

CHISAGO COUNTY HIGHWAY 8 CORRIDOR *STRATEGIC FRAMEWORK*

November 21, 2022



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INTRODUCTION

PROJECT OVERVIEW

Connecting more than 9 communities and townships across southern Chisago County, US Highway 8 (Highway 8) is a highly traveled corridor for residents, employees, and the many tourists visiting the area. It also is a primary transportation corridor moving agricultural, industrial, and commercial goods. As the region's popularity has increased, so too has the need for improvements on Highway 8. Community conversations about Highway 8 often highlight concerns about mobility, safety, noise, and access.

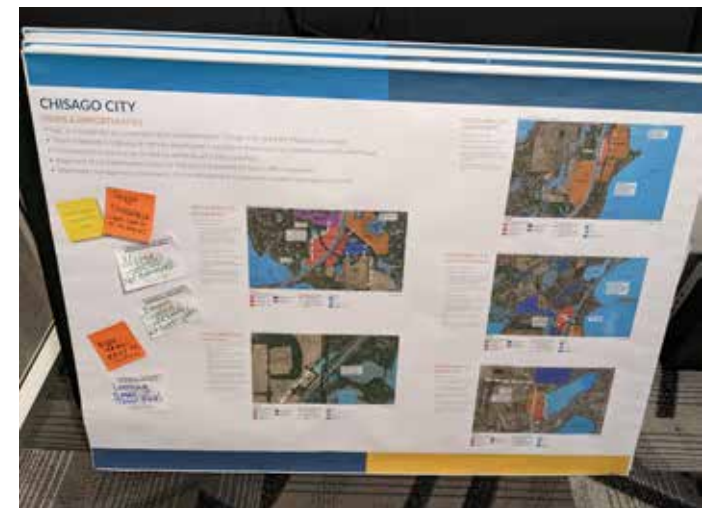
In 2021, Chisago County received a RAISE Grant (Rebuilding American Infrastructure with Sustainability and Equity) from the US Department of Transportation to assist with a major reconstruction project for Highway 8. This project aims to improve safety and mobility along eight miles of Highway 8 from Interstate 35 (I-35) in the west to Karmel Avenue in Chisago City in the east.

The purpose of the Highway 8 Strategic Framework is to help guide future development, as well as public and private investment along the entire corridor in Chisago County. The framework process included evaluating how proposed and potential highway improvements will impact or support future retail, industrial, and residential development. The Strategic Framework is also intended to promote collaboration among the corridor communities and demonstrate the corridor-wide support for highway improvements.

PROJECT PROCESS

In order to be a comprehensive and effective framework plan, this document addresses both the needs of the overall corridor as well as the unique needs of the individual corridor communities. At the project onset, the Project Team conducted background research to gain an initial understanding of the corridor and proposed improvements. The Project Team then held a series of meetings with corridor communities and project partners, both as a group and individually, before drafting design and implementation recommendations. The bullets below outline the project process that was followed to create the recommendations found in this strategic framework:

- Review and analysis of background documents, including individual corridor communities' comprehensive plans and other documents relevant to the Highway 8 corridor
- Meetings with the project Technical Team and individual corridor communities to discuss issues and opportunities
- Development of community focus area concepts
- Meetings with the Project Technical Team and individual corridor communities to review concepts
- Creation of corridor-wide recommendations
- Meeting with Steering Committee to discuss corridor-wide recommendations and preparations for Open House
- Community Open House to present project findings, corridor-wide recommendations and individual community concepts
- Preparation of draft report for review by the Steering Committee. The report has two chapters after the introduction.. The first focuses on the entire corridor with an overview of existing conditions and then corridor-wide recommendations. The second focuses on individual community focus areas.



More than 80 stakeholders attended an open house to review the draft corridor recommendations and community concepts.

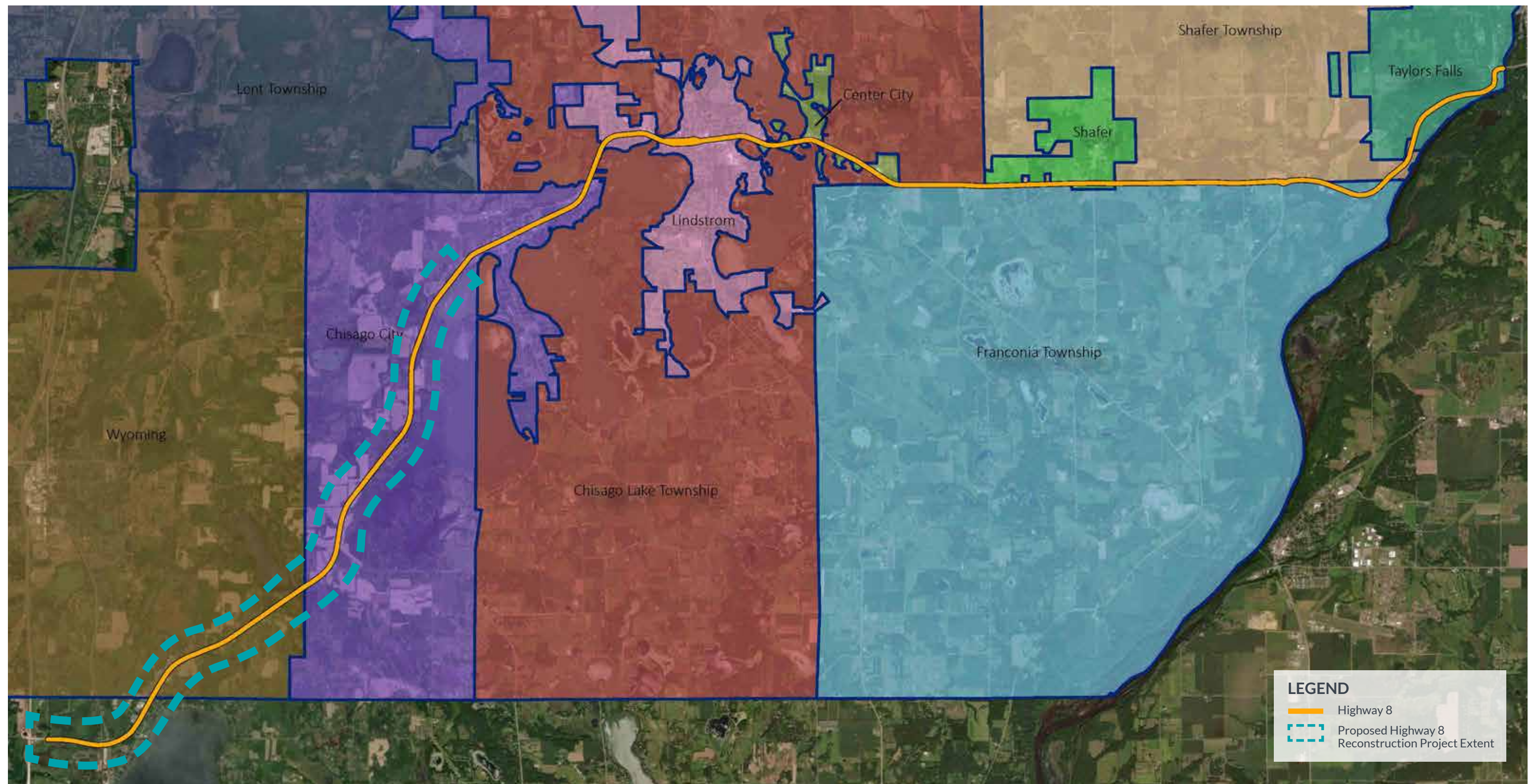


Figure 1.1 Highway 8 Strategic Framework Study Area

PROJECT PURPOSE

-  Guide future development and investment in the corridor
-  Identify development priorities among corridor communities
-  Evaluate how proposed highway improvements will impact or support future retail, industrial, and residential along the corridor
-  Evaluate and recommend options for improving highway safety at intersections and crossings, as well as bike/pedestrian trail infrastructure.
-  Recommend investments, policies, or studies needed to support desired land uses
-  Promote collaboration among corridor communities

GUIDING PRINCIPLES

The Project Team reviewed a number of community comprehensive plans and other documents relevant to the Highway 8 corridor. Several themes emerged from these background documents. These themes were confirmed by the corridor communities as common priorities for future development. These have become the Guiding Principles for the Strategic Framework, and are outlined below:

- Maintaining small-town character through smart and intentional growth
- Encouraging economic development and tourism to strengthen local economies
- Focusing higher-density development in urban cores to efficiently utilize existing utilities
- Improving walkability and promoting non-motorized transportation through expanded and connected trail networks
- Improving water quality through stormwater BMPs
- Increasing affordable housing options
- Promoting construction of infrastructure to support and expand access to high-speed internet



HIGHWAY 8 CORRIDOR

EXISTING CONDITIONS

The focus of this Strategic Framework is on the portion of Highway 8 through Chisago County. However, the Highway 8 corridor does extend more than 21 miles from I-35 in Forest Lake to the Wisconsin border in Taylors Falls. Highway 8 in Chisago County travels through Wyoming, Chisago City, Chisago Lakes Township, Lindstrom, Center City, Shafer, Franconia Township, Shafer Township, and Taylors Falls. The route has existed for more than 100 years and originally connected the area to Minneapolis before the interstate highway system.

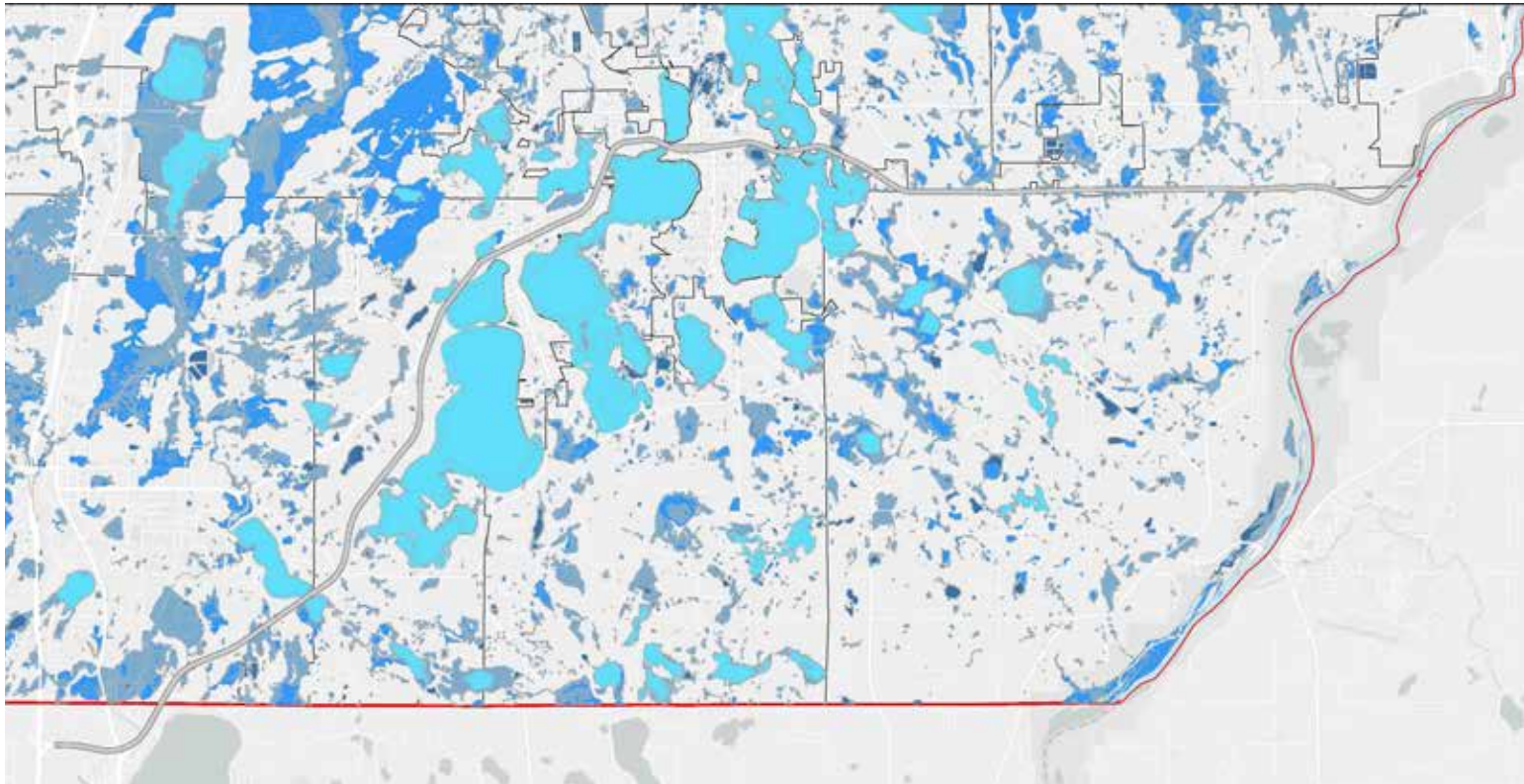
Highway 8 has been identified as having the highest daily traffic in Chisago County. The roadway exceeds 23,000 vehicles per day in some segments. Currently, most of the corridor is a two-lane highway with a speed limit of 55 mph and numerous intersections, access points, and driveways. The high number of access points not only causes backups from queuing in the busy two-lanes of traffic but also results in safety concerns for drivers turning onto and off of the high speed roadway. With a lack of alternate routes, existing congestion only stands to worsen with projected population, business, and visitor growth in the region. The one exception to the two-way highway is in downtown Lindstrom, where the highway splits into a pair of one-way streets.

While the Strategic Framework covers the entire Highway 8 corridor in Chisago County, the approach was slightly different in Wyoming and Chisago City because planning is currently underway for a roadway improvement project. In those communities, the Project Team had plan sets from Chisago County that showed planned intersections, access closures, right-of-way extent, and stormwater management. These proposed improvements were considered in the planning process. In the remainder of the corridor, the Project Team took into consideration the approach of the current improvement project as concepts were developed and recommendations crafted.

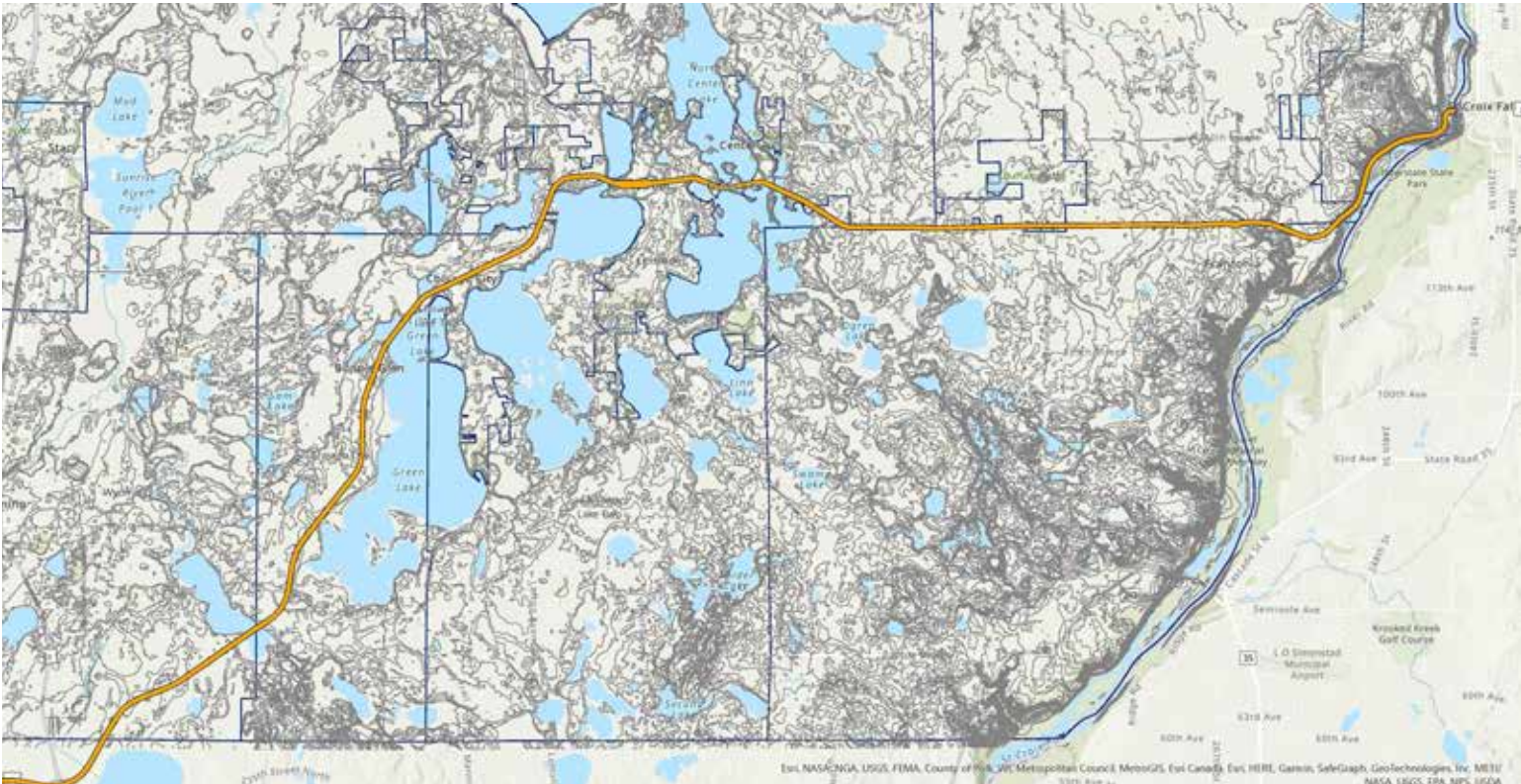
HIGHWAY 8 RECONSTRUCTION PROJECT BENEFITS

Chisago County, Wyoming, and Chisago City are currently working with MnDOT on plans to improve Highway 8 from the Wyoming boundary to Karmel Avenue in Chisago City. As of the development of the Strategic Framework, about half of the needed \$70 million funding needed for the project has been secured. The proposed reconstruction of Highway 8 will improve safety and congestion issues and provide better quality of life to local communities. Additional project benefits cited for the project include:

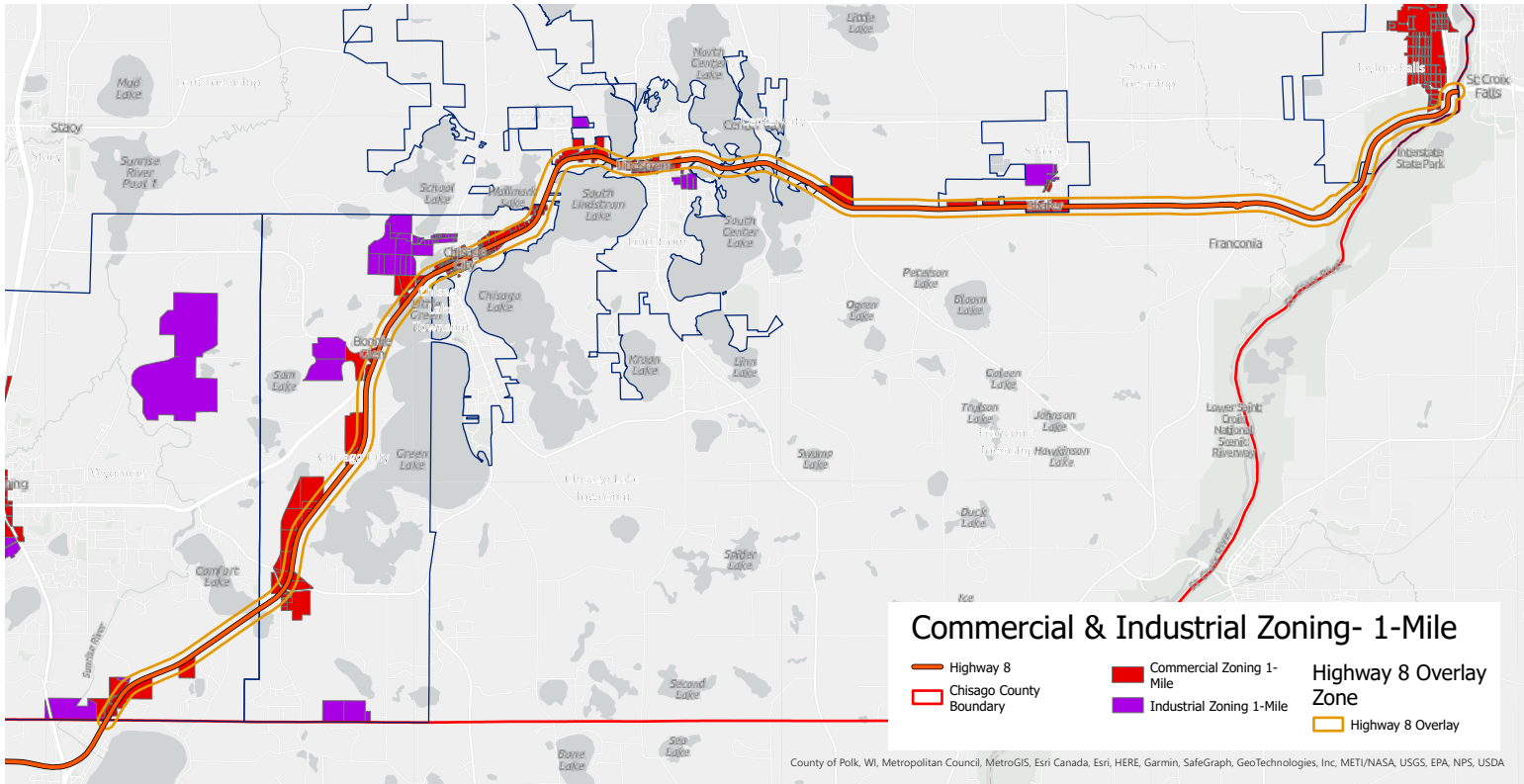
- Promote rural economic development and access to opportunities by reconstructing the state principal arterial from a two-lane undivided roadway to a four-lane divided highway.
- Improve safety and mobility by adding roadway capacity and reducing congestion.
- Remove access points and consolidating access by constructing a local roadway network of frontage and backage roads.
- Implement intersection controls and limiting uncontrolled intersections/access points.
- Add technological upgrades.
- Upgrade pedestrian curb ramps and cross walks.
- Construct a multi-use trail.
- Complete maintenance needs along the existing four-lane segment.



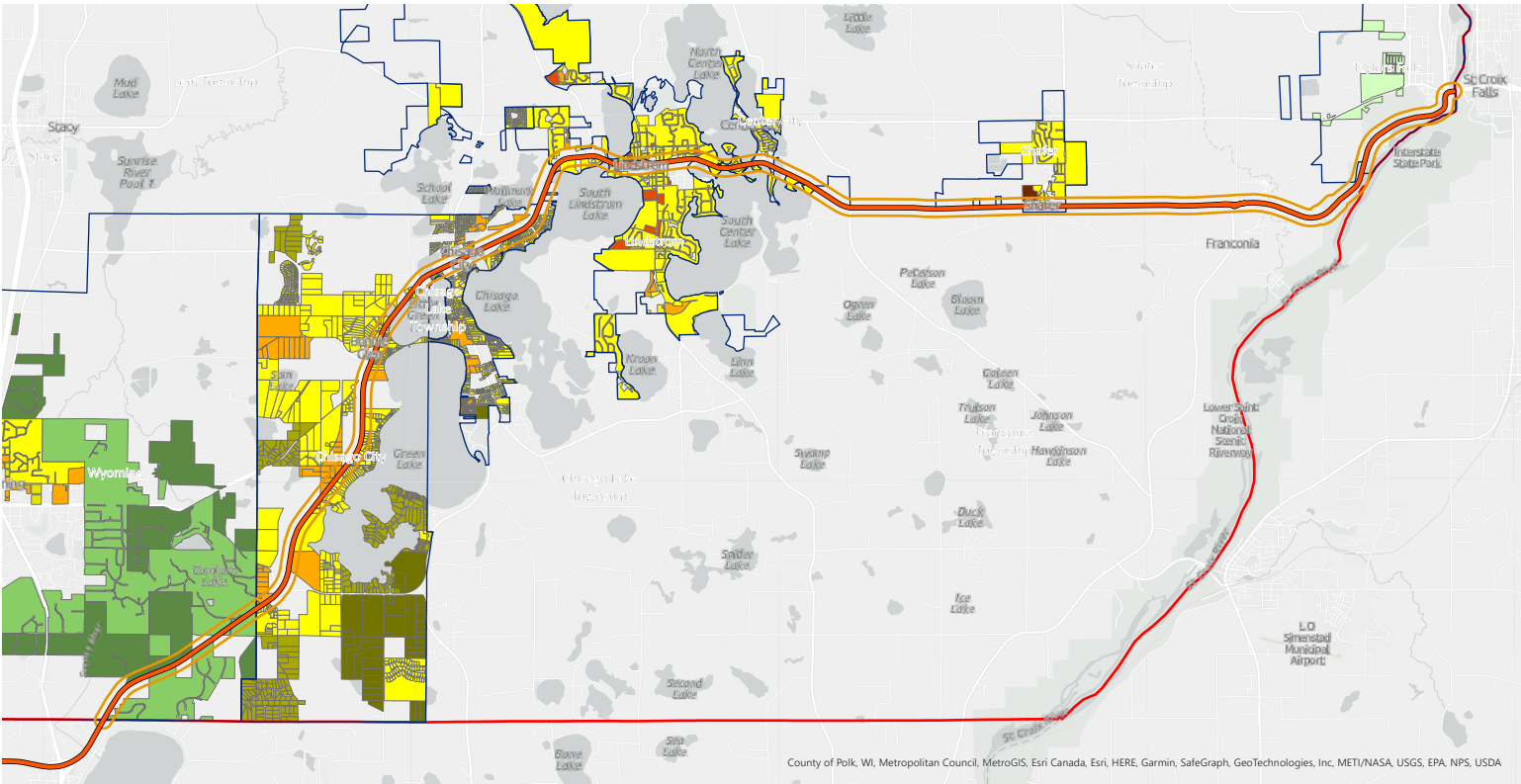
The extensive lakes and wetlands along Highway 8 is attractive for residents and visitors, but is challenging for roadway development and stormwater management.



Topography is an important consideration throughout the corridor, particularly on the eastern end.



There is more commercial than industrial planned along the corridor. Planning for access to the industrial areas off the corridor is important for employment opportunities.



Residential development is currently planned in all of the cities along the corridor.

SWEDISH IMMIGRANT REGIONAL TRAIL

Celebrating the history of the Swedish Immigrants that settled in much of the Chisago Lakes region, a plan was developed to construct a 20 mile multi-use trail that connects Forest Lake to Taylors Falls. Several trail segments have been completed, including a segment from Chisago City to Center City, and a segment from Shafer to Taylors Falls. Three trailheads also currently exist: at Redwing Avenue in Shafer, at Tern Avenue in Shafer Township, and at the Taylors Falls City Hall on Military Road.

There are some remaining segments to be completed. The largest remaining portion links Chisago City to the west, with several route options that would lead to both Wyoming and Forest Lake. The segment between Center City and Shafer requires further land acquisition in order to refine and construct the easterly trail alignment. The final remaining portion of trail would connect the trailhead at City Hall in Taylors Falls to the Interstate State Park visitors center area and into downtown. This segment requires navigation of challenging topography, cooperation with narrow roadways, and crossing complicated roadway intersections congested with tourism traffic.

This Framework document explores several opportunities for connections and improvements to portions of the proposed Swedish Immigrant Trail route, as well as potential locations for additional trailheads, and how these improvements might fit into the work being completed for Highway 8. The final trail route will require further study and approvals from the communities, Chisago County, MnDOT, and other project partners.

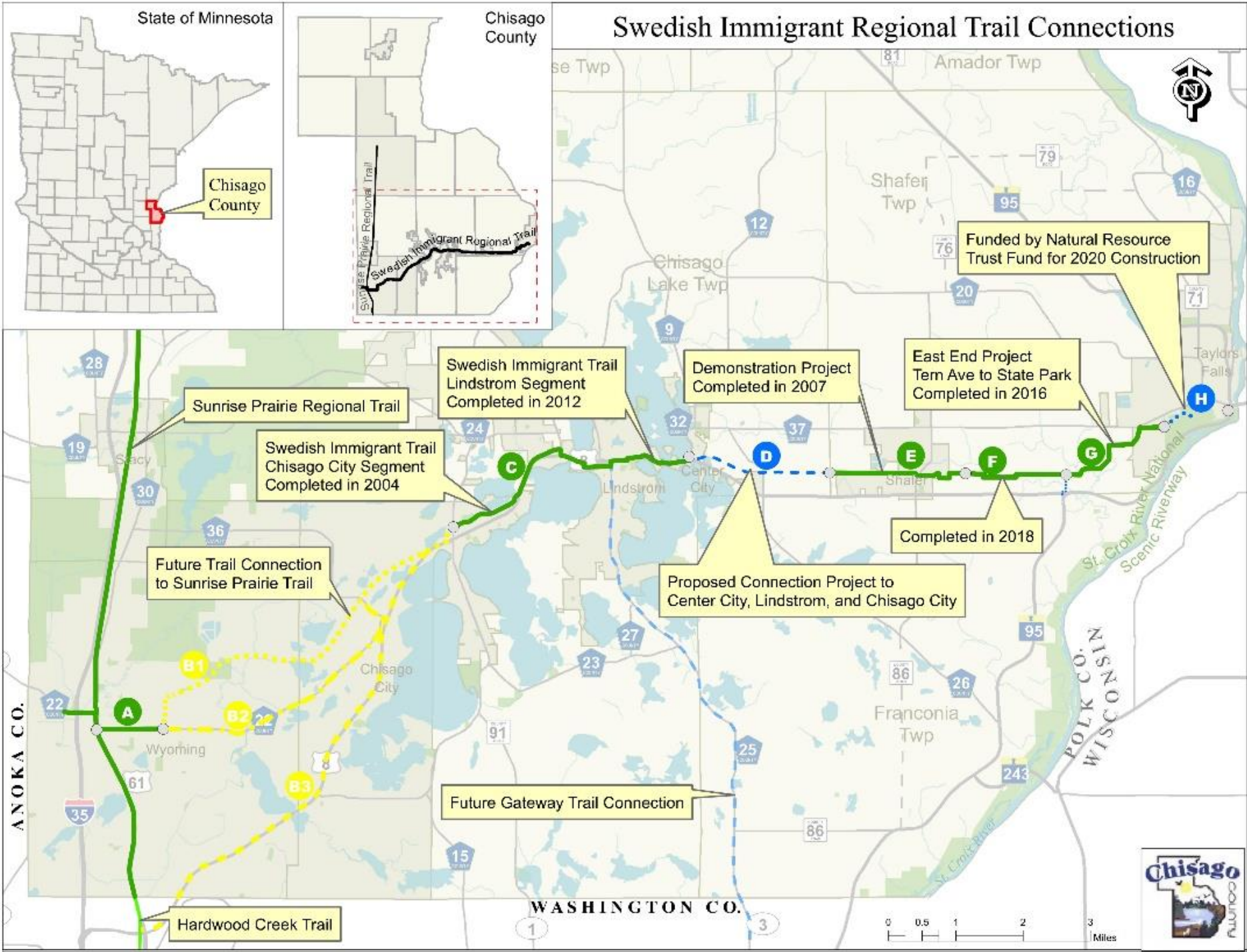


Figure 2.1 Swedish Immigrant Regional Trail Overview Diagram from the 2021 “Swedish Immigrant Trail–Segment C” document prepared for Chisago County

CORRIDOR-WIDE OPPORTUNITIES & CONSTRAINTS

CONSTRAINTS

Improvements to the Highway 8 corridor are bound by several constraints. A major project goal includes roadway improvements that will increase safety, but this will require consideration of closing many existing access points to Highway 8, and recommending intersection and crossing improvements for both local traffic and pedestrian safety. Physical constraints due to the many lakes and wetlands in the region, may limit the available space and buildable land for future development, Stormwater is a very important consideration, but also may encounter challenges due to space limitations. Additional constraints include:

- Undivided highway and problematic intersections cause unsafe conditions and increase accidents
- Lack of safe crossings, ADA standards, and separated trail facilities create unsafe conditions
- High number of access points to Highway 8 is above MnDOT recommendations
- High traffic volume on Highway 8 will not be sustained by current conditions with increased population growth, commuter traffic, and tourism
- Environmental impact and water quality
- Lack of existing utilities to support new development along corridor

- Pinch-points along Highway 8 due to lakes and steep grade reduce buildable land and may provide challenges for corridor expansion
- Highway 8 is a vital economic and tourist corridor with many businesses that will need careful consideration and planning during construction and road closures in order to survive
- Existing shoulders along corridor are currently pinch points, improvements should consider widening shoulders where possible, especially to provide additional space for agricultural traffic
- Considerations for the rural context, including how will large land owners cross the highway to access all of their property, and the challenges posed to truck traffic by roundabouts.

OPPORTUNITIES

This Framework plan explores opportunities for improvements within the Highway 8 corridor intended to improve the roadway for motorists and regional trail users, support economic activity through future development of corridor communities, and provide environmental benefits through stormwater best practices. This project also looks at route improvements and connections to the Swedish Immigrant Regional Trail, as well as potential for establishing a corridor-wide identity through a coordinated branding and wayfinding effort. Additional opportunities include:

- Improving safety for motorists, bicyclists, and pedestrians by reducing access points and improving regional trail connections
- Promoting strategic development along corridor, including introducing new commercial nodes
- Diversifying and expanding housing options
- Managing and improving stormwater throughout corridor
- Build branding/identity for communities along corridor
- Improving wayfinding for travelers/tourists along corridor
- Ensuring Highway 8 improvements are accommodating to rural needs, like tractor/truck traffic, commercial deliveries, and industrial transportation

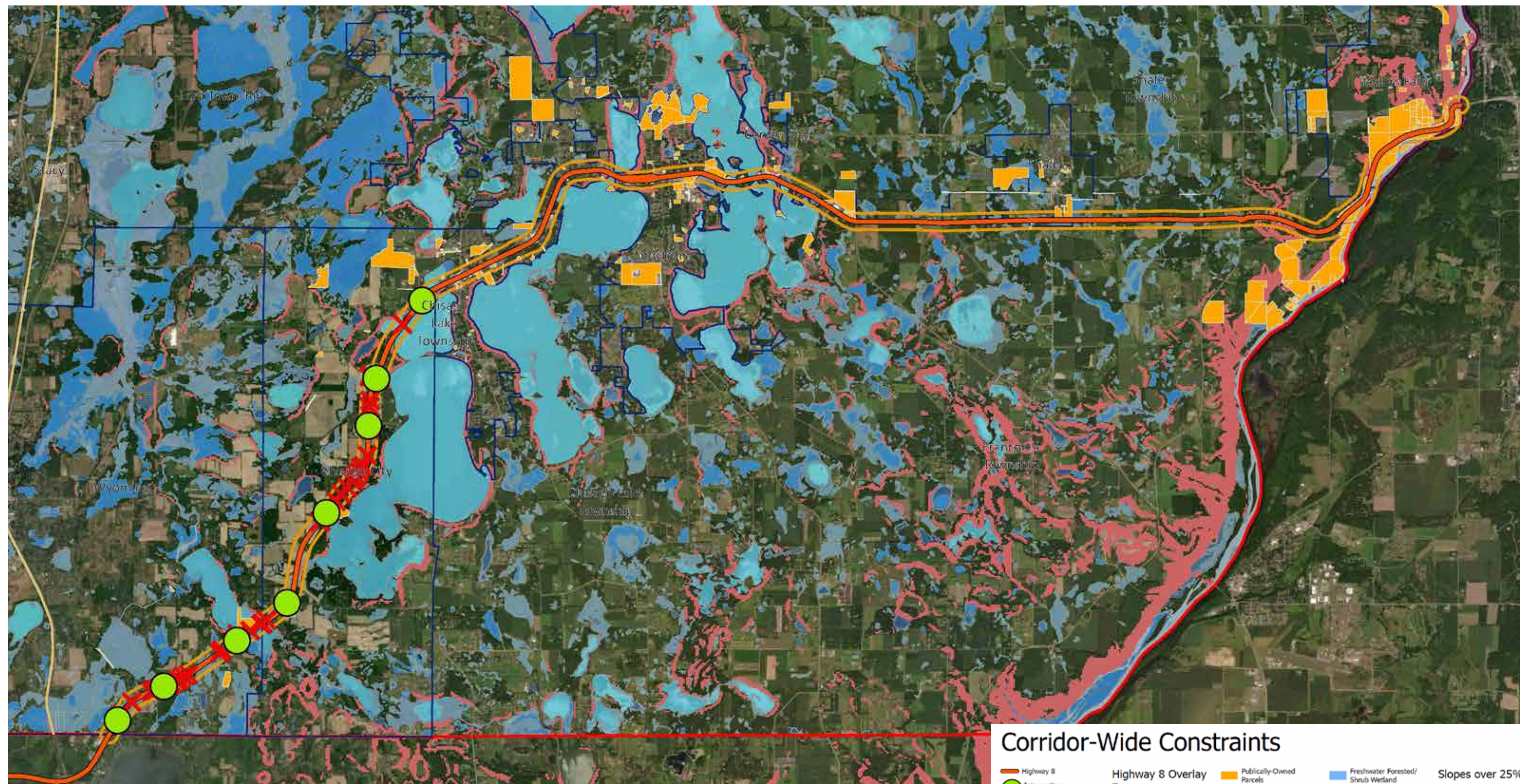


Figure 2.2 Corridor-Wide Constraints

CORRIDOR-WIDE RECOMMENDATIONS

Recommendations were developed to guide improvements in the entire Highway 8 corridor and grouped into five categories. These corridor-wide recommendations should be considered along with the focus area/community-specific recommendations in the next chapter.

GENERAL

1. Incorporate recommendations from Highway 8 Study into updates to local plans (comprehensive plans, transportation plans, park plans, etc.)
2. Share results of study and collaborate with Highway 8 Taskforce on next steps
3. Continue corridor wide branding efforts (streetscape, amenities, wayfinding, marketing, etc.) while allowing for community individualism
 - a. Consider how site design that frames natural resources and water view is part of branding.
 - b. Explore wayfinding and signage to reinforce the brand, assist with motorized and non-motorized navigation, and to capture pass-through traffic.
 - c. Explore a community wide gateway in Wyoming and Taylors Falls to communicate the corridor brand - consider a future gateway such as a Swedish Immigrant Regional Trail trailhead/highway rest stop as a “Gateway Anchor.”

DEVELOPMENT

1. Acknowledge the overall development goal across the corridor.
2. Continue exploration of how best to plan infrastructure that results in realistic development parcels.

3. Advocate with MnDOT and Chisago County for corridor and community development needs.
4. Work with MnDOT on potential context guide for Highway 8.

RIGHT-OF-WAY AND ACCESS MANAGEMENT

1. Secure right-of-way for future improvements on Highway 8 as development occurs. When right-of-way acquisition is not feasible, plan site layouts with sufficient setbacks to accommodate potential future ROW needs.
2. Plan for future access consolidation as part of transportation projects by securing right-of-way when possible and planning for future frontage/backage roads or realignments.
3. Consider future utility needs (including telecommunications) as right-of-way is being preserved.
4. Ensure roadway connections and intersections at Highway 8 that lead to the greater community adequately serve land uses within ½ mile to 1 mile off Highway 8.
5. Evaluate opportunities to have an alternative network that allows local traffic, including agricultural traffic, to move without using Highway 8 (county roads/local collector road)

STORMWATER MANAGEMENT

1. Explore opportunities for county/city development of consolidated stormwater management facilities to better facilitate development and make stormwater an amenity for the site.
2. Plan that MnDOT stormwater will need to be separate from county/city stormwater.

3. Explore opportunities to combine utility and stormwater in the same right-of-way and easement areas.
4. Continue to work with Chisago SWCD on water quality projects

PEDESTRIAN/BICYCLE MOVEMENT

1. Implement crossing improvements to facilitate crossings across Highway 8.
2. Plan and construct trail and sidewalk connections within each community that provides connectivity within communities and to the Swedish Immigrant Regional Trail.
3. Swedish Immigrant Regional Trail
 - a. Continue acquisition of right-of-way needed for proposed trail alignment.
 - b. Secure funding to construct missing segments.
 - c. Work with County on updating the Swedish Immigrant Trail signage.
 - d. Identify and construct signage on major roadway corridors to direct trail users to the Swedish Immigrant Trail (e.g. Highway 8, County Road 37, etc.).
 - e. Plan and construct wayfinding that directs users to community and regional destinations.
 - f. Explore the use of branding elements that can be used throughout the corridor (pavement markings, signage design, amenities like lighting or benches, etc.)

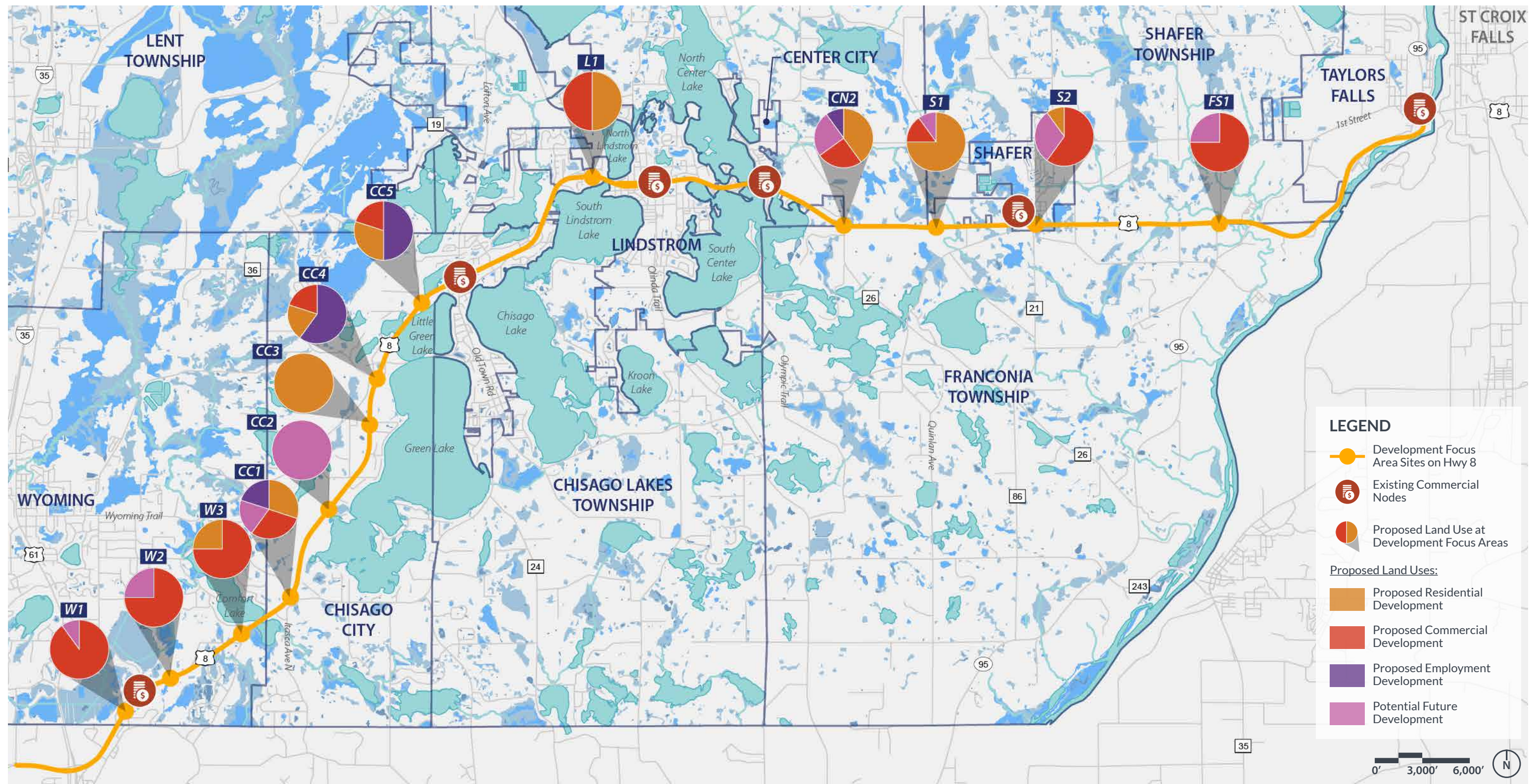


Figure 2.3 Proposed Land Use in Focus Areas



CORRIDOR COMMUNITIES

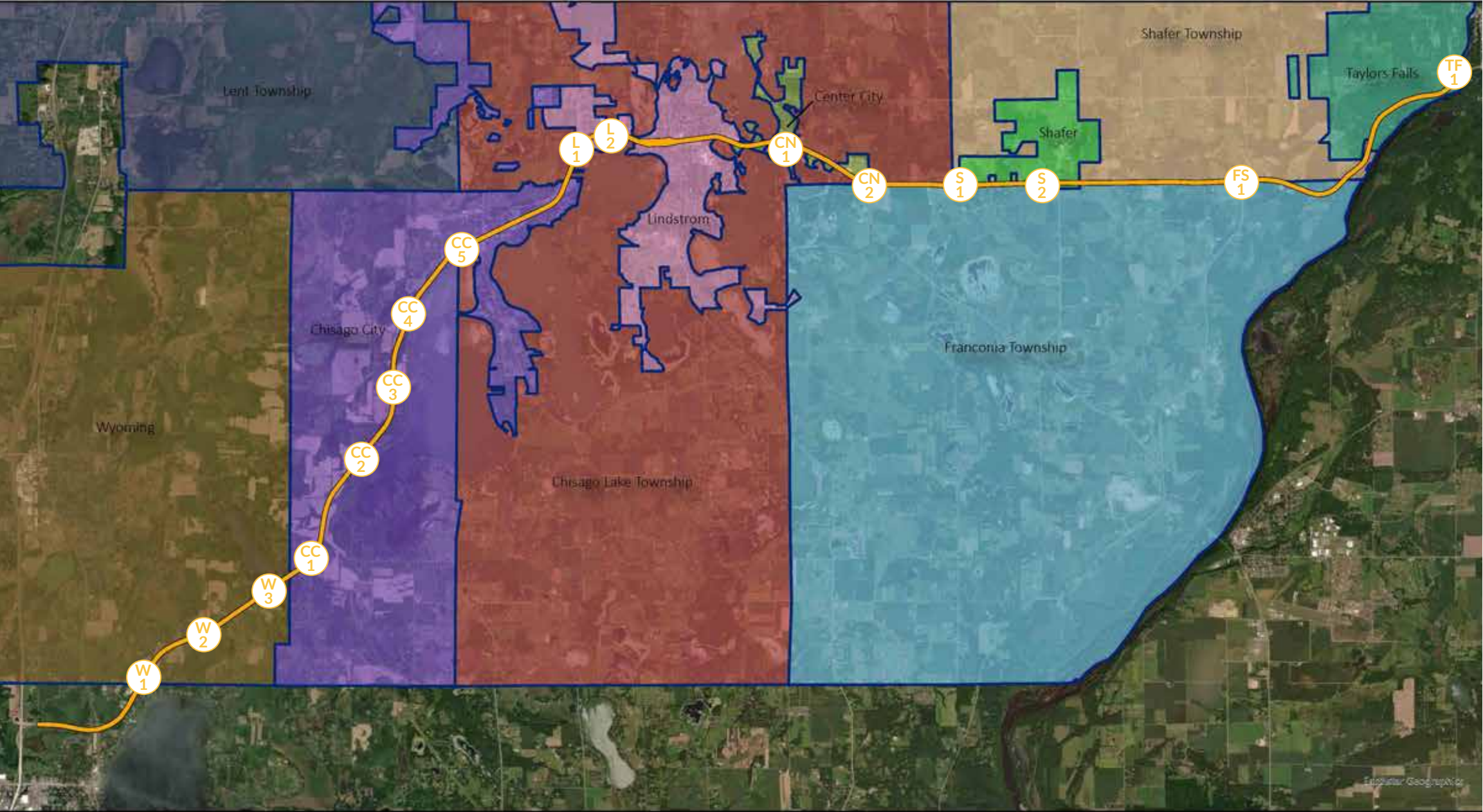
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FOCUS AREAS

Key locations along the Highway 8 corridor were selected by the communities for further study. These focus areas were highlighted because of their development potential due to constructability, visibility and access from Highway 8, as well as due to their proximity to existing development, amenities, and utilities. Some of the areas were also previously identified in community Comprehensive Plans as future development opportunity sites. Sites were also selected for potential route alignment or connection opportunities for the Swedish Immigrant Regional Trail, an important priority for the communities along Highway 8.

Through collaborative discussions, conceptual designs were developed for each of the focus areas and then verified and reviewed by each of the individual communities as well as Chisago County. The designs were then presented at a corridor-wide stakeholder meeting.

Figure 3.1 Highway 8 Corridor Focus Area Locations



FOCUS AREA LOCATIONS

Wyoming	Chisago City	Lindström	Shafer	Taylors Falls
W 1 Greenway Ave	CC 1 Pioneer Road	L 1 SIRT	S 1 Quandam Lane	TF 1 Downtown Taylors Falls
W 2 Hamlet Ave	CC 2 James Ave	L 1 Hwy 14/Lincoln Road	S 2 Downtown Shafer Area	
W 3 Heath Ave	CC 3 276th St	Center City	Franconia & Shafer Township:	
	CC 4 East Viking Blvd	CN 1 Downtown Center City Area	FS 1 Tern Ave	
	CC 5 Karmel Ave	CN 2 Pleasant Valley Road		

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CITY OF WYOMING

Wyoming is located on the southwest boundary of the project area and is at the western start of the portion of the Highway 8 improvement project. Wyoming’s population of 8,070 makes it the largest city in the project area. Its location on a stagecoach route-turned-train line between St Paul and Duluth, and then eventually the I-35 freeway, helped the area establish and grow quickly.

EXISTING CONDITIONS

Highway 8 transitions from a four-lane, divided roadway to a rural two-lane, undivided roadway between Forest Lake (Washington County) and Wyoming (Chisago County). This is also where the posted speed limit changes from 60 mph to 55 mph.

Commercial activity in Wyoming is currently split between two locations. The main commercial center is near I-35 along Highway 61, while there are also pockets of commercial development on Highway 8 just outside of Forest Lake.

The City is divided into several utility service areas and the Highway 8 corridor falls under the Ultimate Urban Service Area classification. There are currently no plans to serve proposed development with public utilities in this area during the 20-year planning horizon. Private or shared systems would be needed to serve development in the inteirm.

There are also a lot of wetland areas along the Highway 8 corridor through Wyoming. This makes stormwater an important consideration and, additionally, may limit the amount of buildable land for future development in the corridor.

There are currently several proposed routes to connect the Swedish Immigrant Regional Trail from Chisago City to Wyoming and Forest Lake. The route along Highway 8 would provide an easier connection between Chisago City and Forest Lake, but the City of Wyoming is

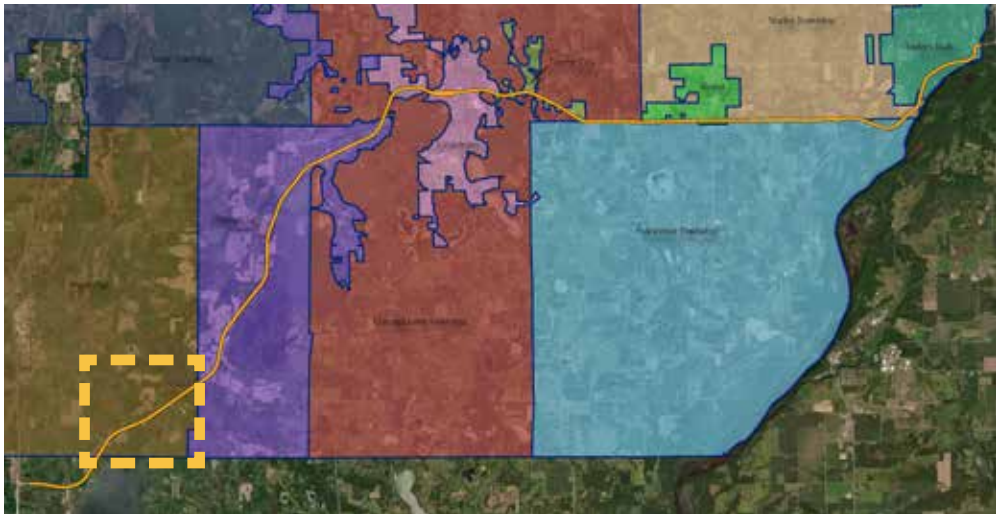
also interested in examining a route or spur route that would also pass through more of Wyoming’s residential areas and connect to downtown.

ISSUES & OPPORTUNITIES

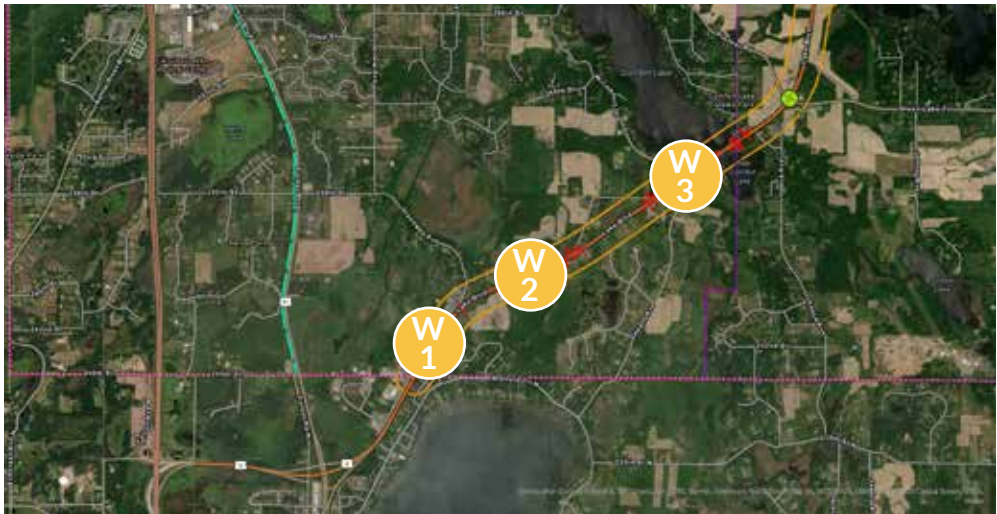
Things to consider for any potential future development in Wyoming along the Highway 8 corridor:

- Until public sewer and water utilities are available, development would need to be served by private utilities.
- A moderate amount of wetlands along the Highway 8 corridor through Wyoming create a potential challenge for development in some areas.
- There are concerns about future Swedish Immigrant Regional Trail alignment. There are desires to bring the trail through center of Wyoming but also see benefit of route along Highway 8 to connect to Forest Lake.
- There is not a lot of remaining land zoned for industrial use. The City may wish to create a flexible district that can accommodate both commercial and industrial (though not outdoor storage).

WYOMING



Wyoming Project Area Key Map



Wyoming Focus Areas Key Map

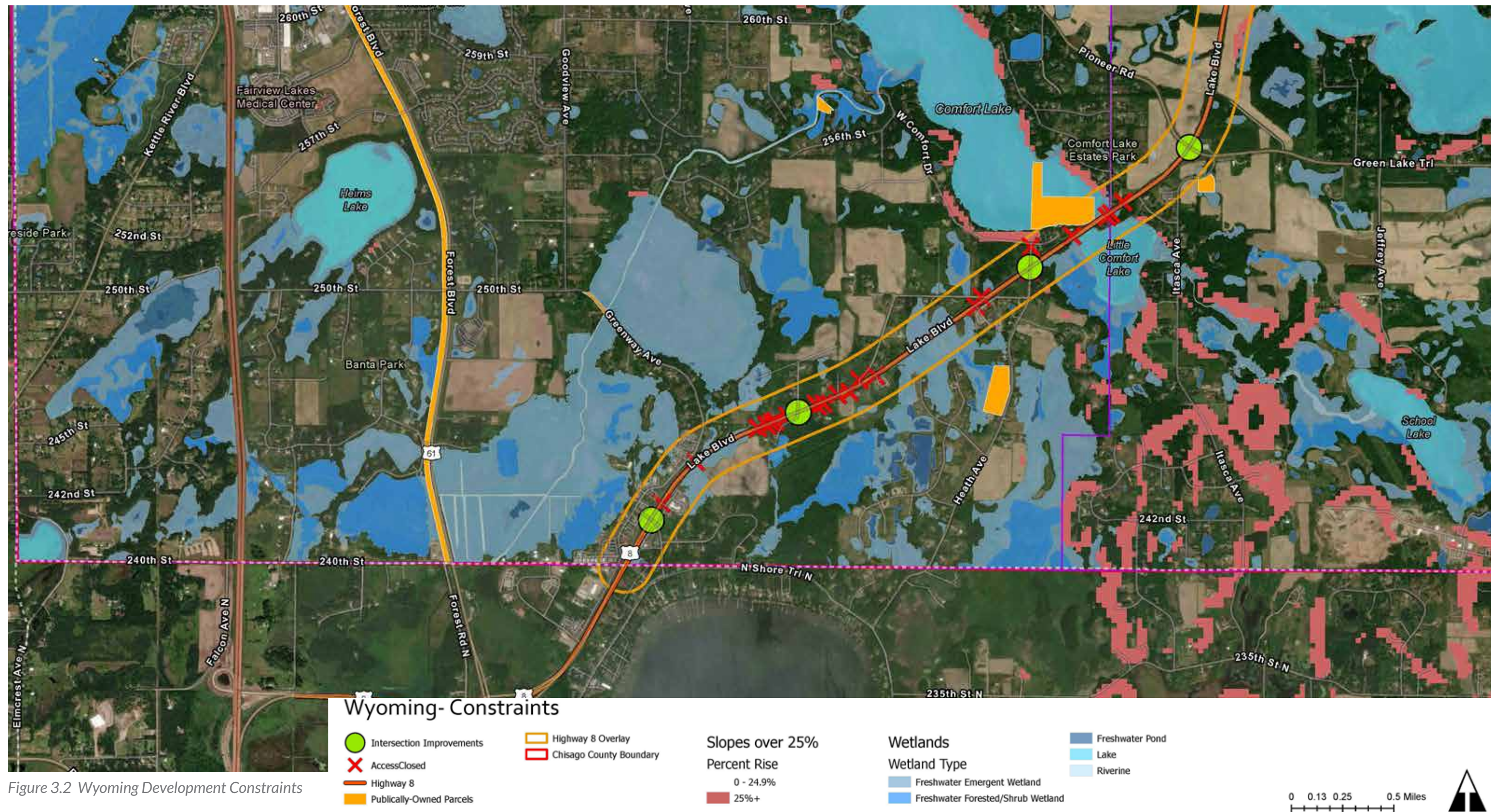


Figure 3.2 Wyoming Development Constraints

FOCUS AREA W1 - GREENWAY AVE

Observations / Opportunities:





- Backage road needed behind Floyd’s Auto Sales area with potential connection to the northeast to the Hale Avenue area via frontage road connection. The large wetland complex will need to be navigated. It may be beneficial to follow the wetland edge to maximize the developable area.
- Larger land opportunity for development to northeast. There may be gas line impacts through site and power lines on eastern property boundary.
- There may be the opportunity for infill development or business expansion at new backage road and Greenway Avenue.
- There may also be a redevelopment opportunity for commercial at Greenway Ave and Greenway Lane against new frontage road

Figure 3.3 Focus Area W1 - Greenway Ave






LEGEND

Hwy 8 Development Opportunities:

- | | |
|--|---|
|  Proposed Residential Development |  Proposed Employment Development |
|  Proposed Commercial Development |  Potential Future Development |
|  Proposed Mixed-Use Development | |

Adjacent Roadway Improvements:

-  2022 Reconstruction Project Proposed Roadway
-  Proposed Adjustments to 2022 Reconstruction Project
-  Proposed New Development Roadways

Hydrology:

-  Lakes
-  Wetlands
-  Proposed Stormwater Treatment

FOCUS AREA W2 - HAMLET AVE

Observations / Opportunities:

- Extension of southern frontage road back to Greenway Ave intersection (Tolsmann and Northwoods Humane Society Property):
 - Maintain existing evergreen tree line
 - Consider relocation of stormwater ponds south to extend frontage road back to west.
 - Navigate around large wetland complex to create larger development parcels
- South of Highway 8 (Winnick & Candor Properties - Forest Lake Marine and Small Engine)
 - Explore shifting frontage south to avoid existing structures
 - Opportunity for small commercial development between Highway 8 and frontage road on Winnick property
 - Consider future roadway network for Winnick property and southern portion of Candor Properties with existing homestead and building location, powerlines, large wetland complex and intersection spacing guidelines
- North of Highway 8 (Christensen Property, Westkey Enterprises LLC)
 - Connection of Hazel Avenue to Halo Avenue
 - Connection of Hamlet Avenue to Halo Avenue on northern boundary of Christensen property
 - Future development opportunity north of Christensen homestead

Figure 3.4 Focus Area W2 - Hamlet Ave






LEGEND

Hwy 8 Development Opportunities:

- | | |
|--|---|
|  Proposed Residential Development |  Proposed Employment Development |
|  Proposed Commercial Development |  Potential Future Development |
|  Proposed Mixed-Use Development | |

Adjacent Roadway Improvements:

- | |
|---|
|  2022 Reconstruction Project Proposed Roadway |
|  Proposed Adjustments to 2022 Reconstruction Project |
|  Proposed New Development Roadways |

Hydrology:

- | |
|---|
|  Lakes |
|  Wetlands |
|  Proposed Stormwater Treatment |

FOCUS AREA W3 - HEATH AVE

Observations / Opportunities




- Final design of northern frontage road should be carefully considered to create as few double loaded development parcels as possible.
- Uses could be commercial near Highway 8 and transition to residential to the northern portion of the JKJ Property Management parcel.
- Shoreland overlay district restrictions on Comfort Lake may have impacts on adjacent development.

Figure 3.5 Focus Area W3 - Heath Ave






LEGEND

Hwy 8 Development Opportunities:

- | | |
|--|---|
|  Proposed Residential Development |  Proposed Employment Development |
|  Proposed Commercial Development |  Potential Future Development |
|  Proposed Mixed-Use Development | |

Adjacent Roadway Improvements:

- | |
|---|
|  2022 Reconstruction Project Proposed Roadway |
|  Proposed Adjustments to 2022 Reconstruction Project |
|  Proposed New Development Roadways |

Hydrology:

- | |
|---|
|  Lakes |
|  Wetlands |
|  Proposed Stormwater Treatment |

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CHISAGO CITY

One of the first established communities in Chisago County, Chisago City’s quaint downtown enjoys tourism that seeks its historic character and proximity to lakes and water recreation. It has a population of 5,632, which is expected to grow over the next decade. Together with the neighboring communities of Lindström, Center City, Shafer, and Taylors Falls, Chisago City is part of a region known as Chisago Lakes.

EXISTING CONDITIONS

Bounded by Green Lake and Little Green Lake to the east, Highway 8 travels through primarily agricultural and single-family residential land until reaching downtown. Here, the corridor becomes more narrow as it threads its way through commercial development situated between Wallmark Lake and Chisago Lake.

Through most of downtown Chisago City, Highway 8 is a divided roadway with limited access to local side streets. Frontage roads provide access to side streets. The City plans to expand and improve these frontage roads to support local traffic navigating onto and across the corridor.

Much of the land adjacent to the corridor is zoned for mixed-use/ commercial development or single-family residential, which will allow for a change in land use as the City sees future development along Highway 8. The 2021 Comprehensive Plan proposes concentrating commercial development and higher-density/mixed use along Highway 8, as well as planning for room within the right-of-way for multi-use trails and sidewalks to improve community walkability.

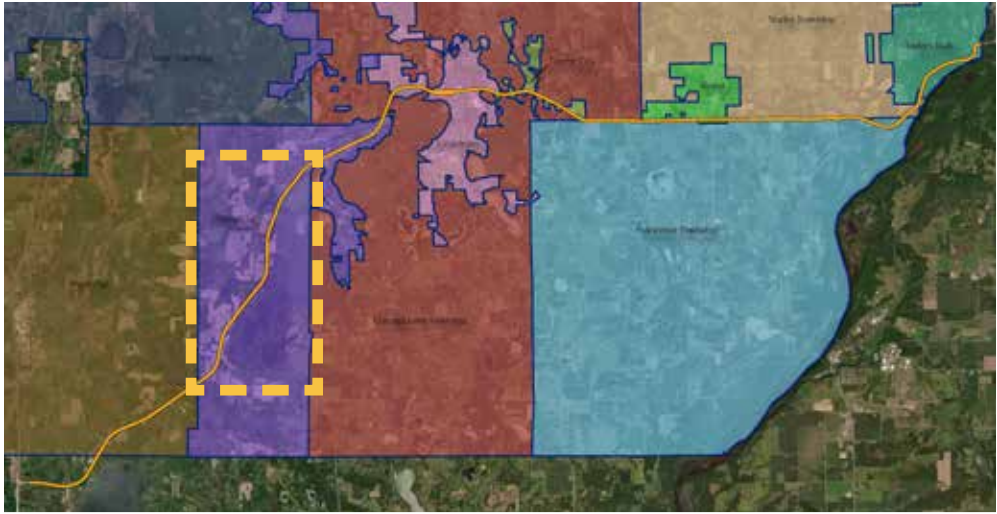
With the Highway 8 corridor running close to a number of lakes and wetlands, stormwater improvements will be important for preserving the water quality of the Chisago Lakes Region.

ISSUES & OPPORTUNITIES

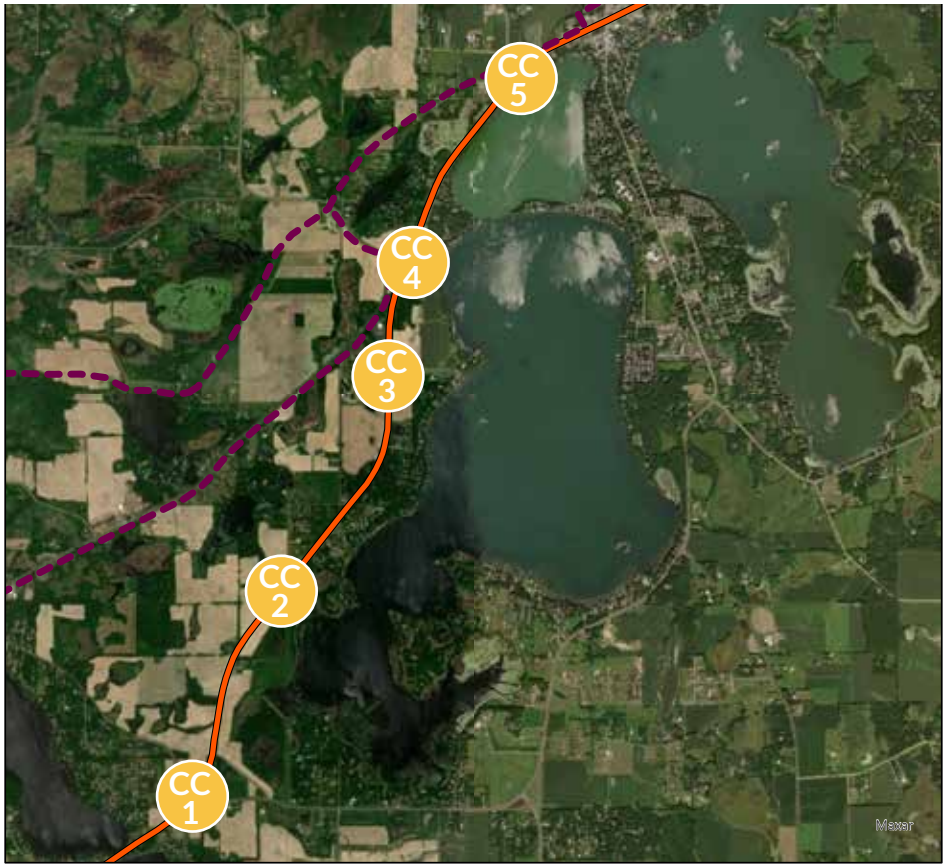
Things to consider for any potential future development in Chisago City along the Highway 8 corridor:

- The proposed Highway 8 improvement project extends from the western City boundary to Karmel Avenue.
- There is interest in Highway 8 corridor development outside of downtown, for example around Pioneer Road.
- Development in some areas limited by wetlands and utility corridors.
- Alignment of local alternative routes to Highway 8 is important for local traffic movement.
- Stormwater management adjustments may be beneficial to create more useable development parcels.

CHISAGO CITY



Chisago City Project Area Key Map



Chisago City Focus Areas Key Map

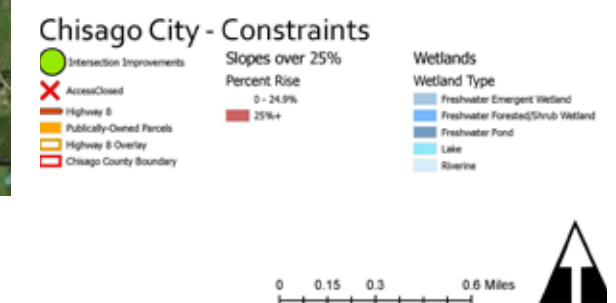


Figure 3.6 Chisago City Development Constraints

FOCUS AREA CC1 - PIONEER ROAD

Observations / Opportunities:



- North/West of Highway 8
 - Commercial opportunities near intersection
 - Backage road needed if multiple parcels are created on the southwest corner
 - Opportunity to reconfigure ponding for Highway 8 to make more commercial frontage on Highway for development sites.
- South/East of Highway
 - Commercial frontage on Highway 8
 - Employment uses further away from Highway 8
 - Potential for longer-term residential on Thompson Trust parcels (both east and west of Highway 8)
- Future intersection controls at access points along Pioneer Road / Grean Lake Trail may benefit from a median and/or roundabout.
- Secondary access to lakes area via CR 23 Green Lake Trail – additional traffic volumes to consider.

Figure 3.7 Focus Area CC1 - Pioneer Road






LEGEND

Hwy 8 Development Opportunities:

- | | |
|--|---|
|  Proposed Residential Development |  Proposed Employment Development |
|  Proposed Commercial Development |  Potential Future Development |
|  Proposed Mixed-Use Development | |

Adjacent Roadway Improvements:

- | |
|---|
|  2022 Reconstruction Project Proposed Roadway |
|  Proposed Adjustments to 2022 Reconstruction Project |
|  Proposed New Development Roadways |

Hydrology:

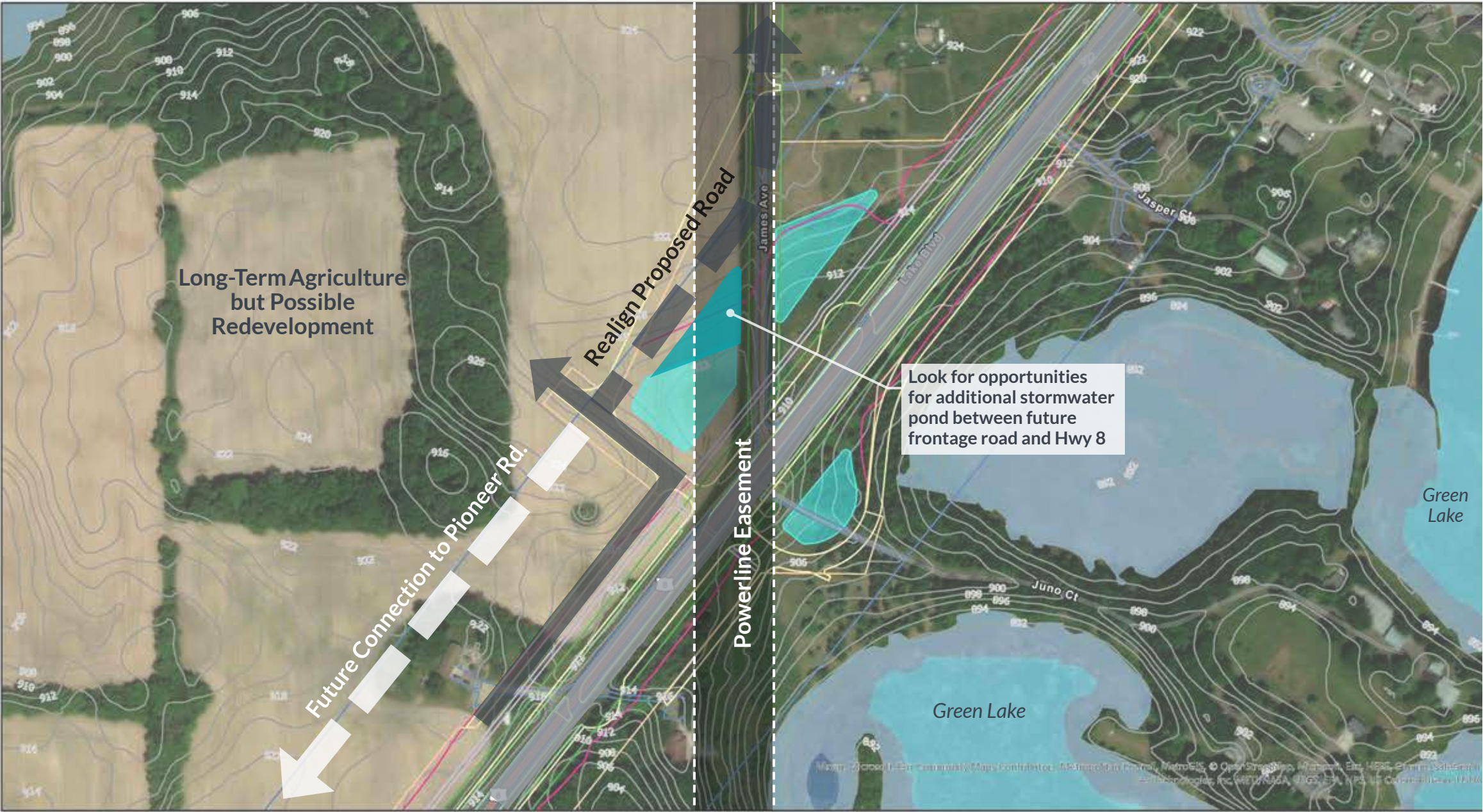
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|---|
|  Lakes |
|  Wetlands |
|  Proposed Stormwater Treatment |

FOCUS AREA CC2 - JAMES AVE

Observations / Opportunities:

- North/West of Highway 8
 - Align angle of James Avenue to eliminate remnant parcel on east side of new roadway, align with Highway 8 geometry.
 - Potential to expand stormwater ponding for Highway 8 with future development
 - Likely maintains agricultural use, but could become an area for additional residential development
 - Long-term considerations for connection to southwest and Pioneer Road for local trips (likely east side of solar field)
- Limited development opportunities south/east of Highway 8
- Power line easement and impact on development use and intensity

Figure 3.8 Focus Area CC2 - James Ave






LEGEND

Hwy 8 Development Opportunities:

- | | |
|--|---|
|  Proposed Residential Development |  Proposed Employment Development |
|  Proposed Commercial Development |  Potential Future Development |
|  Proposed Mixed-Use Development | |

Adjacent Roadway Improvements:

- | |
|---|
|  2022 Reconstruction Project Proposed Roadway |
|  Proposed Adjustments to 2022 Reconstruction Project |
|  Proposed New Development Roadways |

Hydrology:

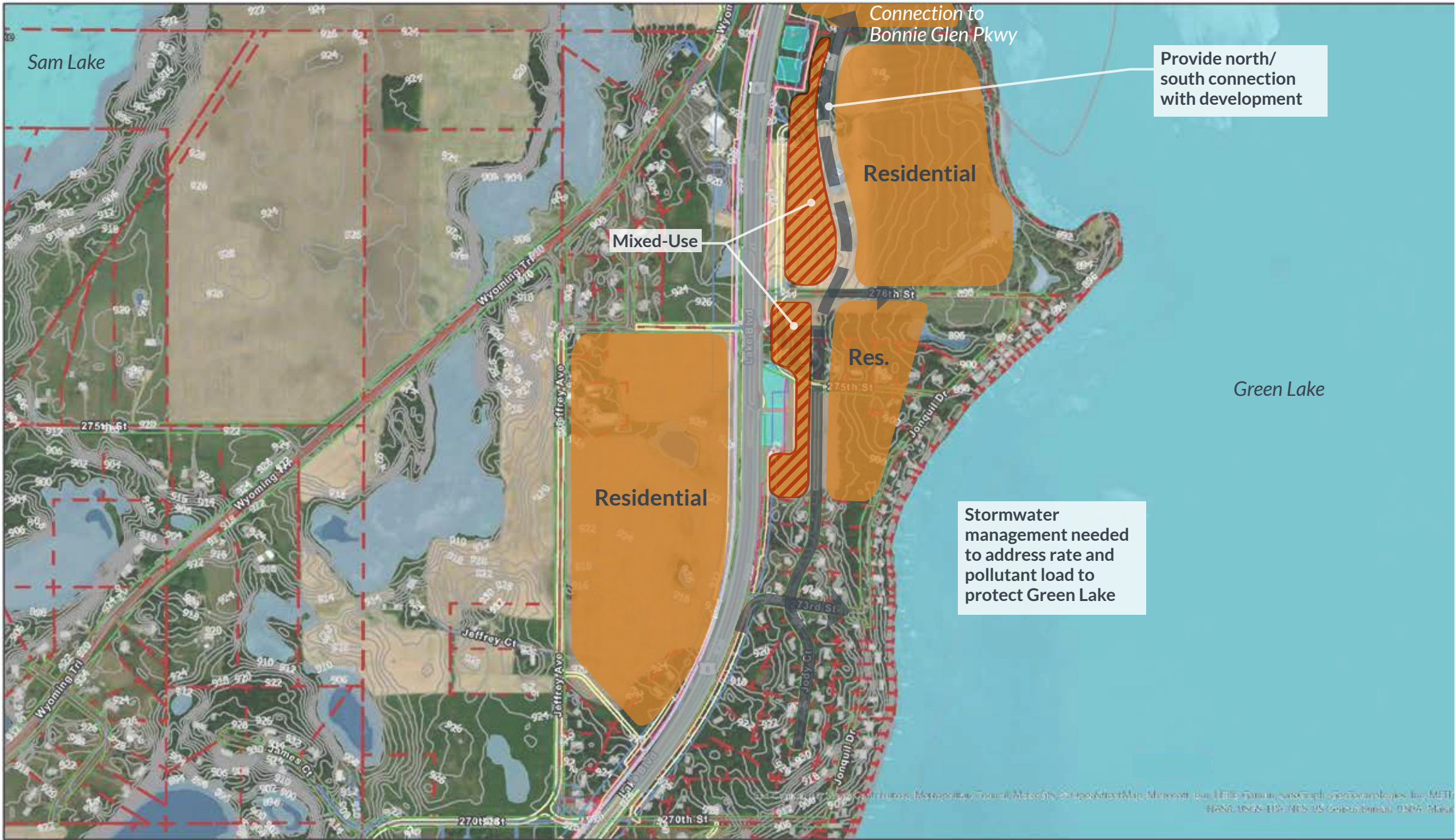
- | |
|---|
|  Lakes |
|  Wetlands |
|  Proposed Stormwater Treatment |

FOCUS AREA CC3 - 276TH STREET

Observations / Opportunities:

- Residential focus both sides of the roadway
- Opportunity for lake access residential
- Potential road connection to the north could facilitate traffic movement that doesn't need to use Highway 8
- Stormwater management will be need to address rate and quantity to protect Green Lake.

Figure 3.9 Focus Area CC3 - 276th Street



FOCUS AREA CC4 - EAST VIKING BLVD

Observations / Opportunities:






- North/West of Highway 8
 - Access and frontage road realignment creates larger parcels for development – potentially an employment focus (realignment of Wyoming Trail and Jocelyn Avenue)
 - Commercial site near Wyoming Trail / Viking Drive and Highway 8
- South/ East of Highway 8
 - Opportunity for residential development with lake access to Green Lake
 - Local road connection to the south would facilitate local traffic movement that doesn't have to use Highway 8
- Right in / right out access for commercial development off of Viking Boulevard
- Little Green Lake fisheries could be better supported by an improvement channel/weir system with Lake Ellen.

Figure 3.10 Focus Area CC4 - East Viking Blvd






LEGEND

Hwy 8 Development Opportunities:

- | | |
|--|---|
|  Proposed Residential Development |  Proposed Employment Development |
|  Proposed Commercial Development |  Potential Future Development |
|  Proposed Mixed-Use Development | |

Adjacent Roadway Improvements:

- | |
|---|
|  2022 Reconstruction Project Proposed Roadway |
|  Proposed Adjustments to 2022 Reconstruction Project |
|  Proposed New Development Roadways |

Hydrology:

- | |
|---|
|  Lakes |
|  Wetlands |
|  Proposed Stormwater Treatment |

FOCUS AREA CC5 - KARMEL AVE

Observations / Opportunities:






- Winehaven Winery significant land holder in the area, likely not to intensify.
- Proposed regional trail connection north towards Lakeside Elementary School
- Areas north along CR 80 / Karmel Ave up to Chisago City Fire department could be residential.
- Future roadway connection to the west helpful to create alternative, local roadway network
- Opportunity for a public trail connection along Lake Martha to connect back to downtown Chisago City

Figure 3.11 Focus Area CC5 - Karmel Ave






LEGEND


Hwy 8 Development Opportunities:

- | | |
|--|---|
|  Proposed Residential Development |  Proposed Employment Development |
|  Proposed Commercial Development |  Potential Future Development |
|  Proposed Mixed-Use Development | |

Adjacent Roadway Improvements:

-  2022 Reconstruction Project Proposed Roadway
-  Proposed Adjustments to 2022 Reconstruction Project
-  Proposed New Development Roadways

Hydrology:

-  Lakes
-  Wetlands
-  Proposed Stormwater Treatment

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CITY OF LINDSTRÖM

Located in the center of the Project Area, Lindström has a population of 4,920 and is a quaint community with Swedish roots. Part of the Chisago Lakes Region, Lindström is nestled between four lakes which both defines its physical character and are a draw to the area for tourism and recreation.

EXISTING CONDITIONS

In 2008 the City made a major decision to reconstruct Highway 8 using a one-way “split” pair roadway design. This roadway design created a one-way eastbound and a one-way westbound corridor through the downtown. This alignment change had major impacts on layout and access for downtown Lindström. The split pairs have increased safety by expanding the gaps between cars, widened sidewalks to improve the pedestrian experience, closed uncontrolled intersections and directed traffic onto the Highway at controlled intersections. The split pairs also doubled the commercial frontage on Highway 8 in the downtown. Overall, the project increased safety and allowed for growth along this corridor.

Along the Highway 8 corridor, Lindström is currently zoned for downtown, commercial, and single family residential. The most intensive orientation of active commercial uses is on east-bound Highway 8. Pedestrian connectivity within Downtown is strong with sidewalks and crosswalks. While the lakes are a defining landmark of the city, they do create space constraints in certain areas, and some pinch-points exist between North and South Lindström Lakes.

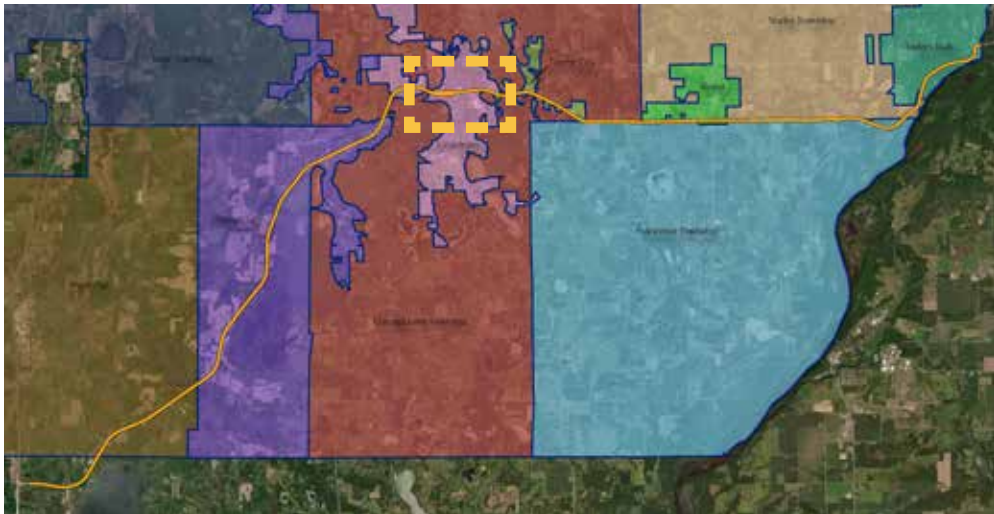
Currently, there are existing water and sanitary utilities along the Highway 8 corridor. Downtown has limited stormwater infrastructure. The City’s recent Downtown Design Study explored opportunities to address stormwater management and better protect the lakes.

ISSUES & OPPORTUNITIES

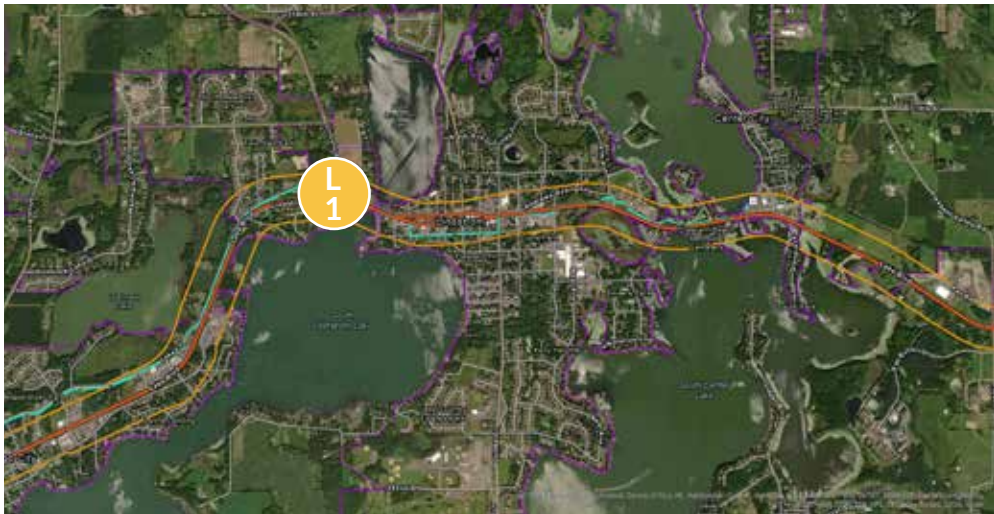
Things to consider for any potential future development in Lindström along the Highway 8 corridor:

- The stoplight at CR 14 significantly slows traffic and creates more than mile long back-ups at time. It would be helpful to explore a future alternative to a stoplight, especially as the number of lanes are expanded in Wyoming and Chisago City.
- Existing frontage roads north and south of Highway 8 are very close and limit access to properties immediately adjacent to Highway 8
- There are pinch points for the Swedish Immigrant Regional Trail connecting Chisago City and Lindstrom.
- The stormwater infrastructure immediately adjacent to Highway 8 that was constructed as part of the split-pairs project can only be utilized by MnDOT.
- The recent Downtown Design Study provides guidance for Highway 8 through Downtown so that area has been excluded from this Strategic Framework.

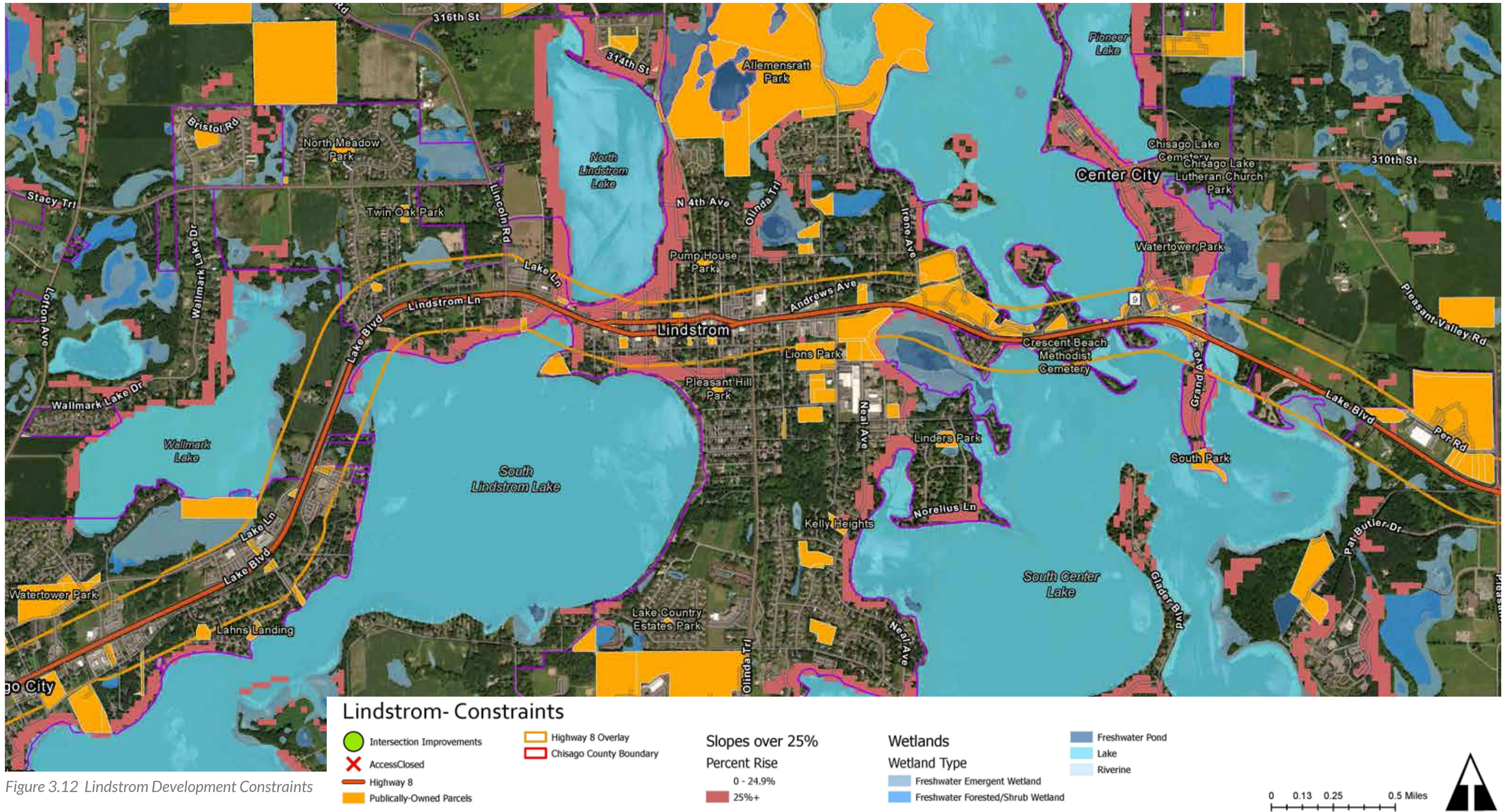
LINDSTROM



Lindström Project Area Key Map



Lindström Focus Areas Key Map



FOCUS AREA L1 - SWEDISH IMMIGRANT REGIONAL TRAIL

Observations/Opportunities:

- Consider trail alignment that continues on the south side of Highway 8
- Possible boardwalk/bridge needed to cross narrow segment of roadway on east side of South Lindstrom Lake
- Connect to Chisago Lakes Area Library

Figure 3.13 Focus Area L1 - Potential Realignment of Swedish Immigrant Regional Trail between Lindstrom and Chisago City



LEGEND Hwy 8 Development Opportunities:

Proposed Residential Development

Proposed Commercial Development

Proposed Employment Development

Potential Future Development

Proposed Mixed-Use Development

Adjacent Roadway Improvements:

2022 Reconstruction Project Proposed Roadway

Proposed Adjustments to 2022 Reconstruction Project

Proposed New Development Roadways

Hydrology:

Lakes

Wetlands

Proposed Stormwater Treatment

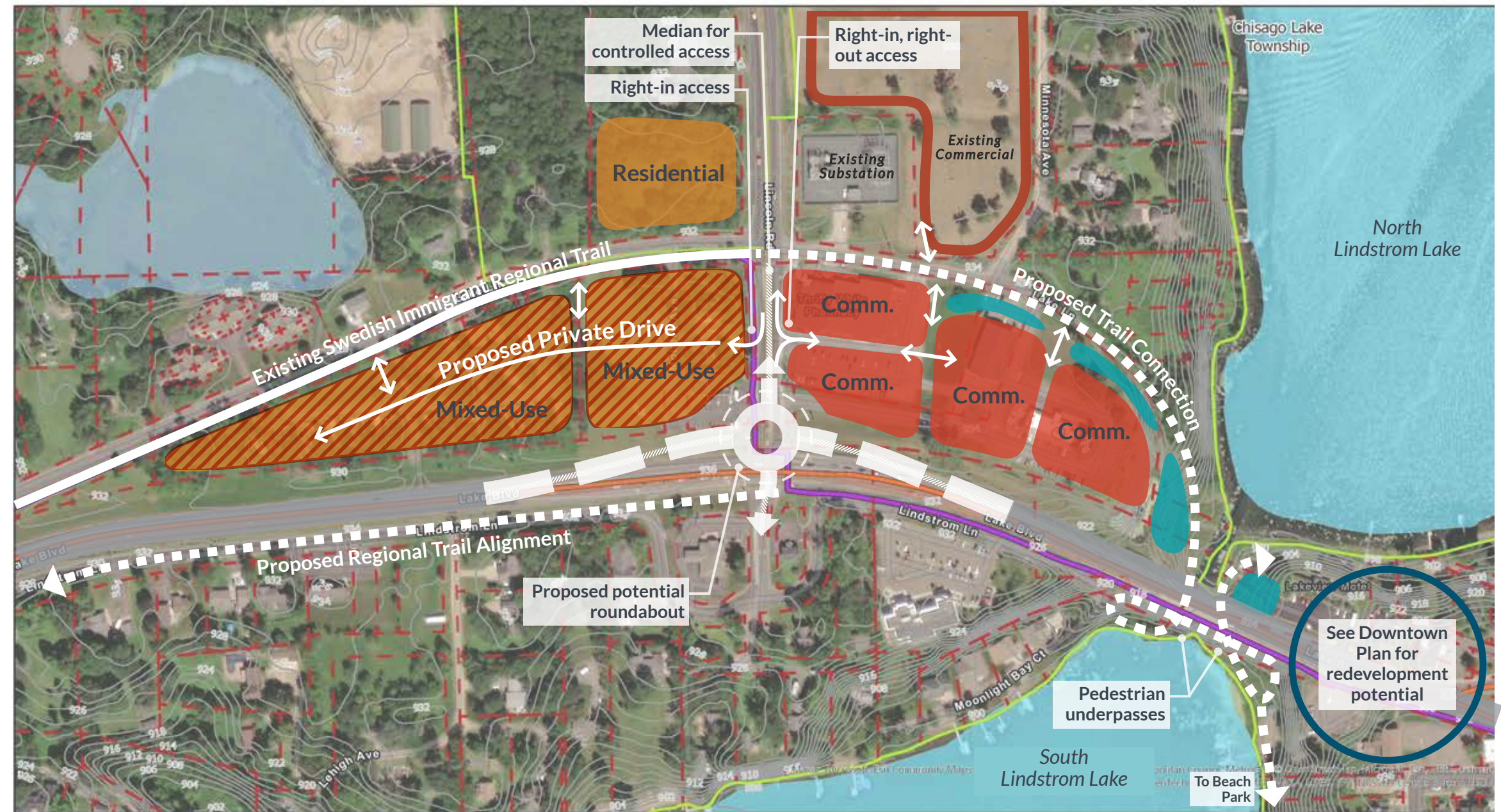
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FOCUS AREA L2 - HWY 14/ LINCOLN ROAD

Observations / Opportunities:

- West of CR 14
 - Redevelopment of former manufactured home development with mixed-use serviced by a private drive
 - Consolidated access on Lake Lane for mixed-use
 - Opportunity for medium or high density residential north of Lake Lane along CR 14
 - Right-in access to commercial development off of southbound CR 14
- East of CR 14
 - Reinvestment in existing commercial buildings, reorganize parking to make more efficient use of the site for development
 - Provide right-in access to commercial area off of CR 14
 - Site assembly and redevelopment of Auto Parts and Arby's site for higher intensity uses such as medical office, service uses, or higher density residential
- Opportunity for a unified landscape/ district design treatment along the north side of Highway 8 to signify a unique gateway development.
- Trail connections along Lake Lane that connect to the Downtown Lindstrom plans including trails at the Lakeview Motel site and active redevelopment site to the south of Highway 8 and future trail connection to Beach Park

Figure 3.14 Focus Area L2 - Highway 14/Lincoln Road



LEGEND

Hwy 8 Development Opportunities:

	Proposed Residential Development		Proposed Employment Development
	Proposed Commercial Development		Potential Future Development
	Proposed Mixed-Use Development		

Adjacent Roadway Improvements:

	2022 Reconstruction Project Proposed Roadway
	Proposed Adjustments to 2022 Reconstruction Project
	Proposed New Development Roadways

Hydrology:

	Lakes
	Wetlands
	Proposed Stormwater Treatment

CENTER CITY

A tight-knit, lake-front community, Center City has a population of 639. The large amount of lake frontage makes Center City a great destination for recreation in the Chisago Lakes region. Center City is also the county seat of Chisago County with some important county services located along the Highway 8 corridor.

EXISTING CONDITIONS

The Highway 8 corridor is very narrow through Center City, running between North and South Center lakes. The corridor is currently zoned for downtown business district, residential, and commercial east of downtown near Pleasant Valley Road.

There are some areas in need of improved pedestrian crossings to better connect the community across the Highway 8 corridor. A new housing development is planned at Grand Avenue with 6 twin and single family homes. The city is working with MnDOT on addressing entry/exit and pedestrian concerns, but there may be challenges in accessing Highway 8 at this location.

An existing residential development on Dew Drop Lane south of Highway 8 also needs a better connection across the corridor to the Chisago Lakes Middle School to help students safely cross the highway for school. They are currently using crossing flags, but a more permanent solution is desired.

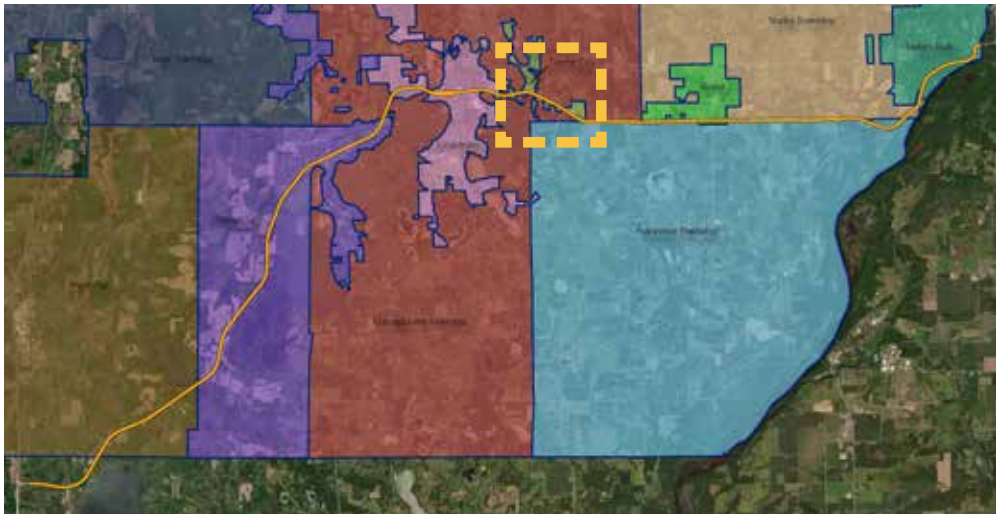
The city is working on an alignment for the Swedish Immigrant Regional Trail and have identified a desired route on an old rail corridor through downtown and east to Pleasant Valley Road. This will require collaboration with multiple property owners adjacent to rail corridor. Concerns that are currently being explored include how a trail bisecting the property will impact agricultural practices. In 2022 the city is working with the National Park Service on design and development of a trailhead for the Swedish Immigrant Regional Trail near the marina.

ISSUES & OPPORTUNITIES

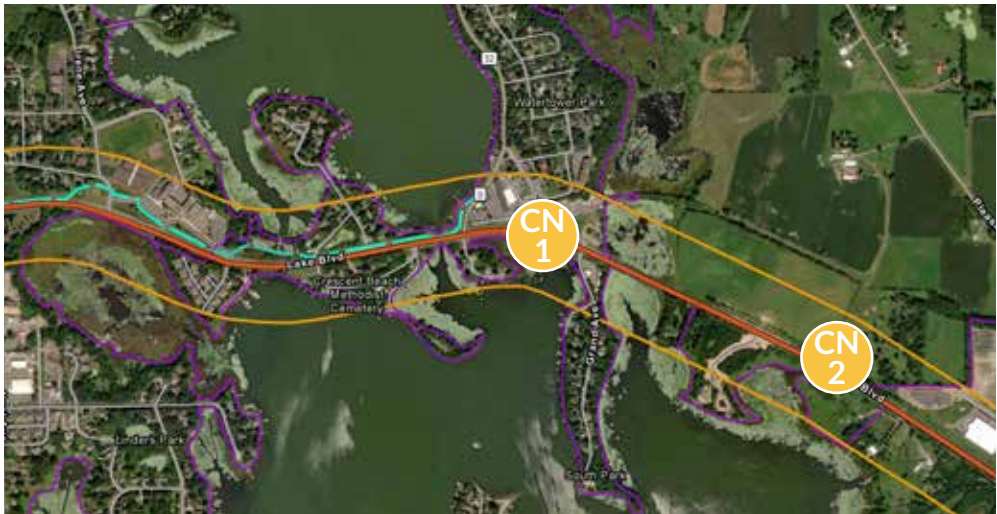
Things to consider for any potential future development in Center City along the Highway 8 corridor:

- Desire for continued vitality of downtown, even as commercial and employment may occur to east at Pleasant Valley Road.
- Concerns about how future Highway 8 improvements may affect access to properties on both the north and south side of Highway 8.
- Route of Swedish Immigrant Regional Trail through downtown and to the east currently being planned. Routes involve coordination with property owners.
- Pedestrian safety is a concern with the high speed limit and lack of sufficient lighting.
- Crossings over Highway 8 are dangerous in some areas, especially between some essential civic connections. More permanent pedestrian crossing infrastructure would help improve safety.
- Improved stormwater management is needed for better water quality and to keep North and South Center lakes off of the Impaired Waters list. Management is challenging in this area because space along the corridor is limited.

CENTER CITY



Center City Project Area Key Map



Center City Focus Areas Key Map

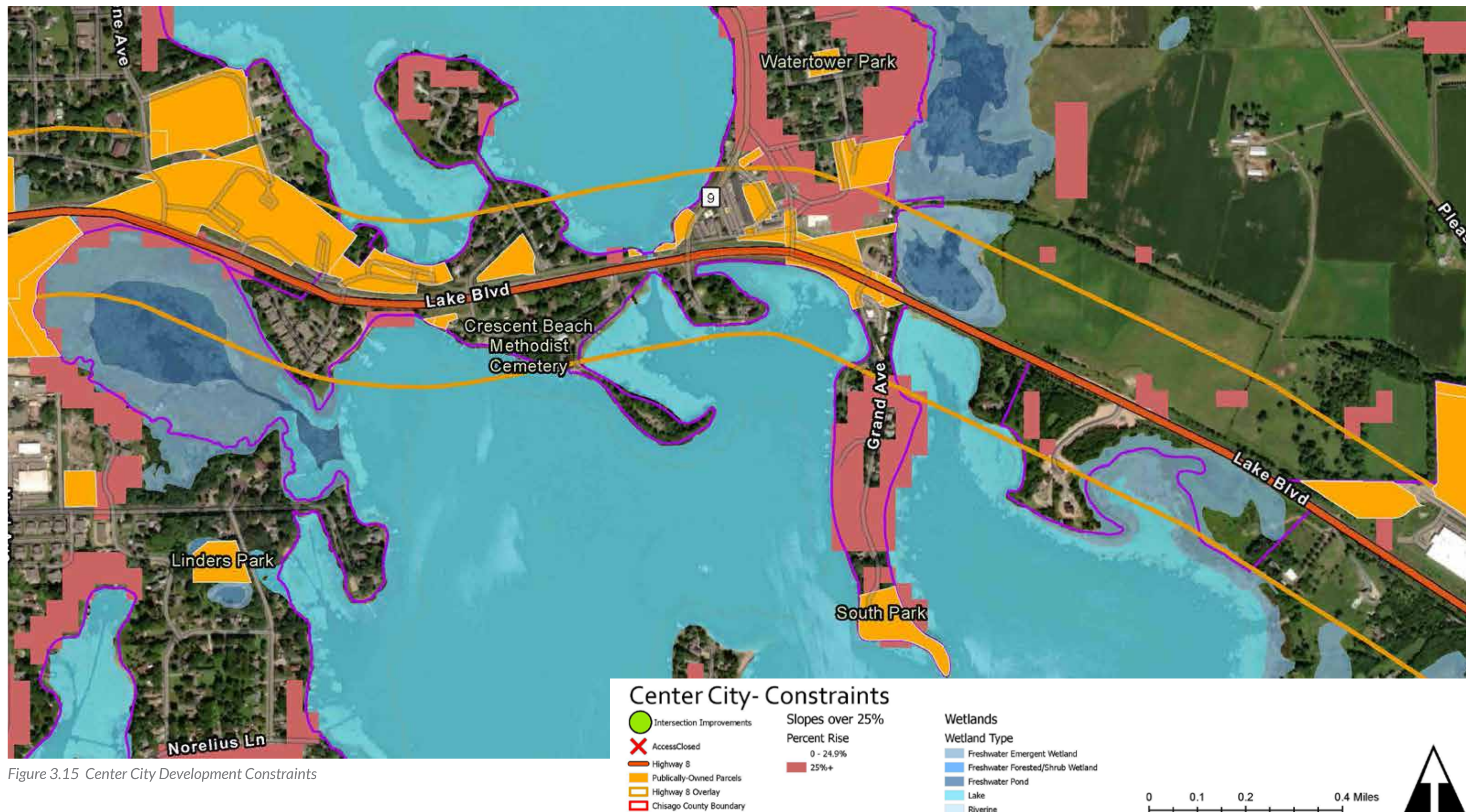


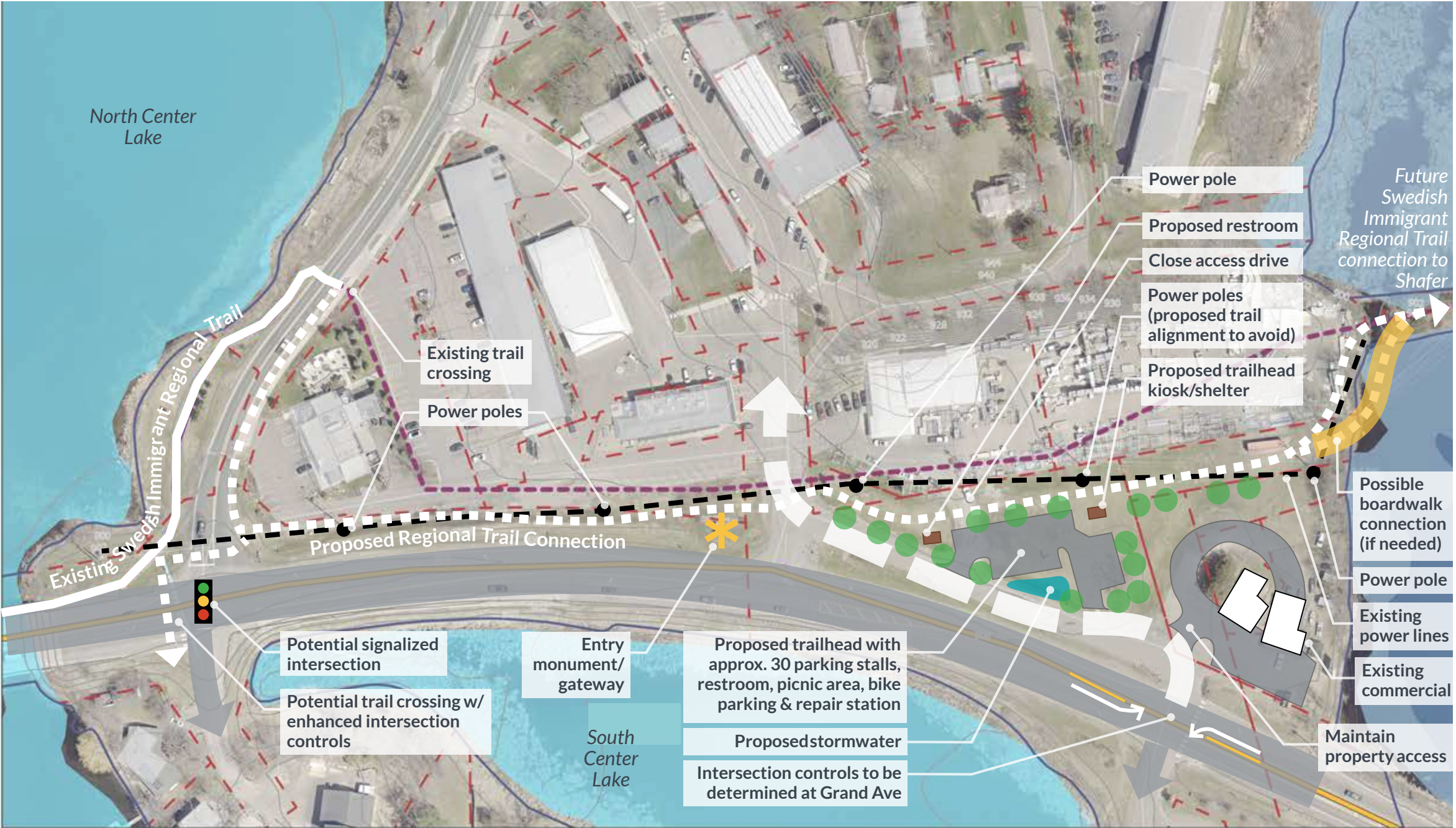
Figure 3.15 Center City Development Constraints

FOCUS AREA CN1 - DOWNTOWN AREA

Observations/Opportunities:

- A new trailhead for the Swedish Immigrant Regional Trail off of Grand Ave with a picnic shelter and restrooms
- Proposed trail connection west from the proposed trailhead along Folsom Ave to the end of the existing segment at Andrews Ave
- Proposed trail connection east to Shafer from proposed trailhead northeast along former rail corridor
- Intersection improvements at Grand Ave and Highway 8
- Intersection improvements at Andrews Ave and Highway 8, including a possible traffic signal and pedestrian crossing
- Proposed entry monument/gateway at Summit Avenue to enhance community branding and wayfinding

Figure 3.16 Focus Area CN1 - Downtown Center City






LEGEND


Hwy 8 Development Opportunities:

- | | |
|--|---|
|  Proposed Residential Development |  Proposed Employment Development |
|  Proposed Commercial Development |  Potential Future Development |
|  Proposed Mixed-Use Development | |

Adjacent Roadway Improvements:

- | |
|---|
|  2022 Reconstruction Project Proposed Roadway |
|  Proposed Adjustments to 2022 Reconstruction Project |
|  Proposed New Development Roadways |

Hydrology:

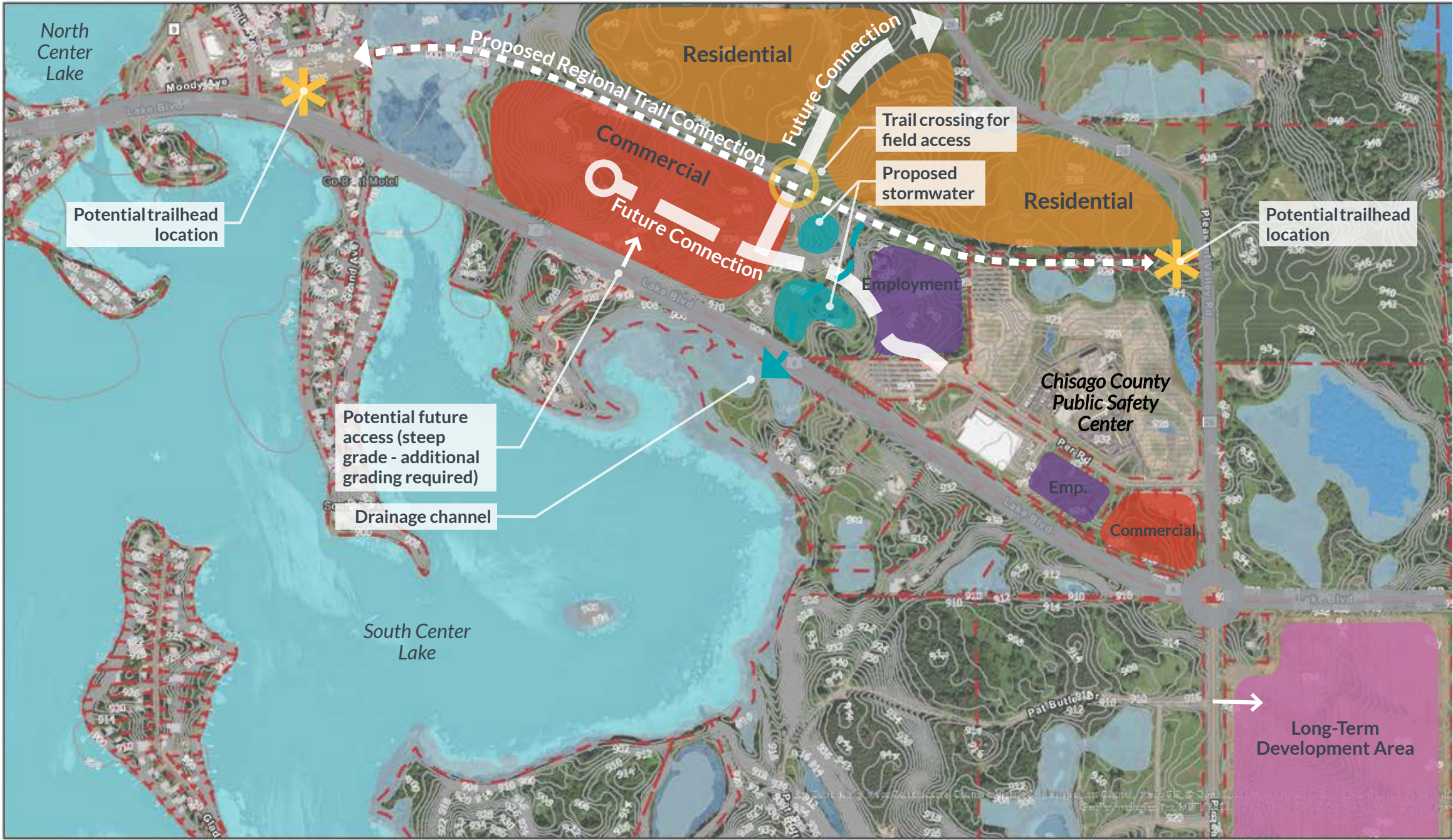
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|---|
|  Lakes |
|  Wetlands |
|  Proposed Stormwater Treatment |

FOCUS AREA CN2 - PLEASANT VALLEY ROAD

Observations / Opportunities:

- Northeast of Highway 8 and CR 82 (Pleasant Valley Road)
 - Opportunities for employment and commercial use off of existing Per Road
 - Regional trail corridor follows historic rail line area
 - Long-term opportunity for expanded employment use between regional trail/wetland features and regional trail corridor and Highway 8. A new access to Highway 8 could be created in alignment with residential access road to the south. Grades are steep in this location to the north, so significant grading would be need for adequate site lines
- Additional options for access include:
 - Extension of Per Road to the west (crosses drainage area)
 - Connects south from Pleasant Valley Road and aligns with farm road and current crossing of railroad tracks
 - Longer-term residential use north of rail line/wetland features and regional trail corridor
- Southwest quadrant of Highway 8 and CR 82 (Pleasant Valley Road)
 - Opportunity for commercial development at immediate corner of Highway 8 and Pleasant Valley road with access off of Pleasant Valley Road at Pat Butler Drive.

Figure 3.17 Focus Area CN2 - Pleasant Valley Road






LEGEND

Hwy 8 Development Opportunities:

- | | |
|--|---|
|  Proposed Residential Development |  Proposed Employment Development |
|  Proposed Commercial Development |  Potential Future Development |
|  Proposed Mixed-Use Development | |

Adjacent Roadway Improvements:

-  2022 Reconstruction Project Proposed Roadway
-  Proposed Adjustments to 2022 Reconstruction Project
-  Proposed New Development Roadways

Hydrology:

-  Lakes
-  Wetlands
-  Proposed Stormwater Treatment

CITY OF SHAFER

Bisected by the Highway 8 corridor, the City of Shafer has a population of 1,169. Between the lake communities of Chisago City, Lindstrom and Center City and the historic and bluff community of Taylors Falls, Shafer does not see as much of the Highway 8 tourism. A completed portion of the Swedish Immigrant Regional Trail travels along an abandoned rail corridor and extends all the way to Taylor Falls to the east. The segment between Shafer west to Center City requires further land acquisition in order to refine and construct the final trail alignment.

EXISTING CONDITIONS

The City of Shafer has a total area of 814 acres, of which 58% is developed with urban uses. The Highway 8 corridor is currently zoned for commercial. Highway 8 and County Road 37 are the east-west corridors through Shafer, which has influenced where development has occurred in the community. The only continuous north-south connection through Shafer is County Road 21 and serves as the principal thoroughfare through the city.

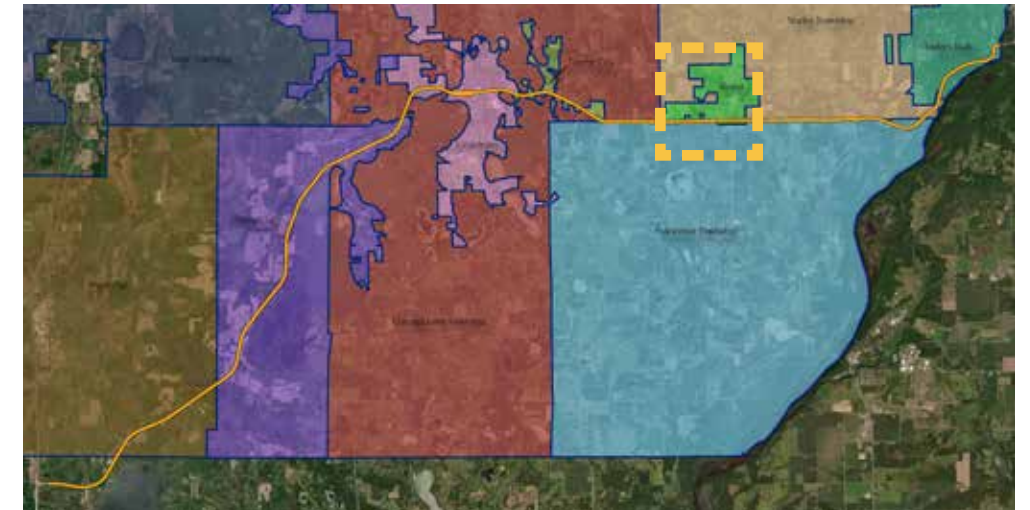
Shafer is the only city in the Project Area with a 55 mph speed limit on Highway 8 through town. Residents, and particularly emergency vehicles, have trouble crossing Highway 8 because of traffic and the high speed of travel. This also makes economic development difficult because motorists traveling on Highway 8 tend to pass through Shafer at high speeds and do not stop.

There has been some residential build-out in the last few years, but significantly more growth is not anticipated. The city is not at capacity yet with its sewer pond system, but capacity is limited. Shafer has thought about joining the Chisago Lakes Joint Sewage Treatment Commission but would need 2.5 miles of pipe and 2 lift stations to connect to the system, which is cost-prohibitive.

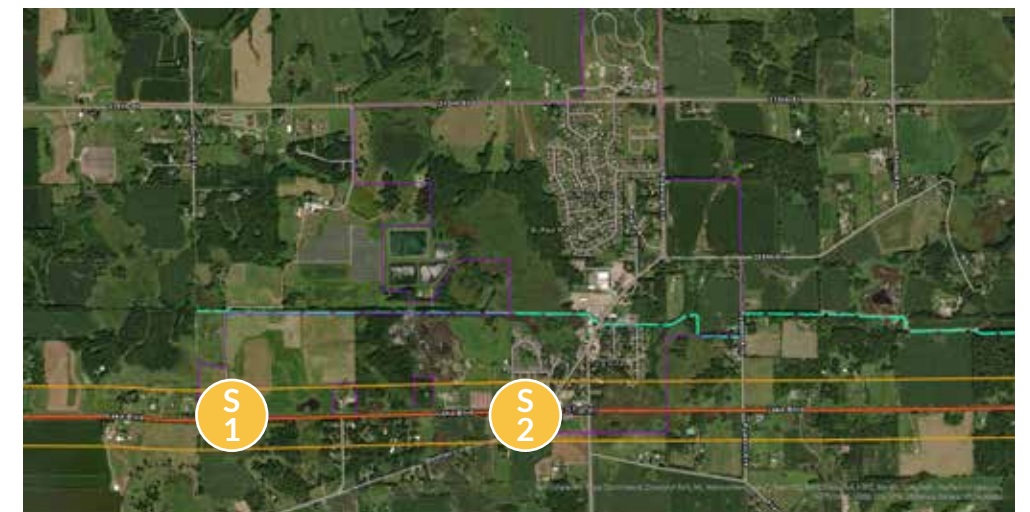
ISSUES & OPPORTUNITIES

Things to consider for any potential future development in Shafer along the Highway 8 corridor:

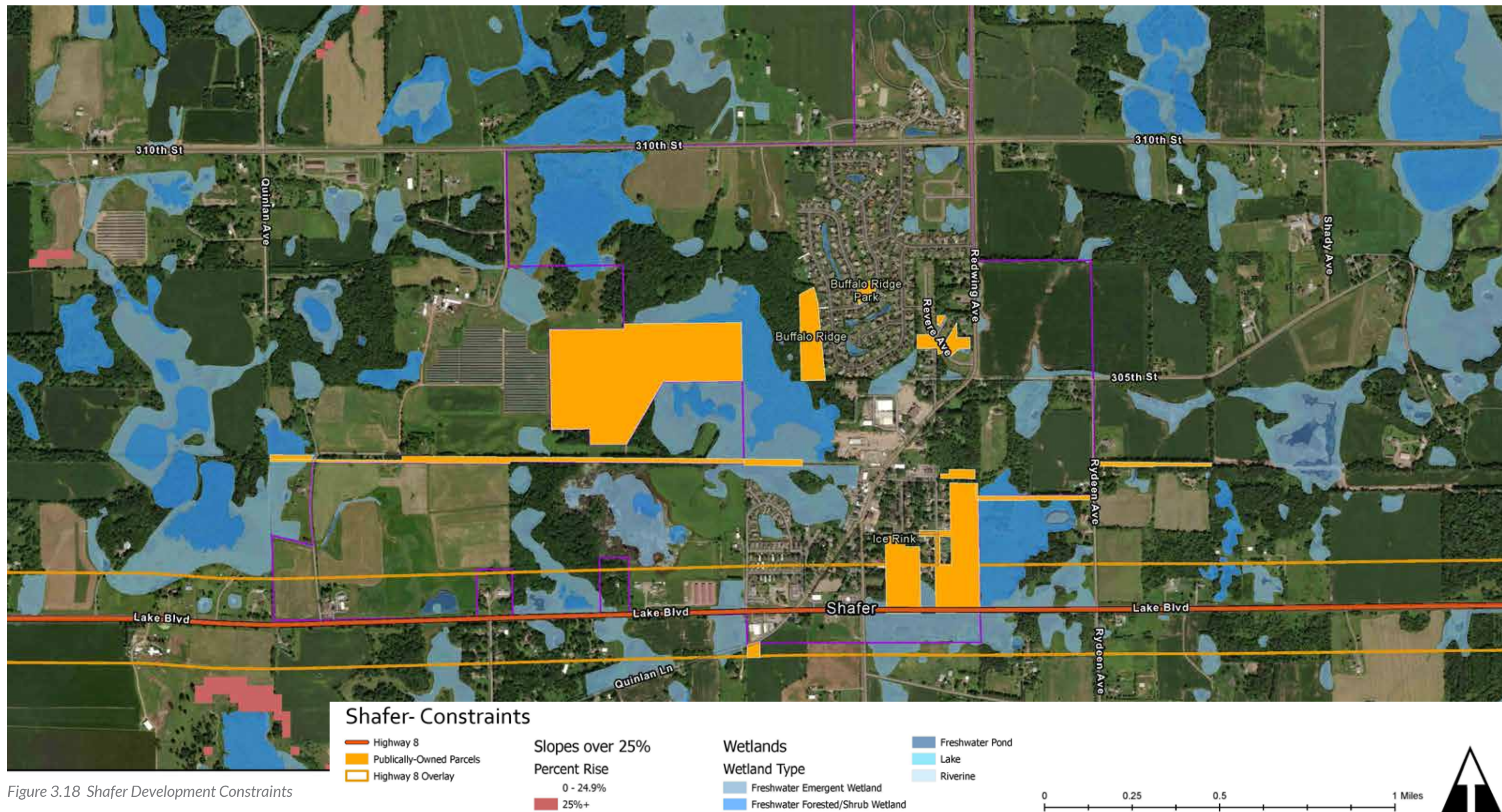
- Economic development is a challenge since motorists are not stopping in Shafer.
- Limited sewer capacity may have an impact on future development.
- The Highway 8 corridor is currently zoned for commercial, but the city might need to update zoning along corridor to accommodate other land uses.
- The city also hopes to attract more industrial development.
- There are access concerns at Quandam Lane as there are currently no turn or bypass lanes and MnDOT requires that any development at this location will have to improve intersection, which may be more expensive than development can support.
- Improvements to intersections and crossings over Highway 8 are needed to improve safety for residents, particularly for emergency vehicles attempting to cross the high-speed roadway.
- There may be opportunities for branding/wayfinding to direct traffic from Highway 8 into downtown Shafer.



Shafer Project Area Key Map



Shafer Focus Areas Key Map

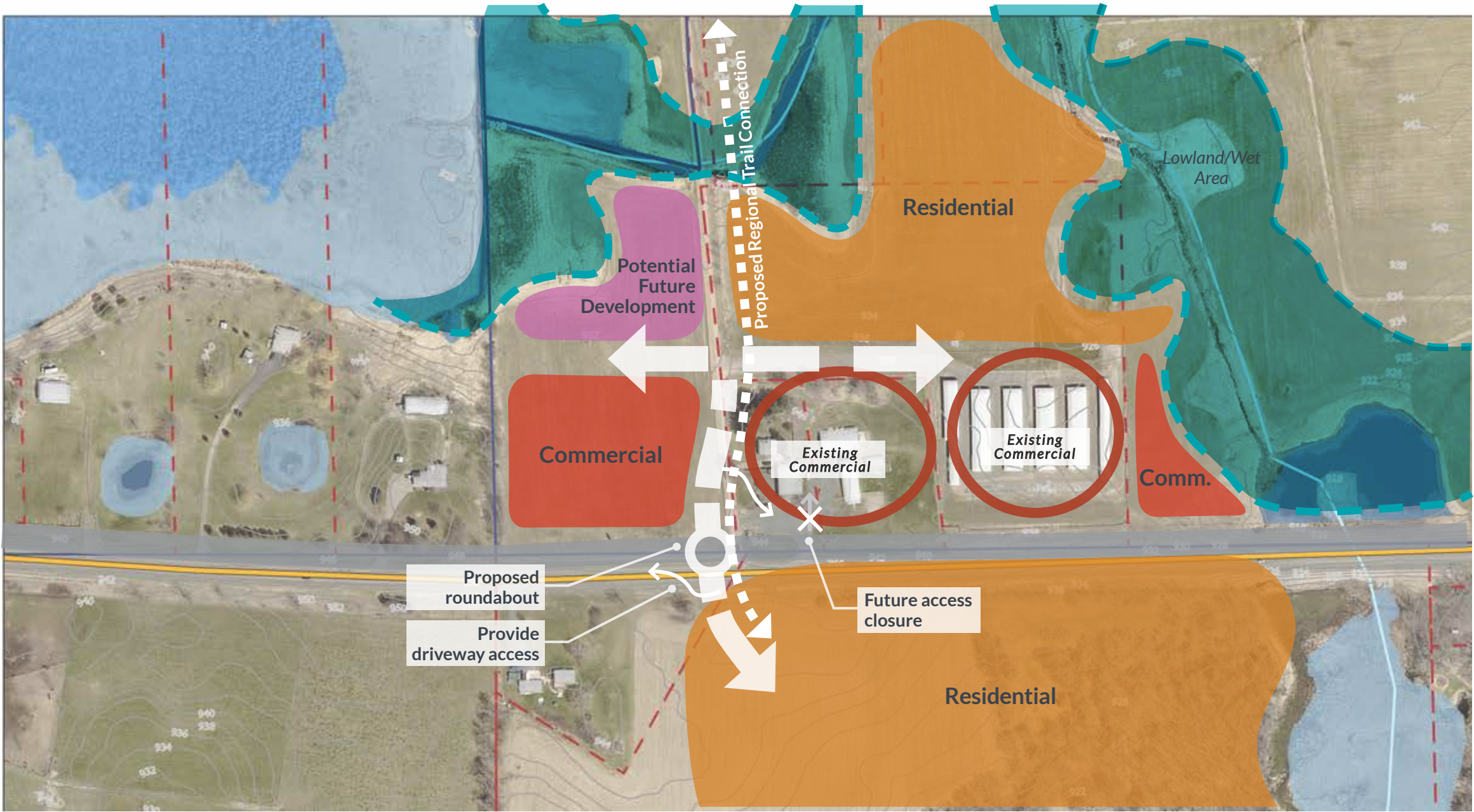


FOCUS AREA S1 - QUANDAM LN

Observations / Opportunities:


- North of Highway 8:
 - Commercial development node centered around existing commercial (formerly known as Eichten’s Market) with access off of Quandam Lane
 - Residential north of roadway separation that extends to drainageway (natural features help dictate land uses and edges)
- South of Highway 8:
 - Residential development focus with preservation of natural features / trees around wetland complex to the southwest
 - Potential to connect indirectly to Quinlan Avenue
- Potential roundabout for intersection control at Highway 8
- Provide spur trail connection north to regional trail along Quandam Lane

Figure 3.19 Focus Area S1 - Quandam Lane






LEGEND

Hwy 8 Development Opportunities:

- | | |
|--|---|
|  Proposed Residential Development |  Proposed Employment Development |
|  Proposed Commercial Development |  Potential Future Development |
|  Proposed Mixed-Use Development | |

Adjacent Roadway Improvements:

- | |
|---|
|  2022 Reconstruction Project Proposed Roadway |
|  Proposed Adjustments to 2022 Reconstruction Project |
|  Proposed New Development Roadways |

Hydrology:

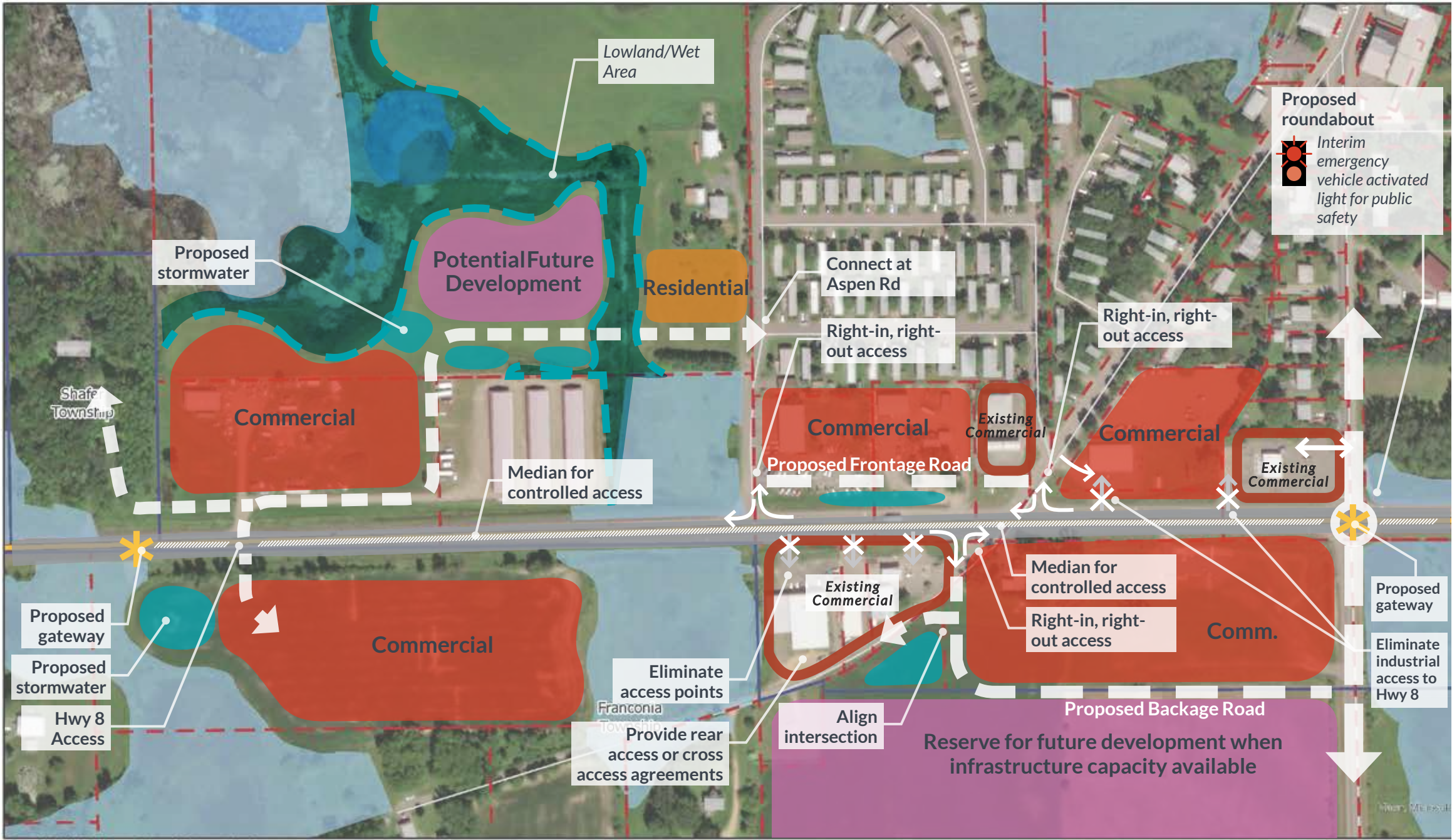
- | |
|---|
|  Lakes |
|  Wetlands |
|  Proposed Stormwater Treatment |

FOCUS AREA S2 - DOWNTOWN AREA

Observations / Opportunities:

- North of Highway 8
 - Maintain commercial land use immediately north of Highway 8
 - Close individual access points to Highway 8
 - Provide a new frontage road / drive connection between Gunflint Way and Redfield Road
 - Provide a right-in / right-out access at Redfield Blvd and Gunflint Way
- South of Highway 8
 - Maintain commercial land use immediately north of Highway 8
 - Close individual access points to Highway 8
 - Create a backage road between commercial and employment uses that extends from Redwing Avenue east along the property line to a realigned Quinlan Lane (straight north/south to Highway 8)
- Utilize wetlands to create natural gateways from east and west
- Create a roundabout at Redwing Avenue to provide access
- Extend a center median along Highway 8 from the round a bout east past Gunflint Way
- Provide spur trail connection north to regional trail along Quandam Lane
- Provide gateway signage at wetland edges on east and west side commercial district

Figure 3.20 Focus Area S2 - Downtown Area



LEGEND

Hwy 8 Development Opportunities:

 Proposed Residential Development	 Proposed Employment Development
 Proposed Commercial Development	 Potential Future Development
 Proposed Mixed-Use Development	

Adjacent Roadway Improvements:

 2022 Reconstruction Project Proposed Roadway
 Proposed Adjustments to 2022 Reconstruction Project
 Proposed New Development Roadways

Hydrology:

 Lakes
 Wetlands
 Proposed Stormwater Treatment

FRANCONIA & SHAFER TOWNSHIPS

The Franconia and Shafer Townships make up a more rural segment of the Highway 8 corridor. With populations of 1,742 in Franconia Township and 1,150 in Shafer Township, it is the least developed area of the corridor and the adjacent land use is primarily agricultural. It does offer some recreation amenities, like the popular 50+ acre Franconia Sculpture Park and Wildwood Campground, as well as two trailheads for the Swedish Immigrant Regional Trail.

EXISTING CONDITIONS

This portion of Highway 8 is fairly straight with not many major intersections or crossings. Agriculture, wetlands, and drainage ditches make up much of the adjacent land use in this area. There are not many areas to pull off the highway and the shoulders are not wide. Due to the straight nature of the roadway alignment and the lack of surrounding development, this area may be prone to more speeding than other areas of the corridor.

The Townships are sparsely developed, especially along the Highway 8 corridor. It is mostly agricultural and single family residential. With very little commercial activity, not much developed land fronts the corridor along this segment. The intersection of Highway 8 and Highway 95/ Tern Avenue provides the most opportunity for future development; with Franconia Sculpture Park, Wildwood Campground, and the Tern Avenue trailhead for the Swedish Immigrant Regional Trail. This collection of recreation amenities draws visitors that might desire additional services from a small commercial node here.

The longest completed segment of the Swedish Immigrant Regional Trail runs through the Franconia and Shafer Townships. There is an existing trailhead at Tern Avenue that continues east to Taylors Falls and west to

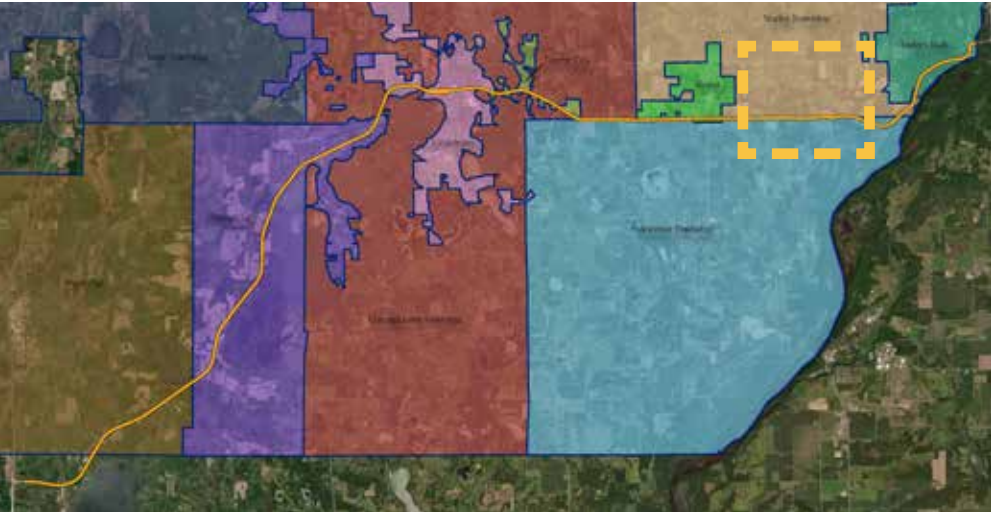
an existing trailhead at Redwing Avenue in the City of Shafer. There are no major lakes in this section of the corridor, but there are some wetland and drainage channels that abut the roadway. Stormwater mitigation will be necessary for the future expanded highway, as well as for any potential development activity.

ISSUES & OPPORTUNITIES

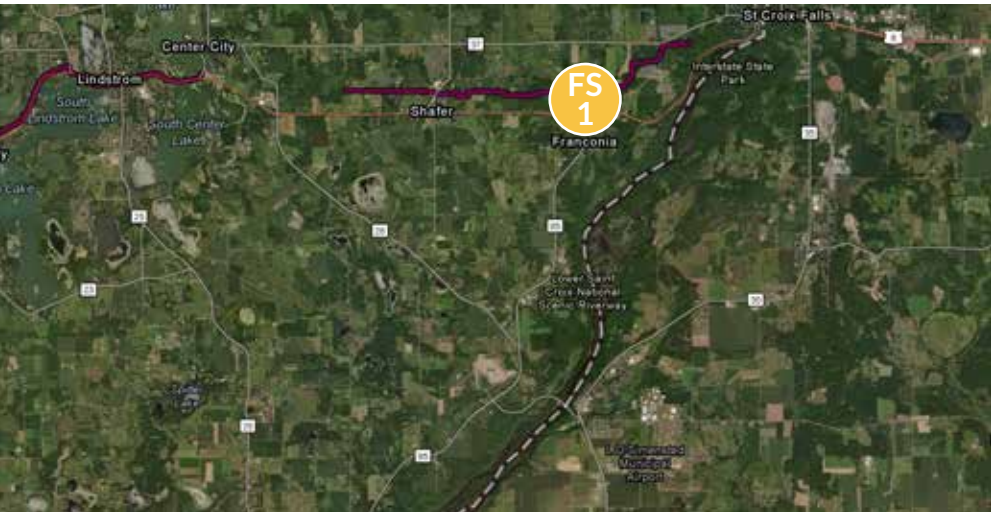
Things to consider for any potential future development in the Shafer and Franconia Townships along the Highway 8 corridor:

- The Highway 8/Highway 95 intersection presents a good opportunity for a small commercial node to capture traffic from the major roadways and visitors from the recreation amenities at this location.
- The northwest of Highway 8/Highway 95 could be developed for commercial or industrial. The potential for any development on the northeast or southeast corners would need further study due to topography, access, and visibility from the major roadways.
- Opportunity to connect the existing sidewalk on Tern Ave/Hwy 95 south to Franconia Sculpture Park and north to the Swedish Immigrant Trail trailhead.
- Given the agricultural use on either side of Highway 8 it is important that consideration be given to the ease of movement and safety for agricultural traffic on and across the corridor.

FRANCONIA & SHAFER TOWNSHIPS



Franconia & Shafer Townships Project Area Key Map



Franconia & Shafer Townships Focus Areas Key Map

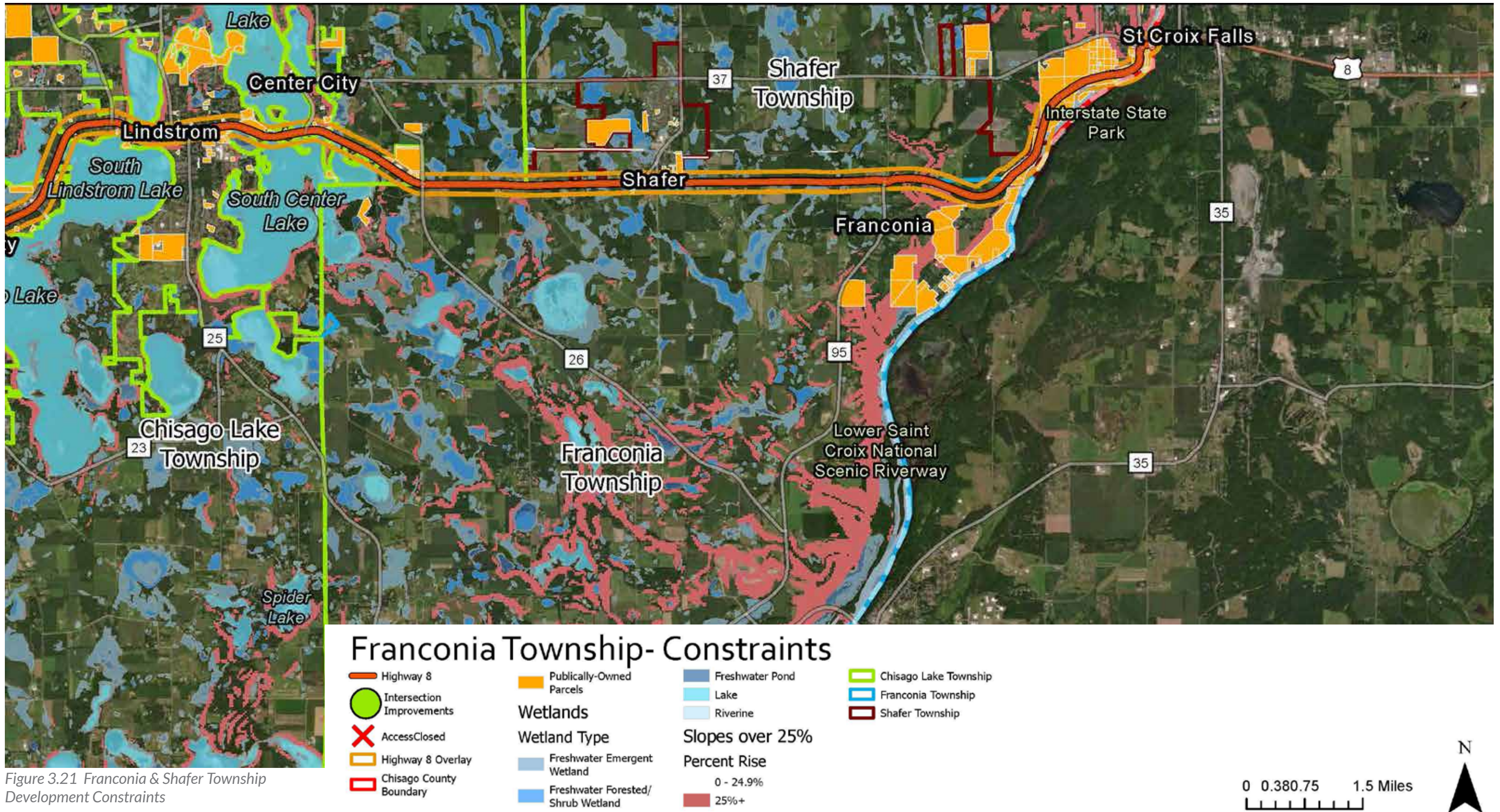


Figure 3.21 Franconia & Shafer Township Development Constraints

FOCUS AREA FS1 - HWY 95/TERN AVE

Observations / Opportunities:




- North of Highway 8
 - Opportunity for commercial node (maybe employment, too.) in the northwest quadrant of Highway 8 and Tern Avenue
 - Trail spur on west side of Tern Avenue to connect the regional trail and trailhead to the Franconia sculpture park and new commercial district.
 - Close individual access points to Highway 8. Narrow roadway may mean trail needs to be off-street with an additional crossing of the drainage way to the north of the commercial district. Options show on street (if room) and off street with a trail that dips down and comes back up through the drainage area.
 - Access comes off of existing location
 - Opportunity to expand commercial district to the north to the drainage divide (separate property owner)
 - Proximity to Franconia Sculpture Park provides opportunity for economic development
 - The other two quadrants could be appropriate for additional development but that the steep topography and utility easements make it less viable

Figure 3.22 Focus Area FS1 - Hwy 95/Tern Ave






LEGEND


Hwy 8 Development Opportunities:

	Proposed Residential Development		Proposed Employment Development
	Proposed Commercial Development		Potential Future Development
	Proposed Mixed-Use Development		

Adjacent Roadway Improvements:

	2022 Reconstruction Project Proposed Roadway
	Proposed Adjustments to 2022 Reconstruction Project
	Proposed New Development Roadways

Hydrology:

	Lakes
	Wetlands
	Proposed Stormwater Treatment

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TAYLORS FALLS

Situated on the St. Croix River, Taylors Falls is known for its beautiful and unique natural setting of terraced falls and basalt cliff faces. With a population of 1,067, Taylors Falls is one of the smaller cities on the corridor, but sees some of the highest levels of tourism. The historic downtown provides a quaint backdrop for the stunning natural and cultural history, and draws many visitors each year.

EXISTING CONDITIONS

Traffic is a major concern for Taylors Falls, both on Highway 8 and turning on Highway 95 into downtown. This intersection is a pinch point because of the topography and existing development. There are frequently major back-ups during busy tourism seasons.

The main downtown intersection on Highway 8 creates safety issues for pedestrians. There are many people crossing over Highway 8 and 1st Street between downtown and Interstate State Park. While there is an underpass under the Highway 8 bridge connecting to downtown, it is less direct than crossing the roadways so many people do not use it.

A majority of the Highway 8 corridor through Taylors Falls is classified as a Scenic Byway through natural/undeveloped and State Park land. When Highway 8 reaches downtown, and the eastern end of the Project Area, the zoning shifts to small town and downtown commercial. There is some opportunity for urban-infill in downtown.

The final segment of the Swedish Immigrant Regional Trail from an existing trailhead at City Hall to downtown still needs to be completed. The route is complicated due to the significant topography and identified historical and cultural resources within Interstate Park.

As in the rest of the corridor, stormwater is an important consideration in Taylors Falls. The Chisago Soil and Water Conservation District completed three erosion mitigation projects recently that have been

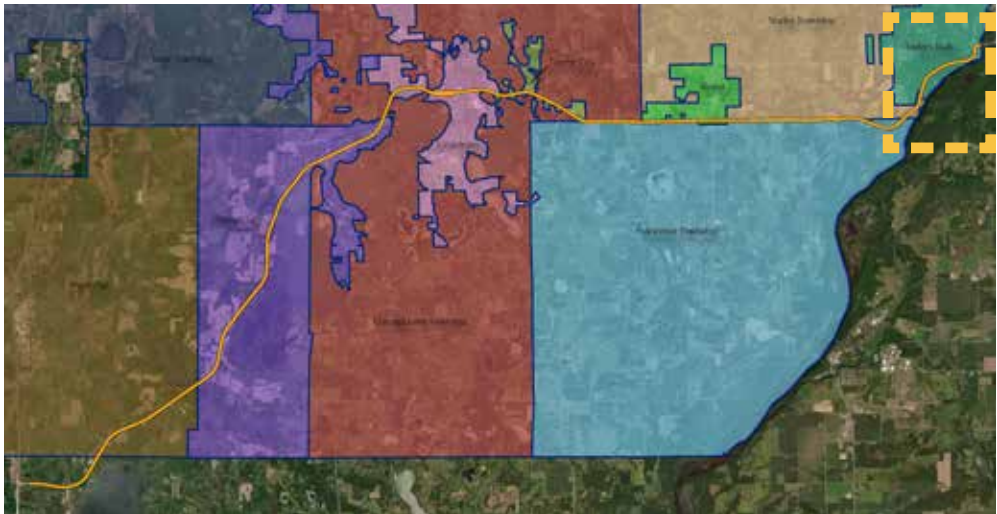
beneficial to local stormwater management, and can serve as good project precedents for any necessary further improvements.

ISSUES & OPPORTUNITIES

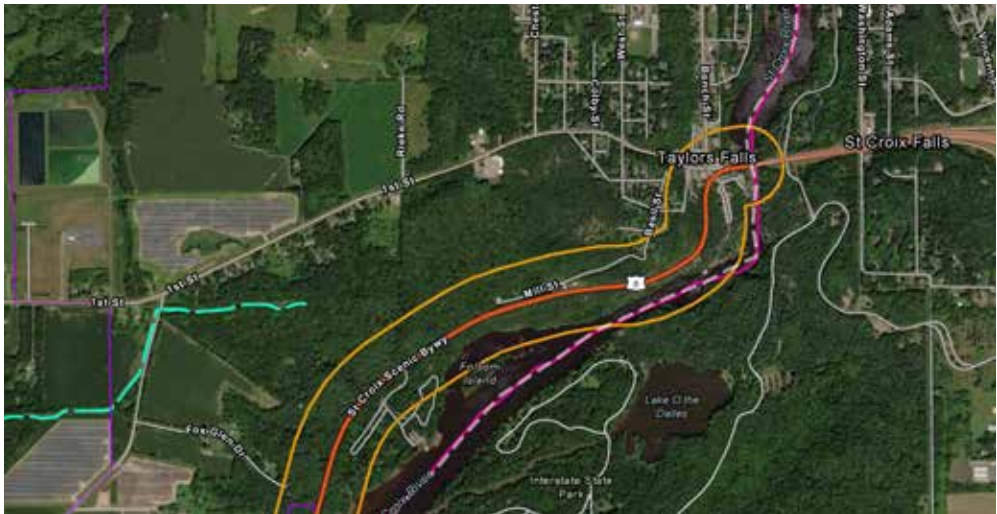
Things to consider for any potential future development in Taylors Falls along the Highway 8 corridor:

- The intersection of Highway 8, Highway 95, and 1st Street is a pinch point that creates lots of traffic back ups. This also creates safety issues for pedestrians attempting to cross between downtown and Interstate State Park. Limited space due to topography and existing development will make this a challenging intersection to improve,
- It is a goal of the city to see the Swedish Immigrant Regional Trail completed by linking the last segment from the existing trailhead at City Hall to downtown

TAYLORS FALLS



Taylors Falls Project Area Key Map



Taylors Falls Focus Areas Key Map

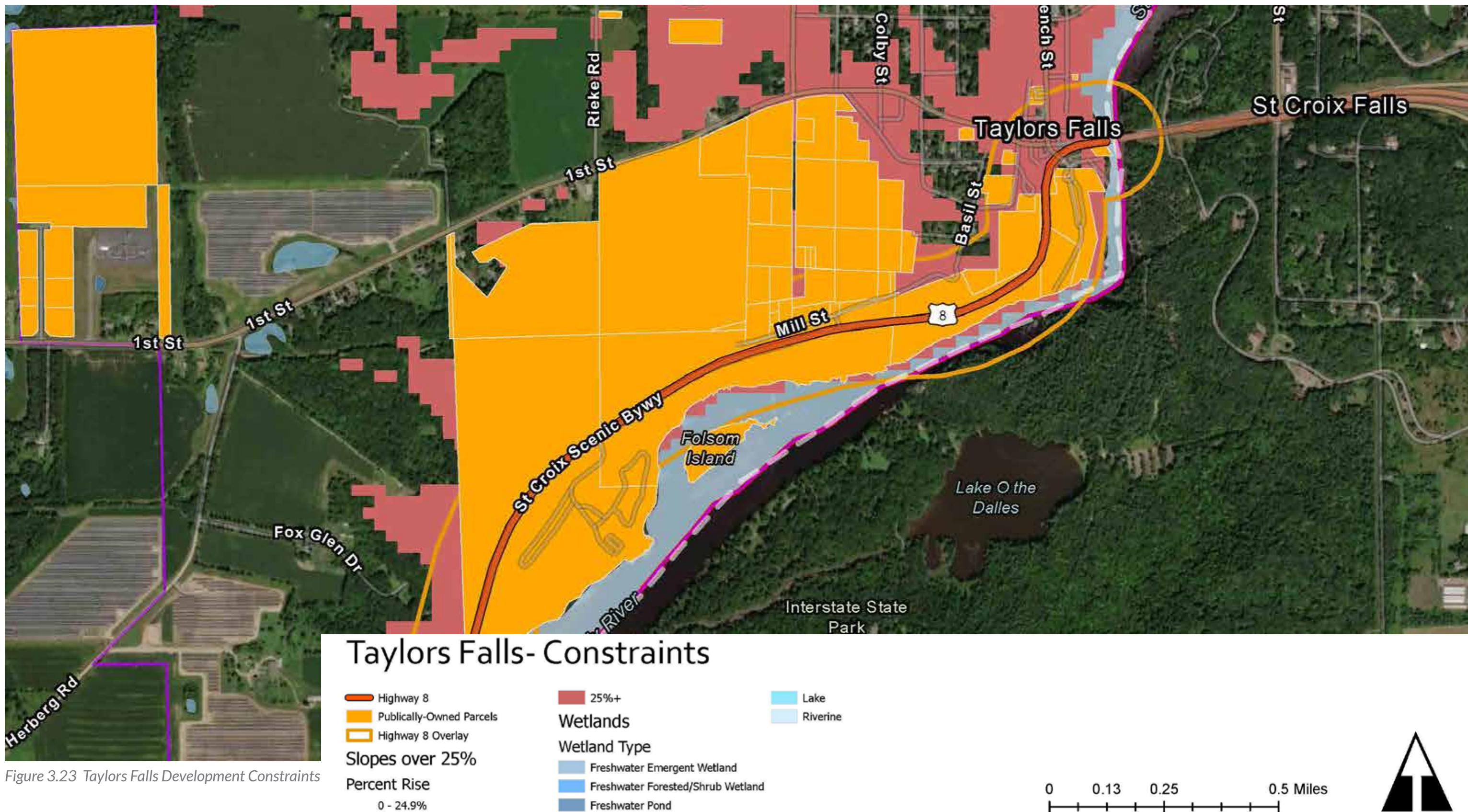


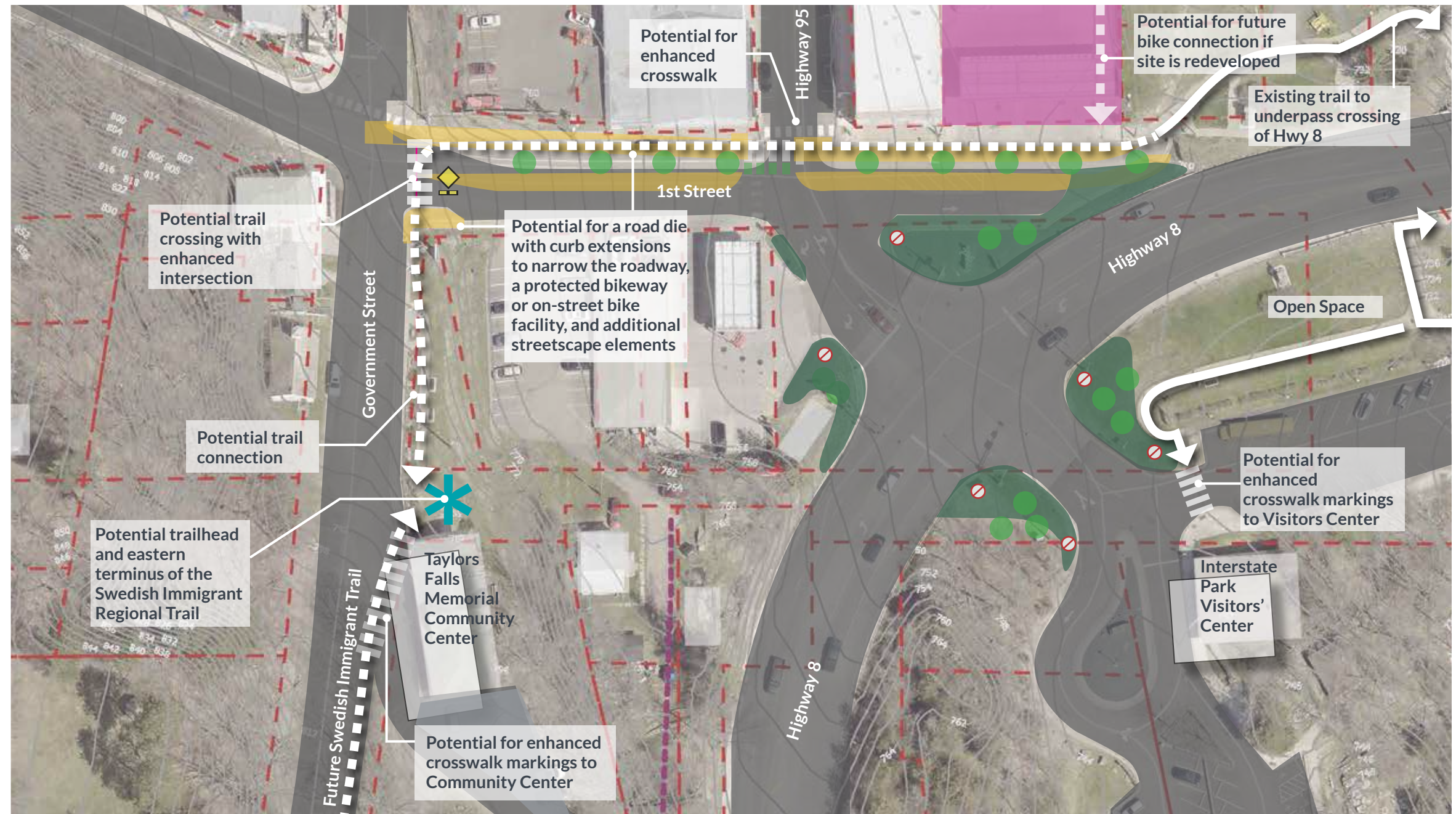
Figure 3.23 Taylors Falls Development Constraints

TAYLORS FALLS FOCUS AREA

Observations / Opportunities:

- A potential new trailhead for the Swedish Immigrant Regional Trail at the Taylors Falls Memorial Community Center (existing parking, seating, and trail amenities at this location). Also, potential for enhanced crosswalk markings at the Community Center.
- Potential continuation of trail connection through downtown to link Swedish Immigrant Regional Trail to existing trail crossing under Hwy 8 to the open space, Interstate Park Visitors Center and to cross the St. Croix River to connect to Wisconsin.
- Potential for road diet (curb extensions to narrow the road and provide more sidewalk space) along the north side of 1st Street east and west of Hwy 95 intersection to emphasize preferred pedestrian / bike connection to the open space.
- Potential for low shrub planting areas at the intersection of Hwy 95 and Highway 8 to deter pedestrian crossing while maintaining site lines for motorists. Shrubs such as low-grow fragrant sumac, dwarf bush honeysuckle, or herbaceous perennials such as catmint will remain low to the ground, are low maintenance, and are hardy for roadside conditions.
- Potential future redevelopment site could be part of a long-term bicycle spur connection to the St. Croix Scenic Byway north of Downtown.

Figure 3.24 Taylors Falls Focus Area



Low shrub planting example



Protected bikeway with curb extension example

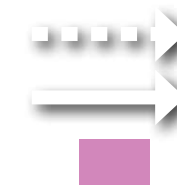
LEGEND

Hwy 8 Development Opportunities:



Future Trailhead

Potential curb extension area



Future or planned trail

Existing trail

Potential Future Development



Potential areas for low shrub planting

 'No Pedestrian'

