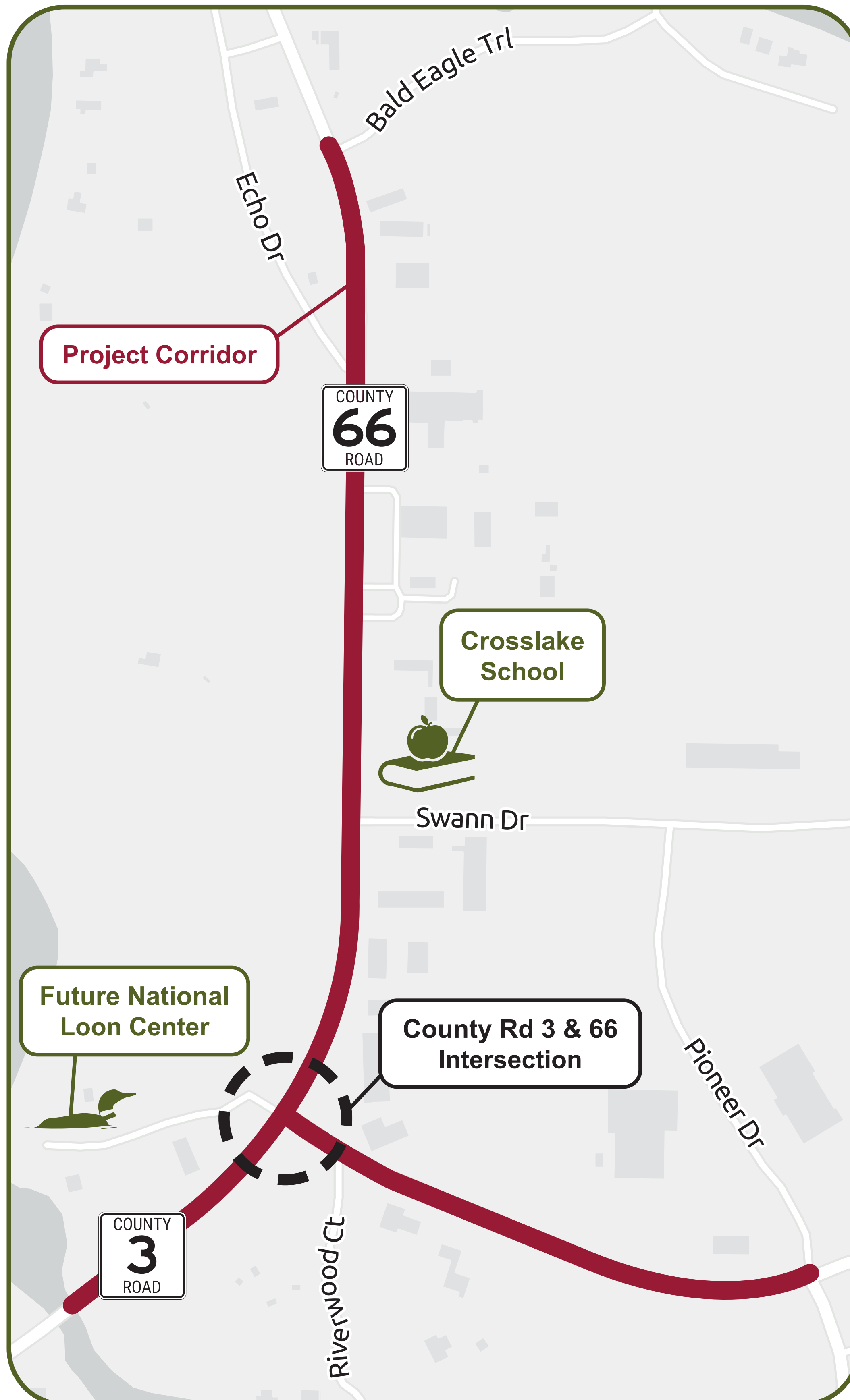


# Crosslake Pedestrian and Intersection Improvements



## Project Overview

Crow Wing County, in partnership with the City of Crosslake, is planning to make improvements to County Road (CR) 3 and County Road (CR) 66. Existing issues associated with this traffic corridor have been a topic of conversation for some time, and with the added traffic anticipated from the National Loon Center (NLC) set to open in 2024, improvements are needed now more than ever.

This project will align all past, present, and future efforts to establish a cohesive, community-supported vision for the corridor that will be constructed prior to the NLC opening. The proposed improvements include:

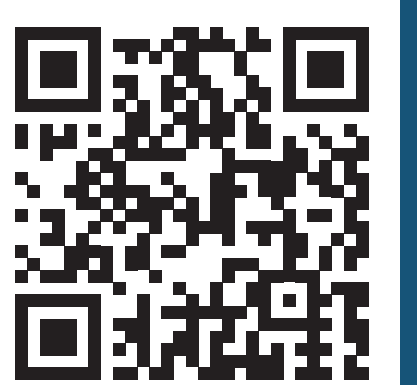
- Safety improvements to the CR 3 & 66 intersection
- Pedestrian improvements along CR 3 to Pioneer Drive and along CR 66 to Bald Eagle Trail
- Stormwater treatment improvements to protect water quality

## Project Schedule

Since the open house in November 2022, the project team has identified a recommended traffic control for the intersection. Additionally, the team has identified pedestrian infrastructure improvement options, which we are presenting and gathering feedback on at this open house.



Scan the QR to share your input and sign up for project updates!



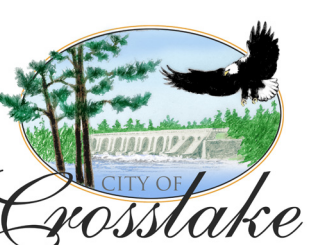
## Project Contacts

**Tim Bray, Project Manager (Crow Wing County)**  
Tim.Bray@crowwing.us 218-824-1110

**Phil Martin, Project Manager (Bolton & Menk, Inc.)**  
Phillip.Martin@bolton-menk.com (218) 821-7265

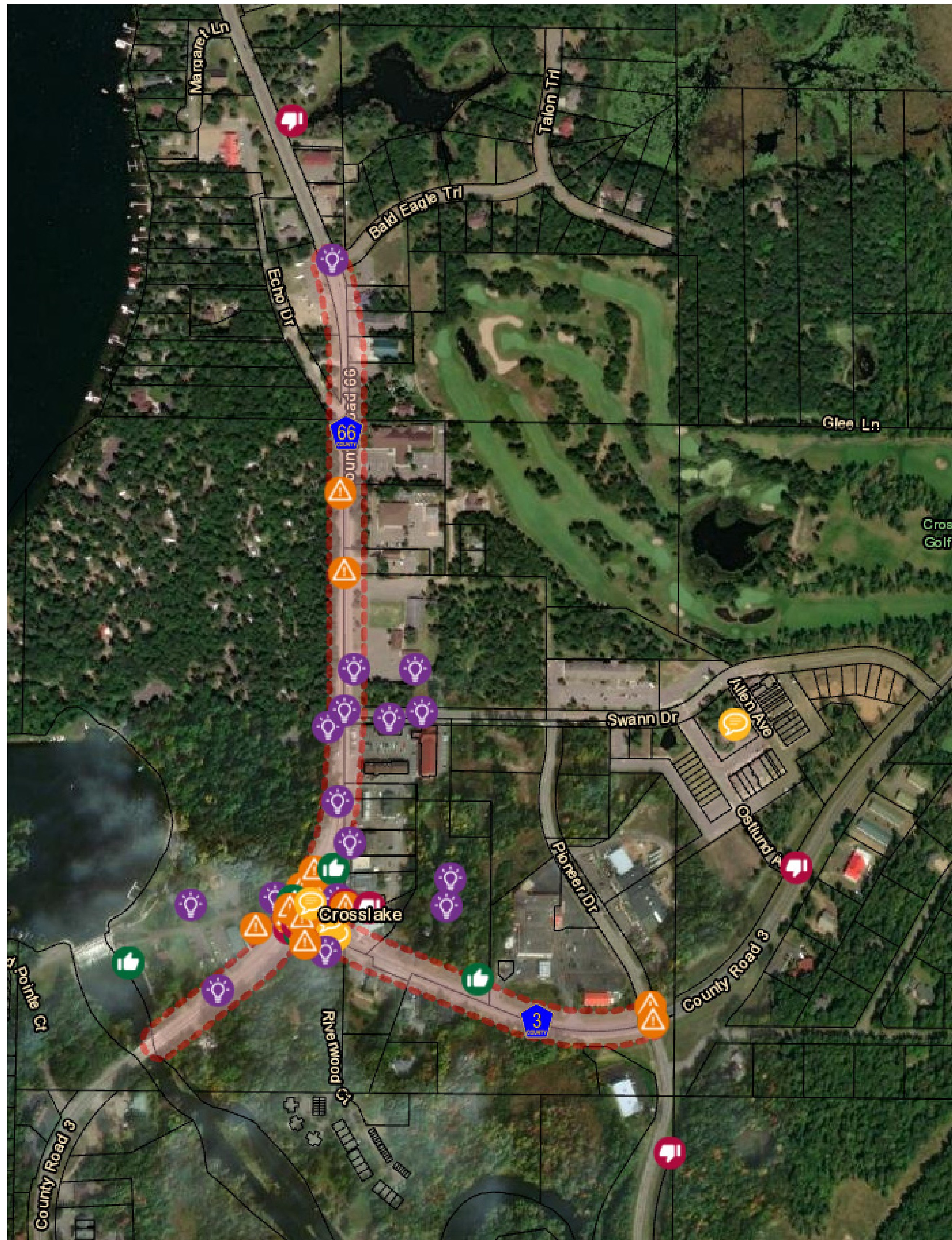


Visit the project website: [CrosslakeImprovements.com](https://CrosslakeImprovements.com)

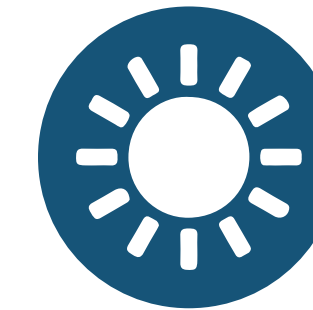




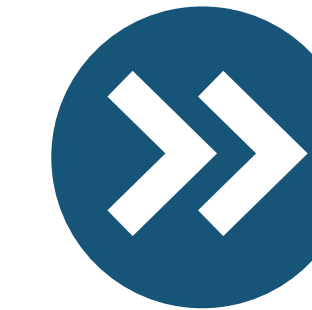
# Existing Conditions - What We Heard (Fall 2022)



## Popular feedback



Traffic issues only occur during summer months



Interest in shifting the entrance for the NLC and Campground



Request for a park/plaza/parking lot behind the businesses off CR 66



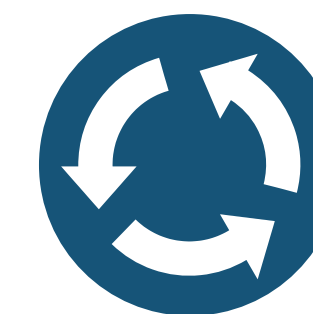
Concerns about construction impacts



Concern with parking and pedestrian access for the NLC



Request for painted curbs to indicate entrances/exits to businesses



Mixed opinions on implementing a roundabout at the intersection

- Concerns with how large vehicles and pedestrians navigate a roundabout
- Concerns with the amount of space a roundabout would require
- Praise for increased safety and continuity of traffic operations throughout the year



Improved pedestrian infrastructure is needed, specifically at the school and on the east side of CR 66

## Frequent Asked Questions

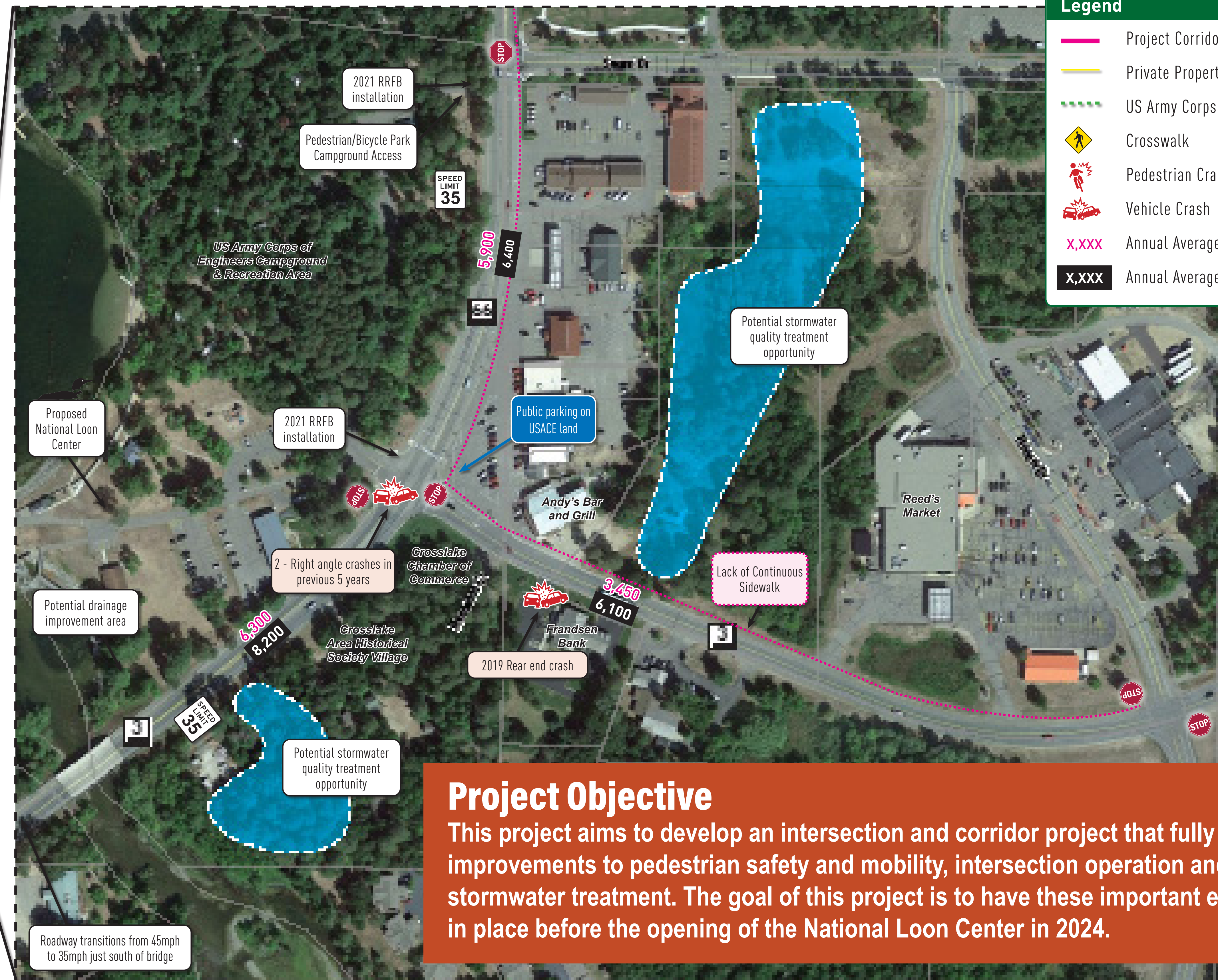
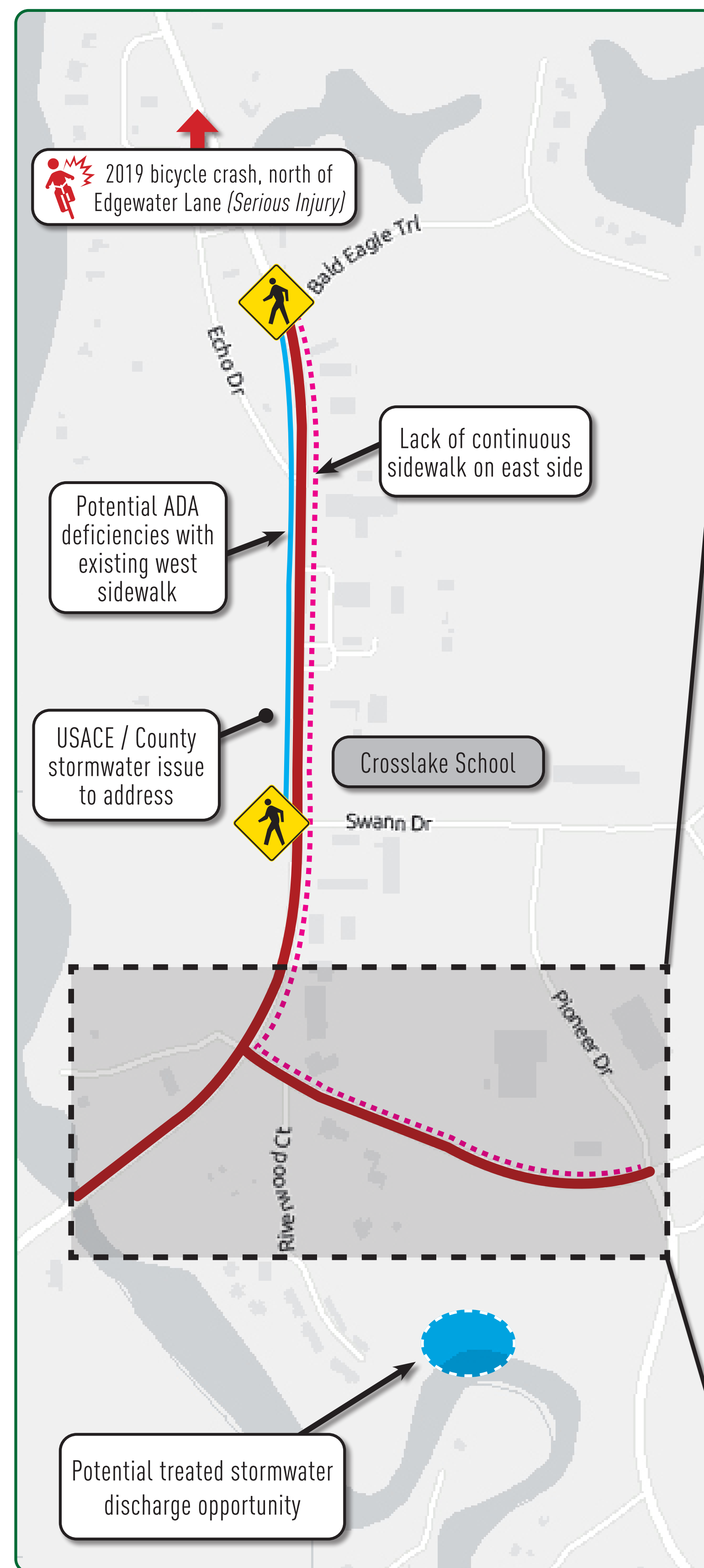
- » Can the entrance/exit to the campground and/or loon center be shifted either north or south of the intersection?
- » How would larger vehicles such as RVs and vehicles with trailers navigate a roundabout?
- » How do emergency vehicles navigate through a roundabout?
- » How can pedestrians safely cross at a roundabout?
- » The traffic issues are seasonal; is a permanent change necessary?

**Review the Project FAQ handout in-person or on the website for answers to these questions and more!**





# Existing Conditions and Project Considerations



Legend	
	Project Corridor
	Private Property Parcel
	US Army Corps of Engineers Parcel
	Crosswalk
	Pedestrian Crash
	Vehicle Crash
	Annual Average Daily Traffic (Existing)
	Annual Average Daily Traffic (Future)

## Project Objective

This project aims to develop an intersection and corridor project 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 National Loon Center in 2024.





# November 2022 Open House Summary



On November 29, the project team hosted a public open house to introduce the project and collect feedback on the preliminary traffic control options for the intersection: a 4-way stop, traffic signal, and roundabout.

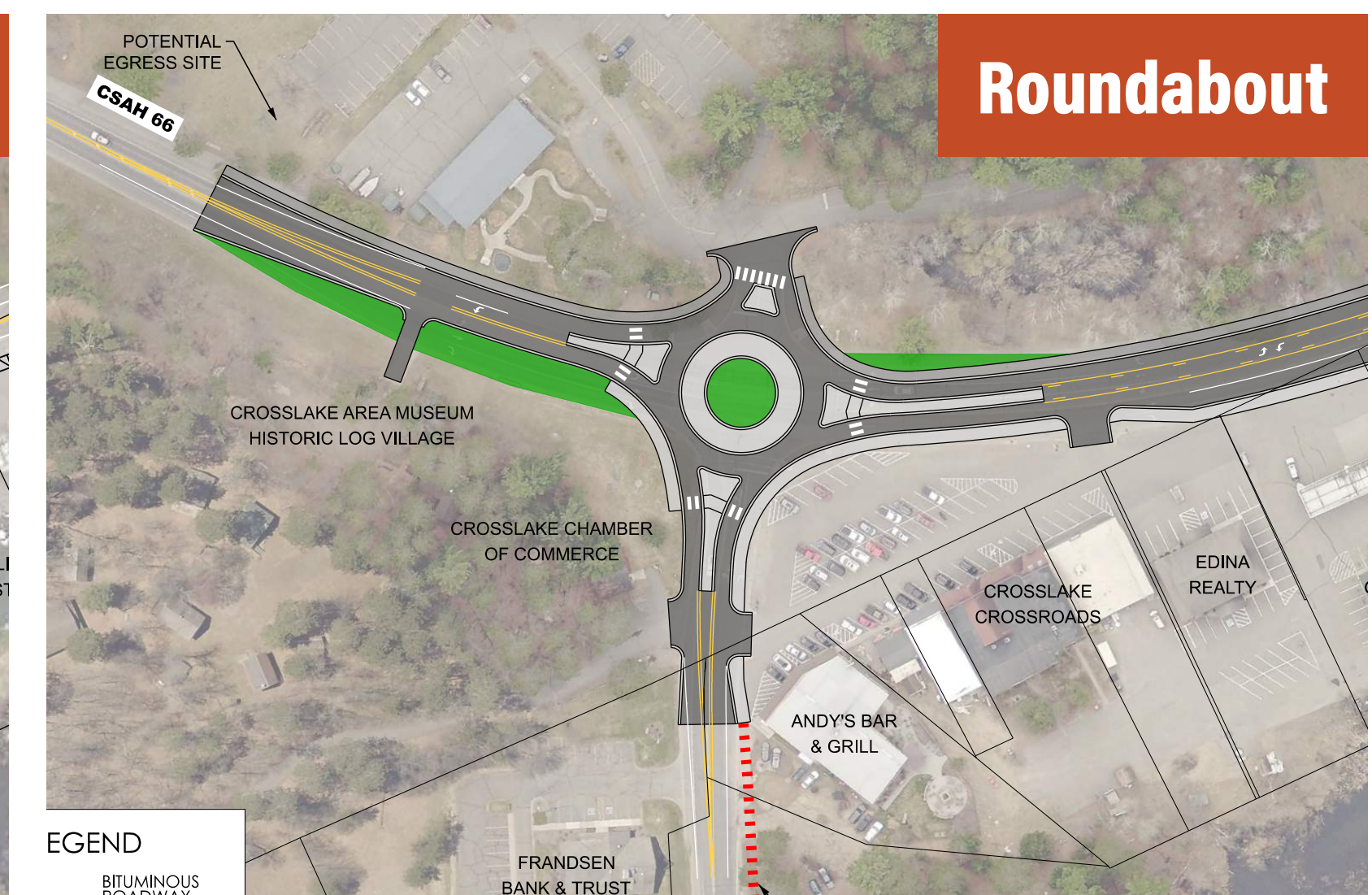
This meeting was held in-person with an opportunity to listen in digitally via Zoom. This information is a summary of the feedback the project team received, which was used to inform the preliminary design process.



4-Way Stop



Traffic Signal



Roundabout

## WHAT WE HEARD

**~80 ATTENDED**  
**~70 COMMENTS**



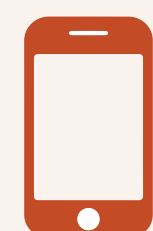
**Mailing**



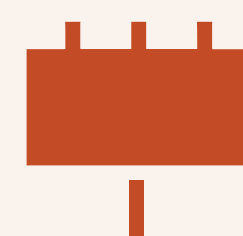
**Social media**



**Newspaper  
ad**



**Email/text  
updates**



**Posters**



**Website**

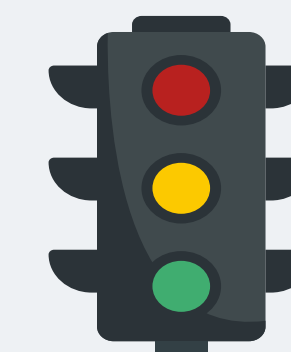


Some support a roundabout due to:

- Safety/traffic flow statistics
- Previous positive experiences as a motorist, bicyclist and pedestrian
- Keeps traffic flow continuous

Some oppose a roundabout due to concerns with:

- Visibility of pedestrians/bikers crossing
- Impact of pedestrian/bike traffic on vehicle traffic
- Ability for RVs, semi-trucks, and vehicles pulling trailers or boats to travel through it
- Young drivers who are unfamiliar with them
- Impact on quaint/up-north feel of Crosslake



Some support a traffic signal due to:

- Flexibility with timing
- Familiarity and confidence in push button signal crossing

Some oppose a traffic signal due to concerns with:

- Continued traffic back-ups caused by stopping of traffic



Some support a four-way stop due to:

- Intersection in Breezy Point operating safely
- Perception of added pedestrian safety

Some oppose a four-way stop due to concerns with:

- Increased traffic back-ups in all directions

**General Comments:**

- Concern with National Loon Center (NLC) Parking
- Believe NLC will not cause major change in traffic
- Need for gaps in traffic for vehicles exiting parking areas
- Pedestrian improvements are needed along the entire corridor, not just at the intersection

**Review the Project FAQ for answers to some of these questions and concerns!**

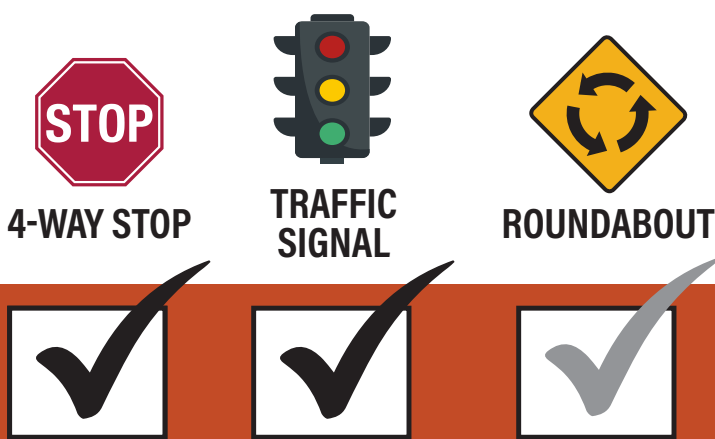




# Pedestrian Safety: Traffic Signals vs. Roundabouts



## Traffic Signals vs. Roundabouts

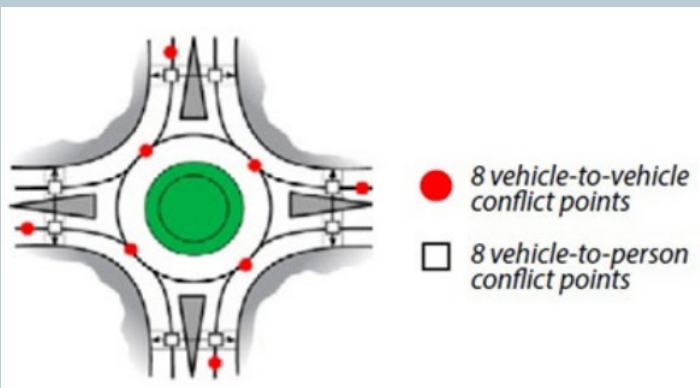
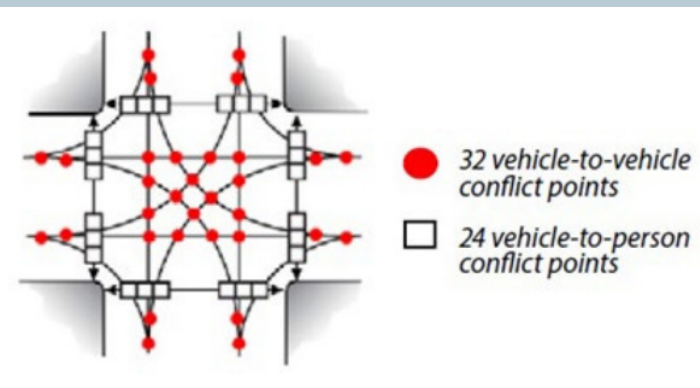


### Familiarity

How well people understand how to navigate the type of intersection control.

### Conflict Points

Conflict points are locations in or on the approaches to an intersection where vehicle and pedestrian paths merge, diverge, or cross.



### Driver Speed

Driver speed through a signalized intersection is 35mph. Average driver speeds through a roundabout are 20-25mph.

### Pedestrian Wait Times

Pedestrians traveling through signalized intersections need to push the walk button and wait to have the right-of-way. Drivers entering a roundabout are legally obligated to allow pedestrians to cross, resulting in significantly shorter wait times.

### Driver Line of Sight

Traffic signals require drivers to look up, leaving pedestrians outside of the line of sight. When navigating a roundabout pedestrians remain constantly in driver's line of sight.

### Driver Decision-Making

Traffic signals and roundabouts both simplify the driver decision-making process by making it clear when a driver should go and stop.

## The Importance of Speed

When a vehicle is traveling at...



this is the driver's field of vision...



it takes...



and pedestrians hit at this speed have a...



A roundabout is the proposed intersection control based on the technical evaluation.

## ROUNDABOUT BENEFITS

A single-lane roundabout is designed to improve safety for all users.



### Simplified Decision Making

**Crosswalks** are set back to increase pedestrian visibility and allowing drivers to focus on pedestrians crossing separate from vehicular traffic in the roundabout.



### Pedestrian Refuge

A **center median island** allows pedestrians to focus on crossing one lane of traffic at a time.



### Safety

- 15-20 mph vehicle design speed
- 2 pedestrian/vehicle interaction points compared to 6 at a signalized intersection.
- Pedestrian crossings are half the distance of a traditional intersection.
- Overall increased human interaction between drivers and pedestrians.
- 87% fewer pedestrian injury crashes at a roundabout compared to a signalized intersection.<sup>1</sup>

### Increased Yield Rate

Compared with **existing conditions**.



### Give 'em a brake

State law requires that traffic entering and exiting a roundabout **must yield to pedestrians** in the crosswalk.

**Disclaimer:** This drawing represents a generic roundabout design and is not an exact depiction of the proposed roundabouts as part of this project.

Sources 1. "A Study of the Traffic Safety at Roundabouts in Minnesota" - addendum, Minnesota Department of Transportation. 2018

2. "Report 572: Roundabouts in the United States," National Cooperative Highway Research Program. 2006.



Visit the project website: [CrosslakeImprovements.com](https://www.crosslakeimprovements.com)

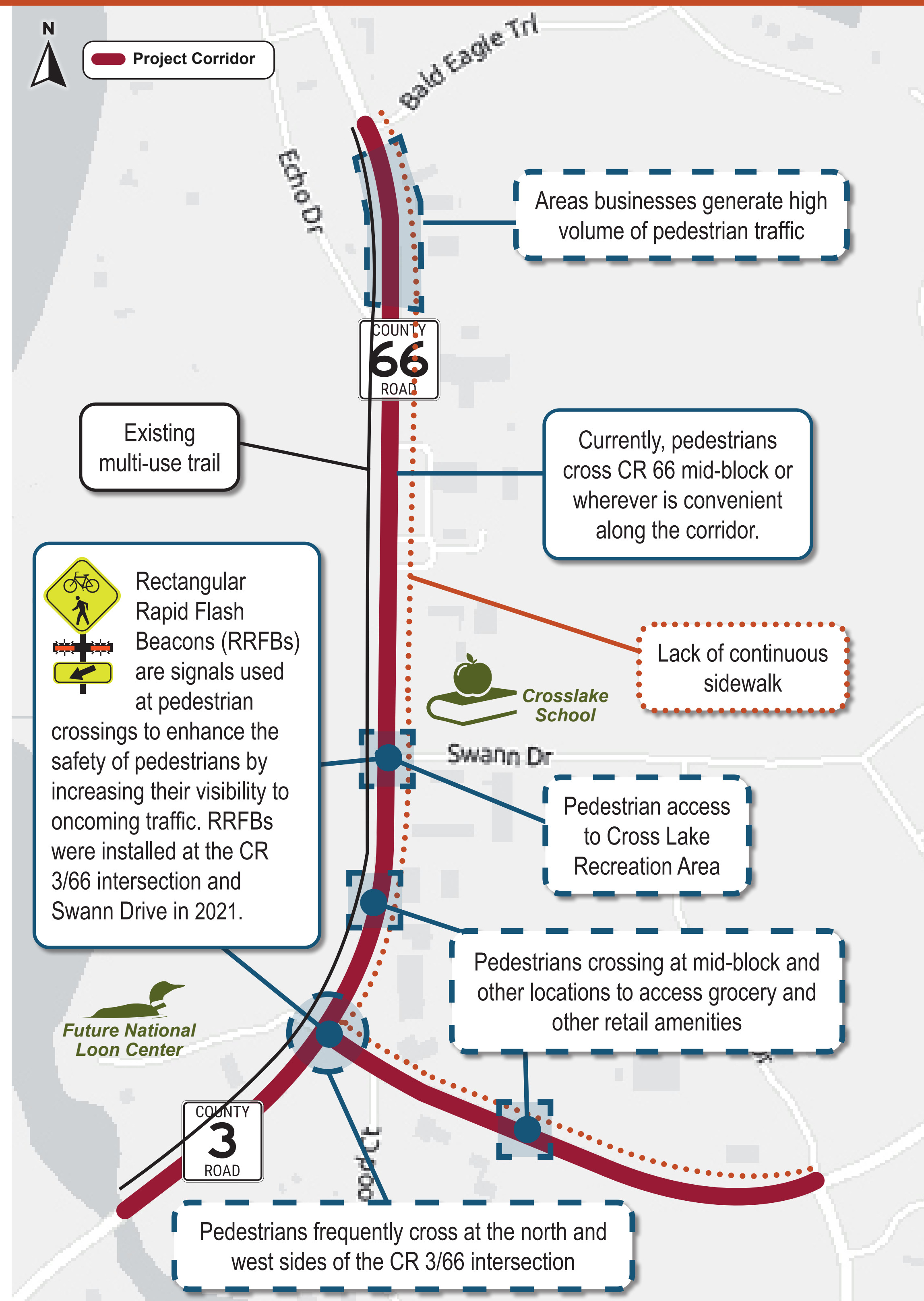




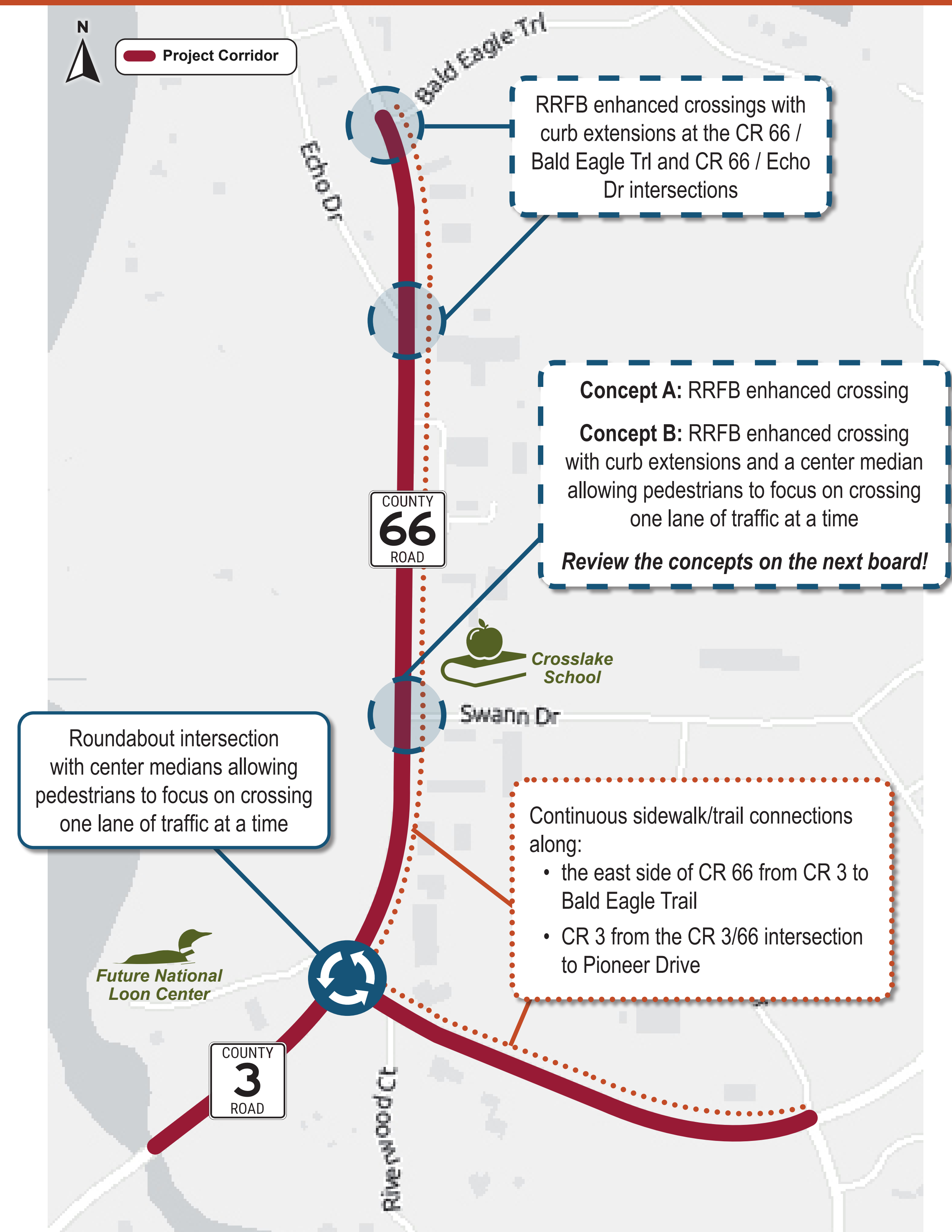
# Pedestrian Safety: Corridor Overview



## Existing Pedestrian Conditions



## Proposed Pedestrian Improvements





# Pedestrian Improvement Concepts



Concept Comparison

Concept A    Concept B

Enhanced Pedestrian Crossings	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Both concepts include enhanced pedestrian crossings, however, Concept B also includes curb extensions and a center median.		
Traffic Calming	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Concept B is anticipated to help slow driver speeds by narrowing the roadway to allow space for a boulevard.		
Available Parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Concept A will keep the limited number of on-street parking on the east side of the roadway. Concept B will remove to parking on the east side to allow space for the boulevard.		
Private Property Impacts	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Concept B will have a smaller impact on private property than Concept A since most construction will be contained within the existing right-of-way.		
Snow Storage	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Concept B provides more space for snow storage than Concept A due to the space created by the boulevard.		
Available Sidewalk Space	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Concept A has limited right-of-way space for the sidewalk location whereas Concept B has additional space due to the narrowing of the roadway.		
Reduced Stormwater Runoff	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The boulevard in Concept B collects and filters stormwater unlike paved surfaces which cause stormwater runoff.		
Storm Sewer Impacts	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Concept A is less impactful to the existing storm sewer system because it is similar to the existing design. Concept B requires more reconstruction efforts and therefore will be more impactful.		
Green space / Aesthetic Value	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The boulevard in Concept B will bring additional green space to the corridor and provide better visual aesthetics.		
Construction Impacts on Traffic	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Because Concept A requires less reconstruction efforts, the construction of the improvements will be less impactful on traffic.		
Overall Cost	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Concept A will cost less than Concept B because it requires less reconstruction efforts.		

Existing



Concept A



Concept B



Once a concept is selected, the project team will begin to evaluate opportunities for stormwater management along the corridor.

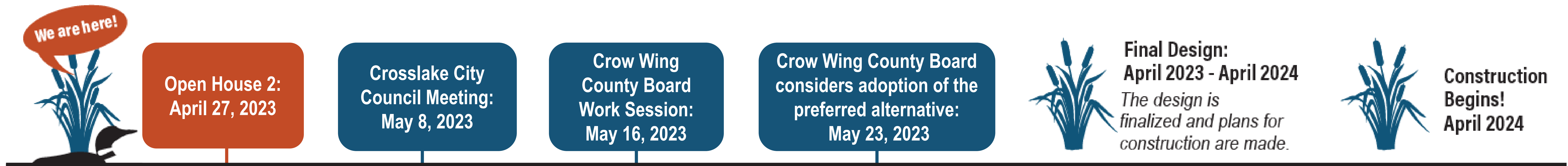


# Feedback & Next Steps



## What's Next?

Following this open house, the project team will collect your feedback and use it to inform the final design process. Another public meeting will be held to share the project's final design and collect feedback on plans for construction. Construction is anticipated to begin in Spring 2024.



## National Loon Center (NLC)

The NLC is scheduled to open in Spring 2024. Want to know more about the NLC? Visit [NationalLoonCenter.org](https://NationalLoonCenter.org)



## Project Contacts

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Visit the project website: [CrosslakeImprovements.com](https://CrosslakeImprovements.com)



## We Want Your Feedback!

After reviewing the informational boards share your feedback with the project team!

- Use our interactive comment map on the project website to share your feedback on the pedestrian improvement options
- Speak with project staff and fill out a comment card in-person

Finally, sign up for **project updates** to receive emails or texts about upcoming engagement opportunities!

