

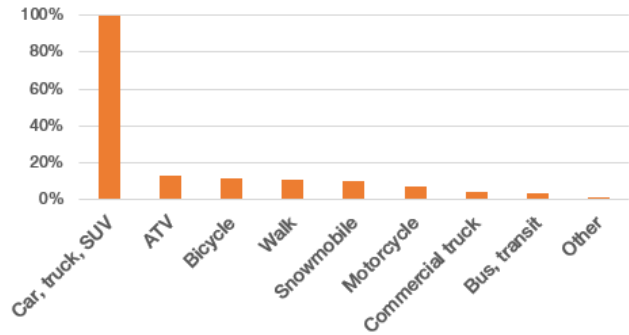
MnDOT Highway 53 Intersection Study | Survey Results Summary

August 20 – September 17, 2021

316 responses total

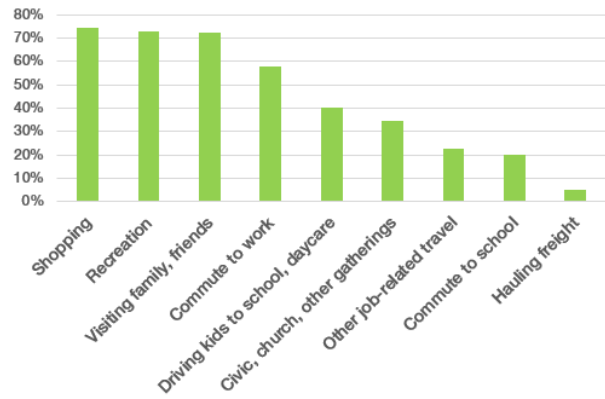
What modes of transportation do you use along the Hwy 53 corridor?

	Responses	Percent
1. Car, truck, SUV	316	100.0%
2. ATV	40	12.7%
3. Bicycle	36	11.4%
4. Walk	34	10.8%
5. Snowmobile	32	10.1%



What purposes do you travel on Hwy 53 for?

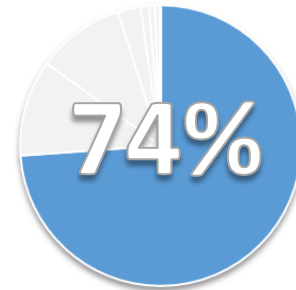
	Responses	Percent
1. Shopping	235	74.4%
2. Recreation	231	73.1%
3. Visiting family, friends	229	72.5%
4. Commute to work	183	57.9%
5. Driving kids to school, daycare	127	40.2%



How would you prioritize the following considerations for Hwy 53?

	High Priority*
1. Safety / crash prevention	94.9%
2. Access to schools	85.8%
3. Travel time / congestion	68.4%
4. Access to businesses	66.1%
5. Pedestrian and bicycle safety	60.4%
6. ATV and snowmobile safety	44.9%
7. Beautification / the look and feel	37.0%
8. Freight movement	34.8%

* Percent of respondents who selected 4 or 5 on a 1–5 scale

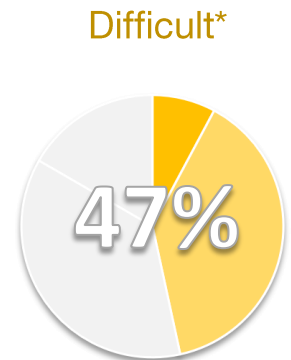
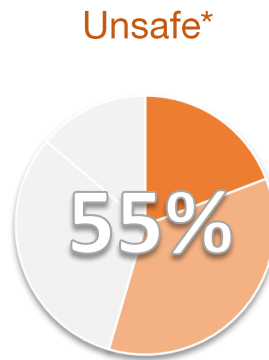


of respondents said
safety / crash prevention
 is the most important factor

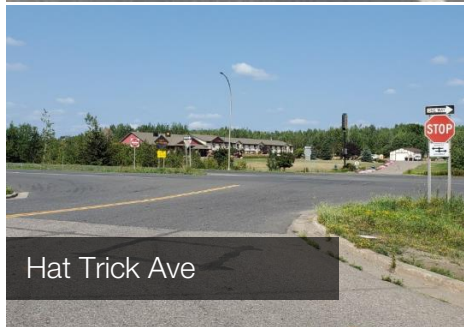
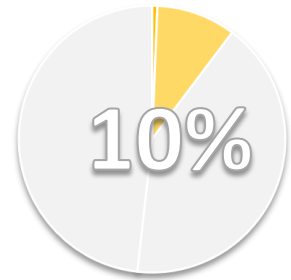
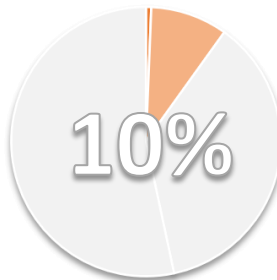
How safe do you feel at each intersection?
 How would you describe navigating through each intersection?



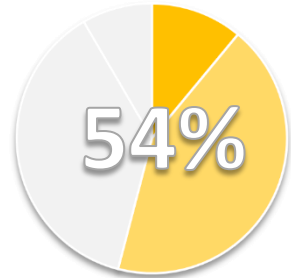
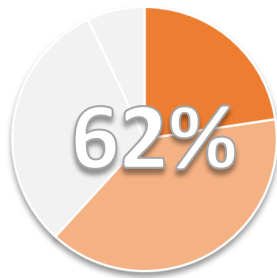
Bourgin Rd



Progress Pkwy



Hat Trick Ave



* Percent of respondents who indicated “somewhat” or “very” unsafe / difficult

Bourgin Rd comments

- Difficult to cross / turn left
- Median not wide enough
- Poor visibility / curvy road
- High traffic from stoplights
- Only way SB from Midway
- Speeding
- Hard to judge speeds
- Winter / ice issues

Progress Pkwy comments

- Running red lights
- Speeding
- Failure to yield
- Left turn confusion
- Left arrows, lanes desired
- Warning sign timing

Hat Trick Ave comments

- Difficult to cross / turn left
- A lot of traffic
- High speeds / speeding
- Median not wide enough
- Cross traffic pulling out
- SB traffic comes quick down the hill
- Winter / ice issues

Bourgin Rd summary

The biggest concern at Bourgin Rd is traffic crossing Highway 53, particularly traffic turning southbound from Bourgin Road. Many people also expressed concerns about visibility to the north, high travel speeds, queuing in the median, high traffic, and risky behavior. This intersection is the only access to southbound Hwy 53 for Midway residents and platooning traffic from the stoplights at 2nd Ave in Virginia and Progress Pkwy in Eveleth may be problematic. There is support for adding traffic controls at this intersection, particularly signals.

Progress Pkwy summary

Many comments describe confusion at different parts of this intersection. East-west turning movements are not clear to all drivers and there is desire to add left turn lanes and left arrow signals. The yield sign for westbound traffic also causes some confusion. In addition, there are concerns about traffic on Hwy 53 trying to beat the signal, timing of the advanced warning light, and not enough time during signal phases to let all the cars through.

Hat Trick Ave summary

This is viewed as the most unsafe of the three intersections. Traffic operation issues were the most widely shared concern. The word traffic was used 178 times. Specific concerns include east-west traffic making risky turns onto 53, speed differentials of turning vehicles, queuing space in the median, and traffic coming over the hill accelerating from the Progress Pkwy intersection.

Comments indicated difficulty turning onto Hat Trick from Hwy 53 in both directions: southbound “feels like I’m going to get rear ended” and northbound “difficult to change lanes” over the short distance from the Fayal Rd interchange. Conflicts arise when NB traffic on Hwy 53 turns left onto Hat Trick while traffic at Hat Trick turns left to NB Hwy 53. A few respondents support stop lights.

General comments

Several themes emerged about the corridor overall. The main concerns shared involve speed (speed limits, speed controls, and law enforcement) and an increase in traffic volumes (particularly younger, inexperienced drivers).

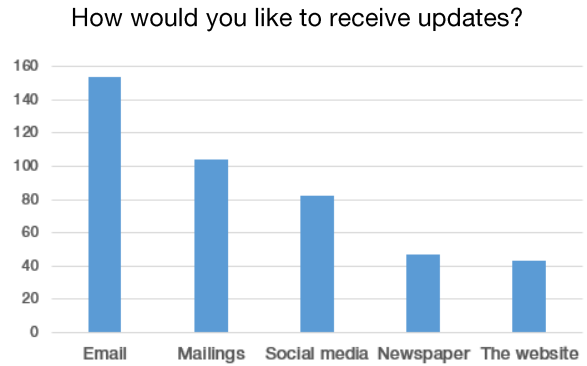
While there is some support for roundabouts, most of the suggestions were to add traffic signals. There is a desire to keep intersections predictable. Views on RCI treatments were mixed.

Other comments included a desire for crossings for pedestrians, bicycles, ATVs, and snowmobiles, and concerns about winter conditions including icy roads and high snowbanks that limit visibility.

Communication

Most respondents heard about the project from a Rock Ridge Public schools email. About 27% of respondents heard about the project from the MnDOT postcards mailed on August 20.

About half of respondents included they would like to receive updates about the project by email. A total of 123 respondents provided their email address.



Demographics

Individuals between the ages of 35–54 were overrepresented in the survey compared to the overall population. Residents 65 years of age and over make up 18.3% and 22.7% of the population in Eveleth and Virginia respectively, but only made up 8.6% of the survey respondents. Younger residents were also underrepresented in the survey, and there were no respondents under age 18.

Females outnumbered males by about a 3:2 ratio. This is likely reflective of employees at Rock Ridge Public Schools and may not necessarily represent a problem with the survey itself. About 2.4 percent of respondents identify as American Indian / Alaskan Native which is representative of the overall community.

