



2024
UPDATE

Paul Bunyan Scenic Byway Corridor Management Plan



Paul Bunyan Scenic Byway



Paul Bunyan National Scenic Byway Board Resolution

Resolution No. 2024-01

A Resolution to Adopt the 2024 Update of the Paul Bunyan Scenic Byway Corridor Management Plan

WHEREAS, the Paul Bunyan National Scenic Byway Board (the "Board") recognizes the importance of maintaining and updating the Corridor Management Plan (the "Plan") to ensure the continued preservation, enhancement, and promotion of the scenic, cultural, historical, and recreational resources along the Byway; and

WHEREAS, the Board has conducted a thorough review of the proposed 2024 update of the Plan, incorporating input from stakeholders, community members, and relevant agencies; and

WHEREAS, the 2024 update of the Plan includes revised goals, strategies, and actions designed to address current and future needs, challenges, and opportunities for the Byway; and

WHEREAS, the adoption of the updated Plan will provide a framework for coordinated efforts to enhance the Byway's intrinsic qualities, promote sustainable tourism, and improve the overall visitor experience;

NOW, THEREFORE, BE IT RESOLVED by the Paul Bunyan National Scenic Byway Board:

1. **Adoption:** The Board hereby adopts the 2024 update of the Corridor Management Plan as presented and reviewed.
2. **Implementation:** The Board directs the implementation of the updated Plan's strategies and actions in collaboration with partners, stakeholders, and the community.
3. **Monitoring and Evaluation:** The Board commits to regular monitoring and evaluation of the Plan's progress and effectiveness, making adjustments as necessary to ensure its goals are met.
4. **Acknowledgments:** The Board expresses its gratitude to all individuals and organizations who contributed to the development of the 2024 update of the Corridor Management Plan.

PASSED AND ADOPTED by the Paul Bunyan National Scenic Byway Board on this 10th of July, 2024.

Signed:

Lynn Scharenbroich Lynn Scharenbroich Carol Ottoson Carol Ottoson
Andrew Rudlang Andrew Rudlang Dave Badger Dave Badger
Joell Tvedt Joell Tvedt Patty Norgaard Patty Norgaard

Paul Bunyan Scenic Byway Corridor Management Plan

Published 2001 | Updated 2015 and 2024

The following people contributed to this Corridor Management Plan Update, thereby laying the framework for the Byway now and in the future. Their efforts and hard work are thankfully acknowledged.

- ❖ **Lynn Scharenbroich, Paul Bunyan Scenic Byway Board Member**
- ❖ **Andrew Rudlang, Paul Bunyan Scenic Byway Board Member**
- ❖ **Patty Norgaard, Paul Bunyan Scenic Byway Board Member**
- ❖ **Joell Tvedt, Paul Bunyan Scenic Byway Board Member**
- ❖ **Carol Ottoson, Paul Bunyan Scenic Byway Board Member**
- ❖ **Jon Lubke, Crow Wing County Commissioner**
- ❖ **Corrine Hodapp, United States Army Corps of Engineers**
- ❖ **Ellie Tabako, United States Army Corps of Engineers**
- ❖ **Mike O'Connell, LAKE Foundation**
- ❖ **Tad Erickson, Region Five Development Commission**
- ❖ **Mary Plein, JM Plein Consulting**
- ❖ **Cindy Myogeto, Crosslake Area Chamber of Commerce**
- ❖ **Nathan Steinbauer, Resident**
- ❖ **Joanna Steinbauer, Resident**
- ❖ **TJ Graumann, City of Crosslake Director of Parks, Recreation & Library**
- ❖ **Mike Angland, Widseth**
- ❖ **Dave Nevin, City of Crosslake Mayor**
- ❖ **Sandy Farder, City of Crosslake Council Member**



Founded in 1998

Paul Bunyan Scenic Byway



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

Explore the Lore!
PaulBunyanScenicByway.org



- Scenic Byway
- Mileage marks
- Paul Bunyan Trail
- 8 ft. shoulder
- 6 ft. shoulder
- City/Town
- Chamber
- Interpretive Kiosk
- Paul's Footprints
- Golf Course
- Lodging
- Parks, Trails, Beaches, Rivers
- Grocery
- Cuyuna Regional Medical Breezy Point (218) 568-4926
- Essentia Health Clinic Crosslake: (218) 692-1010 Pequot Lakes: (218) 568-4416 Pine River: (218) 587-4416
- Airport
- Public Water Access (Trailer)
- Public Water Access (Carry)

Scenic Byway route mileage	
CSAH 1	15
CSAH 66	4.5
CSAH 9	4
CSAH 11	10
CSAH 16	12.5
CSAH 15	8



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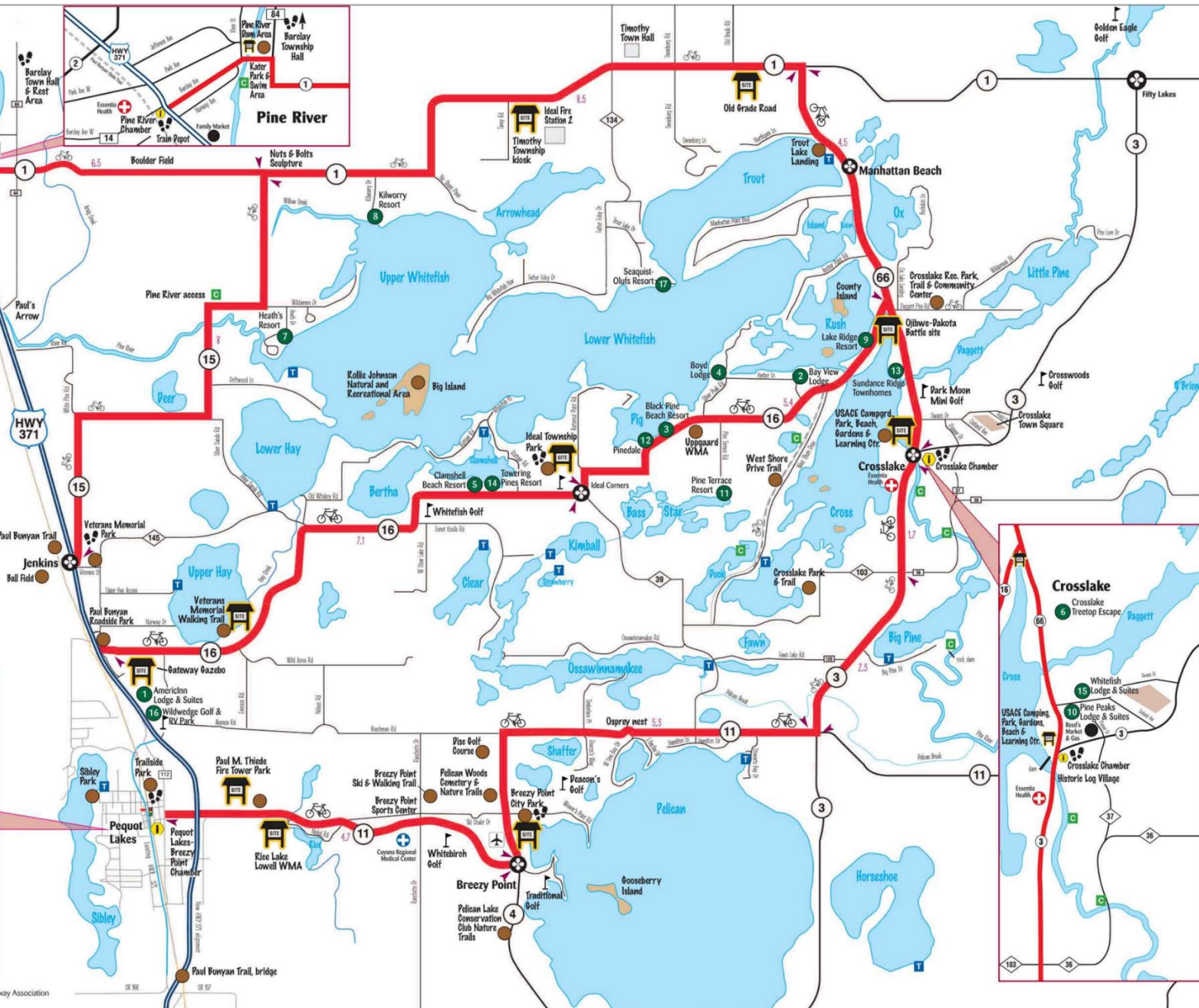


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Executive Summary

Corridor management plans address a wide variety of issues. The level of detail in a CMP is dependent upon its role in the community and the byway planning process. If the CMP is intended solely for the local community, the document can be short and address issues in broad terms. However, a more detailed plan will be necessary if the CMP is to form the basis of state or national scenic byway's applications, or for grant and other funding applications. It is important to remember that the CMP is a guide that addresses issues but does not necessarily offer solutions for every problem. The CMP should address major goals, such as improved road access for other modes of transportation, like bicycles, but does not have to lay out a specific plan for implementing the goal.

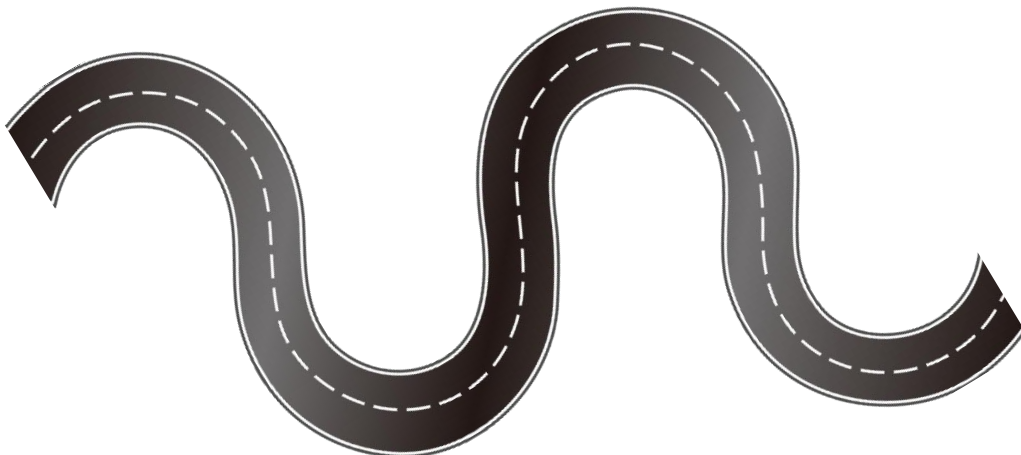
At the very least, a CMP should identify and discuss the byway's intrinsic qualities, review the roadway's current condition and maintenance plans, explore visitor needs and expectations, and discuss how to promote the byway while protecting its outstanding features in the future.

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

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

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

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



Introduction

In 1995 Ideal Township, concerned for the safety of bicyclists on CSAH 16, raised funds to provide the local match money necessary to pave the shoulders of CSAH 16. In order to increase the priority of shoulder paving with the County Highway Department, the Minnesota Office of Tourism suggested the roadway might qualify as a scenic byway and that such designation could increase the priority of the paving project. A group of local residents worked together to complete the forms, inventory the byway, and submit the application for state designation. The June 1998 designation resulted in an assurance of shoulder paving on CSAH 16 by 2002. Paved shoulders, having become standard operating procedure for Crow Wing County, have been completed along the entire 54-mile route providing safe opportunities for non-motorized use. Certain segments are still considered bikeways. PBSBA continues to seek 8' paved bike path shoulders throughout the route.

Since its designation, a group of local citizens with support from partnering state agencies, local government jurisdictions, and organizations have worked together preparing information, identifying, and implementing projects that will protect and enhance the resources along the corridor. The group is organized as the Paul Bunyan Scenic Byway Association, a non-profit organization made up of those businesses, agencies, organizations, and individuals that have supported its projects and programs. A Board of Directors guides the work of the Association, to “preserve, protect and to enhance the scenic, natural, cultural, historic, recreational, and archeological resources along the 54-mile Paul Bunyan Scenic Byway.”

The Paul Bunyan Scenic Byway in Crow Wing County Minnesota was designated a State Scenic Byway in June 1998. Located in the heart of the state’s North Central Pine and Lake Region, the 54-mile route passes forests of jack, red, and white pine, spruce, cedar, and birch/aspen mix. The natural resources of lakes and woods provide natural, scenic, recreational, historic, and cultural resource opportunities for residents and visitors alike.

The Byway area is one of the most popular visitor destination spots for Midwest travelers, many of whom return annually for their family summer vacations at the numerous resorts located along the route. The area’s growth in permanent and seasonal residents, and in tourism, has resulted in expanded recreational opportunities oriented to these natural resources.

What is a Byway and Byway Designation

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

State of Minnesota Scenic Byway Designation

Minnesota currently has 22 Scenic Byways. These designated routes cover 2,948 miles and feature many of Minnesota's finest cultural, historic, natural, recreational, archaeological, and cultural locations and landscapes. Grassroots organizations have nominated these roads for byway designation and engage in planning, conservation, preservation, and marketing/promotion activities to ensure a quality byway experience for visitors and residents.

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

National Scenic Byway Designation

The National Scenic Byways Program is part of the U.S. Department of Transportation, Federal Highway Administration. Established in Title 23, Section 162 of the United States Code under the Intermodal Surface Transportation Efficiency Act of 1991 and reauthorized and expanded significantly in 1998 under TEA-21 and again under SAFETEA-LU in 2005, the program is a grassroots collaborative effort established to help recognize, preserve, and enhance selected roads throughout the United States.

FHWA's May 18, 1995, interim policy provides the criteria for the National Scenic Byways Program. This policy sets forth the procedures for the designation by the U.S. Secretary of Transportation of certain roads as National Scenic Byways or All-American Roads based on their archaeological, cultural, historic, natural, recreational, and scenic qualities. There are 184 such designated byways in 48 states with Minnesota having eight nationally designated routes.

The Paul Bunyan Scenic Byway

The Paul Bunyan Scenic Byway is one of eight Scenic Byways in Minnesota that has been designated as a National Scenic Byway under the National Scenic Byways Program, managed by the Federal Highway Administration.

The Paul Bunyan Scenic Byway is a 54-mile driving route made up entirely of county roads that take travelers through 14 jurisdictions and two counties (Crow Wing and Cass); with hiking and walking trails, recreational parks and lakes, wildlife management areas, and historical artifacts. The route has a nonprofit organization, the Paul Bunyan Scenic Byway Association, that partners with, celebrates, and seeks to bring awareness to projects, programs, and events along the route.

The spine of the route is County State Aid Highway (CSAH) 16 that runs northeast from Trunk Highway 371 two miles north of Pequot Lakes. The nearly 13 miles along CSAH 16 passes sites of scenic, recreational, historical, and natural interest, such as the Gateway Gazebo Information kiosk, Veterans Memorial Walking Trail, Island Lake Woods, Uppgaard Wildlife Management

Area, Rush Lake Floating Island, and the site of a battle between the Dakota Sioux and Ojibwe in the early 1800's. CSAH 16 connects with CSAH 66 at the north end of Crosslake. At that point, Byway travelers can select either the 12-mile north loop around the Whitefish Chain of Lakes or turn south and travel south and west through 23 miles of beautifully wooded countryside and lakes on CSAH 3 and 11.

Giant sets of Paul's Footprints at Barclay Town Hall, Timothy Town Hall, Timothy Township interpretive kiosk, and the Old Grade historic logging area are highlights along the north loop. The US Army Corps of Engineers Crosslake Recreation Area Park with the Crosslake Area Historical Society and Village, award-winning Pine River dam, Linda Ulland Memorial Gardens and the mooring site for the National Loon Center's tour pontoon, the StewardShip, well known and historic Breezy Point Resort and its famous Fawcett House, Lowell Wildlife Management Area, and the Paul M. Thiede Fire Tower Park are among the points of interest along the southern loop. The Scenic Byway connects with the Paul Bunyan State Trail, a paved hiking, biking, inline skating, and snowmobiling trail, at four locations offering opportunities to drive the Byway, park and bike or hike the Trail. Numerous trails on publicly owned land along the 54-mile scenic byway provide opportunities to stop and hike through the woods. Public accesses to lakes on the Whitefish and the Ossawinnamakee chains and to Pelican Lake are also located along the Byway.



Public Involvement

Citizen participation has been key to the Paul Bunyan Scenic Byway plans and activities. Active participation by citizens was instrumental in the designation of the Byway in 1998 as well as in the development of the original CMP in 2001. Since then, participation by a variety of local interests and partnership among agencies, local jurisdictions, and organizations has moved Byway efforts forward. The Paul Bunyan Scenic Byway Association recognizes the continuing importance of citizen participation and creative partnerships to ensure goals of the partnering agencies, as well as local interests, identified in the Corridor Management Plan (CMP) continue during implementation of the Plan and specific Byway projects.

To ensure ongoing public involvement and awareness of the planning process the following steps were implemented:

- All Paul Bunyan Scenic Byway Board meetings were and are open to the public.
- All Paul Bunyan Scenic Byway Corridor Management Plan Update Meetings were open to the public.
- The public was made aware of the status of the corridor planning process through social media, newsletters, local newspaper, and city/township Board meetings.
- A survey was conducted to get input from residents, visitors, or anyone connected to the byway's geographic area.

A high-quality CMP requires significant stakeholder and public engagement. A stakeholder group was established and grew from 5 planning team members to 13 planning team members as the planning process progressed. This increase in stakeholders brought more ideas to the table and led to a stronger CMP as a result.

**An overview of the project workplan and project timeline can be found on the following two pages.*



Project Workplan

Date	Objective	Tasks Accomplished
April 2023	Paul Bunyan Scenic Byway Board Meeting Presentation	<ul style="list-style-type: none"> • Present workplan and timeline for CMP update • Gather comments from Board Members
April – May 2023	Review Past Plan	<ul style="list-style-type: none"> • Review and comment on last plan update (2015) • Identify weak areas and areas of improvement
May 2023	Corridor Management Plan (CMP) Planning Team Meeting	<ul style="list-style-type: none"> • Old vs new chapter discussion • Identify maps needed • Discuss public involvement and survey
June 2023	Develop Survey	<ul style="list-style-type: none"> • Work with CMP Planning team members to develop survey questions
July – August 2023	Collect Survey Responses	<ul style="list-style-type: none"> • Distribute links to take online survey via newsletters and online engagement
September 2023	Corridor Management Plan (CMP) Planning Team Meeting	<ul style="list-style-type: none"> • Review survey data collected • SWOT Analysis
November 2023	Corridor Management Plan (CMP) Planning Team Meeting	<ul style="list-style-type: none"> • Identify funding sources • Marketing plan • Rank priorities
January 2024	Corridor Management Plan (CMP) Planning Team Meeting	<ul style="list-style-type: none"> • Partnerships and unification • Final plan thoughts
April 2024	Corridor Management Plan (CMP) Planning Team Meeting	<ul style="list-style-type: none"> • Present DRAFT Plan • Finalize Implementation Table
May 2024	Finalize Plan	<ul style="list-style-type: none"> • Collect CMP planning team comments on DRAFT Plan • Finalize Plan

Paul Bunyan Scenic Byway Corridor Management Timeline

TASK	PROGRESS	START	END	APR	MAY	JUNE	JULY	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MARCH	APR	MAY
PBSB Board Meeting	100%	4/12/23	4/12/23														
Review Past Plan	100%	4/1/23	5/31/23														
CMP Meeting	100%	5/23/23	5/23/23														
Develop Survey	100%	6/1/23	6/30/23														
Collect Survey Responses	100%	7/1/23	8/31/23														
CMP Meeting	100%	9/13/23	9/13/23														
CMP Meeting	100%	11/13/23	11/13/23														
CMP Meeting	100%	1/31/24	1/31/24														
CMP Meeting	100%	4/25/24	4/25/24														
DRAFT Plan	100%	4/1/23	4/1/24														
Finalize Plan	100%	5/1/24	5/31/24														

Survey

Another layer of significant stakeholder involvement was a survey. The planning team for the CMP update developed a survey for area stakeholders over the summer which led to getting 37 survey responses.

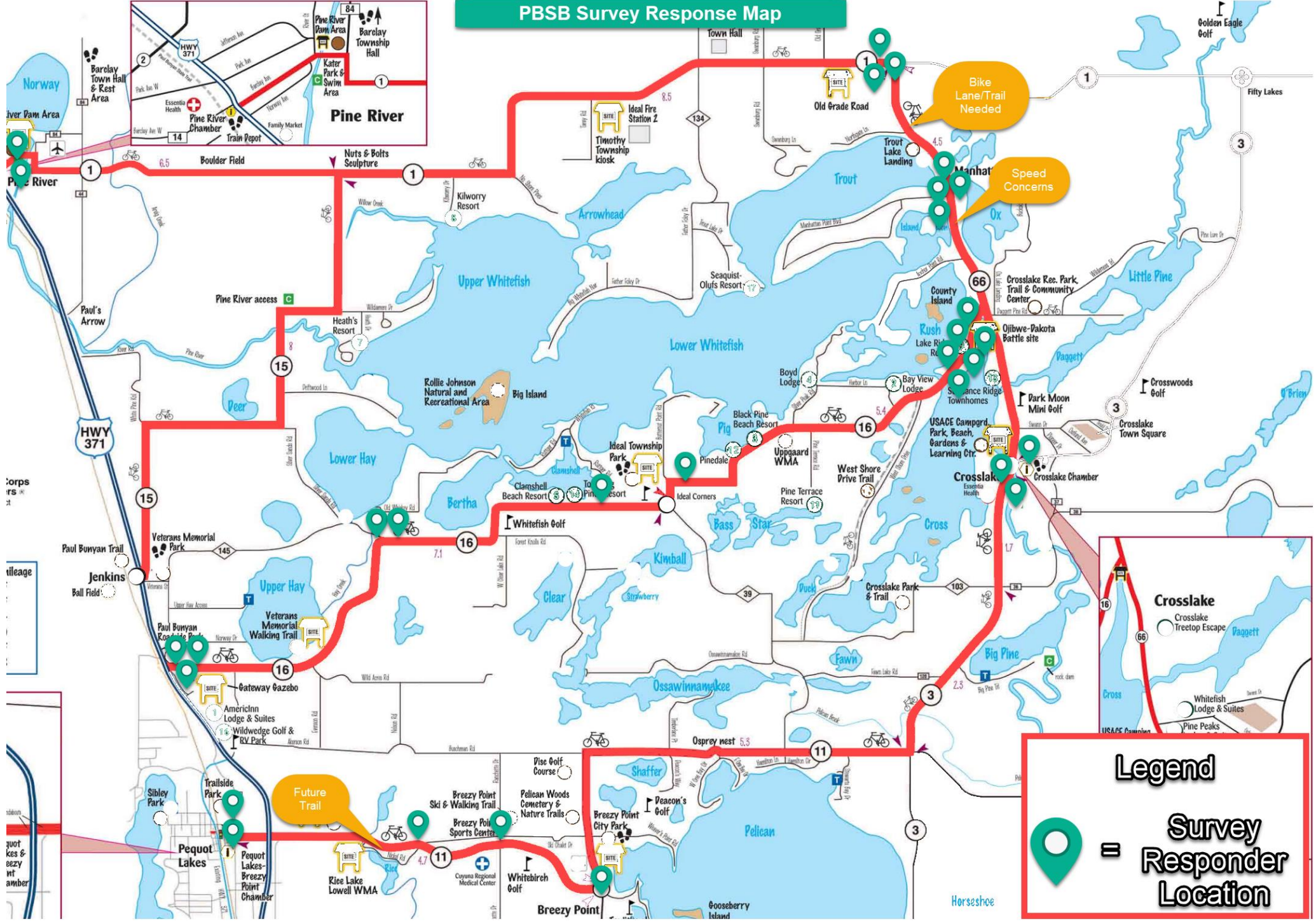
A review of the survey questions asked can be found here:

- 1) What is the closest route intersection on the PBSB to your lodging facility, home, or business?*
- 2) How many years have you lived, worked, or vacationed in the area?*
- 3) Have you driven the Paul Bunyan Scenic Byway?*
- 4) What do you like most about having the PBSB as part of your community?*
- 5) What is one thing you would like to see changed along the PBSB?*
- 6) What is the most important economic benefit of having a nationally designated Scenic Byway in your area?*



**A summary of the survey results is included on the next three pages:*

PBSB Survey Response Map

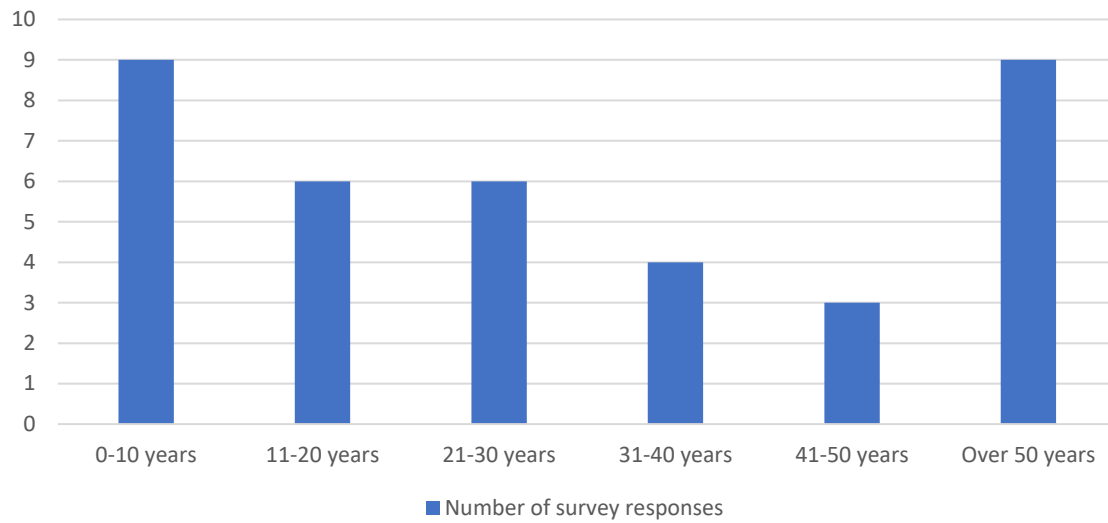


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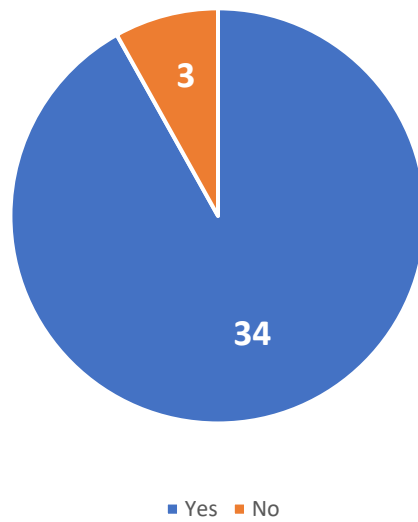
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Survey Responder Location

Q2: How many years have you lived, worked, or vacationed in the area?



Q3: Have you driven the Paul Bunyan Scenic Byway?



Q4: What do you like most about having the Paul Bunyan Scenic Byway as part of your community?

Top answers included:

1. Beautiful / Scenic 2. Safe Roads 3. Tourist Attraction

Q5: What is one thing you would like to see changed along the Paul Bunyan Scenic Byway?

Speed Comments:

- *Drop speed limit in Crosslake to 35mph from Big Trout Lake access to south side of town.*
- *Drop speed limit to 35mph from CSAH 1 to South side of Crosslake.*
- *Reduce speed on CSAH 66.*
- *Speed along the route.*

Biking/Walking/Trail Comments:

- *Increased promotion and more connection to trails.*
- *Designated bike path to separate walkers/joggers from bikers.*
- *More bike trails.*
- *More defined/dedicated/marked bicycle lanes along the route.*
- *Add bike trail by Manhattan Beach, currently dangerous to ride a bike there.*
- *Designated bike lane along CSAH 66.*
- *Expand shoulder on Southbound CSAH 66. (2)*
- *Dedicated paved path along CSAH 66 between Moonlite Square and CSAH 1.*
- *More bike and ped paths.*
- *Additional/ safer sidewalks.*

Kiosks/Rest Areas

- *Paint kiosks bright blue to resemble Babe the blue ox.*
- *Add more stopping sites for ecological/historical interest or fun stories about Paul and Babe.*
- *More rest areas to stop and enjoy the scenery.*
- *Add bathrooms/vault toilets.*
- *Increased recognition/promotion from locals.*
- *Add pull off parking spots to enjoy scenery.*

Q6: What is the most important economic benefit of having a nationally designated Scenic Byway in your area?

Nearly all answers included economic development and tourism as the most important economic benefit.

Strengths, Weaknesses, Opportunities, Threats (SWOT)

One of the first steps in the process of developing the corridor management plan is understanding what works, what needs improvement, where improvement exists, and what potential problems exist. To tackle this task the Corridor Management Planning Team conducted a SWOT analysis. SWOT stands for **S**trengths, **W**eaknesses, **O**pportunities, and **T**hreats, and is a structured planning method that evaluates those four elements. The SWOT acronym is defined below:

Strengths: *Things that your organization does particularly well, or in a way that distinguishes it from other organizations. During the process we talked about the advantages this organization has over other organizations. Strengths are an integral part of the organization, so the planning team thought about what makes it "tick".*

Weaknesses: *Examine how and why other organizations are doing better. Weaknesses are inherent features of the organization, so focus was aimed at people, resources, systems, and procedures. The planning team focused on what could improve, and the sorts of practices they should avoid.*

Opportunities: *Openings or chances for something positive to happen, but you'll need to claim them for the organization! They usually arise from situations outside the organization and require an eye to what might happen in the future. This is where local and historical knowledge of the area play a large role to setup future success.*

Threats: *Include anything that can negatively affect the organization from the outside, such as poor road conditions, climate change, or increased development along the byway that may impact viewsheds. It's vital to anticipate threats and to act against them before becoming a victim of them and growth stalls.*

Overall, SWOT analysis includes identifying significant issues and concerns related to the planning process or potential projects. The issues and concerns identified through the SWOT analysis assist in refining the information that needs to be gathered or inventoried. The focus points of the SWOT analysis included: Safety, Economic Development, Historic/Natural Preservation, and Recreation.

**The results of the SWOT analysis can be found on the next page.*

*The following are the results of the SWOT analysis conducted.





SWOT ANALYSIS

SAFETY

 STRENGTHS	 WEAKNESSES	 OPPORTUNITIES	 THREATS
<ul style="list-style-type: none"> - Wide shoulders - “Top of mind” priority - 35 mph speed zones - County roads with good regular maintenance - Good marking and maintenance of snowmobile trails 	<ul style="list-style-type: none"> - Not enough pull offs/ scenic area parking - Not all shoulders are 8 feet 	<ul style="list-style-type: none"> - Work with DNR and Corps on water safety - Connecting trail through Jenkins - Bike/ped trail along route - Collaboration between groups/ jurisdictions - Trout Lake boat launch/ access - Work more closely with Cass County 	<ul style="list-style-type: none"> - Work vehicles on shoulders - High speeds - Moving trailers - Over flowed parking from additional short-term rentals

SWOT ANALYSIS

RECREATION

 STRENGTHS	 WEAKNESSES	 OPPORTUNITIES	 THREATS
<ul style="list-style-type: none"> - All season trails and parks - Public access - Community center facilities - Good navigation on the Whitefish chain - Uppgaard hunting - Federally controlled lake levels - Campground 	<ul style="list-style-type: none"> - Not well known to visitors - Lack of connected trails - Lack of public swim areas (lakes) - Lack of hunting info in area - Lack of parking 	<ul style="list-style-type: none"> - Connect trails and focus on non-motorized trails - Expand way info gets out to public - Better education for ATV traffic - More lighted navigation like the Whitefish - Trout Lake boat launch and beach - Vault Toilets 	<ul style="list-style-type: none"> - No lifeguards - Weather - AIS - Road safety - Side by side misuse - Reckless boating

SWOT ANALYSIS

COMMUNITY/ECONOMIC DEVELOPMENT

 STRENGTHS	 WEAKNESSES	 OPPORTUNITIES	 THREATS
<ul style="list-style-type: none"> - Forests and water - Whitefish chain of lakes - Community events - Campgrounds - Tourism - Area parades - Townsquare - Snowmobile trails - Golf courses 	<ul style="list-style-type: none"> - Seasonal Businesses - Lack of housing - Lack of workers 	<ul style="list-style-type: none"> - Water tours - Bike trail connection (Cuyuna) - Bike shop - Outdoor athletic events - Water taxi/ safe ride - Ice fishing events - Work with realtors to promote byway to potential buyers 	<ul style="list-style-type: none"> - Damage to environment from large events - Irresponsible behavior - VRBO / AirBnB

SWOT ANALYSIS

HISTORIC/NATURAL PRESERVATION

 STRENGTHS	 WEAKNESSES	 OPPORTUNITIES	 THREATS
<ul style="list-style-type: none"> - Have many museums - Interesting spots - Kiosks - Informational Map - Podcasts and website info - Log Village - Manhattan Beach - Zebulon Pike 	<ul style="list-style-type: none"> - Lack of volunteers for upkeep - Lack of general knowledge - School age population unaware of history - Lack of funding 	<ul style="list-style-type: none"> - Add multiple museums - Blend jurisdictions together as a lasting piece of history (Community Ed) - Tell stories through social media 	<ul style="list-style-type: none"> - Loss of elderly residents who know the history - Lack of a comprehensive story of the byway area in multi-media - Wake from boats

Transportation Overview

The Paul Bunyan Scenic Byway is a paved two lane, undivided roadway along its 54-mile route. The roadway is generally gently rolling terrain with areas of both flat and more rugged terrain. The roadways are functionally classified as collector and arterial roads. Functional classification is the grouping of roadways according to the traffic they are intended to serve. Design and operational characteristics of the road are coordinated with the functional classification and with adjacent land uses. Collector roadways provide both mobility and access, connecting local roads with arterial roads, which serve higher traffic volumes at greater speed. Major collectors connect population centers, link important local traffic generators with population centers, and serve corridor movements with high traffic and trip lengths.

Average Daily Traffic (ADT) means the volume of traffic passing a point or segment of a highway, in both directions, during a period, divided by the number of days in the period and factored to represent an estimate of traffic volume for an average day of the year. Consequently, while the high-volume summer season is represented in the annual average, the data does not show peak daily traffic volume that is experienced in the summer travel months.

See Appendix for Functional Classification Map and ADT Map

The Roadways Current Condition

The Byway roadway ranges from 40 feet (two 12-foot driving lanes and two 8-ft shoulders) to 36-ft wide along CSAH 15 and CSAH 1. Portions of the roadway through communities of Pequot Lakes, Crosslake, and Breezy Point are urban design with curb and gutter. The remaining sections are rural design.

All county roads along the 54-mile route have been upgraded to Crow Wing County Road Specification standards during the past 42 years and have a 9-ton structural capacity. Safety issues generally relate to shoulder widths and paving to accommodate non- motorized uses (e.g., bicyclists), and heavy seasonal use of the roads, particularly along the south side of the Whitefish Chain of lakes (CSAH 16), through Crosslake (CSAH 3 and 66) and that portion of CSAH 11 between Breezy Point and Pequot Lakes. Commercial traffic is higher along CSAH 16 that connects with State Highway 371 and along roads through Crosslake that provide a route to Brainerd. Sand and gravel operations and construction equipment also contribute to commercial traffic along the route. In an effort to get people off of shoulders there have been attempts from local jurisdictions to secure grant funds for separated trails that would get users off of the road and increase safety.

The Crow Wing County Highway Department has paved 8-ft shoulders for multi-use along CSAH 16, 11, and 3 and have marked and signed them for multi-use. CSAH 1 and 15 also have 6-ft paved shoulders with advisory signing. In addition, 8-ft shoulder paving along CSAH 11 has been completed. The Byway Association will continue to work closely with both Cass and Crow Wing County to identify traffic and safety issues and provide improvements to accommodate increased visitor and resident travel while maintaining the rural and scenic character of the Byway route.

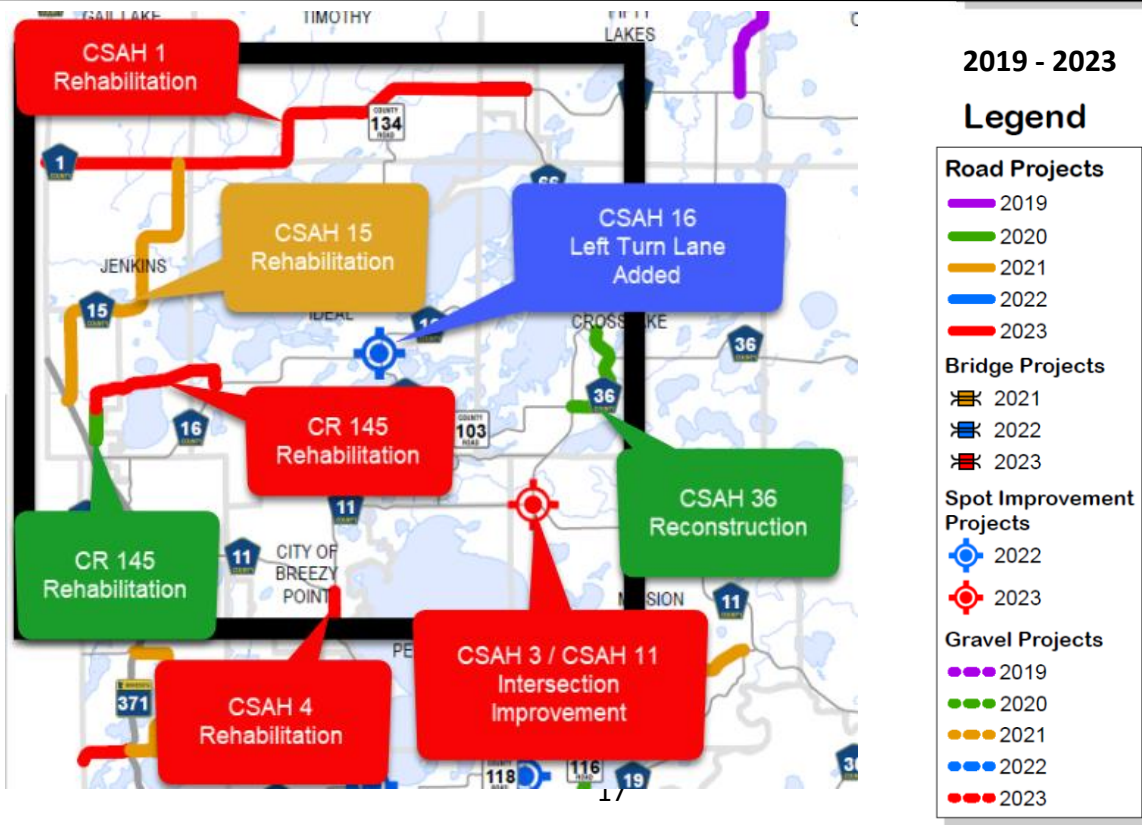
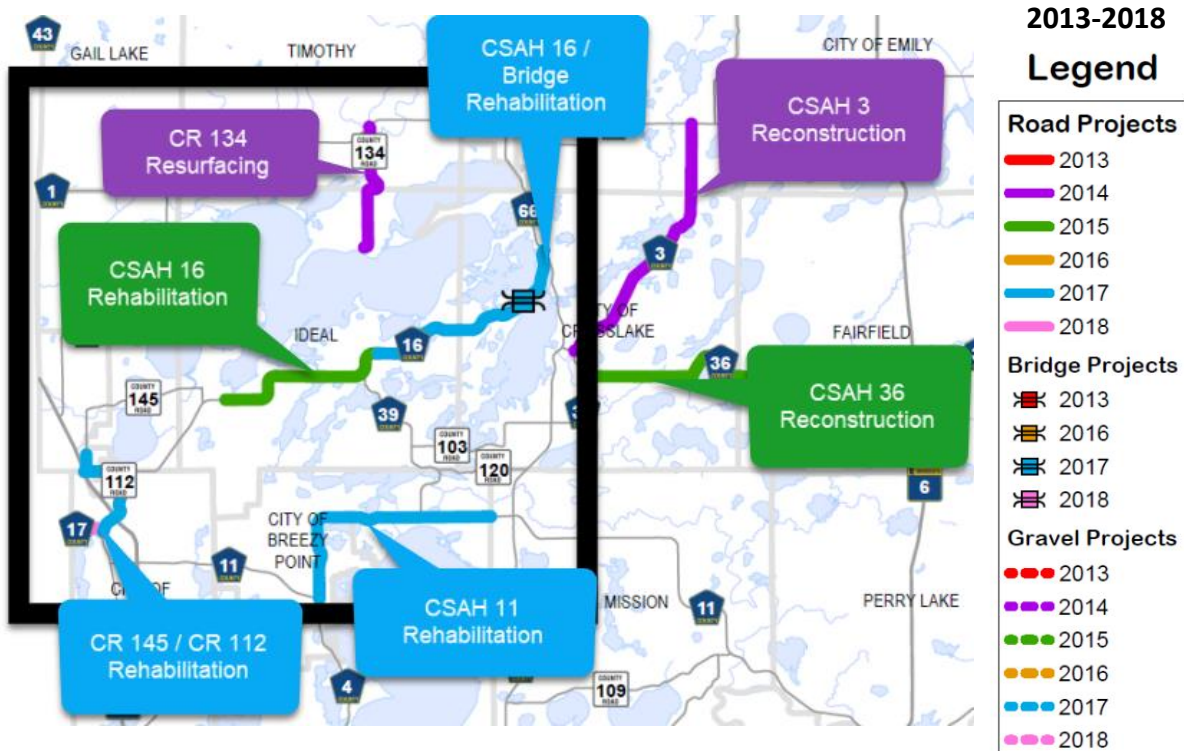
The roadways' current condition can be further understood by utilizing the Ride Quality Index (RQI) tool. RQI is the measure used to characterize pavement roughness for construction quality control and in pavement management systems. A higher RQI indicates a smoother road surface, which contributes to better comfort and safety for drivers. A lower RQI indicates a rougher road surface which can increase safety concerns as well as wear and tear on vehicles. The Crow Wing County Highway Department utilizes RQI to plan for resurfacing and reconstruction projects on all County owned roads.

See Appendix for Ride Quality Index (RQI) Map



What Road Projects Have Been Completed Since the Last Update?

Below are graphics that show road projects completed on or near the byway route from 2013 – 2023 by the Crow Wing County Highway Department.



The Byway Spine

The Spine of the Byway runs along CSAH 16 from Trunk Highway 371 to its intersection with CSAH 66. The 13 miles travels over rolling terrain. CSAH 16 is surfaced with two 12-ft driving lanes and 8-ft paved shoulders. Traveling east, average daily traffic ranges: 2600 from Trunk Highway 371 to CR112; 3400 from CR112 to CR145; 2600 from CR145 to Birchdale Villa Drive; 2450 from Birchdale Villa Drive to Silver Peak Road; 1827 from Silver Peak Road to Johnie Street; 2150 from Johnie Street to CSAH66. The shoulders are marked as a bike path. A 4-way stoplight has been installed at the CSAH 16 and Trunk Highway 371 intersection. And the turning lane from Trunk Highway 371 onto CSAH 16 has been widened and a turning lane added on CSAH 16 at the AmericInn property.



The North Loop

The North Byway Loop travels north through Crosslake and Manhattan Beach CSAH 66), then west (CSAH 1) and south (CSAH 15) around the Whitefish Chain. Average daily traffic along CSAH 66 through Crosslake to the intersection with CSAH 16 is considerably heavier than other segments with traffic estimated at 5893 ADT. This segment is also urban design (curb and gutter) at 44-ft width including parking lanes. Continuing north along CSAH 66, ADT is estimated at 1500 from Crosslake/Manhattan Beach to CSAH 1.

CSAH 1 is a 36-ft roadway with two 12-ft driving lanes and 6-ft wide paved shoulders. Resurfacing CSAH 1 was completed in 2001 which included paved shoulders and in 2023 CSAH 1 was rehabilitated. The Byway continues west along CSAH 1 to the City of Pine River. ADT is estimated 1550 from CSAH 66 to CR 134; 983 from CR 134 to Long Farm Road; 1150 from Long Farm Road to Cass County Line; 2500 from Cass County Line to Trunk Highway 371. CSAH 15 turns the Byway route south from CSAH 1, a 36-ft roadway with 6-ft paved shoulders. ADT is lowest along this Byway segment, estimated at 620 from CSAH 1 to Silver Sands Road; 1000 from Silver Sands Road to Trunk Highway 371.

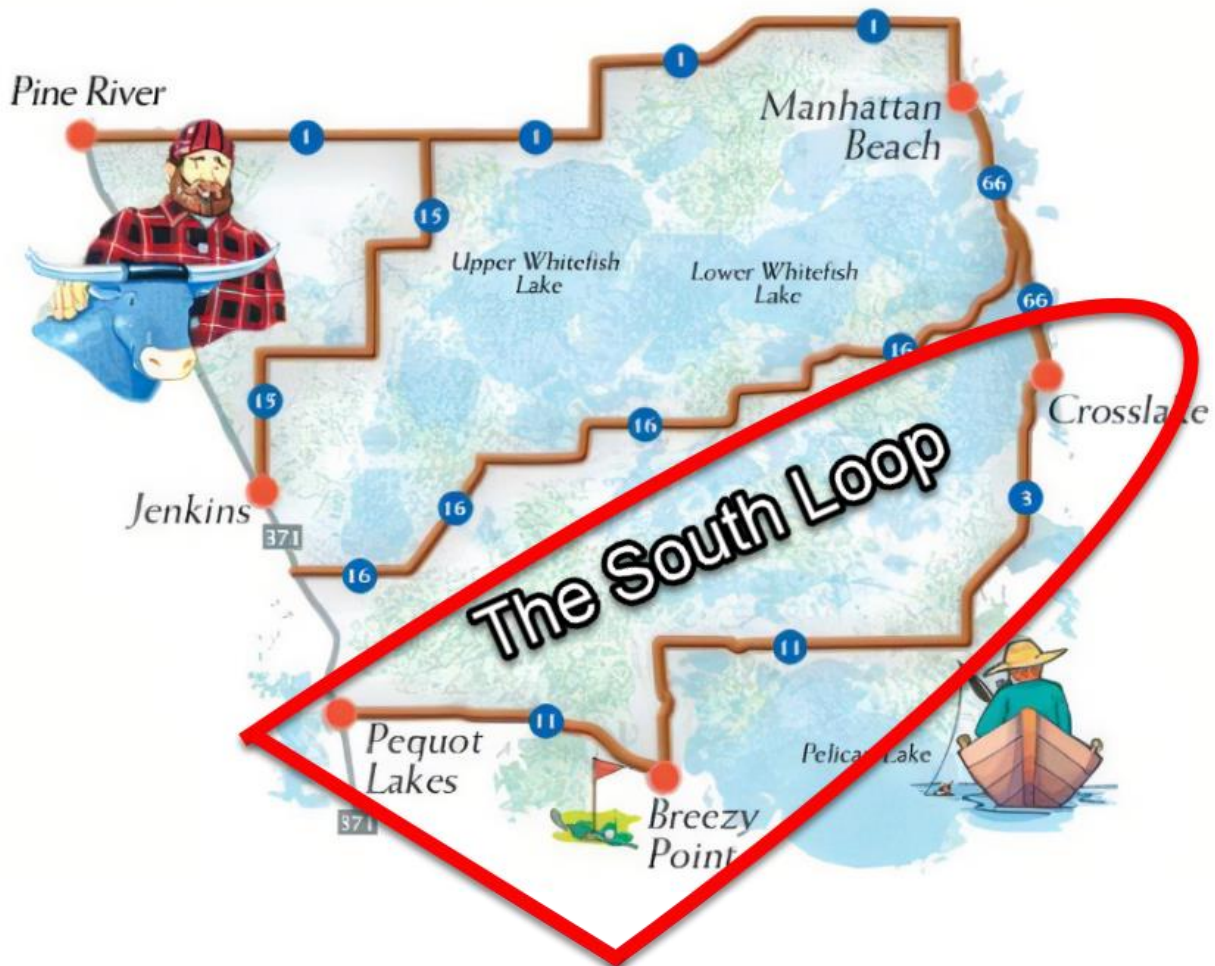


The South Loop

The Byway South Loop travels from Trunk Highway 371 in Pequot Lakes east on CSAH 11 to the Breezy Point Resort Gates, then north and east to CSAH 3. The loop continues north on CSAH 3 until the roadway becomes CSAH 66 at the Pine River Dam in Crosslake.

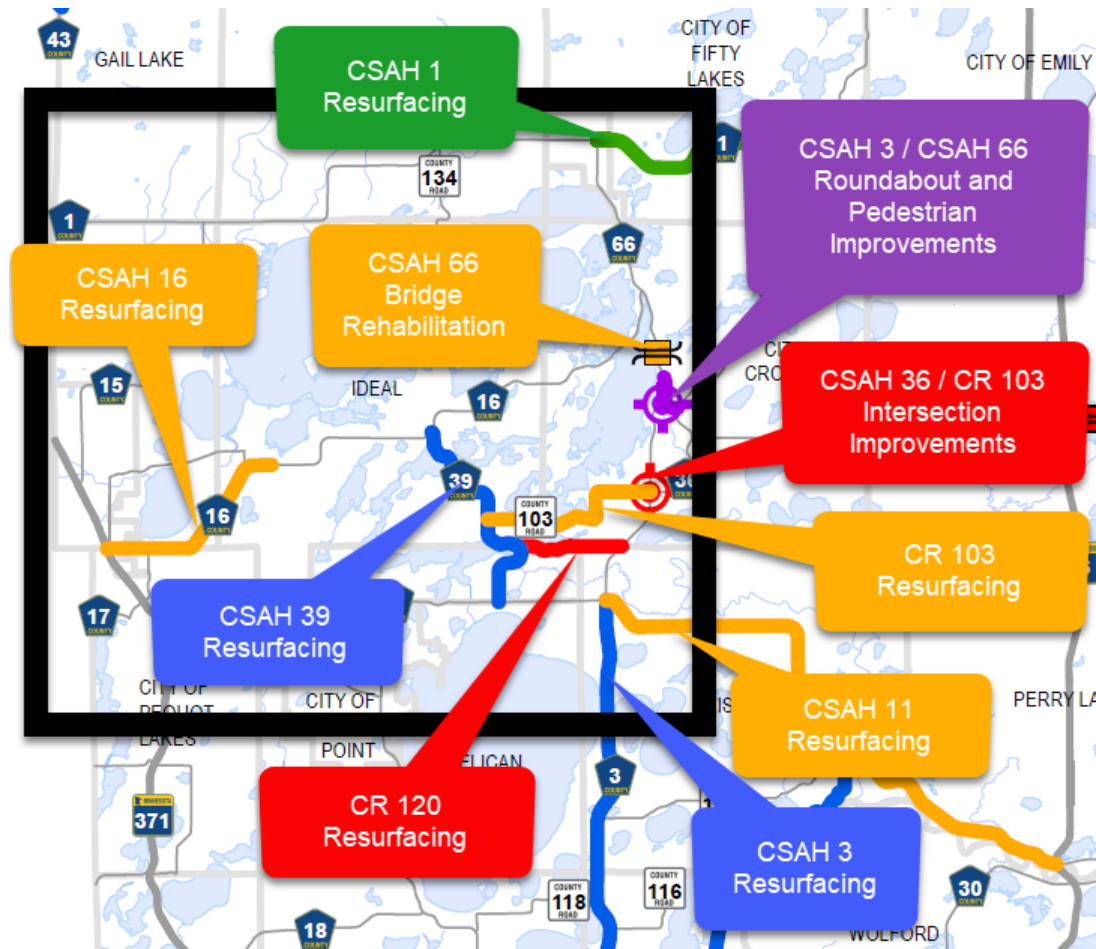
Average daily traffic is 6300 from Trunk Highway 371 through Pequot Lakes to Ranchette Drive; 4950 from Ranchette Drive to Shasta Drive; 5100 from Shasta Drive to CSAH 4/CSAH 11 intersection and the Breezy Point resort gates.

Continuing along CSAH 11, average daily traffic through Breezy Point is 4200 from CSAH 4 to Ski Chalet Drive; 3200 from Ski Chalet Drive to CSAH 3. The south loop continues north along CSAH 3 to CSAH 66 in Crosslake. ADT is 6000 from CSAH 3 to CSAH 36; 5600 on CSAH 3 from CSAH 36 to Riverwood Lane; 6300 from Riverwood Lane to CSAH 66. Roadway shoulders are paved along this stretch of road as well.

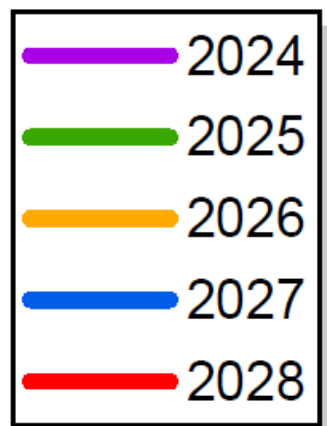


2024 – 2028 Road Projects

The following graphic gives an overview of upcoming projects both directly on and connecting to the Paul Bunyan Scenic Byway route.



Legend



Marketing

Advertising and public relations efforts should be planned and coordinated to inform the public about Byway opportunities and to promote interest in the Byway area. This marketing should be consistent with resource protection and the maintenance of the desired character. Successful marketing should maintain interest and a sense of ownership among Byway users and supporters. These marketing efforts should maintain a high level of communication, cooperation and awareness concerning the Byway between the agency managers and users. Efforts to market the recreational and interpretive potential should remain consistent with the capacity of the Byway to accommodate use and maintain safety.

Advertising efforts should be directed both within and outside the local region of the Byway. Marketing within the local area should engage the Chambers of Commerce, tourism and convention bureaus, local traditional/digital media and local government entities to promote the Byway and distribute information. Marketing outside the local area should encourage distribution of information by local tourism entities and partners, the State Minnesota Office of Tourism, private travel directories/publications, and traditional/digital media.

Marketing Plan

Repetition

Increase awareness of the Paul Bunyan Scenic Byway by using various media to repeatedly identify the Paul Bunyan Scenic Byway and its resources. As has been borne out over the years with the Byway's frequent community participation, repetition aids in consumer recognition.

Synergy

Create public awareness of the Paul Bunyan Scenic Byway as a tourism attraction through synergistic efforts among all agencies, organizations, and interests that have a stake in the successful marketing of the Paul Bunyan Scenic Byway. This includes the four state agencies that make up the State Scenic Byway Commission (Office of Tourism, Department of Natural Resources, Historical Society, Department of Transportation), local and regional tourism organizations, the travel and tourism industry, local and regional government, economic development, and business interests.

Partnering

Continue to use partnerships with other public and private (profit and non-profit) entities whenever possible and where applicable, in marketing products and marketing activities. Marketing efforts can be enhanced, and their success increased by working in partnership with other organizations.

Cooperation

Seek opportunities to cooperatively market with other Scenic Byway interests. This may include intersecting Byways, those that can be packaged as sequentially driven or theme related. Convey to travelers the Paul Bunyan Scenic Byway's unique scenic, historic, cultural, recreational, and natural resources to generate an appreciation of these resources and stimulate travel along this roadway.

Media

Achieve media awareness and coverage of the Paul Bunyan Scenic Byway. Focus initial efforts on increasing media awareness and coverage of the Paul Bunyan Scenic Byway. The Byway Association has already taken steps to promote the byway in local and regional media outlets. A monthly column "Byway Bylines" has appeared in the Lake Country Echo, a local weekly newspaper. Several freelance writers have expressed interest in writing stories of resources along the Byway. In addition, regional publications and media have contacted the Association for Byway information. These contacts have included potential stories of family resorting, watchable wildlife, and roadside art. To date, these efforts have largely been ad hoc, or response to specific requests. The Association could increase media coverage by developing a more strategic and proactive approach that builds on these initial and future contacts.

Marketing Goals

- Use the current website and social media to spread Byway info while planning for regular upgrades as funding can be secured
- Identify target geographical area
- Prepare list of media and contacts, including magazines, newspapers, radio and television outlets within targeted geographical area
- Establish clever and compelling strategies for targeted media or interest areas related to Byway resources
- Develop and distribute press releases of Byway newsworthy events and activities
- Prepare list and gather photos for human interest and feature story ideas for submittal to targeted media outlets
- Distribute information to targeted media

Intrinsic Qualities

Intrinsic qualities are the essential resource attraction of scenic byways and are defined as “features that are considered representative, unique, irreplaceable, or distinctly characteristic of an area.” Intrinsic qualities arise from combinations of resources along the byway that, as a whole, define its character, interest, and appeal to the visitor or resident of the byway. The resources within a byway are special views, places, buildings, sites, stories of people, natural phenomena, and other features that residents enjoy and that provide a byway’s interest for travelers. A byway’s intrinsic qualities then become the focus of a combination of touching on enhancement, protection, and promotion.

The Scenic Byways program requires that Scenic Byways must possess outstanding intrinsic value in at least one of the six categories:

- Natural
- Historic
- Scenic
- Recreational
- Archeological
- Cultural

The Paul Bunyan Scenic Byway possesses values for all of the intrinsic qualities in some way but the intrinsic quality with the most outstanding value is recreation. This can be attributed to the abundance of lakes, resorts, cabins, and tourism this region holds during both the warm and cold months. During the warm months the population of many of the cities and townships along the route double. This puts minor constraints on some of the roads along the byway but ultimately it drives economic development and tourism for the area. Furthermore, during these warm months you will notice an abundance of bicyclists on the shoulders of roads, people enjoying lakes via kayaks/ canoes, and golfing at some of the most premier golf courses in the state. On the flip side, cold months also generate economic development and tourism because of the recreational opportunities in the area. The population does not double like it does in the summer, but the region remains vibrant due to snowmobiling, snowshoeing, cross country skiing, birding, and ice fishing opportunities during the colder months.

**An overview and explanation of each of the intrinsic qualities can be found on the next page.*

Overview of the Six Intrinsic Qualities

Archeological Quality – Physical evidence of historic or prehistoric human life that is visible and capable of being inventoried, interpreted, (identified through ruins, artifacts, structural remains) and have scientific significance.

Criteria:

- There is visible physical evidence
- Resources are accessible
- Resources are scientifically important

Cultural Quality – Evidence and expressions of customs or traditions of a distinct group of people (crafts, music, dance, rituals, festivals, speech, food, special events). Geography – settlement patterns, climatic influences on building styles, place names, stories and legends.

Criteria:

- The area is populated by a distinct group of people
- Traditions of its people are expressed in festivals, events, food, etc.
- Stories and legends contribute to its people, activities, and history

Historic Quality – Legacies of the past associated with physical elements of the landscape; reflect the actions of people. Specific set of events, and evolving historical story linking diverse events and time periods (e.g., development of farming, a specific industry or social or political movement).

Criteria:

- Clear relationship of people to the physical setting
- Clear relationship of past to present

Natural Quality – Features of visual environment that are in a relatively undisturbed state and predate arrival of human populations (geological landforms, fossils, water bodies, vegetation and wildlife).

Criteria:

- Resources are visible along the Byway
- Resources are relatively undisturbed

Recreational Quality – Outdoor recreational activities directly associated with and dependent on the natural and cultural elements of the landscape; opportunities for active and passive recreational experience. Visual access to significant resources, the relationship among the resources, and between the resources and the road.

Criteria:

- There are a variety of recreational opportunities available throughout the year
- Resources exist in many places along the Byway
- The relationship of the resources to the Byway and to each other supports the overall theme or Byway “story”.

Scenic Quality – Heightened visual experience derived from the view of the natural and manmade elements of the visual environment (views and vistas) existence, or significant scenic views from the road and absence of features that detract from the overall image of the road.

Criteria:

- Views are frequent and contribute to a sense of continuity along the Byway
- Views show a relationship to each other that creates a unified image of the Byway
- There are a variety of views all along the Byway route

Viewsheds

While scenery is important to the overall quality of our communities, viewsheds are often destroyed during rapid change, both in the natural and built environments. Identification and protection of these assets is an important component of smart growth and scenic stewardship.

Scenic areas endow the byway communities with substantial benefits, such as higher property values and increased tourism revenue. Protecting viewsheds from the effects of haphazard development allows byway communities to preserve their unique charm, build civic pride, and attract positive growth to the area.

Like nature's table of contents, the lakes and woods of the Scenic Byway are chapters filled with varied and vibrant viewsheds just waiting to be discovered and enjoyed. With the wink and wit of Paul Bunyan lore slipped in for fun, sites and vistas turn easily into sparkling memories.

The following locations were viewsheds identified by the Corridor Management Planning Team that they would like to protect and preserve for future generations to enjoy.

- *Traveling South on CSAH 66 while enjoying the view of Trout Lake*
- *Traveling on CSAH 16 between Rush Lake and Cross Lake*
- *Traveling on CSAH 3 over Pelican Brook*
- *Traveling East on CSAH 11 to the gates of Breezy Point Resort*
- *Traveling on CSAH 11 while enjoying the view of Paul M. Thiede Fire Tower Park*
- *Traveling on CSAH 15 while enjoying the view of Rat Lake*
- *Traveling on CSAH 1 into Pine River to enjoy the view of Rock Riffle Dam.*



Protecting Viewsheds

Land along the Byway is primarily zoned for residential and agricultural uses. Commercial and urban uses are located along the route as it passes through Crosslake, Pequot Lakes, Breezy Point, and Jenkins. Other commercial uses are interspersed along the Byway roadway.

Commercial uses outside communities are characteristic of a rural area, and an area that supports a recreational and tourism economy. These include marinas, resorts, tree farming/nursery facilities, restaurants, repair and property services and cottage industries.

Land ownership along the Byway is primarily private with some parcels in public ownership, primarily state-owned. One parcel of federal land located at the Pine River Dam in Crosslake is owned and managed by the U.S. Army Corps of Engineers. A small parcel located on the south side of CSAH 16 is County tax forfeited land. Crow Wing State Forest is also located in the Byway area. The remaining public land is owned and managed by the State of Minnesota.

Parcels owned by the Department of Natural Resources are located throughout the Byway, most of which are managed for forestry purposes. The Uppgaard Wildlife Management Area (WMA) along CSAH 16 and the Lowell WMA along CSAH 11 are natural areas used primarily for hiking; hunting is also allowed at designated times at these WMAs.

Zoning, Signage, and Design

Outdoor advertising along the Byway route is generally limited to on-site signage for specific businesses, and these are primarily located within the communities through which the Byway passes. Crow Wing County, and each jurisdiction having zoning responsibilities along the Byway route have signage and outdoor advertising regulations. No outdoor advertising is allowed within the right-of-way of the Byway roadway. A group of billboards are located at the intersection of CSAH 11 and 3, and several exist along CSAH 3 north into Crosslake. A few billboards are located along CSAH 16 and CSAH 11.

In 1995, Crow Wing County placed a limit on the number of off-premise advertising signs that would be allowed along local and state highways. That number is not to exceed the number that existed, were approved or were pending review on July 25, 1995.

Communities along the Byway route will be encouraged to review off-site signage regulations for compliance with National Scenic Byway billboard requirements. Many tourism businesses located off the Byway route participate in the state service sign program.

Furthermore, the Paul Bunyan Scenic Byway would benefit from visiting with local jurisdictions to ensure that they acknowledge the viewsheds described and will assist in protection of these areas via zoning, land uses, and ordinances.

In addition to the County zoning services, several communities along the byway have their own zoning ordinances and have planning and zoning commissions that make land use recommendations to their respective city councils. These communities include:

- Pequot Lakes
- Breezy Point
- Crosslake
- Manhattan Beach
- Jenkins
- Pine River

Crow Wing County also manages all zoning services for all townships throughout the county with the exceptions of Irondale and Crow Wing townships.

Another method to help preserve viewsheds is by establishing design guidelines and design review that limit the impact of development on scenic vistas and viewsheds. Clear design guidelines and design review gives communities a chance to decide how development will affect their neighborhoods and countryside. Responsible control of elements such as height, bulk, design, materials, color, landscaping, and siting helps a project blend with its surroundings.



Implementation

Implementation of the Scenic Byway Management Plan involves many considerations. These considerations include:

- Developing priorities for project scheduling and implementation that are responsive to public needs and remain consistent with the Plan's goals and objectives.
- Marketing efforts to promote interest in the Byway area consistent with resource protection, user safety and maintenance of the desired character.
- Developing funding support, partnerships and cooperative ventures with other agencies, business interests, communities, service organizations, public interest groups, private citizens, as well as through private grants and donations.
- Coordination with other ongoing management programs that affect the goals and objectives of this Plan.
- Monitoring of Byway use and implementation activities to assure the accommodation of public needs and interests and the protection and maintenance of Byway values.
- Continue to implement elements of the Interpretive Plan (2004) and the Sustainability Plan (2008) that are germane to the CMP update.

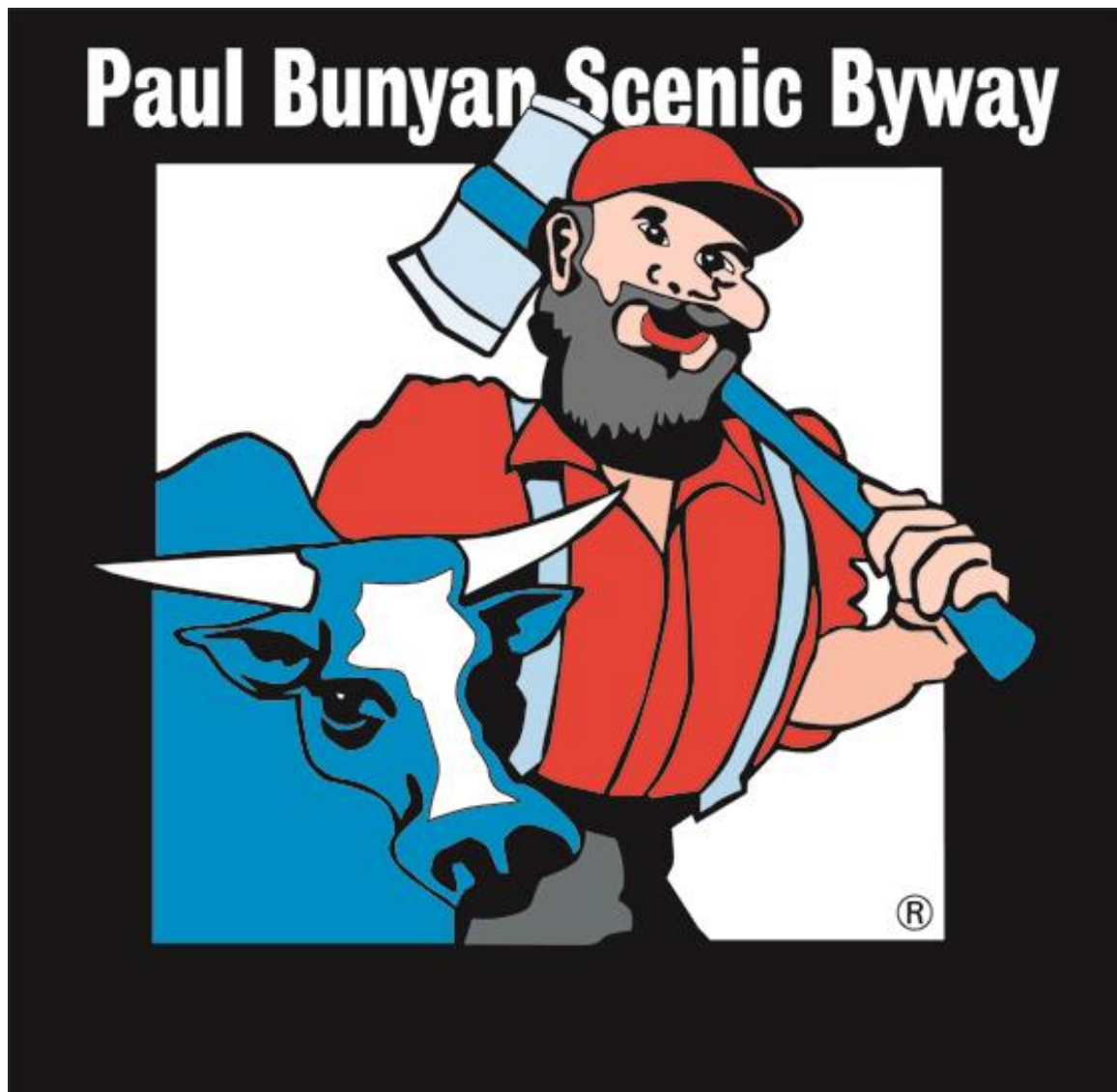


Implementation Table

Project	Description and Location	Partners	Funding	Steps Involved
CSAH 11 Trail	A separated trail on CSAH 11 to connect the cities of Breezy Point and Pequot Lakes	PBSB, County, Cities, Townships, MnDOT	Transportation Alternatives Grant and SS4A	Work with partners and support grant applications for the CSAH 11 Trail project.
Vault Toilets	Install vault toilets at Northside Fire Station in Ideal Township and across CSAH 66 from Trout Lake Access	PBSB, USACE, County, Townships, City, DNR	FHWA National Scenic Byways Program	Secure funding to install vault toilets at the identified locations and work with stakeholders to determine additional locations
Interpretive Panels	Maintain existing interpretive panels	PBSB, County, Cities, Townships	FHWA National Scenic Byways Program	Work with partners to ensure interpretive panels are maintained
Linda Ulland Memorial Gardens	Provide enhancements to the garden while also repairing / restoring any deficiencies that arise	PBSB, County, Cities, Townships	FHWA National Scenic Byways Program	Ensure the garden receives enhancements and repairs so visitors can continue to visit
Crosslake Shared Use Trail System	A shared use trail connecting communities along the PBSB	PBSB, County, Cities, Townships, MnDOT, LAKES Foundation, WSN, Lions Club, Crosslakers, GCAF, PAL	Transportation Alternatives Grant, SRTS, Parks to Parks and SS4A	Work with partners and support grant applications described in the Crosslake Shared Use Trails Masterplan
Support of On-Road and Separated Trails along the PBSB	As trail opportunities present themselves along the byway show support by writing Letters of Support	PBSB, County, Cities, Townships, MnDOT	Transportation Alternatives Grant and SS4A	Support trail opportunities along the byway
Bike Repair Stations	Install bike repair stations on CSAH 1 and CSAH 16 to accommodate bikers along the PBSB	Ideal Township, PBSB, County, Cities, Townships	Ideal Township, SRTS Boost Grant, Bikes Across MN, Area Bike Shops, FHWA Grant	Work with partners to secure funding for the identified bike repair station locations

Project	Description	Partners	Funding	Steps Involved
Marketing the Byway and Website rebuild	Ongoing and new advertising initiatives to inform and target potential and existing visitors and residents to experience the byway	PBSB, County, Cities, Townships, Chamber of Commerce, MN Tourism	Chambers of Commerce/Tourism, MN State Arts Board grants, Regional Sustainable Development Partnerships	Annually update and print the attractions two-sided map, ongoing website and social media updates, explore new methods such as videos
Viewshed Protection	Vegetation management of native flowers, trees, shrubs in viewsheds, preservation of coniferous & deciduous trees along byway	MNDOT, MN DNR, US Forest Service, Cass County and Crow Wing County	DNR Legacy Grants, FHWA Grant	Ensure protection of the seven viewsheds specifically identified in this plan while also ensuring protection of the entire byway
Sign Control	Develop policy / plans to regulate outdoor advertising signs along the byway to preserve the intrinsic qualities	MNDOT, MN DNR, US Forest Service, Cass County and Crow Wing County	DNR Legacy Grants	Work with partners to identify best policies and critical locations in proximity to byway.
Trout Lake Access	Work with the USACE to develop improvements (vault toilet, interpretive panel, parking) at the Trout Lake Access along CSAH 66	PBSB, USACE, County, Townships, City, DNR	USACE, FHWA National Scenic Byways Program	Support improvements at the Trout Lake Access

Appendix



Acknowledgements

The Association is particularly appreciative of the support provided by the local government jurisdictions along the byway. The contributions of the Paul Bunyan Scenic Byway Association Board in providing direction to the Corridor Management Plan are gratefully acknowledged as well.

Table 1: Paul Bunyan Scenic Byway Association Board Members

Paul Bunyan Scenic Byway Association Board Members		
Carol Ottoson, Treasurer	Joell Tvedt	Andrew Rudlang, Secretary
Lynn Scharenbroich, Director Emeritus and Chair	Dave Badger, Vice Chair	Patty Norgaard
TJ Graumann		

Table 2: Corridor Management Planning Team

Advisors		
Nathan Steinbauer, Area Resident	Joanna Steinbauer, Area Resident	Jon Lubke, Crow Wing County Commissioner
Corrine Hodapp, USACE	Mary Plein, JM Plein Consulting	Cindy Myogeto, Crosslake Area Chamber of Commerce
Mike O'Connell, LAKE Foundation	Andrew Rudlang, PBSB Member / City of Jenkins	Lynn Scharenbroich, PBSB Member
Ellie Tabako, USACE	Tad Erickson, Region Five Development Commission	Patty Norgaard, PBSB Member
Carol Ottoson, PBSB Member	Joell Tvedt, PBSB Member / ISD 186	TJ Graumann, PBSB Member / Crosslake Parks & Rec
Mike Angland, Widseth	Dave Nevin, Mayor of Crosslake	Sandy Farder, City of Crosslake Council Member

Table 3: Paul Bunyan Scenic Byway Association

Bold = Group of 54 Member

* = Charter Member

Members				
Dave & Mary Badger*	Carol & Tom Ottoson	Bay View Lodge (Tim & Patricia Berg)	Black Pine Beach Resort*	Boyd Lodge*
Breezy Point Resort*	Towering Pines Resort	Mary Lu & Dick Dietz (Birch Breeze Charitable Fund)	Don & Deanna Engen	Ronda Hopkins
Lynn and Paul Hunt* (Hunt Utilities Group)	Ideal Community Service Organization	JM Plein Consulting	Wildwedge Golf, Mini Golf, Maze & RV Park*	First National Bank North (Pequot Lakes and Crosslake)
Lakeside Lawn and Landscape	Don & Buff Spies	Moonlite Bay Family Restaurant*	Rod Nelson	Pequot Sand & Gravel

Table 4: In-Kind Donors

In-Kind Donors				
Black Pine Beach Resort	JM Plein Consulting	Bites Grill & Bar	City of Pine River	Dave Badger
Echo Journal	Crow Wing County Highway Department			

Table 5: Project Supporters

Project Supporters				
Dave Badger	Black Pine Beach Resort	Pequot Lakes School District	Pine River – Backus School District	Crosslake Charter School
Whitefish Area Lodging Association	Crow Wing County Commissioners	Crow Wing County Highway Department	US Army Corps of Engineers – Headwaters District Crosslake	Darryl Skallet, Sons of the American Legion
Timothy Township	Echo Journal	JM Plein Consulting	City of Jenkins	Bites Grill & Bar

Table 6: Partners/Participants Role/Responsibilities

Organization Name	Role/Responsibilities
Paul Bunyan Scenic Byway Association Up to 9 Member Board	<ul style="list-style-type: none"> • Overall Responsibility for planning, review. • Review and implementation of the CMP • Setting priorities • Subcontract management • Review and approval of subcontractor deliverables and payment. • Association members financially support Byway projects and operations and provide information used in planning and priority setting.
Minnesota Department of Transportation (MnDOT)	<ul style="list-style-type: none"> • Partner agency in the State Scenic Byway Program • State coordinator for National Scenic Byway Program • Prepares and approves agreements for National Scenic Byway grant funds • Provides review of grant applications for National Scenic Byway funds • Reviews and offers input on state scenic byway planning documents • Provides information and organizational support to individual byways

<p>Explore MN Tourism</p>	<ul style="list-style-type: none"> • Provides input and information regarding tourism issues. • Review of Byway documents • Review and approval of grant funds available through MOT. • MN Dept. of Natural Resources (DNR) Partner agency in the State Scenic Byway Program • Provides information on natural resources issues • Review and approval of grant funds and projects funded by grants provided through the DNR • Partner agency in the State Scenic Byway Program
<p>Historical Society</p>	<ul style="list-style-type: none"> • Partner agency in the State Scenic Byway Program with information relating to cultural and historical resources. • Local historical societies (Pequot Lakes, Pine River and Crosslake) provide specific local information on cultural and historic resources along the Byway and support Byway activities related to cultural and historic resources.
<p>Crow Wing County</p>	<ul style="list-style-type: none"> • Fiscal agent for grant funds from the FHWA - National Scenic Byway Program and National Trail Recreation Program. • Provides information on county issues and requirements (e.g., transportation, planning, and zoning). • Review and approval of contracts and contract payments. • Provides in-kind support to Byway activities.
<p>Byway Cities and Townships</p>	<ul style="list-style-type: none"> • Provides information on local regulations and requirements. • Provide financial and in-kind support to the Byway and to projects within its jurisdiction. • Participate in and/or help coordinate projects and activities that support the Byway.
<p>US Army Corps of Engineers</p>	<ul style="list-style-type: none"> • Provides information on resources along the Byway. • Review of Byway plans and activities. • Cooperative Partner with the PBSB. • Works together with Byway on the Linda Ulland Memorial Gardens and other projects of mutual interest and benefit.
<p>Chambers of Commerce</p>	<ul style="list-style-type: none"> • Provides in-kind support to Byway activities, information on tourism and commerce.
<p>Service Organizations</p>	<ul style="list-style-type: none"> • Provides financial and in-kind support to the Byway and specific Byway projects. • Disseminates Information about Byway resources. • Supports the Byway through occasional organizational projects of mutual benefit
<p>Lake Associations</p>	<ul style="list-style-type: none"> • Provides information on Byway resources and project priorities

<p>Economic Development Organizations</p>	<ul style="list-style-type: none"> • Provide information on economic development activities within the Byway area. Acts as a resource for byway projects that benefit economic health of the area.
<p>Regional Development Commission (RDC)</p>	<ul style="list-style-type: none"> • Provides information on regional issues and requirements (e.g., transportation, community development, economic development).
<p>U of M Extension</p>	<ul style="list-style-type: none"> • Provides guidance for seeking grants and other funding sources to support byway projects
<p>Minnesota Department of Natural Resources (DNR)</p>	<ul style="list-style-type: none"> • Partner agency in the State Scenic Byway Program • Provides information on natural resources issues • Local DNR office in Brainerd provides guidance on local fish and wildlife, trails, and forest resources • Review and approval of grant funds and projects funded by grants provided through the DNR

Corridor Management Planning

A Corridor Management Plan (CMP) is a written plan developed by the communities along a scenic byway that outlines how to protect and enhance the byway's intrinsic qualities and character that define their byway corridor.

Most states, and the National Scenic Byways Program, require corridor management plans (CMP) for scenic byway designation. CMPs are community-based and flexible "living documents" that outline the goals, strategies, and responsibilities for preserving and promoting the byway. CMPs typically address issues such as:

- Tourism development
- Historic and natural preservation
- Roadway and pedestrian safety
- Economic development.

A CMP is designed to change with the community and respond to new proposals and developments along the byway corridor and they are often guided by the "14-point plan" recommended by the National Scenic Byways Program.

What's in a Corridor Management Plan?

Federal Highway Administration's 14-Points

The Federal Highway Administration (FHWA) lists 14 components that must be in any CMP included in a byway's application for national recognition. The CMP will help your byway group envision future changes and address issues before they become a problem.

The FHWA requirements for a CMP are:

1. A map identifying the corridor boundaries, location of intrinsic qualities, and land uses in the corridor. U. S. Geological Survey maps of your corridor region are ideal and inexpensive base maps for your corridor management planning group.
2. An assessment of the byway's intrinsic qualities and their context (the area surrounding them). The end product is typically a catalogue of the byway's scenic, historic, natural, archeological, cultural, and recreational qualities. A community visual assessment is an ideal way to involve a large number of local residents in evaluating the byway's resources' Say Can You See: A Visual Awareness Toolkit for Communities, available from Scenic America, is a good way to start.
3. A strategy for maintaining and enhancing each of the byway's intrinsic qualities. Ask what you want the byway corridor to look like in 10-15 years and develop goals and strategies to help you get there.
4. A list of the agencies, groups, and individuals who are part of the team that will carry out the plan. Be sure to include a description of each individual's responsibilities and a schedule of when and how you will review their progress.
5. A strategy for how existing development along the corridor might be enhanced and how to accommodate new development while preserving the byway's intrinsic qualities. Many communities have long-term land use plans that can be adapted for this purpose.
6. A plan for on-going public participation. This might include forming a CMP steering committee made up of local citizens, a schedule of regular public meetings, or a byway management planning forum.
7. A general review of the road's safety record to locate hazards and poor design, and identify possible corrections. Identify ways to balance safety with context-sensitive highway design practices that accommodate safety needs while preserving the road's character.
8. A plan to accommodate commercial traffic while ensuring the safety of sightseers in smaller vehicles, as well as bicyclists, joggers, and pedestrians. Some CMP's incorporate plans to

apply for Federal Transportation Enhancement funds to pay for the installation of special bicycle lanes along the byway or the creation of hiking trails.

9. A listing and discussion of efforts to minimize anomalous intrusions on the visitor's experience of the byway. This might include landscaping to screen an industrial site, relocating utility wires and poles, or planning for the sensitive location of wireless telecommunications towers along the byway.

10. Documentation of compliance with all existing local, state, and federal laws about the control of outdoor advertising. Federal regulations prohibit all new billboards along designated scenic byways that are classified as federal-aid primary, national highway system, or interstate roads. States are free to impose stricter controls on billboards along scenic byways. Your CMP should also address the continuous designation of the road to ensure that billboard companies will not be able to find a loophole in your byway designation that would allow them to erect billboards along the corridor.

11. A plan to make sure that the number and placement of highway signs will not get in the way of scenery, but still be sufficient to help tourists find their way. This includes, where appropriate, signs for international tourists who may not speak English fluently. Two popular and effective ways of addressing this issue are logo signs and tourist-oriented directional signs (TODS). Logo signs are located on interstate highway rights-of-way and advertise gas, food, camping, and lodging at nearby exits. Highway-oriented businesses can advertise their company's symbol, name, trademark, or a combination of these things on a logo sign. A few states, like Utah and Maine, provide TODS primarily on non-interstate rural highways to help motorists find local businesses. TODS indicate only the name of local attractions, mileage to the establishment, and direction.

12. Plans for how to market and publicize the byway. Most marketing plans highlight the area's intrinsic qualities and promote interest in the byway that is consistent with resource protection efforts and maintenance of the byway's desired character.






13. Any proposals for modifying the roadway, including an evaluation of design standards and how proposed changes may affect the byway's intrinsic qualities. Byway groups should work with their state department of transportation to adopt context-sensitive highway design standards for the byway. Context-sensitive design takes into account the area's built and natural environment; the environmental, scenic, aesthetic, historic, community, and preservation impacts of a road project; and provides access for other modes of transportation.

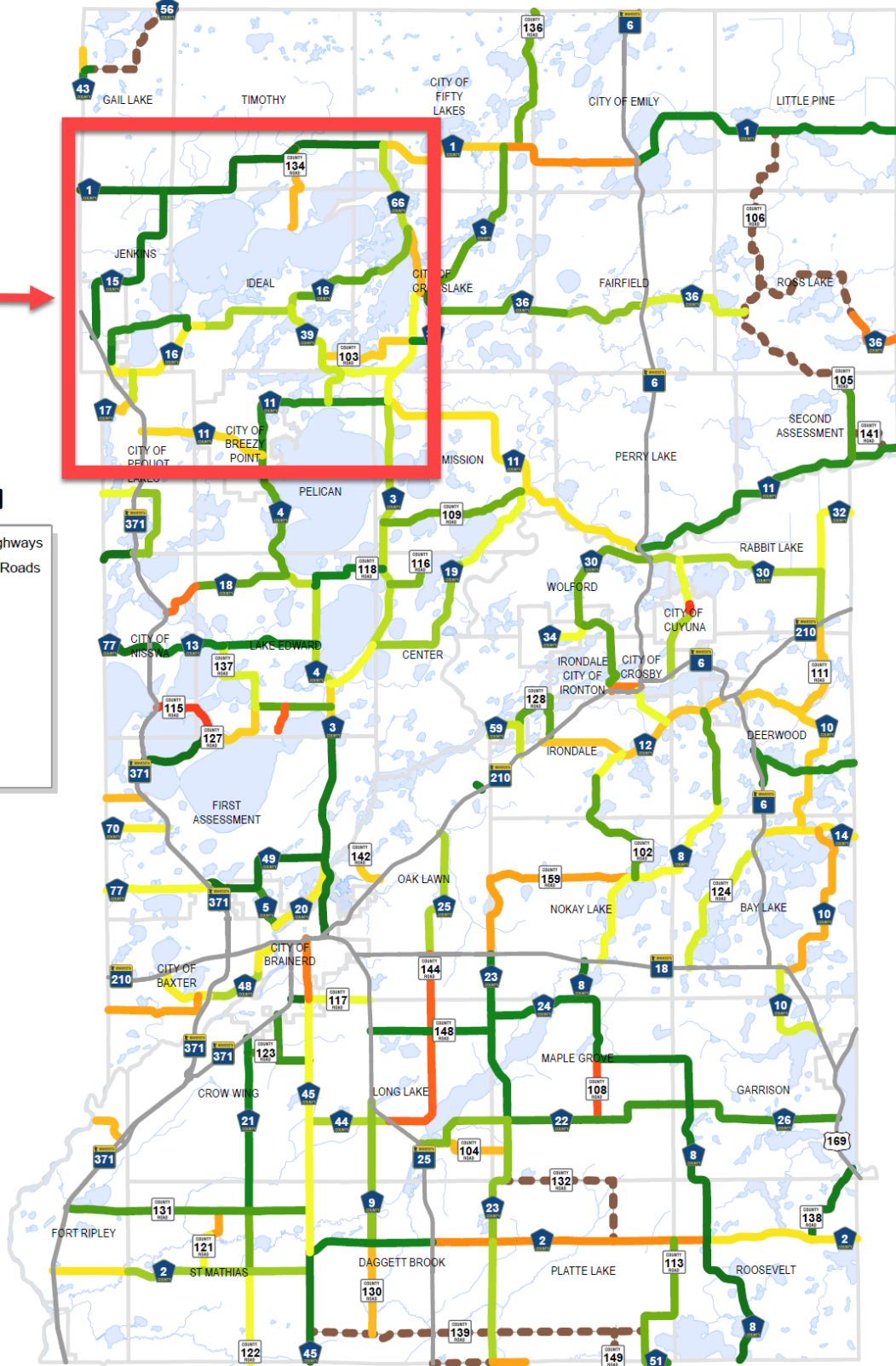
14. A description of what you plan to do to explain and interpret your byway's significant resources to visitors. Interpretation can include visitor centers, leaflets, audio tours, information panels, and special events. In this category, creativity makes a big difference.

CROW WING COUNTY RIDE QUALITY INDEX

**PBSB
Route
Location** →

Legend

-  State Trunk Highways
 -  Gravel County Roads
- RQI Color Scale**
-  Good
 -  Fair
 -  Poor



Map by Crow Wing County Highway Department
For Questions or Information Contact County Hwy. Dept. at 218-824-1110.
For information on State Highways Contact MnDOT at 218-828-5700.








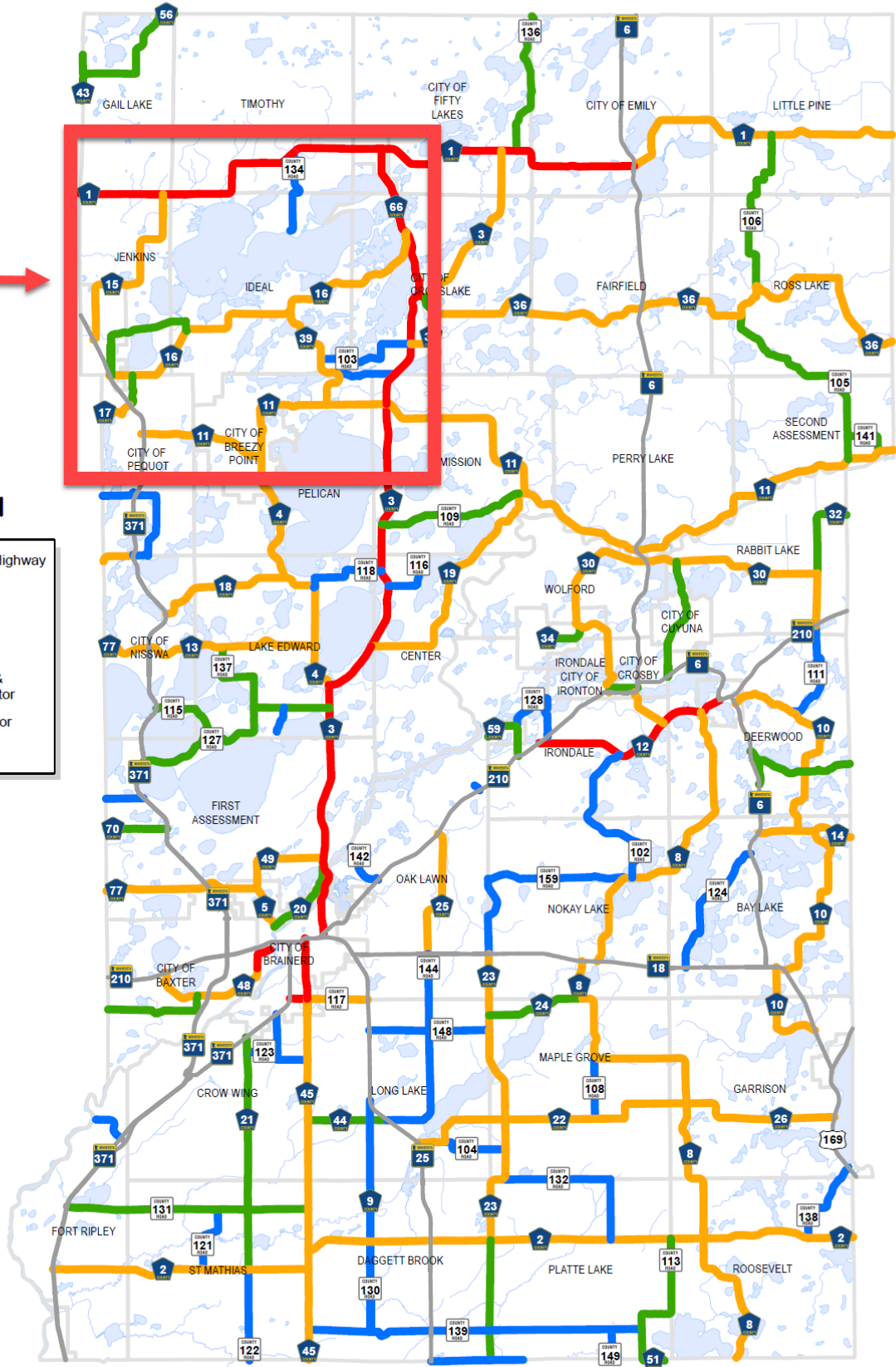
3/4/2024

CROW WING COUNTY FUNCTIONAL CLASS

**PBSB
Route
Location** →

Legend

	State Truck Highway
County Road	
Functional Class	
	Minor Arterial
	Rural Major & Urban Collector
	Minor Collector
	Local








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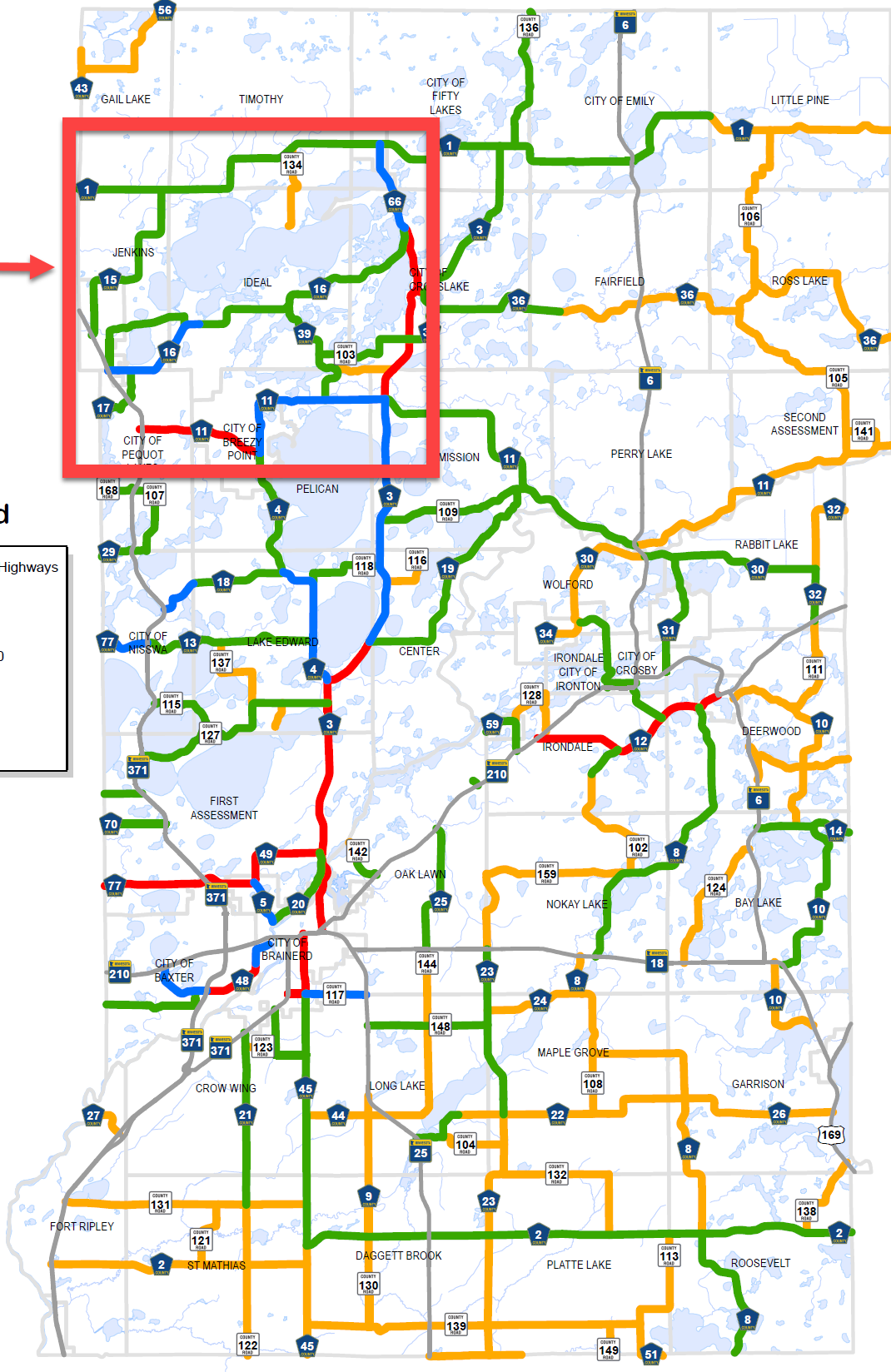
3/4/2024

CROW WING COUNTY AVERAGE DAILY TRAFFIC RANGES

**PBSB
Route
Location** →

Legend

	State Truck Highways
County Road	
ADT Ranges	
	11000 - 5000
	5000 - 2800
	2800 - 500
	0 - 500



Map by Crow Wing County Highway Department
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2/23/2024

Potential Scenic Byway Funding Sources

Funding Source	Responsible Entity	Infrastructure	Non-Infrastructure	Notes/Overview
Transportation Alternatives Program	ATP's/ MnDOT and County	X		The Transportation Alternatives Solicitation is a competitive grant opportunity for local communities and regional agencies to fund projects for pedestrian and bicycle facilities, historic preservation, Safe Routes to School and more
Regional Sustainable Development Partnership	U of M, County, Cities, Townships		X	Bring together community and University knowledge and resources to drive sustainability in four focus areas: agriculture and food systems, clean energy, natural resources, and resilient communities.
Community Development Funding	DEED, County, Cities, Townships	X		Provide financial assistance to communities statewide for projects that help them stay vital and better position them for economic growth.
Parks and Trails Legacy Grant Program	DNR, County, Cities, Townships	X		Provides funding for parks and trails of regional significance outside of the seven-county metropolitan area.
Outdoor Recreation Grant Program	DNR, County, Cities, Townships	X		Purpose is to increase and enhance outdoor recreation facilities in local and community parks throughout the state.
Highway Safety Improvement Program (HSIP)	MnDOT and County	X		The Highway Safety Improvement Program (HSIP) funds cost effective construction projects that reduce fatalities and serious injuries on all public roads.
General Transportation Programming	MnDOT, County and Cities	X		Share Byway needs with responsible roadway entities; some may be able to be accommodated through standard transportation programming processes.
State Health Improvement Program (SHIP)	MDH, County, Cities, Townships	X	X	Statewide Health Improvement Partnership (SHIP) supports community-driven solutions to expand opportunities for active living, healthy eating, mental well-being.
Recreational Trails Program	DNR, County, Cities, Townships	X		This program exists to encourage the maintenance and development of motorized, non-motorized, and diversified trails by providing funding assistance.

Funding Source	Responsible Entity	Infrastructure	Non-Infrastructure	Notes/Overview
Local Trail Connections Program	DNR, County, Cities, Townships	X		This program provides grants to local units of government to promote relatively short trail connections between where people live and desirable locations, not to develop significant new trails.
Regional Trail Grant Program	DNR, County, Cities, Townships	X		This program exists to provide grants to local units of government to promote development of regionally significant trails outside the seven-county metropolitan area.
Minnesota Historical and Cultural Heritage Grants	PBSB, County, Cities, Townships		X	The Minnesota Historical and Cultural Heritage Grants program — also known as Legacy Grants — is a competitive process created to provide financial support for projects focused on preserving Minnesota’s history and culture.
Private Foundation Grant Opportunities	PBSB, County, Cities, Townships	X	X	A private foundation typically provides grant funding for projects or services that further the goals of the foundation.
Local Chambers of Commerce	PBSB and Cities	X	X	Local chambers may have funding available to assist with byway activities related to economic development.
Byway Membership Fees and Donations	PBSB	X	X	Utilize byway membership fees and donations to accomplish small projects and/or provide match to other grant opportunities
Advertising Revenue	PBSB	X	X	Sell advertising in byway publications (Can’t do if using grant money)
Federal Land Access Program (FLAP)	PBSB, USACE	X		Aims to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands.
Safe Streets and Roads for All (SS4A)	PBSB, County, Cities, Townships	X	X	The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.
FHWA National Scenic Byways Program	PBSB, County, Cities, Townships	X		

Paul Bunyan Scenic Byway Survey

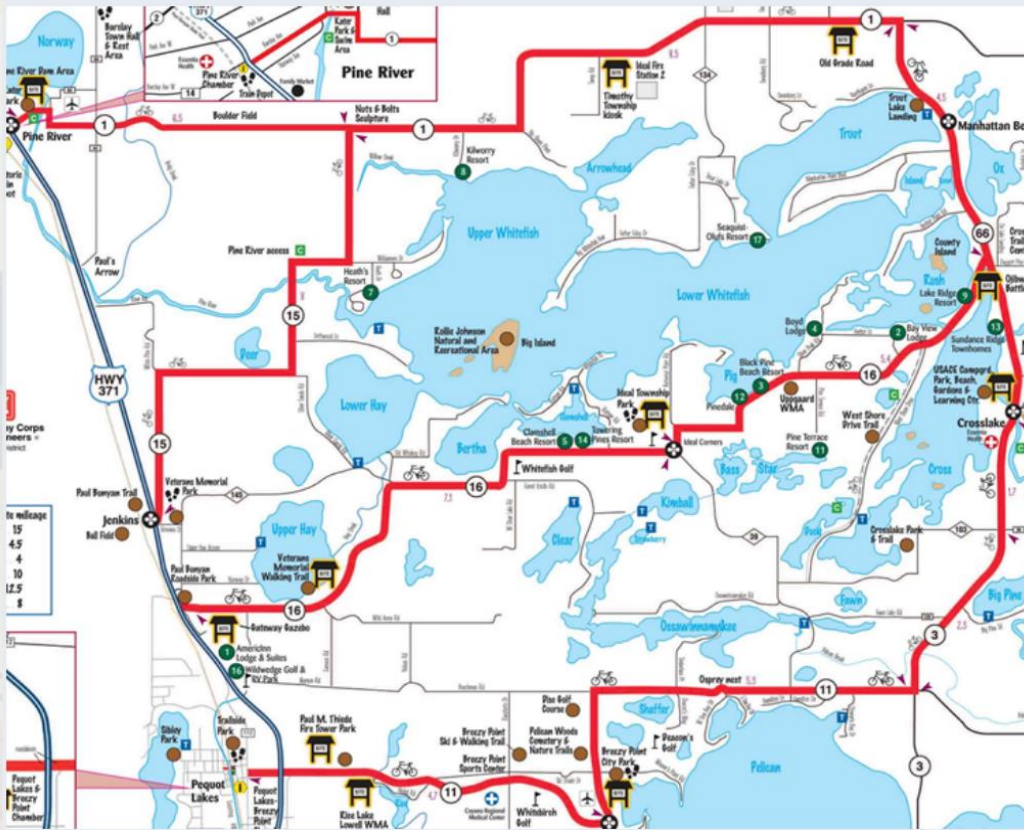
The Paul Bunyan Scenic Byway is updating its Corridor Management Plan and needs YOUR help! A corridor management plan should serve as a guide for future development and management within the corridor in keeping with the intrinsic character. A management plan addresses the needed improvements to a roadway and its facilities and opportunities for interpretive programs and tourism promotion.

A high-quality plan requires significant stakeholder and public engagement.

Please fill out the survey below as we seek public feedback on the following questions:

1

Looking at the map, what is the closest route intersection on the Paul Bunyan Scenic Byway to your lodging facility, home, or business?



Enter your answer

2

How many years have you lived, worked, or vacationed in the area?

Enter your answer

3

Have you driven the Paul Bunyan Scenic Byway?

Yes

No

4

What do you like most about having the Paul Bunyan Scenic Byway as part of your community?

Enter your answer

5

What is one thing you would like to see changed along the Paul Bunyan Scenic Byway?

Enter your answer

6

The Paul Bunyan Scenic Byway is a nationally designated byway. What is the most important economic benefit of having a nationally designated Scenic Byway in your area?

Enter your answer

7

Would you like to be involved in our Corridor Management Plan Update?
If yes, please include your name and email address.

Enter your answer

Submit

