TRUNK HIGHWAY 53/194 HERMANTOWN ACCESS MANAGEMENT PLAN

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Prepared by the Duluth-Superior Metropolitan Interstate Committee

"Guiding the Future of Transportation and Planning for the Twin Ports Area"

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"Guiding the future of transportation and planning for the Twin Ports area."

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CHAPTER 1
INTRODUCTION

The Significance of Trunk Highway 53/194

In the summer of 1998, the Duluth-Superior Metropolitan Interstate Committee (MIC) began the process of developing an Access Management Plan for the State Trunk Highway 53/194 corridor in the City of Hermantown. This 5.8 mile corridor runs from Haines Road, the eastern boundary of Hermantown, to Midway Road, or the four corners area. The corridor is a small, but important section of the entire Trunk Highway 53 network, which begins in Chippewa Falls, Wisconsin and ends at the northern Minnesota border in International Falls. A map on the following page shows the portion of the corridor that was examined for this plan.

State Trunk Highway 53/194, otherwise known as the Miller Trunk Highway, is a major transportation link between downtown Duluth, Hermantown, and outlying northern residential communities. It also serves the bulk of traffic traveling between the Iron Range communities and the Duluth-Superior area. Not only does Trunk Highway 53/194 serve Northern Minnesota and Wisconsin, but also the rest of nation, particularly the Midwest. It is essentially the Canadian connection to Interstate 35, which runs the length of the country and serves the heart of the nation. Trunk Highway 53/194 also connects Northeast Minnesota to the Duluth/Superior Port, as well as the cities of Minneapolis/Saint Paul, Des Moines, Kansas City, Dallas/ Fort Worth, and Laredo, Texas on the Mexican border. It is the area's link to Chicago and beyond to the eastern part of the nation.

Commercial strip development along the study area from Haines Road to Midway Road has grown steadily since the 1960's. While most of the commercial fill has generally been between Haines Road and Stebner Road, development has been inching further north on Miller Trunk Highway. The developments located adjacent to this corridor are mixed and vary in size. Larger developments include Menards, which has recently added square footage, Wal-Mart, Skyline Center, and Arrowhead Concrete. Smaller businesses, such as Gordy's Farm Market, Economy Garages, RJ Sports, and many others also line the corridor in the City of Hermantown. New businesses like Porky's Building Supply Inc. and Northern Hydraulics are gradually filling previously undeveloped land. Although they are few in number, private homes dot the corridor where no business development has occurred as of yet.

Many issues have prompted the MIC to undertake this study of the corridor area including; steady development growth along this corridor, commercial/residential land use conflicts, environmental concerns, and interrupted traffic flows. Intensive public participation coupled with jurisdictional input brought about a number of recommendations regarding access points, median treatments, intersection improvements, and service roadways to better the roadway, yet preserve the access to existing land uses located adjacent to the highway.

The Definition of Access Management

According to the Federal Highway Administration, access management is "the process that provides access to land development while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity, and speed." In other words, access management strives to preserve the integrity of the roadway, while serving land uses such as commercial and retail areas, along with residential dwellings.

Managing access along the major thoroughfares of the Duluth-Superior area will improve safety, reduce congestion, and preserve the capacity of the roadway. Studies have shown that the number of curb cuts along a roadway relates directly to the likelihood of accidents that will occur along that stretch of road. Limiting points of conflict along a corridor while maximizing its level of service is a major goal of access management.

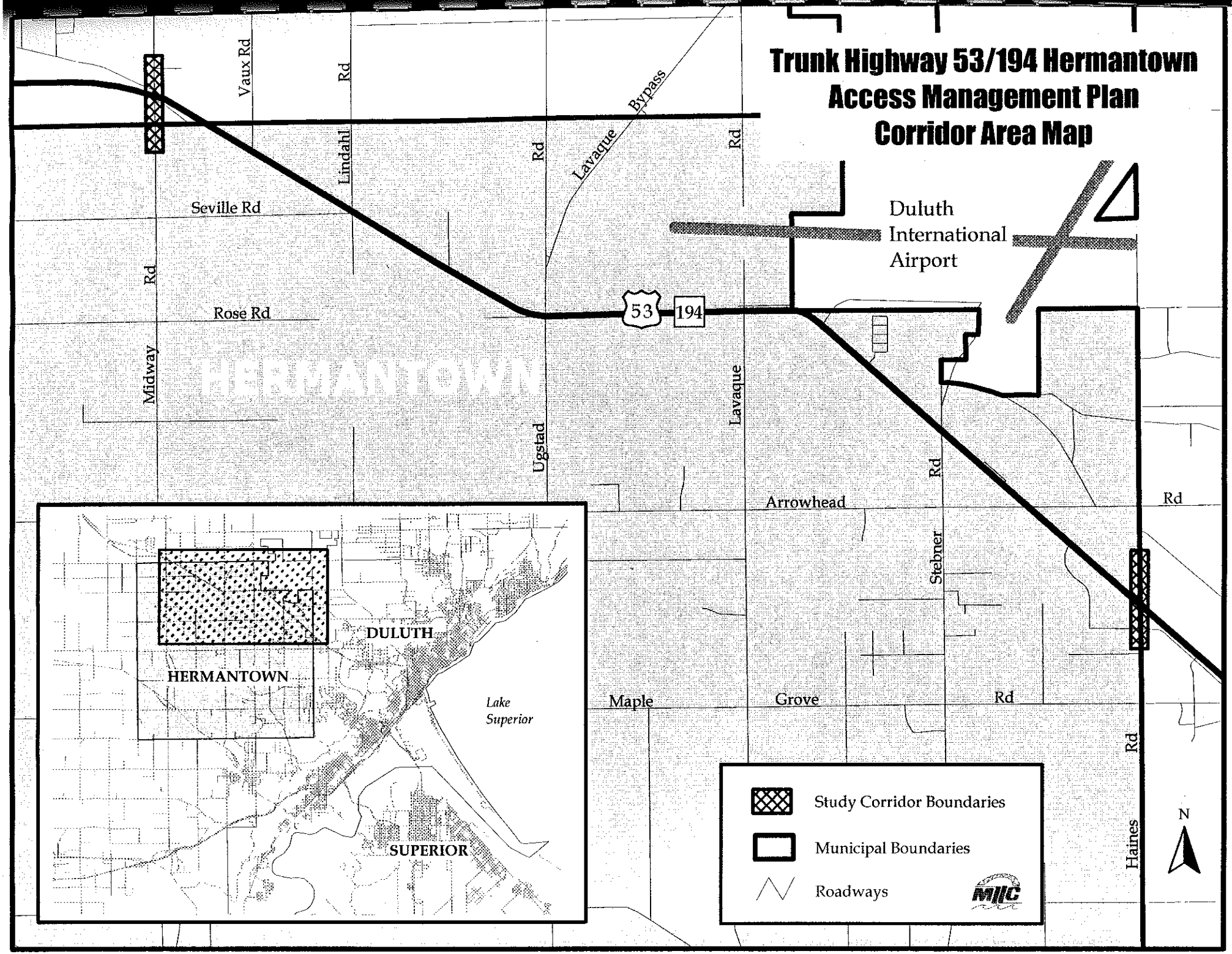
Figure 1a: Service road near the Midway Road/ TH 53 intersection.

Access management on major highways and arterial routes is critical because it can lead to improved safety for vehicular and pedestrian travel, preservation of roadway capacity, and a reduction in the need for future system expansion. Local communities can also benefit from access management by promoting orderly development, preventing community disruption from road widenings or relocations, sustaining land values, and enhancing the overall corridor appearance and community character.

The basic principles of access management include:

Limiting the number of conflict points

A conflict point can be described as a point on a roadway where normal traffic patterns (through traffic and turning movements) intersect. Intersections along a roadway can have as many as 32 points of conflict; each point increasing the probability of accidents occurring in the area. By restricting the types of movements that occur at intersections, these conflict points can be dramatically limited. Figure 1b on the following page displays 32 conflict points associated with a typical four-leg intersection. However, when left turns and cross street through movements are restricted, the number of conflict points drops from 32 to 4, as is shown in figure 1c. Thus the potential for crashes is significantly reduced.


Trunk Highway 53/194 Hermantown
Access Management Plan
Corridor Area Map
Vaux Rd
Rd
Lindahl
Rd
Lavaque
Bypass
Rd
Seville Rd
Duluth
International
Airport
Rd
Rose Rd
53
194
Midway
HERMANTOWN
Ugstad
Lavaque
Rd
Arrowhead
Rd
Stebner
Rd
Maple
Grove
Rd
Rd
Haines
DULUTH
HERMANTOWN
Lake
Superior
SUPERIOR
Study Corridor Boundaries
Municipal Boundaries
Roadways
MIC
N

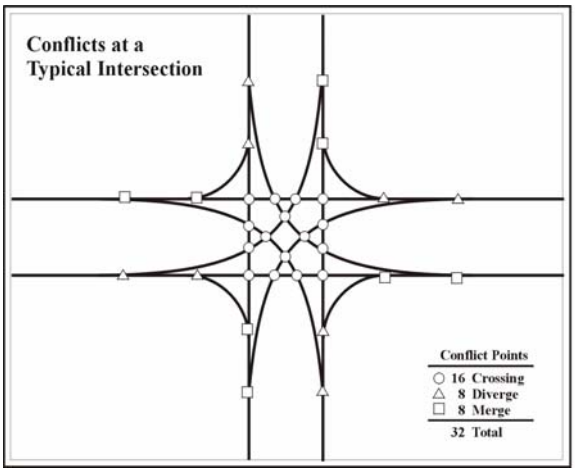


Figure 1b: Thirty-two conflicts at a typical intersection.

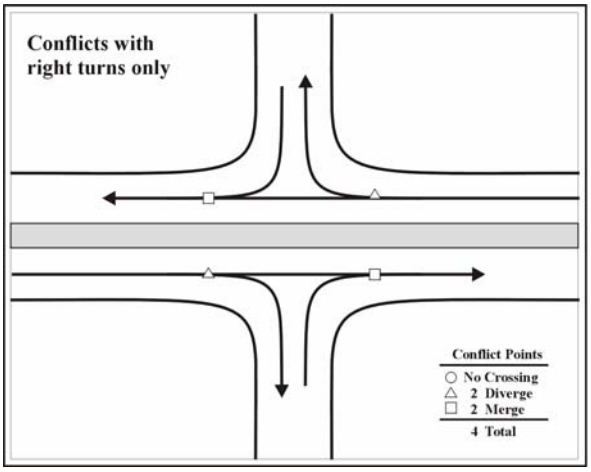


Figure 1c: Four conflicts at a restricted intersection.

Separating basic conflict areas
The intersection of a road with other roads and driveways represents basic conflict areas. High levels of activity can occur at these locations and, consequently, through traffic needs time to react to the decelerations, accelerations, and travel paths of other vehicles at or near the intersections. Adequate spacing between intersections allows drivers to react to one intersection at a time and provides greater opportunities to avoid potential conflicts at each successive downstream intersection.

Reducing interference with through traffic
Traffic often needs to slow down for vehicles exiting, entering, or turning across the roadway. Providing turning lanes and restricting turning movements allows turning traffic to get out of the way of following through traffic.

Providing sufficient spacing for at-grade intersections
Appropriate spacing of intersections along roadways reduces the frequency of conflict areas and also increases the potential for a smooth progression of travel on the roadway.

Maintaining progression speeds along arterials
When traffic signals are uniformly spaced on a roadway at distances of greater than one quarter mile, the signals can be coordinated such that through traffic travels in both directions with a minimal amount of stopping and delay at the signalized intersections.

Providing adequate on-site circulation and storage
The design of good internal vehicle circulation in parking areas and on local streets reduces the number of driveways that businesses need for access to the major roadway.

The Principles of Access Management

- **Limiting the number of conflict points**
- **Separating basic conflict areas**
- **Reducing interference with through traffic**
- **Providing sufficient spacing for at-grade intersections**
- **Maintaining progression speeds along arterials**
- **Providing adequate on-site circulation and storage**

In 1992, the MIC undertook the *Miller Trunk Highway Corridor Traffic Analysis Study,* which examined the Trunk Highway 53/194 corridor from Arlington Avenue in the City of Duluth to Seville Road in Hermantown. To guide this study, the MIC developed a Study Advisory Committee to aid in developing recommendations for the corridor. This committee developed six access management guidelines that led to short and long term recommendations. These guidelines consist of:

1) intersection improvements, including signalization and geometric changes, based on existing accident rates, turning movement counts, and level of service estimates;

2) road extensions and the extension and/or creation of service roads to improve traffic flows by looking at overall traffic patterns, new developments, and problem areas;

3) closure or movement of driveways and crossovers and the addition of turn lanes on the trunk highway to improve traffic flows;

4) transit involvement and new research areas, based on current service to and within the study area and future development plans;

5) the establishment of an official bike route for the Cities of Duluth and Hermantown and an addition to the current bicycle route, based on existing bicycle routes and access needs; and

6) the establishment of policies concerning pedestrian traffic in existing and future developments, based on existing pedestrian counts at intersections and problem areas.

Although these guidelines may not all apply to this plan, they are important in considering access issues in general. For example, access management techniques can make bicycle and pedestrian travel safer by eliminating potential conflicts with vehicles turning into and out of intersecting driveways.

The Need for Access Management Planning

Road systems serve two necessary, but often conflicting, functions: traffic movement and access to land. Arterial highways, like Trunk Highway 53/194, primarily serve long distance through traffic, while local streets or frontage/backage roads should primarily provide direct access to land. However, as cities expand, increased development along arterial highways generates greater demand for driveways and intersecting local roads to serve abutting and nearby businesses, industries, and neighborhoods. Without access planning and management, arterials become increasingly congested and safety is compromised. Planning the number and location of access points helps to ensure both the safe and efficient flow of traffic and improved service to adjacent lands. The functional integrity of the arterial is maintained and major capacity improvements are often not needed or can be delayed until a later date.

In the older, developed portions of urban areas, access management is only possible on an ad hoc basis, with consolidation or removal of existing access being sought in conjunction with roadway reconstruction or urban redevelopment projects. It is primarily on the urban fringes that it is possible to coordinate transportation system improvements with land development to avoid creating situations where too many poorly spaced access points render a facility incapable of effectively serving its traffic-carrying function. When access management and land use planning are coordinated, it is possible to ensure that when properties are developed, site designs are compatible with efficient movement of traffic onto and off of public roadways. Proper access management, particularly with regard to spacing and type of access, can also be used as a tool, in conjunction with proper zoning, to help shape development patterns in a manner consistent with local community plans and desires.

Figure 1d: Service road connecting to Lavaque Road.

Methodology

The *Trunk Highway 53/194 Hermantown Access Management Plan* was developed with the aid of numerous jurisdictions and people. Representatives from the City of Hermantown, the Minnesota Department of Transportation (MnDOT), and the Arrowhead Regional Development Commission (ARDC) all played a part in developing this plan. In addition, public meetings were held to gather input from the businesses, land owners, and residents who live along the study corridor. This input was very valuable in the formulation of this plan's recommendations. Summaries of the methods used to collect and analyze the data contained in this plan are as follows.

Traffic Volume Counts

Average daily traffic counts for the Trunk Highway 53/194 Corridor were obtained from the Minnesota Department of Transportation. Traffic counts were also obtained from the St. Louis County Public Works Department for county roadways that abut the study corridor.

Traffic forecasts for the year 2020 were developed by Metropolitan Interstate Committee Staff using the TRANPLAN travel demand model. This model is primarily based upon socioeconomic characteristics, including total number of housing units and total number of employment. Both the housing units and employment data are for the City of Hermantown. Employment is equal to the number of jobs.

Accident Information

The accident location information for the study corridor was obtained from the Minnesota Department of Transportation.

Aerial Photographs and Field Surveys

To assist in mapping the corridor, aerial photographs of Trunk Highway 53/194 were obtained from the Minnesota Department of Transportation. Characteristics of the corridor, including land uses and business locations, driveway accesses, intersection configurations, and median crossovers were mapped from the aerial photographs. Field surveys were performed by MIC Staff to obtain any additional information that could not be seen or was not included on the aerial photographs.

Figure 1e: Shared residential driveways along TH 53/194.

Trip Generation Scenarios

The trip generation scenarios used to show how certain types of land uses differ in the traffic they generate were obtained from *Institute of Transportation Engineer's (ITE) Trip Generation Manual*. This manual gives trip generation rates for more than 90 different land uses ranging from convenience stores to light industrial plants. Primarily, the trip generation numbers are based upon the gross leasable area or for the number of employees on site.

CHAPTER 2
ACCESS POINTS & ACCIDENTS

As was mentioned in Chapter 1, Trunk Highway 53/194 is an important link not only to Northeastern Minnesota and Northwestern Wisconsin, but also to the Midwest as a whole. The current conditions along Trunk Highway 53/194 corridor from Haines Road to Midway Road and the future possibilities for the roadway are both important factors that need to be examined. Major considerations must be given to the current number of access points and accidents along the corridor.

Access Points

Figure 2a: Business driveway accesses along TH 53/194 near Airport Road.

Table 2a below displays the mile by mile breakdown of the corridor as it exists in this study. This 5.8-mile stretch of roadway is lined with primarily commercial and retail businesses. A majority of the commercial businesses are low traffic generators with little or no customer traffic. Conversely, the retail businesses along the corridor generate a higher percentage of the traffic. Table 2a also shows the number of access points located on each mile of the study corridor. There are currently a total of 80 accesses on the northbound lane and 82 on the southbound. This is an average of 13.8 and 14.1 accesses per mile respectively.

Table 2a: Study Corridor Breakdown with Number of Access Points

Mile Description	Number of Access Points	
	Northbound	Southbound
#1: Haines Road to North End Chalet Frontage Road	12	12
#2: North End Chalet Frontage Road to Airport Road	14	12
#3: Airport Road to L & S Plumbing and Heating	14	19
#4: L & S Plumbing and Heating to Abrahamson Road	15	12
#5: Abrahamson Road to Arrowhead Concrete	14	14
#6: Arrowhead Concrete to Midway Road	11	13
TOTALS	**80**	**82**

Accidents

Table 2b below shows the number of accidents that occurred along each mile segment from January of 1993 to March of 1998. Over those five and a quarter years, a total of 269 accidents were recorded in the study corridor. The third column displays the accident rate. This analysis shows whether each segment has a high percentage of accidents. In calculating this accident rate, the first step is to determine the average daily traffic (ADT) that uses the segment. That number is then multiplied by 365 to estimate the total traffic for one year. MnDOT's accident data along the corridor is utilized to determine the total number of accidents. The final component is the length of the corridor. The following equation was used to calculate the accident rate:

$$\frac{1{,}000{,}000 * \textit{Accidents Along Corridor}}{\textit{ADT} * 365 * \textit{Number of Years of Accident Data} * \textit{Length of Roadway}}$$

The accident rate is based on the number of accidents per million vehicle miles. For example, Mile #1's accident rate of 2.67 means that on average, over two and one half accidents occur for every million vehicles that enter that corridor. The overall accident rate for the entire study corridor is approximately 1.47; this is lower than the statewide averages as illustrated in figure 2b on the following page. However, the major point of figure 2b is to show that as access points increase along a highway, accidents increase because of the addition of turning movements onto and off of the major highway.

Figure 2b: The Airport Road intersection is unsafe due to its limited sight distance and a small median crossover.

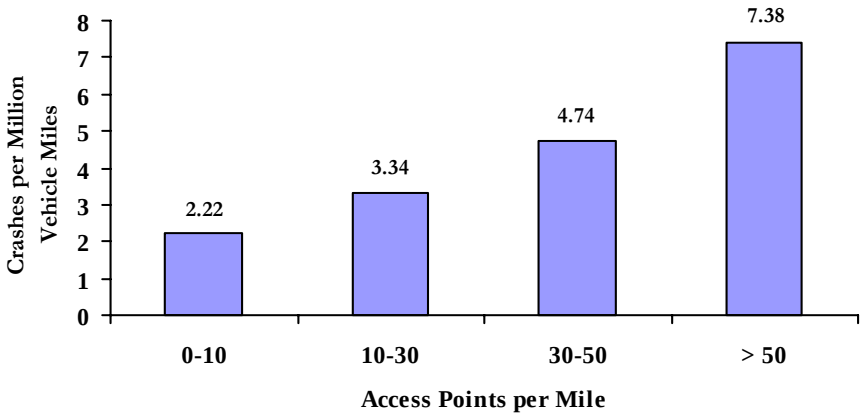
Table 2b: Total Accidents and Accident Rates per Mile of the Study Corridor

Mile Description	Total Access Points	Number of Accidents Jan. 1993-Mar. 1998	Accident Rate*
#1: Haines Rd to North End Chalet Frontage Rd	24	91	2.67
#2: North End Chalet Frontage Rd to Airport Rd	26	44	1.24
#3: Airport Rd to L & S Plumbing and Heating	33	38	1.07
#4: L & S Plumbing and Heating to Abrahamson Rd	27	36	1.30
#5: Abrahamson Rd to Arrowhead Concrete	27	22	1.09
#6: Arrowhead Concrete to Midway Rd	24	38	1.90
TOTALS	**161**	**269**	

*Per million vehicle miles

Accident rates were also calculated for all major intersections in the study area. This analysis provides standards that show whether intersections have a high percentage of accidents. The equation used to figure accident rates at intersections is similar to the one used for corridors. The first step is to acquire the number of vehicles that pass through the intersection on a daily basis. This number is then multiplied by 365 to determine the total amount of annual traffic. Average annual accidents are calculated by dividing the total accidents by the number of years the accidents occurred over. The Minnesota Department of Transportation supplied the MIC with accident data for the time period from January of 1993 to March of 1998. To determine the intersection accident rate per million vehicle miles, the following equation was utilized:

Figure 2c: Minnesota Crashes in Relation to Access Points*



*4-way urban conventional roadway; no left turns

$$\frac{1{,}000{,}000 * \textit{Average Annual Accidents}}{\textit{ADT} * 365}$$

Table 2c exhibits the accident rates at each major intersection along the corridor from Haines Road to Midway Road. General standards suggest that if a specific accident rate is above 2.0, the intersection can be considered unsafe. No intersections in the study corridor are above the rate of 2.0. The closest was the Midway Road intersection with a rate of 1.34 accidents per one million vehicle miles.

Table 2c: Accident Rates at Intersections along TH 53/194 in Hermantown

Intersection Location	Total Number of Accidents	Average Annual Accidents	Accident Rate*
Haines Road	27	5.14	0.87
Arrowhead Road	29	5.52	0.82
Stebner Road	21	4.00	0.59
Lavaque Road	15	2.86	0.48
Ugstad Road	17	3.24	0.55
Lindahl Road/TH 194	11	2.10	0.55
Midway Road	27	5.14	1.34

*Per million vehicle miles

CHAPTER 3
TRAFFIC CHANGES

Traffic on Trunk Highway 53/194 has increased substantially over the last two decades. The table below displays increases along selected corridors in the study area. Three selected corridors have seen over 50 percent increases in traffic since 1981, while the remaining two have seen increases of almost 40 percent.

Table 3a: Average Daily Traffic Increases for TH 53/194 Study Corridor

Corridor Description	1981 ADT	1991 ADT	1995 ADT	1997 ADT	Percent Change 1981 to 1997
Haines Road to Stebner Road	11,600	15,200	22,900	17,800[a]	+53%
Stebner Road to Lavaque Road	13,600	13,800	16,200	18,500	+36%
Lavaque Road to Ugstad Road	12,200	13,400	16,200	18,500	+52%
Ugstad Road to Lindahl Road	10,700	13,200	15,200	16,800	+57%
Lindahl Road to Midway Road	7,800	9,700	10,500	10,500	+35%

[a]Average of segments Haines Rd to Mall Drive (16,250); Mall Drive to Chalet Frontage Rd (18,500); Chalet Frontage Rd to Stebner Rd (18,500).

Growth Scenarios

The following section focuses on forecasting the traffic that will impact the study corridor in the next twenty years. This was done by utilizing traffic volumes that are derived from the regional travel demand model generated using the travel demand modeling software TRANPLAN. The Travel Demand Model simulates current travel behaviors, which then can be used to forecast future travel. The travel demand model was developed as part of the *2015 Duluth-Superior Long-Range Transportation Plan* and applied to the *Duluth-Superior Metropolitan Interstate Committee 1998-2020 Long Range Transportation Plan Update.* It is based on the commonly accepted four-step modeling process:

1. Trip Generation
2. Trip Distribution
3. Mode Choice
4. Trip Assignment

The Travel Demand Model uses socioeconomic data, including housing and employment, from each of the area's 354 assigned traffic analysis zones (TAZ) as input variables into the model. Once the model can simulate current travel behavior reliably, projected socioeconomic data are input into the model in order to forecast future travel demand.

With the above capabilities, the Travel Demand Model is able to forecast traffic changes utilizing different growth scenarios. Below, three scenarios were used to show how different growth rates in housing units and employment (jobs) affect traffic on the study corridor of Trunk Highway 53/194 in Hermantown. The three growth scenarios used were moderate, low, and high growth. In the following text, each scenario has two tables explaining the elements involved in determining the 2020 traffic forecasts. The first table in each scenario outlines the 2020 projections for total housing units, total employment (jobs), and total population, which are used as inputs into the Travel Demand Model to calculate the 2020 traffic forecast. The second table in each scenario contains the 2020 traffic forecast for selected sections of the Trunk Highway 53/194 corridor from Haines Road to Midway Road. It also displays the percentage change in traffic from 1997 to the forecast year of 2020.

Moderate Growth Scenario

The *moderate growth scenario* was used in the *Duluth-Superior Metropolitan Interstate Committee 1998-2020 Long Range Transportation Plan Update.* Table 3b displays the assumptions made for this particular scenario for the City of Hermantown.

Table 3b: Moderate Growth Scenario Estimates and Projections

Assumption	1990 Total	1998 Estimate*	2020 Projections#
Total Housing Units	2,200	2,700	3,400
Total Employment (Jobs)	1,200	2,600	5,600
Total Population	6,761	7,100	9,600

*Housing unit estimate based on building permits issued 1991 to 1998; employment estimates based on ES-202 quarterly employment counts; population estimates acquired from the MN Office of the State Demographer county population estimates.

#Housing unit and employment projections based on 1990-1998 growth rates; population projection adjusted for 1990 to 1998 county population estimates calculated by the MN Office of the State Demographer.

The projections above were used in calculating the 2020 projected ADT shown in the table 3c below. The final column displays the projected percentage change in traffic from 1997 to 2020. These changes range from an increase of 39% in the Haines Road to Stebner Road section to a 19% increase in the Stebner Road to Lavaque Road and Ugstad Road to Lindahl Road corridors.

Table 3c: 2020 Forecasted ADT Utilizing the Moderate Growth Projection Scenario

Corridor Description	1997 ADT	2020 Projected ADT	Percent Change 1997 to 2020
Haines Road to Stebner Road	17,800[a]	24,700[b]	+39%
Stebner Road to Lavaque Road	18,500	22,000	+19%
Lavaque Road to Ugstad Road	18,500	23,400	+26%
Ugstad Road to Lindahl Road	16,800	20,000	+19%
Lindahl Road to Midway Road	10,500	14,300	+36%

[a]Average of segments Haines Rd to Mall Drive (16,250); Mall Drive to Chalet Frontage Rd (18,500); Chalet Frontage Rd to Stebner Rd (18,500).

[b]Average of segments Haines Rd to Mall Drive (21,400); Mall Drive to Arrowhead Rd (22,200); Arrowhead Rd to Stebner Rd (30,500).

Low Growth Scenario

The basis for the *low growth scenario* was to develop a more conservative projection for traffic growth. This scenario utilizes a lower growth rate for employment (jobs) and housing unit growth for the City of Hermantown. Table 3d displays the assumptions made to calculate 2020 projected ADT.

Table 3d: Low Growth Scenario Estimates and Projections

Assumption	1990 Total	1998 Estimate*	2020 Projections#
Total Housing Units	2,200	2,700	3,200
Total Employment (Jobs)	1,200	2,600	3,800
Total Population	6,761	7,100	9,000

*Housing unit estimate based on building permits issued 1991 to 1998; employment estimates based on ES-202 quarterly employment counts; population estimates acquired from the MN Office of the State Demographer county population estimates.

#Housing unit and employment projections based on a 2.8% per year growth rate.

Table 3e displays the 2020 projected ADTs for the same sections along the study corridor. In comparison to the *moderate growth scenario*, the projected percent changes in ADT for each segment are lower. This is due to the more conservative estimates for increases in employment (jobs) and housing units. However, the *low growth scenario* still predicts significant increases in traffic for the next twenty years.

Table 3e: 2020 Forecasted ADT Utilizing the Low Growth Projection Scenario

Corridor Description	1997 ADT	2020 Projected ADT	Percent Change 1997 to 2020
Haines Road to Stebner Road	17,800[a]	23,700[b]	+33%
Stebner Road to Lavaque Road	18,500	21,600	+17%
Lavaque Road to Ugstad Road	18,500	22,900	+24%
Ugstad Road to Lindahl Road	16,800	19,800	+18%
Lindahl Road to Midway Road	10,500	14,000	+33%

[a]Average of segments Haines Rd to Mall Drive (16,250); Mall Drive to Chalet Frontage Rd (18,500); Chalet Frontage Rd to Stebner Rd (18,500).

[b]Average of segments Haines Rd to Mall Drive (20,700); Mall Drive to Arrowhead Rd (21,300); Arrowhead Rd to Stebner Rd (29,200).

High Growth Scenario

The final scenario is the *high growth scenario*, which is based on higher projected employment (jobs) and housing units. This scenario takes into account the increases of jobs and housing units in Hermantown during 1990 through 1998, but also assumes a larger population of 10,000 persons. The assumptions can be seen below in table 3f.

Table 3f: High Growth Scenario Estimates and Projections

Assumption	1990 Total	1998 Estimate*	2020 Projections#
Total Housing Units	2,200	2,700	3,600
Total Employment (Jobs)	1,200	2,600	7,700
Total Population	6,761	7,100	10,000

*Housing unit estimate based on building permits issued 1991 to 1998; employment estimates based on ES-202 quarterly employment counts; population estimates acquired from the MN Office of the State Demographer county population estimates.

#Housing unit and employment projections based on a 1990-1998 growth constrained by 10,000 population.

On the following page, Table 3g shows the 2020 projected ADTs for the same sections of Trunk Highway 53/194 using the *high growth scenario*. The projected percentage changes in ADT are considerably higher than those presented in the *moderate growth scenario*. These changes range from a 46% increase along the Haines Road to Stebner Road corridor to a 23% increase along the Stebner Road to Lavaque Road section.

Table 3g: 2020 Forecasted ADT Utilizing the High Growth Projection Scenario

Corridor Description	1997 ADT	2020 Projected ADT	Percent Change 1997 to 2020
Haines Road to Stebner Road	17,800[a]	26,000[b]	+46%
Stebner Road to Lavaque Road	18,500	22,700	+23%
Lavaque Road to Ugstad Road	18,500	24,500	+32%
Ugstad Road to Lindahl Road	16,800	21,000	+25%
Lindahl Road to Midway Road	10,500	14,900	+42%

[a]Average of segments Haines Rd to Mall Drive (16,250); Mall Drive to Chalet Frontage Rd (18,500); Chalet Frontage Rd to Stebner Rd (18,500).

[b]Average of segments Haines Rd to Mall Drive (22,100); Mall Drive to Arrowhead Rd (23,200); Arrowhead Rd to Stebner Rd (32,700).

All of the above scenarios, including the lowest growth option, show significant increases in traffic over the next twenty years. These forecasts increase the need for an access management plan for the corridor. Increased traffic means more congestion and possibly slower traffic speeds. With proper access management techniques in place, the integrity of the roadway can be preserved at a lower cost than adding another lane to the existing infrastructure.

Pike Lake Area Wastewater Collection System (PLAWCS)

In the Spring/Summer of 1999, construction will begin on multi-million dollar sewer system for the Pike Lake area. This sewer system is intended to give service to more than 400 customers in Grand Lake and Canosia Townships, and the greater Pike Lake neighborhood. The Western Lake Superior Sanitary District (WLSSD) agreed to build a waste water interceptor line from the Four Corners Intersection to the existing pump station at the old Gopher Oil site, located at the corner of Ugstad Road and Trunk Highway 53/194. Eventually, City of Hermantown residents and businesses are expected to join into the line.

A key ingredient in the development of land is an efficient and reliable wastewater system. With this interceptor line in place by the Fall of 1999, the land adjacent to Trunk Highway 53/194 from Ugstad Road to Midway Road will be more attractive for future commercial development. The *Trunk Highway 53/194 Hermantown Access Management Plan* has taken this possible development into account in the planning process through recommendations made in Chapter 5.

CHAPTER 4
TRIP GENERATION SCENARIOS

Trip generation is defined as the number of vehicles generated by a unit of land use. Different types of land use will generate differing amounts of traffic based on its size and number of employees. Predicting or speculating on what types of land use will locate along a corridor, like the Trunk Highway 53/194 corridor in Hermantown, is nearly impossible. However, what can be done to forecast land uses along the corridor is to look at what is already in place in developed areas. The purpose of this chapter is to show the amount of traffic particular land uses may generate. By utilizing the *Institute of Transportation Engineer's (ITE) Trip Generation Manual*, approximate traffic counts for specific land uses can be calculated. This manual is the leading resource for transportation planners and engineers who are attempting to predict traffic generation for proposed land uses. The *ITE Trip Generation Manual* gives trip generation rates for more than 90 different land uses ranging from convenience stores to light industrial plants. In addition, for each land use type, rates are further broken down by the gross leasable area or for the number of employees on site. The numbers generated by the *ITE Trip Generation Manual* are based on a large number of empirical studies conducted during the past several decades.

Below are five different types of land uses that are familiar to the Trunk Highway 53/194 corridor. They are general light industrial use, general office building, gasoline service station with convenience market and car wash, fast food restaurant with drive-thru window, and free-standing discount store. Each is described according to what was surveyed in the *ITE Trip Generation Manual* with examples of existing business in the Trunk Highway 53/194 corridor that fit into each land use. Each land use is given a size whether it is based on gross square footage, number of seats, or number of fueling stations. Using these variables, along with a time during the week, an approximate average of vehicle trips ends can be determined. For the purposes of this analyzation, weekday surveys were utilized. As is shown below, each land use is different. For example, general light industrial uses will usually have lower vehicle trip ends than a discount store like Wal-Mart because the trips it produces are mainly created by employees while a discount store relies on customers. Trip generation is being analyzed for this study to simply show the traffic effects of selected land uses on the roadway. It does not imply development in the City of Hermantown.

General Light Industrial Land Use

Light industrial facilities generally employ less than 500 persons and have an emphasis on activities other than manufacturing. Typical light industrial activities include printing plants, material testing laboratories, assemblers of data processing equipment, and power stations. All the facilities surveyed were free standing and devoted to a single use. An example would be the Cirrus Design Corporation located on Airport Road.

Size of mock light industrial plant:	**100,000 square feet gross floor area**
Average vehicle trip ends:	**Approximately 650 trips per day**

General Office Building

A general office building houses multiple tenants. It is a location where affairs of business, commercial or industrial organizations, or professional persons or firms are conducted. This use may contain a mixture of tenants including professional services; insurance companies; investment brokers; and tenant services such as a bank or savings and loan institution, a restaurant or cafeteria, and service retail facilities. Nearly all of the buildings surveyed were in suburban locations. The Hermantown Professional Building is an example of a general office building.

Size of mock general office building: **50,000 square feet gross floor area**
Average vehicle trip ends: **Approximately 800 trips per day**

Gasoline Service Station with Convenience Market and Car Wash

Service stations are generally located at intersections or freeway interchanges. This land use includes service stations with convenience markets and car washes where the primary business is the fueling of motor vehicles, although they may have services for repairing and servicing motor vehicles. Examples of this type of land use are the Hermantown Amoco and the Holiday Station Store.

Number of fueling stations at mock station: **10 fueling stations**
Average vehicle trip ends: **Approximately 1,500 trips per day**

Fast Food Restaurant with Drive-Thru Window

A large carryout clientele characterizes this type of restaurant; long hours of service; and high turnover rates for eat-in customers. Examples are McDonald's and Burger King.

Number of seats in mock fast food restaurant: **100 seats**
Average vehicle trip ends: **Approximately 2,000 trips per day**

Free-Standing Discount Store

The discount stores surveyed for this category are all free-standing with off-street parking. They offer a variety of customer services, centralized cashiering, and a wide range of products. They also typically maintain long store hours seven days a week. The surveyed stores also can be found with attached garden centers or service stations. Wal-Mart and Target are examples of a free-standing discount store.

Size of mock discount store: **100,000 square feet gross floor area**
Average vehicle trip ends: **Approximately 5,000 trips per day**

Although the scenarios above are only examples, they show the traffic impacts each have on the transportation system. The crux of this access management plan is to foresee these types of development and prepare the Trunk Highway 53/194 corridor in Hermantown for it. The recommendations that follow in the next chapter were developed with the anticipation that the land uses in the study corridor will continue to change.

CHAPTER 5
ACCESS MANAGEMENT RECOMMENDATIONS

The following pages lay out the access management recommendations for the State Trunk Highway 53/194 corridor located in the City of Hermantown. These recommendations for the study area, which runs from Haines Road to Midway Road, were developed from working relationships with the City of Hermantown, the Minnesota Department of Transportation, and with residents and businesses located on the corridor. MIC Staff also built upon recommendations that were developed in the *Miller Trunk Highway Corridor Traffic Analysis Study*, approved by the Metropolitan Interstate Committee in February of 1992.

As was mentioned earlier, the recommendations center on service road construction, consolidation of driveways, median crossover elimination or relocation, and intersection upgrading. A description of each technique is discussed in the following text.

Service Roads

For the purpose of this study, service roads are frontage and backage roads. As an access management technique, service roads have numerous functions. They segregate local traffic from the higher speed through traffic, and intercept driveways of abutting businesses. A service road system can add flexibility to the operation of a highway by providing maximum land service to properties abutting the highway facility. The service road, as an access control measure, reduces the frequency of vehicular conflicts along the highway by preventing direct left turns and removing turning vehicles from the through lanes.

Consolidation of Driveways

The general operating practice encourages adjacent property owners to construct joint-use driveways instead of separate driveways. Strategies for implementing this technique include closing existing driveways or authorizing joint-use driveways. The joint-use driveway will cause a reduction in the number of driveways along a highway corridor, and concentrate access to fewer locations. The reduction in driveway concentrations is accompanied by a decline in the frequency and severity of conflicts.

Median Crossover Elimination or Relocation

Closing median crossovers is a technique used to control access onto arterial highways. This action eliminates direct left turns to all driveways and prohibits U-turns along the highway. Closing crossovers also eliminates the more hazardous crossing conflict points at all driveways.

Relocation of median crossovers can also benefit the arterial highway. Moving median crossovers from areas of low access need or unsafe crossing areas to areas with access to a frontage road and good sight distance can preserve the functional integrity of the highway. Crossovers with a left-hand turn lane are critical to remove the turning traffic from the through lanes.

Intersection Upgrades

For the purpose of this study, intersection upgrades include signalization improvements, realignments, and access closures. Properly designed, installed, and maintained, traffic signals and intersections tend to reduce right-angle collisions, vehicular pedestrian collisions, and opposing left-turn collisions. Accurately phased, signals can eliminate conflict areas at high volume intersections, while preserving the flow of the arterial.

To make the recommendations easier to analyze, the corridor was broken down into mile by mile sections. Each section has a beginning and ending point that is either an intersection or landmark. The recommendations will first analyze the northbound lane from east to west and then analyze the southbound lane. These recommendations are also prioritized into short term and long term time frames. Short term, for the purpose of the study, is defined as being 5 to 10 years; long term, greater than 10 years.

Construction of many of the service roadways that are proposed on the following pages will be dependent upon a change in land use adjacent to the service roadway. If there is no change in land use, existing conditions will remain.

MILE #1 Recommendations: Haines Road to North End of Chalet/Starlight Satellite Systems Frontage Road

Haines Road to Arrowhead Road
Mile #1: Northbound

Short Term Recommendation

Service Roadway #1

New service road from Haines Road, following a corridor behind the existing U-Haul business, and turning to the existing eastern Duluth Dodge business entrance (#3).

- Service Roadway #1 would result in the closure of one entrance. The existing U-Haul entrance abutting Trunk Highway 53/194 (#2) is a recommended closure because of access to the service road. In addition, the entrance to the service road off of Trunk Highway 53/194, would be a right in/right out only, with no median crossover.

Long Term Recommendations

Service Roadway #2

This roadway would be an extension of Service Roadway #1. The proposed corridor would begin at the Mall Drive intersection and connect with Service Roadway #1 at the existing driveway access #3. *Construction would depend upon land use changes adjacent to the proposed roadway.*

- Service Roadway #2 would result in the closure of the west entrance to Duluth Dodge (#4) because of access to the service road. Recommend elimination of existing median crossover adjacent to access #4. Stoplight would continue to be utilized at Mall Drive.

Service Roadway #3

New service road would connect with Service Roadway #1 and Service Roadway #2 to form a loop behind the existing Duluth Dodge site, connecting in the proximity of the Mall Drive intersection and directly behind U-Haul. Service roadway would be connected to Arrowhead Road. *Construction would depend upon land use changes adjacent to the proposed roadway.*

Haines Road to Arrowhead Road
Mile #1: Southbound

Short Term Recommendation

Miller Hill Chrysler Plymouth Jeep Auto Dealership Site

Continue to monitor driveway entrances at the Miller Hill Chrysler Plymouth Jeep Auto Dealership Site. With the increase in traffic on Trunk Highway 53/194, driveway consolidation may need to be implemented at this site.

Arrowhead Road to Starlight Satellite Systems
Mile #1: Northbound

Short Term Recommendation

Extension of Existing Service Roadway

Recommend extension of existing service road to second Menards' access (#11). Prior to extension construction, improve existing service road to accommodate the increased traffic.

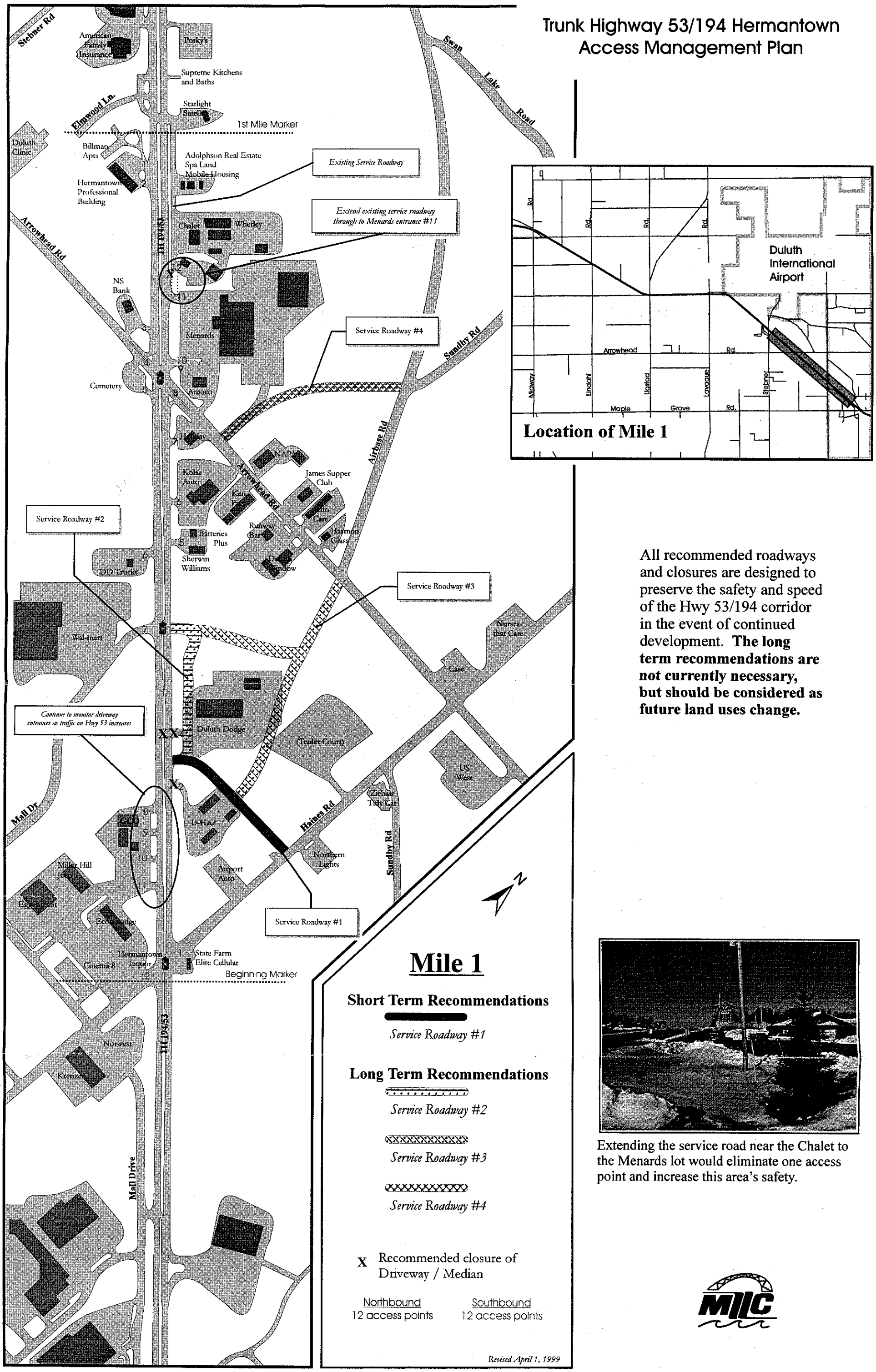
- Extension of service roadway would result in the elimination of existing service road driveway access #12. Relocate driveway access to second existing Menards' access where roadway extension would connect (#11). Driveway access would continue to be a right in/right out turning movement.

Long Term Recommendation

Service Roadway #4

Service roadway extension from the existing Menards' truck entrance driveway following a corridor north to Airbase Road. *Construction would depend upon land use changes adjacent to the proposed roadway.*

Trunk Highway 53/194 Hermantown Access Management Plan



All recommended roadways and closures are designed to preserve the safety and speed of the Hwy 53/194 corridor in the event of continued development. **The long term recommendations are not currently necessary, but should be considered as future land uses change.**

Mile 1

Short Term Recommendations

Service Roadway #1

Long Term Recommendations

Service Roadway #2

Service Roadway #3

Service Roadway #4

X Recommended closure of Driveway / Median

Northbound	Southbound
12 access points	12 access points

Revised April 1, 1999

Extending the service road near the Chalet to the Menards lot would eliminate one access point and increase this area's safety.

MIC

MILE #2 Recommendations: North End of Chalet/Starlight Satellite Systems Frontage Road to Airport Road

North End of Chalet/Starlight Satellite Systems Frontage Road to Stebner Road
Mile #2: Northbound

Short Term Recommendations

Extension of Existing Service Road

Recommend extension of existing service road following corridor west from driveway access #1 to driveway access #5. Prior to extension construction, improve existing service road to accommodate the increased traffic.

- Extension of service roadway would result in eliminating driveway accesses #2, #3, and #4. Service road extension would be accessed at existing west service road entrance (#1) and the existing Woodridge building driveway entrance (#5).

Driveway Consolidation

Recommend closure or relocation of Gordy's Farm Market driveway (#6). Driveway's proximity to intersection is too close. Recommend reducing size of Gordy's Farm Market driveway abutting Stebner Road, moving driveway to the north away from the Stebner Road intersection.

Long Term Recommendation

Service Roadway #5

Service road from area adjacent to Supreme Kitchen and Baths driveway to Stebner Road; this would include back access to Gordy's and Porky's and provide access to future development. *Construction would depend upon land use changes adjacent to the proposed roadway.*

North End of Chalet/Starlight Satellite Systems Frontage Road to Stebner Road
Mile #2: Southbound

Short Term Recommendations

Driveway Relocation/Consolidation

Realignment of driveway access #12 to line up with median crossover. In addition, closure of west entrance to the Skyline Center (#8). Driveway is too close to intersection and is unnecessary because of three other existing accesses.

Stebner Road to Airport Road
Mile #2: Northbound

Short Term Recommendations

Driveway Consolidation
Examine future consolidation of the driveway entrances to Birchwood Estates (#10) and Northern Hydraulics (#11).

New Roadway Alternative A
Recommend construction of new roadway from the Cirrus Design Corporation location on Airport Road to Trunk Highway 53/194, utilizing a corridor bordering the Airport, Bullyan property, and cutting to the east of the Curtis Oil property. Stoplight would be placed at intersection.

New Roadway Alternative B
An alternative to New Roadway Alternative A, is roadway from Airport Road to Trunk Highway 53/194 via a corridor between the National Resources Research Institute and the Curtis Oil property. Stoplight would be placed at intersection.

- Construction of Alternative A or B would result in two driveway closures. Accesses #12 and #13 would close if New Roadway Alternative A was constructed; accesses #13 and #14 would be closed if New Roadway Alternative B were constructed. Access to land uses would be granted off of selected new roadway.

- After construction, the existing Airport Road entrance would be restricted to a right in/right out turning movement. Closure of existing median crossover is recommended to restrict movement.

Stebner Road to Airport Road
Mile #2: Southbound

Short Term Recommendations

Service Roadway #6

New service road construction between Lakes 10 Theaters and RJ Sports. This roadway would provide a connection from Stebner Road to Trunk Highway 53/194 while providing access to RJ Sports, Lakes 10, and an undeveloped parcel of land located adjacent to the proposed roadway. A roadway would also be constructed west of Lakes 10 to connect to this service road. Service Roadway #6 was considered for possible Transportation Improvement Program funding for the FY 2002 funding cycle.

- Construction of Service Roadway #6 would result in the closure of median crossover in front of RJ Sports. New median crossover constructed at new service road's connection to Trunk Highway 53/194. This crossover would require allowing only left turning movements to northbound traffic onto the service road. This would allow for only right in/right out turning movements from the service road.

Long Term Recommendations

Service Roadway #7

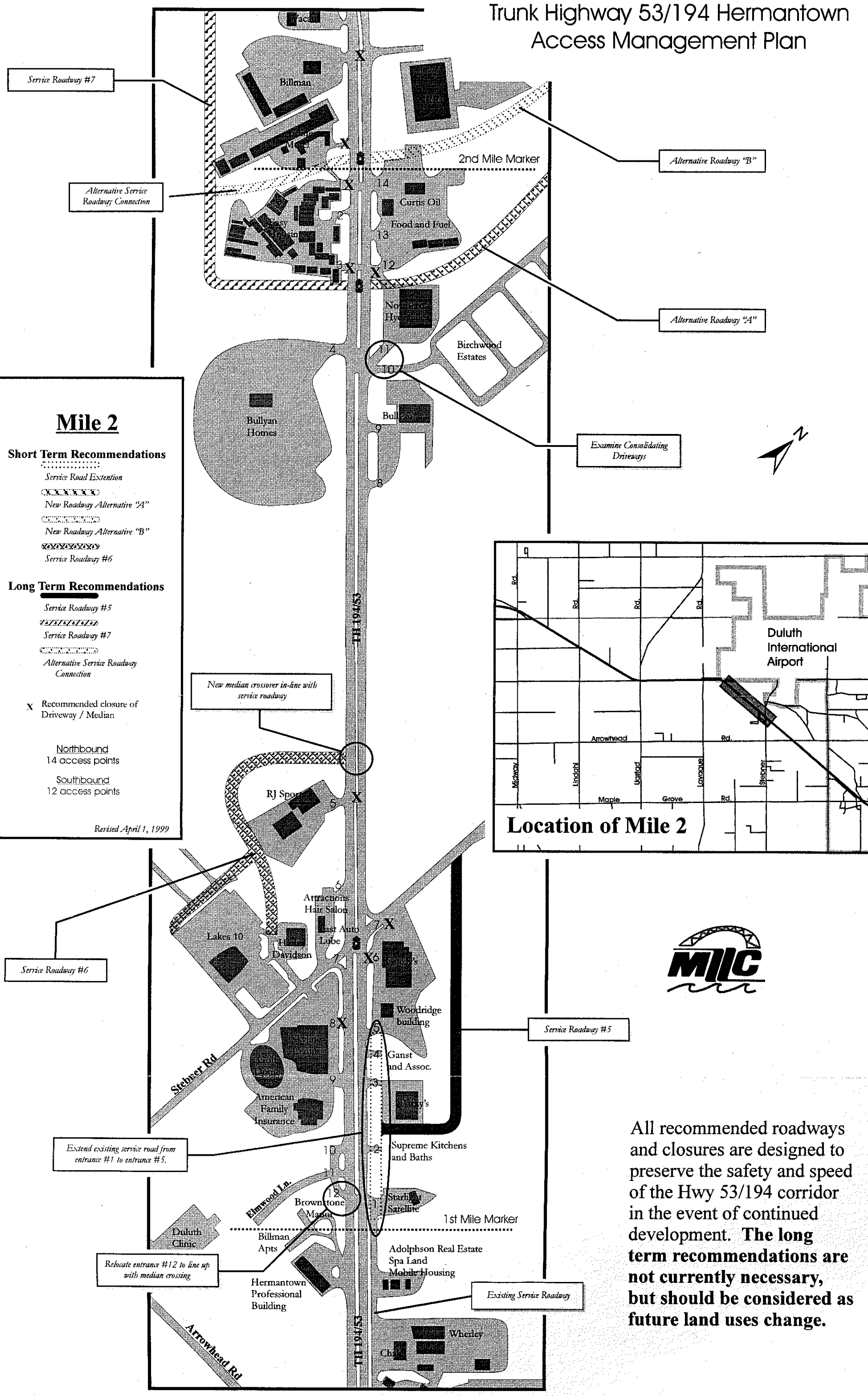
New service road construction connecting to Trunk Highway 53/194 on the east side of Easy Housing. The corridor would run behind Easy Housing, the Airliner Motel, and Billman connecting to Lavaque Road. Back access would be allowed for these businesses along with developable land access on the south of the roadway. This connection would be aligned with the New Roadway Alternative A proposed to connect to Airport Road. *Construction would depend upon land use changes adjacent to the proposed roadway.*

Alternative Service Roadway Connection

An alternative connection to Service Roadway #7 would be proposed between the properties of the Airliner Motel and Easy Housing. This alternative would be aligned with the New Roadway Alternative B proposed to connect to Airport Road. *Construction would depend upon land use changes adjacent to the proposed roadway.*

- Construction of new roadways would result in the elimination of several driveways along Trunk Highway 53/194. If Service Roadway #7 were constructed, driveway accesses #1 and #3 entering Easy Housing would be eliminated. Back access would be provided to Easy Housing with connection to Lavaque Road. If the Alternative Service Roadway Connection was constructed, elimination of the western Airliner Motel driveway and driveway access #1 to Easy Housing is recommended.

Trunk Highway 53/194 Hermantown Access Management Plan



Mile 2

Short Term Recommendations

- *Service Road Extention*
- *New Roadway Alternative "A"*
- *New Roadway Alternative "B"*
- *Service Roadway #6*

Long Term Recommendations

- *Service Roadway #5*
- *Service Roadway #7*
- *Alternative Service Roadway Connection*

X Recommended closure of Driveway / Median

Northbound
14 access points

Southbound
12 access points

Revised April 1, 1999

All recommended roadways and closures are designed to preserve the safety and speed of the Hwy 53/194 corridor in the event of continued development. **The long term recommendations are not currently necessary, but should be considered as future land uses change.**

DULUTH INTERNATIONAL AIRPORT AREA

The following map shows a larger view of the Trunk Highway 53/194 corridor and Airport Road. The purpose of this is to show recommendations that pertain to Airport Road adjacent to the Duluth International Airport and the Federal Prison property. The connection of Airport Road to Trunk Highway 53/194 is the only outlet for the public to utilize. For security and safety reasons, the roadway cutting through the Federal Prison property has been closed.

The crux of the recommendations is to provide another outlet to Airport Approach Road to take the pressure off the lone Airport Road outlet onto Trunk Highway 53/194. Development of businesses and the safety of the Airport Road connection have spurred these recommendations. For example, Cirrus Design Corporation is expecting to add 300 to 500 new employees in the next 3 to 5 years. In addition, the Duluth International Airport Authority, in the *Aviation Economic Development Plan,* targets this area as a very viable place for commercial development in the next 5 to 10 years. With these increases in jobs, the number of trips into and out of this area will dramatically increase.

As can be seen by the map, the Mile #2 recommendations are shown to display how they correspond with the Duluth International Airport Area recommendations.

Recommendation #1

Continuation of Airport Road via a short-term solution of utilizing existing infrastructure for a connection to Airport Approach Road. The existing connection is currently closed to the public for security reasons.

Recommendation #2

Construction of an extension of Airport Road to Airport Approach Road. This proposed connection would follow a corridor between the existing 911 Facility to the north and a Federal Prison warehouse to the south.

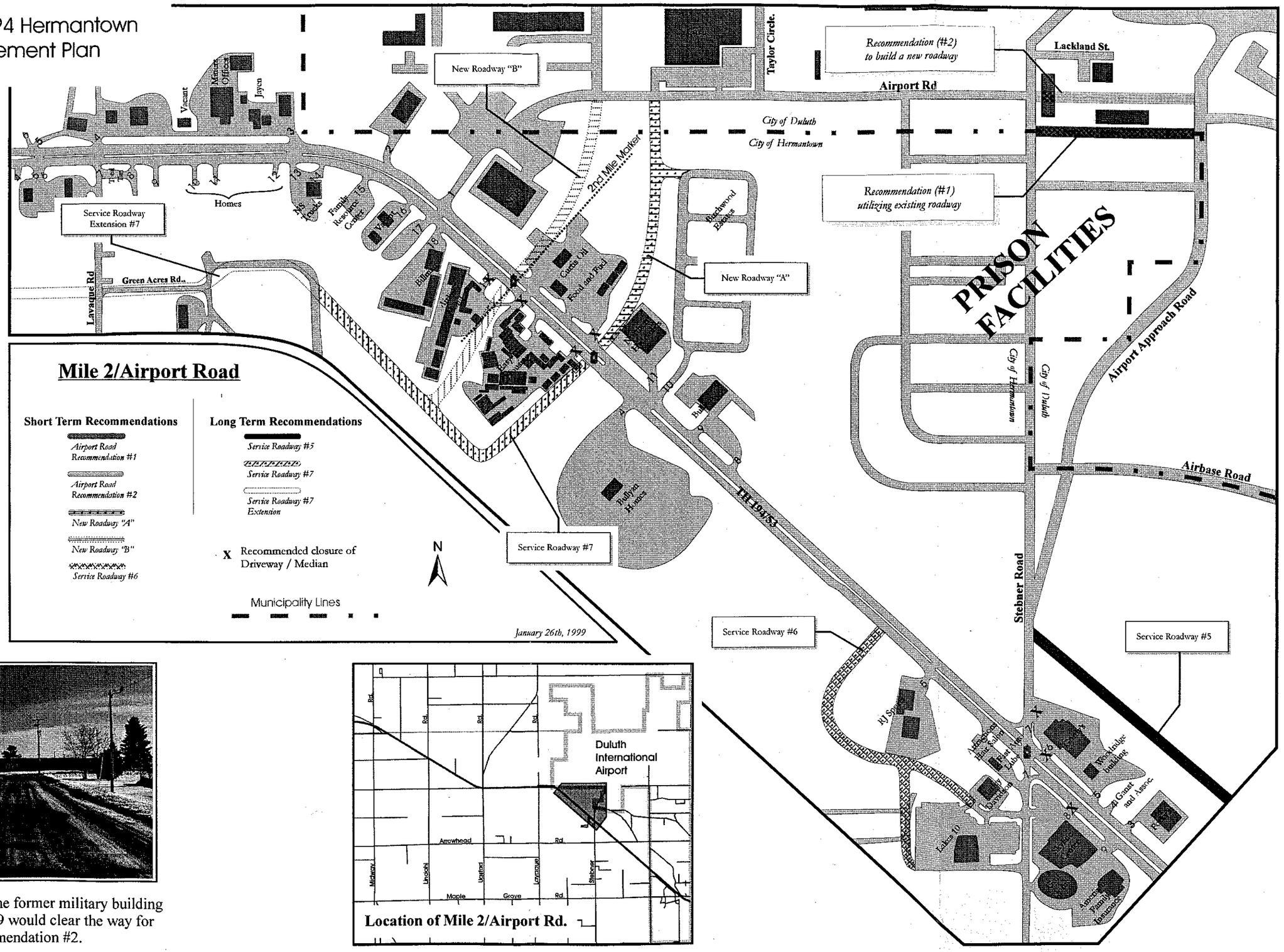
- The implementation of one of these recommendations would increase traffic at the Stebner Road intersection on Trunk Highway 53/194. The traffic signals at this intersection should be updated to accommodate the increased traffic that will be generated by implementation of one of the above recommendations.

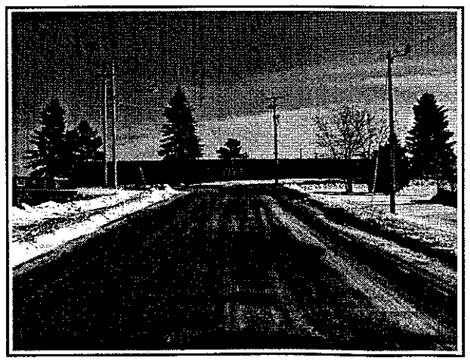
As an entire system, the New Roadway Alternative recommendations from Mile #2 and the above recommendations constitute the functional classification of the system. The roadways that would be included in this new classification are the new roadway connection from Trunk Highway 53/194 to Airport Road utilizing either corridor; the section of Airport Road from the new roadway connection to Airport Approach Road, utilizing either above recommendation; Airport Approach Road corridor from the Airport Road extension to Stebner Road; and Stebner Road from the Airport Approach Road termination to Trunk Highway 53/194. The recommended functional classification is major collector.

The construction of either of these roadways allows traffic to disperse in numerous ways in the area. Traffic on Airport Approach Road can transfer to Stebner Road, which connects to Trunk Highway 53/194. Traffic can also disperse to Airbase Road, which connects to Swan Lake Road and Arrowhead Road.

Trunk Highway 53/194 Hermantown Access Management Plan

All recommended roadways and closures are designed to preserve the safety and speed of the Hwy 53/194 corridor in the event of continued development. **The long term recommendations are not currently necessary, but should be considered as future land uses change.**





The demolition of the former military building in the spring of 1999 would clear the way for Airport Rd. Recommendation #2.

MILE #3 Recommendations: Airport Road to L & S Plumbing and Heating

Airport Road to L & S Plumbing and Heating
Mile #3: Southbound

Short Term Recommendation

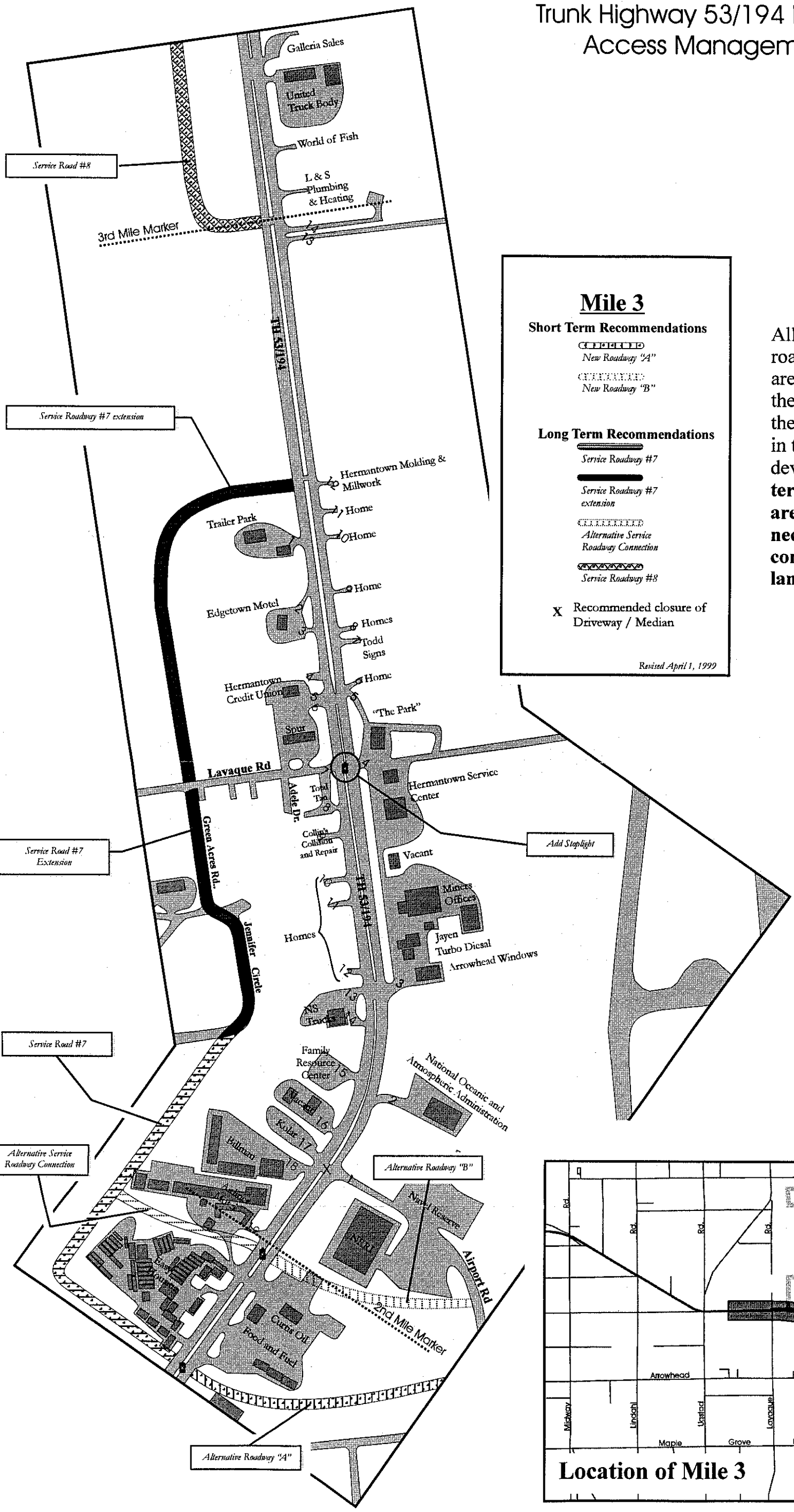
Traffic Signal Installation
Install a traffic signal at the intersection of Lavaque Road and Trunk Highway 53/194.

Long Term Recommendations

Service Roadway #7 Extension
Continuation of Service Roadway #7 (mile #2) from Easy Housing/Airliner Motel to Lavaque Road. New Service Roadway #7 Extension would utilize private roadways, Jennifer Circle and Green Acres Road, which empty onto Lavaque Road. The service road would continue across Lavaque Road, following a corridor behind the existing businesses located on Trunk Highway 53/194. The proposed service roadway would then curve to the existing median crossover adjacent to Hermantown Molding and Millwork. *Construction would depend upon land use changes adjacent to the proposed roadway.*

- Construction of the Service Roadway #7 Extension would require upgrading the median crossover at its juncture with Trunk Highway 53/194. Upgrading would require allowing only left turning movements to northbound traffic onto the service road. This would allow for only right in/right out turning movements from the service road.

Trunk Highway 53/194 Hermantown Access Management Plan



Mile 3

Short Term Recommendations

New Roadway "A"

New Roadway "B"

Long Term Recommendations

Service Roadway #7

Service Roadway #7 extension

Alternative Service Roadway Connection

Service Roadway #8

X Recommended closure of Driveway / Median

Revised April 1, 1999

All recommended roadways and closures are designed to preserve the safety and speed of the Hwy 53/194 corridor in the event of continued development. **The long term recommendations are not currently necessary, but should be considered as future land uses change.**

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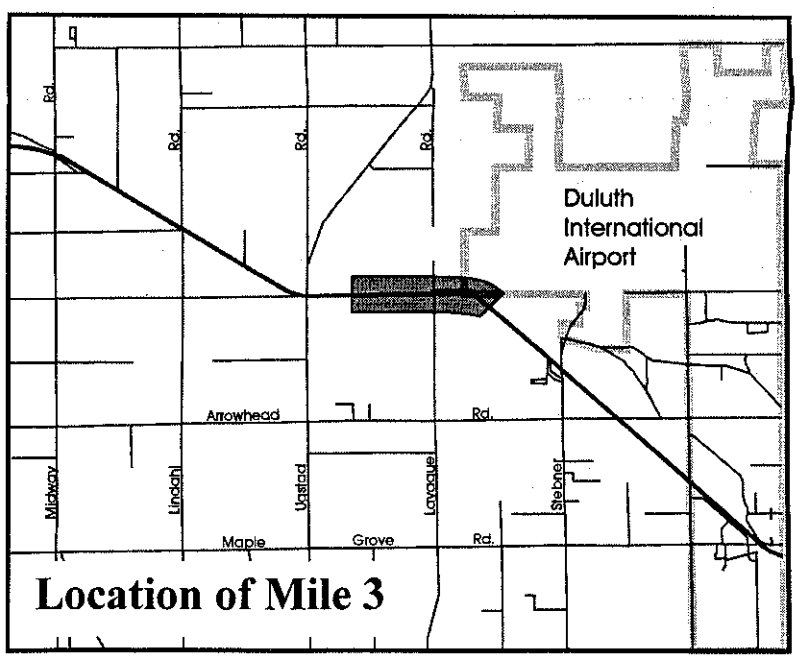


Location of Mile 3

MILE #4 Recommendations: L & S Plumbing and Heating to Abrahamson Road

L & S Plumbing and Heating to Ugstad Road
Mile #4: Southbound

Short Term Recommendation

Driveway Elimination
Elimination of the westernmost driveway (#8) adjacent to Gallagher's Apartments.

Long Term Recommendation

Service Roadway #8
Construction of Service Road paralleling Trunk Highway 53/194 beginning at or near the median east of L & S Plumbing and Heating and following a corridor west to the Gallagher's opening onto Ugstad Road. *Construction would depend upon land use changes adjacent to the proposed roadway.*

Ugstad Road to Abrahamson Road
Mile #4: Northbound

Long Term Recommendation

Service Roadway #9
Construction of a service road following a corridor from the from the old Gopher Oil entrance onto Ugstad Road to the entrance to Economy Garages. Roadway would continue around Economy Garages and eventually connect to Abrahamson Road, between Tamarack Materials, Inc. and Excel Doors and Millwork. *Construction would depend upon land use changes adjacent to the proposed roadway.*

- Closure of easternmost driveway to the old Gopher Oil site.

Ugstad Road to Abrahamson Road
Mile #4: Southbound

Short Term Recommendation

Rose Road Connection to Trunk Highway 53/194

Construct a "square" connection from Trunk Highway 53/194 to Rose Road in the approximate area of the western entrance to old Gopher Oil site. Median crossover would be constructed at site of connection. Closure of median crossover to the existing Rose Road entrance after construction of connection. Existing entrance to Rose Road would also be closed.

Long Term Recommendations

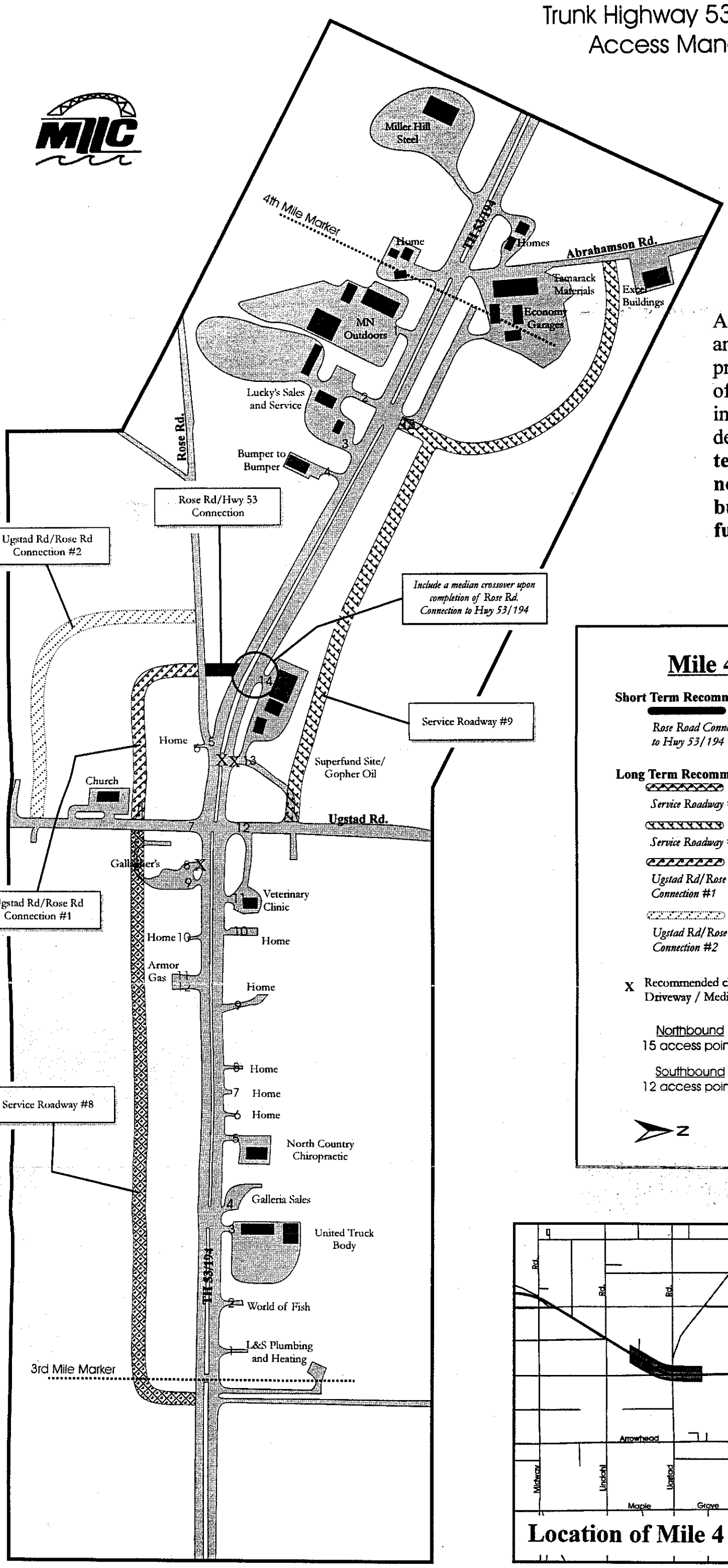
Ugstad Road/Rose Road Connection Alternative #1

Construct a roadway to connect Ugstad Road to Rose Road. Location of corridor would begin just north of the church on Ugstad Road curving to Rose Road. Increased traffic and accidents at this intersection in the future may determine a need for this connection.

Ugstad Road/Rose Road Connection Alternative #2

Construct a roadway to connect Ugstad Road to Rose Road. Location of corridor would begin just south of the church on Ugstad Road curving to Rose Road. Increased traffic and accidents at this intersection in the future may determine a need for this connection.

Trunk Highway 53/194 Hermantown Access Management Plan



All recommended roadways and closures are designed to preserve the safety and speed of the Hwy 53/194 corridor in the event of continued development. **The long term recommendations are not currently necessary, but should be considered as future land uses change.**

Mile 4

Short Term Recommendations

Rose Road Connection to Hwy 53/194

Long Term Recommendations

Service Roadway #8

Service Roadway #9

Ugstad Rd/Rose Rd. Connection #1

Ugstad Rd/Rose Rd. Connection #2

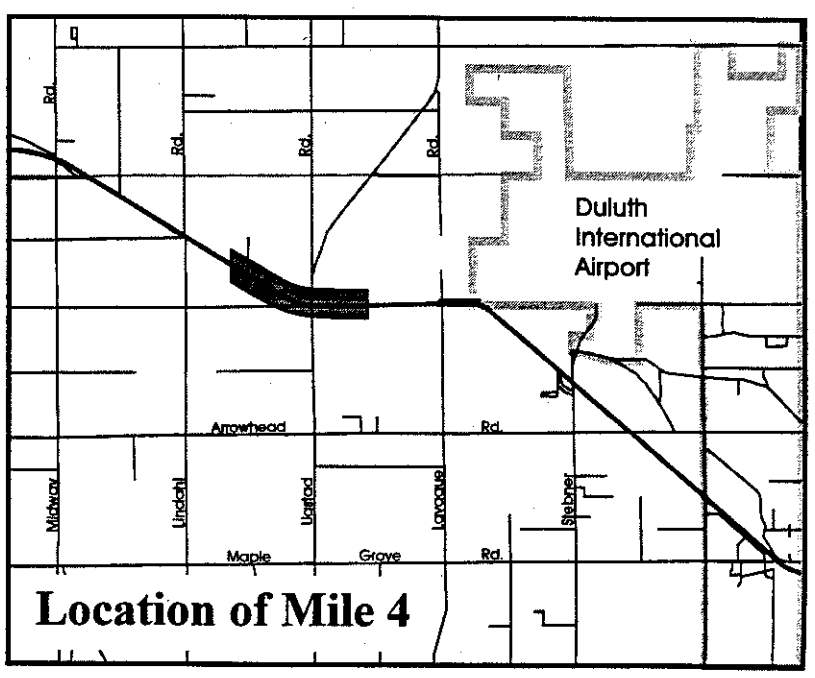
X Recommended closure of Driveway / Median

Northbound
15 access points

Southbound
12 access points

N

January 26th, 1998



MILE #5 Recommendations: Abrahamson Road to Arrowhead Concrete

Abrahamson Road to Arrowhead Concrete
Mile #5: Northbound & Southbound

Short Term Recommendation

Arrowhead Concrete Site
Continue to monitor driveway entrances and westernmost median crossover at the Arrowhead Concrete site. With the increase in traffic on Trunk Highway 53/194, driveway consolidation and median opening closure may need to be implemented at this site.

Long Term Recommendations

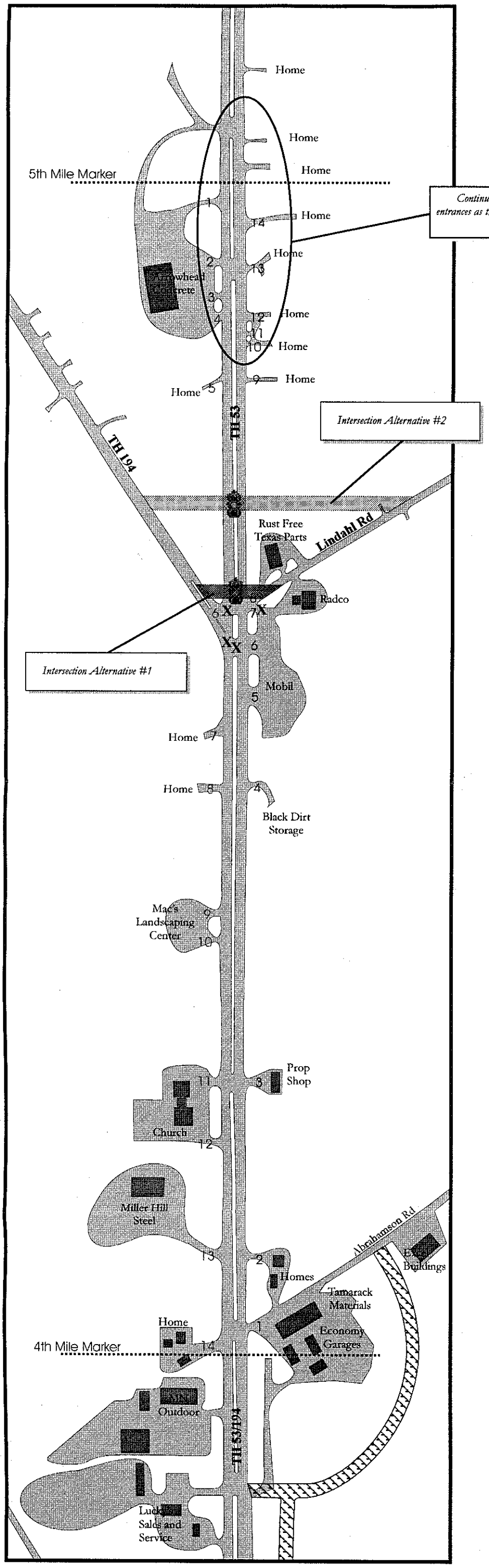
Trunk Highway 53/194/Lindahl Road Intersection Alternative #1:
Move the TH 194 access to the west on Trunk Highway 53/194 to align with Lindahl Road and intersect Trunk Highway 53 at a ninety-degree angle. Construct left and right turn lanes on Trunk Highway 194 for southbound Trunk Highway 53/194 and northbound Trunk Highway 53. In addition, construct a left turn lane for Lindahl Road.

- As a result of moving the Trunk Highway 194 intersection, the median crossover and entrance to existing TrunkHighway 194 would be eliminated. Also eliminate the southernmost driveways of the Mobile Service Station and Texas Rust Free Auto Parts on Lindahl Road.

- Place stoplight or blinking red warning light at new intersection.

Trunk Highway 53/194/Lindahl Road Intersection Alternative #2:
Move the Trunk Highway 194 intersection further to the west than in Alternative #1 and intersect Trunk Highway 53 at a ninety-degree angle. Move Lindahl Road further west and intersect with Trunk Highway 53 in alignment with the new Trunk Highway 194 connection. Closures would be the same as under Alternative #1. A stoplight or blinking red warning light is also recommended.

Trunk Highway 53/194 Hermantown Access Management Plan



Mile 5

Long Term Recommendations

Trunk Hwy 53/194/
Lindahl Rd. Intersection
Alternative #1

Trunk Hwy 53/194/
Lindahl Rd. Intersection
Alternative #2

Service Roadway #8

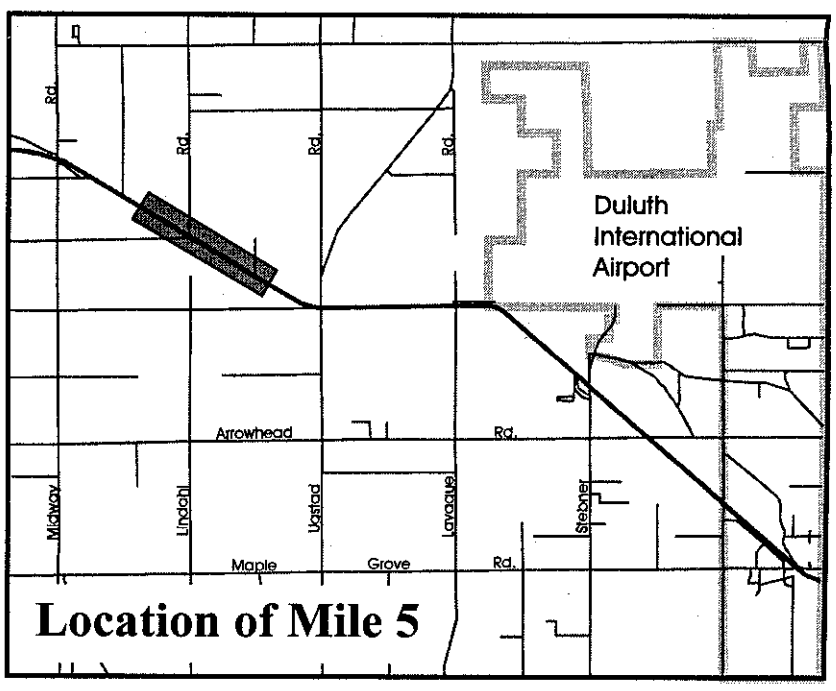
X Recommended closure of Driveway / Median

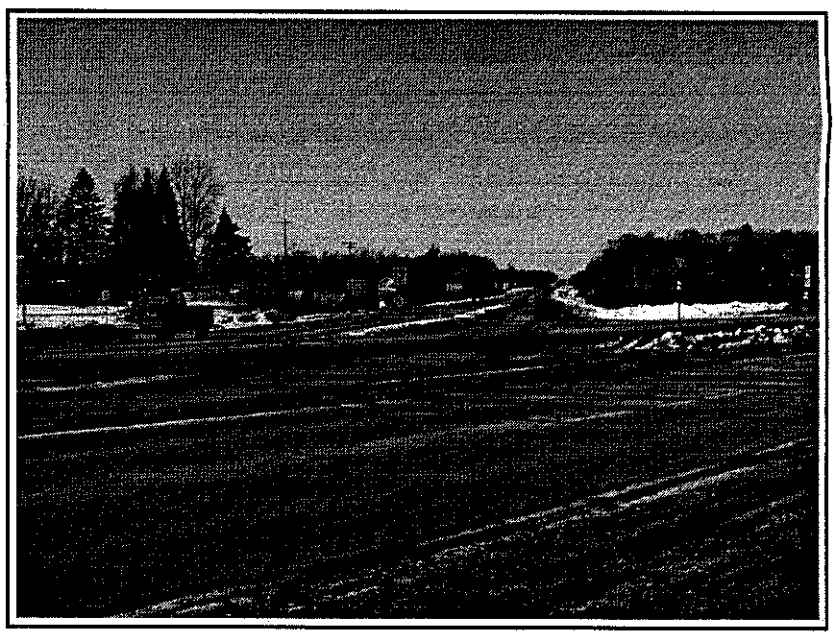
Northbound
14 access points

Southbound
14 access points

January 26th, 1999

The intersection of Trunk Highway 53 and 194 is at an acute angle that can produce unsafe traffic movements. Future traffic increases in the corridor will justify a reconfiguration of the intersection.





The intersection of highways 53 and 194 could be made safer by changing the angle at which the two roads intersect.

MILE #6 Recommendations: Arrowhead Concrete to Midway Road

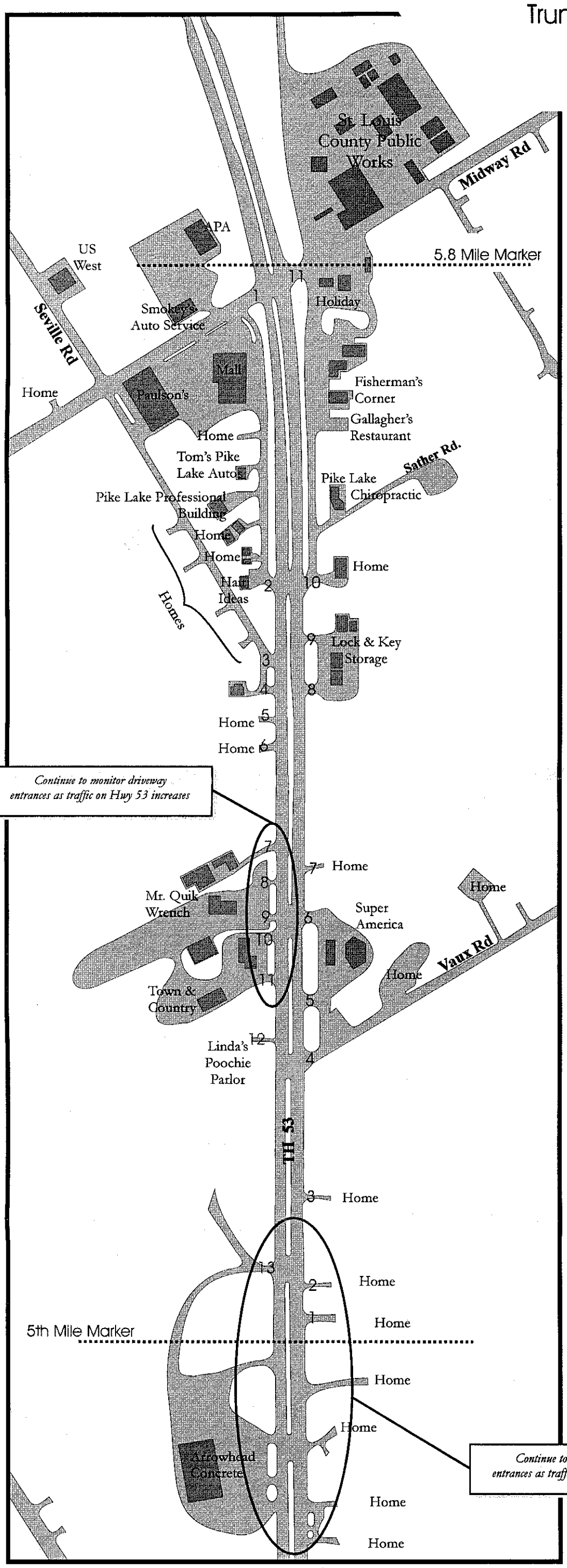
Arrowhead Concrete to Midway Road
Mile #6: Southbound

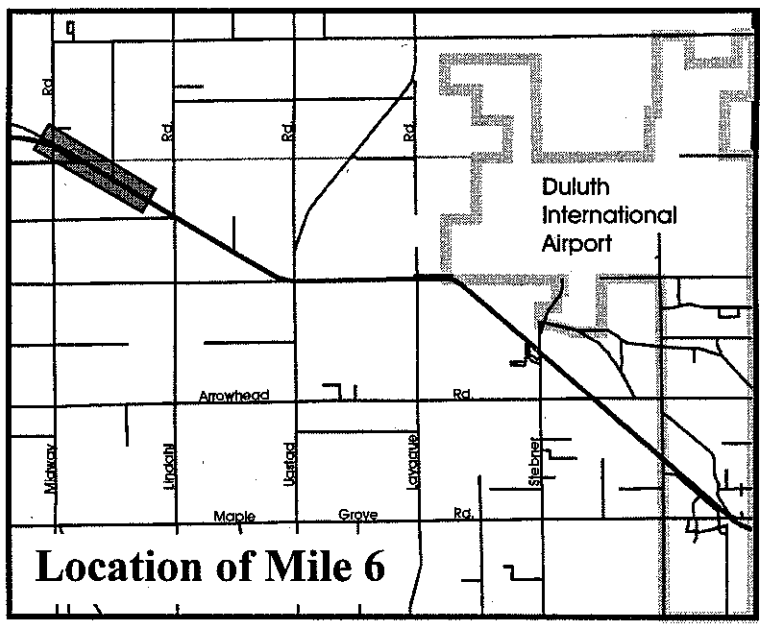
Short Term Recommendation

Mr. Quik Wrench/Town and Country Site

Continue to monitor driveway entrances at the Mr. Quik Wrench/Town and Country business sites. With the increase in traffic on Trunk Highway 53/194, driveway consolidation may need to be implemented at this site.

Trunk Highway 53/194 Hermantown Access Management Plan





The two frontage roads adjacent to Highway 53 near Midway Road effectively eliminate a possible 12 access points onto the highway.

Mile 6

Northbound
11 access points

Southbound
13 access points

January 26th, 1999

CHAPTER 6
PUBLIC PARTICIPATION

As was mentioned earlier in this document, the recommendations developed in the *Trunk Highway 53/194 Hermantown Access Management Plan* were developed with the help of business and land owners and residents who live along the study corridor. A total of three public meetings were held at city hall in the City of Hermantown. In addition, a presentation on the basics of access management was given at the October meeting of the Hermantown Chamber of Commerce. Brief discussions of the context of each meeting are listed below. The meeting announcements are on the following pages.

October 6, 1998

This initial meeting focused on discussing the principles of access management and how they would be applied to the Trunk Highway 53/194 corridor in Hermantown. MIC Staff made a presentation on the basics of access management and showed some examples of good and poor access management practices. General concerns expressed at this meeting were centered on the closing of driveways, which would limit access to businesses. Public attendance at the meeting was approximately 10 to 12 people.

October 22, 1998

After the October 6th public meeting, the Hermantown Chamber of Commerce became interested in the access management plan. In reaction to this, MIC Staff made a short presentation on the basics of access management, much like was done at the previous public meeting. The audience, which numbered approximately 110 persons, was made up of business owners from the City of Hermantown. Questions fielded by MIC Staff were primarily focused on the contents of the plan, funding issues, and the time frame for the plan.

November 5, 1998

The second official public meeting was held on November 5, 1998 at city hall in the City of Hermantown. Approximately 35 to 40 people attended the meeting to voice their concerns and recommendations for the plan. MIC Staff made a short presentation on some of the recommendations that were developed by City of Hermantown Staff, MnDOT representatives, and MIC Staff. After the presentation, City of Hermantown Staff and MnDOT Representatives discussed the alternative funding mechanisms that could be utilized in implementing some of the recommendations.

December 9, 1998

The third and final public meeting for the *Trunk Highway 53/194 Hermantown Access Management Plan* was held on December 9, 1998. In this meeting, the focus involved breaking into groups and discussing the recommendations on a mile by mile basis. Again, staff from the MIC, MnDOT, and the City of Hermantown facilitated the groups to gather their concerns and questions about the recommendations. In addition, a handful of new recommendations came from the participants. Each facilitator presented their group's priorities for each mile section of the corridor. Approximately 40 to 50 people were present at this meeting.

HERMANTOWN CHAMBER OF COMMERCE

UPDATE

ACCESS MANAGEMENT PLAN FOR HIGHWAY 53

If you have a business on Highway 53, this affects you!

The Hermantown Chamber of Commerce invites you to attend a presentation given by John Klaers, City of Hermantown, and representatives from MN DOT and the Arrowhead Regional Development Commission.

WHEN: Thursday, October 22

WHERE: Afterburner Restaurant

TIME: Noon- 1:30 PM

COST: $7.50 for lunch

Parking is FREE but you must bring your parking ticket stub to the luncheon to get stamped.

You do not need to be a member of the Chamber to attend this event. We believe it is very important that you be a part of the planning process.

They have been collecting data and possible solutions are turn lanes, signals/traffic controls, median construction, frontage or backage roads, speed limit control, bypasses and access relocation.

Please call Kay Knight at the Chamber office if you have any further questions or concerns.

WE LOOK FORWARD TO SEEING YOU THERE!

ACCESS MANAGEMENT PLAN FOR THE HIGHWAY 53/194 CORRIDOR IN HERMANTOWN

The Metropolitan Interstate Committee (MIC), a program of the Arrowhead Regional Development Commission, and the City of Hermantown invite you to attend a public meeting to discuss access management alternatives for the Highway 53/194 corridor in the City of Hermantown.

WHEN: Thursday, November 5

WHERE: Hermantown City Hall

TIME: 6:30 PM

MIC Staff will be exhibiting the access management recommendations for the corridor. It is also an opportunity for residents, developers, landowners, and business owners to voice their concerns about the corridor and submit their own recommendations. Funding options for the various access management alternatives will also be discussed.

If you have any further questions or comments, please contact Jason Serck at the Arrowhead Regional Development Commission.

ACCESS MANAGEMENT PLAN FOR THE HIGHWAY 53/194 CORRIDOR IN HERMANTOWN

The Metropolitan Interstate Committee (MIC), a program of the Arrowhead Regional Development Commission, and the City of Hermantown invite you to attend a public meeting to discuss access management alternatives for the Highway 53/194 corridor in the City of Hermantown.

WHEN: Wednesday, December 9

WHERE: Hermantown City Hall

TIME: 6:30 PM

MIC Staff will be showing the access management recommendations for the Highway 53/194 corridor. The purpose of this meeting will be to break into smaller groups focusing on each mile segment of the roadway. This type of format will facilitate more discussion about the plan and bring about more ideas to make the corridor safer.

If you have any further questions or comments, please contact Jason Serck at the Arrowhead Regional Development Commission.

Media Coverage

Media coverage during the planning process for the *Trunk Highway 53/194 Hermantown Access Management Plan* was limited, but aided in getting the word out to the Hermantown community. The news publications that carried the story were the Hermantown Chamber News, Duluth-News Tribune, and the Hermantown Star. Below are the articles that were run about the plan.

Access Management Plan for Highway 53

If your business is on Highway 53 - this affects you!

John Klaers, City of Hermantown, and representatives from MN DOT and the Arrowhead Regional Development Commission will be guest speakers at the Hermantown Chamber **October 22 luncheon meeting** starting at noon at the Afterburner restaurant. We will be inviting all businesses affected along Hwy. 53 to this meeting. MN DOT and the Arrowhead Regional Development Commission are in the process of establishing an access plan for Highway 53.

They have been collecting data and putting the pieces of the puzzle together. They are interested in establishing a plan so as new developers and businesses come to Hermantown, they will know what to expect. Their goal is to have a safe corridor with good access to the properties affected. **They are ready to make decisions and they want input from the businesses that will be involved.**

They have studied driveways, street intersections, interchanges, speed limits and accident reports. Possible solutions are turn lanes, signals/traffic controls, median construction, frontage or backage roads, bypasses and access relocation. They have been collecting data from Haines Road to the Midway Road, where there has been a 3-4% increase in traffic over the past few years. Their immediate area of concern is the stretch between Haines Road and Ugstad Road. They would like to have this study completed by January 1, 1999.

We urge you to attend this very important meeting to help determine the safest and most effective way to monitor traffic along Hwy. 53.

Hermantown Chamber News
October, 1998

Access Management Plan for Highway 53

Update to meeting held at City Hall on November 5th

The meeting was attended by approximately 40 business representatives. Jason Serck of the Metropolitan Interstate Committee presented "proposed ideas" for the stretch of highway between Haines and Midway Road. The highway has been broken down into six segments and the proposed ideas were presented by segments of highway. There were ideas discussed of frontage and backage roads, speed limits, entrances and exits from the highway and traffic signals as options. It was stated that this would be considered a "frame work" plan so that it should not impede development but that development should mesh with the plan. It would be thought of as a living and working document that must be open to continuous change.

A top priority area seems to be Airport Road intersection with Miller Trunk near the NRRI building. The expansion at Cirrus and the combined number of employees for the NRRI and Cirrus using that intersection have the group looking at alternative routes. Another area discussed was the Lavaque Road intersection with Miller Trunk and the possibility of lights controlling that section of road.

In terms of funding any of these proposed ideas, it is a step by step process. In order to apply for state or federal funding, first there has to be a plan developed. Once your proposal is selected to be built, there is a start date of three years out. Other funding options are the city could bond and assess businesses involved with the area selected.

The next meeting will be held in January. At that time the ARDC and Mn/DOT hope to break the business owners into smaller groups represented by the six segments of highway and get more specific information about the plan. In the meantime, the proposed ideas that were presented are on display at Hermantown City Hall. You can stop by to view them. If you have any further questions or concerns, you can direct them to John Klaers at 729-6331 or call Kay at the Chamber office at 727-7667.

Hermantown Chamber News
November, 1998

Change ahead on Hermantown's Highway 53

Citizens offer options for 5.8-mile stretch

By Bob Linneman
News-Tribune staff writer

It's a long way from consensus, but there was plenty of talk Thursday night about a proposal for traffic improvements on Trunk Highway 53 through Hermantown.

Most everyone agrees something needs to be done — the 5.8-mile stretch between Haines Road and Midway Road is becoming too congested, unsafe and a deterrent to traffic for businesses along the route.

An "access management plan" was presented by Jason Serck of the Duluth-Superior Metropolitan Interstate Committee at a public meeting at Hermantown City Hall.

The committee is a joint venture of the Arrowhead Regional Development Commission of Minnesota and the Northwest Regional Planning Commission of Wisconsin.

Serck took the gathering of about 40 concerned business owners and residents through a preliminary plan that would add stoplights, medians and frontage roads and eliminate selected driveways and medians to ease the traffic flow and improve safety on the highway.

"We need to keep traffic flowing, but also serve land-use needs," Serck said. "Things are going to change on 53 and these are just suggestions for that change."

There was no shortage of suggestions from the audience, either, running the gamut from bridges to additional roads.

There also is concern. "They're going to be ripping sewer lines up there next year," said Frances Lundgren, a resident of the corridor, "and they're going to just tear that up when they do this? That makes no sense."

She said it's true that a problem exists, but said it's something that should have been addressed years ago.

Attempts were made to implement various plans for the stretch of road going back to the 1960s, but nothing has ever been

Please see **CHANGE, back page**

Duluth-News Tribune
November 6, 1998

CHANGE *Continued from Page 1B*

done.

"There has been a lot of inconsistencies over the last 30 years," Hermantown Mayor Dan Urshan said. "But we're here now, and we're here for tomorrow. Now we all have a say in the process."

The city and the MIC hope to have a final proposal ready by spring to present to the Minnesota Department of Transportation. If approved, changes along the route could reach the construction phase by the spring of 2002.

More public gatherings to discuss the access plan will be held over the next couple of months,

Hermantown planner John Klaers said. "And governments are going to have to cooperate if these things are going to happen," he said.

The biggest challenge, Urshan said, will be funding. The mayor said he believes residents and business owners will come to a consensus on what should be done, but finding the money will be difficult.

Klaers suggested funding would come either from federal transportation money or from a special assessment.

Hermantown Star
October 29, 1998

Miller Trunk traffic forcing access limits

When McDonalds built on Central Entrance years ago, they had no problem getting a two-lane entrance and a separate two lanes for exit. By the time Burger King came along, Nick Patronas was lucky to get one lane in and one out, with just one curb cut.

That's the kind of issue Hermantown businesses will be dealing with in the future, as Miller Trunk becomes more and more congested. Traffic increases of 4 percent per year—up from 2 percent per year not too long ago—are forcing regional planners to look at limiting access to Hermantown's "Main Street".

Over 100 business people turned out for last Thursday's Hermantown Chamber of Commerce meeting to hear about the access management plan being developed for Miller Trunk.

Access management is an attempt to maintain traffic flow and safety while accommodating the needs of adjacent landowners, explained transportation planner Jason Serck of the Arrowhead Regional Development Commission.

Access may be limited by constructing turn lanes, timing traffic signals, reducing the number of driveways, controlling traffic flow with medians, or building frontage or backage roads.

Hermantown businesses may see any or all of those kinds of access limitations in a plan being developed by the ARDC, the Metropolitan Interstate Committee, the Minnesota Department of Transportation, and the city of Hermantown.

Some details of the plan will be released at a city hall meeting next Thursday, November 5, beginning at 6:30 p.m.

"If we're going to continue to have development on Miller Trunk, we've got to have a plan that folks will believe in and buy into," said Hermantown planner John Klaers.

Hermantown Star
November 12, 1998

Hwy. 53 plan includes more signal lights, fewer driveways

"Things are going to change on Hwy. 53," transportation planner Jason Serck told a full house of about 40 Miller Trunk business owners and residents at city hall last Thursday.

For the Miller Trunk property owners, those changes could mean restricted access to the highway—fewer driveways, for example, and closures of median crossings. For all drivers who use the highway, it's likely to mean more traffic lights and slower speeds, according to preliminary plans Serck presented at the public meeting.

On the plus side, Dave Pickett of the Minnesota Department of Transportation said plans call for traffic signals from Arrowhead Road in to be timed next summer.

Building up, slowing down

Increasing traffic and business development along Hermantown's Main Street are forcing area planners to look at these changes for safety reasons. "We don't want to end up with something like Central Entrance near Arlington," said Ron Chicka, transportation program manager for the Arrowhead Regional Development Commission.

The ARDC, Mn/DOT, the Metropplitan Interstate Committee, and the city of Hermantown are working together to come up with a plan that will allow traffic to flow at 45 or 50 miles per hour and still provide access to homes and businesses along the highway.

"If you don't do anything," warned Mn/DOT's Pickett, "the speed limit is going to be 30 miles per hour. You can work to keep it at 45."

Three more signals

Serck said the planners' top priority is fixing the Airport Road outlet onto the highway, near the tall orange NRRI building.

Early plans call for rerouting the Airport Road outlet to Miller Trunk off the curve to the other side NRRI, next to Curtis Oil, and installing signal lights. Planners are also looking at options to connect Airport and Airbase Roads to give a "back door" to Stebner, Arowhead, and even Haines Road for Cirrus, NRRI, and the Birchwood Mobile Estates.

"This is the only way out for Cirrus, and the safety issues are only going to get worse with their expansion," said Serck. The airport commission is also promoting further commercial development that would use Airport Road to access to the highway.

In addition to the NRRI lights, Serck's plan projects lights at LaVaque Road. Kay Knight, executive director of the Hermantown Chamber of Commerce, said she'd talked to all the business owners in that area, "and every one of them has expressed the need for that to happen tomorrow."

Lights and a road realignment are also projected at the intersection of Hwy. 53 and Hwy. 194. Serck is currently gathering car crash statistics, and agreed with Thursday night's crowd that the stats would likely show that to be among Miller Trunk's most dangerous spots.

Who will pay?

The property owners wanted to know who would pay for these changes. "You're putting a large burden on a small population if you're asking Hermantown to do it," said Pat McDonald of Mac's Landscaping. "This traffic is coming from Duluth, Proctor, and the Range as well as Hermantown."

City planner John Klaers told the crowd that in some cases, the city would require new developers to pay for lights, controlled access, frontage or backage roads, or other road improvements. In other cases, the city could bond and assess benefitting property owners—a group of small businesses, for example.

Planning for funding

The plan currently being developed is the first step in getting possible state and federal funding, said the planners and Hermantown mayor Dan Urshan. "There'll be no funding until there's a plan," Urshan said.

Pickett agreed, adding, "For every one dollar in funding there's five dollars in wants. If there's a good plan, it's possible Hermantown could get funding. We're going to be there."

Klaers said the plan would be ready by spring, in time for MIC, the area transportation partnership, to consider it for funding. MIC plans three years out, so if Hermantown's portion of Miller Trunk is selected as a priority, construction would begin in 2002.

CITY COUNCIL MEETING
INFORMATIONAL MEETING HIGHWAY 53 ACCESS MANAGEMENT PLAN
March 1, 1999
6:32 p.m.

ROLL CALL:	Councilors Allen, Hubert, Ortman, Tafa, Mayor Urshan; Lynn Lander, City Administrator; Nancy Sirois, City Clerk; Steve Overom, City Attorney; Jim Olson, City Superintendent; Terry Ulshafer, Chief of Police; Molly Solberg, Assistant to Administrator
VISITORS:	See Attached List

NOTICE IS HEREBY GIVEN that the Hermantown City Council has scheduled a meeting for, March 1, 1999 at 6:30 p.m. in the City Council Chambers located at 5255 Maple Grove Road, Hermantown, Minnesota, to solicit input in reference to Hermantown's Proposed Trunk Highway 53/194 Access Management Plan.

Copies of the Plan are available at the City Administration Building.

Those businesses impacted by the Plan are encouraged to attend. Written comments may be submitted to the Mayor's Office.

Mayor Dan Urshan, 5738 Morris Thomas Road - For the record I have received no written comments. Before we open this up, if I could have everyone turn to page 3 of this handout, it's not the third page in, I discovered it's a little way in. If we could go right to the top paragraph, I'd like to read that just to get a flavor of what we're trying to accomplish here. "According to the Federal Highway Administration, access management is "the process that provides access to land development while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity, and speed." In other words, access management strives to preserve the integrity at' the roadway, while serving land uses such as commercial and retail areas, along with residential dwellings." I thought that was important to note tonight. Also, if you could turn to page 22, there's something else I'd like to touch on here before we get started and probably the most important that we can read in here. If you go to the middle of the second paragraph it says: "These recommendations are also prioritized into short term and long term time frames. Short term for the purpose of the study, is defined as being 5 to 10 years; long term, greater than 10 years." In the bold lettering underneath, very important. "Construction of many of the service roadways that are proposed on the following pages will be dependent upon a change in land use adjacent to the service roadway. If there is no change in land use, existing conditions will remain." So again, it is development driven. I would make note as well, this plan may be modified at any time, but it is better to have a plan as a working guide for future development than to have nothing at all. Without a plan we may never qualify for future federal funding to assist with frontage roads. Tonight, what we're here to do really, is to listen. The Council is here to listen, obviously we solicited the input from you the people, the taxpayers, the businesses on that roadway and we're going to solicit input and consider changes that you

give us. So at this point in time if there is nobody else on the Council that would like to say a few words, Lynn, have you got anything? I'd like to just take and turn this over to you the taxpayers, so please come forward, state your name and address for the record. Then if you would be somewhat specific and tell us what page your on we can all go there, make notes, changes and go from there.

Bob Plucinak 4189 Haines Road - I'd like to speak to the closure of driveways 9 and 10. That's property that I've owned for about 8 years now. I'm on the first fold out page. Mile 1it's called. Speaking to the safety side of it, in the 8 years that we've been there we've never even had so much as a fender bender there. So I don't think that really pertains too much to the closure of those entrances. The other thing is when I purchased that property, I purchased three separate parcels and as a property owner I believe that you're entitled to an entrance for each parcel of property. The reason for that being, I might be using it all for two or three things right now, but down the road should I decide I want to sell any of that back off again, as you all know, you pay a lot more for a smaller lot than you do a for a larger lot. Value wise for me, it would decrease the value of that property to have those driveways closed and it would hurt my ability to sell it off into smaller chunks. And thirdly I guess, if they're insistent on closing an entrance I'd at least like to have some input into it. Nobody's consulted me at alt entrance 11 is basically on my property and I don't even use it. It's basically for the motel and so forth. So I could conceive giving up entrance 11 if they would leave the other two in there. But I'm sure the motel is going to have something to say about that. The long and short of it is, I don't care if they use that entrance, but if they want to close one of mine they can dig out the culvert on my side and move it 20 feet down the road, it doesn't make any difference. Those are the reasons I'd like to see you leave those in place. I'd appreciate any opinions you might have on that.

Mayor Urshan - This is the forum in which to give that information.

Bob Plucinak - Well we had that last meeting too, and I gave other reasons to and I don't know if anybody listened to that or not, but those are my main reasons. As a safety, I don't believe that's a factor on those. I think its going to devalue my property. I think as long as its three pieces of property the way I bought them they all have their own access, I think I should be able to maintain those accesses. Thank you.

Mayor Urshan - Thank you Bob. I appreciate you coming forward. Again we're here to gain information from you and input from you on changes that you'd like to see happen on that highway.

Todd Johnson. 5147 Miller Trunk Highway - I have a question I guess. I haven't been to any of the other earlier meetings, I've been too busy. On service road, the only way you'll get a service road is the developer builds something to pay for the service road or are service roads going to be, some of them will be private service roads? I noticed in front of my place your talking about blocking off the cross over. Which would tend to make people drive through on my side of the road a private service road, which happens to be on Park Bench property, people use it now. On the other side of the road they'd be going through the gas station to get to the credit union if they're in the north bound lane. I was wondering what the ramifications are in how these roads are built. If a use change is later on or neighbors get in a fight if it's a private road and they block it off. Anybody that is using a private service road to get from like Lavaque Road to their credit union, but they'd have to go all the way up to the next turn over if they're heading north to get it. Because the owner of the property happens for some reason to shut it off or change the use the road wouldn't be there. How do you handle that?

Mayor Urshan - I'm not sure exactly who has jurisdiction over each and every road. Steve, Lynn do you have an idea on that?

Lynn Lander, City Administrator - Well the current service roads that are within Hermantown are within the States highway right-of-way.

Mayor Urshan - Most of the service roads are within the State right-of-way. What we're here to do tonight really is to gain input. I'm trying to figure out an answer to your question, I'm not sure of that.

Steve Overom, City Attorney - I think it would vary depending upon circumstance each one could be different.

Todd Johnson - Like the service road at the Park Bench is actually on private property. Except where it gets out at my place, it's on the right-of-way. But if you happen to want to block it off for some reason or if the business changes there for some reason he wanted to block it off and then because you don't have a cross over it would pose a problem. If you could use that without the cross over it wouldn't cause a problem. And I can see that happening at the credit union. Right now if they block that cross over off everybody would have to go through the gas station to get to the credit union when they head north.

Mayor Urshan - Would you like to see a continuation of the frontage road in front of your place?

Todd Johnson - Right now with only a few residents up past me it really isn't necessary unless they at some time change to commercial then I guess it would be.

Councilor Hubert, 4347 Lavaque Road - The road that goes behind the gas station to the credit union, is that private?

Todd Johnson - I believe so.

Councilor Hubert - Does anybody know for sure? Off the Lavaque it goes behind the gas station and all the way over to the credit union.

Mayor Urshan - That's private, according to Jim that's private as well.

Councilor Hubert - Isn't that the same one they're talking about, I think it was Billman's thinking about building there.

Jim Olson, City Superintendent - Its part of that piece of property for the Spur Station, it was built by Spur so I assume its still theirs.

Councilor Hubert - Okay.

Todd Johnson - This is what I'm getting at. If you block off the other entrance on the highway and if the gas station for some reason wanted to stop the people from getting to the credit union they'd have to go up to the next turn over and come back. I mean if this is the case.

Mayor Urshan - Again, I think it may have to do with the development agreement and a number of factors. 1 guess the main thing, I guess what I would like to know is, do you feel as though a frontage road, service road would be needed in front of your area or you don't think so?

Todd Johnson - I don't think so. If you take the cross over off that I could use. The neighbors, it's on his private property. Its probably going to happen quite a bit up and down the highway when you have private service roads. I understand even in front of Minor's property there, that actually that service road is supposedly on private property even though the state plows it. That was a big thing that came up at taxation when we had a new city assessor a few years ago. She went up and started counting square feet of property, she counted the service road and the property between the service road and the right-of-way as square footage for tax reasons. Well I guess that was the start of why she no longer an assessor. I understand and that's for sure that road is actually on private property, that service road.

Mayor Urshan - Todd, I've written that down now, private property question mark and we'll get an answer for you. I appreciate you bringing that forward. Thanks so much.

Jack Curtis, 4997 Miller Trunk Highway - I am from Curtis Oil, 4995 Miller Trunk Highway and I'm on the fold out after page 32. I'd just like to express strong support for the new roadway A as opposed to new roadway B. B doesn't come through the property in a very convenient place I guess I'll say. I'll also say that I would like to see no frontage roads there because of the type of retail business that we run there requires pretty much easy on easy off access for traffic.

Mayor Urshan - Say it again now. You prefer new roadway A.

Jack Curtis - Correct. Also I'm wondering if anyone can address the time frame? I'd like to do some development on this property as soon as 99 if not 2000 and a short term of 5 years is not necessarily short for me.

Mayor Urshan - Lynn, can you update Jack on the discussion of this roadway.

Lynn Lander - This just came forward to the City of Hermantown approximately two months ago and it was spurred by the Duluth Airport. They are currently looking at putting an application process together to get it within what they call federal funding format. So its my understanding that the federal funding has been allocated for a three year period at present with those that turned in their application. So even if this was put in tomorrow your looking at possibly 2003, 2004.

Jack Curtis - Then the likely hood of it. I mean I can address the development to assume that it may happen at some point and I would do that.

Mayor Urshan - Jack, this is I guess something for everybody. This plan is a guide and we hope to stay by the guide as many people know that have been a part of this community for many years, we really do try to stay within our Comprehensive Plan. It was done over 20 years ago. So this really is going to be a guide that we will try and go by as I mentioned at the beginning it is going to be development driven. So we really don't know how soon some of these areas of frontage roads will be done. Just because we show a future frontage road doesn't mean we're going to go out and do it next year. That funding is either going to come as a result of a developer coming in and them paying for the roadway. Its going to come from state, federal hinds or local city funds. So whichever happens, as development drives a need to make Highway 53 more accessible that's when we go to this guide and take a look at it and say these are the things that were well thought through. These are the ideas that people in the community packed City Hall and gave us ideas on what we were looking at. So that's pretty much what we're trying to do here. To give you a time frame of when that road is done or when a lot of these ingress or egress areas will be x'd off so to speak it might be never. It might be soon, it might he many years down the road, who knows.

Jack Curtis - So the driving force for that road would be the City of Duluth. I don't need it, it isn't an issue as such, but if it's going to be there I need to address the development to accommodate it.

Mayor Urshan - Obviously if Cirrus expands and it has been expanding and more people enter onto that roadway there's going to be a greater need for a safer entrance/exit off the highway. So we're willing, and have been working with Duluth right along to see what we can do to put together a program, some kind of a plan to put a roadway in there that would be better. Thanks so much.

Councilor Hubert - One more question here. The Cirrus road is the one that you're concerned about? Lynn is that one still as far off as these other frontage roads and all this stuff? I mean isn't that one kind of a high priority on both the Airport and the City of Duluth? So it could happen earlier than 2003 or no?

Lynn Lander - It might if they realign some of the previous priorities.

Councilor Hubert - I see. So with the priorities that are there right now, it still isn't going to happen until 2003.

Mayor Urshan - I don't know where the finding would come from on a shorter notice than that. As many of you work with roadways know, it takes a long time to get a roadway built, the planning and funding. Thanks Jack. Anybody else, please come forward, state your name and address for the record for us. Give us your input, we're here to listen.

Councilor Ortman, 3547 Haines Road - I just want to let the public know. For those of you who might just be seeing this report tonight and want to really look though it before you give us your comments. Feel free to send us a letter expressing any concerns you have or any questions or even contact city hall and ask our city staff if you have any questions. I know some of you are just looking at this tonight and it is a pretty big booklet to look through and understand.

Mayor Urshan - We have had this available for the last two or three weeks we posted it. As Councilor Ortman stated if those of you who do have comments between now and March 15th by all means please put those down on paper and send them over to us. We greatly want your input.

Brian Billman, 4877 Miller Trunk Highway - I'm at the top of page 27. First off what's the definition of short-term recommendations? Is that something short-term is that going to happen sooner or later?

Mayor Urshan - You may have stepped in a bit after we got started. On page 22 in the middle of the second paragraph I covered that. Short-term for the purpose of the study, is defined as being 5 to 10 years; long term, greater than 10 years.

Brian Billman - Okay, under the first 53 sign there it says recommended extension of existing service road following corridor west from driveway access #1 to driveway access #5. If you turn to the second fold out, its that part that's circled there. If the frontage road were to indeed follow that path it would wipe out my parking lot. I was wondering what kind of funding would be available to make a new parking lot if that were to come to be.

Mayor Urshan - Again, the funding aspect we really can't answer. These are just again, a plan of what would be the best overall scenario, okay.

Brian Billman - I just wanted to address that as a matter of record. Then also, if you step to the service roadway #5, it says the service road from the area adjacent to Supreme Kitchen and Baths driveway to Stebner Road. That's a misprint because where the map is actually drawn is between the apartment building and Starlight Satellite and its not the land adjacent to the driveway of which would be a better place for it. There's a lot more land there.

Mayor Urshan - Okay, what it should read here is service road from area adjacent to actually the…

Brian Billman - Actually the way they have it written out by words is the best place for it. But its not where its drawn on the map. Between me and Porky's there is undeveloped land that would be appropriate for it and between the apartment building and Starlight Satellite there's not enough land width to pull something like that off. So its actually a misprint of that description.

Mayor Urshan - Let me make sure I've got this right now. So what your saying is right where the black roadway is between where Supreme Kitchen and Baths is there is an apartment building, between the two there.

Brian Billman - Right.

Mayor Urshan - So it should read area adjacent to the apartment building east of Supreme Kitchens and Bath, right?

Brian Billman - That's what it should read to describe the way it's drawn. But what I'm saying is the way that it is described would actually be a better use and if they were to change the map it would suit your service better.

Mayor Urshan - Okay, so you'd rather see that come between Porky's and…

Brian Billman - Right, because there's undeveloped land there that's wide enough for it.

Mayor Urshan - Okay, I'm drawing that in there right now so.

Brian Billman - And it wouldn't be within 10 feet of a residential area neither. Thanks.

Mayor Urshan - Thanks. That was very good. Anybody else at this time, please come forward, state your name and address for the record for us and give us your input.

John Hernesman. 4918 Miller Trunk Highway - This might not be the right page. But I've got a page 27 here that talks about service roadway #6 which will go approximately around the west border of our store back into Lakes 10 Theatre. I guess what my curiosity is really is if you were to leave the frontage road which is, I guess its on my page 29, so I don't know what it makes it on yours. It says you can't take a left turn when your leaving there across 53 and go north. The existing one that we have now, we get a lot of traffic that comes down that bypasses Bullyan's and makes a swing back there. The other thing was I thought part of the reason for the frontage road was that when it came, people leaving Lakes 10 would be able, rather than to all go onto Stebner Road come up to that intersection and take a left, that would cause a lot more traffic there. But if that's the case and you can't go around that frontage road, come back to 53 and head north out that direction. I guess I'm just questioning if they're going to totally take that off. Its going to interfere with a lot of people come down where our intersection is now, make a U-turn and go back up to Bullyan's because there is no access to them. And then people leaving our store of course, wanting to go north would have to actually come down make a U-turn at the Stebner Road stop sign there and head back. Maybe it won't cause anymore of a jam or whatever there. I assume what your trying to do is put all of the main crossovers at the stoplights. Is that the idea there?

Mayor Urshan - We're trying to get as many up to a signalized intersection as possible for safety and obvious safety reasons.

John Hernesman - I guess I question then, what the purpose of the frontage road going back around to Lakes 10 is because if you want everybody to signalize there by having that frontage road. I mean, don't get me wrong, the frontage road will be good for our business because it gives us access on the west border there. But I guess it just seems to me like its only promoting a one-way flow of traffic and not a two-way flow at all.

Mayor Urshan - So your just questioning the reason for a road on the back versus maybe road in the front?

John Hernesman - No I'm just questioning, its really all your doing by having that frontage road is your creating a one-way flow of traffic. There is no two-way flow of traffic on that road at all. And there is no reason for it, because you are not going to circle around us to take a right turn and go back on 53.

Mayor Urshan - Okay, I understand now what your saying.

John Hernesman - Its just a question I guess and obviously anybody that leaves our store then is going to be cause to have to go back down and make a U-turn to go north. Maybe it won't cause any congestion and all but, the same with Bullyan's they're not going to have any way to turn to go back there without going down to the stoplight. Its just an observation more than anything.

Mayor Urshan - We'll take a look at it. We appreciate your bringing it forward. Thanks John

Brian Billman - Just to add to what John was saying. The intersection at Stebner Road stoplights, I live kind of kitty-corner from there on the same property as my store. And if you are planning any major future developments in that corner, the turning lane doesn't stack enough cars for Friday night for the movies and they're stopping out in the intersection and there's lots of near accidents every Friday and Saturday night. Because the turn lane doesn't stack enough cars. Turning into the movie theater. They get in the turn lane and then there's not enough room so then they're stopping out on the highway. I've seen more than a dozen times a near miss there so that should be something that should be looked at if MnDOT is looking at doing anything. Either control the lights quicker or add more turn lane.

Mayor Urshan - Thanks Brian. We have a representative from MnDOT here tonight too and I wrote it down and we'll make sure it gets passed along. We appreciate that. This is the kind of information we need to have. Anybody else at this time? Anybody else on the council, staff? Thank you very much for coming. If you have any additional comments you'd like to make, please write them down and send them on to us. Thanks so much for coming.

Meeting recessed at 7:01 p.m.

Recorded by:

Nancy Sirois, City Clerk

Transcribed by:

Deborah Lund, Secretary

The statements above are not verbatim but the general concept of the conversation.

CITY COUNCIL MEETING
INFORMATIONAL MEETING - HWY 53 ACCESS MANAGEMENT PLAN
March 1,1999
Page 10

The Following were in attendance:

Jim Carlson	5572 Miller Trunk Highway
Robert Plucinak	4189 Haines Road
J. Ken Lawlor	4859 Miller Trunk Highway
Beverly Wargin	5270 Miller Trunk Highway
Harry E. Podgorski	6918 W. Van Road, Duluth
Pat McDonald	5468 Miller Trunk Highway
Kate Bramson	Duluth News-Tribune
Michael Stewart	5027 Miller Trunk Highway
Jack Curtis	4997 Miller Trunk Highway
Paul Huston	1123 Mesaba Avenue
Chris Dixon	4271 LaVaque Road
Pete Stauber	
Les Hendrickson	
Shane Johnson	4431 W. Michigan St., Duluth
John Ameel	SO 13 Miller Trunk Highway
John Hernseman	4918 Miller Trunk Highway
Manson Berg	4880 Miller Trunk Highway
Curtis A. Teberg	Hermantown Amoco
Dan Hartel	4011 Old Midway Road
Les Adolphson	4865 Miller Trunk Highway
Tim Gross	

Bob Potvien	4281 Haines Road
Sy Heath	6083 S Pike Lake Road
Cyndy Theisen	4197 Haines Road
Kay Knight	4810 Miller Trunk Highway
Jim Caesar	1507 Morningside Drive
Gary Kelleher	4351 Stebner Road
Dave Olson	5239 Maple Grove Road
Mr. & Mrs. Al Edstrom	5225 Miller Trunk Highway
Brian Billman	4877 Miller Trunk Highway
Todd Johnson	5147 Miller Trunk Highway

Duluth
DODGE

4755 Miller Trunk Highway
Duluth, Minnesota 55811
Bus: 720-6537
Fax: 727-4670
Toll Free: 800/708-6537

March 10, 1999

Mr. Dan Urshan
Mayor of Hermantown
Hermantown City Hall
5255 Maple Grove Rd
Hermantown, MN *55811*

Re: Highway 53/194 Highway Management Plan

Dear Mr. Mayor:

Please accept this letter as going on record that we are against the existing plan in its' present form. We just learned of the plan and after careful review are opposed to any changes in the median or driveway access to our property.

This property was purchased for several reasons and one of the important criteria's was the access tote property. Any changes to the existing access could jeopardize business and property valuation.

Cordially,

Lowell Nereson
President

SKYLINE COURT MOTEL (218)727-1563
4880 MILLER TRUNK HIGHWAY — DULUTH, MINNESOTA 55811

March 12, 1999

Hermantown City Council
5255 Maple Grove Road
Hermantown, MN 55811

Dear Council Members:

In response to the meeting asking for input on the Highway *53* Corridor Study, I have some concern with the Proposal to move the crossover in front of Starlight Satellite Systems, Inc.

My concern is the crossover at its present location serves 9 families at Gary Billman's Apartment Complex, 18 families at Skyline Mobile Home Park, tourists occupying 17 rooms at the Skyline Motel and 10 campsites at Skyline Motel Campground.

The present plan does not indicate what changes would be made to this crossover. I hope these concerns will be taken into consideration before the Final plans are made.

Sincerely,

Manson D. Berg
Owner/Manager
Skyline Court Motel

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Additional Contributors Involved in the Development of this Plan

City of Hermantown
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Lynn Lander, City Administrator
Hermantown Chamber of Commerce
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Dave Pickett, MnDOT District 1
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Cecil Selness, MnDOT Office of Access Management
David Engstrom, MnDOT Office of Access Management
Sherry Narusiewicz, MnDOT Metropolitan Division