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Preliminary Engineering Report

Crosslake Parking and Pedestrian Route Study

Prepared for:

**City of Crosslake, Minnesota
Crow Wing County, Minnesota
National Loon Center Foundation**

Issued: November 2019

WSN No. 2019-10093

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CERTIFICATION

Parking and Pedestrian Route Study

For

Downtown Crosslake

Crosslake, Minnesota

By

WIDSETH SMITH NOLTING

7804 Industrial Park Road ■ P.O. Box 2720 ■ Baxter, MN 56425

I hereby certify that this report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota. In addition, third-party review was provided by Traffic Data Inc dba Spack Consulting.



David S. Reese, P.E.
Professional Engineer

23432

Reg. No.

12/5/19

Date

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Appendix E – Public Involvement – General Public Survey – September 27, 2019

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Widseth Smith Nolting – Brianna Graner, Alex Bitter, Brady Bussler, Michael Angland, Ashley Martel,
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Purpose

The City of Crosslake is a destination community for those seeking the quintessential northwoods lake home and for those exploring the vacation, shopping and recreation opportunities within this popular northern Minnesota town. In the 2019 Legislative session, lawmakers set aside \$4 million to construct the National Loon Center, modeled on the popular National Eagle Center in Wabasha, MN. This new research and education facility will be located within the US Army Corps of Engineers (USACE)-Crosslake Recreation Area at the junction of CSAH 3 and 66. With this State/Federal supported initiative catalyzing existing residential and commercial growth already being experienced along these corridors, the need for enhanced vehicle, pedestrian and bicycling facilities has been accelerated. As a result, the City of Crosslake and Crow Wing County began planning efforts to accommodate the expected increase in visitors to the area.

On June 3, 2019, a Parking and Pedestrian Route Study was initiated by the City of Crosslake, Crow Wing County and National Loon Center Foundation and was endorsed by the US Army Corps of Engineers and Crosslake Chamber of Commerce. The initial study area included the areas abutting and bounded by CSAH 3 and 66 and Swann Drive from the Cross Lake Pine River Dam north to Echo Drive. On September 9, 2019, the City of Crosslake and Crow Wing County authorized expansion of the scope of the study to include additional CSAH 66 corridor area north to the Daggett Channel Bridge (“Bridge to Bridge”). This final study area encompasses the proposed National Loon Center within the Cross Lake Recreation Area, Town Square, Whitefish at the Lakes Senior Housing Campus, Whitefish Lodge and Suites, Pine Peaks Lodge and Suites, Crosslake Community School, Crosslake Lutheran Church, Zorbaz, Crafts and Cones, Dairy Queen and other commercial/residential properties along the CSAH 3 and 66 corridors. Ongoing growth of new businesses and residential projects within the Downtown Commercial (DC) District is anticipated to add to the vehicle, pedestrian and bicycling traffic and congestion. In addition, USACE restrictions placed on the ability to increase the amount of on-site parking will cause future National Loon Center patrons to utilize existing parking located throughout the City. Therefore, the study was commissioned with the following objectives:

- Identify existing and potential parking locations and capacities in and around the district for current and future needs
- Identify improved safe corridors for pedestrian movement
- Identify additional walking opportunities for visitors and residents
- Identify pedestrian routes to businesses that will stimulate economic development
- Identify recommended street/highway ‘No-Parking’ zones and pedestrian crossing locations
- Identify the type and location of recommended improvements and estimated costs

Existing Conditions

The City of Crosslake, and the US Army Corps of Engineers Cross Lake Recreation Area, is a destination for tens of thousands of seasonal visitors, property owners and full-time residents. The arrival of cabin owners and vacationers each spring generates significant vehicle, pedestrian and bicycle traffic from May through October. The Cross Lake Recreation Area attendance alone ranged from 20,000 to 28,000 visitors per month during the summer of 2018. The annual trend has shown continual growth over the past several years as indicated in the visitor data provided by the Corps of Engineers in Appendix A.

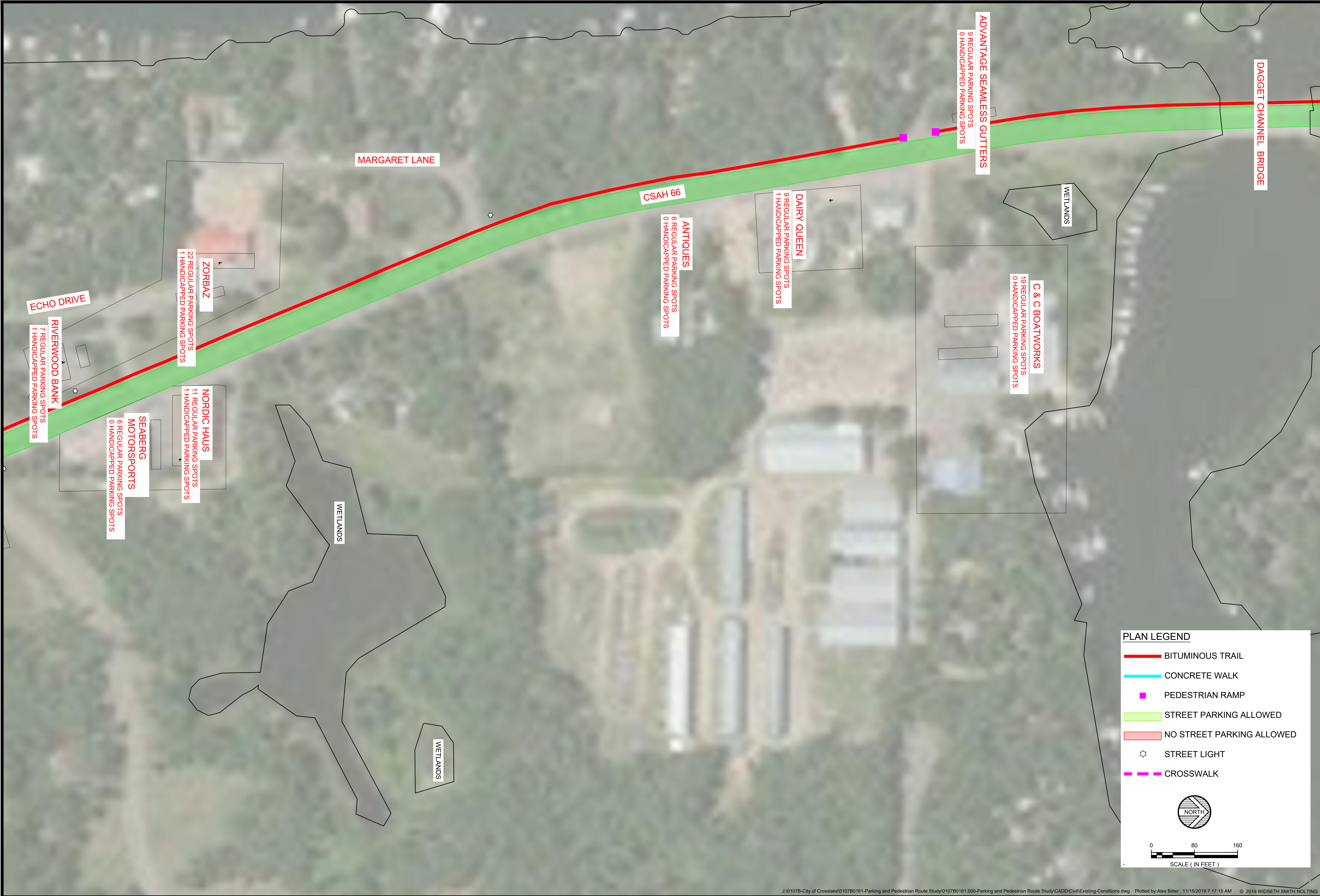
The City, County and individual land owner/developers have created existing bicycle and pedestrian routes and parking areas throughout the study area over several decades of development; however, many of the routes remain unconnected. Bicycle and pedestrian walkways and trails, shown in Figure 1, are comprised of both concrete sidewalks and bituminous asphalt surfaced trails. The bituminous surfaced trail located along the west side of CSAH 66 is used by both pedestrians and bicyclists in the summer months and is used as a designated snowmobile trail route during the winter. The City and County have four primary roadways in the downtown area that carry most of the vehicle traffic: County State-Aid Highway (CSAH) 66, CSAH 3, Swann Drive and Pioneer Drive. Crosswalks, sidewalks and trails have been installed in some

areas, mainly as property has developed, to encourage pedestrian and bicycle travel throughout the downtown commercial area. There are currently crosswalks at the intersections of CSAH 66 and CSAH 3, and CSAH 66 and Swann Drive. Sidewalks and trails are located along the West side of CSAH 66, South side of Swann Drive and along the north side of CSAH 3 between Pioneer Drive and Swann Drive. Despite the facilities that have been constructed, there are ongoing issues concerning mid-block street crossings by pedestrians and bicyclists, high vehicle traffic and related conflicts with motor vehicle traffic. The City and County have deployed high-reflective signage and portable center-line pedestrian signs at the intersections of CSAH 3/66 and CSAH 66/Swann Drive crosswalks to help identify and warn motor vehicle drivers of primary pedestrian crossing locations.

Parking within the study area consists of private and public (on-street) parking areas. The amount of parking available, in general, provides the convenience demanded by the public most of the time and many parking areas are under-utilized during the week days. However, during peak hourly periods (for example during Church services or weekends during special community events and summer holidays) convenient parking is not always available. This results in the need to park one's vehicle at a more distant parking area and walk to the destination. As mentioned previously, available walkways and trails are often disconnected or non-existent and pedestrians are consigned to walking along roadway corridors or across broad parking/commercial areas to reach their destination. This results in intermingling of pedestrians amid vehicular traffic utilizing the same space.

The existing conditions are illustrated in Figures 1A to 1D.

Figures 1A-1D



PLAN LEGEND

BITUMINOUS TRAIL

CONCRETE WALK

PEDESTRIAN RAMP

STREET PARKING ALLOWED

NO STREET PARKING ALLOWED

STREET LIGHT

CROSSWALK

NORTH

080160

SCALE (IN FEET)

WIDSETH SMITH NOLTING

Engineering | Architecture | Surveying | Environmental

11/2019

AS SHOWN

ADJ

DSR

DATE:

SCALE:

DRAWN BY:

CHECKED BY:

11/2019

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DATE:

JOB NUMBER:

REVISIONS DESCRIPTION

BY

DATE

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PARKING AND PEDESTRIAN ROUTE STUDY

CITY OF CROSSLAKE

CROSSLAKE, MINNESOTA

EXISTING CONDITIONS

SHEET NO.

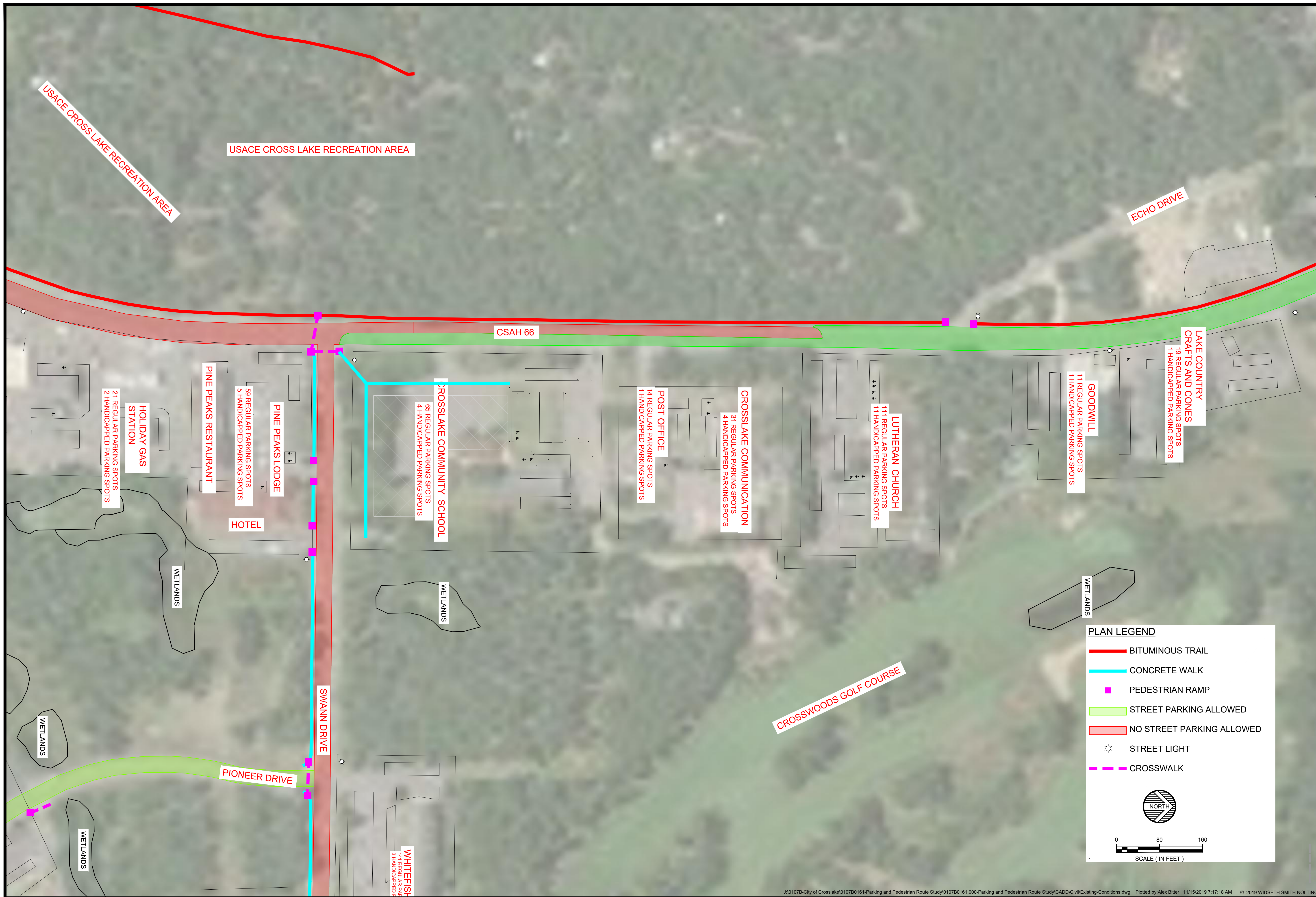
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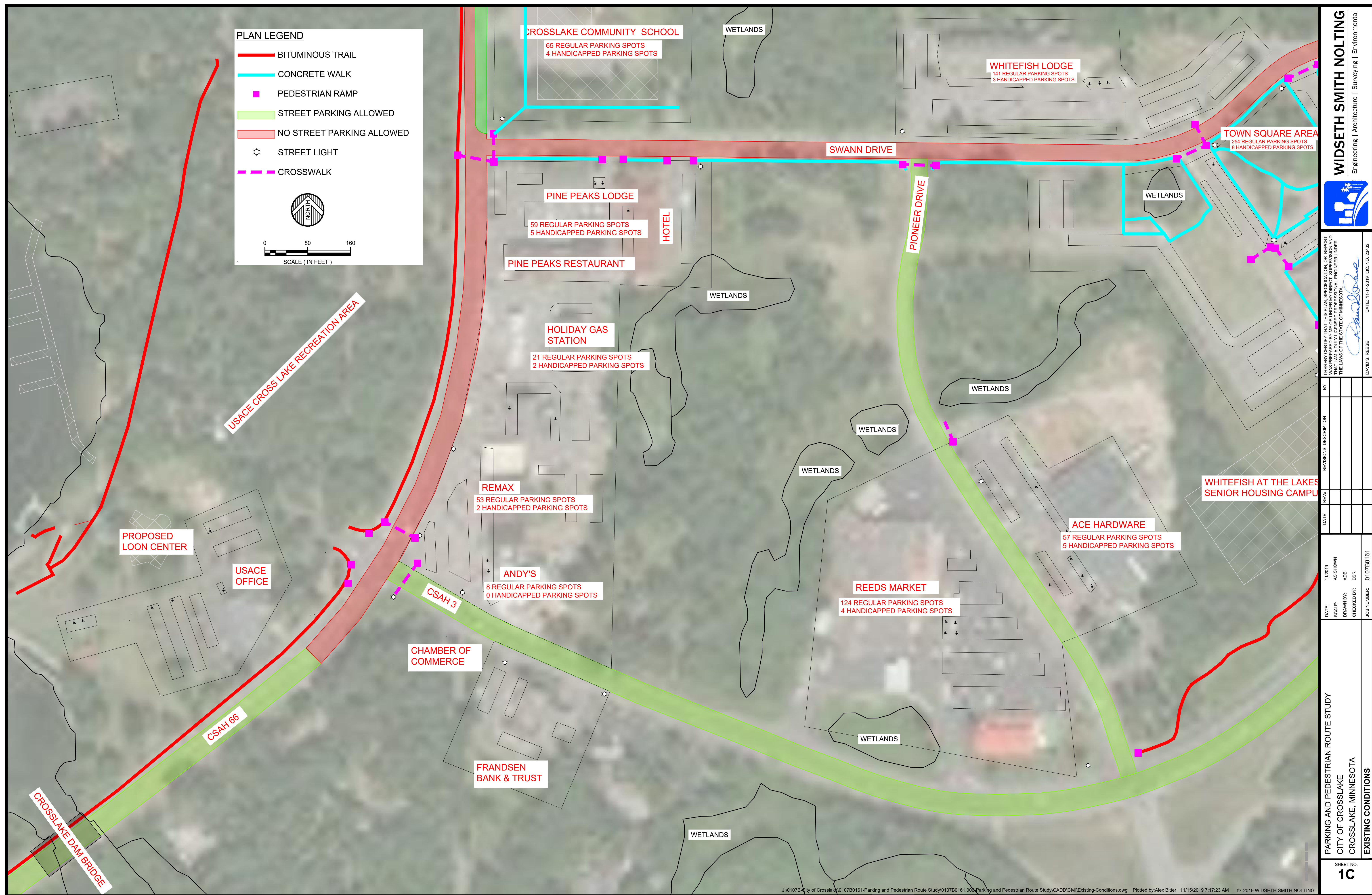
WE HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DAVID S. REESE

DATE: 11-14-2019 LIC. NO. 23432

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WIDSETH SMITH NOLTING

Engineering | Architecture | Surveying | Environmental

WE HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DAVID S. REESE

DATE: 11-14-2019 LIC. NO. 23432

DATE	REV#	REVISIONS DESCRIPTION	BY
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PARKING AND PEDESTRIAN ROUTE STUDY

CITY OF CROSSLAKE

CROSSLAKE, MINNESOTA

EXISTING CONDITIONS

SHEET NO.

1D

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Public Involvement

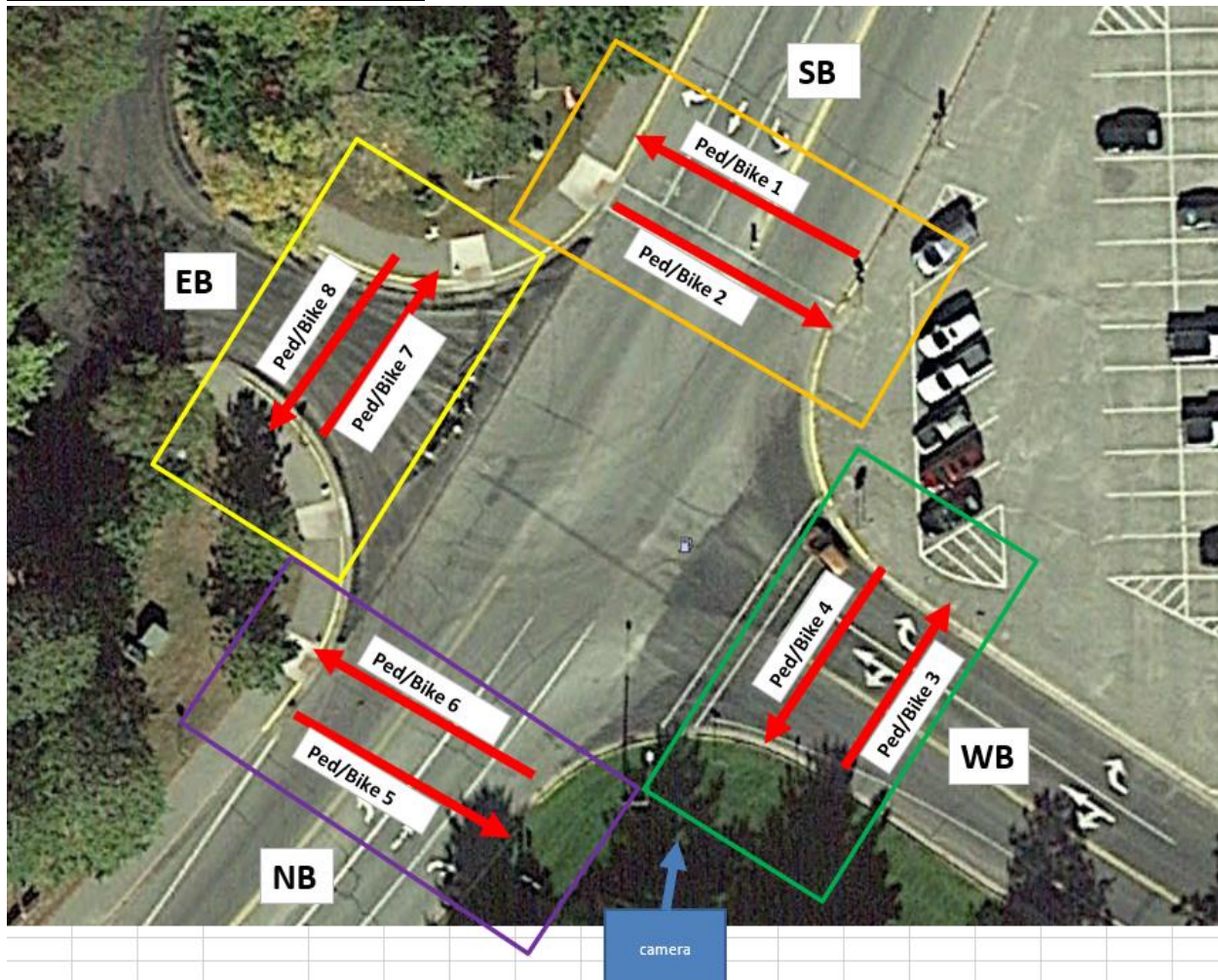
The project team has solicited public input and utilized previous studies in several different ways:

- The City, with the assistance of the Minnesota Design Team, National Park Service staff, Crosslakers and many other volunteers, completed a Blue Zone study in 2016 with the assistance of the Greater Lakes Association of Realtors. This study reviewed a variety of techniques used throughout the nation to enhance pedestrian and bicycle mobility, safety and growth. A copy of the “Walkable Crosslake” Blue Zone study is available upon request from the City.
- July 15, 2019 Public Survey – The Crosslake Chamber hand-delivered 51 written surveys to the commercial properties within the study area. The survey focused on parking issues and concerns, vehicle traffic and congestion, and pedestrian/bicycling amenities. A total of 25 responses were collected and respondents provided input on parking, congestion and crosswalk safety with suggestions for added on-street parking and safer pedestrian routes. Results of the survey are summarized in Appendix B.
- July 25, 2019 Public Informational Meeting/Open House – A total of 12 Crosslake residents attended in addition to representative City Council members and staff. The citizens of Crosslake that attended provided input to the current pedestrian/parking issues. The suggestions for improvements included the addition of a sidewalk on the east side of CSAH 66, more trails/sidewalks connecting local businesses, allowing ATV/OHV traffic on trails, more visible crosswalks (signage and pavement markings) and additional street parking. The meeting agenda and summary of discussion points are provided in Appendix C.
- August 15, 2019 Preliminary information was presented to the Crosslakers at their annual meeting, questions and answers were exchanged and input was provided concerning the Crosslakers group objectives of enhancing connectivity with projects related to trails, sidewalks, safe crossings of highways and bicycle ways. The Community Update agenda is provided in Appendix D.
- September 26, 2019 A multi-media survey was conducted using Survey Monkey which was made available by posting links on the City and Chamber of Commerce web pages and Facebook links. The survey garnered 86 responses from full-time residents, seasonal residents and visitors. Input focused primarily on the recreational aspects of the study area including, additional trails and sidewalks to complete connections and access between the commercial and recreational areas, safer crosswalks, and more bicycling opportunities. The survey responses are provided in Appendix E.

Video Pedestrian Counts

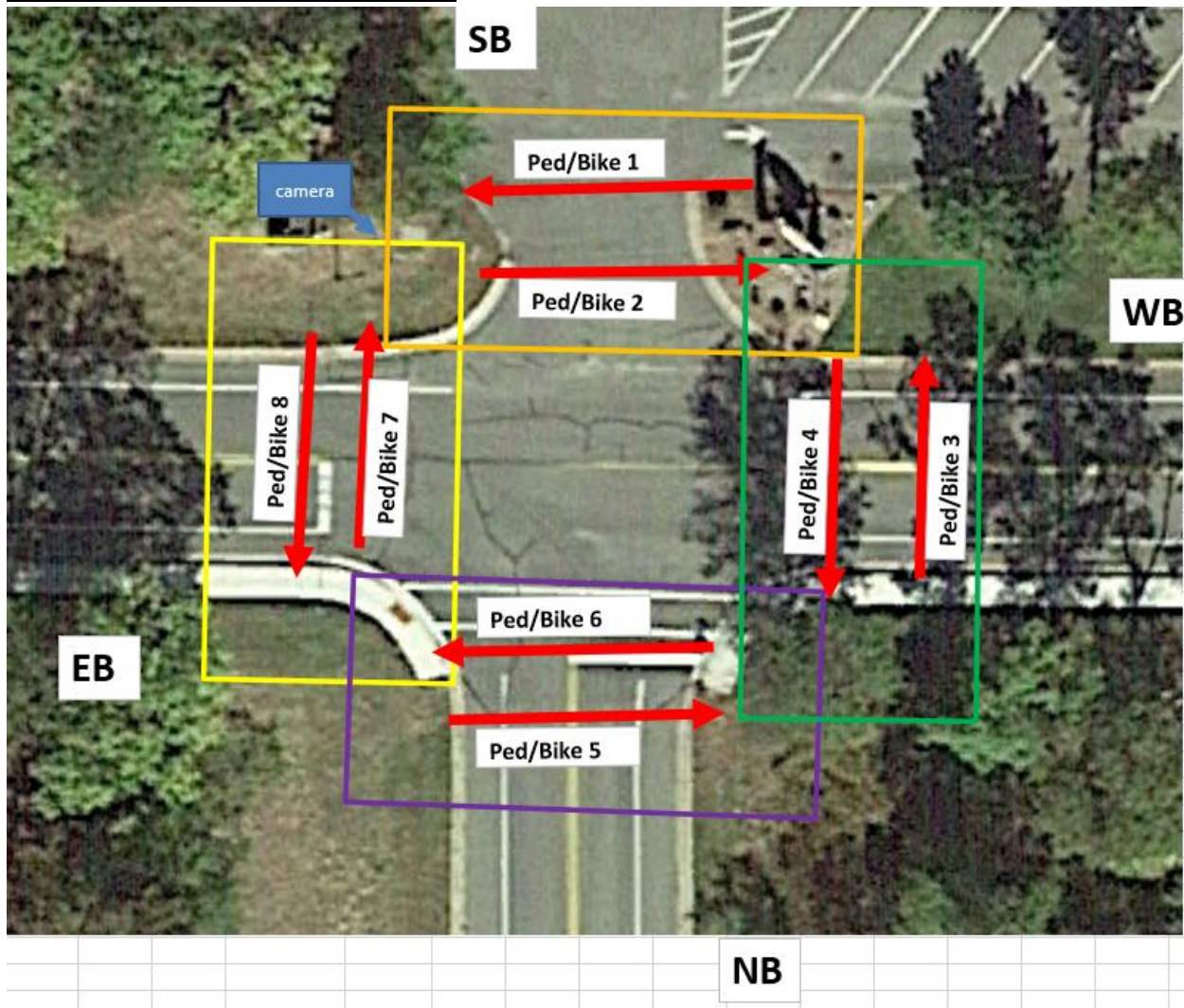
Over the July 4th Holiday weekend, Spack Consulting installed video cameras at the intersections of CSAH 66 & 3 (Figure 2), Swann Dr & Pioneer Dr (Figure 3), CSAH 3 & Pioneer Dr (Figure 4), and CSAH 66 & Swann Dr (Figure 5). The data collected at each location is tabulated below each figure and illustrates the pedestrian and bicycle data collected. Each of the figures has an aerial map with directional arrows and a table with the total number of pedestrians and bicycles that used each crosswalk in a single direction for each day/date. Spack also provided a table with the total number of pedestrian and bicycle crossings occurring each hour. We have condensed that table into a table that shows the peak times of travel for each day. Figure 6 (Page 12) provides the peak time of travel for each of the crosswalk areas. The peak time of travel is around the noon hour on each day.

Figure 2 (CSAH 66 & CSAH 3)



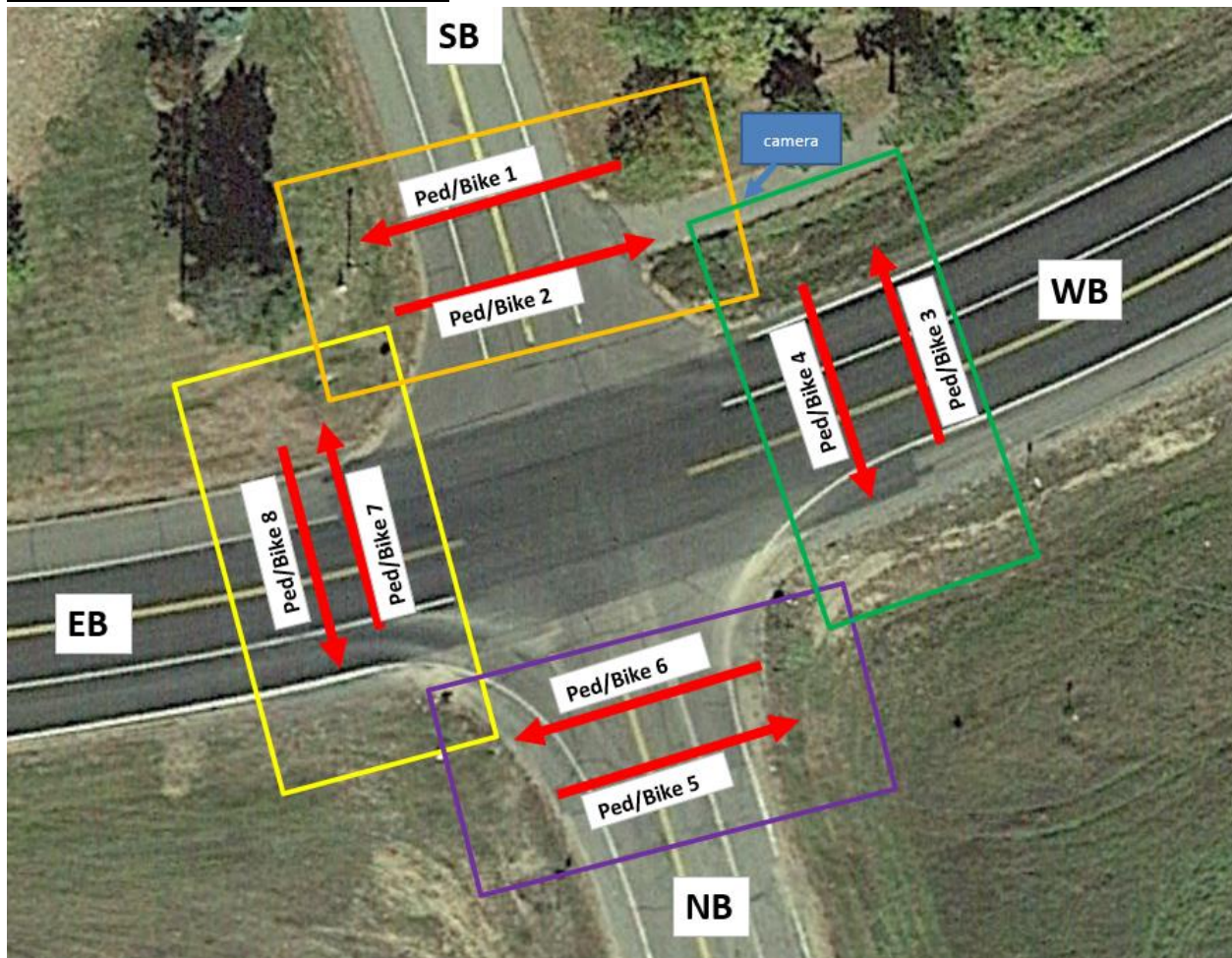
	Ped 1	Ped 2	Peds 3	Peds 4	Peds 5	Peds 6	Peds 7	Peds 8
7/4/2019	75	49	0	1	3	0	33	32
7/5/2019	87	87	9	6	0	1	44	40
7/6/2019	242	224	27	9	17	16	19	16
7/7/2019	48	38	0	4	0	0	31	7
	Bikes 1	Bikes 2	Bikes 3	Bikes 4	Bikes 5	Bikes 6	Bikes 7	Bikes 8
7/4/2019	49	37	5	5	13	0	18	26
7/5/2019	35	36	8	4	0	1	19	38
7/6/2019	39	31	4	2	4	0	8	4
7/7/2019	16	11	1	0	0	0	7	9

Figure 3 (Swann Dr & Pioneer Dr)



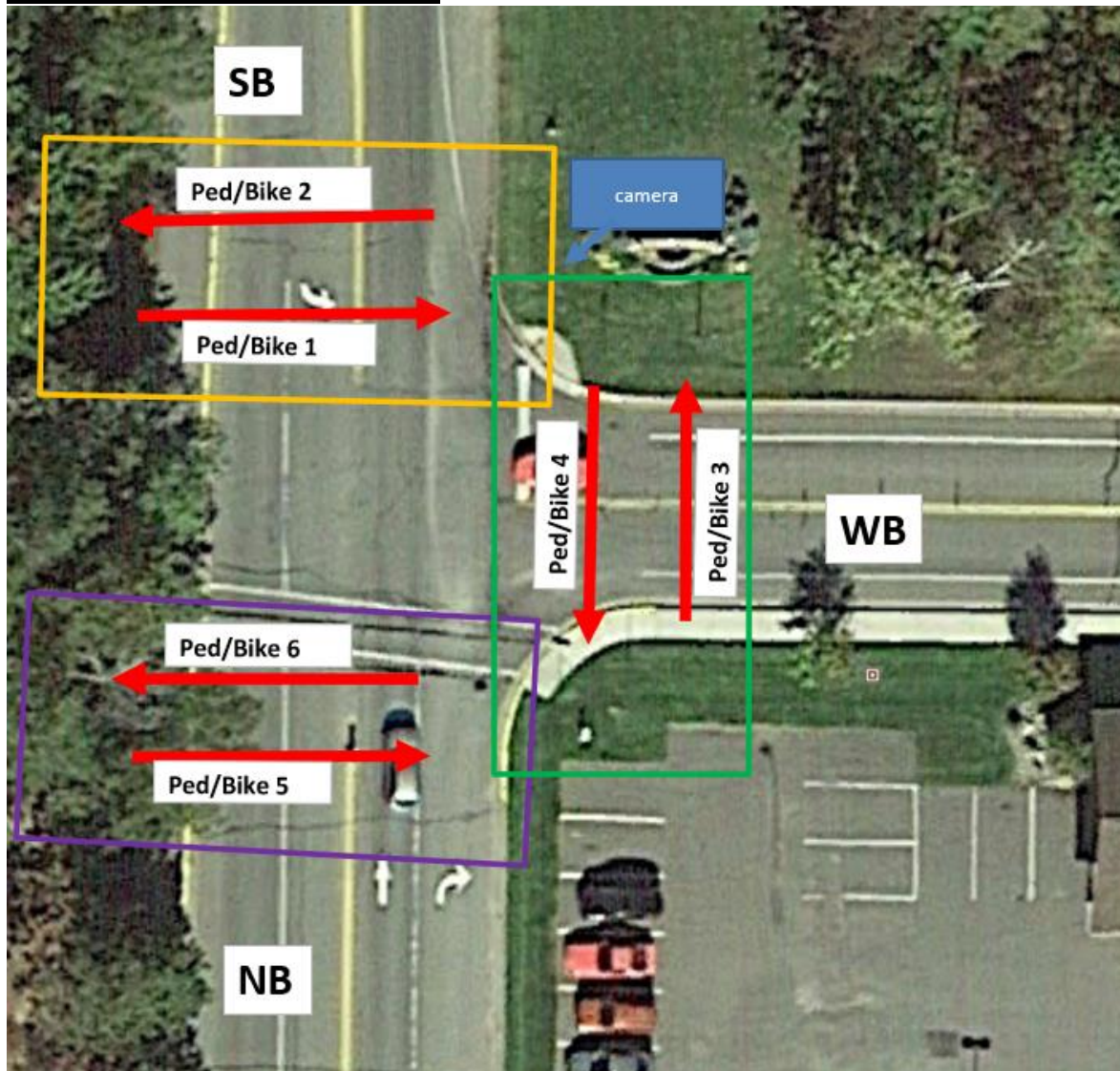
	Ped 1	Ped 2	Peds 3	Peds 4	Peds 5	Peds 6	Peds 7	Peds 8
7/4/2019	0	0	1	0	36	32	13	7
7/5/2019	1	1	1	6	49	40	23	15
7/6/2019	2	6	9	6	60	51	35	37
7/7/2019	1	3	1	4	33	13	7	5
	Bikes 1	Bikes 2	Bikes 3	Bikes 4	Bikes 5	Bikes 6	Bikes 7	Bikes 8
7/4/2019	11	0	3	0	29	19	1	0
7/5/2019	11	14	0	0	27	23	0	0
7/6/2019	16	2	0	0	34	18	1	1
7/7/2019	0	0	0	0	9	8	0	0

Figure 4 (CSAH 3 & Pioneer Dr)



	Ped 1	Ped 2	Peds 3	Peds 4	Peds 5	Peds 6	Peds 7	Peds 8
7/4/2019	4	1	4	1	2	3	0	11
7/5/2019	1	1	4	1	2	0	3	7
7/6/2019	6	6	5	3	0	1	4	5
7/7/2019	7	5	2	1	0	2	0	0
	Bikes 1	Bikes 2	Bikes 3	Bikes 4	Bikes 5	Bikes 6	Bikes 7	Bikes 8
7/4/2019	14	5	2	3	10	2	6	8
7/5/2019	6	0	3	1	7	0	1	2
7/6/2019	15	3	2	2	3	0	1	2
7/7/2019	5	0	1	1	1	0	3	3

Figure 5 (CSAH 66 & Swann Dr)



	Ped 1	Ped 2	Peds 3	Peds 4	Peds 5	Peds 6
7/4/2019	0	0	6	5	58	93
7/5/2019	0	0	21	30	123	120
7/6/2019	0	0	15	11	122	125
7/7/2019	0	0	1	11	91	91
	Bikes 1	Bikes 2	Bikes 3	Bikes 4	Bikes 5	Bikes 6
7/4/2019	0	0	9	3	55	46
7/5/2019	0	0	15	12	82	66
7/6/2019	0	0	3	2	66	51
7/7/2019	0	0	1	1	42	33

Figure 6 (Peak Traffic & Pedestrian Flow)

	Time	CR 66 & CR 3			CR 3 & Pioneer Dr		CR 66 & Swann Dr			Swann Dr & Pioneer Dr	
		Vehicle	Ped+Bike		Vehicle	Ped+Bike	Vehicle	Ped+Bike		Vehicle	Ped+Bike
7/4/2019	10:00		55								
	11:00	1134			664	16	1031	36			
	12:00									393	
	14:00										26
7/5/2019	8:00					10					
	10:00		60								
	11:00	1590						87		573	
	12:00				936		1476				42
7/6/2019	9:00					18					
	10:00							66			
	11:00	1668			844		1491			544	46
	21:00		145								
7/7/2019	9:00							53			
	11:00	1219	28		589	8	1063			287	14

Visual Pedestrian Counts

WSN staff conducted pedestrian counts on July 3rd and 12th. This was done to collect data in areas of concern where video cameras were not located or did not have range to cover. In addition, visual counts also provided information regarding mid-block pedestrian movements and a comparison with video data that focused on the established crosswalks. Three areas were selected where vehicle/pedestrian concerns have been raised in the past and were identified through public involvement during the study. The three locations selected were near the Dairy Queen, Lake County Crafts & Cones, and Holiday Station/Pine Peaks Restaurant. During the site visit, our field staff also documented pedestrian/vehicle conflicts. These included traffic braking to avoid pedestrians crossing the road at mid-block and vehicles not stopping for pedestrians that were attempting to use the established crosswalks. Traffic volume intensity, at peak times, resulted in pedestrians having to wait up to 3 minutes to cross.

Data in Figure 7 shows the number of bicycles and pedestrians counted that crossed at established crosswalks and at mid-block locations where there was no crosswalk (jaywalking). There is a notable volume of mid-block pedestrian crossings occurring near the Holiday Gas Station. There are crosswalks to the north (Figure 5) and south (Figure 2) of the Holiday Station. Some pedestrians were determined to take a direct path to the Holiday Gas Station and other nearby shops as most of the businesses in this area see a large amount of foot and bicycle traffic.

Figure 7

PEDESTRIAN / BICYCLIST INFORMATION				
DAY	3-Jul		12-Jul	
TIME	AM	PM	AM	PM
LOCATION	PINE PEAKS RESTAURANT			
# OF PEDESTRIANS	87	15	33	39
# OF BICYCLISTS	108	55	19	67
TOTAL # OF PEDESTRIANS AND BICYCLISTS	195	70	52	106
JAYWALKING INFORMATION		HOLIDAY GAS STATION		
# OF PEDESTRIANS	9	5	6	4
# OF BICYCLISTS	3	1	1	1
TOTAL	12	6	7	5

Data collected near the Lake Country Crafts & Cones is provided in Figure 8. This is a very popular destination for pedestrians and bicyclists and is located on the east side of CSAH 66 across from the Exchange property. If the Crafts & Cones parking lot is full, it was observed that patrons preferred to park on the Exchange property and walk directly across the County highway rather than parking on-street on CSAH 66. The availability of on-street parking on the east side of CSAH 66 is limited due to the number and expanse of driveway entrances along the east side of CSAH 66 in this vicinity. The lack of curb space is further limited by the intersection of Bald Eagle Trail just north of this destination. Also, there is no walkway along the east side of CSAH 66 which deters patrons from deciding to park further away from their destination on the east side of the highway and then being relegated to walking on-street to reach the shop.

Figure 8

PEDESTRIAN / BICYCLIST INFORMATION				
DAY	3-Jul		12-Jul	
TIME	AM	PM	AM	PM
LOCATION	LAKE COUNTRY CRAFTS AND CONES			
# OF PEDESTRIANS	-	51	20	18
# OF BICYCLISTS	-	39	16	55
TOTAL # OF PEDESTRIANS AND BICYCLISTS	-	90	36	73
JAYWALKING INFORMATION				
# OF PEDESTRIANS	-	1	4	7
# OF BICYCLISTS	-	0	0	22
TOTAL	-	1	4	29

The Dairy Queen area is another area where pedestrian crossings occur somewhat randomly to reach this destination. There is no crosswalk location for pedestrians to cross the highway in this area. Most of the counts provided in Figure 8 represent pedestrians that crossed near the intersection of CSAH 66 and Edgewater Lane; the jaywalking counts represent crossings that occurred north and south of this intersection.

Figure 9

PEDESTRIAN / BICYCLIST INFORMATION				
DAY	3-Jul		12-Jul	
TIME	AM	PM	AM	PM
LOCATION	DAIRY QUEEN			
# OF PEDESTRIANS	61	-	61	-
# OF BICYCLISTS	70	-	70	-
TOTAL # OF PEDESTRIANS AND BICYCLISTS	131	-	131	-
JAYWALKING INFORMATION				
# OF PEDESTRIANS	4	-	-	-
# OF BICYCLISTS	7	-	-	-
TOTAL	11	-	-	-

Parking Areas

In Figure 1A-1D, there are several parking areas within the study area that include road right-of-ways (on-street parking) and private parking areas (off-street parking). Exclusive of the peak 1-2 hours of each day on peak weekends or during community events, it was noted that most parking areas had extra capacity and were under-utilized. Based on community input and the data collected by visual and drone counts at peak periods studied, the following observations have been made concerning parking availability. In the Town Square area, there were greater than 60% surplus parking spaces available during regular business hours. This area is very open and has multiple opportunities for parking and walking to the area businesses. The Town Square is a destination for pedestrians. This was documented based on pedestrian and bicycle counts originating from the Cross Lake Recreation Area to the Town Square. However, there are walkway gaps in this origin-destination situation, which identifies a palpable need in this area. Closing the gaps will provide direct routes to businesses. Currently, there is just one sidewalk on the south side of Swann Drive that connects the Town Square to CSAH 66 and the Cross Lake Recreation Area. There is a segment of trail on the north side of CSAH 3 between Pioneer Drive and Swann Drive; however, it does not connect with CSAH 66. Pedestrians are relegated to walking either on the County highway ditch in-slope or highway shoulder along the north side of CSAH 3.

Along the east side of CSAH 66, between CSAH 3 and Swann Drive, pedestrian/vehicle conflicts were noted in peak and non-peak periods. Access to the Holiday Gas Station pumps and parking spaces becomes more difficult during peak periods. During peak periods, drivers were observed having difficulties finding the parking lot entrances and exits; some exited the area by driving over the curb. At the entrances/exits, cars were queued to exit onto the County highway during congested peak periods. During non-peak times, ample parking stalls were available at each business and little congestion was noted. This area does not have a defined pedestrian route which causes pedestrians and bicyclists to meander through the traffic and parking areas.

Between Swann Drive and Lake Country Crafts and Cones, there is a surplus of on-street and off-street parking except for short-duration (2 hours or less) events. When the Crosslake Community School and Lutheran Church are not in session, the associated parking lots provide over 150 unused parking stalls. Community input identified concerns for parking and pedestrian safety when the Lutheran Church is in session. There were concerns with overflow parking on CSAH 66 and pedestrians attempting to walk to the Church. There is no pedestrian walkway on the east side of CSAH 66 at this location, resulting in pedestrians being required to walk amid on-street parked cars and along the edge of the north-bound driving lane facing the parked cars. Cars parked on the west side of CSAH 66 near the Church result in additional pedestrians attempting to cross CSAH 66 with no identified crosswalk currently in this area. Construction of a pedestrian walkway on the east side of CSAH 66 would connect parking areas located on the east side to the businesses, Church, and other destinations that are all located on the east side across from the Crosslake Recreation Area. Construction of a pedestrian walkway would alleviate much of the pedestrian traffic that crosses randomly across CSAH 66. The public input received from visitors and business owners has overwhelmingly endorsed this improvement.

The Exchange parking lot provides additional parking space; however, this is private property and is used by the owner to park items for sale, including vehicles, boats and other merchandise. Public input received by the study team includes the suggestion that the City purchase the property to construct a new public parking lot. This could be a centralized parking “hub” to park and walk or bicycle to nearby businesses.

The Dairy Queen parking lot has 10 parking stalls; however, during peak times, there is a need for additional parking. There are few other parking options in this area except for on-street parking on CSAH 66. Currently, there is on-street parking on both sides of CSAH 66 in this area. The bituminous trail provides a pedestrian route to reach a point on the west side of CSAH 66 in which to cross; however, there are no crosswalks established in this area.

The Cross Lake Recreation Area has parking available for the Day-Use area and dam area. These parking lots are not available for visitors to the National Loon Center that is planned to be built onsite. It is understood these parking lots are reserved for the recreational area day visitors.

It is understood the Chamber of Commerce staff will relocate from their current office location and will occupy a portion of the National Loon Center building. Parking for staff will continue to be at the current Chamber office location and staff will walk across CSAH 66 to their relocated offices at the National Loon Center facility.

The National Loon Center

The National Loon Center is anticipated to have 30 to 40 average daily visitors that will be required to park off-site and walk to the facility. During peak visitor periods, area school districts, the Crosslake Community School and other organizations are anticipated to add to the visitor counts. Construction of the facility is planned to begin in 2022. The facility will include an indoor loon habitat attraction, a loon research center, offices and facilities for the Chamber of Commerce staff and the Corps of Engineers and exhibits for the Crosslake Historical Society and Train Museum. In accordance with the Corps of Engineers lease agreement, visitors to the Loon Center will not be allowed to park within the Cross Lake Recreation Area property. Visitors will be required to park in other available areas of the City and walk to the Loon Center. Bus service drop-off areas during peak times of the year have been discussed with potential for widening CSAH 66 near the dam to provide temporary bus parking for drop-off/pick-up. The findings of this study indicate that surrounding parking availability is readily available for Loon Center visitors; however, gaps in walkways from the parking areas to the Loon Center destination exist. Also, all automobile parking area

options require visitors and Chamber employees to cross CSAH 66 to reach the Loon Center. Enhancement of existing crosswalk safety and the construction of additional walkways from existing parking areas to the Loon Center will be necessary.

Pavement Markings/Striping

Striping modifications and improvements have been reviewed that include enhancements to existing pedestrian crosswalks and construction of new crosswalks on CSAH 66 at the intersection with Echo Drive and near Edgewater Lane. Modifications to curb painting will be necessary to prevent parking at new crosswalk locations and to ensure visibility at these locations.

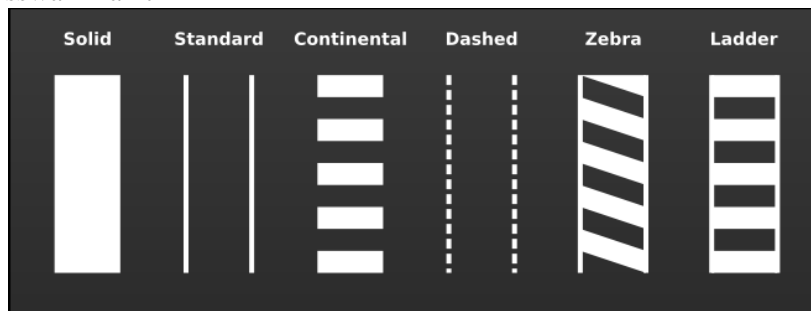
Connecting the Community

One of the main goals of the community is to have sidewalks and trails in place so that residents and visitors can walk safely from origin to destination. In most cases this means from parking stall to business; however, it also includes: from apartment to grocery store, from campsite to Church, and from hotel to beach. A primary goal of this study is to review and recommend routes suitable for pedestrians and bicyclists to connect the community and minimize conflict with the primary vehicle routes.

Improvement Alternatives

Below are alternatives that have been developed from prior studies, community input, Spack Consulting and currently accepted engineering design practices. Each option has benefits and consequences that should be considered.

- Improved Crosswalk Paint



- Pros
 - Improving crosswalk paint pattern, quantity and/or color can increase the visibility of the crosswalk and help drivers see more clearly there is a crosswalk ahead.
 - There are a variety of materials/options that may be installed that have varied costs and maintenance schedules.
- Cons
 - Expansive painted areas of pavement can become slippery to pedestrians, bikers and vehicles in certain weather conditions.
 - Generally, the most durable options have the most expensive up-front capital expense and replacement costs.
- Estimated Paint Cost: Ranges from \$2.00/LIN.FT to \$3.50/SQ.FT. depending on type.

- Increased lighting at crosswalks



- Pros
 - Enhanced lighting would help driver visibility in low light times of the day, inclement weather conditions and improve pedestrian safety.
 - Photometric calculations can be completed to help prevent light reaching outside the target area.
- Cons
 - Added lighting can be a nuisance to nearby residents if the light shines onto neighboring properties.
 - Added lighting may diminish the Crosslake Recreation Area experience having additional lighting in the vicinity of the Corps Campground.
- Estimated Cost: \$7,500 per Light Pole; the cost variable that is difficult to determine is the extension of power at each location.

- Narrowed driving lanes and painted bike lanes.



- Pros
 - By narrowing the driving lane, it helps to keep the traffic closer to the posted speed limit because the driver perceives they don't have as much room, so they drive with more care.
- Cons
 - Bicyclists are still adjacent to the driving lane and, at times of heavy vehicle traffic, it can still be a risk for bicyclists.
 - This option would reduce current on street parking availability based on current highway widths.
- Estimated Cost: \$3.50/SQ.FT. for pavement messages and \$2.00/LIN.FT. for striping

- Push Button signals at cross walks



- Pros
 - During times of light traffic, this alternative helps register the attention of the driver that a pedestrian is in process of crossing the road.
- Cons
 - During times of heavy foot and bicycle traffic and vehicle traffic, the vehicle traffic could back up further than desired if pedestrians continue to push the button.
- Estimated Cost: \$3,500 to \$4,500 per pole

- Lighted High reflective signage at crosswalks



- Pros
 - This is an effective way to register the attention of the drivers and let them know there is a crosswalk at this location.
- Cons
 - The effectiveness of this signage wanes with time. Not everyone will pay attention to the signage and may begin to disregard.
- Estimated Cost: \$2,500 to \$3,500 per pole

- Roundabouts



- Pros
 - Roundabouts are an effective way to continue the flow of traffic and help slow traffic as they maneuver the roundabout. Mini roundabouts have similar traffic calming aspects and they do not require as much space as a standard roundabout.
- Cons
 - Depending on the number of lanes, roundabouts may shorten the distance pedestrians travel when crossing; however, driver attention may be diverted to negotiating the roundabout with focus on other vehicles, not on pedestrians.
 - The County would like to maintain a 35-mph speed-limit; this may require a large radius and the need to acquire additional property. There is not enough right-of-way available to construct a roundabout that could maintain a 35-mph speed-limit at CSAH 66 and CSAH 3.
- Estimated Cost: \$500,000 to \$1,000,000 per Roundabout. This cost is highly dependent of the size and related property acquisition costs.

- Street Parking Bump-outs



- Pros
 - Parking bump-outs help protect the cars parked on the side of the road and it is a common traffic calming design technique.
 - Bump outs, or refuge islands and peninsulas, create an area that protects the pedestrians and shortens the crossing path length.
- Cons
 - Parking bump outs make it difficult for snow plows to remove snow in the winter.

- These options require additional curb and gutter which then often requires a drainage system or storm sewer adding to the cost of the project.
 - Estimated Cost: \$8,000 to \$10,000 per bump out (not including storm sewer)
 - Parking Wheel Stops to protect walkers on sidewalks and guide drivers to approaches.



- Pros
 - Materials of construction are typically concrete or high-density rubber.
 - Wheel stops would be a physical barrier between the pedestrians on the sidewalk and the traffic maneuvering around the parking lots. It would also help define parking lot exits and aid in preventing drivers from driving off the curb.
 - Cons
 - Wheel stops would complicate snow management in the winter and would have to be picked up and stored for the winter season.
 - Wheel stops may be a trip hazard for pedestrians or create an obstruction for wheel-chair users.
 - Estimated Cost: \$50 per bumper
 - Additional 6' or 8' wide sidewalks in various locations



- Pros
 - Walkways would help separate pedestrians and vehicles, allowing people to get from origin to destination safely.
 - Cons
 - Often costly to install and snow removal and maintenance is required. A City snow removal policy should be developed and adopted that identifies who is responsible for snow removal.
 - Estimated Cost: \$9.00/SQ.FT. for Concrete Sidewalk, \$3.50/SQ.FT. for Bituminous Trail

- Crosswalk signage on Centerline of Road

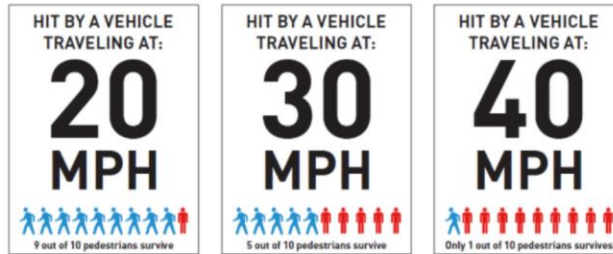


- Pros
 - Enhances crosswalk visibility and driver awareness of the crosswalk and potential presence of pedestrians at that location.
- Cons
 - Must be removed in the winter and stored.
 - Estimated Cost: \$600 per sign
- Updated pedestrian ramps to meet ADA Standards



- Pros
 - This improvement is Federally mandated and improves accessibility for all people.
- Cons
 - Improvements are costly and take a significant amount of time to update all ramps. Improvements are usually completed through project phasing.
 - Each location usually has its own design challenges to overcome.
- Estimated Cost: \$5,000 to \$6,000 per ramp

- Reduce Speed through town to 30mph



- Pros
 - This would help improve the safety of pedestrians and bicyclists.
- Cons
 - The County highway speed of 35 mph is the minimum desired speed for these corridors.
- Estimated Cost: \$65.00/SQ.FT. of signage

Recommended Improvements

Based on the collected data, review of alternatives and extensive public input, a phased approach is proposed. This plan addresses immediate priority needs identified along the County highway corridors followed by pedestrian facility enhancements along secondary City roadway corridors and internal routes completing the connection between parking areas and destinations. The recommended improvements include additional sidewalks and trails and crosswalk enhancements that will improve mobility and safety. Below are the recommended improvements and the locations identified in each proposed project Phase. A project phasing map is provided as part of this study booklet that further illustrates the proposed improvements in each project Phase.

- **Crosslake Pedestrian Mobility Improvement Plan Phase 1 (County Corridors)**
 - Update the existing crosswalks along the CSAH 66 corridor to “Continental” striping type.
 - Construct a concrete sidewalk along the east side of CSAH 66 between CSAH 3 and Swann Drive.
 - Construct a concrete sidewalk near Andy’s Bar & Grill to further define the designated walkway from the parking areas established at that location.
 - Construct a concrete sidewalk along the east side of CSAH 66 between Swann Drive and Lakes Country Crafts and Cones.
 - Construct a crosswalk across CSAH 66 near the Exchange parking lot to assist pedestrians crossing to Lakes Country Crafts and Cones area and other businesses.
 - Construct a crosswalk across CSAH 66 near Edgewater Lane in the Dairy Queen area.
 - Update all pedestrian ramps along the project corridor to meet current ADA standards.
 - Along the north side of CSAH 3 between CSAH 66 and Pioneer Drive, construct a bituminous trail to connect the existing bituminous trail that ends on the east side of Pioneer Drive to CSAH 66. This will help connect Reed’s Market and Ace Hardware to the Cross Lake Recreation Area.
- **Crosslake Pedestrian Mobility Improvement Plan Phase 2 (City/County Corridors)**
 - Re-stripe all crosswalks within the Phase 2 area with standard striping type.
 - Construct a concrete sidewalk from the Town Square east along the south side of Swann Drive to the existing bituminous trail near the intersection with CSAH 3.
 - Construct a concrete sidewalk on the west side of Pioneer Drive that connects CSAH 3 and Swann Drive.
 - Construct a crosswalk across Pioneer Drive between Reed’s Market and Ace Hardware.
 - Acquire right-of-way (or property) and construct bituminous trails between Reeds Market and the Holiday Gas Station to provide pedestrian connectivity between these commercial centers.
 - At all crosswalks along the CSAH 66 corridor, install additional street lighting and centerline crossing signage. At specific crosswalks noted, install push button activated crosswalk signage.

Estimated Cost of Recommended Improvements

The cost estimates provided below are based on a range of improvement costs. If this cost estimate is going to be used for funding purposes, we have included in the cost estimate a 10% Construction Contingency, Estimated Engineering Fees, Legal and administration costs.

CROSSLAKE PEDESTRIAN MOBILITY IMPROVEMENT PLAN PHASE 1 (County Corridors) - TAP YEAR 2024

Item Description	UNIT	UNIT PRICE	EST. QUANTITIY	TOTAL COST
Mobilization	LUMP SUM	\$25,000.00	1	\$25,000.00
Standard Crosswalk Striping	LIN. FT.	\$2.00	900	\$1,800
Continental Crosswalk Striping	SQ.FT.	\$3.50	400	\$1,400
Bike Lane Pavement Messages	SQ.FT.	\$3.50	0	\$0
New ADA Ramps	EACH	\$5,500.00	35	\$192,500
Reconstruct ADA Ramps	EACH	\$5,500.00	13	\$71,500
Reconstruct Driveway Intersections	EACH	\$4,500.00	11	\$49,500
Crosswalk lighting	EACH	\$7,500.00	0	\$0
6' Wide; 4" Concrete Sidewalk	SQ.FT.	\$9.00	13800	\$124,200
8' Wide; 3" Bituminous Sidewalk	SQ.FT.	\$3.50	0	\$0
9' Wide; 3" Bituminous Sidewalk	SQ.FT.	\$3.50	12420	\$43,470
Centerline Signage	EACH	\$600.00	6	\$3,600
Push Button Crosswalk signage	EACH	\$2,500.00	0	\$0
Subtotal				\$512,970
Contingencies (10%)				\$51,297
Engineering (20%)				\$112,853
Right-of-Way (Estimated)				\$50,000
Legal and Other Soft Costs (1.5%)				\$8,464
Administration (1%)				\$5,643
Estimated Total Project Cost				\$741,000

CROSSLAKE PEDESTRIAN MOBILITY IMPROVEMENT PLAN PHASE 2 (City/County Corridors) - TAP YEAR 2025

Item Description	UNIT	UNIT PRICE	EST. QUANTITIY	TOTAL COST
Mobilization	LUMP SUM	\$30,000.00	1	\$30,000.00
Standard Crosswalk Striping	LIN. FT.	\$2.00	100	\$200
Continental Crosswalk Striping	SQ.FT.	\$3.50	48	\$168
Bike Lane Pavement Messages	SQ.FT.	\$3.50	320	\$1,120
New ADA Ramps	EACH	\$5,500.00	17	\$93,500
Reconstruct ADA Ramps	EACH	\$5,500.00	26	\$143,000
Reconstruct Driveway Intersections	EACH	\$4,500.00	3	\$13,500
Crosswalk lighting	EACH	\$7,500.00	10	\$75,000
6' Wide; 4" Concrete Sidewalk	SQ.FT.	\$9.00	15450	\$139,050
8' Wide; 3" Bituminous Sidewalk	SQ.FT.	\$3.50	8400	\$29,400
9' Wide; 3" Bituminous Sidewalk	SQ.FT.	\$3.50	0	\$0
Centerline Signage	EACH	\$600.00	0	\$0
Push Button Crosswalk signage	EACH	\$2,500.00	12	\$30,000
Subtotal				\$554,938
Contingencies (10%)				\$55,494
Engineering (20%)				\$122,086
Right-of-Way (Estimated)				\$60,000
Legal and Other Soft Costs (1.5%)				\$9,156
Administration (1%)				\$6,104
Estimated Total Project Cost				\$810,000

Conclusions

Conclusions

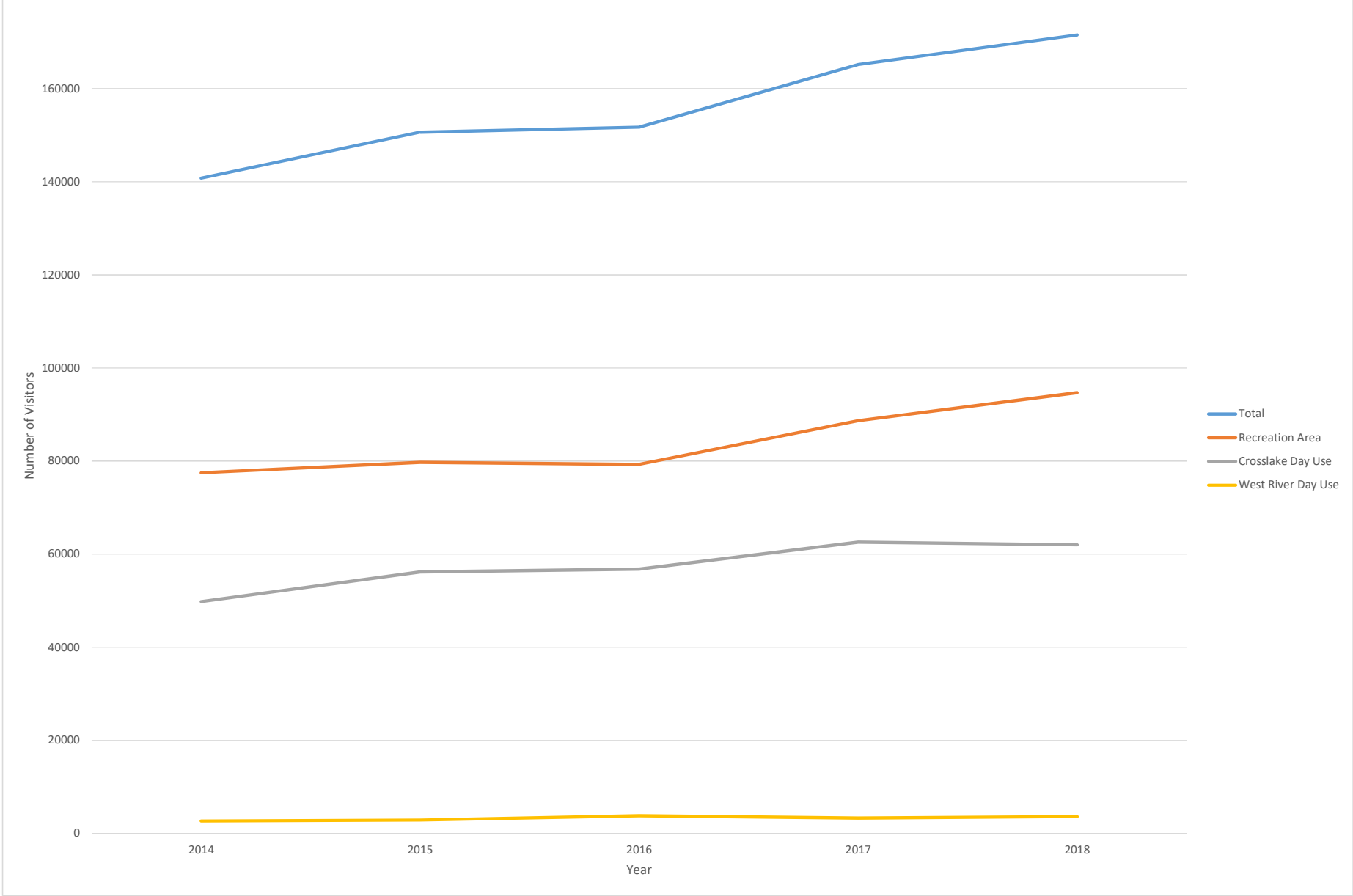
- The visitor and permanent resident population counts continue to increase each year within the study area and are anticipated to be further stimulated with the construction of the National Loon Center.
- Existing parking areas are adequate to serve average summer daily vehicle needs and are currently under-utilized and/or un-connected by walkways.
- Existing pedestrian/bicycle walkways and trails are insufficient for current and projected needs within the study area and gaps exist between existing walks and trail facilities.
- Existing crosswalks are correctly located at areas of high use along County highway corridors and should be enhanced to improve pedestrian safety.
- Additional crosswalks are needed along County corridors at selected areas where high random pedestrian crossing activity has been documented.
- Pedestrian facilities and trails require improvements to meet current ADA standards.
- The pedestrian access improvements recommended will provide direct access to commercial centers, senior housing, Crosslake Community School, Reed's Market, Crosslake Lutheran Church, the National Loon Center and Crosslake Recreation Area.
- Phased improvements have been determined to be an effective plan of action with priority improvements identified in Phase 1.
- The recommended improvements support the initiatives of the following:
 - City of Crosslake Comprehensive Plan
 - Crow Wing County 5-Year Plan
 - Corps of Engineers Recreational and Resource Management Objectives
 - Paul Bunyan Scenic Byway Route Recreational Objectives
 - National Loon Center Foundation Research and Education Objectives
 - Crosslakers Recreation and Connectivity Objectives
 - Crosslake Community School
 - Crosslake Chamber of Commerce

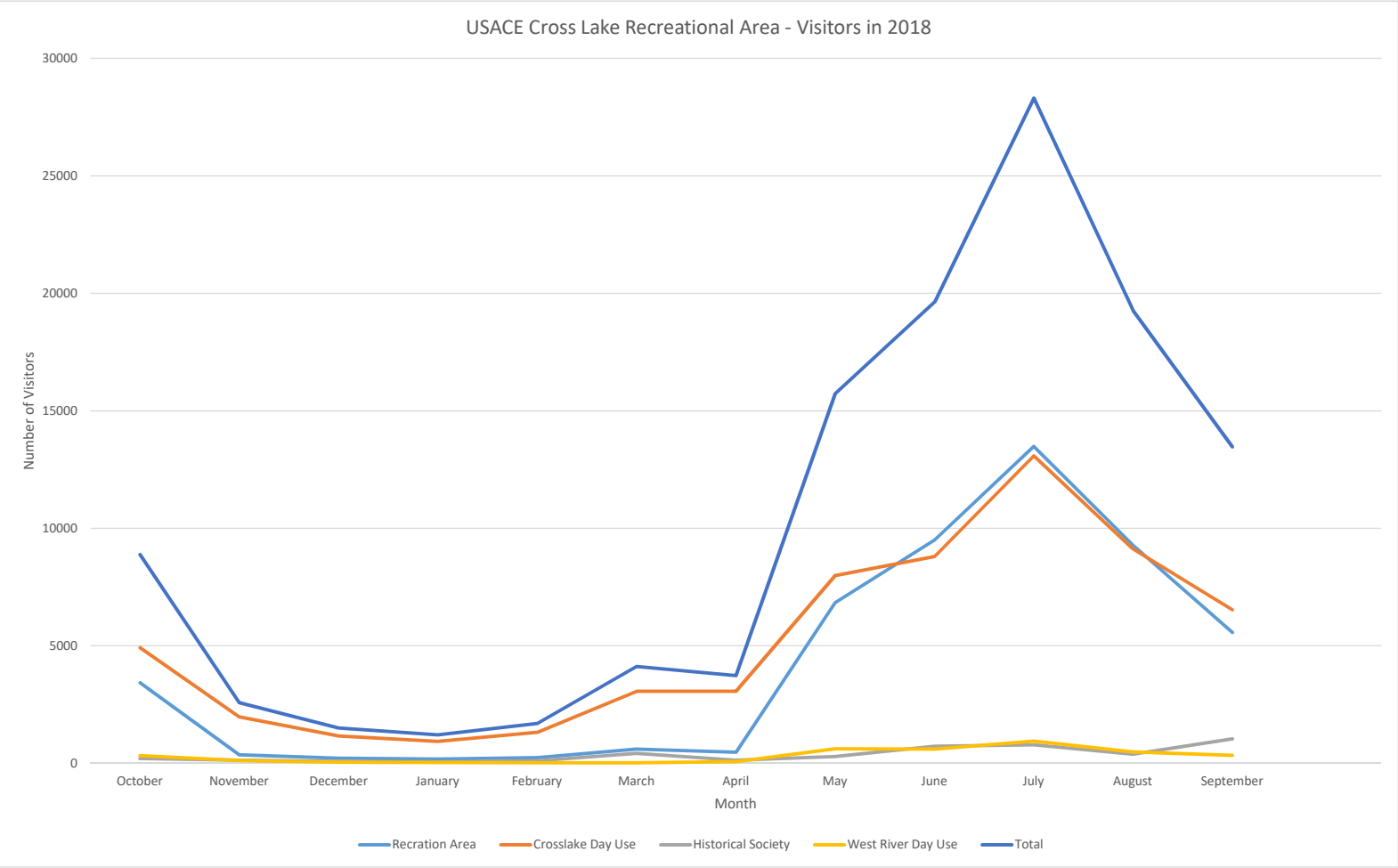
APPENDIX A

Crosslake Recreation Area



USACE Cross Lake Recreational Area - Visitors by Year





APPENDIX B

July 12, 2019

RESULTS BASED ON 23 RESPONSES OF 51 BUSINESSES/PROPERTIES PROVIDED THE SURVEY/QUESTIONNAIRE (45%)

Crosslake Parking/Pedestrian Study

RE: Request for Community Input

On May 13, 2019, the City of Crosslake, Crow Wing County Highway Department, and National Loon Center Foundation (NLCF) initiated a Parking/Pedestrian Study to gather information on current and future parking and pedestrian needs between the Crosslake Dam Bridge and Echo Drive along CSAH 3/66. The study area also includes right of ways and properties within the Downtown Commercial (DC) District accessed by Swann Drive and Pioneer Drive. Interest has been expressed to expand the study area to the Daggett Channel Bridge along the CSAH 66 corridor. Your input and perspective as business and property owners within the study area will help the committee develop a long-range plan for future infrastructure improvements. Improvements may include additional parking area development, sidewalks and trails, enhancement of pedestrian crossings and traffic controls. Please take a moment to help this effort by providing your input.

An Open House meeting is tentatively scheduled for July 25th at 6:00PM at City Hall. Please watch for official notice of this meeting to be posted at City Hall and on the City's web page. The purpose of the Open House is to discuss objectives of the study, review the information that has been gathered to date, discuss potential future improvements that may be beneficial, and receive input from all interested persons. Hopefully you will be able to attend the Open House; if not, this brief survey is an additional way you can provide input.

- Please indicate the property use(s) that best describe your business, organization, and/or household:

○ Retail	<u>12</u>
○ Office	<u>3</u>
○ Service	<u>5</u>
○ Dining/Bar	<u>1</u>
○ Hotel/Motel	<u>1</u>
○ Gas Station	<u> </u>
○ Grocery	<u> </u>
○ Worship	<u> </u>
○ School	<u>1</u>
○ Residential	<u> </u>

- Excluding major community events, such as the St. Patrick's Day Celebration, what percentage of the parking spaces available for your business/organization are occupied during regular business periods during the following seasons?

○ Spring (Mar-May)	<u>5</u> %
○ Summer (Jun-Aug)	<u>13</u> %
○ Fall (Sept-Nov)	<u>3</u> %
○ Winter (Dec-Feb)	<u>2</u> %

- Do you feel you currently have adequate parking for employees and patrons during regular business hours during the peak seasonal period identified above?
YES – 16; NO - 7
- Do you perceive that current parking that is available to your business is sufficient to meet your needs, or does it impede the true potential of your business? **SUFFICIENT – 16; NOT SUFFICIENT- 7**
- Is any of the parking on your property reserved or leased to other businesses or tenants? **YES – 1; NO - 22**
- Do you lease parking spaces from another business or property owner? **YES – 0; NO - 23**
- What is your perception of the adequacy of number of handicapped parking spaces that are currently available? **ADEQUATE – 22; NOT ADEQUATE -1**
- Do you currently rely upon parking spaces that are not within your property boundary to accommodate your employees or patrons

- such as public street parking or other public off-site parking areas? **YES – 9; NO - 14**
- What percent of your patrons/clientele do you perceive:
 - Arrive by car and park on your property **90-100% 17**
 - Arrive by car and park at a location off your property, then walk to your business **10-100% 6**
 - What is your perception of the adequacy of current pedestrian ways (sidewalks and trails)? **ADEQUATE – 4; NOT - 19**
 - What benefit, if any, would additional pedestrian ways (sidewalks, trails, crosswalk locations) provide for your business/property? **WILL BENEFIT – 19; NO BENEFIT - 4**
 - Are additional public parking areas (on-street or on public properties) needed? **YES – 17; NO – 6**
 - What is your perception of the safety and effectiveness of existing pedestrian crossing locations of CSAH 3 and CSAH 66? Of Swann Drive and Pioneer Drive? **ADEQUATE – 3; NOT ADEQUATE – 20**
 - What benefit, if any, would additional street lighting have? **WILL BENEFIT – 12 NO BENEFIT – 7 UNDECIDED - 4**
 - What is your overall perception of traffic volumes and congestion (vehicle, pedestrian, bicycle) within the study area over the past 10 years? **_0_ Declining; _5_ Staying the Same; _18_ Increasing**
 - What is your opinion on the cost/benefit of enhancing existing infrastructure for bicyclists, pedestrians, snowmobiling, ATV/OHV, or other modes of transportation? **BENEFIT IS WORTH THE COST - 15 BENEFIT DEPENDS ON THE COST - 1 NO BENEFIT FOR THE COST - 4**

Please provide any additional comments or input that you feel would be helpful and should be considered by the committee:

- SIDEWALKS ARE NEEDED ON BOTH SIDES OF CSAH 66 (BIKES ON WEST; PEDS ON EAST)
- I CANNOT OFFER ANY PARKING TO ANYONE
- WE NEED MORE CROSSWALKS
- PROHIBIT ATVS/OHVS IN THE SUMMER
- ON-STREET PARKING NEAR THE LUTHERAN CHURCH IS A MAJOR SAFETY CONCERN
- VEHICLES DO NOT STOP FOR PEDESTRIANS AT THE CROSSWALKS
- THE NUMBER OF CUSTOMERS IS INCREASING
- WE NEED CONNECTIVITY OF TRAILS AND WALKWAYS
- A ROUNDABOUT IS NEEDED AT MAJOR INTERSECTIONS
- CITY SHOULD PURCHASE THE EXCHANGE LOT
- CITY NEEDS A TROLLEY
- A FOOT BRIDGE OVER CSAH 3 IS NEEDED
- BUILD PARKING BEHIND ANDY'S
- WE NEED FUNDING FOR THE IMPROVEMENTS, NOT MORE TAX BURDEN ON BUSINESSES
- STOP LIGHTS AT CSAH 3/66 ARE NEEDED
- ANY FUTURE DEVELOPMENT SHOULD PROVIDE THEIR OWN PARKING
- A PEDESTRIAN WAY IS NEEDED FROM ANDY'S TO ACE HARDWARE
- TRAFFIC SPEEDS ARE TOO HIGH BETWEEN THE GOLF COURSE AND INTERSECTION OF 3/66
- SLOW TRAFFIC DOWN

APPENDIX C

AGENDA

Crosslake Parking/Pedestrian Study

July 25th, 2019 | 6:00pm | Crosslake City Hall

Dave Reese, Grant Kosobud, and Emma Young



ITEM

- i. Study Area
- ii. Objectives
- iii. Data Collected
 - a. Spack data
 - b. WSN observations
 - c. Drone data
 - d. Survey data
 - e. USACE visitor data
- iv. Public Input
- v. Thank You

Crosslake Parking/Pedestrian Study

Open House Meeting

July 25th, 2019

Pat Netko (Lake Country Crafts and Cones)

- Crosswalk in between intersections
- Sidewalks on the east side of 66 for bikes and peds
- Road/path directly behind the businesses starting at Andy's extending to north bridge
- Bright painted crosswalks
- More connected trails

Dr. Bruce Cunningham

- Supports bike friendly options stated before
- Need more sweeping of major roadways (3 and 66)
- Supports ATV/OHV traffic in town – stimulates economy

Cindy (Chamber)

- Brightly painted, more visible crosswalks
- Especially concerned about dangers of the intersection of 3 and 66 for pedestrian and bike traffic
- More connected trails
- Concerned about the current unsafe bike/ped paths

Jeff McGrath (Northland Pet Lodge)

- More connected trails
- Concerned about the current unsafe bike/ped paths
- Send another survey out to residents - suggested online method

Unknown

- Concerned about on street parking, especially up by the Bourbon Room
- More connected trails in/out of town

Mike Stone (Golf Course and Whistling Wolf Mini Golf)

- Concerned about on street parking, especially by the church and north
- Crosswalks in between intersections (up by Mini Golf and Crafts and Cones)
- More connected bike/ped trails

APPENDIX D

#onaroll

Community Update

Thursday, August 15th 5:30-7 pm

WELCOME - Pat

Pat will give reports on the following:

Audubon MN Bird City

Comprehensive Plan (Patty Norgaard pattynorgaard@crosslake.net)

Dog Park (Pam & Peter Graves pjgraves@gmail.com)

Historical Society (new welcome building)

Crosslake Community School (Todd Lycio tlyscio@crosslakekids.com)

Crosslake Cares (John Bruder)

- **Connectivity** - Pat Netko -
 - Flowers - planters on bridge
 - Thanks to Sam Shirey
 - Uniform Signage around town - vertical banners
 - Wayfinding signs
- **Mayor Dave Nevin Report State of the City**
- **Traffic Study** – Dave Reece (Widseth, Smith & Nolting)
- **Water Quality** – Jeff Laurel
- **Housing** – John Andrews, Mike O'Connell, Jeff
- **Loon Center** – Leah Heggerston
- **Greater Crosslake Area Foundation** - Mike Schwieters
- **Train Museum** – John Grothe Tour 7-8

SUMMARY (END)

Keeping you up to date:

Northland Press and Echo Journal Newspapers, Crosslaker's Facebook
www.crosslakers.com website

Annual Community meetings — this is 4th

How to get involved:

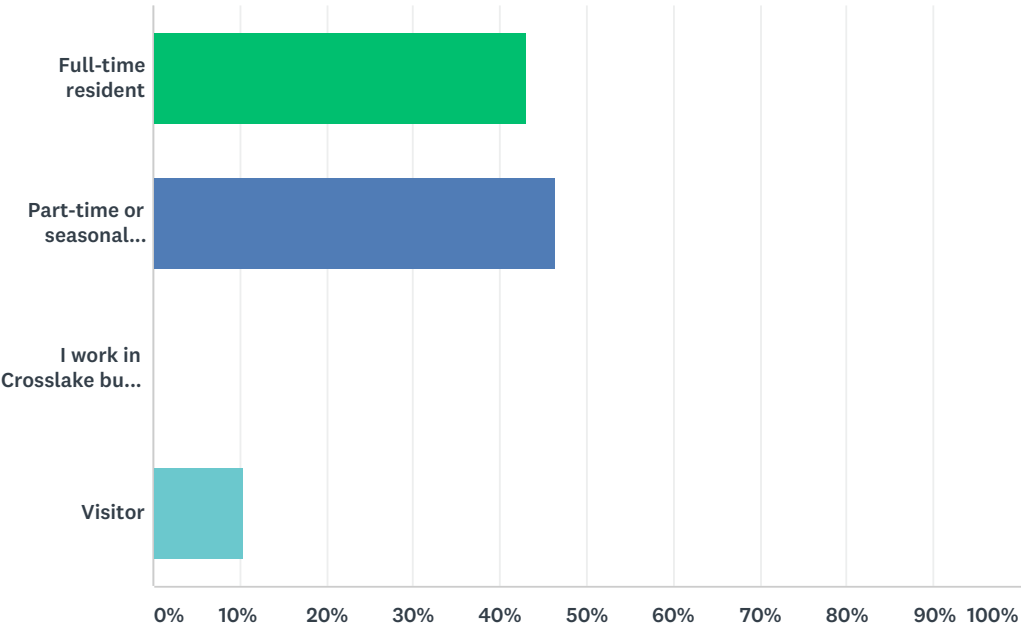
Join us on the 1st Monday of each month at 7:45 am at Crosslake Communications

Crosslakers are all Volunteers — and everyone is welcome to Climb Aboard! No staff — No payroll — No set hours - BUT Lots of Perks! — Community Pride and playing a roll in Charting the Course for Crosslake's Future ALL while meeting new friends and neighbors!

APPENDIX E

Q1 Describe your connection to Crosslake.

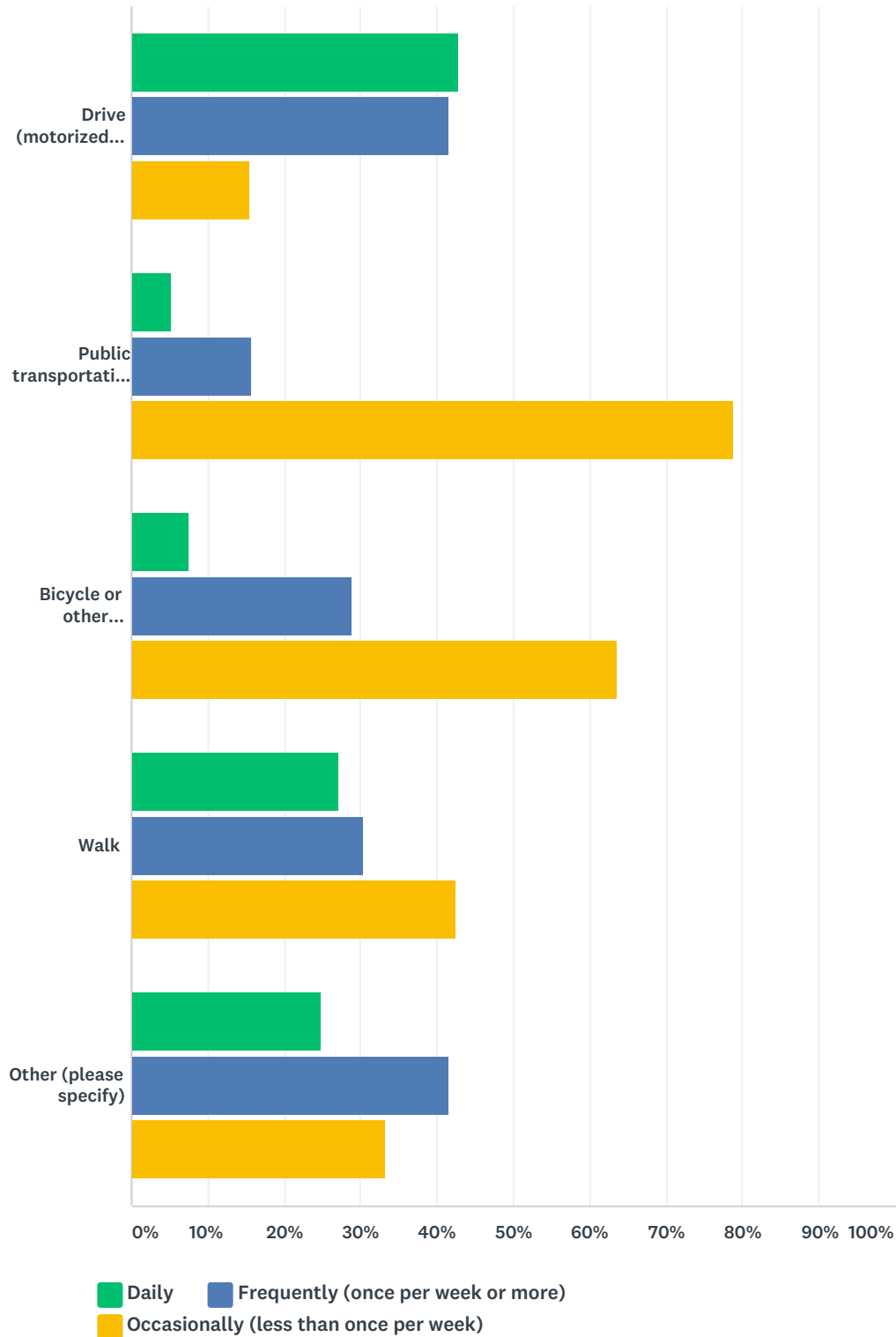
Answered: 86 Skipped: 0



ANSWER CHOICES	RESPONSES	
Full-time resident	43.02%	37
Part-time or seasonal resident	46.51%	40
I work in Crosslake but live elsewhere	0.00%	0
Visitor	10.47%	9
TOTAL		86

Q2 How do you get around Crosslake? CHECK ALL THAT APPLY

Answered: 86 Skipped: 0

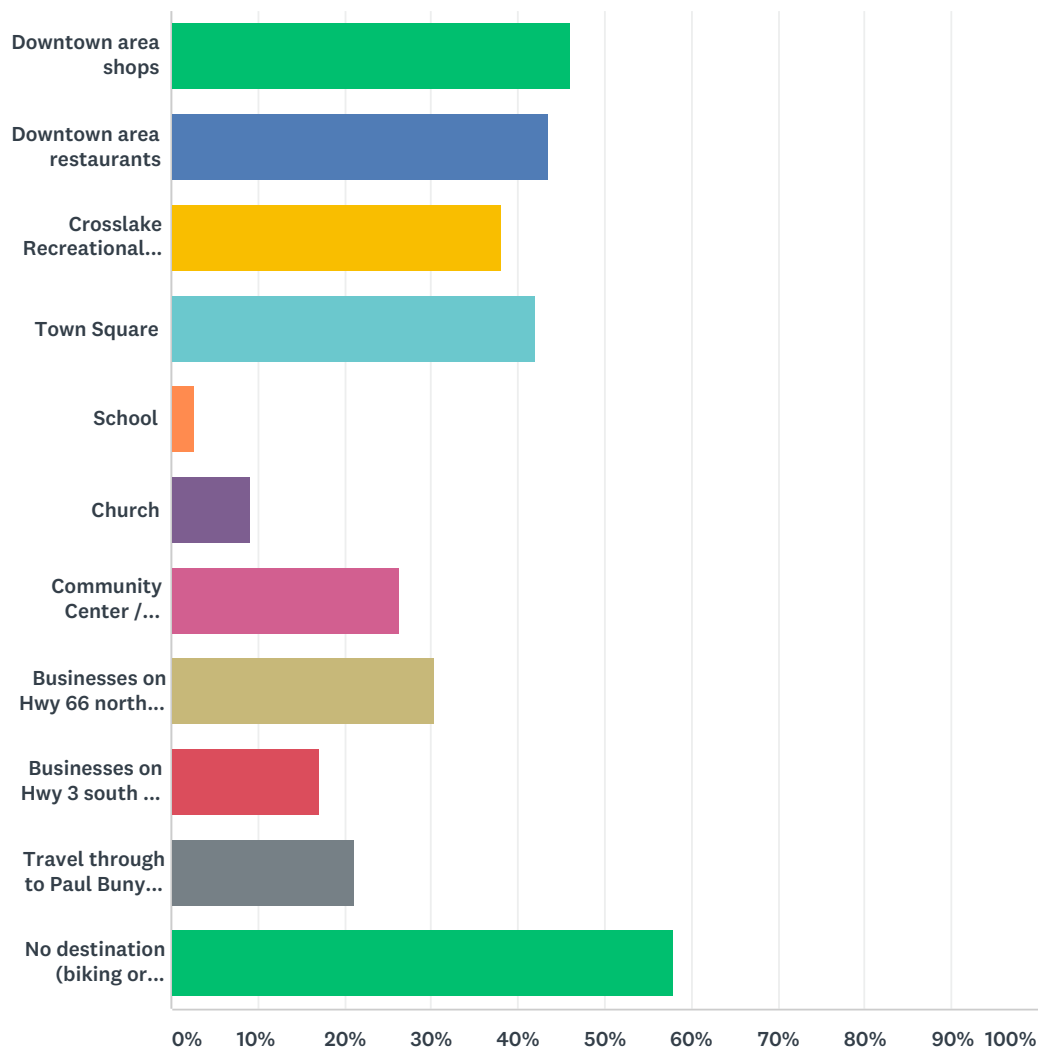


	DAILY	FREQUENTLY (ONCE PER WEEK OR MORE)	OCCASIONALLY (LESS THAN ONCE PER WEEK)	TOTAL RESPONDENTS
--	-------	------------------------------------	--	-------------------

Drive (motorized vehicle)	42.86% 36	41.67% 35	15.48% 13	84
Public transportation or ride with others	5.26% 2	15.79% 6	78.95% 30	38
Bicycle or other non-motorized vehicle	7.58% 5	28.79% 19	63.64% 42	66
Walk	27.27% 18	30.30% 20	42.42% 28	66
Other (please specify)	25.00% 3	41.67% 5	33.33% 4	12

Q3 For those who walk or bike at least occasionally, where do you go when you are walking or bicycling? CHECK ALL THAT APPLY

Answered: 76 Skipped: 10

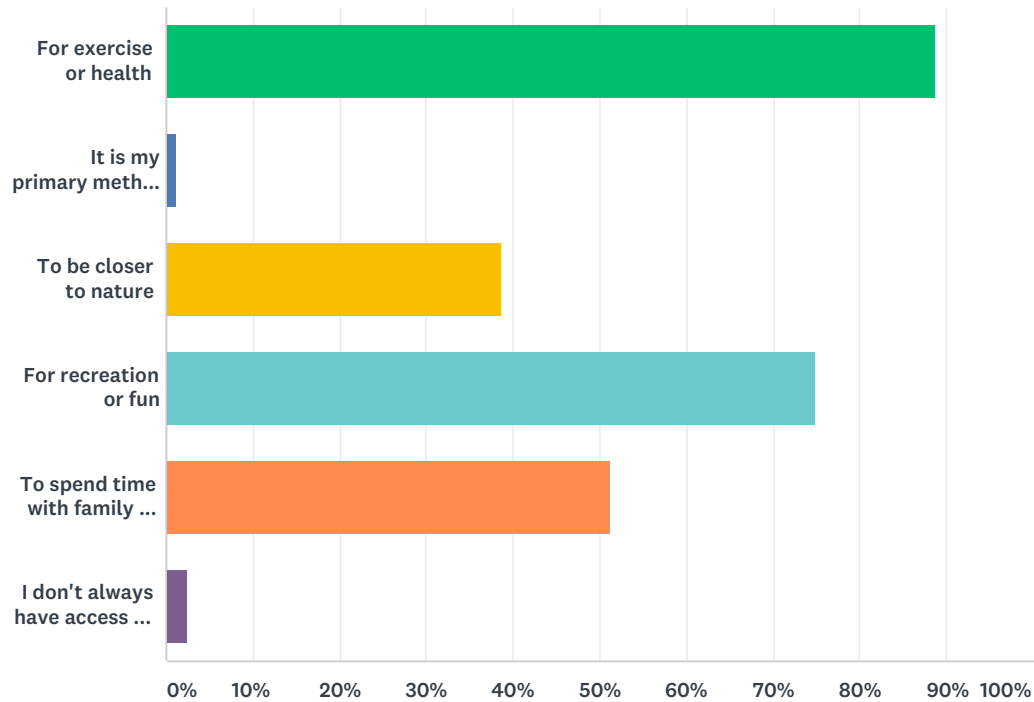


ANSWER CHOICES	RESPONSES	
Downtown area shops	46.05%	35
Downtown area restaurants	43.42%	33
Crosslake Recreational Area (swimming beach, dam, etc.)	38.16%	29
Town Square	42.11%	32
School	2.63%	2
Church	9.21%	7
Community Center / Library	26.32%	20
Businesses on Hwy 66 north of Crosslake Recreation Area	30.26%	23
Businesses on Hwy 3 south of Crosslake Recreation Area	17.11%	13

Travel through to Paul Bunyan State Trail or other biking/walking destinations	21.05%	16
No destination (biking or walking for recreation, exercise, etc.)	57.89%	44
Total Respondents: 76		

Q4 Why do you walk or bicycle? CHECK ALL THAT APPLY

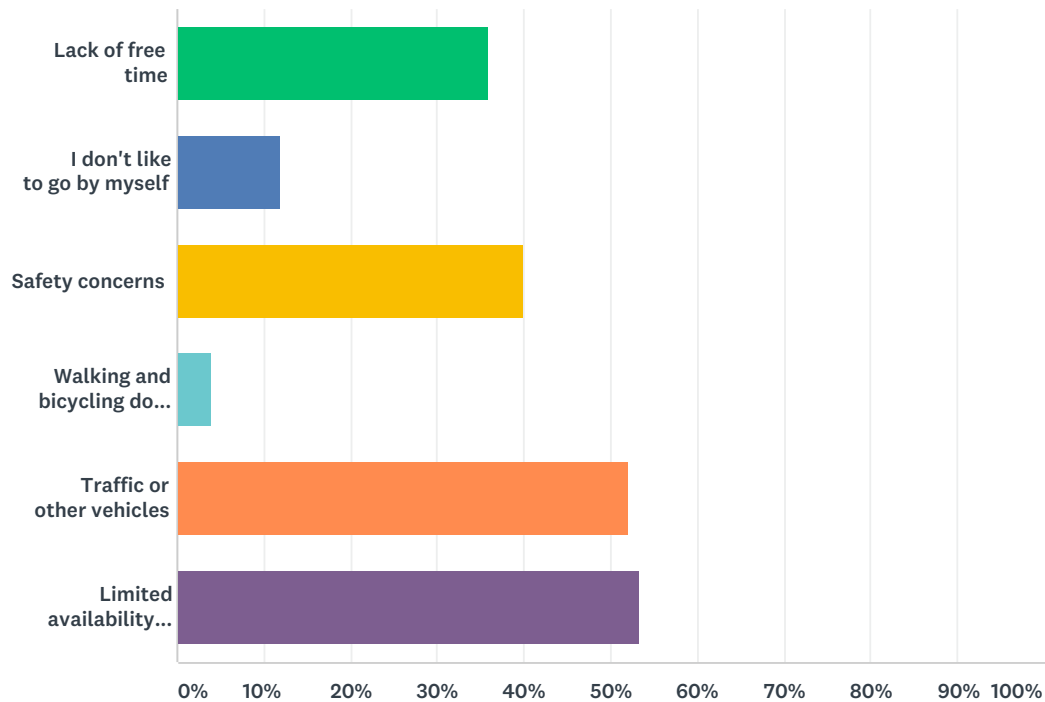
Answered: 80 Skipped: 6



ANSWER CHOICES	RESPONSES	
For exercise or health	88.75%	71
It is my primary method of transportation	1.25%	1
To be closer to nature	38.75%	31
For recreation or fun	75.00%	60
To spend time with family or friends	51.25%	41
I don't always have access to a motor vehicle	2.50%	2
Total Respondents: 80		

Q5 What prevents you from walking or bicycling more often, or at all?
CHECK ALL THAT APPLY

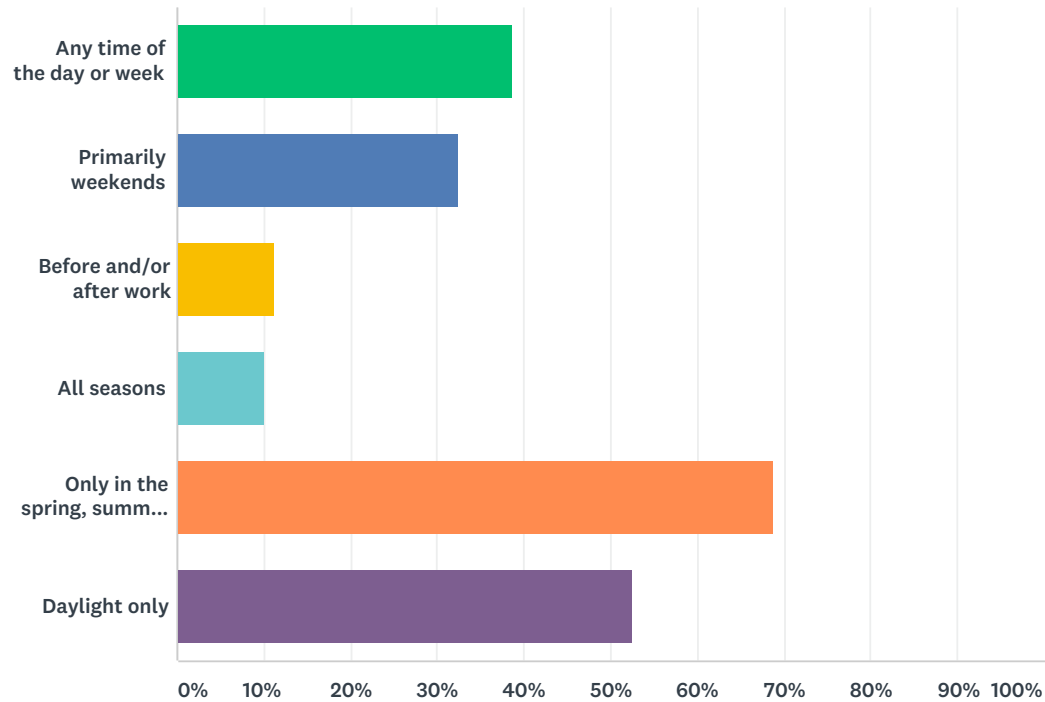
Answered: 75 Skipped: 11



ANSWER CHOICES	RESPONSES	
Lack of free time	36.00%	27
I don't like to go by myself	12.00%	9
Safety concerns	40.00%	30
Walking and bicycling do not appeal to me	4.00%	3
Traffic or other vehicles	52.00%	39
Limited availability of trails, sidewalks, bike lanes, etc.	53.33%	40
Total Respondents: 75		

Q6 When do you walk or bicycle? CHECK ALL THAT APPLY

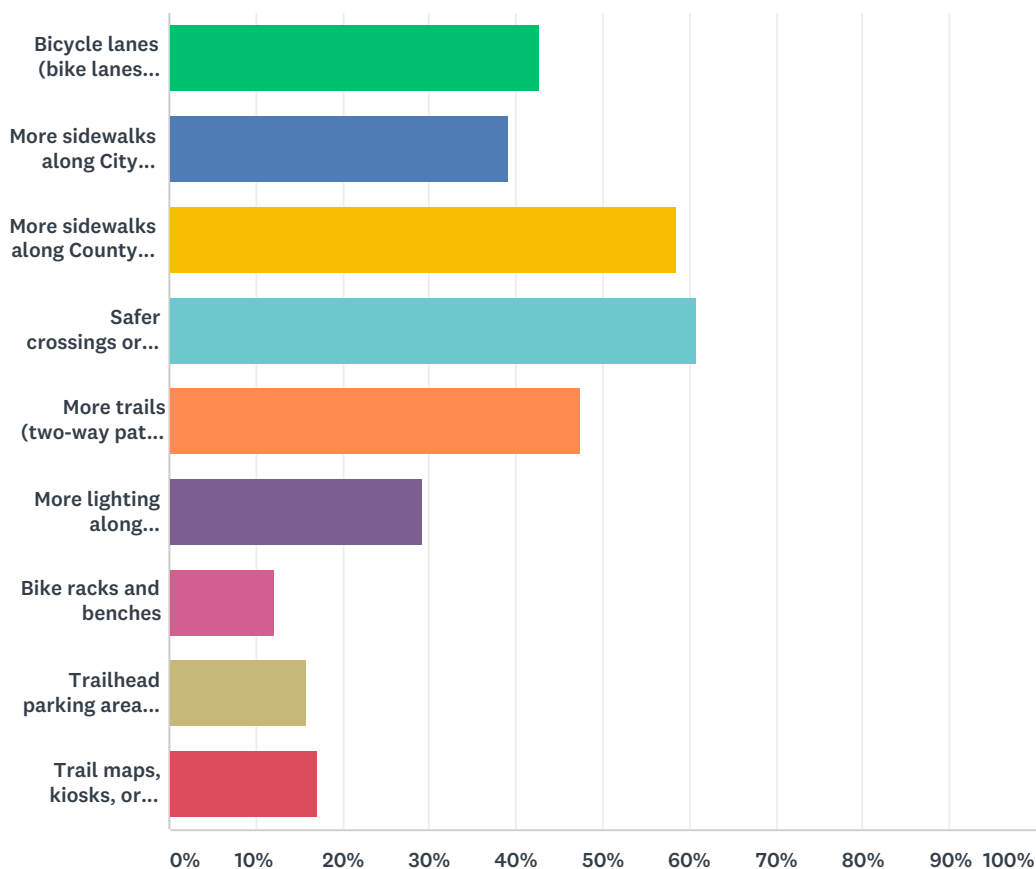
Answered: 80 Skipped: 6



ANSWER CHOICES	RESPONSES	
Any time of the day or week	38.75%	31
Primarily weekends	32.50%	26
Before and/or after work	11.25%	9
All seasons	10.00%	8
Only in the spring, summer, or fall when the weather is nice	68.75%	55
Daylight only	52.50%	42
Total Respondents: 80		

Q7 In general, what types of improvements would you like to see made in the study area of Crosslake? CHECK ALL THAT APPLY

Answered: 82 Skipped: 4



ANSWER CHOICES	RESPONSES	
Bicycle lanes (bike lanes dedicated for bicycles next to motor vehicle lanes)	42.68%	35
More sidewalks along City streets	39.02%	32
More sidewalks along County highways	58.54%	48
Safer crossings or crosswalks across busy roads	60.98%	50
More trails (two-way paths for non-motorized uses)	47.56%	39
More lighting along sidewalks, crosswalks, and trails	29.27%	24
Bike racks and benches	12.20%	10
Trailhead parking areas (Park and Bike/Walk)	15.85%	13
Trail maps, kiosks, or points of interest	17.07%	14
Total Respondents: 82		

Q8 What are your highest priorities for walking and bicycling improvements? Please specify. You may name specific intersections that need safer crossings, road segments where you would like a sidewalk, trail, or bicycle lane, etc.

Answered: 46 Skipped: 40

#	RESPONSES	DATE
1	Harbor Lane. Ideal township was ready to work with Crosslake on this but Crosslake drug their feet on this	10/7/2019 12:03 PM
2	#66 is the only path to get from the North to the South side of Crosslake. Better Crosswalks that are lighted and marked would be helpful as you need to cross #66 several times to reach the east or west side of the road. A path on the East side would be nice. Also, a connected loop taking you away from the businesses would nice.	10/5/2019 2:22 PM
3	There is no safe way to get from Manhattan beach to town square. A bike lane is needed. Sidewalk would be a bonus. I would love to be able to ride my mountain bike along Hwy 16 without being concerned for my safety die to 4-wheelers.	9/28/2019 9:29 PM
4	Having crosswalks that someone can push a button and yellow lights flash to alert cars there is a pedestrian wanting to cross. When there are cars parked along both sides of the road you cannot are a pedestrian waiting to cross and most cars won't stop anyways. @ Daggett Pine Rd, @ Crafts and Cones are two major problem areas.	9/28/2019 6:13 PM
5	crossing the main road to get to cafe, entertainment, and hotels is very dangerous , vehicles do not obey or slow down for bikers or walkers. I can't understand why police do not ticket or stop the vehicles, it is the law. I seen families almost run over by auto driving over the speed limit, it just a matter of time before someone will be killed. Recently, a man was yelling at car to stop, they just kept going. (Drivers know they will not be ticketed in Crosslake. Other cities enforce the law and have put sign which say it is the law to stop in intersections.	9/27/2019 8:06 PM
6	Walking safety	9/27/2019 5:36 PM
7	Hwy 3 heading into town is the most uncomfortable part of the ride just because of the traffic and speed, but necessary where we live. It would be great to have a trail to avoid riding on the highway.	9/27/2019 7:25 AM
8	Enforce no passing in right lane of highway. Fix shoulders on hey 66 north of hey 16. Surface is broken and tremendously bad for road bikes. New path along Manhattan point blvd is extremely trashy with tree litter most of time, more frequent sweeping?	9/27/2019 3:56 AM
9	I will bike or blade into town on 3, I would love to have my kiddos bike or blade with. They normally drive in with my husband because we just do not feel it is a safe enough for the kids.	9/26/2019 10:17 PM
10	Cty 66 and Cty3	9/26/2019 9:44 PM
11	Get the bicyclists off the roads	9/26/2019 9:15 PM
12	3&66 area Maucieris to downtown walking and bike path.	9/26/2019 8:37 PM
13	Highway 16 seems so dangerous for biking. I wish if a biker or pedestrian is present the speed could be 30 mph.	9/26/2019 8:27 PM
14	More trails like crosby has.	9/26/2019 8:20 PM
15	Campgrounds crossing. Under road?	9/26/2019 7:55 PM
16	See above	9/26/2019 6:35 PM
17	No bikes on sidewalks	9/26/2019 6:25 PM
18	Same as above	9/26/2019 5:38 PM
19	Intersection at the campground and Andy's corner NEEDS a traffic light. I go out of my way in the busy months and weekends to avoid that corner. It could operate as a flashing red during the slower months. Would love a network of connecting bike/walking trails. Could start by having a dedicated trail from the trail end on 103 going through town connecting to the other end on West Shore Dr	9/26/2019 5:30 PM
20	More paths or trails off the main roads. There are too many distracted drivers to walk on the highway. I would love to walk into Crosslake but I can't get there.	9/26/2019 4:37 PM
21	Dedicated walking and biking trails. Too many cars on existing roads make sharing road too dangerous.	9/26/2019 4:18 PM
22	bike racks	9/26/2019 3:12 PM
23	Bike trail that goes around Crosslake. Bike lane on County road 16	9/26/2019 1:57 PM

24	Area by Moonlight Square and moonlight bar	9/26/2019 1:08 PM
25	66/3, Ice cream shop on 66	9/26/2019 12:56 PM
26	Love to bike around Cross Lake (the lake itself) considering that route, some sections are more dicey/close to higher speed traffic then others. Some south of town/dam, some near Wharf to Moonlight, some parts around 103 south of the lake. Great route and very pretty. Good to promote that for others.	9/26/2019 12:36 PM
27	Co rd 3 south side, extend sidewalks and lower speed limit. Far too many accidents from riverside to the Vets Club	9/26/2019 12:34 PM
28	Being able to cross busy hwys. At designated crosswalks.	9/26/2019 12:33 PM
29	Both crosswalks by campground. This summer I saw a very close call on crosswalk from campground to school. Should be a large yellow pedestrian sign on campground side, not only in middle of road.	9/26/2019 12:23 PM
30	from the capground entrance to Swann drive, many driveways from businesses onto 66, with a crosswalk on each end currently is dangerous on weekends.	9/26/2019 12:12 PM
31	The intersection by the entrance to the campground is very busy on weekends, and dangerous for bike riders, pedestrians, as well as drivers. Coming from Reeds and trying to make a left to go South on 66 is difficult on weekends.	9/26/2019 12:06 PM
32	I would like to see bike trails added to the different highways that come into Crosslake as many of us live on a variety of lakes and bike/walk/run alongside highway speeds of cars on the shoulder of the road and it seems to get "tight" sometimes during busy summer weekends.	9/26/2019 12:04 PM
33	A specific bike trail on Hwy 16 to the Paul Bunyan trail (Hwy 16/371) intersection. Using the shoulder on Hwy 16 scares me and is even scarier with young children biking along.	9/26/2019 11:59 AM
34	Sidewalk trail on 103 from Westshore to 3.	9/26/2019 11:58 AM
35	Please consider the shoulders of the roads. While we take our Holiday Coffee break when we ride around the lake. We get to observe the cross walk with signs stating pedestrians have the right of way. We see 80% of non-compliance. It is unbelievable we have seen many, many times a car will stop but the car behind them swings around them, it is a miracle someone hasn't been hit.	9/26/2019 11:58 AM
36	Love to see a 3 way stop by the campground from May-Oct	9/26/2019 11:58 AM
37	As a resident, I see cars speed through every crosswalk along 66 every day. To make it safer for bikers/walkers, I think we need more noticeable crosswalk signs. Also, there are several cars that illegally pass on the right shoulder all through town. I wish our police could patrol the main areas more in the summer, when all of the out of towners are here.	9/26/2019 11:50 AM
38	A crosswalk somewhere near the north side of the daggett by the old bait box.	9/26/2019 11:48 AM
39	Safety	9/26/2019 11:48 AM
40	Lighted paths PLEASE	9/26/2019 11:38 AM
41	County roads! Co rd 1 all the way to moonlite doesn't have much of a shoulder.	9/26/2019 11:31 AM
42	You need to make the intersection at Andy's and the cam camp ground more safe. Someone is going to get killed. It's way too busy with people walking and biking. It's so dangerous!!! 4 way stop, stop light, round about. Does it take someone to get killed to make a change?	9/26/2019 11:24 AM
43	Crossing County Road 3 is treacherous from the campground to the business district. The existing Crosswalks are poorly painted. The crosswalk across 5 lanes of traffic at the corner of Andys/Campground/Chamber is dangerous. Lots of pedestrians at Lake Country Crafts and Cones. A sidewalk on the east side of County Road 3 would be helpful.	9/26/2019 11:21 AM
44	Bike lanes very important.. I live off of Cty 103 which has basically no shoulder at all to bike on..	9/26/2019 11:17 AM
45	Safer crossings, sidewalks and accessibility for all	9/26/2019 10:53 AM
46	YEAR ROUND AVAILABILITY	9/26/2019 8:53 AM

Q9 If you support walking or bicycling improvements, why do you support them? If you don't support improvements, why not? Please provide answers to these questions and any other comments about walking and bicycling in Crosslake.

Answered: 44 Skipped: 42

#	RESPONSES	DATE
1	I think roads and trails are sufficient right now.	10/9/2019 8:22 AM
2	I support it because people need to exercise for health reasons and enjoy the outdoors without having to worry about being struck by a car which has happened	10/7/2019 12:03 PM
3	Great exercise and a draw for visitors to our city.	10/5/2019 2:22 PM
4	I support them	9/28/2019 9:29 PM
5	Crosslake is a recreational tourist destination. People want to be outside. Provide them a safe place to walk and bike so they can enjoy time with their families outdoors. Create more trail connections to other neighborhoods and communities too.	9/28/2019 6:13 PM
6	Live there seasonally and supports a healthy lifestyle. Builds more appeal for the area	9/28/2019 10:29 AM
7	100% support. Crosslake is a tourist city and has grown a lot, I expect family to be and feel safe , right now it is not. Crosslake should be held reliable, if an accident happens.	9/27/2019 8:06 PM
8	Hard to bike safely with parked cars in the way	9/27/2019 5:36 PM
9	I support them because it improves quality of life in the community, both in use and perception. I want to live somewhere that values open spaces, active lifestyle, and not just speeding around by car because there is no alternative.	9/27/2019 7:25 AM
10	Frequent user of paths and right lane for biking.	9/27/2019 3:56 AM
11	I would support a safer route into town for the kids (7+ , obviously with an adult) in the community.	9/26/2019 10:17 PM
12	Safety, and for drivers as well	9/26/2019 9:44 PM
13	Because when I am driving a car in town or on county roads, bicyclists are in the way	9/26/2019 9:15 PM
14	Support them. Unsafe to bike or walk shoulders with traffic and especially ATV , side by side vehicles traveling these roads	9/26/2019 8:37 PM
15	I feel conflicted because West Shore bike path is so beautiful and conflicted and if the trail goes all the way around it will be congested. I would love if 16 was safer though so we could bike into town.	9/26/2019 8:27 PM
16	I support them because right now, my wife refuses to walk along Route 66 and risk her life, in order to get to the sidewalk /trail. giving Anchor Point and Manhattan point access to town is a no brainer. right now, 98% of us drive the short distance into town, simply to stay safe.	9/26/2019 6:35 PM
17	Safety	9/26/2019 6:25 PM
18	This lake area is great, but there is more that just boating and fishing. I feel it would be an attractive addition to our community both in the form of safety and recreation. I would love to ride my bike into town square to patronize local businesses or be able to ride completely around Crosslake safely.	9/26/2019 5:30 PM
19	PLEASE help connect surrounding areas. We are out highway 16 on ABC Drive and have no access to the city or the trails on West Shore Drive unless we walk on highway 16, which is very dangerous. We need to connect surrounding streets to the city too or people cannot walk into the city. A path along 16 would be great. I'm pretty disappointed in our walking options.	9/26/2019 4:37 PM
20	I support improvements if it makes sense. It's a bonus if fed/state funds kicks in.	9/26/2019 4:18 PM
21	Investment into eco-tourism seems to be a major driver of rebirth of local communities. Wise use of resources that doesn't harm the environment seems like a win-win.	9/26/2019 3:12 PM
22	I think biking is the best way to explore and learn a town.	9/26/2019 1:08 PM
23	It's very dangerous at this time. Something needs to change.	9/26/2019 12:53 PM
24	As Crosslake continues to grow, we see more bike and pedestrian traffic especially in an around downtown and surrounding areas. Great to plan now for safety.	9/26/2019 12:36 PM
25	Support—exercise, fun, activity with friends	9/26/2019 12:33 PM
26	I think the city should have a public vote on this. I would think the people of Crosslake will have to pay for the improvements with taxes. Not saying that it wouldn't be nice for the city but don't ram it through with out a vote of the people. I'm just a visitor once a year. My opinion.	9/26/2019 12:33 PM

27	There are so many people visiting the area in the summer that have no concern for traffic. More improvements mean more taxes and all these improvements don't help the residents who live here, it's mostly weekenders.	9/26/2019 12:28 PM
28	Safety	9/26/2019 12:23 PM
29	The promotion is exercise and less vehicle traffic is important to me. I would like to see improvements for safety and think it will attract more people to use their bicycles.	9/26/2019 12:06 PM
30	I support additional sidewalks and trails as it encourages more individuals to use them from the campground to summer visitors and weekend families.	9/26/2019 12:04 PM
31	Exercise is great! Perfect hobby to share with family n friends! The nature in Crosslake is beautiful!	9/26/2019 11:59 AM
32	Safety and with more improvements there would be more use.	9/26/2019 11:58 AM
33	In the past few years we have seen a huge increase of bikers & walkers. Love to see this and encourage it. But I would also like to see posted around town rules for walkers & bikers. Just bullet points are needed. Walk against traffic... Bike with traffic, single file Bikes announce on your left or right when overtaking walkers or bikes Things like this	9/26/2019 11:58 AM
34	I support improvements for safety reasons. Somebody is going to get hit crossing the road by the campground. Vehicles go way too fast and a lot of them don't bother stopping.	9/26/2019 11:58 AM
35	I think any improvements to help get people and children outside and enjoying the outdoors is a positive!	9/26/2019 11:48 AM
36	Safety, less traffic	9/26/2019 11:48 AM
37	Great addition to your area for recreational opportunities	9/26/2019 11:38 AM
38	I would like those to bicycle to use the paved sidewalks and not be in the road.	9/26/2019 11:37 AM
39	Due to health reasons, I am unable to bicycle or do much walking. But I love this area and like to see any and all improvements that promote healthy recreational activities and opportunities to keep Crosslake a top notch hot spot for any and all visitors, summer folk, and fishermen, bicyclists, hunters, snowmobilers, birdwatchers, etc. Its great to promote and provide safe spaces for people to enjoy the beauty of Crosslake and all it has to offer in the healthiest mode of transportation....walking and biking!	9/26/2019 11:28 AM
40	It's not safe. The bikers do not follow the crosswalk they just go across the street not looking for vehicles expecting vehicles to slam on thier brakes.	9/26/2019 11:24 AM
41	I totally support walking and bicycle improvements. With a 120+ site US Army Crop Campground located along County Road 3, it's necessary to get the campers in to the business district safely!	9/26/2019 11:21 AM
42	Primarily for exercise... I want to live a while..	9/26/2019 11:17 AM
43	Town needs to have a central parking spot with access to business and attractions	9/26/2019 10:53 AM
44	I THINK WHAT WE HAVE IS ADEQUATE	9/26/2019 8:53 AM