



Greater Minnesota Transportation Alternatives Solicitation

2021/22 Full Application

Funding in year 2026

Crosslake Pedestrian Mobility Improvement Project Phase 1

**Applicant: City of Crosslake
Project Sponsor: Crow Wing County**

Table of Contents

Table of Contents	2
Transportation Alternatives Full Application	3
General Information	3
Project Information	3
Contact Information	3
Project Budget	4
Table A – Eligible Items	4
Table B – Ineligible Items	4
Total Project Budget	4
ATP Project Evaluation	5
Eligibility	5
Project Information	5
Evaluation Criteria	7
Sponsoring Agency Resolution and Resolution to Maintain Facility	12
Application Checklist	15
Supporting Documentation	17

Transportation Alternatives Full Application

General Information

Project Information

Name of project: Crosslake Pedestrian Mobility Improvement Plan Phase 1

Project is located in which county: Crow Wing

Brief project description: The proposed project includes installation of concrete sidewalk, bituminous trail, one pedestrian-actuated Rectangular Rapid Flashing Beacons (RRFB), crosswalk lighting and Americans with Disabilities Act (ADA) improvements.

Project applicant: City of Crosslake

Contact Information

Contact person (from applicant agency): Mike Lyonais, City Administrator/Treasurer

Mailing address: 13888 Daggett Bay Road

City: Crosslake **State:** Minnesota **Zip:** 56442

Phone: 218-692-2688 **Fax:** 218-692-2687 **Email:** mlyonais@crosslake.net

Sponsoring agency: Crow Wing County

Contact person (from sponsoring agency): Timothy Bray, County Engineer

Project Budget

Table A – Eligible Items

Eligible work/construction item	Estimated quantity	Unit cost	Total cost
Mobilization	1	\$35,000/LUMP SUM	\$35,000
Standard Crosswalk Striping	900	\$5.20/LIN.FT.	\$4,680
Continental Crosswalk Striping	400	\$9.75/SQ.FT.	\$3,900
New ADA Ramps	22	\$6,500/EACH	\$143,000
Reconstruct ADA Ramps	11	\$7,800/EACH	\$85,800
Reconstruct Driveway Intersections	11	\$5,850/EACH	\$64,350
Crosswalk Lighting Unit	6	\$11,000/EACH	\$66,000
6' Wide Concrete Sidewalk	15,900	\$13.65/SQ.FT.	\$217,035
9' Wide Bituminous Sidewalk	12,420	\$3.75/SQ.FT.	\$46,575
Pedestrian Crosswalk Flasher System (RRFB)	1	\$25,000/EACH	\$25,000
Subtotal Eligible Costs			\$691,340

Table B – Ineligible Items

Ineligible work/construction item	Estimated quantity	Unit cost	Total cost
Contingencies	1	10%	\$69,134
Right of Way	1	Estimate	\$50,000
Engineering, Legal, Administration	1	25%	\$172,835
Subtotal Ineligible Costs			\$291,969

Total Project Budget

1. Total cost of proposed project (Total Table A + Total Table B): **\$983,309**
2. Items not eligible for TA funding (Total Table B): **\$291,969**
3. Total eligible costs – recommended range \$100,000 to \$1 million¹ (Total Table A): **\$691,340**
4. Applicant's contribution toward the eligible alternative project costs – minimum 20% match required: **\$138,268**
5. Total amount requested in transportation alternatives funds (#3 minus #4): **\$553,072**

ATP Project Evaluation

Eligibility

Federal legislation requires that the project be an “eligible activity.” The project must fall within one of the eligible activities listed below. (Please check the appropriate category.)

- On-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.

Project Information

1. Describe why this project is important to your community and how it will improve existing conditions:

In 2018, the City of Crosslake was identified as the future host of the National Loon Center. This facility, which will function much like the National Eagle Center in Wabasha, the International Wolf Center and the North American Bear Center located in Ely, is expected to attract tens of thousands of new visitors to Crosslake each year. Construction of the primary structures is scheduled for completion in the summer of 2024. Installation of interpretive kiosks, boat slips, and other attractions began in the fall of 2021.

The specific location of the Loon Center will be on the Cross Lake Recreation Area. This property lies adjacent to the City’s primary commercial district and is owned and operated by the United States Army Corps of Engineers (USACE). This area is a popular destination for residents and guests and is host to over 120 campsites, picnicking opportunities, two fishing piers, a swimming beach, and numerous other outdoor activities. In 2021 the Recreation Area welcomed over 200,000 visitors, an increase of 23% since 2017.

In the last four years, the City of Crosslake has also experienced significant growth in housing construction. In 2019 four townhomes and an 86-unit senior housing campus was constructed in the commercial district within one-half mile of the entrance to the Cross Lake Recreational Area.

The ability to provide adequate levels of pedestrian safety and mobility for residents and guests of Crosslake already presents a challenge. The addition of the National Loon Center attraction is anticipated to exacerbate this challenge. The property lease agreement negotiated between USACE and the National Loon Center prohibits the construction of additional parking on the federal property. The requirement for visitors to commute to the Loon Center from off-site parking will contribute to elevated pedestrian/vehicle conflict throughout the area.

County State Aid Highway (CSAH) 3 and CSAH 66 are urban arterial roadways intersecting at the main entrance to the Cross Lake Recreation Area. The Average Annual Daily Traffic (AADT) for these roadways is 3,450 and 5,900 respectively. Both experience seasonal peak volumes of 30-40 percent or more, making it quite difficult for pedestrians to safely negotiate this intersection. Continuity gaps in the remainder of the pedestrian network elevates levels of pedestrian/vehicle conflict throughout both highway corridors. The absence of pedestrian facilities in front of popular business traffic generators encourages unpredictable and unauthorized crossings from the multi-use trail to the east side of the CSAH 66 corridor.

Similarly, the lack of walkways adjacent to CSAH 3 requires pedestrians to occupy the roadway shoulder when commuting between popular housing, recreation, and retail locations.

The intent of the proposed project is to provide safe, continuous, and direct access to a multitude of existing and future pedestrian traffic generators. The project is important to the City of Crosslake because the existing deficiencies are already a cause for concern and are expected to become more challenging with the additional vehicular and pedestrian traffic generated by the National Loon Center.

- 2. Describe the main users by type or classification and the approximate number of users to be served by the proposed project:** The proposed project will accommodate thousands of new and existing network users each year. It is anticipated that most patrons will be walkers and bicyclists commuting between popular housing, recreation, and retail locations in the City's primary commercial district.
- 3. Describe any current and/or previous uses of the project area:** The proposed project will primarily utilize unoccupied portions of the CSAH 3 and CSAH 66 road right-of-way. A graphic of the proposed roadway typical sections is located in the attached materials. In December 2021, the Crow Wing County Board of Commissioners passed Resolution 2021-48 allowing the components of the proposed project to be located within the existing road right-of-way.
- 4. Explain current and future ownership of the property:** Crow Wing County will retain ownership and control of the property after the project is completed. The County will also ensure the future operation and maintenance of the proposed facilities by delegating these responsibilities to the City of Crosslake utilizing an official project cost participation agreement.
- 5. Has an application for this project been previously submitted to the ATP-3 for TA program funds and not awarded? If so, please explain if the comments provided to you from ATP-3 have been addressed and describe any other activities that have taken place to advance the project:**

Yes. This project was first submitted to ATP-3 in 2020 and then again in 2021. Acting on the feedback received from each of the selection committees, the following modifications have been incorporated in the current application:

- In the Fall of 2021, the City of Crosslake and Crow Wing County collaborated to design and install two of the three Rectangular Rapid Flashing Beacon (RRFB) systems proposed by two previous TA applications. This also included the required upgrade of two pedestrian curb ramps to meet current Americans with Disabilities Acts (ADA) standards.
- Additional information has been provided to summarize past community visioning sessions and other public engagement opportunities.
- The narrative and graphics have been improved to better describe the two-phase approach to improve overall pedestrian mobility in Crosslake.
- Acting on feedback received from the Crosslake Charter School Board of Education and other stakeholders, the installation of roadway crossing enhancements has been included in Phase 1.
- Provided clarification why the existing bituminous trail is inadequate and how it contributes to pedestrian/vehicle conflict throughout the CSAH 66 corridor.
- Included Crow Wing County Board Resolution 2021-48 establishing that the proposed project will be allowed to occupy the CSAH 3 and CSAH 66 road right-of-way.

Evaluation Criteria

Criteria 1: 20 possible points

Describe the level of identification of your project in one or more statewide, regional, or local plan, which has been adopted by federal, state, regional or local agencies.

The City's Comprehensive Plan, adopted in 2018, includes the specific priorities intended will be accomplished by this project. The proposed project has broad-based local support and has been part of community planning efforts for several years. The improvements align with the Corridor Management Plans of two nationally designated the scenic byways, the Paul Bunyan National Scenic Byway and the Minnesota Great River Road National Scenic Byway. The proposed project also complements USACE's Master Plan for the Cross Lake Recreation Area.

In 2016 the Minnesota Design Team, a state-wide group of planning and engineering professionals, assisted city leaders with facilitating a summer-long community visioning session. The results of this public involvement effort included very strong support for a complete bicycle and pedestrian network. This includes the specific components of the proposed project. These public sessions also introduced the first concepts that later made the National Loon Center a reality.

In 2017, local business officials helped facilitate an additional community visioning session focused on the City's pedestrian network. The public workshops specifically focused on the CSAH 66 corridor and how it could be improved to ensure system continuity for all users. A summary of these two community planning sessions is included in the Supporting Documentation section of this application.

In the summer of 2019, a preliminary engineering report was initiated by the City of Crosslake, Crow Wing County and the National Loon Center Foundation. The focus of the Crosslake Parking and Pedestrian Route Study was to evaluate the City's capacity to accommodate future parking and pedestrian demand generated by the addition of the National Loon Center. The study confirmed the existence of current mobility challenges and provided specific project recommendations to mitigate existing and anticipated deficiencies. The proposed project is specifically identified in this report as the Crosslake Pedestrian Mobility Improvement Plan Phase 1. Implementation of a phase 2 improvement project will likely be accomplished with local funds and focus on internal movements away from the high-volume roadway corridors. An executive summary of this study has been included in the Supporting Documentation section of this application.

The Crosslake City Council and Crow Wing County Board of Commissioners each have officially adopted the findings and recommendations of the 2019 engineering report. Both elected bodies have passed resolutions authorizing the construction of Phase 1 and have committed providing local cost share.

Criteria 2: 20 possible points

Describe how your project connects or implements a larger project, concept, and state, regional or local plan including a Safe Routes to School or Scenic Byways Corridor Management Plan.

The proposed project is the first of a two-phase plan to improve the pedestrian safety and mobility in Crosslake's primary commercial district. Each phase includes strategies to improve existing deficiencies as well as mitigate new challenges associated with the larger plan of developing the National Loon Center attraction. Phase 1 focuses on challenges adjacent to the high volume CSAH corridors. The follow-on Phase 2 project will focus on city streets and other internal connections acting as collector routes that feed the Phase 1 improvements. After completing the first two phases, the City and County will likely continue to pursue similar improvement on the northern portions of the CSAH 66 corridor.

The proposed project is located adjacent to the nationally recognized Paul Bunyan Scenic Byway and is consistent with the Byway's established Corridor Management Plan. Installation of designated pedestrian walkways and protected roadway crossings advances the Byway's mission to provide safer non-motorized travel options for visitors enjoying its vast amenities.

The proposed project has also been endorsed by Mississippi River Parkway Commission; the organization responsible for management of the Minnesota Great River Road National Scenic Byway. The proposed enhancements align with this organization's mission and Byway's Corridor Management Plan. Specifically, the goal to provide safe multi-modal travel options for Byway users.

The Crosslake Community Charter School is located immediately adjacent to the CSAH 66 corridor. The proposed improvements are consistent with the School Board's commitment to providing a diverse range of educational opportunities. The proposed project would ensure a safe connection to several educational destinations including the Cross Lake Recreation Area, the Historic Village, and the future National Loon Center. Upon the request of the Board of Education, and other stakeholders, the enhancement of the area roadway crossings has been included in the current proposal.

Phase 1 improvements will close important gaps in the existing pedestrian network. The current system is characterized by sidewalks or paths that abruptly end or are completely absent in high use areas. The absence of walkways with direct access to primary pedestrian destinations creates an environment that promotes at-will roadway crossings (jaywalking) at unpredictable and unauthorized locations.

The multi-use trail located in the west side of CSAH 66 is an important component of the overall system. It functions well for recreation-only users; however, it contributes to elevated levels of pedestrian/vehicle conflict. These conflicts occur throughout the corridor's length as trail users cross CSAH 66 to reach popular east-side destinations. Providing direct pedestrian access in front of these business locations, and establishing multiple user-actuated protected crossings, will help reduce the frequency of these conflicts.

Additionally, the existing trail is inaccessible to pedestrians for a portion of the year. During the winter and early spring months, this trail functions as a designated snowmobile trail that is never cleared of snow and ice. During these times, pedestrians are forced to utilize the roadway and parking lane while traveling the corridor.

The proposed project will safely connect and create direct access to several pedestrian traffic generators throughout the immediate area. These include the Crosslake Charter School, the Cross Lake Recreation Area and campground, the Nation Loon Center, the historic village, senior housing, grocery store, several retail stores, restaurants, parks, post office and others.

Criteria 3: 15 possible points

Pedestrian and Bicycle Facilities Grouping

Explain the degree to which the proposed project would encourage/facilitate pedestrian and/or bicycle transportation

Select one grouping and base your response on the grouping you have selected

- Historic**
- Scenic Environmental**
- Pedestrian/Bike Facilities**

The proposed project will safely connect a wide variety of pedestrian generators throughout Crosslake.

The trail and sidewalk improvements adjacent to CSAH 3 will close a critical pedestrian gap between the Cross Lake Recreation Area and commercial destinations commonly patronized by its visitors.

In 2019 several new housing units were constructed adjacent to the proposed project. This includes an 86-unit senior housing campus with assisted living and memory care units. An existing trail leading from this development abruptly stops at Pioneer Drive. The proposed improvements will connect these units with the Cross Lake Recreation Area and campground, the Nation Loon Center, the historic village, church, grocery store, several retail stores, restaurants, parks, post office and others. Visitors of the National Loon Center will also benefit from these connections as they navigate from public parking areas near the town square retail center.

In 2017 the Crosslake Community School completed construction of its new campus at the intersection of CSAH 66 and Swan Drive. A Safe Routes to School study has yet to be completed for this new location. The proposed improvements will connect the school with a variety of educational and recreational opportunities, as well as some neighborhoods difficult to safely access on foot or by bicycle.

Criteria 4: 15 possible points

Explain how your project serves a transportation purpose

The proposed improvements will create safe connections between several Crosslake destination centers. The most significant are the Crosslake Community School, the federal campground, the National Loon Center, parks and beach destinations at the Cross Lake Recreation Area, senior housing, the Town Square commercial center and the grocery/hardware/liquor store area.

It is anticipated the new connections will create additional opportunities for commuter trips for those employed by these destinations. Permanent residents of the new housing units will also enjoy improved opportunities to commute to daily activities. The combination of improved crossing safety and system continuity will provide enhanced opportunities for children walking or biking to the Crosslake Charter School.

The multi-use trail located in the west side of CSAH 66 functions well for recreational pedestrians and bicyclists. Providing direct access to east-side business locations will create an attractive option for users commuting from business to business. Providing an opportunity for these user classes to separate will help to reduce existing levels of pedestrian/vehicle conflict.

Criteria 5: 15 possible points

Explain the feasibility of the project

In 2019, the City of Crosslake, Crow Wing County and the National Loon Center Foundation collaborated to complete a preliminary engineering report. This study documented the area's existing and future conditions and developed several recommendations to improve the safety and mobility of the current pedestrian network. These recommendations are consistent with the public feedback collected during the study as well as other community planning and visioning sessions conducted throughout the years.

The report identified a two-phase plan and provided a general scope and cost estimate for each phase. City and County officials have endorsed the findings of the report, and both have committed to providing the matching funds necessary to complete the construction. This includes the remaining activities that are ineligible for funding under the Transportation Alternatives grant program. If funds become available, that next stage of engineering activities would commence as early as possible. Although grant funds would not become available until 2026, the City and County desire to deliver the proposed project prior to that timeframe.

Regarding the feasibility of the future National Loon Center; this related project is on schedule and plans to open to the public in the spring of 2024. In the fall of 2021, a series of permanent dock systems, boardwalks, and sidewalks were installed. The combination of these site improvements, and those scheduled for the spring of 2022, reflect an investment of over \$1.0M and strong commitment to the project that is expected to exacerbate the existing challenges Crosslake faces with pedestrian safety and mobility.

In October 2021, the Crow Wing County Board of Commissioners passed a resolution taking responsibility for the maintenance of the proposed facility. The County intends to accomplish this requirement by delegating these long-term and short-term responsibilities to the City of Crosslake utilizing an official project cost participation agreement.

Criteria 6: 15 possible points

Describe the status of right-of-way acquisition

Most of the components for this project will be located within the existing CSAH 3 and CSAH 66 roadway corridor. Construction may require the addition of narrow bands of permanent or temporary easement adjacent to the existing right-of-way. The acquisition of these small strips is not anticipated to be problematic or controversial. If additional property is required, the procurement process will start as soon as funds are awarded and will follow all federal requirements.

Crow Wing County does not require specific permitting for public pedestrian facilities. In October 2021, the Crow Wing County Board of Commissioners passed a resolution authorizing the components of the proposed project to be located within the existing road right-of-way.

Prior to construction, an interagency cost-share agreement will be developed and adopted by the City and County. This document will define the responsibilities of each agency related to the operation and maintenance of the proposed facility.

Sponsoring Agency Resolution and Resolution to Maintain Facility

BOARD OF COUNTY COMMISSIONERS Crow Wing County, Minnesota

DATE: October 12, 2021

Resolution 2021-47

OFFERED BY COMMISSIONERS: Brekken and Franzen
AYES: Koering, Brekken, Barrows, Franzen, Houge

RESOLUTION TO BE THE SPONSORING AGENCY FOR THE CITY OF CROSSLAKE TRANSPORTATION ALTERNATIVES APPLICATION

WHEREAS, the City of Crosslake is planning to apply for a 2026 federal Transportation Alternatives grant award for a project identified as the Crosslake Pedestrian Mobility Improvement Plan Phase 1, and

WHEREAS, the Transportation Alternatives grant program requires that if the applicant is not an eligible State Aid agency that it have a State Aid City or County act as the project sponsor, and

WHEREAS, the need for improved pedestrian facilities is being necessitated by future construction of the National Loon Center (NLC) and the decision not to allow additional on-site parking for NLC patrons, and

WHEREAS, the future National Loon Center will be located on the federal Corps of Engineers campground in Crosslake in close proximity to the junction of State Aid Highways 3 and 66, and

WHEREAS, this area currently experiences challenges with seasonal congestion and elevated levels of vehicle/pedestrian conflict, and

WHEREAS, Crow Wing County supports the proposed project, and

WHEREAS, the project may be partially located within the Crow Wing County right of way adjacent to County State Aid Highways 3 and 66, and

WHEREAS, depending on the final scope of the project, Crow Wing County may have a future cost participation obligation, and

WHEREAS, if grant funds are awarded, the City of Crosslake and Crow Wing County, shall share the local match and project costs as defined by the Highway Department Cost Participation Policy.

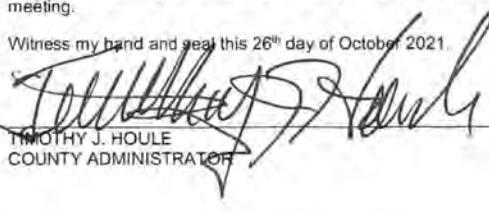
NOW, THEREFORE, BE IT RESOLVED that Crow Wing County agrees to act as the sponsoring agency for the 2026 Transportation Alternatives grant intended to fund the Crosslake Pedestrian Mobility Improvement Plan Phase 1 project.

BE IT FURTHER RESOLVED that if Transportation Alternatives funds are awarded, Crow Wing County shall ensure that the new facility is properly maintained and shall participate in matching grant funds and other project costs as defined by the Highway Department Cost Participation Policy.

STATE OF MINNESOTA)
COUNTY OF CROW WING) ss

I, Timothy J. Houle, County Administrator, Crow Wing County, Minnesota, hereby certify that I have compared the foregoing copy of the resolution of the county board of said county with the original record thereof on file in the Administration Office, Crow Wing County, Minnesota, as stated in the minutes of the proceedings of said board at a meeting duly held on October 12, 2021, and that the same is a true and correct copy of said original record and of the whole thereof, and that said resolution was duly passed by said board at said meeting.

Witness my hand and seal this 26th day of October 2021.


TIMOTHY J. HOULE
COUNTY ADMINISTRATOR

**BOARD OF COUNTY COMMISSIONERS
Crow Wing County, Minnesota**

DATE: October 12, 2021

Resolution 2021-48

**OFFERED BY COMMISSIONERS: Brekken and Koering
AYES: Koering, Brekken, Barrows, Franzen, Houg**

**RESOLUTION ALLOWING USE OF HIGHWAY RIGHT OF WAY FOR
FUTURE PEDESTRIAN FACILITY ENHANCEMENTS IN CROSSLAKE**

WHEREAS, the City of Crosslake is planning to apply for a 2026 federal Transportation Alternatives grant funds for a project identified as the Crosslake Pedestrian Mobility Improvement Plan Phase 1, and

WHEREAS, the County supports the project and has adopted Resolution 2021-47 agreeing to act as the project and application sponsor, and

WHEREAS, the need to improve pedestrian facilities in the City of Crosslake is necessitated by existing conditions and the future construction of the National Loon Center, and

WHEREAS, the scope of the proposed project is to install concrete and bituminous walkways, enhanced roadway crossings and Americans with Disabilities Act (ADA) accessibility improvements, and

WHEREAS, the proposed improvements will require use of the Crow Wing County road right of way immediately adjacent to County State Aid Highways 3 and 66, and

WHEREAS, the City of Crosslake's efforts to improve pedestrian safety and mobility in this area will provide direct benefits to the county roadway system, and

WHEREAS, Crow Wing County, in accordance with the Highway Department Cost Share Policy, will ensure perpetual maintenance of the proposed facilities.

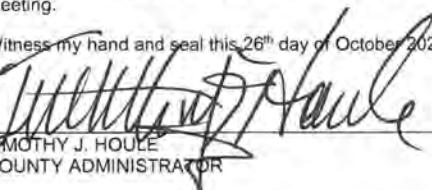
NOW, THEREFORE, BE IT RESOLVED that Crow Wing County agrees to allow public facilities associated with the Crosslake Pedestrian Mobility Improvement Plan Phase 1 project to be located within the road right of way of County State Aid Highways 3 and 66.

BE IT FURTHER RESOLVED that Crow Wing County will ensure that all public facilities associated with the Crosslake Pedestrian Mobility Improvement Plan Phase 1 project will be properly maintained utilizing the provisions of Highway Department Cost Participation Policy in place at the time of construction.

**STATE OF MINNESOTA)
COUNTY OF CROW WING) ss**

I, Timothy J. Houle, County Administrator, Crow Wing County, Minnesota, hereby certify that I have compared the foregoing copy of the resolution of the county board of said county with the original record thereof on file in the Administration Office, Crow Wing County, Minnesota, as stated in the minutes of the proceedings of said board at a meeting duly held on October 12, 2021, and that the same is a true and correct copy of said original record and of the whole thereof, and that said resolution was duly passed by said board at said meeting.

Witness my hand and seal this 26th day of October, 2021.


TIMOTHY J. HOULE
COUNTY ADMINISTRATOR

RESOLUTION NO. 22-03
CITY OF CROSSLAKE
COUNTY OF CROW WING
STATE OF MINNESOTA

**RESOLUTION FOR THE CITY OF CROSSLAKE TO APPLY FOR
TRANSPORTATION ALTERNATIVES PROGRAM GRANT**

WHEREAS, the City of Crosslake is planning to apply for a 2026 Federal Transportation Alternatives grant award for a project identified as the Crosslake Pedestrian Mobility Improvement Plan Phase 1; and

WHEREAS, Crow Wing County has agreed to act as the project sponsor, as required by the Transportation Alternatives grant program; and

WHEREAS, the need for improved pedestrian facilities is being necessitated by future construction of the National Loon Center and the decision not to allow additional on-site parking for National Loon Center patrons; and

WHEREAS, the future National Loon Center will be located on the Federal Corps of Engineers campground in Crosslake in close proximity to the junction of State Aid Highways 3 and 66; and

WHEREAS, this area currently experiences challenges with seasonal congestion and elevated levels of vehicle/pedestrian conflict; and

WHEREAS, if grant funds are awarded, the City of Crosslake and Crow Wing County, shall share the local match and project costs as defined by the Highway Department Cost Participation Policy.

NOW, THEREFORE, BE IT RESOLVED that the City Council for the City of Crosslake agrees to apply for the 2026 Transportation Alternatives grant intended to fund the Crosslake Pedestrian Mobility Improvement Plan Phase 1 project.

BE IT FURTHER RESOLVED that if Transportation Alternatives funds are awarded, the City of Crosslake and Crow Wing County shall participate in matching grant funds and other project costs as defined by the Highway Department Cost Participation Policy.

Adopted this 10th day of January 2022.



Michael R. Lyonais, City Administrator



David Nevin, Mayor

Application Checklist

This section is required for all applicants.

- Letter of intent was reviewed, and Regional Planner approved the applicant complete the full application.
- Applicant and sponsoring agency have read and are fully aware of the requirements described in the *TA Solicitation Guidebook*.
- General Information section completed. (All Applicants)
- Project Budget section completed. TA Program applicants in ATP-3 have a minimum eligible project cost of \$100,000 and a maximum request of \$800,000. (Applicants requesting TA Program funds)
- ATP Project Evaluation section completed (if applicable).
- Sponsoring Agency Resolution completed. (All Applicants)
- Resolution Agreeing to Maintain Facility completed. (All Applicants)
- Required Signatures have been obtained. (All Applicants)

Required attachments for Applicants requesting TA Program funds

- Legible project location map showing project termini and featured locations described in the narrative portion of the application.

Other enclosures for Applicants requesting TA Program funds

- Documentation of financial support (letters, agreements, etc.).
- Documentation of plans and public participation.
- Project schedule.
- Maps, graphics, photos, typical sections.

Application Submittal

- Applicant is seeking TA Program funds and submitted, **by January 14, 2022**, 17 hard copies and 1 electronic version of the application:

Jeff Lenz
MN Department of Transportation
District 3- Baxter
7694 Industrial Park Road
Baxter, MN 56425
Email: Jeff.Lenz@state.mn.us

Signatures

Michael R. Lyons
(Applicant Signature)

01/10/2022

(Date)

Jessie V. Berry
(Sponsoring Agency Engineer Signature)

1/10/2022

(Date)

Michael R. Lyons
(Local Unit of Government Signature)

01/10/2022

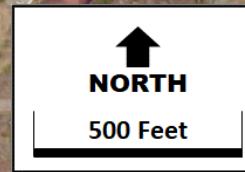
(Date)

Supporting Documentation

- Existing Conditions
- Proposed Project
 - ✓ Component Descriptions
 - ✓ Typical Cross-sections
- Letters of Support
 - ✓ Mississippi River Parkway Commission
 - ✓ United States Army Corps of Engineers (USACE)
 - ✓ Crosslake Chamber of Commerce
 - ✓ Crosslake Charter School Board of Education
 - ✓ Crosslakers (Community Action Group)
 - ✓ National Loon Center
- Public Involvement
 - ✓ Minnesota Design Team Community Visioning
 - ✓ Blue Zones Walkability Workshops
- Other Supporting Information
 - ✓ Crosslake Parking and Pedestrian Route Study (Executive Summary)
 - ✓ Paul Bunyan Scenic Byway Corridor Management Plan (Executive Summary)
 - ✓ Crosslake Comprehensive Plan (Executive Summary)
 - ✓ National Loon Center Information

Existing Conditions

City of Crosslake Existing Conditions

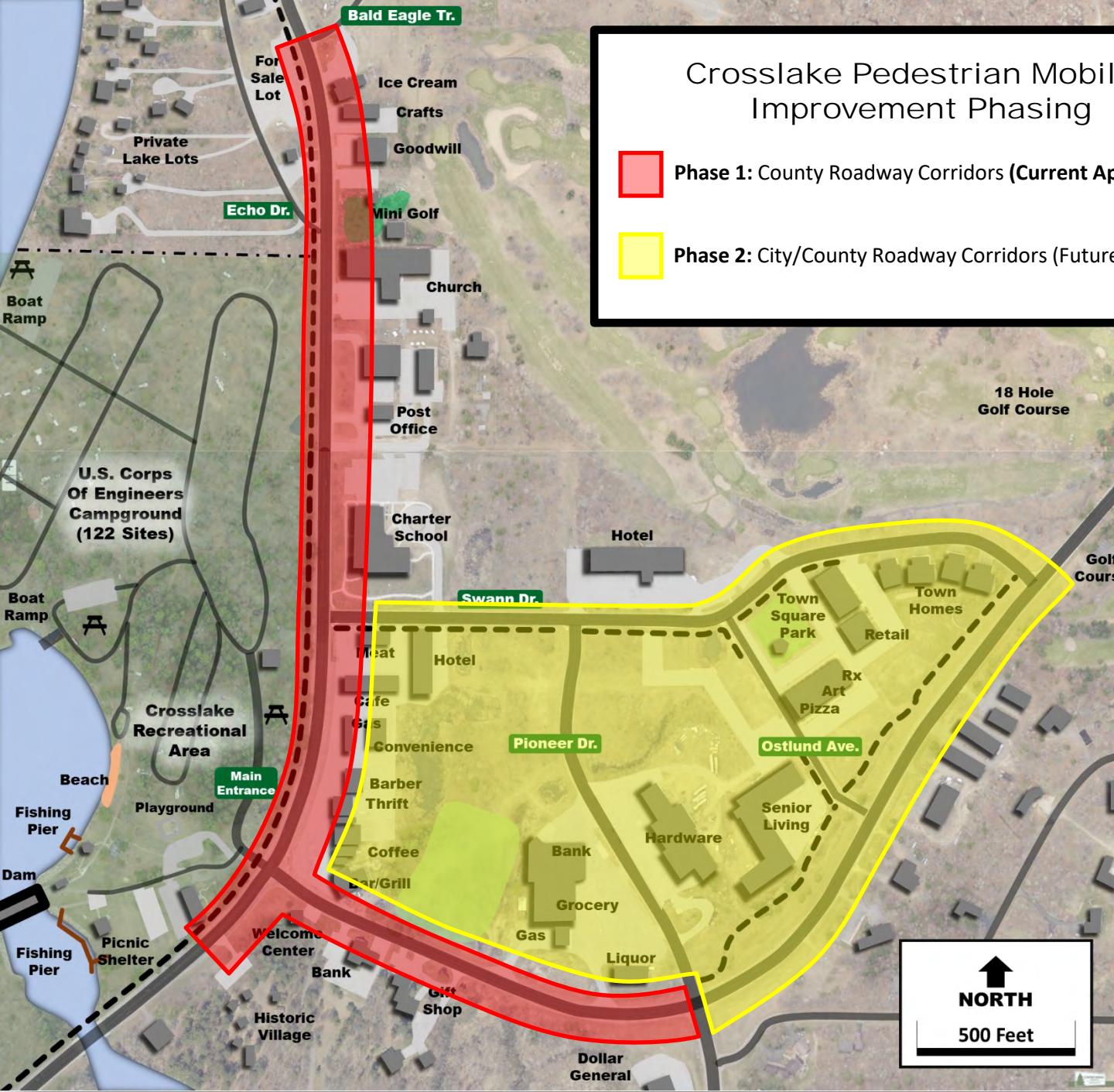


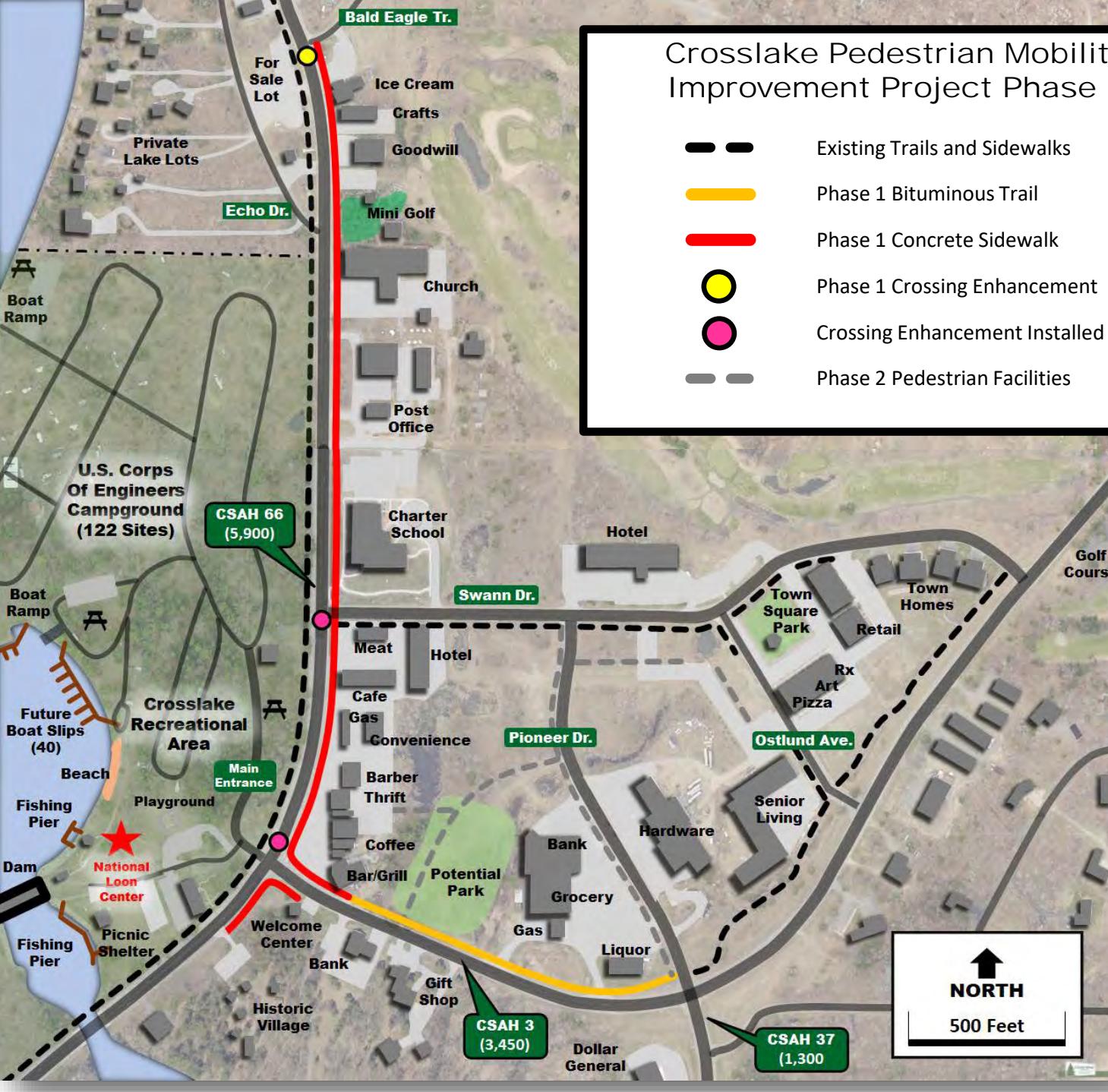
City of Crosslake Existing Conditions



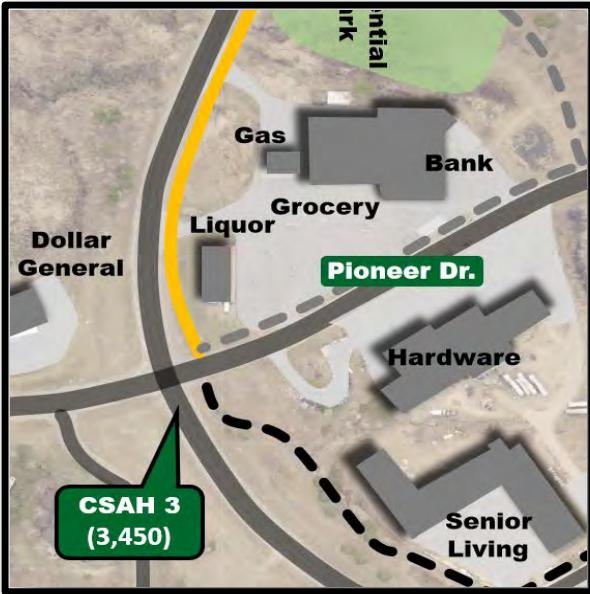


Proposed Project





Challenge Area 1



Looking northwest at Pioneer Drive. The existing trail from the senior living center abruptly ends restricting safe movements for daily activities.

The proposed trail will fill a critical gap in the pedestrian network and allow commuting to numerous destinations adjacent to the CSAH 3 and CSAH 66 corridors.





Challenge Area 2

Looking northeast at the Bar/Grill. The existing trail from CSAH 3 and CSHA 66 intersection abruptly ends and requires pedestrians to use the narrow roadway shoulder.

The proposed sidewalk and trail would fill a critical network gap and interconnect several pedestrian generators including senior housing, the Crosslake Recreational Area and campground, public parking, restaurants, retail and more.



Challenge Area 3



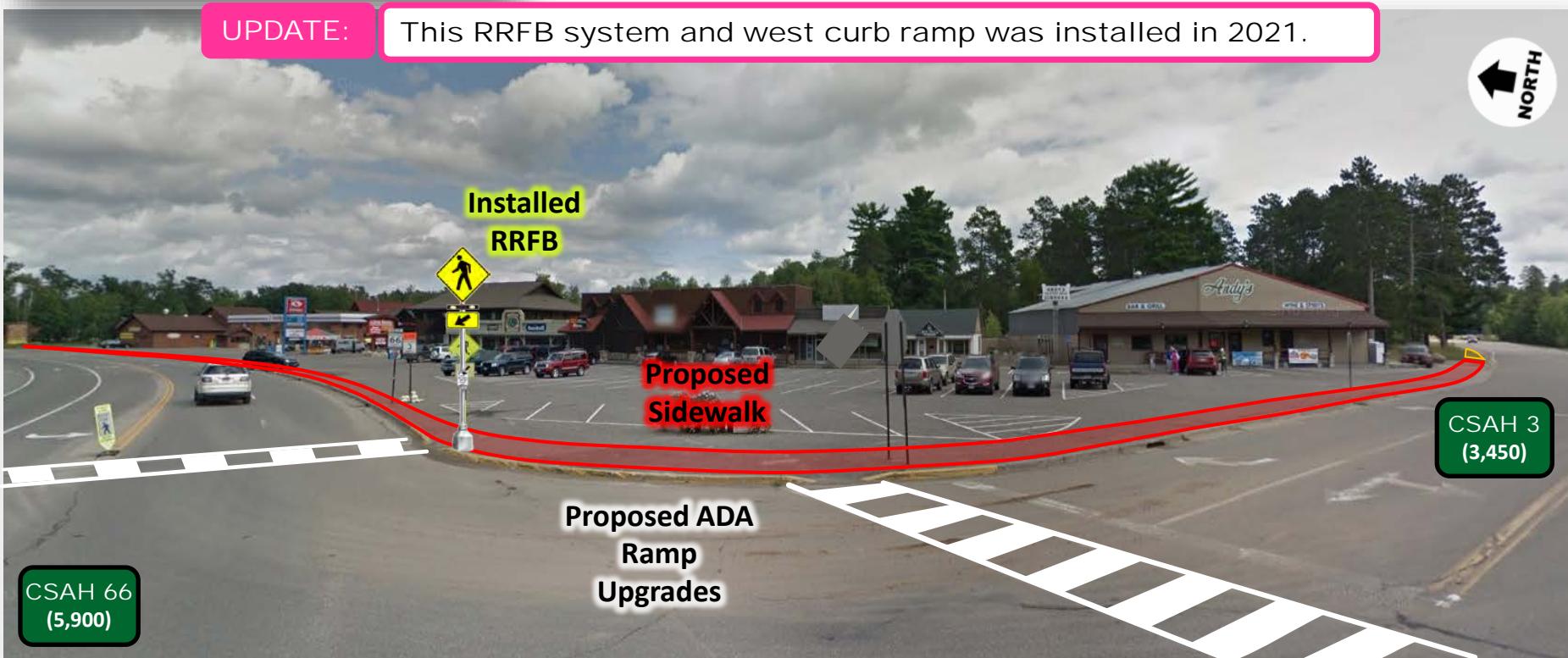
Looking northeast at junction of CSAH 3 and CSAH 66 and main entrance to the Cross Lake Recreation Area and campground. This intersection is the focal point for most vehicle and pedestrian movements in Crosslake. It experiences high summer peak traffic volumes and lacks protected pedestrian crossings. The east side lacks designated walkways adjacent to the large bituminous parking lots and driveway areas up to Swann Drive.

The addition of one pedestrian actuated Rectangular Rapid Flashing Beacon (RRFB) will provide an opportunity to cross CSAH 3 and CSAH 66 at a protected location and reduce occurrences of unpredictable and unauthorized mid-block crossings.

Creating new designated walkways will fill existing network gaps between Swann Drive, housing, and retail destinations in the commercial district.

UPDATE:

This RRFB system and west curb ramp was installed in 2021.



Challenge Area 4

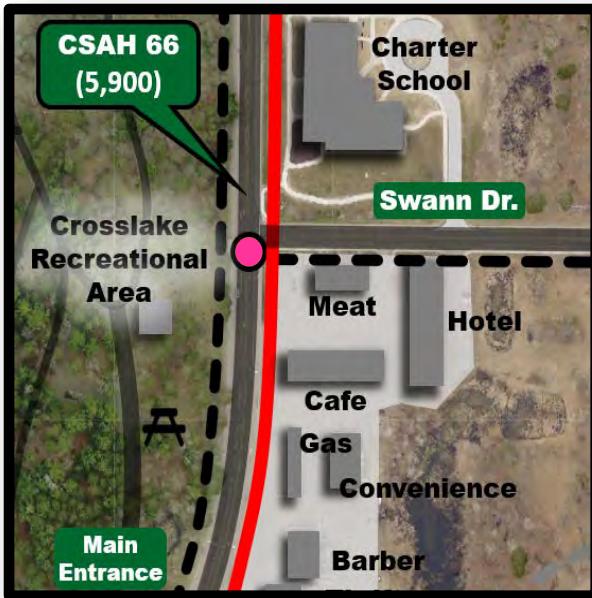


Looking southeast at junction of CSAH 3 and CSAH 66 and main entrance to the recreational area and campground.

The addition of a new sidewalk and ADA curb ramps will connect the historic village and welcome center with other popular destinations throughout the area.



Challenge Area 5



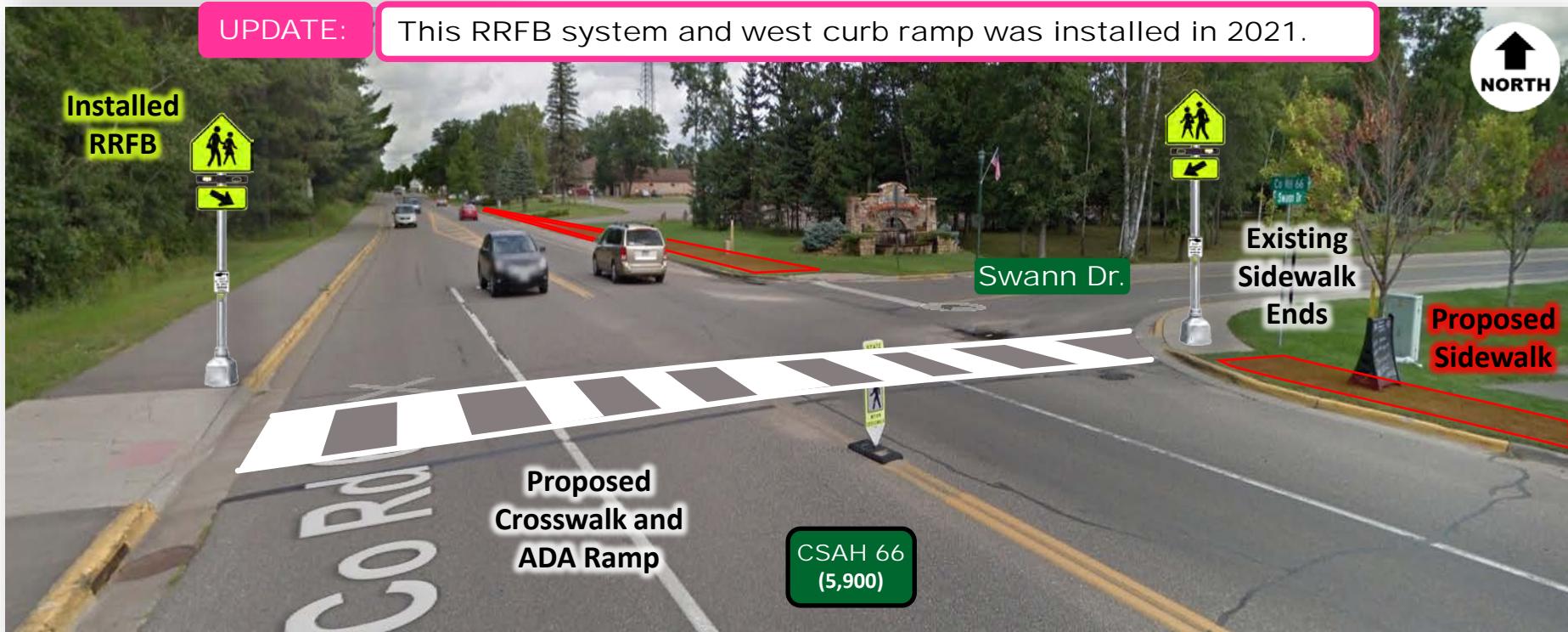
The junction of CSAH 66 and Swann Drive southwest of the Crosslake Charter school. This currently is the only crossing for children who commute to learning and recreational opportunities at the Crosslake Recreational Area and Historic Village. Local school officials have expressed concerns over the lack of a protected crossing.

The volume and frequency of children and visitors making crossing movements at this location is expected to grow with the introduction of the National Loon Center. The existing sidewalk to the southeast abruptly ends and creates a network gap between Swann Drive and the CSAH 3 and CSAH 66 intersection.

The addition of a pedestrian actuated Rectangular Rapid Flashing Beacon (RRFB) will create protected movements for children and other users. The addition of sidewalk on the east side of the road will reduce the large volume of unauthorized road crossings that occur by patrons of the recreational area and federal campground.

UPDATE:

This RRFB system and west curb ramp was installed in 2021.



Challenge Area 6



Looking north near the Crosslake Lutheran Church. The lack of pedestrian facilities on each side of CSAH 66 encourages numerous unpredictable and unauthorized crossings between the existing trail and popular destinations on the east side of the road. Pedestrians emerging from between vehicles occupying the parking lanes exacerbates this challenge. This is particularly true at times surrounding Sunday church services.

During winter months the existing trail on the west side of CSAH 66 acts as a designated snowmobile trail and is never cleared of snow and ice. This discourages pedestrians from utilizing the CSAH 66 corridor by leaving only the busy roadway to walk on.

Construction of a sidewalk on the east side of the road will reduce the occurrence of crossings at unauthorized locations. It will also help ensure year-round opportunities for pedestrians to utilize the CSAH 66 corridor.



Challenge Area 7

Looking south at Bald Eagle Trail at the north end of the proposed project. No pedestrian facilities on the east side in of CSAH 66. This contributes to elevated levels of unpredictable unauthorized mid-block crossing in front of the ice cream shop and other popular destinations.

The multi-use trail located in the west side of CSAH 66 is an important component of the overall system. It functions well for recreation-only users; however, it contributes to elevated levels of pedestrian/vehicle conflict. These conflicts occur throughout the corridor's length as trail users cross CSAH 66 to reach popular east-side destinations. Providing direct pedestrian access in front of these business locations, and establishing user-actuated protected crossings, will help reduce the frequency of these conflicts.



Challenge Area

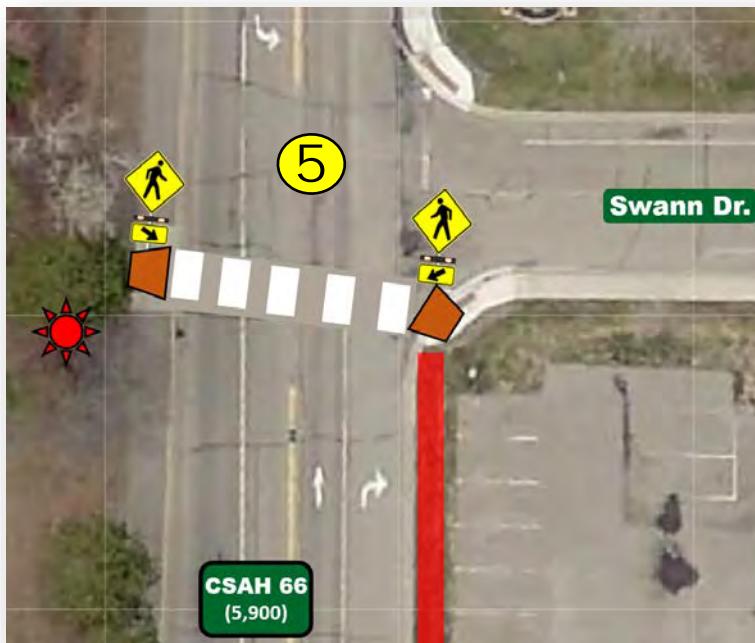
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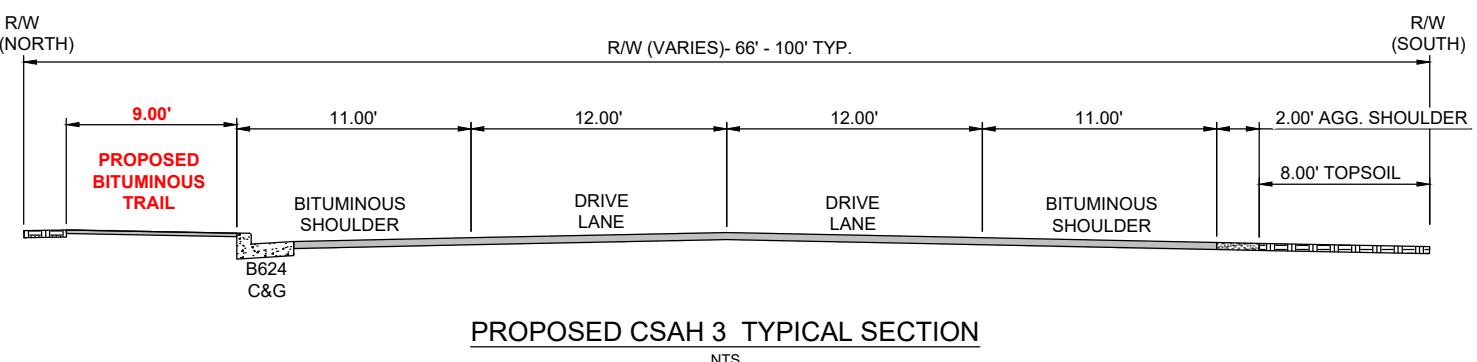
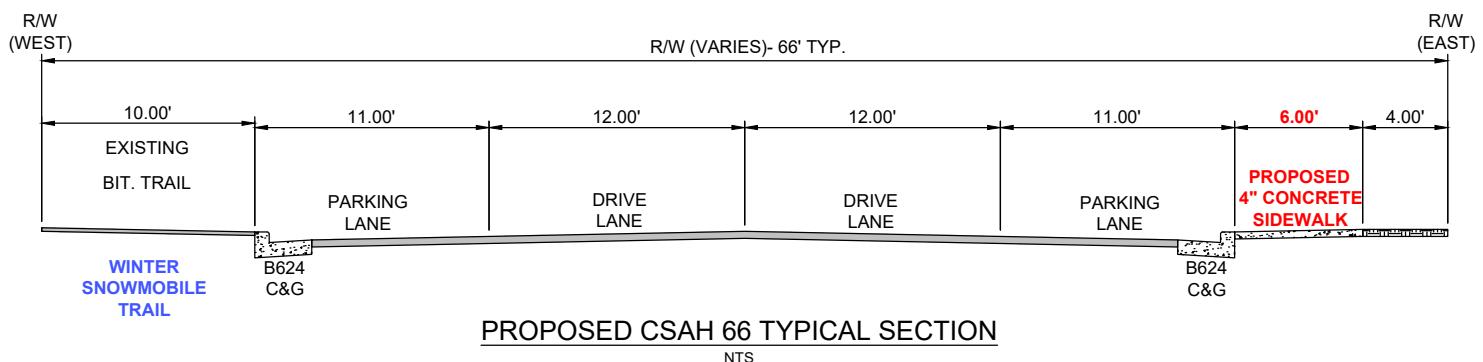
UPDATE: These RRFB systems and west curb ramps were installed in 2021.



LEGEND

- 3** Challenge Area
- Overhead Street Lighting
- ADA Curb Ramp
- Pedestrian Actuated Rectangular Rapid Flashing Beacon (RRFB)
- Concrete Sidewalk





Letters of Support



Minnesota Mississippi River Parkway Commission

56 33rd Avenue South, #283 • St. Cloud, Minnesota 56301

651-341-4196 • info@MnMississippiRiver.com

Members of the House: Anne Claflin (DFL – 54A); Tony Jurgens (R – 54B) **Members of the Senate:** David Senjem (R – 25); Patricia Torres Ray (DFL – 63) **State Agency Appointees:** Paul Hugunin – Agriculture, Marni Karnowski – Transportation, Lisa Havelka – Explore Minnesota Tourism, Grant Wilson – Natural Resources, David Kelliher – Historical Society **Regional Appointees:** Sally Fineday – Lake Itasca to Grand Rapids, Megan Christianson – Grand Rapids to Brainerd, Karl Samp – Brainerd to Elk River, Cordelia Pierson – Elk River to Hastings, Jennifer Weaver – Hastings to Iowa Border **Member at Large:** Anne Lewis

December 8, 2020

Michael Lyonais
City of Crosslake
13888 Daggett Bay Road
Crosslake, MN 56442

Re: Transportation Alternatives Funding Application Letter of Support

Dear Mr. Lyonais:

The Minnesota Mississippi River Parkway Commission (MN-MRPC) supports the City of Crosslake in its application for Transportation Alternatives funding for their Pedestrian Crosswalk and Walkway Project, subject to environmental reviews and approvals.

The project aligns with the mission and Corridor Management Plan of the MN-MRPC, byway organization of the Minnesota Great River Road National Scenic Byway. The MN-MRPC is a statutory commission whose mission is to promote, preserve and enhance the resources of the Mississippi River Valley and to develop the highways and amenities of the Great River Road.

The Great River Road Corridor Management Plan includes a goal to provide integrated multi-modal travel options so travelers can focus on safely enjoying the journey, as well as active Mississippi River exploration that includes bicycling, walking and hiking. Completion of this project will help accomplish these goals within the corridor. We appreciate the background work and preparation already completed by the City of Crosslake and Crow Wing County for this project.

We look forward to the implementation of this project and the experience it will provide for byway travelers and residents alike. If you have questions about our support or if there is additional information we can provide, please contact the MN-MRPC office at 651-341-4196.

Sincerely,

A handwritten signature in black ink that reads "David Senjem".

Sen. David Senjem, Chair



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, ST. PAUL DISTRICT
180 FIFTH STREET EAST, SUITE 700
ST. PAUL, MN 55101-1678

03 January 2022

Mike Lyonais
City Administrator/Treasurer
13888 Daggett Bay Road
Crosslake, MN 56442

Dear Minnesota Department of Transportation,

I am writing to provide support of the City of Crosslakes' Transportation Alternatives application. The Pedestrian Mobility Improvement Project will provide safety and mobility updates for visitors to the Cross Lake Recreation Area and to the Crosslake community.

The Cross Lake Recreation Area, operated by the U.S. Army Corps of Engineers, is located within the City of Crosslake. The Area provides multi-purpose missions to include flood risk management, environmental stewardship, and recreation. The recreation area is a highly visited facility with a 122-site campground that boasts a 91% occupancy from Memorial Day through Labor Day. Other facilities provided include playgrounds, picnic shelters, fishing piers, and 2 boat ramps with access to the Whitefish Chain of Lakes. Visitation has increased 23% over the past 5 years with visitors totaling over 170,000 per year to the recreation area.

The proposed project will improve safety and mobility for those visiting the Cross Lake Recreation Area as they walk and bike to local businesses and throughout the Crosslake community. Please give careful and favorable consideration to the merits of this important application.

Sincerely,

Corrine Hodapp
Southern Headwaters Section Supervisor
Cross Lake Recreation Area



Crosslake Chamber of Commerce
PO Box 315
Crosslake, MN 56442
January 11, 2022

City of Crosslake
13888 Daggett Bay Rd
Crosslake, MN 56442

RE: 2026 Pedestrian Mobility Improvement Plan

Recognizing that pedestrian safety is imperative to Crosslake's tourism and commerce industries, the Crosslake Chamber of Commerce endorses the 2026 Pedestrian Mobility Improvement Plan in concept.

Paving sidewalks on the east side of CSAH 66, and north side of CSAH 3 north provides a positive economic impact for tourism as pedestrians move throughout the business community; and enhanced crosswalks are long overdue. As a partner of the *Crosslakers* and in accordance with the guiding principle *"to establish better balance of facilities for driving, biking, boating and walking"*, this project will address the wishes of the residents and business community set forth from the MN Design Team Vision of 2016.

We applaud the county for seeking a \$553K grant for the \$983K project, and we appreciate that the city and county are committed to funding the remaining obligation of \$430K utilizing budgeted capital improvement accounts and reserve accounts.

Sincerely,

Cindy Myogeto
Director, Crosslake Chamber of Commerce
218-251-6323
cindy@crosslake.com





Crosslake Community School
35808 County Road 66
P.O. Box 1020
Crosslake, Minnesota 56442
218-692-5437

November 9, 2020

Minnesota Department of Transportation
3725 12th St. North
St. Cloud, MN 56303

Dear Minnesota Department of Transportation:

The Crosslake Community School (CCS) Board of Education and CCS's Executive Director, Clifford Skagen, would like to thank you in advance for considering our suggestions to improve pedestrian safety near our community school.

Given our connection to the community and our commitment to environmental education, a fair amount of our curriculum and instruction takes place outside of our building. We believe in the beneficial advantages of Fresh Air Classrooms and leveraging our natural resources for learning and growth. As a result, and in partnership with the Army Corps. of Engineers (ACOE), our PK-12 students often travel to the Crosslake Recreation/Campground Area using ACOE's Cross Lake access, picnic area, and Pine River Dam. We also look forward to educational exploration of the future National Loon Center. All of these local resources lie across the busiest traffic corridor in Crosslake – County State Aid Highway 66 (CSAH 66).

As the Board of Education for CCS, we feel strongly about the safety of our students which is a Focus Area of our CCS Strategic Plan. As we are sure you understand, we are concerned with the safety risks that currently exist by crossing CSAH 66 at the intersection of Swann Drive. Our current experience is that vehicles often do not slow down or stop at the designated pedestrian crossings and seemingly do not fully understand the Minnesota Crosswalk Law. We reached out to the Crow Wing County Highway Department and received an outstanding overview of the proposed Crosslake Pedestrian Mobility Improvement Project that is already underway. We were delighted to learn of these safety measures that are currently under review. In particular, we learned that the use of Rectangular Rapid Flash Beacons in addition to other safety improvements would considerably elevate pedestrian safety for our students and community. We, therefore, as the CCS Board, ask that you consider approving these safety measures as presented by the Crow Wing County Highway Department in cooperation with the City of Crosslake. We believe these safety improvements will provide an incredibly elevated level of safety for our students, community and visitors.

On behalf of the CCS's Board of Education, we support Crow Wing County and the City of Crosslake in this application for the Crosslake Pedestrian Mobility Improvement Project Phase 1. Thank you for your time and the consideration of this project.

Sincerely,

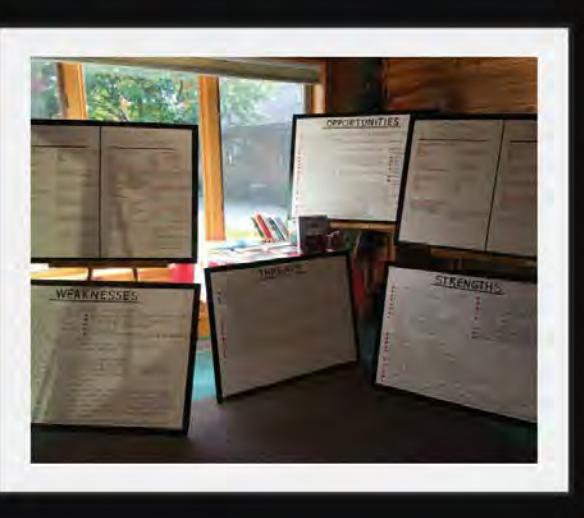
Cinda Jensen
Crosslake Community School
Board of Education Chairperson

Public Involvement

Public Involvement

MINNESOTA DESIGN TEAM

SEPTEMBER 2016



INFORMATION WE RECEIVED

- Application and letters of support
- Co-leader visits
- Summer Town Halls #1, #2, #3
- S.W.O.T. Analysis
- Four environments
- Previous studies and policy documents
- Fun map
- Public survey (200?)
- Youth survey (over 200)
- Friday morning presentations
- Friday tours
- Friday evening lasagna dinner (190)



COMMUNITY-WIDE MEETINGS

Tuesday, June 14, 2016 4:30—6:30 p.m.

Facilitator: Dan Frank—Initiative Foundation

Location:

Crosslake Community Center
14126 Daggett Pine Road
Complimentary Root Beer Floats

Tuesday, July 12, 2016 4:30—6:30 p.m.

Facilitator: TBA

Location:

Crosslake Town Square
Bring lawn chairs!
Complimentary Popcorn & Lemonade

Thursday, August 11, 2016 4:30—6:30 p.m.

Facilitator: TBA

Location:

Zorbaz
36215 County Road 66
Complimentary Chips & Salsa

September 15 – 18, 2016
Minnesota Design Team comes to Crosslake

Various Locations to be announced
Many opportunities for involvement

September 15—18, 2016
Minnesota Design Team Crosslake Visit

Thursday		Volunteer Opportunity
7:00 pm - 9:00 pm	MDT meets host families	<input type="checkbox"/> Coordinate host families
Friday		
8:00 am - 8:30 am	Breakfast served to MDT	<input type="checkbox"/> Coordinate breakfast
8:30 am - 11:30 am	Community presentations to the MDT team to orient team members with the community. Possible topics: city governance, relationship with nearby communities, schools, religious organizations, housing, businesses, economic development, environmental issues, transportation, etc.	
12:00 - 1:30 pm	MDT members paired with a community member for lunch at different local establishments	<input type="checkbox"/> Coordinate lunches
1:30 pm - 3:00 pm	MDT team tours Crosslake. May include walking, bus, and/or boat.	<input type="checkbox"/> Manage logistics of tour
4:00 pm - 5:30 pm	MDT team meeting	
5:30 pm - 6:30 pm	Community-wide picnic with MDT team.	<input type="checkbox"/> Coordinate volunteers
6:30 pm - 8:00 pm	Town hall meeting facilitated by MDT. Purpose is to help community members to itemize and prioritize the community's needs	<input type="checkbox"/> Coordinate logistics
8:00 pm - 9:00 pm	MDT team debriefing	
Saturday		
8:00 am - 8:30 am	Breakfast served to MDT.	<input type="checkbox"/> Coordinate breakfast
8:30 am - 6:00 pm	MDT team work session.	<input type="checkbox"/> Coordinate lunch <input type="checkbox"/> Coordinate dinner
6:30 pm - 8:00 pm	MDT presentation to full community	<input type="checkbox"/> Coordinate logistics
8:00 pm - 8:30 pm	Community Q&A with MDT team	
8:30 pm - 9:00 pm	MDT team debriefing	
Sunday		
8:30 am - 9:30 am	Breakfast served to MDT.	<input type="checkbox"/> Coordinate breakfast



About the Minnesota Design Team

Minnesota Design Team was originally established in 1983 as "The Governor's Design Team" as part of the Minnesota Planning Agency, later called the Department of Trade and Economic Development. In 1992, the organization's name was changed to the Minnesota Design Team (MDT) and it became a committee within American Institute of Architects - Minnesota (AIA Minnesota).

Since its inception, MDT has assisted more than 100 communities to establish a community vision. MDT is led by a MDT Executive Committee and is comprised of more than 300 volunteers, from a broad range of specialties, including architects, landscape architects, planners, and other related professions.

The MDT Team:

MDT teams are volunteers who take time from their busy work and personal lives to assist communities. They offer their time and expertise for several reasons: feeling an obligation to improve rural communities, enjoying an opportunity to work in a team atmosphere with other like-minded professionals, or possibly they, or their family members, are from the community itself or a similar rural community.

A typical MDT team consists of two experienced team leaders and 12-15 volunteer team members. The team will have a balance of members with both MDT visit experience and professional experience. Larger teams may include student participants. Team members are recruited to match the specific needs of the community.

Minnesota Design Team Mission

To use design and community development principles to help Minnesota communities - particularly those in rural areas - develop and act upon a shared vision of their future.



The Minnesota Design Team (MDT), a committee of the American Institute of Architects – Minnesota, has three main objectives:

- To create an awareness of the role of design in the development of communities.
- To help with the preservation of a community's identity by constructing a sustainable vision using existing assets.
- To demonstrate a commitment to community participation and



IN ORDER TO PRESERVE WHAT YOU VALUE ABOUT CROSSLAKE, WHAT IS THE FIRST THING YOU'D CHANGE?

	Red Dot	Multi Entry
1. Public water access/walking paths/boardwalk/docks	33	10
2. Remove the exchange lot	22	5
3. Trails	12	3
4. Prohibit big box/chain	7	0
5. Restore local planning and zoning/enforcement more restrictions on mega homes	7	15



1. Enhance the unique ecology of Crosslake.

2. Create vibrant places that connect people with nature.



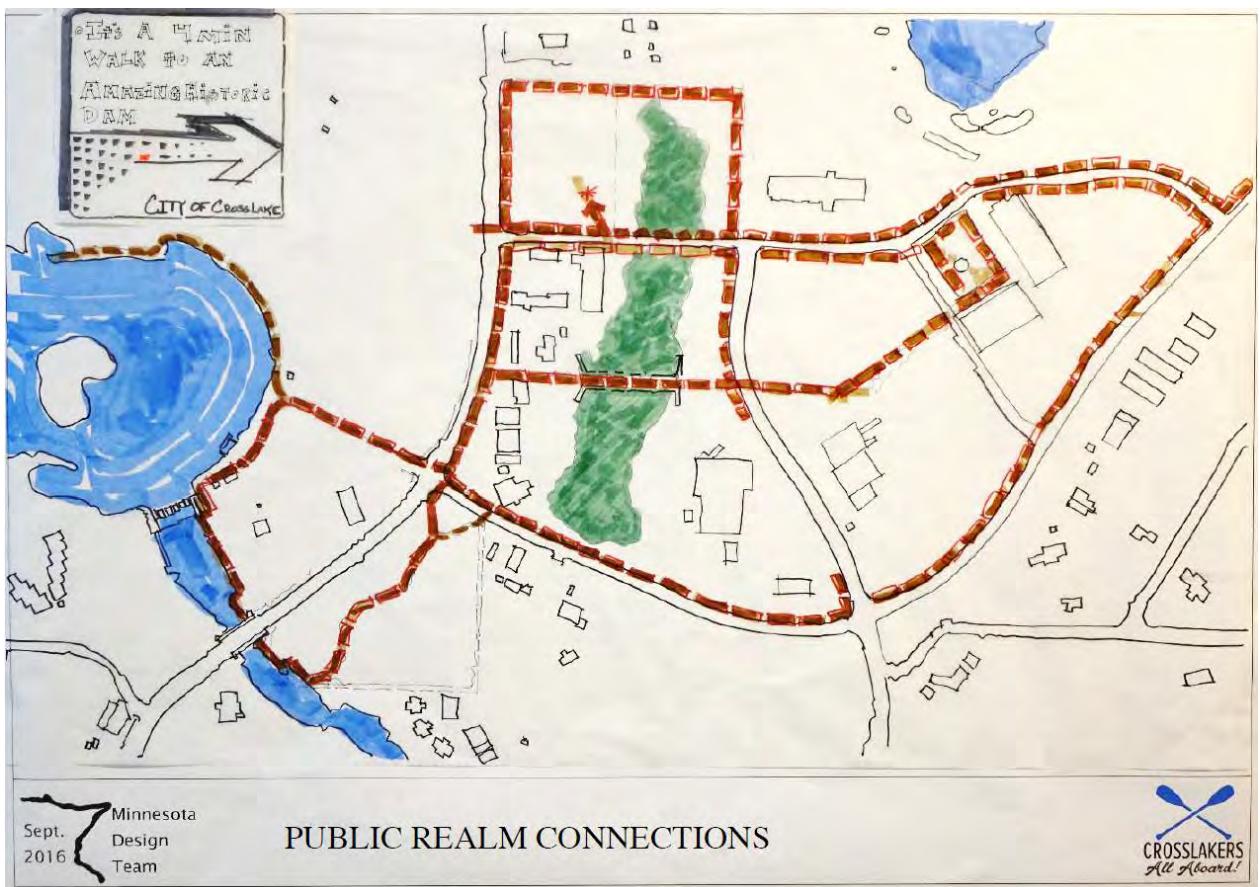
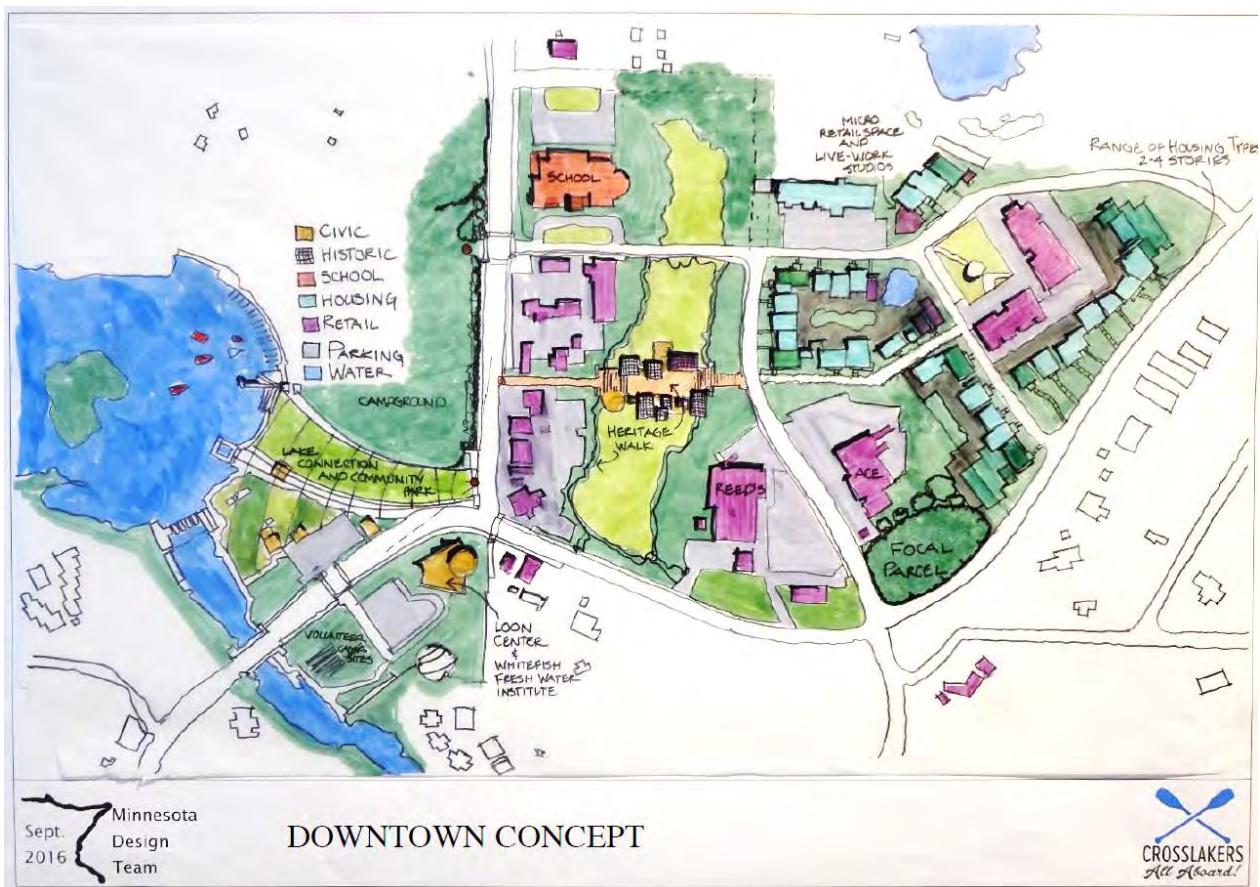
3. Better balance facilities for driving, biking and walking.

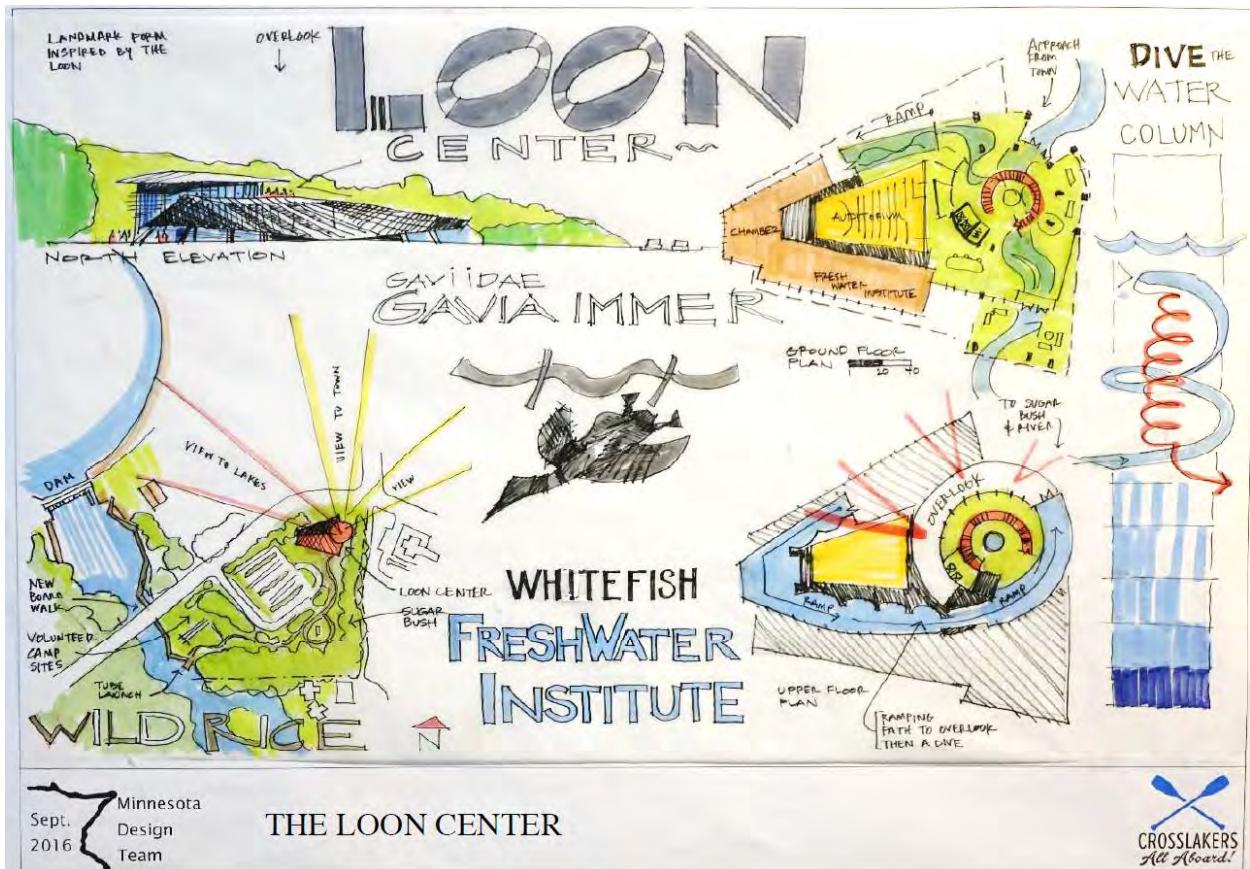


4. Provide a diverse mix of housing types and prices.

5. Celebrate Crosslake's heritage.







Sept. 2016
Minnesota Design Team

THE LOON CENTER



LEADERSHIP OWNERSHIP & CONTINUITY	DEVELOP IMPLEMENTATION PLAN	MARKETING & SUPPORT
<ul style="list-style-type: none"> Establish Project Committee Evaluate MDT Recommendations Develop shared vision 	<ul style="list-style-type: none"> Establish priorities Identify key players, stakeholders Develop work plan 	<ul style="list-style-type: none"> Develop funding strategies Brand the vision Create materials that tell the story

Sept. 2016
Minnesota Design Team

IMPLEMENTATION – WHAT TO DO



Public Involvement Efforts



Acknowledgements



The Walkability Walkshop was made possible by a grant from National Association of REALTORS®, local funding from Greater Lakes Association of REALTORS® and partnership with the City of Crosslake and the volunteer citizens group called "The Crosslakers."

The Workshop facilitation and report by:

Dan Burden
Director of Innovation and Inspiration
Blue Zones, LLC

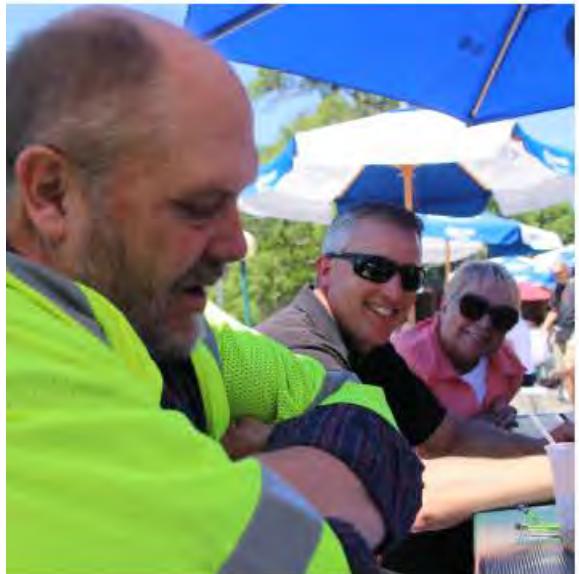
Samantha Thomas
Built Environment Manager
Blue Zones, LLC



NATIONAL
ASSOCIATION of
REALTORS®



GLAR Crosslake Walkshop



Solutions to the built environment that promote better health outcomes, livability and overall community resiliency require collaborative efforts across many sectors, including government agencies, citizens, businesses, and civic partners.



On June 13, 2017, Greater Lakes Association of Realtors (GLAR) hosted a “Walkshop” or walkability workshop, facilitated by Blue Zones, through grant funding from the National Association of REALTOR. The workshop brought together many partners: City of Crosslake, business owners, resident advocates, and local realtors. Together, participants discussed and envisioned a range of potential solutions to make Crosslake more walkable – people- and business-friendly.

Community-Led Transformation

A project is more likely to succeed when motivated individuals set a course to accomplish their goals within a designated time frame. The Walkability Workshop convened community partners, building a common toolbox, capacity, and strengthening the City’s social capital, all which are critical elements when working on creating change to existing street designs.

The overarching opportunities and next steps outlined on the following pages are based on shared ideas developed during the Walkability Workshop. They provide a starting point towards implementing street design change that encourages and promotes healthier built environments for all.



Crosslake Context

Nestled in the Whitefish Chain of lakes, Crosslake is a destination for cabin dwellers, year round residents, anglers, snowmobilers and outdoor enthusiasts alike. It is the only city located on the ninth largest body of water in the state of Minnesota.

The City is linear with a “sprawling” growth pattern as most of the businesses and services are located along County Road 66. Three districts exist: “old town,” “mid-town,” and “downtown or new town.” Crosslake lacks gateways—a sense of arrival or welcome—and signs of entering into these new districts. In September of 2016, Minnesota Design Team (MDT) led a community planning and visioning session, identifying a need to stitch the three districts together with trails, sidewalks and pathways.

The Walkshop focused on connectivity, and specifically on how County Road 66 can be transformed, overtime, to better support all modes—people walking, biking, driving, using golf carts, or trolley—and businesses by focusing on placemaking and walkability.

“The idea is a safe, walking friendly, park-scape village where kids can play, senior citizens can walk and friends can gather on benches. This neighborhood would include retail, medical, grocery, post office, golf, boating and trails/sidewalks/paths/roads for walking, biking, golf carts and cars. An upscale restaurant included overlooking the golf course and Town Square would be in keeping with amenities and feel of the neighborhood. Building a community with a school as the center, where we can fulfill the need for a wide spectrum of quality housing i.e.: Senior housing (independent, assisted, memory care), apartments, condos, townhomes, rentals, family homes. Ideally, a wide variety of types and prices is needed to reflect the multi-generational housing demand of Crosslake.”

The City is also updating the Comprehensive Plan. Many of the ideas and principles found in this report can be integrated into the update.



Other Supporting Information



Brainerd/Baxter
7804 Industrial Park Road
PO Box 2720
Baxter, MN 56425-2720

218.829.5117 
218.829.2517 
Brainerd@wsn.us.com 

WidsethSmithNolting.com

Preliminary Engineering Report

EXECUTIVE SUMMARY

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

Brainerd/Baxter Office:
7804 Industrial Park Road
P.O. Box 2720
Baxter, MN 56425-2720
Phone: 218-829-5117
Fax: 218-829-2517

**BOARD OF COUNTY COMMISSIONERS
Crow Wing County, Minnesota**

DATE: December 11, 2019

Resolution 2019-44

OFFERED BY COMMISSIONERS: Koering and Brekken

AYES: Koering, Brekken, Barrows, Franzen, Houge

**RESOLUTION ADOPTING THE FINDINGS OF THE CROSSLAKE PARKING AND PEDESTRIAN
ROUTE STUDY**

WHEREAS, it has been determined that a National Loon Center (NLC) will be constructed on the federal Corps of Engineers campground in the City of Crosslake beginning in 2022, and

WHEREAS, the expansion of parking facilities to adequately accommodate NLC patrons will not be allowed on the Corps of Engineers property, and

WHEREAS, the strategy to accommodate parking for NLC visitors is to utilize existing parking facilities located throughout Crosslake, and

WHEREAS, this strategy combined with the anticipated addition of several thousand of annual NLC visitors will exacerbate existing challenges with pedestrian conflict on local roadways and the CSAH 3 and CSAH 66 corridors, and

WHEREAS, Crow Wing County, the City of Crosslake and the National Loon Center Foundation recently commissioned an engineering study to evaluate the NLC's future impact on pedestrian safety and mobility in the City of Crosslake, and

WHEREAS, the engineering study has been completed and identifies several strategies to improve pedestrian safety and mobility for visitors of Crosslake, and

WHEREAS, Crow Wing County has reviewed the study and acknowledges its recommendations.

NOW, THEREFORE, BE IT RESOLVED that Crow Wing County adopts the findings of Crosslake Parking and Pedestrian Route Study and supports the implementation of its recommendations subject to County Board approval of future financial obligations.

BE IT FURTHER RESOLVED that Crow Wing County supports all efforts by the City of Crosslake, the National Loon Center Foundation, and other partners, to seek additional funding sources to accelerate the implementation of the study recommendations.

STATE OF MINNESOTA)
COUNTY OF CROW WING) ss

I, Timothy J. Houle, County Administrator, Crow Wing County, Minnesota, hereby certify that I have compared the foregoing copy of the resolution of the county board of said county with the original record thereof on file in the Administration Office, Crow Wing County, Minnesota, as stated in the minutes of the proceedings of said board at a meeting duly held on December 11, 2019, and that the same is a true and correct copy of said original record and of the whole thereof, and that said resolution was duly passed by said board at said meeting.

Witness my hand and seal this 31st day of December 2019.


TIMOTHY J. HOULE
COUNTY ADMINISTRATOR

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

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.

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 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.

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. **Added to the scope of Phase 1 for the 2025 TA program.**

Estimated Cost of Recommended Improvements (Updated for current application)

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 2026

Item Description	UNIT	UNIT PRICE	EST. QUANTITY	TOTAL COST
Mobilization	LUMP SUM	\$35,000.00	1	\$35,000.00
Standard Crosswalk Striping	LIN. FT.	\$5.20	900	\$4,680
Continental Crosswalk Striping	SQ.FT.	\$9.75	400	\$3,900
New ADA Ramps	EACH	\$6,500.00	22	\$143,000
Reconstruct ADA Ramps	EACH	\$7,800.00	13	\$85,800
Reconstruct Driveway Intersections	EACH	\$5,850.00	11	\$64,350
Crosswalk lighting Unit	EACH	\$11,000.00	10	\$66,000
6' Wide; 4" Concrete Sidewalk	SQ.FT.	\$13.65	15,900	\$217,035
9' Wide; 3" Bituminous Sidewalk	SQ.FT.	\$3.75	12,420	\$46,575
Pedestrian Crosswalk Flasher System (RRFB)	EACH	\$25,00.00	1	\$25,000
			Subtotal	\$691,340
			Contingencies (10%)	\$69,134
			Engineering (22.5%)	\$155,552
			Right-of-Way (Estimated)	\$50,000
			Legal and Other Soft (1.5%)	\$10,370
			Administration (1%)	\$6,913
			Estimated Total Project Cost	\$983,309

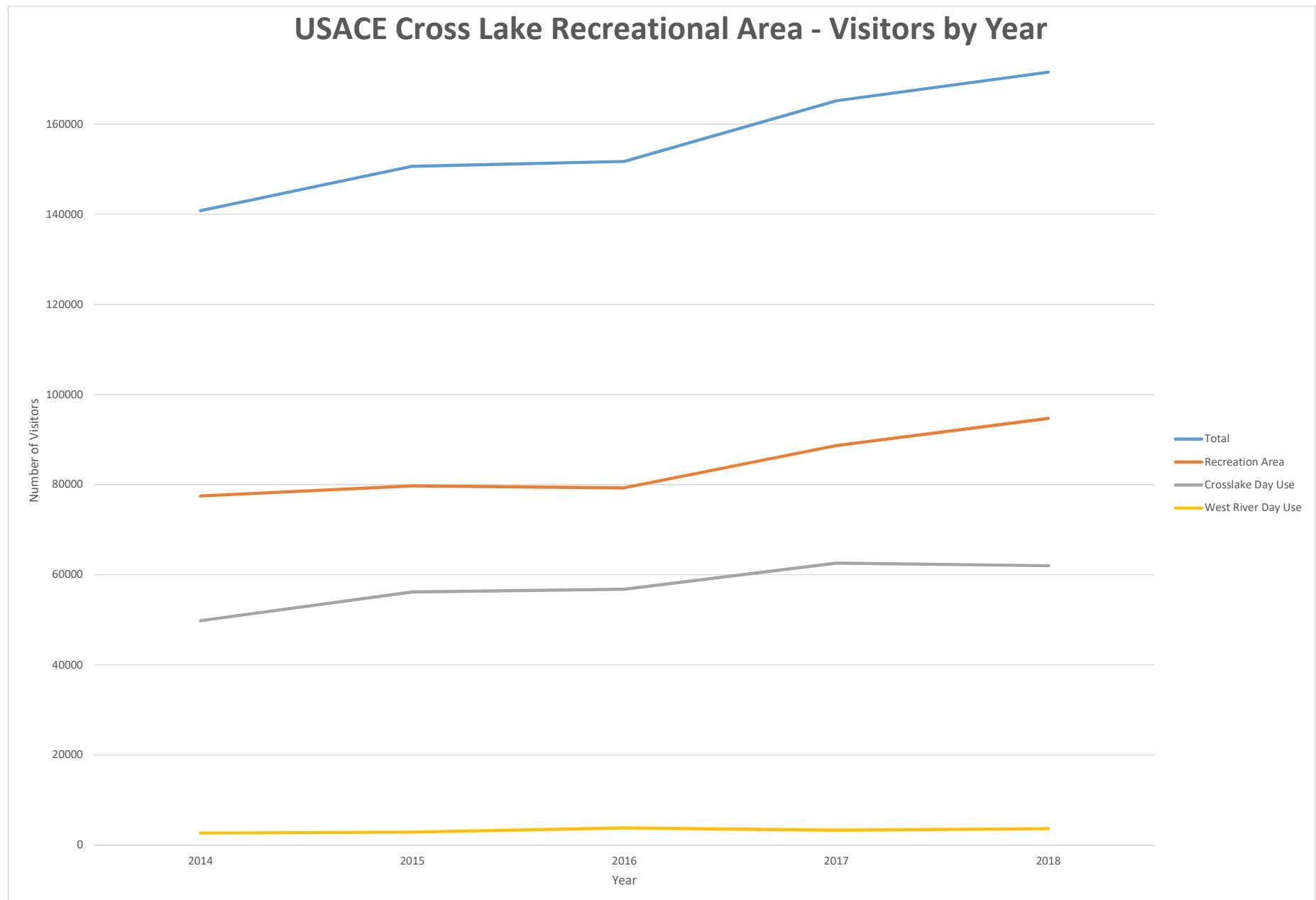
PROPOSED PROJECT SCHEDULE

2022-2023	Preliminary Engineering/Surveying
2024	Engineering Design
2025	Utility Notifications, Agency Review and Permitting
2026	Bidding and Construction Phase 1
2027	Bidding and Construction Phase 2

Conclusions

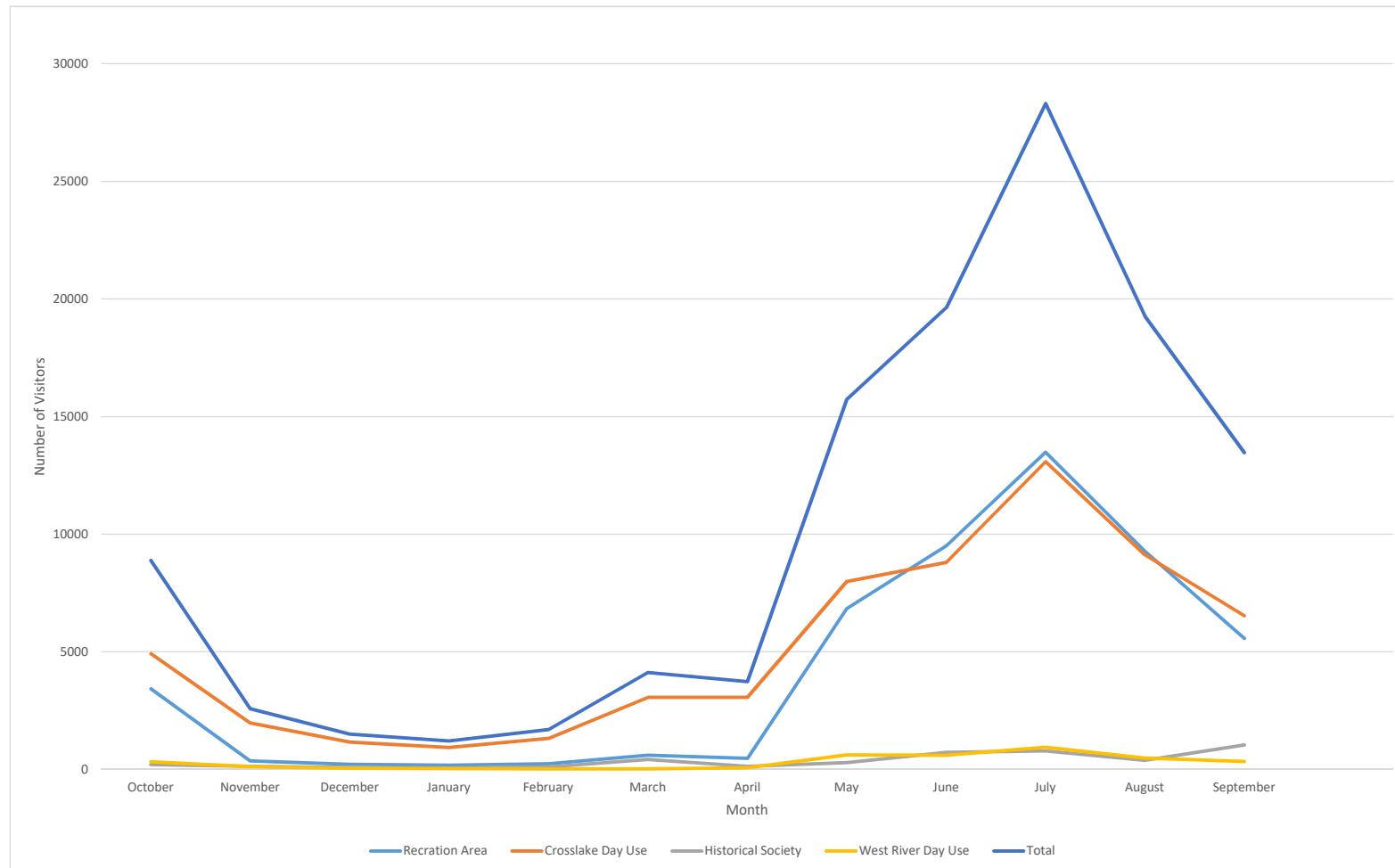
- The visitor and permanent resident population counts continue to increase each year within the study area and are anticipated to be further stimulated with the construction of the National Loon Center.
- Existing parking areas are adequate to serve average summer daily vehicle needs and are currently 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



APPENDIX A

USACE Cross Lake Recreational Area - Visitors in 2018



APPENDIX A

Crosslake Recreation Area



LEGEND

Accessible	Boat Ramp	Canoe
Dump Station	Fish Cleaning	Information
Parking	Phone	Picnic
Picnic Shelter	Playground	Office
Restroom	Shower	Swimming
Wood	Electric - 50 amp service	
Non-Electric	Tent Site	Reservable
Trails	Boat Beaching	One Ways
Fishing Dock	Water Spigots	
Accessible Family Bathroom		Volunteer Site

APPENDIX B

City of Crosslake/Crow Wing County/NLCF
Parking/Pedestrian Study
Request for Community Input

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 12
 - Office 3
 - Service 5
 - Dining/Bar 1
 - Hotel/Motel 1
 - Gas Station _____
 - Grocery _____
 - Worship _____
 - School 1
 - Residential _____
- 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) 5 %
 - Summer (Jun-Aug) 13 %
 - Fall (Sept-Nov) 3 %
 - Winter (Dec-Feb) 2 %
- 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

APPENDIX B

City of Crosslake/Crow Wing County/NLCF
Parking/Pedestrian Study
Request for Community Input

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

PAUL BUNYAN SCENIC BYWAY CORRIDOR MANAGEMENT PLAN UPDATE 2015



Prepared By:
THE REGION FIVE DEVELOPMENT COMMISSION

Executive Summary

The Corridor Management Plan (CMP) for the Paul Bunyan Scenic Byway traces the beginnings of the Byway, from its conception as a means to ensure safer non-motorized travel along its roadways. Paul Bunyan Scenic Byway's Mission, Vision, and Goals are:

Missions: Promote, preserve and enhance the recreational, historic, cultural, scenic, natural and archeological resources along the 54-mile Paul Bunyan Scenic Byway.

Vision: Strengthen the quality of life and visitor experience along the Byway's route by promoting and enhancing the area's resources and amenities that support economic vitality.

Goals: Build awareness of the Scenic Byway in clever and compelling ways through: Community & regional projects and events; interesting stories from the area's past. Develop area amenities which are free to the public. Encourage cooperation and collaboration among the Scenic Byway's jurisdictions, preserving and enhancing the Byway's resources.

The Paul Bunyan Scenic Byway Corridor Management Plan provides a roadmap to resources along the route, identifies future improvements, facilities, and opportunities for interpretive programs and tourism promotion. The CMP address three elements important to the future of the Scenic Byway: management, marketing, and monitoring.

Sections 1 and 2 introduce the Byway and planning process and discuss how the public was involved in the planning process Section 3 provides baseline information on the Byway corridor, summarizing the physical, biological, transportation and socioeconomic characteristics of the area. Sections 4 and 5 focus on Byway management, summarizing resources that exist in the Byway area, and how these resources can be preserved, protected, and enhanced through a variety of implementation strategies.

Section 6 discusses strategies for marketing the Byway and presents a draft marketing plan based on the Minnesota Office of Tourism Marketing Plan for Scenic Byways. Section 7 provides a guidance for alignment with Transportation Alternatives Program (TAP) funding in lieu of other funding opportunities that were either phased out or consolidated when the Federal Transportation Bill Map 21 was enacted.

The Scenic Byway passes through 10 local jurisdictions, each with its own special characteristics and resources that contribute to the Byway's recreational, cultural, historic, natural, and scenic values. Citizen organizations, local governments, individuals, and business interests throughout the Byway area have been involved in the planning process, identifying issues and interests, and providing information about resources. Their input has provided guidance necessary to prepare a management plan that reflects local values and opportunities to establish partnerships that support programs and activities to achieve common goals.

Celebrating 20 Years!
1998-2018



Paul Bunyan Scenic Byway, dedicated to RECREATION! Wide-shouldered, paved county roads offer a 54-mile scenic route to drive, bike, hike, walk trails, paddle waters, visit parks, gardens, playgrounds, wildlife management areas, and historical sites.

Explore the Lore!

PaulBunyanScenicByway.org



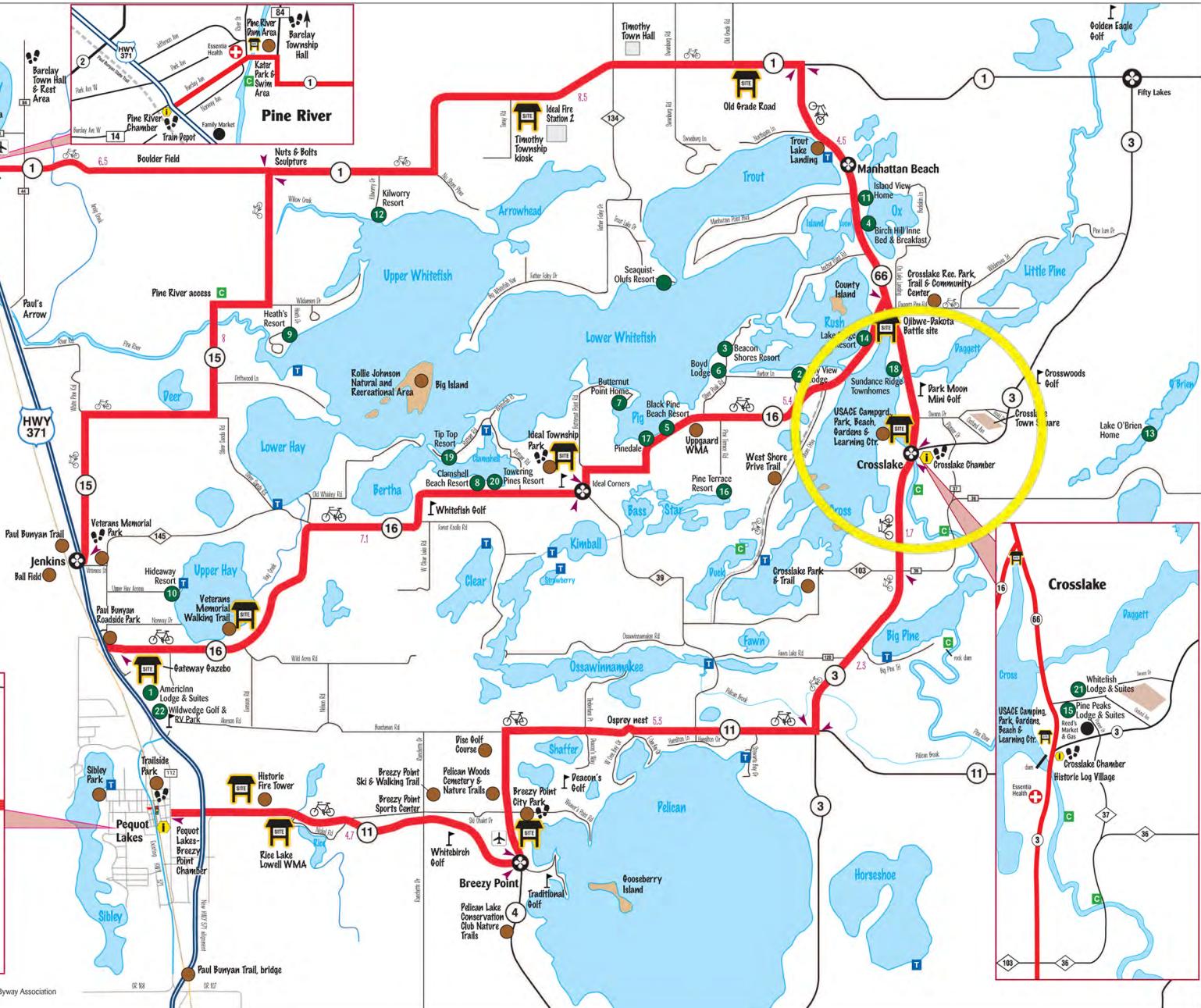
EXPLORE MINNESOTA

Scenic Byway route mileage
CSAH 1 15
CSAH 66 4.5
CSAH 3 4
CSAH 11 10
CSAH 16 12.5
CSAH 15 8

- ▶ 4.7 ▶ Mileage marks
- ▶ Paul Bunyan Trail
- ▶ 8 ft. shoulder
- ▶ 6 ft. shoulder
- City/Town
- Chamber
- Interpretive Kiosk
- Paul's Footprints
- Golf Course
- Lodging
- Parks, Trails, Beaches, Rivers
- Grocery
- Medical: Essentia Health Clinic
Crosslake: (218) 692-1010
Pequot Lakes: (218) 568-4416
Pine River: (218) 587-4416
- Airport
- Public Water Access (Trailer)
- Public Water Access (Carry)



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circulation 25,000



EXECUTIVE SUMMARY FOR 2026 TRANSPORTATION ALTERNATIVES GRANT APPLICATION

OUR BLUEPRINT FOR THE FUTURE

CROSSLAKE

COMPREHENSIVE PLAN UPDATE 2035

ADOPTED
MAY 2018

RESOLUTION NO. 18-18
CITY OF CROSSLAKE
COUNTY OF CROW WING
STATE OF MINNESOTA

RESOLUTION ADOPTING THE UPDATE FOR THE COMPREHENSIVE PLAN

WHEREAS, the City Council has designated as one of the duties of the Planning Commission to write and revise its Comprehensive Plan when it finds need to do so; and

WHEREAS, the current Comprehensive Plan for the City of Crosslake was adopted by the City Council in 2008; and

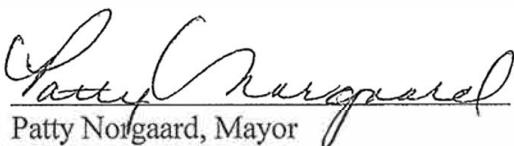
WHEREAS, the Planning Commission determined the 2008 Comprehensive Plan was outdated and it would be in the interest of the City and its residents to update the document; and

WHEREAS, the Planning Commission, with the assistance from Staff, Steering Committee, National Joint Powers Alliance, and Region Five Development Commission began the process of updating the Comprehensive Plan in April 2017; and

WHEREAS, after reviewing the proposed document and taking public testimony, the Planning Commission recommended approval of the adoption of the Comprehensive Plan.

NOW THEREFORE, BE IT RESOLVED, that the Crosslake City Council has reviewed the proposed 2018 Comprehensive Plan on May 14, 2018 and does hereby approve its adoption.

Adopted by the City Council of the City of Crosslake, Minnesota, this 14th day of May, 2018.



Patty Norgaard, Mayor

ATTEST:



Charlene Nelson

Charlene Nelson, City Clerk



Transportation

Crosslake's multimodal transportation network of roads, bridges, trails, sidewalks, and water transportation is perhaps one of the most critical elements of its future development.

Maintaining and enhancing Crosslake's road systems is foundational in serving the complex needs of its residents, tourists, and local economy. Crosslake's road system provides both mobility and access to a variety of destinations, including employment centers, housing, services, and recreation.

An effective transportation system relies on more than roads alone. Walking trails, bikeways, sidewalks, and public transit all provide key components to a properly functioning transportation system. Developing a strong multi-modal transportation system that supports the needs of all community members is one of the most critical elements of a thriving community.

For example, a well-planned multimodal transportation system that connects users to popular community destinations serves as an economic development driver by directing tourists to areas of interest, recreational amenities, and shopping centers.

In addition, a multimodal transportation system promotes a sense of place by providing enjoyable spaces for residents and visitors to easily navigate town, comfortably park, and experience the ease of mobility through a variety of downtown sidewalks, trails, bikeways, or even waterways.

This section of the Plan will identify several of the key transportation assets present in Crosslake. This section will also identify issues and barriers, as well as discuss transportation planning concepts, best practices, and recommendations. The section concludes with Crosslake's Transportation Goals and Policies.

II. Trails

For many, trails provide an opportunity to experience the outdoors, engage in recreation, and exercise. Others rely on trails simply for transportation. Increasingly, communities and individuals are realizing the benefits of incorporating trails and greenways into their transportation networks. By their very nature, trails serve a dual purpose. They serve both a transportation purpose, as well as a recreational purpose.

Recreation - Trails

One of the many benefits of community trails is that they provide accessible recreation opportunities within close proximity to community members' homes. Trails often link residential neighborhoods with destinations such as shopping destinations, employment centers, or other recreational spaces.

- Trails make communities better places to live by preserving and creating open spaces for recreation.
- Trails and greenways provide new opportunities for outdoor recreation and non-motorized transportation.
- Trails also provide a unique facility to serve a diverse population of a community that may otherwise have limited opportunities to access natural areas due to financial or transportation constraints.
- Trails provide affordable exercise and recreational opportunities within the community.

Transportation - Trails

In addition to providing a recreational purpose, trails function as non-motorized transportation corridors for pedestrians and cyclists. In addition to recreation, trails often link residential neighborhoods with destinations such as shopping, employment centers, or other recreational destinations.

- A quarter of all trips people make are one mile or less, but three-fourths of these short trips are made by car.
- For school trips one mile or less, only 31% are made by walking; within two miles, only 2% of school trips are made by bike.
- Trails link neighborhoods with shopping and entertainment districts and provide pleasant transportation alternatives for commuting to work and school.

In addition to serving both a recreational purpose and a transportation purpose, trails also promote more active, healthier lifestyles, economic vitality, a cleaner environment, and safer, more livable communities.

Active Living - Trails

While many of us understand that exercise is important for maintaining good health in all stages of life, we often struggle to provide ourselves appropriate amounts of exercise. The U.S. Surgeon General estimates that 60% of American adults are not regularly active, and another 25% are not active at all. Often, busy schedules and the cost of constraints and distance are listed as top reasons for not exercising enough. Trails provide a safe, inexpensive option for individuals in rural communities to get adequate amounts of exercise. There is scientific evidence that supports providing convenient access to places for physical activity, such as trails connecting to parks or other recreational facilities, increases the level of physical activity in a community.

Q13: PLEASE INDICATE IF YOU AGREE OR DISAGREE WITH THE FOLLOWING STATEMENTS REGARDING CROSSLAKE'S TRANSPORTATION NETWORK:

88% ENCOURAGE

Alternative transportation modes (walking, biking, etc.) are important.

88% ENCOURAGE

I see the value in providing bicycle trails, on-street lanes, and extended sidewalks.

63% ENCOURAGE

More bike facilities (bike lanes, bike parking, etc.) are needed within the city.

Economic Vitality – Trails

The positive economic impact of trails in communities is increasingly being documented and experienced by both communities and individuals. Trails are becoming common in residential neighborhoods. Development plans for homes, apartments, and townhouses often include footpaths to enhance recreational opportunities and property values. Trails are regarded by real estate agents as an amenity that helps to attract buyers and to sell property. Studies in Denver, Seattle, Minnesota, and other communities across the country have consistently found that the proximity to trails increases the value of homes from one to 6.5%.

Furthermore, the concept of "Trail-Towns" seeks to create economic growth, grow local business, and create jobs by compounding the economic potential of trails within communities and by emphasizing a community's trail assets and amenities.

Crosslake boasts eight trails within city limits. Four of Crosslake's eight trails are separated, 8-foot paved trails. These trails include:

- West Shore Drive Trail
- Daggett Pine Road Trail
- CSAH 66 Trail
- Manhattan Point Trail

The other four designated trails in Crosslake either consist of extended shoulders on municipal or county roads or are scheduled to have extended shoulders. These trails include:

- Anchor Point Road Trail
- Signed Trail along County Road 103 (2-foot shoulders)
- Signed Trail along County Road 16
- Signed Trail along County Road 36 (Scheduled to have 6-foot shoulders)

In addition, all the county roads in Crosslake also have extended shoulders that could act as trails similar to the ones listed above, however they are not signed as designated trails.

Sidewalks

Crosslake is relatively unique in that it relies heavily on the CSAH 66 trail and has a very limited sidewalk network. The city's only sidewalk is located along Swann Drive from CSAH 66 to Town Square.

In addition to the public sidewalk on Swann Drive, there are other segments of privately owned sidewalks, including a network of sidewalks at Town Square and a network of sidewalks that is owned by the Army Corps of Engineers near the dam.

Non-Motorized

- Biking
- Water Trails
- Snowshoeing
- Cross-Country Skiing

Motorized

- Snowmobile
- All-Terrain Vehicle (ATV)
- UTV
- Motorized Watercraft

Parking Strategies

Parking strategies throughout the city must address not only the quantity and location of parking, but also the quality and characteristics of spaces available.



The above images depict various on-street bicycle options. Striping must conform to MUTCD standards.

Providing convenient and centrally located lots clearly marked as public parking can encourage existing customers to explore commercial areas throughout the city by communicating that the lot is an appropriate location to leave their vehicle for an extended period. The addition of public parking in one or more lots throughout the city is a long-term strategy that is largely dependent on the timing of redevelopment and availability of individual properties.

Paul Bunyan Scenic Byway

The Paul Bunyan Scenic Byway was designated as a State Scenic Byway in June 1998. The 54-mile route (much of which is in Crosslake City limits) passes forests of jack, red, and white pine, spruce, cedar, and birch/aspen mix. It circles around the 14 lakes of the Whitefish Chain and travels the north side of Pelican Lake. The natural resources of lakes and woods provide natural, scenic, recreational, historic, and cultural resource opportunities for residents and visitors alike.

State of Minnesota Scenic Byway Designation

A scenic byway is a set of roads that tell the story of their area's archaeological, cultural, historic, natural, recreational, and scenic qualities in a compelling and extraordinary way. Byway routes are selected based on their characteristics and how well they represent their region.

Minnesota Scenic Byways are roads that pass through 22 transportation corridors that feature many of Minnesota's finest cultural, historic, natural, recreational, archaeological, and cultural locations and landscapes. Grassroots organizations have nominated these byways for byway designation and engage in planning, conservation, preservation, and marketing activities to ensure a quality byway experience for visitors and residents.

Four state agencies, including the Minnesota Department of Transportation, the Minnesota Department of Natural Resources, the Minnesota Historical Society, and Explore Minnesota Tourism, partner with these grassroots organizations and with local governments on byway projects.

Complete Streets

Complete Streets is an approach to road planning and design that considers and balances the needs of all transportation users. It's about improving the transportation system's safety and functionality for all users. Its main premise is for people to get around safely and efficiently from point A to point B, using whatever mode of travel they choose.

The *Complete Streets* approach helps to maximize the use of public roadways and right of way to provide a comprehensive and connected multimodal transportation system.

Complete Streets in a rural setting looks different from *Complete Streets* on a main street running through a small community, which may look different from *Complete Streets* in the Minneapolis-St. Paul metropolitan area.

There are many factors involved in selecting the appropriate mix of transportation options, and every community has unique challenges and opportunities. Some of these factors include:

Community context:

- Topography
- Road function
- Traffic speed and volume
- Freight volumes
- Pedestrian and bicyclist demand

Some of the Complete Street options available to communities include paved shoulders, sidewalks, bicycle lanes or dedicated bikeways, pedestrian refuge medians or bump outs, truck mountable curbs in roundabouts, signal retiming, and updated striping.

TRANSPORTATION GOALS

Goal 1: Continue to prioritize a well-maintained transportation system that provides adequate mobility for all modes and all users, including transit.

- T1. Explore a Complete Streets policy.
- T2. Develop a network of enhanced local connections to area amenities, business centers and other destinations via bike lanes, sidewalks, and multi-use trails.
- T3. Consider developing a local access management policy.
- T4. Develop a wayfinding and signage strategy.
- T5. Encourage interconnected development patterns that create convenient multi-modal transportation options and foster a strong sense of place.
 - i. Explore opportunities to expand non-motorized transportation networks.
 - ii. Explore opportunities to expand motorized networks.
- T6. Design and construct streets that account for four-season use by incorporating all modes of travel.
- T7. Improve and expand bicycle lanes, sidewalks, crosswalks, and multi-use trails.
- T8: Maintain and improve the existing road system to provide for traffic flow that is safe and efficient for all users. This includes vehicle and truck traffic, pedestrians, bicycles, ATV/OHV, snowmobiles, and other.

Implementation

TRANSPORTATION

Strategy	Sub-category	Lead	Priority	Timeline
Continue to manage and utilize a CIP; work plan to be interactive and user friendly				
Study the existing and proposed motorized and non-motorized transportation network	Identify priority trail improvements			
Update a trail study addressing the growing interest around motorized and non-motorized recreation	Identify and implement on-road bicycle corridors along major roadways when feasible			
	Address the needs of all ages and abilities			
Prepare an interactive wayfinding master plan				
Develop a Complete Streets pilot program	Collaborate with Planning and Zoning, Engineering, Public Works, and Administration Departments			
Identify key locations to facilitate safe pedestrian crossings				
Identify key locations for adequate services and parking				
Collaborate with stakeholders to determine traffic calming solutions during peak seasonality	Use tactical urbanism as a tool towards determining a solution			



Frequently Asked Questions

2020 has been quite the year! Is the National Loon Center (NLC) still being planned?

Yes, and we are staying true to our mission to be an interactive EDUCATIONAL destination that transforms visitors into CHAMPIONS for loons and fresh water EVERYWHERE! As we all know, COVID-19 had a major impact on our society. Out of respect and consideration for all the human loss, the NLC did not share any updates. But the environment and the loons still need our preservation – maybe now more than ever! <http://www.nationallooncenter.org/>

Is the NLC still being built on the U.S. Army Corps of Engineers Crosslake Campground?

Yes, once required approvals are in place Spring 2021, the NLC in partnership with the Corps of Engineers will begin outdoor construction for boardwalks, mooring, shoreline restoration and exhibits. Plans are currently being finalized with our architectural and engineering consulting firm, WIDSETH!

Is there a plan for operations and maintenance in place?

Yes, the Brainerd Lakes Area Chamber of Commerce will employ the Executive Director until the Center is built. Site operation and maintenance for outdoor activities is in partnership with the Corps of Engineers through an in-place Cooperative Agreement and Lease.

Was the Parking and Traffic study completed?

Yes, the parking and traffic study was completed in 2019 in partnership with the City of Crosslake, Crow Wing County and the National Loon Center Foundation. It concluded that the City of Crosslake has all the parking necessary by including street parking, school lot, Town Square lots, etc., even on peak weekends in the summertime, we have ample parking. More attention will be given to safe pedestrian and bike crossings, travel and wayfinding (systems that can guide people through the physical environment). Visitors will also be able to come by boat. Additionally, much of the visitation will come during the school year with bus tours. Have you ever been to Wabasha, MN to visit the National Eagle Center? They do not have a parking lot on site, but use in-town parking as well with a parking map online. This promotes visitors to the center to enjoy other area restaurants, businesses and attractions.

Is there a benefit to me personally by having a year-round National Loon Center attraction in Crosslake?

Yes! Currently the campground and day use areas receive an estimated 160,000 visitors per year in which together we can educate and inspire to help save our State bird. Visitors support our local businesses year-round, not just summers. This will help support many of the local businesses who

would appreciate the “off-season” support so that they can provide residents who want and need many services and goods to enjoy time spent in “Lake” country.

Is the National Loon Center still fund raising?

Yes! We are still in search of an “Anchor” Sponsor, but during COVID times you can understand why foundations, corporations and philanthropists are committed to employees, jobs and healthcare in this moment. Many non-profits have seen a decline in donations. We are executing an online Fall Donation Drive in efforts to continue to raise funds from the broader community and State of Minnesota. In 2020, we have raised a little over \$800,000. We have a goal to raise **\$6 million** and every donation (large or small) is important!

Will having a National Loon Center accomplish anything?

Yes! We will be able to measure human contributions towards the preservation of the Common Loon and our lakes. This means we will improve shoreline habitat. We will build and protect loon nests. We will help tag loons to monitor and observe migration issues. We will test water clarity for ecosystem warnings. And we will hold classrooms aboard an educational vessel to provide inspirational programs and curriculum. In short, the new Center will pique curiosity for everything there is to learn about loons and the lakes. And as important, the Center will be a gathering place for the community to share stories and memories.

Are you ever going to organize more volunteers?

Yes! We are in the process of creating an online form to submit so we can obtain your information. We hope to incorporate many volunteers into all our future programs. Please go to our website and share your information with us so we may contact you in the future.

Email: info@nationallooncenter.org

Is anything else happening currently?

Yes! In a partnership with the University of Minnesota, a curriculum has been developed about Loons, Lakes and People. Using that curriculum, a schematic design plan was created that describes the various exhibits that will be in the Center and on the surrounding grounds. In addition, a floating classroom that will take visitors out on Crosslake itself to learn about the Loon/Lake/People story is in development. And, at some point after the Center opens, the floating classroom may be transported to other lakes in the region for people to learn more about their lake that they share with the loons.

Can I donate?

Yes! And THANK YOU! Go to www.nationallooncenter.org and donate securely online. This Fall, we are initiating the “Answer the Call” campaign to create awareness and encourage donations. In return, donors will receive fun National Loon Center merchandise. But we’re just building this campaign for our website, so keep checking in with us! You can also donate other Conservation & Philanthropy options: Memorials, In-kind, Stock, Willed Gifts, Donor Advised Funds.

Please contact info@nationallooncenter.org or mail to PO Box 642, Crosslake, MN 56442



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