



Pequot Lakes

Downtown Plan

Adopted by City Council October 3, 2022

Pequot Lakes Downtown Plan

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I. Executive Summary

This plan is a policy document intended to guide the future growth, development and continuous improvement of our City's downtown and surrounding neighborhoods.

Since the city's incorporation in 1902 the downtown and surrounding area has served as a place for commerce, recreation, education, and habitation for many Pequot Lakes residents. It is also an area where the city has made considerable public investments. To be successful the City must orient its initiatives to focus on obtaining a high return on these investments. The purpose of this plan is to do just that.

Pequot lakes is a great place to live, with a downtown area that has much to offer. Building on this is not a challenge but an opportunity. Our greatest difficulty is adapting to and embracing the changing world around us and believing we can build a future that is better than we have dared to dream.

II. Background

The City of Pequot Lakes was originally built with a “grid” style of development. Throughout the Midwest, railroad companies would plat out towns along the rail line, and then sell the land to help defray their construction costs. The grid created a dense, walkable pattern that allowed for easy access to the local businesses.

Cities of this era were served well using the grid approach. As the city grew and matured, the grid provided the framework for mixed-use neighborhoods to expand around the commercial district.

Sense of Place

Besides the ease of surveying, the grid pattern provides a number of design advantages that were important in an era prior to automobile-base design. The public realm (the space between buildings now devoted largely to automobiles) provided space for social interaction. The orientation of the homes towards the public realm increased security. Mobility for pedestrians was enhanced by the connectivity of the grid. Most importantly, the grid provided a platform that could grow over time as the community matured.

The social space of the public realm was created by a design that emphasized the value of that space. The layout and spacing of the buildings created what has been called a “sense-of-place”. This is a design technique that also goes back to ancient times.

Sense-of-place is easy to understand and identify. A room has a sense-of-place. When you are in a room, it is clear that you are in a place. The feature that gives the room this feeling is the walls. Without walls, the room would not exist and there would be no “place”.

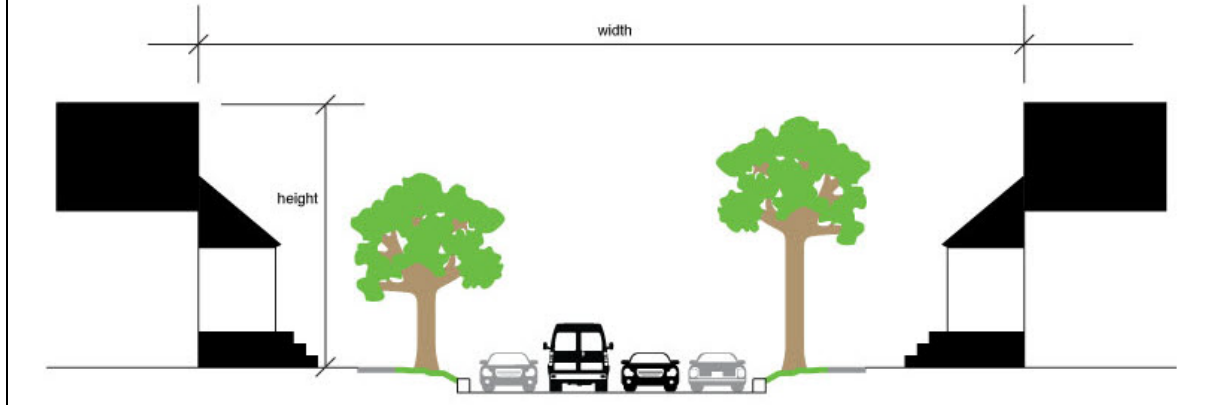
So it is with the public realm. When the buildings on either side of the public space line up and form walls, the public space feels like a room and there is a sense-of-place. The primary design element is to make sure that buildings are properly spaced. If the public space is too narrow because the buildings are too close, the space will feel cramped and the sense-of-place will be lost. If the public space is too vast because the buildings that bound it are too far apart, the effect of the walls will be gone and there will be no sense-of-place.

There is a standard design ratio to obtaining sense-of-place. That ratio of the width of the public realm to the height of the buildings must fall between 3:1 and 6:1. This is how that looks in a predominantly residential neighborhood.

Public Realm

Residential Section

The ratio of $\frac{\text{width}}{\text{height}}$ should not be less than ③ nor greater than ⑥ to maintain a strong sense of place within the public realm.

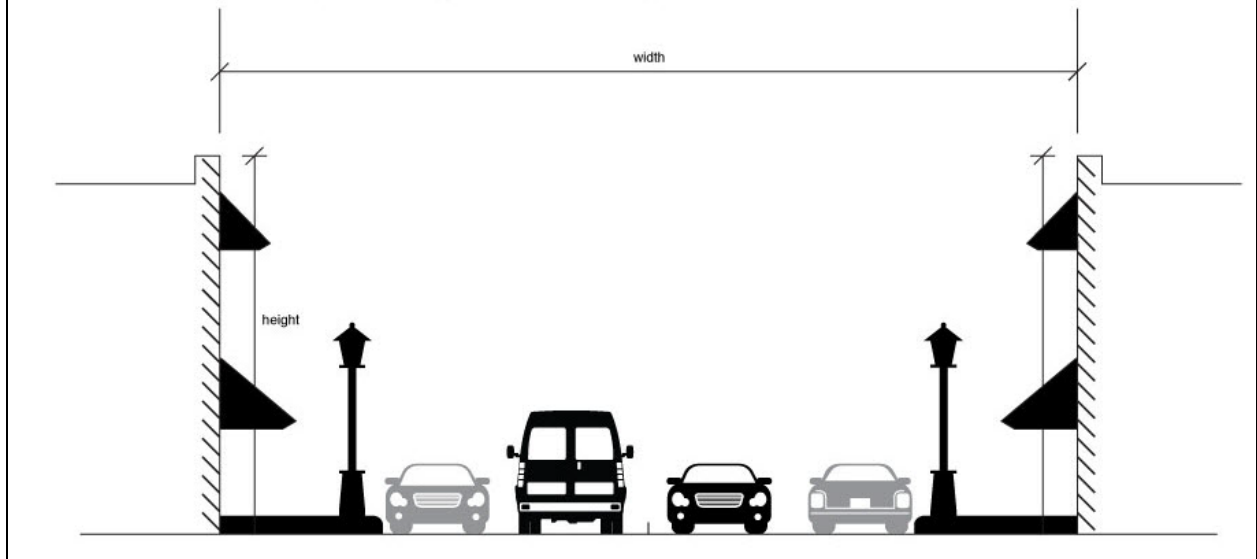


This is how the ratio is applied in a predominantly commercial neighborhood.

Public Realm

Commercial Section

The ratio of $\frac{\text{width}}{\text{height}}$ should not be less than ③ nor greater than ⑥ to maintain a strong sense of place within the public realm.



In the historical parts of Pequot Lakes, the public realm was scaled and the buildings placed with the intention of creating this sense-of-place. This would not have been a special design criteria – it was simply the standard approach for the period.

Pequot Lakes was still a very small town as the transition was made to a design based on accommodating the automobile. This cut short the maturing process of Pequot’s original development pattern. If we are to reactivate these areas, it is important to understand how a historical neighborhood grows and evolves over time.



Evolution of an Historical Neighborhood

The underlying economics of the development pattern of most small towns today differs greatly from the assumptions of the traditional development pattern they were founded upon. As opposed to horizontal growth – which is very expensive to maintain – the underlying economics of the traditional small town was based on the concepts of infill and vertical growth. This was how capital investments were paid for and major infrastructure was maintained over time.

A neighborhood established on a traditional grid would initially have modest private-sector investments. Originally these would not even be served by public utilities.

Over time, new development would fill in between these modest investments. With each new building, the public realm would become more complete and, based on the established pattern, more valuable.

In successful neighborhoods – those that attracted more private-sector investment demand than could be sustained with infill – there would begin to be redevelopment pressure. Over time, structures would be torn down and replaced with structures of higher value.

The neighborhood would continue to mature on the same grid framework. While a small town context would preclude the construction of skyscrapers and other very intense development, mature small-town neighborhoods have a mix of uses (residential and commercial) that together create places of high value. These neighborhoods would surround a central core whose value was based on its proximity and access to the surrounding neighborhoods.

In Pequot Lakes, as in most small towns in the United States that were founded in the railroad era, the natural evolution of places on the traditional development pattern has been disrupted by the great American experiment of suburbanization. Financially, this has left both the traditional neighborhoods

and the new areas of suburban development financially fragile, in need of ever-increasing amounts of new growth to maintain long-term infrastructure commitments.

Pequot Lakes should strive to reactivate the natural evolutionary process that will allow these neighborhoods to grow and mature over time on its historic framework. Pequot Lake’s goal is to achieve a stable and/or growing economy.

III. Downtown Keys to Success

The City has identified the following guiding principles for the future of downtown Pequot Lakes. These principles were developed with the input of residents, business owners and other downtown stakeholders to protect the character of Pequot while promoting growth in downtown.

Key #1: Maintain the character of the downtown while evolving over time as human needs, available technologies, and aesthetic styles play out

There is a strong desire to maintain the high quality of the investments made in downtown Pequot Lakes. The buildings have a charm and seem to belong in their surroundings. There has been some resistance to any type of uniform standard that would unnaturally alter the character of downtown.

Key #2: Continually strengthen the “destination” of downtown, ensuring that it is a place that will naturally draw people year round.

The volume of quality businesses in Pequot Lakes has created a “destination effect”. Due to the number of businesses, retail shoppers tend to park and then visit all of the businesses available to them. Each time a new quality business is added, the overall draw of the downtown expands. Accelerating the growth of new businesses will create success for all Downtown businesses.

The “destination effect” is further enhanced by how public spaces are designed. Walkways and thoroughfares should be inviting to pedestrians. Shops should be pedestrian-oriented and scaled, creating an atmosphere conducive to destination shopping. Public spaces provide extra value when they encourage shoppers to wander from business to business, or to experience the downtown in an enjoyable way.

Key #3: Look to compete regionally where the downtown can offer a specialized and unique experience. Look to compete locally where the downtown can offer a convenient and satisfying experience.

Businesses in Pequot Lakes are most competitive when offering a unique experience and high-quality service. These are the things that bring people to town over and over again and capture both a tourist and a local market. The small, locally-owned shops currently provide a unique mix of products and services. This uniqueness should be capitalized on to capture a larger share of the regional market.

The Baxter “big-box” retailers are highly accessible to the residents of Pequot Lakes. The close proximity of these retailers creates a headwind for non-specialized offerings the Pequot Lakes neighborhood can support.

The downtown, when fully developed, will be a significant regional attraction if the experience is different, and more pleasant than the experience of shopping in other downtowns.

The Downtown must maintain a mix of unique offerings that appeal to a regional market as well as convenience and quality service offerings that will retain local customers.

Key #4: Reduce the seasonality of the downtown by increasing the number of residents living within the city's traditional neighborhoods with convenient access to downtown for bikeability and walkability.

In a tourism-based economy, the strong summer months can sometimes be augmented with Holiday shopping and an occasional winter festival. Promoting some offerings that would cater to local needs, creates a supply/demand relationship that will generate more opportunity for growth in the downtown.

Key #5: Understand that the highest return of investment for the City over the long-term is to improve the use of existing infrastructure, not the expansion of horizontal growth on the periphery of town.

Key #6: Provide a wide array of housing types, with some areas of moderate or high density, at both market rate and affordable levels.

Key #7: Successful parks usually have five elements associated with them. They are engaging, adaptable, authentic, connected, and iconic. They should be designed to provide comfort, convenience and enjoyment, fostering social interactions and physical connectivity.

IV. Neighborhood Evaluation

Neighborhood Composition

A brief description of the land use pattern adjacent to the street in question.

Utility Overview

A list of municipal utilities available along the street.

Street Maintenance Revenue

The estimated amount of property taxes that will be collected over the next 25 years that will be dedicated to street maintenance. This is based on the city's historical approach to street maintenance spending (approximately 25% of the annual budget).

Street Maintenance Cost

The estimated cost to perform one significant maintenance project on the street over the next 25 years. Results are calculated on a present worth basis.

Percentage of Cost Covered by Adjacent Revenue

The street maintenance revenue as a percentage of the street maintenance cost. Meant to represent how much revenue the current development pattern yields as a percentage of how much the city is obligated to spend to rebuild it.

Walkability Score

An estimate of the ability of pedestrians to travel the corridor. In general, the ratings indicate the following:

1. **Very Poor** – The street presents a hostile and dangerous environment to pedestrians and cyclists. Pedestrian and biking activity would be very low.
2. **Poor** – The street environment is not conducive to pedestrian travel or biking. The adjacent land use pattern does not encourage walking.
3. **Moderate** – The street is safely passable by pedestrians and bikers, but the adjacent land use pattern detracts from the pedestrian environment.
4. **Good** – The street accommodates pedestrians and bikers well. The adjacent land use pattern creates an environment that is inviting to pedestrians and bikers.
5. **Very Good** – The street prioritizes pedestrian and biking travel, providing safety of movement and giving them the right-of-way at intersections. The adjacent land use pattern creates a strong sense of place that makes the street comfortable to those outside of a car.

Redevelopment Potential

An estimate of the land adjacent to the street to support additional development and/or more intensive redevelopment of existing structures. In general, the ratings indicate the following:

LOW potential: The adjacent structures have a high value in comparison to the underlying land value. There is little market incentive to purchase structures along this street and either tear them down or significantly renovate them. Improvements or alterations to the street will not have a significant impact on the amount of development along the street.

MEDIUM potential: The adjacent structures have a value that is comparable to the underlying land value. There is some natural market incentive to improve the value of the structure and maximize the underlying land value. Improvements or alterations to the street can have an impact on the amount of development and redevelopment along the street.

HIGH potential: The adjacent structures have a low value in comparison to the underlying land value. This is an unstable situation where there is a market incentive to tear down or renovate underperforming structures. There is strong potential for improvements or alterations to the street to have a significant impact on the amount of development along the street.

Incremental Repair

Low cost strategies that the city can do immediately to improve value along the street.

Reconstruction Considerations

Potential future design features to consider when the street is reconstructed.

(Example: Sidewalk along north side of Oriole Street between “x” street and “x” street)

Traffic Study

The City Council contracted with Spack Consulting in 2019 to provide a Traffic Study Report for several intersections in the core downtown area of Pequot Lakes. Their findings and recommendations from that Traffic Study Report are included in the Neighborhood Evaluation.

Road Specification Guidelines

The City Council adopted Road Standards/Specification Guidelines in 2018. As part of the review, the streets were classified according to their use and specifications for future use and reconstruction were determined. The street classification from those Guidelines are included in the Neighborhood Evaluation

First (1st) Street



Neighborhood Composition

First Street serves as a frontage road adjacent to Patriot Avenue between Main Street and West Woodman Street. There are four businesses along the west side of the street. This street does not have sidewalks on either side. First Street between West Woodman Street and West Butler Street has very little traffic and is a location for stormwater ponding and ice conditions in the spring.

Utility Overview

- There are no municipal utilities along First Street.

Street Maintenance Revenue: \$1,811.42

Street Maintenance Cost: \$35,000

Percent of Cost Covered by Adjacent Property Tax: 70%

Walkability Score: Moderate

Redevelopment Potential: Low

Reconstruction Considerations:

Incremental Repair:

- Preserve green space and existing trees.
- Remove First Street between West Woodman Street and West Butler Street and construct a stormwater pond and/or additional parking.
- Perform analysis to resolve stormwater issue and remove roadway between West Woodman and West Butler Street prior to offering to adjacent landowners. *(The bank may need additional parking or add a drive-thru lane.)*
- West Butler to Main – turn it back to the 2 commercial property owners.

Second (2nd) Street



Neighborhood Composition

Second Street is designated as a Commercial street on the 2018 Guidelines for Road Standards / Specifications. Second Street serves as a commercial street for the seven businesses between Main Street and West Woodman Street, as well as traffic to and from the school. This street has sidewalks on the west side of the street.

The Traffic Study found the main issue with the intersection of Second Street and Main Street is the west leg has a 90-degree curve very close to the intersection. This intersection is currently under a side street stop control (Second Street) with no exclusive turn lanes designated. Outside of the school periods, traffic volumes are generally light at this intersection. Vehicles on the northbound leg at the stop sign have decent sight lines for both approaches, but westbound vehicles have poor sight lines making it potentially dangerous to turn left onto Second Street. This issue is exacerbated when vehicles coming from the north/west travel at higher speeds around the curve. It was observed that a number of vehicles coming from the north/west cross over the centerline as they head southeast around the curve.

Utility Overview

- City Sanitary Sewer
- City Water
- Storm Sewer

Traffic Study

- Close 2nd street at Main Street.

Street Maintenance Revenue: \$3,862

Street Maintenance Cost: \$47,250

Percent of Cost Covered by Adjacent Property Tax: 8%

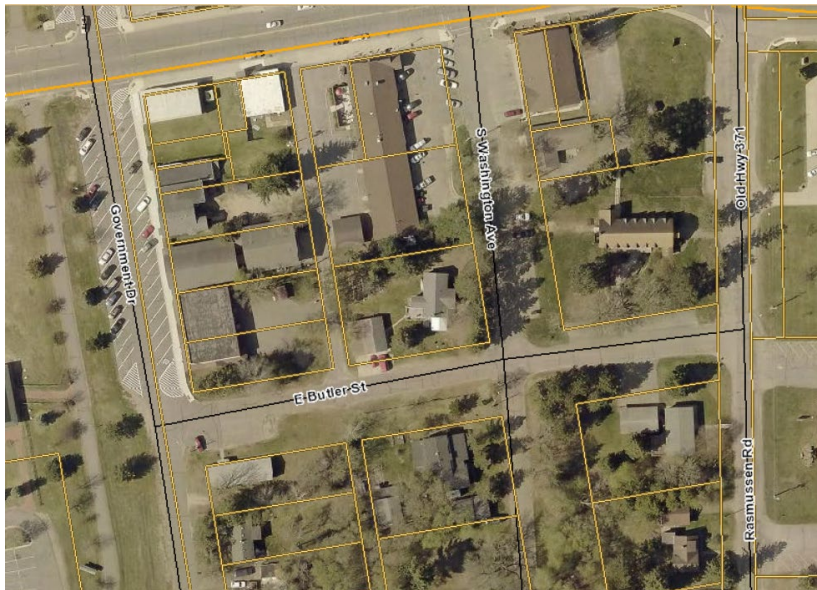
Walkability Score: Very High

Redevelopment Potential: High

Reconstruction Considerations:

Incremental Repair

East Butler Street



Neighborhood Composition

East Butler Street is designated as a Commercial street and runs east and west between Government Drive and Rasmussen Road. The neighboring properties consist of one single family dwelling and four commercial buildings. There are no sidewalks on either side of the street, but has a low volume of traffic, making it traversable for pedestrians.

Utility Overview

- Sanitary sewer
- City water

Street Maintenance Revenue: \$455.25

Street Maintenance Cost: \$28,250

Percent of Cost Covered by Adjacent Property Tax: 22%

Walkability Score: Moderate

Redevelopment Potential: Medium

Reconstruction Considerations:

Incremental Repair:

- Pedestrian crosswalks at intersections.

East Sibley Street



Neighborhood Composition

East Sibley Street is designated a Residential Collector street and runs east and west between Patriot Ave and Rasmussen Road. There are no sidewalks and few street lights. As a Residential Collector it is assumed East Sibley Street would funnel traffic from surrounding neighborhood streets and rural areas to the downtown area. With no sidewalks or crosswalks the street presents a hostile and dangerous environment to pedestrians. The neighborhood consists of eight residential homes, two commercial buildings and a City park.

Utility Overview

- Sanitary sewer
- City water

Street Maintenance Revenue: \$1,937.23

Street Maintenance Cost: \$55,000

Percent of Cost Covered by Adjacent Property Tax: 48%

Walkability Score: Very Poor

Redevelopment Potential:

- Construct sidewalk from Front Street to Government Drive and/or bike/walk lane from Government Drive to Rasmussen Rd.

Reconstruction Considerations:

- Realign East and West Sibley Street intersection with Patriot Avenue to improve connectivity.

Incremental Repair

- Crosswalk striping at intersection with Patriot Avenue and with Rasmussen Road.

East Woodman Street



Neighborhood Composition

East Woodman Street is designated a Commercial street and runs east and west between Patriot Avenue and Rasmussen Road. There are no sidewalks on either side of East Woodman Street. The adjacent land use consists of two commercial businesses, one residential dwelling and a City park.

Utility Overview

- Sanitary sewer
- City water

Street Maintenance Revenue: \$1,136.50

Street Maintenance Cost: \$41,250

Percent of Cost Covered by Adjacent Property Tax: 38%

Walkability Score: Very Poor

Redevelopment Potential: Medium

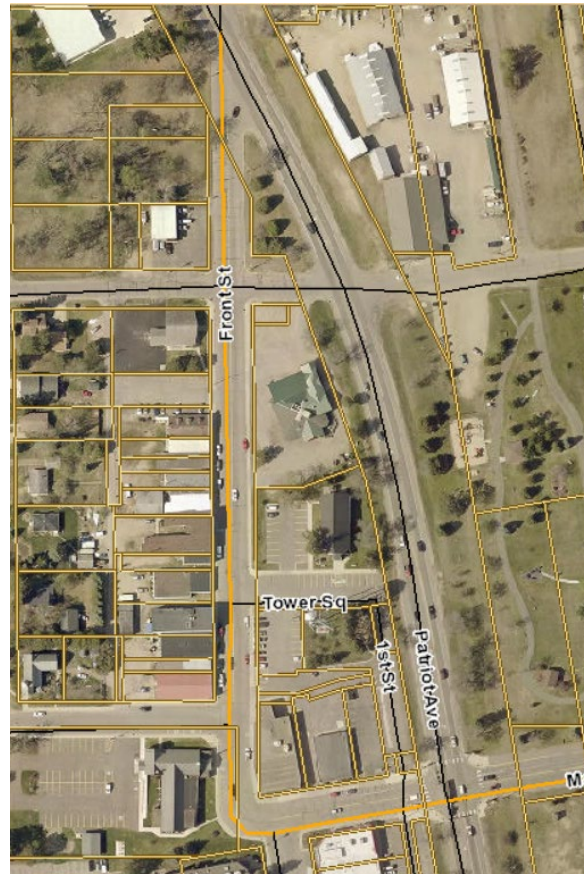
Reconstruction Considerations:

- Construct a sidewalk on the north side of East Woodman Street from Patriot Avenue to Government Drive during construction of pedestrian crossing at West Woodman Street.

Incremental Repair

- Marked pedestrian crossing at Patriot Avenue as outlined in Traffic Study.

Front Street



Neighborhood Composition

Front Street runs north and south between Patriot Avenue and Main Street and consists of commercial businesses on both sides of the street. The businesses located on the west side of the street are arranged in a pedestrian-friendly fashion while the placement of the structures on the east side of the street is predominately designed for automobiles. The southern end of the street’s view terminates at the TDS building and the north view terminates with the highway. Front Street has a very high redevelopment potential and is critical to the overall success of the Grow Zone.

Utility Overview

- City Sanitary Sewer
- City Water
- Storm sewer

Street Maintenance Revenue: \$3,262.08

Street Maintenance Cost: \$52,600

Percent of Cost Covered by Adjacent Property Tax: 84%

Walkability Score: High

Redevelopment Potential: High

Reconstruction Considerations:

Incremental Repair

- Mark crosswalks at each intersection.
- Plant trees and shrubs or place planters to separate the parking areas from the pedestrian friendly downtown area.

Government Drive



Neighborhood Composition

Government Drive is designated as a Commercial street and runs north and south from one-half block north of East Sibley Street south to East Woodman Street. The Paul Bunyan Trail is adjacent to Government Drive, as well as Trilside Park on the west. The neighboring properties on the east side are predominantly commercial in nature. There is one single family dwelling. The Grow Zone should be extended to include one additional commercial parcel to the north. Government Drive north of East Sibley Street is a gravel roadway; the remainder of Government Drive is paved with diagonal parking and sidewalk along the east side to East Butler Street. The block from East Butler Street to East Woodman Street does not contain sidewalk or on-street parking.

Utility Overview

- Sanitary sewer
- City water
- Storm sewer

Street Maintenance Revenue: \$5,931.05

Street Maintenance Cost: \$105,000

Percent of Cost Covered by Adjacent Property Tax: 77%

Walkability Score: Good

Redevelopment Potential: Some areas medium to high

Reconstruction Considerations:

- Pedestrian scaled street lights.
- Bury overhead wires.
- Add Sidewalk from E. Butler to E. Woodman St

Incremental Repair

Main Street



Neighborhood Composition

Main Street is designated as a Commercial street running east and west between Front Street and the roundabout. The adjacent land uses are commercial, a City park, a multi-unit condominium, City Hall, and three single family dwellings.

The Traffic Study considered lane layouts and control types at the intersection of Main Street and Patriot Avenue. It was recommended that the right turn lanes on Patriot Avenue at Main Street be removed, allowing Patriot Avenue to be narrowed in the area around Main Street. With the desire to keep heavy vehicle traffic on Patriot Avenue and not use alternate routes through Pequot Lakes, adding on-street parking on Patriot Avenue is not recommended. Parking would cause more interruptions in the traffic flow and create a confined feel, negatively impacting how truck drivers view the corridor.

The Traffic Study also analyzed the existing signalized control. The existing turning movement volumes at the intersection do not meet the warrants for signal installation. Other options for traffic control are an all-way stop and roundabout control. Traffic volumes are too high and balanced to consider side-street stop control. The benefits of all-way stop over a signal is usually seen during off-peak times when vehicle volumes are lower. The same is true for a roundabout. Roundabouts can handle higher traffic volumes than all-way stops and have been proven safer than traditional intersections, preventing most serious injury and fatal crashes. Due to the large construction costs for a roundabout, it was determined that the timing on the existing signal could be updated.

The Traffic Study noted that Main Street east of Patriot Avenue is approximately 45 feet wide. With two westbound lanes and one eastbound lane on this block, Main Street could be reduced in width. With the Paul Bunyan Trail crossing on this block, reducing the width of the roadway would reduce pedestrian and bicycle exposure time at this location. This could be achieved by adding a bump out on the south side of Main Street at the trail crossing, reducing the eastbound through lane to be approximately 12 feet wide. This could be done using pylons or with a concrete curb extension.

The Traffic Study also looked at the intersection of Main Street and Rasmussen Road. This is an all-way stop control with one lane on each approach. Other control types available would be either a single-lane roundabout or a side-street stop-controlled intersection. A roundabout may not be a good option at this location due to the need for a larger footprint. A side-street stop control would remove the stop signs along Main Street. Vehicles along Main Street would no longer need to stop at this intersection meaning speeds will be increased through the intersection. With pedestrian crossings on all sides of this intersection, higher speeds would not be desired and would make crossing more difficult and likely less safe. Changing the traffic control at this intersection may not be appropriate. In addition, to accommodate pedestrians/bicycles as well as keep heavy vehicle traffic on main routes, one way to accomplish this would be install curb bump outs to reduce the crossing distance and making it more challenging for large vehicles to turn. The bump outs could be created with paint and pylons.

Utility Overview

- Sanitary sewer (Front Street to Rasmussen Road)
- City water (Front Street to Rasmussen Road)
- Storm sewer (Front Street to Washington Avenue)

Traffic Study

- Add removable curb bump outs.

Street Maintenance Revenue: \$6,262.83

Street Maintenance Cost: \$131,950

Percent of Cost Covered by Adjacent Property Tax: 65%

Walkability Score: Very Good

Redevelopment Potential: High

Reconstruction Considerations:

- Paved multi-use trail on south side of street connecting to pedestrian crossing at roundabout.
- Bury overhead lines.
- Install uniform street lighting
- Add No Parking from “Here to Curb” ½ block on either side of Main Street at Government Drive

Incremental Repair

- Maintain existing murals
- Add pedestrian light at City Hall entrance.
- Improve general maintenance of sidewalks
- Add more Bobber Planters

North Washington Avenue



Neighborhood Composition

The first block of North Washington Street from Main Street is designated a Commercial street, while the remainder of the street is designated a Residential street. North Washington is a paved street between Main Street and East Sibley Street, while the extension north of East Sibley Street is gravel.

The walkability from Main Street to Oriole Street is very high. There is an existing sidewalk on the west side of the street and an existing sidewalk for 2/3 of the block on the east side. This block is also a one-way street with diagonal and parallel parking. This section contains a commercial building and a vacant lot on the east and a commercial building and two single family dwellings.

The next section of street contains three single family dwellings and a vacant lot. There are no sidewalks along this section with very little vehicular traffic.

The gravel section north of East Sibley Street contains two single family dwellings and is not a through street.

Utility Overview

- Sanitary sewer
- City water

Street Maintenance Revenue: \$1,149.42

Street Maintenance Cost: \$71,350

Percent of Cost Covered by Adjacent Property Tax: 22%

Walkability Score: North ½ - Poor, South ½ -Very Good

Redevelopment Potential: Medium

Reconstruction Considerations:

- Extend sidewalks from Oriole to E. Sibley

Incremental Repair

- Incentivize property owner at North Washington and Oriole Streets to sell or commercially develop vacant lot.

Oriole Street



Neighborhood Composition

Oriole Street runs east and west between Government Drive and Rasmussen Road and is designated a Residential street. The neighborhood consists of two commercial buildings, four single family dwellings, the Library and two vacant lots. There are no sidewalks on either side of the street. The downtown area would benefit from striping for parallel parking spaces.

Utility Overview

- City Sanitary Sewer
- City Water

Street Maintenance Revenue: \$612.55

Street Maintenance Cost: \$33,750

Percent of Cost Covered by Adjacent Property Tax: 25%

Walkability Score: Poor

Redevelopment Potential: High

Incremental Repair:

- Striping for diagonal parking along both sides of the street.
- Incentivize the property owners of the two vacant lots to sell them or develop them as commercial properties.

Patriot Avenue



Neighborhood Composition

The portion of Patriot Avenue included in the Grow Zone is from Builders First Choice south to the Lonesome Cottage Showroom, approximately 2,900 feet in length. Patriot Avenue is designated a Commercial street. The adjacent land uses are commercial, a City park, and a multi-use City building. There are no sidewalks along either side of Patriot Avenue creating a hostile environment for pedestrians.

With the desire to keep heavy vehicle traffic on Patriot Avenue and not use alternate routes through Pequot Lakes, the Traffic Study did not recommend adding on-street parking on Patriot Avenue. Parking would cause more interruptions in the traffic flow and create a confined feel, negatively impacting how truck drivers view the corridor.

Patriot Avenue and Front Street

The intersection of Patriot Avenue and Front Street is under side-street control with Patriot Avenue free-flowing with a two-way left turn lane. This intersection is skewed with left turns off of Patriot Avenue and right turns off of Front Street being at very tight angles. Right turns off of Patriot Avenue and left turns off of Front Street are at very shallow angles. Vehicles turning right off of Patriot Avenue are able to make that turn without much speed reduction.

The Traffic Study analyzed the traffic volumes at the intersection of Front Street and Patriot Avenue and found they are very low throughout the day. Because the intersection is not highly utilized and the angles lead to challenging or high speed turns, it could be considered for closure. Both the north and south legs have alternative routes within approximately 300 feet that could be taken, so there would be little impact to travel times. It is recommended that a temporary closure of the Front Street legs be conducted. Using parries, the legs of Front Street can be temporarily closed and operations be monitored to determine how drivers adapt to the change.

Patriot Avenue and Main Street

The Traffic Study considered lane layouts and control types at the intersection of Main Street and Patriot Avenue. It was recommended that the right turn lanes on Patriot Avenue at Main Street be removed,

allowing Patriot Avenue to be narrowed in the area around Main Street. With the desire to keep heavy vehicle traffic on Patriot Avenue and not use alternate routes through Pequot Lakes, adding on-street parking on Patriot Avenue is not recommended. Parking would cause more interruptions in the traffic flow and create a confined feel, negatively impacting how truck drivers view the corridor.

The Traffic Study also analyzed the existing signalized control. The existing turning movement volumes at the intersection do not meet the warrants for signal installation. Other options for traffic control are an all-way stop and roundabout control. Traffic volumes are too high and balanced to consider side-street stop control. The benefits of all-way stop over a signal is usually seen during off-peak times when vehicle volumes are lower. The same is true for a roundabout. Roundabouts can handle higher traffic volumes than all-way stops and have been proven safer than traditional intersections, preventing most serious injury and fatal crashes. Due to the large construction costs for a roundabout, it was determined that the timing on the existing signal could be updated.

Patriot Avenue and Woodman Street

This intersection is under side-street stop control with Patriot Avenue free-flowing. Two-way left turn lanes are provided on Patriot Avenue. The Traffic Study found there are longer eastbound queues in the afternoon peak hour. These queues are generally not long lasting as they are due to traffic coming from the school as the school lets out for the day. Over 10% of the daily eastbound traffic on this eastbound approach occurs in one 15-minute period in the afternoon peak hour. Once the school traffic passes the queues on Woodman Street are relatively short. The Traffic Study found no mitigation measures would be recommended to accommodate the vehicle traffic on Woodman Street.

Due to the close proximity to the school, there are pedestrians that cross Patriot Avenue at this intersection. The Traffic Study found that while the pedestrian crossing volumes are moderate, about 40 crossing Patriot Avenue per day, the proximity to the high school makes this location a desirable place to cross and pedestrian crossing improvements would be beneficial. This location is approximately 680 feet south of the pedestrian crossing at the signal at Patriot Avenue and Main Street.

With a sidewalk on the north side of Woodman Street west of Patriot Avenue, a crossing across Patriot Avenue on the north side of this intersection would be the appropriate location. The Traffic Study recommends pedestrian crossing signage and striping to communicate to drivers and pedestrians the location of the crossing. In-road pedestrian crossing signs placed on the lane lines would further communicate to drivers on Patriot Avenue that they may need to stop in a location they previously may not have anticipated stopping. Curb landings with ADA compliant ramps are recommended on either side of the crossing.

The two-way left turn lane on Patriot Avenue increases the distance pedestrians would need to cross. The Traffic Study analyzed the Patriot Avenue left turning volumes at this intersection and found the highest hourly volume is northbound left turns in the morning peak hour where there are 73 vehicles turning left. With this level of left turning traffic, they recommend the northbound left turn lane provides enough benefit to remain.

For southbound Patriot Avenue, the highest hourly left turning movement only contains eight left turns. That level of left turning traffic does not need an exclusive left turn lane. With a pedestrian crossing on the northern portion of this intersection, the southbound left turn lane could be removed and a median could be placed for pedestrian refuge. This means the two-way left turn lane would start at Woodman

Street and extend south. North of Woodman Street, there could still be exclusive lanes for Butler and Main Street, but not a two-way left turn lane.

Patriot Avenue and West Lake Street

This intersection is also under side-street stop control with Patriot Avenue free-flowing. Two-way left turn lanes are provided at this intersection. The Traffic Study found some larger queues in the afternoon peak hour, but those are also related to school traffic. No mitigation measures are recommended to accommodate the vehicle traffic at this intersection.

Though some pedestrians were observed to cross Patriot Avenue and cut through the wooded area to the east without a defined destination on the east side, the Traffic Study found a pedestrian crossing is not recommended here. If a pedestrian crossing were included at Woodman Street, pedestrians would be encouraged to route one block north to cross.

Utility Overview

- Sanitary Sewer from Main Street to West Sibley Street

Traffic Study

- Budget for the implementation of the pedestrian crossing at West Woodman Street.
- Utilize temporary barriers to close Front Street approaches.

Street Maintenance Revenue: \$2,520.63

Street Maintenance Cost: \$145,250

Percent of Cost Covered by Adjacent Property Tax: 24%

Walkability Score: Very Poor

Redevelopment Potential:

Reconstruction Considerations:

- Patriot Avenue from the stop light south to Derksen Road is the primary truck route and should be designed for safe truck traffic.
- Center turn lanes are necessary at SuperValu and at the School.
- Patriot Avenue from the stop light north to the lumber yard could be narrowed with a boulevard and parallel and diagonal parking.
- Trailside Park should have a connection to the Cole Memorial Building tying both sides of town together.
- Phase in improvements; incremental improvements over time will suddenly have a major impact.
- The stop light should remain in place.

Incremental Repair

- Budget for the implementation of the pedestrian crossing at West Woodman Street.

- Utilize temporary barriers to close Front Street approach.

Rasmussen Road



Neighborhood Composition

The portion of Rasmussen Road that is included in the Grow Zone is designated as both a Residential Connector street and a Commercial street. The adjacent land uses from East Grove Street south to Main Street consists of 13 single family dwellings, 2 vacant lots, a public library, a commercial parking lot and two commercial businesses. The adjacent land uses from Main Street south to East Woodman Street consists of a multi-tenant condo, a church and 4 dwellings/buildings owned by the church, a vacant commercial lot, and two single family dwellings. There are no sidewalks or other pedestrian features on the street. The fast moving traffic along with the lack of sidewalks makes Rasmussen Road difficult for pedestrians to traverse.

Rasmussen Road was reconstructed as part of the 2020 Road Improvements Project from East Sibley Street south to Rae Avenue. This improvement project included extensive upgrades to the City's water, sewer, and drainage infrastructures and a bituminous reconstruction of the roadway. Other amenities include a walking/biking path, street lighting, sidewalks, curb and gutter, and improved parking.

The Traffic Study also looked at the intersection of Main Street and Rasmussen Road. This is an all-way stop control with one lane on each approach. Other control types available would be either a single-lane roundabout or a side-street stop-controlled intersection. A roundabout may not be a good option

at this location due to the need for a larger footprint. A side-street stop control would remove the stop signs along Main Street. Vehicles along Main Street would no longer need to stop at this intersection meaning speeds will be increased through the intersection. With pedestrian crossings on all sides of this intersection, higher speeds would not be desired and would make crossing more difficult and likely less safe. Changing the traffic control at this intersection may not be appropriate. In addition, to accommodate pedestrians/bicycles as well as keep heavy vehicle traffic on main routes, one way to accomplish this would be install curb bump outs to reduce the crossing distance and making it more challenging for large vehicles to turn. The bump outs could be created with paint and pylons.

Utility Overview

- City Sanitary Sewer
- City Water

Street Maintenance Revenue: \$2,895.04

Street Maintenance Cost: \$113,200

Percent of Cost Covered by Adjacent Property Tax: 35%

Walkability Score: Good

Redevelopment Potential:

Reconstruction Considerations:

- Extend sidewalk on North Rasmussen from Oriole to E. Sibley St

South Washington Street



Neighborhood Composition

South Washington Street runs north and south between Main Street and East Woodman Street, is designated a Residential street, and was reconstructed as part of the 2020 Road Improvement Projects. The adjacent land uses are four commercial buildings, three dwellings/buildings owned by the church, two single family dwellings and a vacant lot.

The first block of South Washington Street south of Main Street contains commercial businesses along the east side of the street and 2/3 of the block on the west side of the street. There are no sidewalks on either side of the street. On-street parking is provided on the east side of the street.

The next block between East Butler Street and East Woodman Street contains the rear yards of the three parcels owned by the church on the east side, two single family dwellings and a vacant lot. This portion of the street does not have sidewalks, but it is easily walkable because of the narrow width and lack of traffic.

Utility Overview

- City Sanitary Sewer
- City Water

Street Maintenance Revenue: \$983.22

Street Maintenance Cost: \$34,250

Percent of Cost Covered by Adjacent Property Tax: 39%

Walkability Score: Moderate

Redevelopment Potential: Low

Reconstruction Considerations:

West Butler Street



Neighborhood Composition

West Butler Street is designated as a Commercial street, is one block in length and runs east and west between Patriot Avenue and 2nd Street. The two adjacent properties are commercial in nature, one being a bank and the other a convenience store/gas station. The convenience store/gas station has 2 accesses from West Butler Street. There are sidewalks on the north and south sides of the street, but terminate before reaching Patriot Avenue. The street is difficult and uncomfortable for pedestrians to utilize due to the gaps created by the parking spaces, lack of sidewalks, as well as the structures on the street which do not frame the public realm.

Utility Overview

- No Utilities

Street Maintenance Revenue:

Street Maintenance Cost: \$

Percent of Cost Covered by Adjacent Property Tax:

Walkability Score: Very Poor

Redevelopment Potential: Low

Reconstruction Considerations:

Incremental Repair

- Pedestrian crosswalks at all intersections.

West Lake Street



Neighborhood Composition

West Lake Street is designated as a Commercial street and runs east and west between Olson Street and Patriot Avenue. West Lake Street serves as one of the two main linkages between Patriot Avenue and the public high school. Other than the School District property, the adjacent property is commercial. West Lake Street has a sidewalk the entire length of the south side of the street and approximately a quarter of the length of the north side of the street.

As noted earlier in the Patriot Avenue evaluation, the Traffic Study found no mitigation measures are recommended to accommodate the vehicle traffic at the intersection of West Lake Street and Patriot Avenue. In addition, if a pedestrian crossing were included at Woodman Street, pedestrians would be encouraged to use that crossing.

Utility Overview

- Sanitary sewer
- City water
- Storm sewer

Street Maintenance Revenue: \$776.55

Street Maintenance Cost: \$33,500

Percent of Cost Covered by Adjacent Property Tax: 32%

Walkability Score: Moderate

Redevelopment Potential: Medium

Reconstruction Considerations:

- Add Crosswalk at Olson Street

Incremental Repair

- Striping for parallel parking along both sides of the street.
- Pedestrian crosswalks at all intersections.

West Woodman Street



Neighborhood Composition

West Woodman Street is designated as a Commercial Street and runs east and west between Olson Street and Patriot Avenue. West Woodman Street serves as one of the two main linkages between Patriot Avenue and the public high school. The adjacent land uses are commercial.

As noted in the Patriot Avenue evaluation, the Traffic Study recommends a pedestrian crossing at the north side of West Woodman Street and Patriot Avenue.

Utility Overview

- City Sanitary Sewer
- City Water
- Storm Sewer

Street Maintenance Revenue: \$1,568.84

Street Maintenance Cost: \$30,000

Percent of Cost Covered by Adjacent Property Tax: 71%

Walkability Score: Moderate

Redevelopment Potential: Low

Incremental Repair:

- Crosswalk at 2nd Street;

V. Downtown Placemaking

Trailside Park

Trailside Park is situated in the heart of the downtown and serves as the centerpiece of the community. The park is utilized by residents and visitors as both a social gathering area and recreational space. Paul Bunyan trail users are also often found relaxing in the park. Trailside Park serves as the perfect setting for the city and other local organizations to host community-building events throughout the year. After the State Highway 371 realignment in 2018, community leaders identified an opportunity to unite the city through a series of park improvements. These include the construction of a flag display, improvements to the Bean Hole Pit area, new and updated holiday decorations and potential installation of a splash pad and bathroom. As these improvements are made- the park will continue to bring together the community for generations to come.

Street Lighting

Street lighting can add an immense amount of value to a place. Not only is lighting functional by providing illumination for sidewalks and streets; it can also contribute to the overall character of a place.

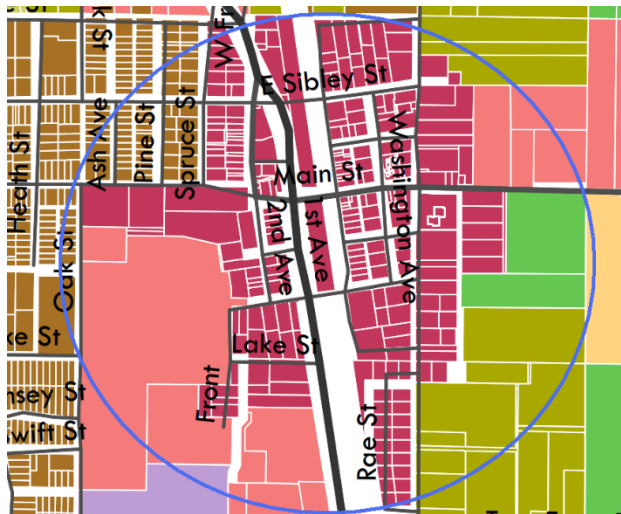
The City should be prudent in determining when and where it installs street lighting. The most logical time to install it is when a street is being reconstructed. Street lighting within the City should be uniform and properly scaled.

With the reconstruction of North Washington Avenue and installation of street lights in 2014, the City selected a decorative street lighting fixture and pole design that will be used throughout the city as lighting is installed.



Street lighting should be installed along the streets within the “Downtown Mixed Use” zone as they are reconstructed. This area of the city is zoned for high density residential and commercial development which relies on multiple modes of transportation including walking, biking, and automobiles.

Downtown Mixed Use Zone:



Public Art/Aesthetics/Entertainment:

While a strong collection of shops will be the draw that creates the desired “destination” effect, there are other improvements that could be made that would help define or brand Pequot Lakes.

The location of the park and the traditional development pattern of the downtown area of Pequot Lakes provide an excellent opportunity to create a “sense of place.” This can be accomplished through public art, aesthetics, and entertainment.

During the process of updating this plan in 2014, the following methods of place-making were discussed as potential ways to create a sense of place in downtown Pequot Lakes.

1. Create sidewalk art.



2. Install additional bike racks.



Photo: Duluth, Minnesota.

3. Maintain existing_murals.



4. Build fountain and gathering area.



5. Continue to host outdoor entertainment.



6. Create public gathering spaces.



7. Amend the ordinances to allow for more flexibility for food trucks and solicit them.



