



Real People. Real Solutions.



Crosslake Pedestrian & Intersection Improvements Project

November 29, 2022

Phil Martin, PE
Jacob Bongard, PE PTOE
Bolton and Menk, Inc.

Project Overview

- Project Partners
- Project Extents
- Previous Work Completed
 - Crosslake Parking and Pedestrian Route Study (2019)
 - Crosslake Water Quality Improvements (2021)
 - Transportation Alternatives Application (2021)
 - \$610,000 Awarded for Pedestrian Improvements
 - Eastern Federal Lands Access Program (2022)
 - \$850,000 Awarded for CSAH 3/66 Intersection Improvements
- Project Schedule:



Study:
Sept. - Dec. 2022
Data is collected to develop design alternatives.



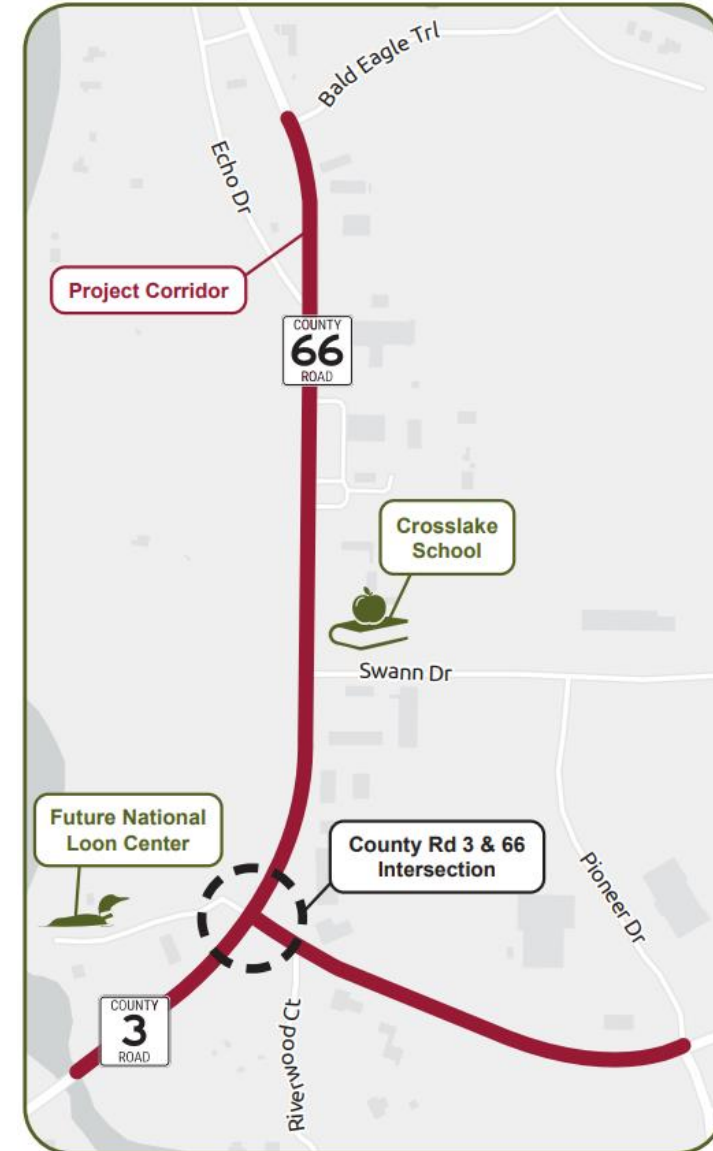
Preliminary Design:
Dec. 2022 - April 2023
A design is selected and refined.



Final Design:
April 2023 - April 2024
The design is finalized and plans for construction are made.



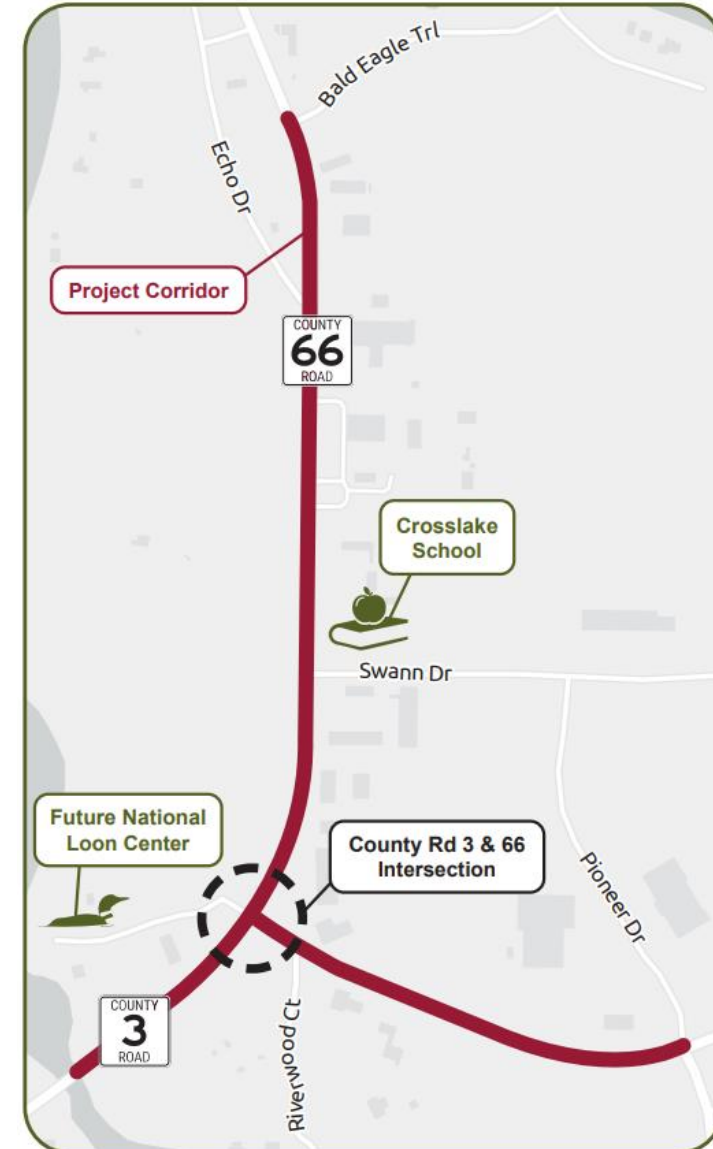
Construction Begins!
April 2024



Goals and Objectives

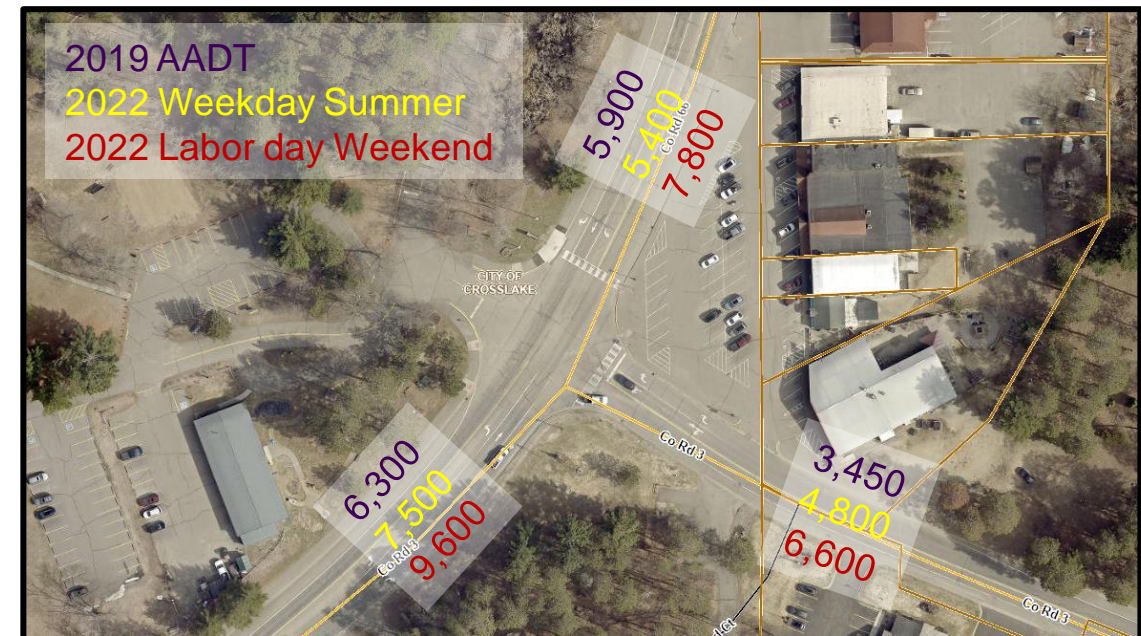
The objective of this project is to develop a community supported alternative that fully integrates improvements to pedestrian safety and mobility, intersection operation and safety, and stormwater treatment. The goal of this project is to have these important enhancements in place before the opening of the NLC in 2024.

- Goals and Objectives
 - Safety Improvements to the CR 3 & 66 Intersection
 - Pedestrian Improvements Along CR 3 to Pioneer Drive and along CR 66 to Bald Eagle Trail
 - Stormwater Treatment Improvements to Protect Water Quality
 - Additional Considerations



Existing Conditions and Intersection Control Evaluation

- Intersection/Corridor Attributes
 - Speed Limit = 35mph | 45mph south of the intersection
 - Suburban/Urban Section | Rural south of the intersection
 - Marked Pedestrian Crossing (N and E Legs) with RRFB across north leg
 - Sidestreet stop control for east and west approaches
- Intersection Control Evaluation
 - Data Collection
 - Traffic Operations - Peak and Off-Peak
 - Traffic Warrants
 - Vehicle/Pedestrian Safety
 - Traffic Forecasting
 - Future Conditions Evaluation



CSAH 3/66 Alternatives Analysis

- “Do Nothing” – Side Street Stop Control - **Does not meet project goals**
 - Significant support to make long-lasting improvements that emphasize pedestrian safety while meeting the needs of the community both today and well into the future
 - Existing facilities function today but do not meet the needs of the community with added pedestrian and vehicle traffic
- All-way Stop — **Does not meet project goals**
 - Significant support to make long-lasting improvements that emphasize pedestrian safety while meeting the needs of the community both today and well into the future
 - Expected to function but does not have ability to accommodate growth or safely accommodate all users to the level of the traffic signal or roundabout.
 - Could be unexpected condition entering into and exiting from rural high-speed conditions to the south
- Traffic Signal
- Roundabout

Traffic Signal



Single Lane Roundabout – Recommended Technical Alternative



Pedestrian Safety – A deeper look



Versus



Initial Familiarity

Conflict Points



Driver Speed



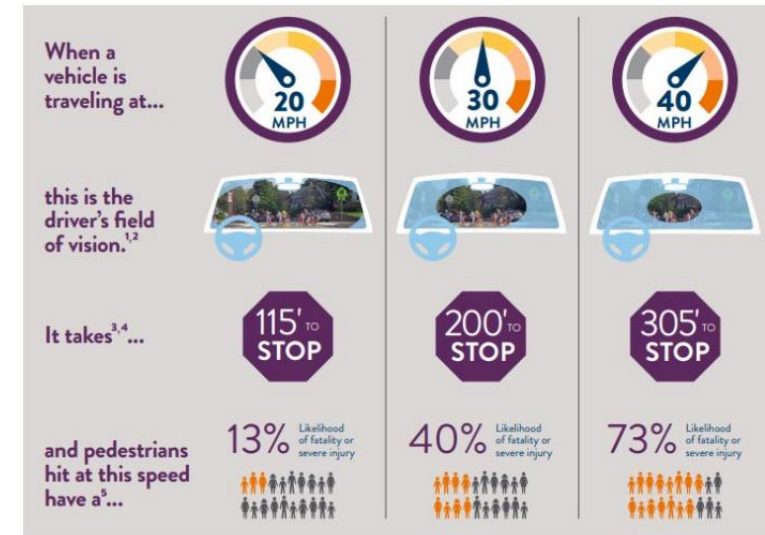
Ped. Wait Times



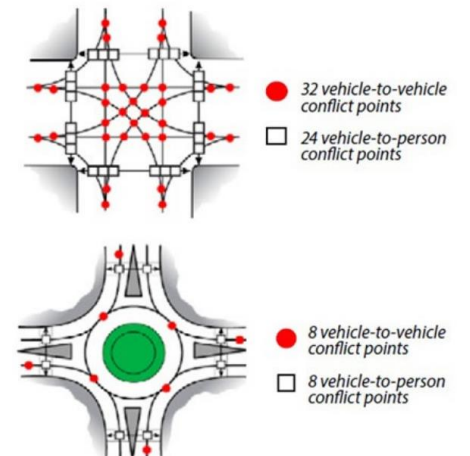
Driver Line of Sight



Driver Decision-Making



Source: MnDOT Design and Engineering



Minnesota's Best Practices and Policies for Safety Strategies on Highways and Local Roads

Public Engagement and Next Steps

- Stay Involved!
 - Visit the Project Website
 - Sign up for the mailing List
 - Provide your input today or on the online application (inputID)
 - Alternatives will be provided for input
- Next Steps – Project Schedule:



Study:
Sept. - Dec. 2022
*Data is collected
to develop design
alternatives.*



Preliminary Design:
Dec. 2022 - April 2023
*A design is selected
and refined.*



Final Design:
April 2023 - April 2024
*The design is
finalized and plans for
construction are made.*



**Construction
Begins!**
April 2024

Thank you for your attendance today!