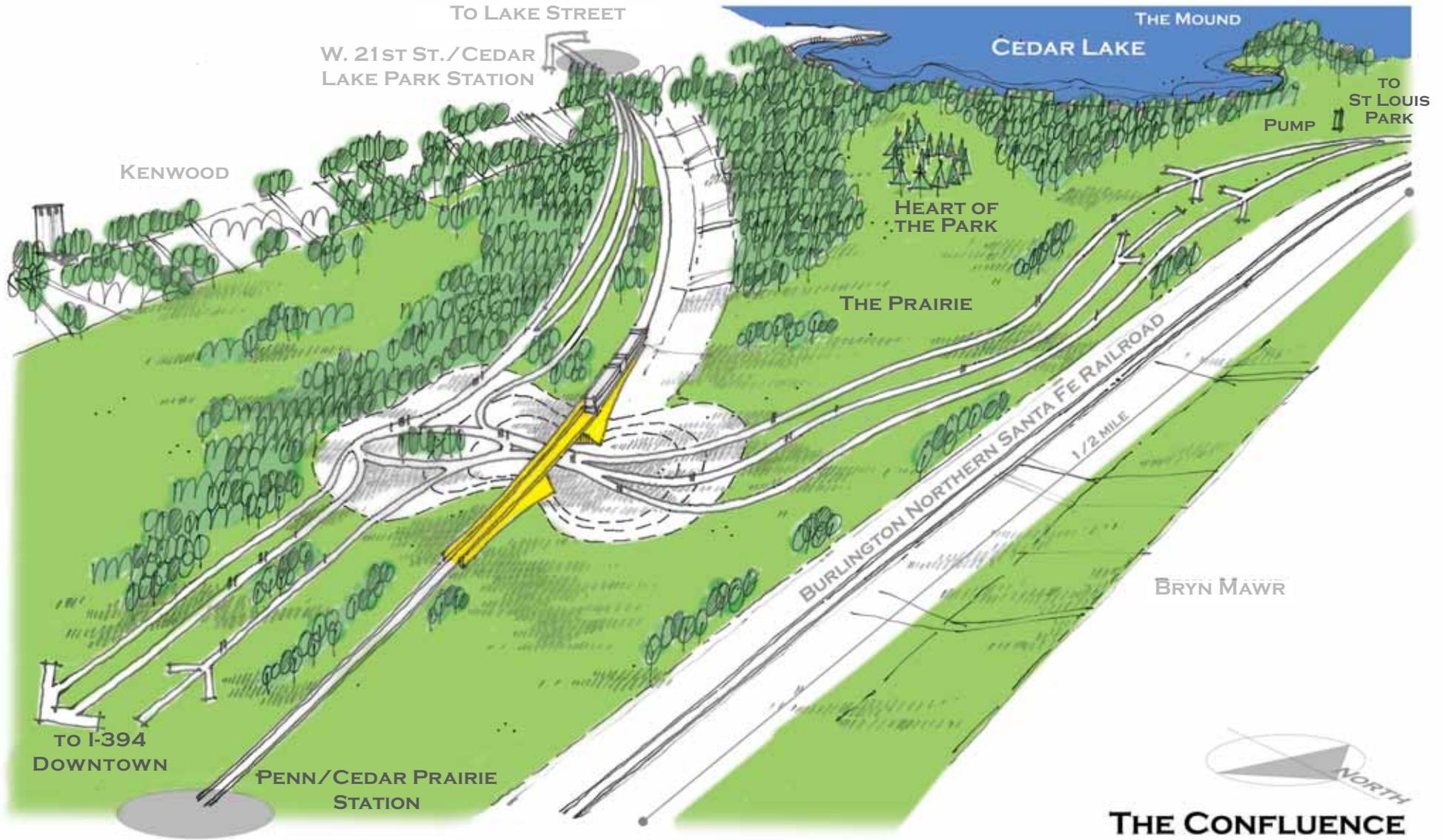


We need an underpass beneath the light rail line.

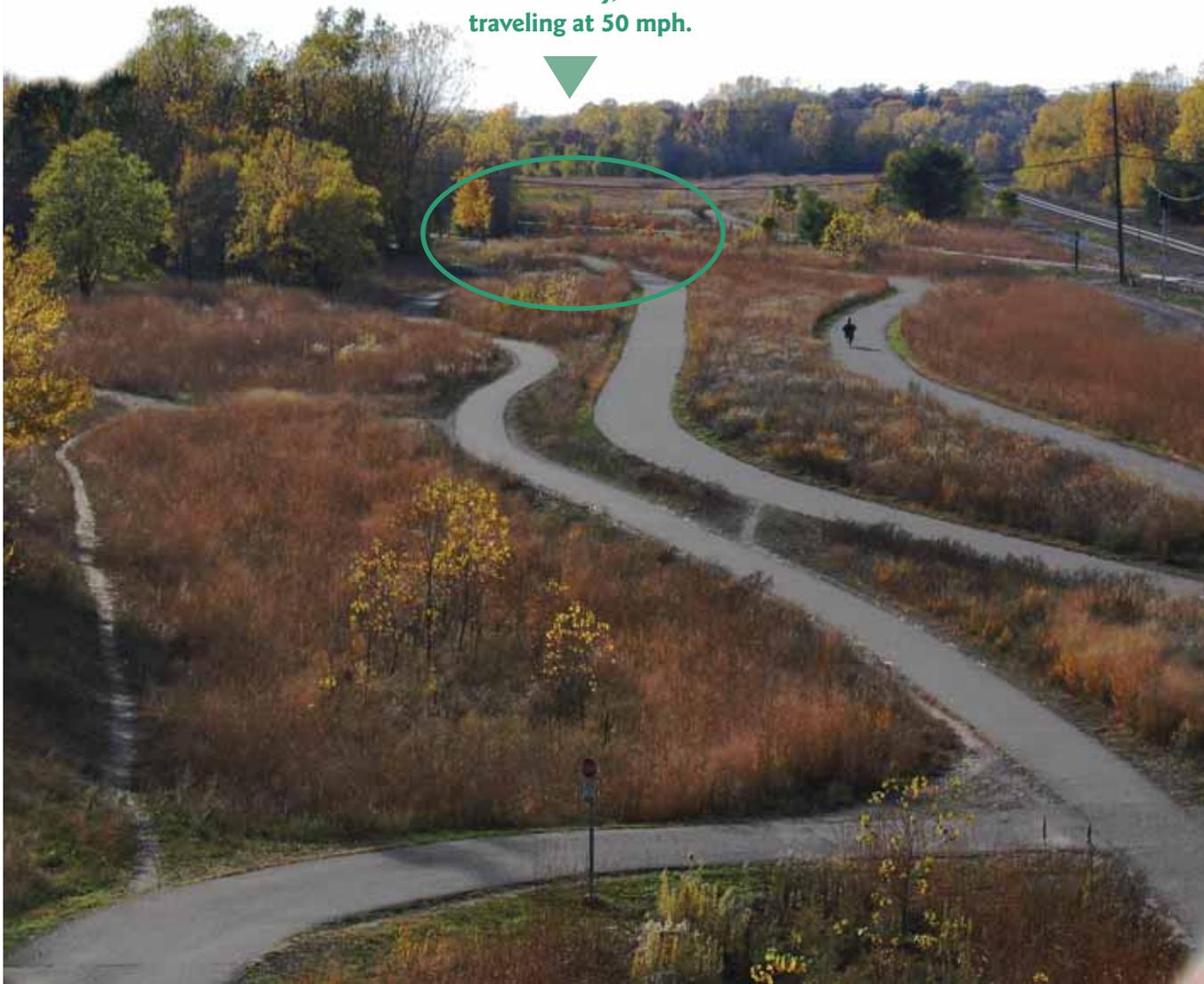
This would respect the integrity of the Trail, ensure safety, promote connectivity, and may even increase usage.



A CALL TO ACTION

BY NEIL TREMBLEY

Imagine trail users at the confluence of the Cedar Lake Trail encountering 200 trains a day, each one traveling at 50 mph.



In the coming months, we face a daunting task, one that will profoundly affect the trail through Cedar Lake Park.

The Southwest Light Rail Transitway is on the way. As the proposed light rail line comes into Minneapolis through the Kenilworth corridor and enters Greater Cedar Lake Park, it will run smack dab into the Cedar Lake Regional Trail.

We all know the importance of the Cedar Lake Regional Trail (CLRT). It connects the western suburbs to the city. It's a gateway to the Chain of Lakes. It links the Grand Round, Kenilworth, Midtown, River Road, Luce Line... the list of trails goes on and on. As the nation's first federally funded, non-motorized commuter route, the CLRT serves as the linchpin of a superb bicycle transit system.

Now, here's the rub. **We've heard the plans show the Trail crossing the light rail line at grade. Now imagine a major motorized highway crossing a rail line at grade: no one would even think of it. Certainly, the same holds true for a major bicycle commuter route and a light rail line.**

Well, here's the solution: we need an underpass beneath the light rail line. This would respect the integrity of the Trail, ensure safety, promote connectivity, and may even increase usage. The drawing on the other side of this page illustrates how such an underpass might look.

But what about the current freight line? It crosses the Trail at grade. Sure. But that freight line runs six times per day, crawling along at 5 mph. The SW LRT will run more than 200 times per day, zipping through the park at 50 mph. Comparing the two crossings is like comparing apples to oranges.

To remain the Number One Bicycle City in America, we must design transit systems that will nurture each other and promote growth. It is imperative that we meet this challenge.

How do we make the Cedar Lake Trail Underpass a reality? **We need to talk to our neighbors, contact our elected officials, write editorials, and attend the Cedar Lake Park Association's steering committee meetings** (the second Monday of every month, from 7 to 9 p.m. at the Kenwood Rec Center).

We've been through so much to nurture Cedar Lake Park and its Trail. We have no alternative. **We must act.**

Looking west from I-394 into Greater Cedar Lake Park, the rails/trails intersection of the Confluence is highlighted.