

Crosslake Pedestrian and Intersection Improvements

Frequently Asked Questions



Updated November 2022



Can the entrance/exit to the campground and/or National Loon Center (NLC) be shifted either north or south of the intersection?

The current USACE Campground access, internal roadway network and initial contact station are set up to best serve visitors entering and exiting from the County Road (CR) 3/66 intersection. Relocating the primary campground access to the Swann Drive intersection would require reconfiguration of the site and likely result in backups that extend from the campground onto CR 66.



How would larger vehicles such as RVs and vehicles with trailers navigate a roundabout?

An important factor in every roundabout is designing to accommodate the largest motorized vehicle likely to use the intersection. The current roundabout concept is expected to be able to accommodate all movements, including entering and exiting the USACE Campground, for vehicles as large as a WB-62 Truck (Semi pulling a 48' trailer) and an RV pulling a boat. The turning path requirements of these vehicles and others identified will dictate the roundabout design. In general, roundabouts are used to accommodate large vehicles while maintaining low speeds for passenger vehicles. A truck apron will be used to provide additional traversable area around the central island for tracking of larger vehicles while maintaining a smaller roundabout footprint to minimize impacts to adjacent properties.



How do emergency vehicles navigate through a roundabout?

Emergency vehicles navigate roundabouts as they would at a conventional intersection. As a driver, when an emergency vehicle is approaching, continue to your exit and then pull over to stop. Do not stop in the roundabout. Allow emergency vehicles in the roundabout to pass before entering the roundabout. If you are already in the roundabout, continue to your exit and then move to the right to stop.



How can pedestrians safely cross at a roundabout?

Roundabouts provide a safe environment for pedestrians by reducing driver speeds and minimizing the number of locations where vehicle and pedestrian paths cross, also known as conflict points. Median islands allow pedestrians to focus on crossing one lane of traffic at a time and crosswalks are set back to increase pedestrian visibility and allow drivers to focus on pedestrians crossing before focusing on vehicle traffic in the roundabout.

As a pedestrian, the existing and proposed sidewalk/trail network within the City of Crosslake can be followed to a crossing of the CR 3/66 intersection. When approaching the crossing of the roundabout:

- » Cross the roundabout one approach at a time.
- » Look for vehicle traffic approaching from a single direction. Make eye contact with the approaching driver, if present, ensure the vehicle is coming to a stop and cross to the center median.
- » Use the median island as a halfway point where you can check for approaching traffic in the other direction.
- » Again, make eye contact with the approaching driver, if present, ensure the vehicle is coming to a stop and cross from the median to the far side of the intersection.
- » Cross only at crosswalks, always stay on the designated walkways, and never cross to the central island.

Review more information on Pedestrian Safety at Roundabouts by visiting the “Documents” tab on the project website.



Visit CrosslakeImprovements.com for more information and to sign up for project updates!



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The traffic issues are seasonal; is a permanent change necessary?

Elevated traffic and pedestrian levels can be seasonal, but the Crosslake area observes extended periods of seasonal traffic due to its popularity during the spring, summer, and fall months. It is important that this project provides an improvement that safely and efficiently serves all users during these months as well as during the off-peak hours, days, and months.

For example, a roundabout provides continuous flow to all movements during all hours of the day, days of the month, and months of the year – it will serve the community well in all seasons. In the case of a traffic signal, timings could be adjusted during off-peak times to cycle quicker between movements. Delays would still occur but could be minimized based upon changing traffic patterns and levels.



How will the proposed improvements impact existing parking? Will additional parking for the NLC be added with this project?

At this time, minimal impacts to existing parking stalls are expected with the range of concepts being reviewed for the CR 3/66 intersection. More detailed construction limits will be available following preliminary design, but an effort will be made throughout to minimize impacts to existing parking. Providing additional parking with the opening of the National Loon Center at other locations within the City is not part of the scope of this project.



What is the schedule for intersection improvements?

We are here!

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

The NLC is planned to open in Spring 2024.

Open House: Spring 2023



Will there be another full closure? How will construction be staged?

The project team fully understands the concerns surrounding another full closure of CR 3/66 following the closure of CR 66 in 2022. Improvements to the CR 3/66 intersection provide additional opportunities for construction staging that will be explored further following identification of a recommended design. This project location offers nearby detour opportunities that did not exist with the northerly CR 66 improvement. A variety of strategies including staged construction, local detour routes, business signing, etc. will be utilized to minimize impacts to the businesses and residents of Crosslake. More information will be provided when available.