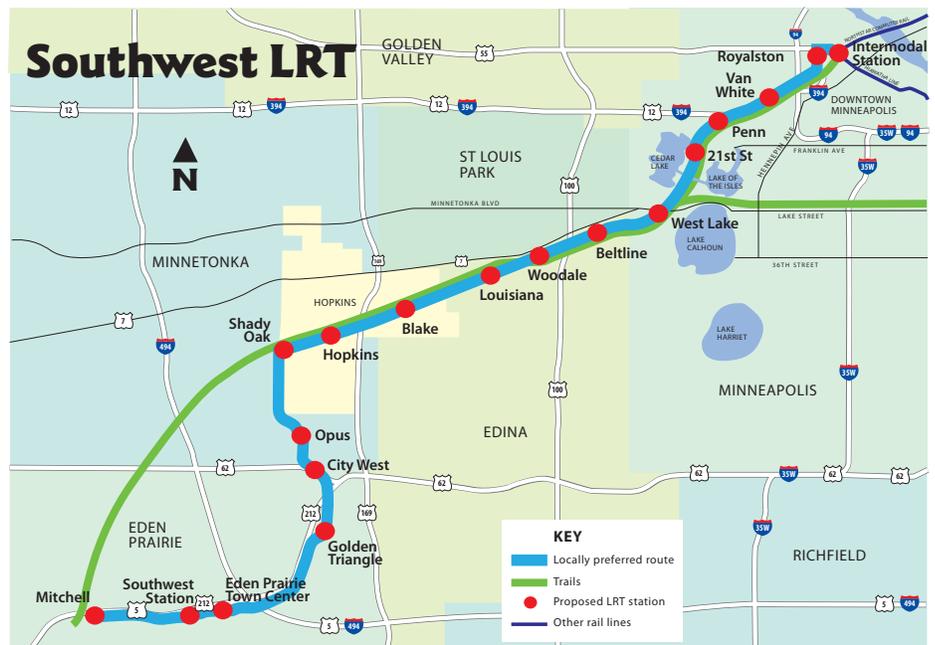
**The publication of the DEIS is one key point for citizen input. When the FTA approves the document for publication, a 45-day public comment period will begin, and public hearings will be scheduled.**

For immediate notification of the DEIS publication and public hearing dates and locations, you can sign up for the project email list at [southwesttransway.org](http://southwesttransway.org). At the website, you will also find guidance on how to most effectively comment on the Southwest LRT DEIS, with a link to A Citizen’s Guide to

Commenting on Environmental Review Projects.

Arm your City Council Member, County Commissioner, Minneapolis Park Board Commissioner and Neighborhood Association with feedback about the proposed Southwest LRT and how it affects your neighborhood. Encourage your Neighborhood Association to participate in the Minneapolis Southwest LRT Coalition. Together we can advocate for a transit alternative that respects our neighborhoods, parks and trails, is safe for our communities and promotes appropriate economic development.

Keep up to date on the Southwest LRT project by visiting [southwesttransway.org](http://southwesttransway.org), the official website for the Met Council’s Southwest Project Office. Check out the link for Meetings and Events to track public meeting times, agendas and minutes for the Southwest LRT Corridor Management Committee, Community Works Steering Committee and the Community Advisory Committee. The Community Works link will direct you to more information and avenues for public input through Hennepin County’s Southwest Community Works Project.



## Commenting on the DEIS is only one place to provide input.

Your continued input now and throughout the development process is needed. The estimated project schedule is as follows:

Major Milestones	Tentative Dates
Entry into Preliminary Engineering	August 2011
Preliminary Engineering	2011–2013
Record of Decision - Environmental	Mid-2013
Final Design	2013–2014
Full Funding Grant Agreement	2014
Construction	2014–2017
Revenue Operations	Late 2017–2018

# Projects in the Park

**H**idden Beach and East Cedar Lake Beach name the peninsula swimming area on the east side of Cedar Lake. The beach continues to be the closest high-quality outdoor water recreation area for thousands of people in Minneapolis, as well as attracting people throughout the region and beyond. The free and easy vibe so special to Hidden Beach endures, along with a regular police presence subsidized by Kenwood Isles Neighborhood Association (KIAA). The mud baths are popular. Many people come by water. The fishing has been good. MPRB contractors cleared much of the area north and south of the main access road. Fortunately, we were able to mark and preserve many of the native trees and shrubs that were planted in 1998. CLPA continues to work cordially in the park with the Park Board.

**At MPRB headquarters** we are meeting with key staff people to remember and maintain the work that has been done over 20 years, and to plan for the future. Commissioner Anita Tabb has been very helpful.

To the west, volunteers are caring for the plantings at the parking lot at **Cedar Point Beach**. Next year, a larger effort will include native perennials. Across the parkway, two lots have been cleared to accommodate a new home. Unfortunately, some trees were cleared, and the immediate neighbors impacted.

**Cedar Lake received a B+ grade for water clarity** in the annual Minnehaha Creek Watershed District survey. Lakes Harriet and Calhoun were "A" level. Brownie Lake was "C."

A citizens' advisory committee (CAC) has formed to consider the **future of the parklands at Brownie Lake**. We have a representative. In addition, we are well represented on the MPRB CAC considering the impact of the SW LRT on the park. Finally, we have participated for years in official Hennepin County groups involved with light rail, watching out for the park and trails.

The **2011 City of Lakes Loppet** was a great success. Several miles of groomed trails were well used for the race, as well as throughout the wonderfully snowy 2010-11 ski season. CLPA volunteers again partnered with honor students from Providence Academy in Plymouth to offer free refreshments to thousands of tired, hungry, thirsty skiers at the end of the race behind the Walker Library.

**Non-native invasive plants** such as buckthorn, burdock, garlic mustard and honeysuckle continue to be removed, while native materials are planted or scattered. Many people enjoy this kind of work. Once you know what to do, working in the park is rewarding physical activity that benefits us all, and can be done in short intervals on your own schedule, alone or with others. Come join us.

**Wildlife abounds in the park.** In the

water, fishermen cast for bass, sunnies, wall-eye, and tiger muskies. Muskrat, turtles, herons and egrets, ducks and geese are found on the lake, with mink along the shores. In the air are hawks and eagles and a myriad of smaller birds, either migrating through or nesting. Deer, turkey, badger, and coyote roam the woods and prairies. Smaller mammals such as mice, squirrels, and voles abound, as

well as snakes.

## Freight relocation in the

**Kenilworth** to provide room for the SW LRT and the Kenilworth Trail continues to be contentious. At present, freight rail and light rail are incompatible, and the trail must stay off-road. There is not enough room for all three in the area west of Cedar Lake Pkwy in western Minneapolis. A citizens group, Safety in the Park, has been active in St Louis Park to protect their neighborhoods through adequate mitigation. These are important issues, yet unresolved.



- |                                |                        |                                   |                            |
|--------------------------------|------------------------|-----------------------------------|----------------------------|
| <b>A</b> Cedar Lake Trail      | <b>G</b> Big Woods I   | <b>M</b> Mound                    | <b>R</b> Confluence        |
| <b>B</b> Prairie               | <b>H</b> Hidden Beach  | <b>N</b> Burlington Northern RR   | <b>W</b> Burnham Woodlands |
| <b>C</b> Parkway Bridge/Tunnel | <b>I</b> Cedar Point   | <b>O</b> Memorial Daffodils       | <b>T</b> Trail Access      |
| <b>D</b> Memorial Cedar Grove  | <b>J</b> Fishing Dock  | <b>P</b> Jones-Harrison Residence | <b>+</b> Water Pump        |
| <b>E</b> Big Woods II          | <b>K</b> Cedar Meadows | <b>Q</b> Linda's Spiral           |                            |
| <b>F</b> Kenilworth Trail      | <b>L</b> South Beach   |                                   |                            |

# Southwest LRT Design Begins

The proposed \$1.2 billion Southwest light rail transit (SWLRT) line running between Eden Prairie and downtown Minneapolis will benefit many communities it serves. In Minneapolis, the SWLRT is proposed to run along the Kenilworth Corridor. The busy and vibrant West Calhoun area anchors this corridor to the south. Going north, the LRT will pass through quiet neighborhoods, vibrant urban parks and trails, and natural green spaces. These unique areas will pose challenges to designers and engineers. These challenges must be met so that SWLRT contributes to, enhances, and preserves our attractive and well-functioning Minneapolis communities.

**We strongly urge our elected representatives and city officials to demand the highest design standards and most effective mitigation practices available to ensure long-term benefits for our city.** This can be achieved through advocacy, zoning codes, historic designation, long-range planning, public-private partnerships, alternative funding sources and other tools. We hope that our governing bodies (Met Council, Hennepin County, City of Minneapolis, Minneapolis Parks and Recreation Board) will work together, along with neighborhood associations and non-profit organizations such as the Cedar Lake Park Association, on both immediate and long-term SWLRT design issues.

**The undersigned neighborhood associations' general goals for LRT design and mitigation of environmental impacts from the proposed SW LRT within the City of Minneapolis include:**

- Maintenance of current healthy, stable, livable communities.
- Safety and enjoyment of parkland and trails for recreational users and bicycle commuters.
- Protection of vital urban green space and wildlife habitat.
- Maintenance or creation of traffic patterns that would ease congestion and enhance neighborhood livability.

Specifically, we believe the following *general mitigation approaches* must be advocated:

1. Tunneling or trenching the tracks must be included where necessary to reduce noise, traffic, and visual impacts. This includes full tunneling, cut and cover and trenching options.
2. A full range of fencing, berming, and landscaping alternatives must also be addressed.
3. Track construction must reduce noise and other impacts. For example, mitigation should include single weld tracks, straightened tracks, and embedded tracks where appropriate.



The Corridor Coalition, created by CLPA, has been meeting since spring 2011 to support creative design and protect what we love. It includes West Calhoun, CIDNA, Kenwood, Lowry Hill, Bryn Mawr, Harrison and North Loop neighborhoods.

4. Visual impacts from overhead catenaries system must be minimized. For example, painted/fluted/tapered poles and appropriate trolley wire for power sources might be appropriate mitigation measures.
5. Disruption to neighborhood livability should be minimized through directional lights/horns for station and LRT operation through the neighborhoods; elimination or severely limiting the use of crossing bells; and carefully placed, judicious lighting.
6. Speed limits of trains must conform to stated mitigation goals.
7. No additional track work related installations (such as switches, storage tracks, crossovers, etc.) should be allowed.
8. Affected neighborhoods must agree with all parking proposals, including parking lots and parking restrictions on neighborhood streets.
9. Minneapolis Park Board properties must be respected, with solutions to key areas (such as Cedar Lake Pkwy, Kenilworth Channel, and Cedar Lake Park) negotiated with the MPRB and neighborhoods.
10. Bike and walking paths near SWLRT must be consistently maintained or improved and be safe and satisfactorily protected.
11. Public safety must be considered, including maintenance of access for emergency vehicles in neighborhoods adjacent to LRT and the need for police services around station stops.
12. Changes in car traffic patterns must be fully analyzed and addressed to the satisfaction of neighborhoods.
13. Economic development must be limited to and encouraged only in appropriate areas.
14. Freight rail must be relocated to another corridor and not co-located with the LRT on the Kenilworth corridor.
15. During the construction period, neighborhood livability must be maintained, including bicycle trails and pedestrian connections through neighborhoods.

**In sum, our Minneapolis neighborhood associations have confidence that SWLRT can have a positive impact in our communities if it is well designed and respects the above stated goals.** Designers and engineers will face diverse challenges at the most southerly section of the SWLRT line in Minneapolis. They will need to enhance West Calhoun's commercial growth and recreational center with a station area that builds strong, visible and safe connections to the commercial community as well as the Chain of Lakes and the historic MPRB Grand Rounds. Car traffic must be mitigated and bicycle and pedestrian infrastructure should be enhanced. In the CIDNA area, designers must ensure livability in areas of denser housing and maintain attractive recreational opportunities.

**In the CIDNA, Kenwood and Lowry Hill areas, designers must seek all opportunities to preserve and enhance uniquely tranquil urban landscape, bicycle commuting, and recreational areas, including around the proposed 21st Street station.** Every possible effort must be made to minimize the impact of additional traffic on Kenwood streets that are potential routes to the station.

With advocacy, high standards, creativity, and use of available tools and partnerships, the SWLRT can be a national example of excellence in transit design.

—Brian Willette

# Cedar Lake Park Memorials

In early July of this year, the Minneapolis Parks and Recreation (MPRB) Forestry staff put the finishing touches on a memorial to the man who accidentally jumped off the Cedar Lake Parkway Bridge and fell 25 feet to his death. The accident happened October 12 of last year.

John P. Caouette, 46, was finishing a 20-mile run from the Arboretum and had taken a dip in the lake prior to setting out for his relative's house at dusk. He and his family were visiting from Juneau, Alaska where Mr.

Caouette worked for the U.S. Department of Agriculture, Forest Service.

A MPRB staffer noted that Mr. Caouette was an avid sportsman and loved to run. Among his interests with the Forest Service was the life cycle of cedar trees. Mr. Caouette's work on cedars was well known among the MPRB Forestry staff, and it was thought appropriate, since he was using the Cedar Lake Trail and the Cedar Lake Parkway Bridge, that he be memorialized with a cedar tree and a memorial stone beside the bridge.



**John Caouette Memorial, near Cedar Lake Pkwy. bridge.**



**Linda Jadwin Memorial, south of Hidden Beach.**



**Memorial Cedar Grove bench in the Heart of the Park.**



**Hedberg family memorial, by the northern prairie pump**

The extensive rain and heat this summer made for a fantastic season out in the **Cedar Lake Prairie**. New native-species flowers (planted by Data Recognition Corporation volunteers in May) thrived, and many plants that had gone dormant during the long, dry decade past came back with a flourish.

Thanks to DRC Wildflower Planters Bridgit Ramberg, Aaron Ramberg, Denise Esner, Laura Tisdell, Joan Collins, Linda O'Leary, James Fogarty, Donald Sharp, Curt Dederich, Erica Hyland and Rhonda Kuehl. In June the spectacular orange Butterflyweed dotted the prairie, along with Leadplant, a delicately leaved shrub noted for its hairy blue flowers.

In July, purple Bergamot (bee balm) emerged from a long slumber and filled the prairie with a fragrant perfume. In early August, the Big Bluestem emerged and started reaching up to the sky: by September, this grass could grow up to 10 feet high. All in all, the summer of 2011 produced a glorious display of nature's beauty.



**Butterfly Weed, abundant in the prairie, sipped by a Monarch butterfly.**



**Joe Schmitz, amidst the Bluestem grasses, doing a prairie plant survey**



**Eastern Bluebird.** Photo by Wikimedia Commons user Ken Thomas.



**Wild Bergamot adds a lovely lavender, and the bees love it.**

# Cedar Lake Park: A History

**N**early 16 years ago, the Cedar Lake Park Association decided to chronicle the founding of the group and the saving of Cedar Lake Park. Now, the book is almost finished. Here is an excerpt from the book dealing with one of the most contentious issues in the history of the formation of the park. The time period is 1989.

## Adding a Linear Park

Some members of Save Cedar Lake Park, as the group was called back then, proposed that the park must not only be established, it must also be connected. They advocated bicycle and pedestrian trails winding through the area. Linear parks like the Minnehaha Parkway connected the city's lakes to the river, and softened the hard edges of urban life.

From all over the Twin Cities, people came to enjoy the Grand Rounds, a system of connected parkways that nearly encircled the city. Now, Save Cedar Lake Park proposed a green corridor that would run from Cedar Lake through the center of downtown Minneapolis and link the Chain of Lakes to the Mississippi River, creating a non-motorized transportation belt stretching across the city. Subsequent spurs could link the city to the suburbs and help unite its disparate parts.

The park and trail concepts became intertwined. Not surprisingly, tension developed between park lovers and trail enthusiasts. Part of the park's allure, the naturalists argued, was its inaccessibility; its remoteness made it



all the more unique, precious, and wild. Those who perceived the park as a refuge envisioned the area as a place to commune with nature. To them, a trail in the park would be like paving a road through the Boundary Waters. In the ensuing discussions, many heatedly advocated this position.

Others found virtue in creating trails that would bind the metropolitan communities. Park-deficient neighborhoods, they argued, would see the creation of Cedar Lake Park as just one more goodie for the rich folk in Kenwood. But a trail that connected to their neighborhoods would make the park a regional asset, available to everyone.

In its twenty-two year history, no other issue invoked such heated discussion. Ultimately the group reached consensus: protection and connection. To assuage those concerned that the trail would overwhelm the park, they pledged to conserve as much of the core area as possible by pushing the trail to its outer edge. While the debate had threatened to tear the group apart, in the end, it created the group's central narrative.

## The Purchase of Cedar Lake Park

*The Star Tribune newspaper asked about our role in the actual purchase of Cedar Lake Park. Here are the facts:*

**December 1991:** SCLP Update: Total cost = \$1.6 million for 48 acres. SCLP's obligation was \$533,000. SCLP had raised \$487,000. James Ford Bell Foundation made a grant of \$5,000 and an interest-free loan of \$46,000 to cover SCLP's obligation.

**January 16, 1992** Steering Committee Meeting Notes (Doris Peterson, Secretary). [Project Coordinator Laurie Lundy] recounted the ceremony of the presentation of SCLP's private funds check [SCLP's obliga-

tion was \$533,000] to the Minneapolis Park Board, November 20 [1991] and their purchase of the property the following week.

**Minneapolis Park Superintendent David Fisher** commended SCLP's many volunteers for their accomplishment. He suggested that a long-term relationship similar to the Park Board's partnership with the Walker Art Center could be developed. Superintendent Fisher said the result could be "the establishment of the greatest urban prairie anywhere, a unique outdoor laboratory and environmental classroom for our citizens." —Neil Trembley



Left to right, Update Editor Jim McPherson, Hennepin County Commissioner Gail Dorfman and former CLPA VP Bob Day socialize before our 2011 annual meeting.

CLPA's 2012 annual meeting will be Tuesday, April 3, at the Jones Harrison residence, from 6:30 to 9:00 p.m. You're invited.

Photo by Dorothy Childres

## Volunteers in the Burnham Woodlands

**J**ewelweed, which was introduced last fall in several large areas of the site grew very well. It soon became evident that it was providing good foraging crop for deer, which was great: Providing food and habitat for native wildlife, a goal.

By August, however, all the jewelweed, which had done so well the first part of the growing season, failed due to unusually dry weather. Hopefully, we will collect seed again, and recast for another crop in 2012.

Also, first year plants from wildflower seeds strewn last year in areas newly cleared of buckthorn grew well this year. This summer's big project of clearing an area of open woodland, 100 feet by 50 feet, of buckthorn continues, with plans for a late Fall strewing of native seed material collected from other locations within the Minneapolis park system.

The challenge remains: addressing the continued removal and advancement of buckthorn in the Burnham Woodlands, and the onslaught of nonwoody invasive plants that are sprouting up in any area now cleared of buckthorn: garlic mustard, creeping bell flower, leafy spurge, motherwort, burrs, thistles, and St. John's wort...

**We need volunteers**, especially a few people who—after being introduced to the work being done in the UBRS and knowing which plants are invasive and which are native—can work on their own, in their own time, setting their own tasks.

This would be immensely appreciated and helpful—the perfect volunteer gig for some who enjoy less structure and working alone. Contact [info@cedarlakepark.org](mailto:info@cedarlakepark.org) or 612-377-9522 for more information. —Mary Taylor



Digging in the dirt of the Memorial Cedar Grove during autumn 2011.

**VOLUNTEER OPPORTUNITIES**  
To volunteer or contribute to your park, email [info@cedarlakepark.org](mailto:info@cedarlakepark.org) or call (612) 377-9522

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*Cedar Lake Park Update* is published seasonally by the Cedar Lake Park Association (CLPA).

Since 1989, CLPA has worked with individuals, neighborhoods, corporations, foundations, churches and schools, as well as with state, regional and federal agencies.

We have successful partnerships with the Minneapolis Park and Recreation Board and other city, county, regional, state and federal agencies.

Editor: Jim McPherson  
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## CLPA Update, Autumn 2011

*If you want to be added to our mailing list, or would like earlier editions of this newsletter, please visit [www.cedarlakepark.org/publications](http://www.cedarlakepark.org/publications)*

## Calendar

### **CLPA Steering Committee**

Second Monday, 7 to 9 p.m. at the Kenwood Recreation Center. You're invited.

2011

### **Ice out on Cedar Lake**

April 10, 2011

### **Yale alumni workday**

May, 2011

### **Cedar Lake Trail opens to the river**

June 14, 2011

### **Fall Equinox**

September 23, 5:05 a.m. EDT

### **Annual Fund Drive**

November, 2011. Please Contribute.

### **Winter Solstice**

December 22, 2011, 12:30 a.m. EDT

2012

### **City of Lakes Loppet**

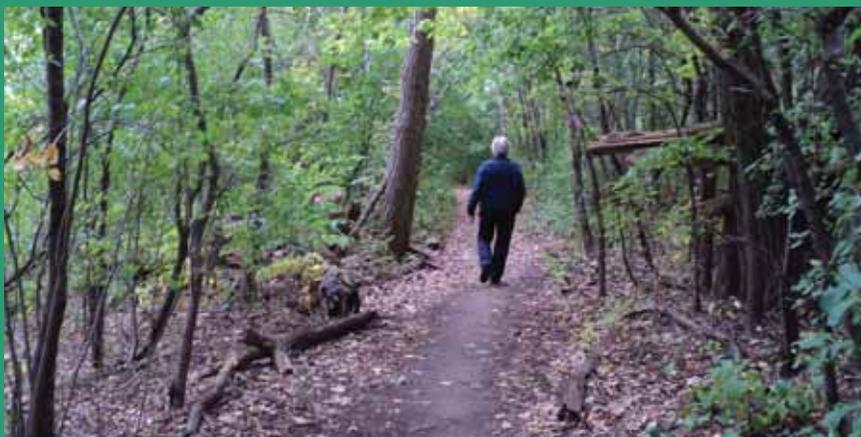
Feb. 4 & 5, 2012

### **Annual meeting**

April 3, 2012

### **Neil's prairie planting**

May, 2012



Update editor Jim McPherson enjoys a walk on the lakeshore trail.

## Cedar Lake Park Association Mission

- 1. Create and nurture a park at Cedar Lake with a thriving nature preserve and connecting trails and greenways.**
- 2. Provide opportunities for people to learn to live in community with nature and one another.**
- 3. Continue to foster citizen leadership and private involvement in the development and management of the park and trails.**
- 4. Support similar efforts throughout the metro area and beyond.**