



CITY OF CARLTON TRANSPORTATION PLAN

September 2025







TABLE OF CONTENTS

Executive Summary	1
Overview	1
Planning Process	1
Vision Statement	2
Introduction	5
Study Approach	5
Stakeholder and Community Engagement	5
Existing Conditions	8
Socio-Economic Conditions of Carlton	9
Infrastructure and Environmental Review	11
Shaping Carlton's Future	19
Safe Connections for All	20
Integrated Mobility Solutions	21
Protect the Natural Environment	22
Final Vision Plan	23
Estimated Costs	24
Conclusion	26
Appendices	28

EXECUTIVE SUMMARY

Overview

The City of Carlton was established in 1881 in northeastern Minnesota and is situated adjacent to Jay Cooke State Park and Thomson Reservoir, which serve as vital public assets to the community. The Arrowhead Regional Development Commission (ARDC) and Minnesota Department of Transportation (MnDOT) collaborated with community stakeholders and a consultant team, facilitating development of a long-term vision for the transportation system in the community. This plan addresses a range of improvements to the roadway network, including safety, pedestrian, bicycling, and aesthetic improvements.

Upcoming MnDOT Corridor Study: Trunk Highways 45 and 210

The Carlton Transportation Plan will inform a MnDOT corridor study along Trunk Highways 45 and 210 in Carlton that will begin in summer 2025. The study will guide the scoping process for two roadway projects included in MnDOT's 10-Year Capital Highway Investment Plan. The corridor study will involve evaluating existing conditions and collecting and analyzing data such as traffic volumes, bicycle and pedestrian counts, trail connectivity, interchange and intersection compliance with design standards, crashes, and safety. The study will involve significant coordination with local and tribal partners, stakeholders, as well as robust public engagement efforts. As a result of the study, the recommended corridor and interchange alternatives will move into the scoping process for MnDOT's upcoming roadway projects.

Planning Process

The development of the Carlton Transportation Plan kicked off in October 2024 and was completed in August 2025. The team employed an iterative planning approach that began with data collection and engagement with the public and stakeholders, culminating in the development of alternative recommendations and a vision statement. A steering committee, with representatives from ARDC, MnDOT, Carlton County, the City of Carlton, Carlton Soil & Water Conservation District, and local community leaders and business owners, met twice. The first was to review existing conditions and provide insights into the opportunities and concerns related to infrastructure in the community. The group met a second time to review the draft vision statement and recommendations.

Vision Statement

"Our vision for Carlton's transportation system is to connect our community, ensuring safe, reliable, and efficient travel for all individuals, regardless of age or ability. We aim to incorporate all modes of transportation that link the community with its beautiful surroundings and ensure commerce remains effective in the area. Additionally, we are committed to adopting sustainable practices to safeguard both the natural and built environments."

Recommendations for the City of Carlton fall into three sections: Safety Connections for All, Integrated Mobility Solutions, and Protect the Natural Environment.

See Figure 1 for an illustrated version of these priorities.

Safe Connections for All

Potential improvements may include:

- Reduction of traffic speeds, using:
 - Signage
 - Flashing speed signs
- Improvement of pedestrian crossings
- A reduction of access to the Trunk Highways in downtown
- An increase in lighting
- Improvement of ADA crossings

Areas for exploration include:

- Review of turning movements, especially for large vehicles and trucks
- Further analysis of the Trunk Highways (TH) 210/45 intersection
- Further analysis of TH 45/County Road (CR) 3 intersection

Integrated Mobility Solutions

Potential improvements may include:

- Bump-outs at mid-block crossing
- Downtown Streetscape: Bike trails could be utilized on the highway or city streets

- Improve trail and ADA access at CR 3: Area is conducive to a trail head opportunity
- Providing a trail connection to the elementary school from the trail at CR 3 (sign bike route)
- Evaluation of ATV trails for expansion and promotion existing ATV routes
 - Tourism opportunity: ATV friendly community
- Connecting snowmobile trails
- Improving sidewalk connections and maintenance
- Strengthening connections to Fond du Lac: Potential for bike or ATV trail along 61 west of Carlton

Protect the Natural Environment

Potential improvements may include:

- Protection of trout streams
- Stormwater management strategies
- Improvement of water quality structures
- An increase in tree canopy downtown

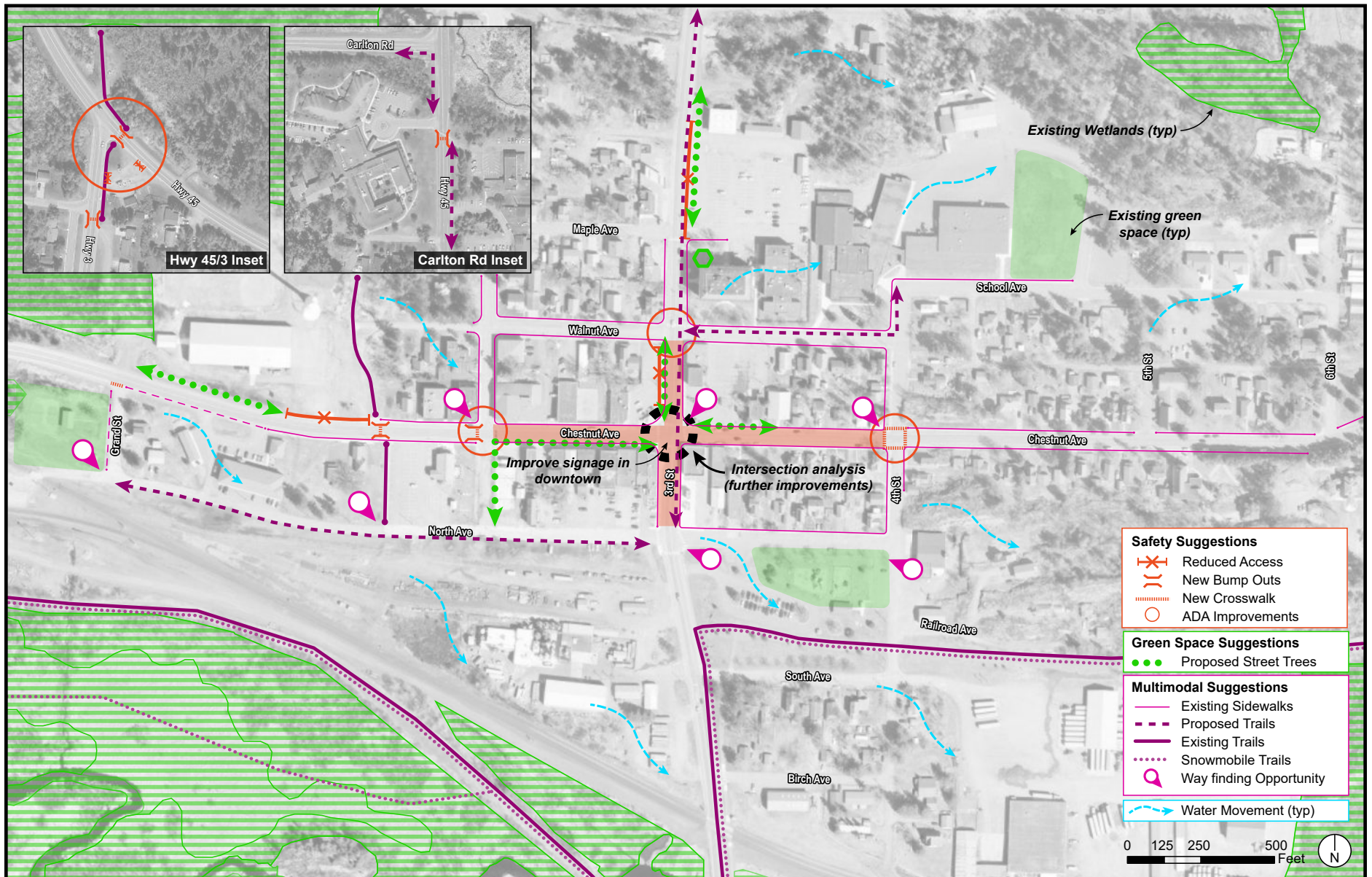


Figure 1 | Vision Recommendations



INTRODUCTION

The Carlton Transportation Plan identifies and prioritizes recommendations for mobility and safety improvements that preserve, enhance, and connect the natural environment. This plan was completed by the Arrowhead Regional Development Commission (ARDC) and the Minnesota Department of Transportation (MnDOT), in collaboration with consultant and community partners.

Study Approach

At the beginning of the project, the team carried out a thorough data collection process, including an inventory and analysis of the current physical and land use conditions in the community. Details of this analysis are available in Appendix D. After gathering the data, a draft vision statement and strategic priorities were created and shared with a Steering Committee. Final concepts were chosen and presented to the public for their input. The preferred recommendations in this report are based on the feedback received during this process.

Stakeholder and Community Engagement

Input from citizens and stakeholders is crucial in shaping the design of any transportation project. Community engagement and the collection of public opinions were essential in developing recommendations. ARDC staff conducted in-person interviews with business and community representatives in addition to an advertised digital survey tool. In total, 24 survey responses were received over the course of six weeks. See Appendix D for a full summary of the engagement received.

Engagement Format

ARDC facilitated in-person interviews and digital survey with the community. In-person interviews took place at Magnolia Café, Thrivent Financial, 4-Seasons Arena, Powers Barber Shop, University of Minnesota Extension of Carlton County, and Brent's Heating and Cooling. Digital surveys were advertised at Third Base Bar, Streetcar Kitchen & Pub, VFW of Carlton, Carlton Laundry, Volunteer Services of Carlton County, Carlton City Hall, and Soul Shine Salon & Spa.

Survey Results

How the Community is Used

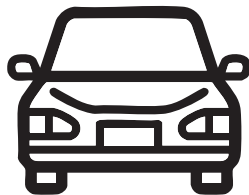
Participants were asked questions regarding their habits and how they currently use the transportation network within the community. Below represents a summary of the results.



75% of the respondents work within Carlton County and 50% work within the city.



75% of the respondents feel safest traveling by car.



58% of the respondents travel exclusively by vehicle.



20% of the respondents travel by bicycle some of the time.

Figure 2 | Survey Results

What We Heard

Concerns about safety, particularly those related to pedestrians and speeding, emerged as a top priority for participants. Below are common themes that emerged from the engagement process.

Multimodal Improvements

- Improve sidewalk conditions downtown
- Enhance pedestrian crossings
- Use bumpouts at busy intersections
- Promote ATV travel
- Enhance and promote the bicycle network

Speeding Concerns

- Enforce speeding issues
- Consider changing the speed limit
- Add flashing crossings for pedestrians and bicyclists
- Reduce vehicle speeds, especially entering downtown

Address Trucking and Improve Traffic Flow

- Consider rerouting truck traffic
- Consider truck traffic movement while prioritizing pedestrian safety



CARLTON
1
COUNTY



NORTH

MINNESOTA

45



EXISTING CONDITIONS

The City of Carlton is located approximately 20 miles southeast of Duluth in Carlton County. In November 2013, the city acquired the Town of Thomson through annexation. The city is bisected by two MnDOT highways: Highway 45 north-south and Highway 210 east-west. Carlton is adjacent to Jay Cooke State Park, which offers a wide variety of recreational activities. The Thomson Dam, constructed in 1907, is located on the northeast side of the community and is one of four hydropower producers along the St. Louis River. Figure 3 outlines the perimeter of the City of Carlton within the greater region.

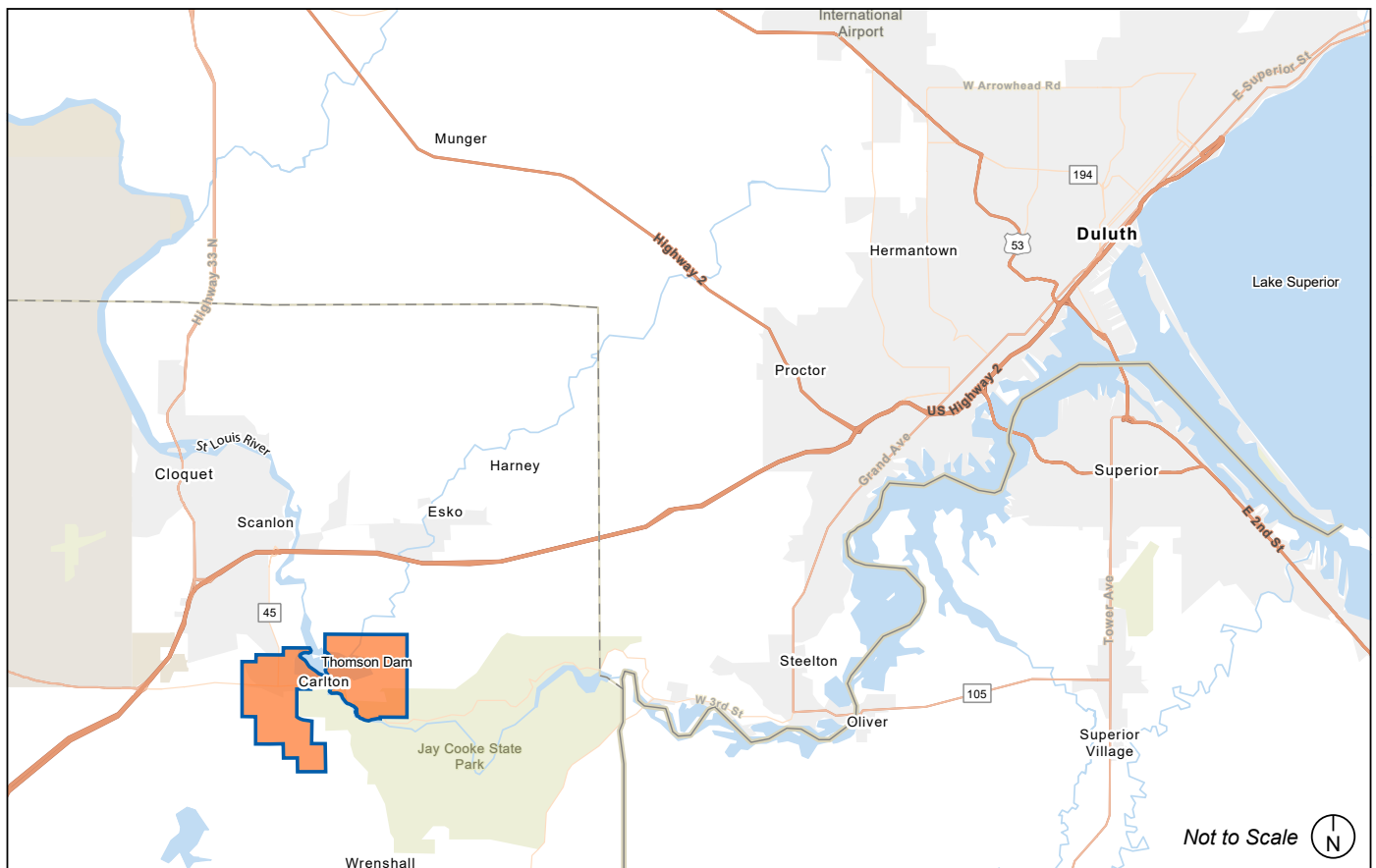


Figure 3 | Carlton Location Map

Socio-Economic Conditions of Carlton

The following data represents the demographics for the City of Carlton collected through the 2020 U.S. Census Bureau.

Population

The U.S. Census estimated the 2020 population of the City of Carlton to be 992 people. As illustrated in Figure 4, the city decreased in population from 2010 to 2020, then increased slightly by 2024 and is expected to rise slightly through 2029. The Minnesota State Demographic Center forecasts that the population of Carlton County as a whole is expected to decrease slightly from 36,409 in 2021 to 36,259 by 2060.

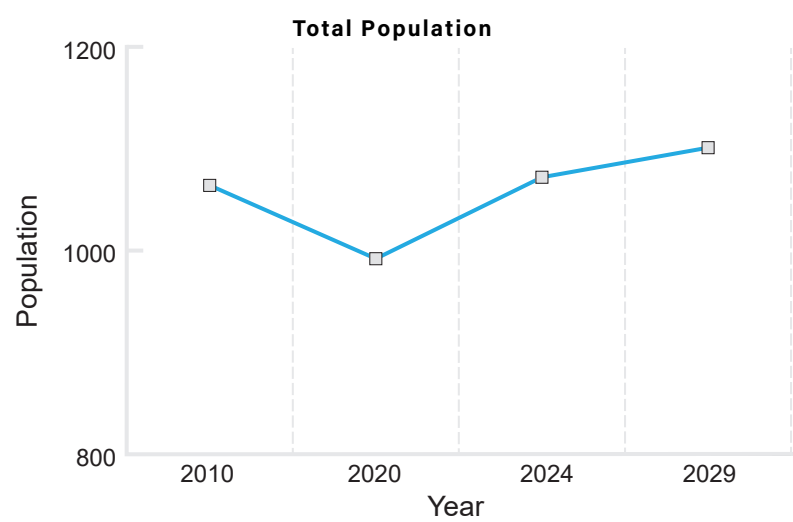


Figure 4 | Population of the City of Carlton, 2010 - 2029 Projection

2020 Population by Gender

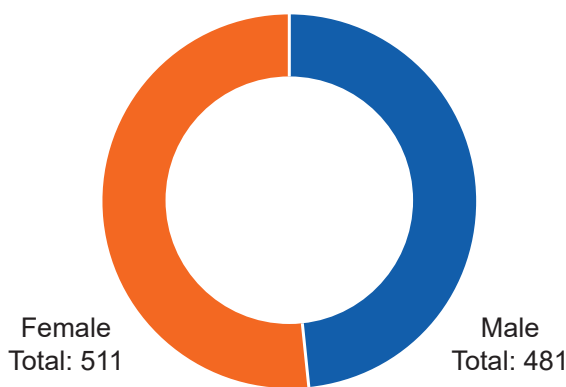


Figure 5 | Gender Distribution

2020 Age Distribution

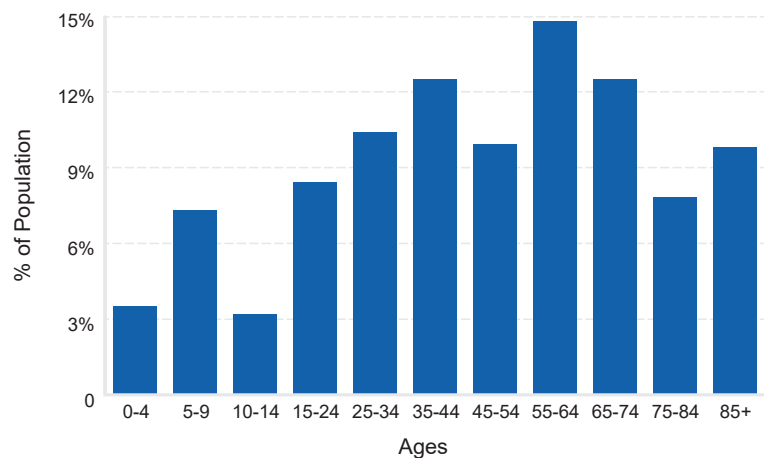


Figure 6 | Age Distribution of the City of Carlton

The age distribution of the City of Carlton is shown above. The population is predominantly composed of individuals aged 55-64, followed closely by those in the 65-74 and 35-44 age brackets. According to the State Demographer’s Office, the age distribution of the City of Carlton is not expected to change. In 2020, the gender distribution in Carlton was 511 females and 481 males.

Transportation to Work

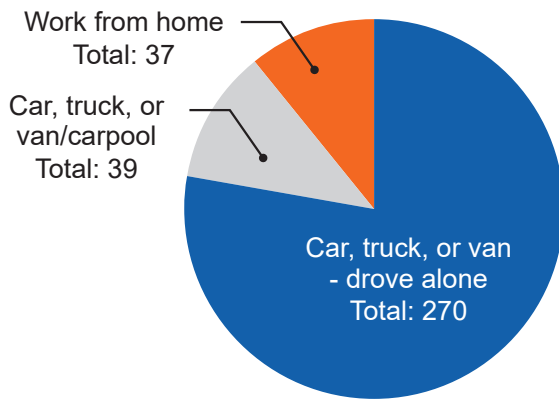


Figure 7 | Means of Transportation to Work

Population by Race

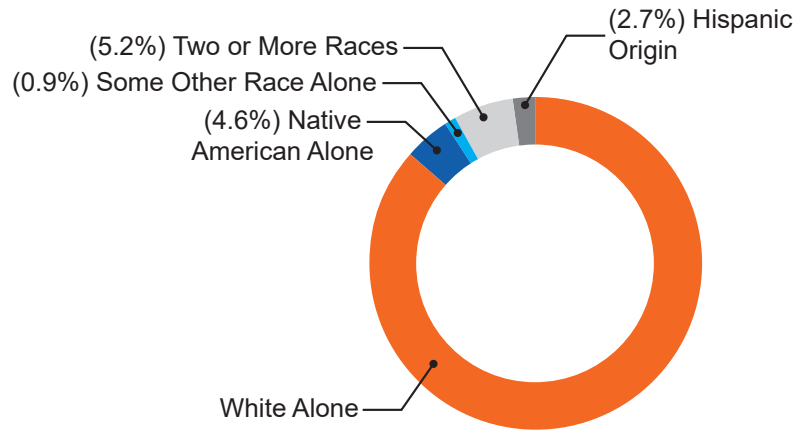


Figure 8 | 2020 Population by Race

Around 270 people travel to work independently using personal vehicles, equating to 75% of the total workforce in the city. Public transportation is available through Arrowhead Transit, a service of Arrowhead Economic Opportunity Agency (AEOA).

Out of 992 people, 875 people are considered white and only identify with that race. The second largest group is Native Americans, comprised of 46 people. Additionally, 972 people are non-Hispanic.

Housing and Households

As of 2020, there were 439 total households with the average household size being approximately two individuals. The median household income is \$98,534 while the median home value is \$264,130. Around 64% of housing units are owner-occupied while 36% are renter-occupied.



Image of Highway 45 in Downtown Carlton

Infrastructure and Environmental Review

The following section provides a detailed overview of the city's infrastructure and environmental aspects, including land use, road jurisdiction, traffic and crash history, trails, public transit, and environmental resources. For a comprehensive analysis of the current conditions, refer to Appendix C.

Land Use

Figure 8 shows the future land use map from the City of Carlton's 2015 Comprehensive Plan.

The intersection of TH 45 and TH 210 in downtown Carlton is a bustling area, drawing visitors with its variety of shops and dining options. This region features mixed-use developments that seamlessly blend housing, institutions, and recreational spaces. North of this area, along TH 45, one will find Bethesda Lutheran Church, a residential neighborhood, and the Carlton Soil & Water Conservation District office. To the south, there is another neighborhood, St. Francis church, and South Terrace Elementary School. In the eastern part of Carlton, formerly Thompson Township, there is a small neighborhood, access to a reservoir, and Jay Cooke State Park. The city's 2015 Future Land Use Map mirrors these existing land uses, with the addition of a small commercial zone in the city center and to the east. Population growth is not anticipated in the near future.

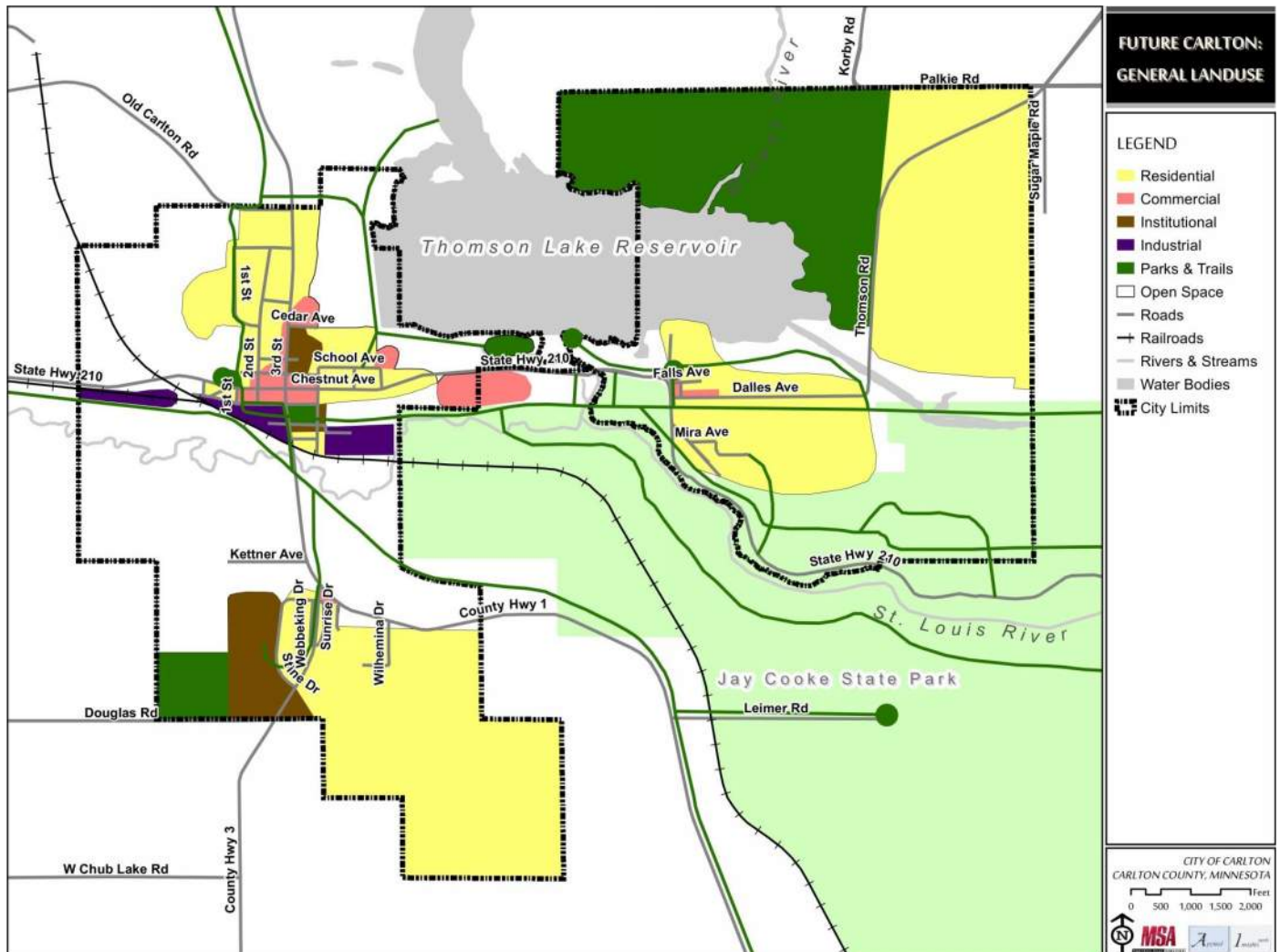


Figure 9 | Future Land Use Map

Road Jurisdiction

The map below depicts the road jurisdictions within the community. MnDOT owns TH 210, which runs east-west, and TH 45, located north of 210. Carlton County owns CR 1 and CR 3. All other roads are owned and maintained by the City.

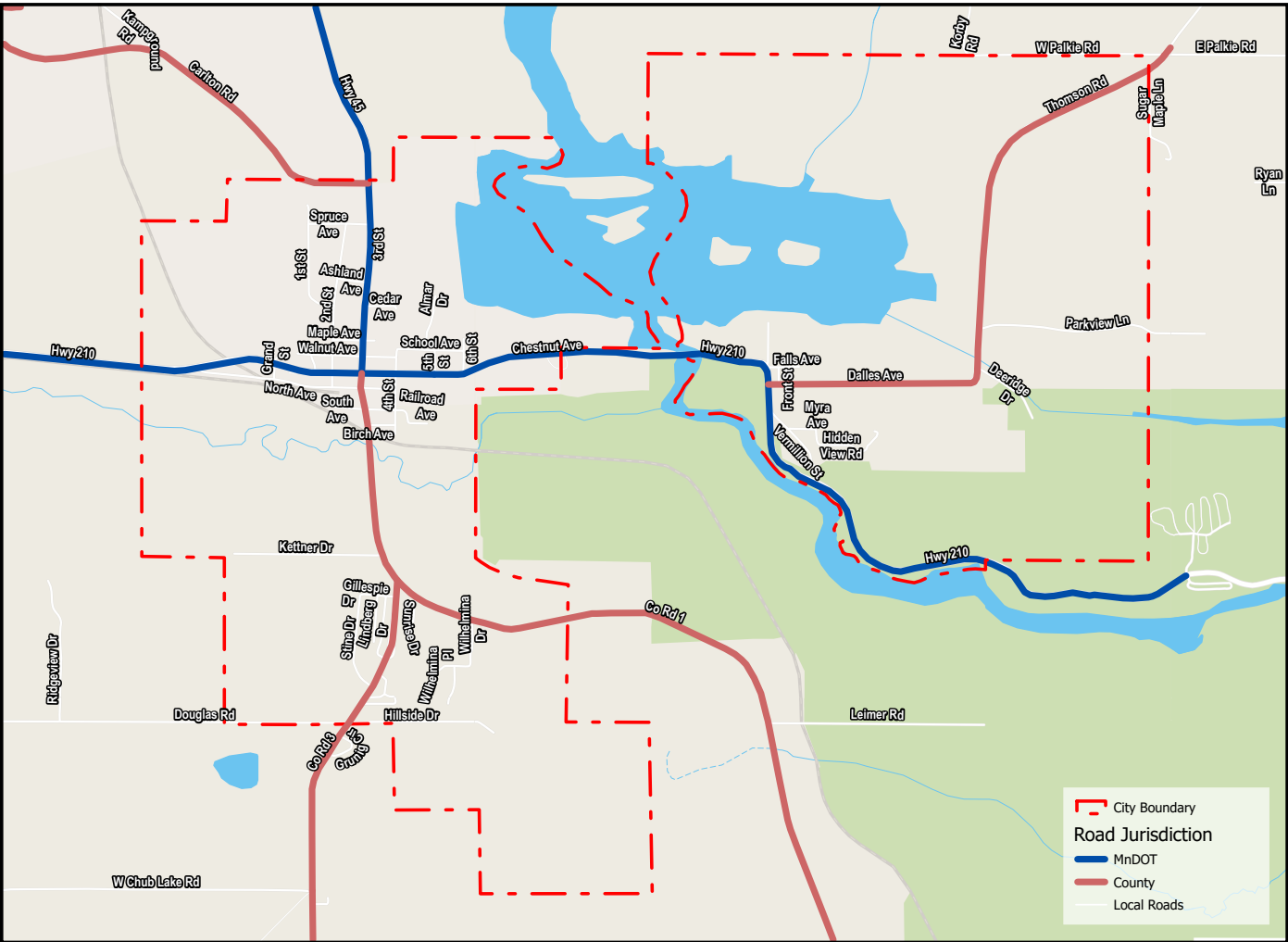


Figure 10 | Road Jurisdiction

Average Annual Daily Traffic and Crash History

Average annual daily traffic (AADT) was analyzed to determine traffic volumes. Crash data from 2019 to 2024 was analyzed to determine crash severity and locations. Figure 9 shows the AADT on major roads and the severity of crashes that have occurred in the downtown area.

AADT along the highways varies from 1,000 to just under 6,000. Local roads experience lower traffic counts. One fatal crash was reported on the west side of downtown, and two serious injuries have been reported—one along TH 45 and the other along Thompson Road. TH 210 also serves as a trucking route, resulting in a large amount of large trucking traffic.

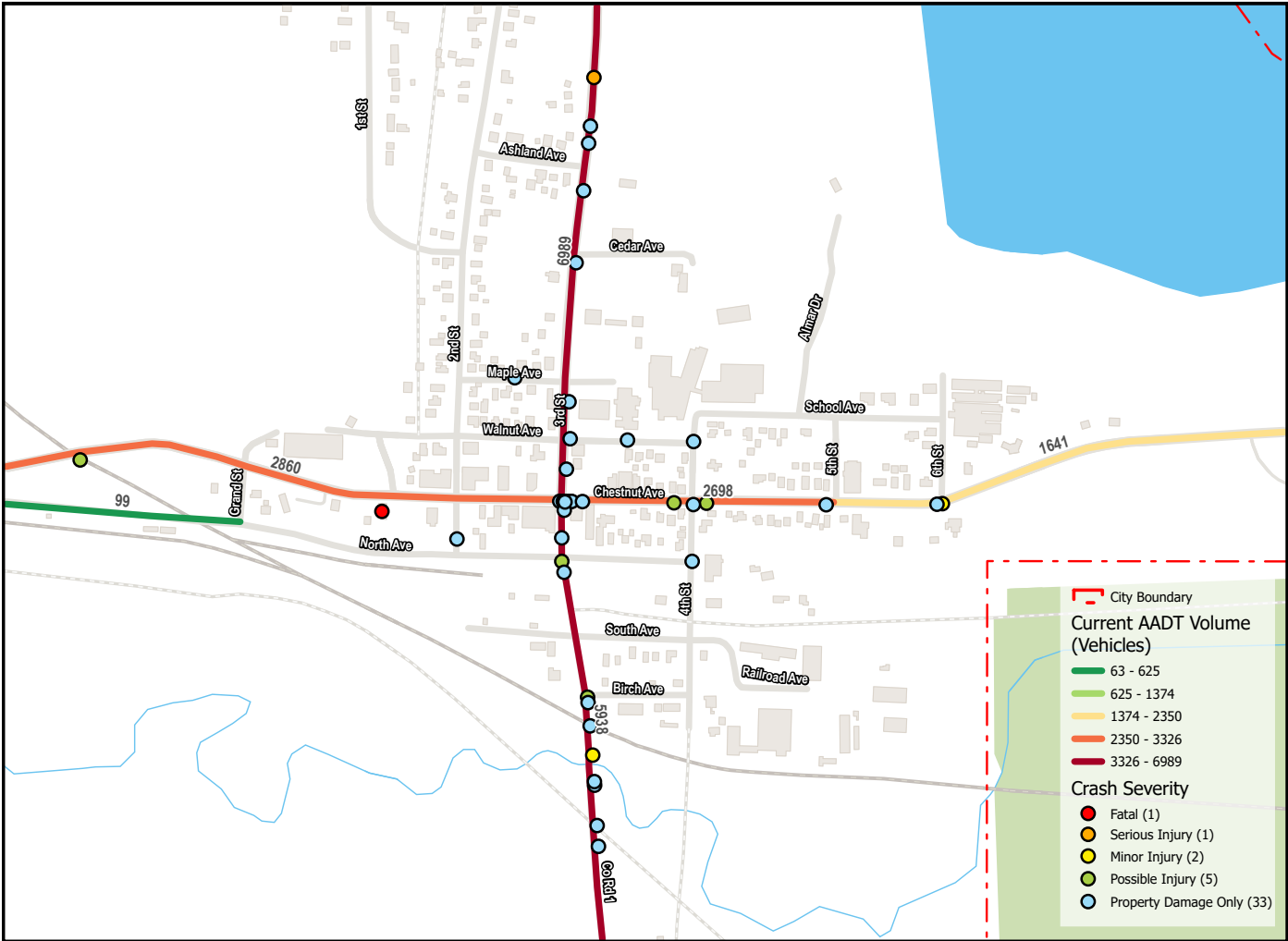


Figure 11 | AADT Downtown

Multimodal Infrastructure

Carlton has an extensive network of trails within the city, including sidewalks, crosswalks, trails, and snowmobile trails. Figure 11 outlines the trail connections within the city.

Trails: The William Munger State Trail runs parallel with the southern section of downtown Carlton, offering a direct connection to Jay Cooke State Park. The Alex Laveau Memorial Trail, located southeast of downtown Carlton, branches off the William Munger State Trail, creating another recreational option in the area. The St. Louis River Trail also connects to Carlton on the west end of Downtown.

Sidewalks: Downtown Carlton features a well-developed sidewalk system; however, there is a clear need for improvements to the sidewalks and crossings to enhance accessibility and ensure compliance with the Americans with Disabilities Act (ADA) standards.

ATV: There are currently no designated ATV trails near downtown Carlton.

Snowmobile: During the winter months, snowmobiles are authorized to use the William Munger State Trail. Snowmobiles are also allowed on all county roads, provided they stay within the designated road RoW, shoulder, or inside bank/slopes.

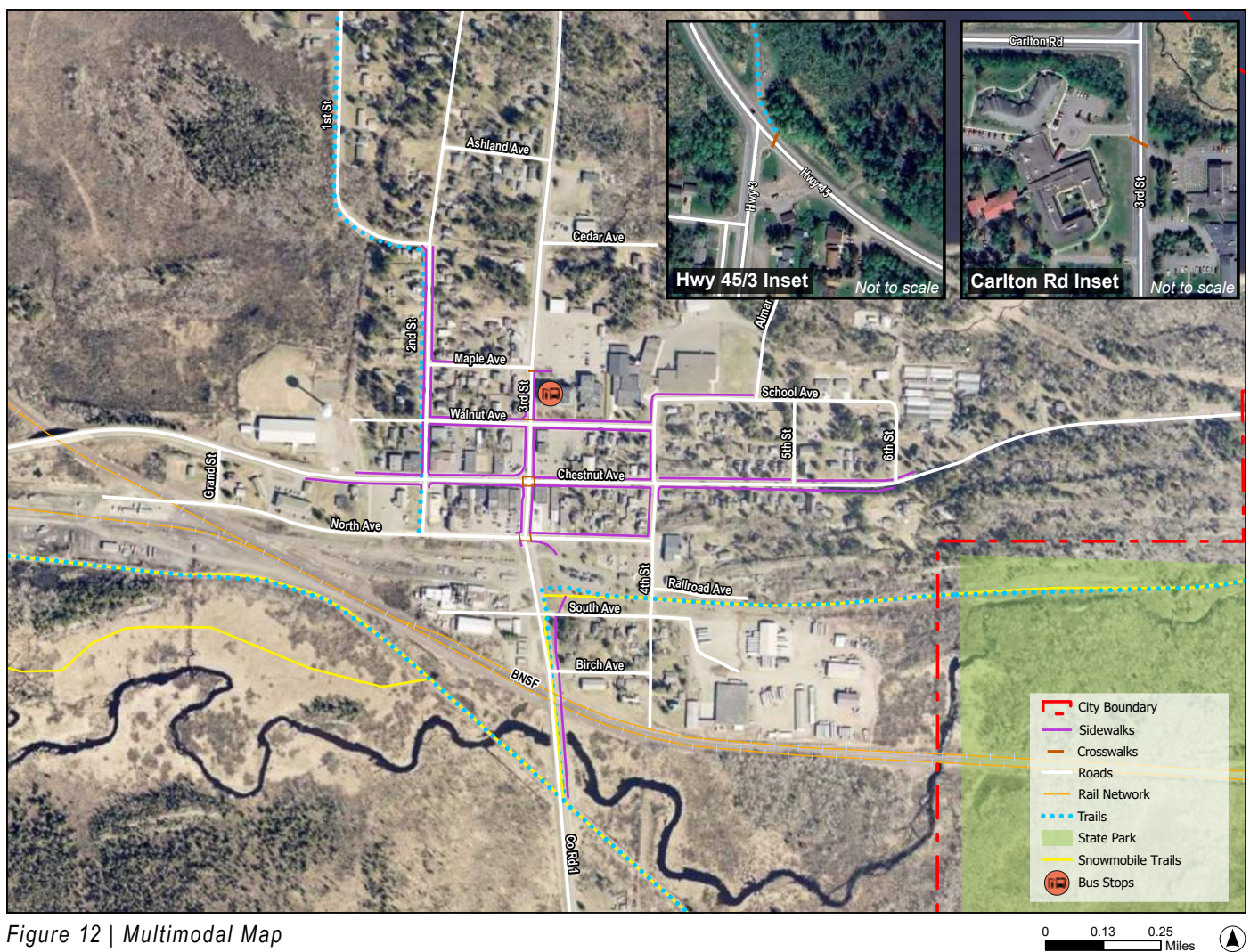


Figure 12 | Multimodal Map

Typical Sections

Graphics below illustrate the existing typical sections in the community. Dimensions are approximate and are for planning purposes only.

Hwy 210 Section

Highway 210 has a rural cross section with 2 travel lanes and paved shoulders.

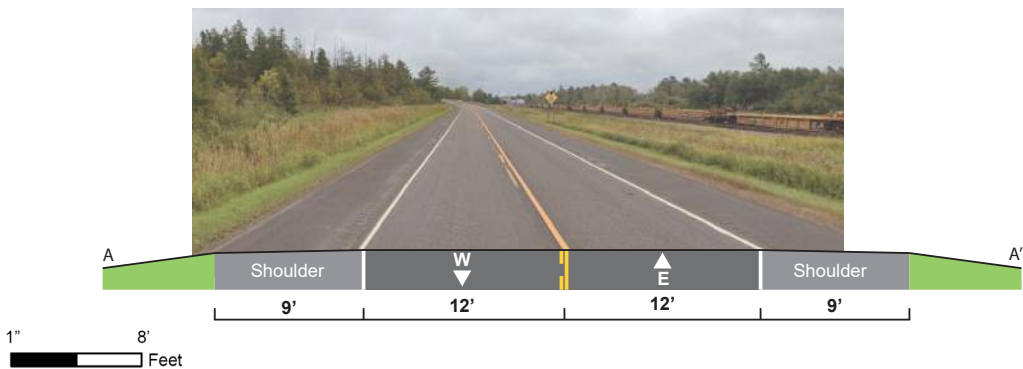


Figure 13 | Hwy 210 Section

Downtown Hwy 210 Section

Hwy 210 in Downtown Carlton has an urban section with 10' wide sidewalks, 10' wide parking lanes, and 12' wide drive lanes on each side

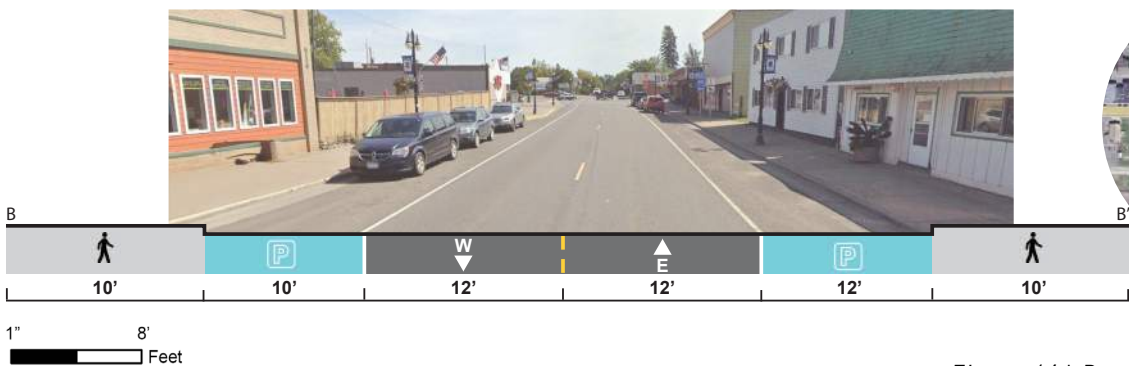


Figure 14 | Downtown Hwy 210 Section

Hwy 210 State Park Section

Hwy 210 has a rural cross section with 2 travel lanes with unpaved shoulders.

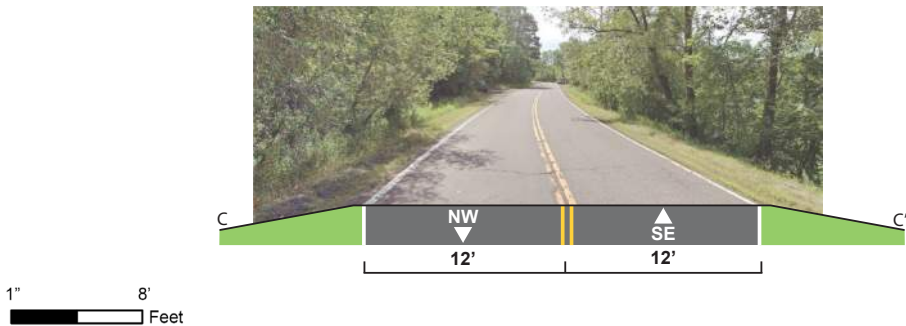


Figure 15 | Hwy 210 State Park Section

3rd St Section

3rd St in Downtown Carlton has an urban section with 8' wide sidewalks, 12' wide parking lanes, and 12' wide drive lanes on each side.

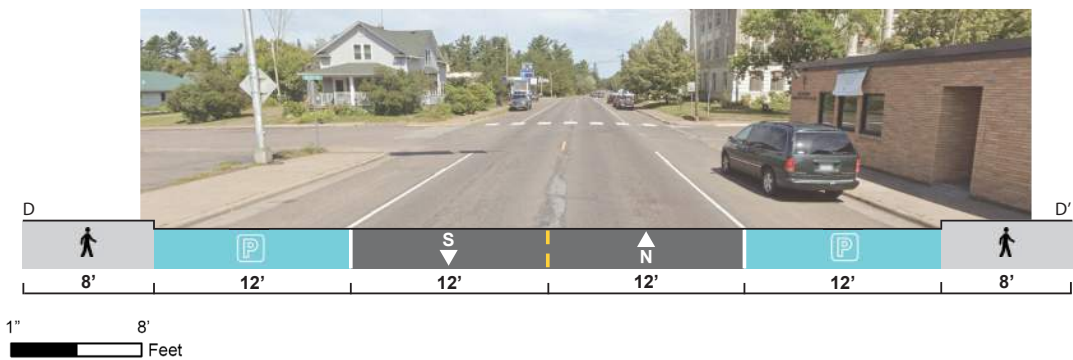


Figure 16 | 3rd St Section

Walnut Ave Section

Walnut Ave in Downtown Carlton has an urban section with 11' wide drive lanes, varying sidewalk widths, and 10' wide parking lane.

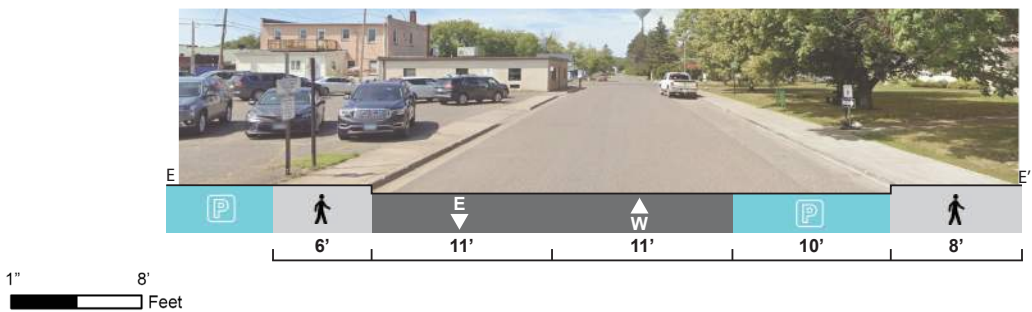


Figure 17 | Walnut Ave Section

Environmental Resources

Highlighted in Figure 12 are the variety of natural features that Carlton has both within and outside the city.

Carlton, located next to Jay Cooke State Park, offers easy access to the park's trails, landscapes, and wildlife, making it a regional highlight. In northern Carlton, the Thomson Reservoir marks the spot where the St. Louis River flows in, supporting the city's water system and ecosystem. The city's western side is surrounded by wetlands, essential for biodiversity, water management, and habitat preservation.

Downtown Carlton lacks street trees, which affects its aesthetic and micro climate. Planting trees where appropriate could improve the appearance and environmental quality of the city.

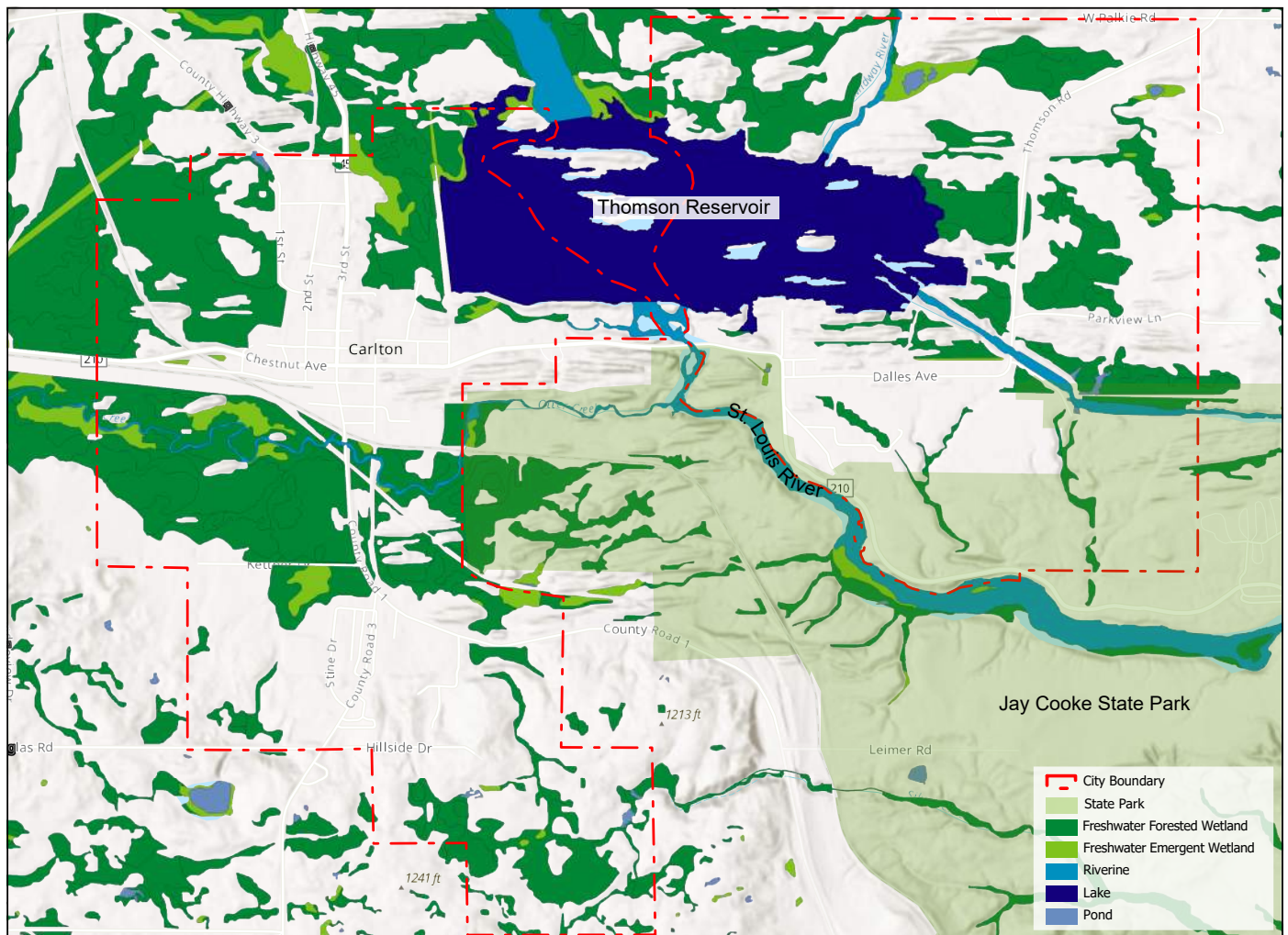


Figure 18 | Environmental Resources Map



SHAPING CARLTON'S FUTURE

The vision developed for Carlton's transportation system is based on comprehensive feedback from stakeholders, detailed data collection, and thorough analysis. The goal of this statement is to ensure a holistic approach that addresses the community's needs and aspirations, while also integrating sustainable and safe transportation practices.

"Our vision for Carlton's transportation system is to connect our community, ensuring safe, reliable, and efficient travel for all individuals, regardless of age or ability. We aim to incorporate all modes of transportation that link the community with its beautiful surroundings and ensure commerce remains effective in the area. Additionally, we are committed to adopting sustainable practices to safeguard both the natural and built environments."

Strategic priorities were developed to describe how the vision statement can be realized within the community. These priorities aim to address the key areas of transportation, safety, and sustainability, ensuring that the proposed improvements align with the community's needs and aspirations. Through focused initiatives, collaborative efforts, and dedicated resources, these strategic priorities will pave the way for a transportation system that is not only efficient and reliable but also inclusive and environmentally conscious. Graphics were developed to illustrate potential locations for these priorities.



Image of Highways 210 and 45 Intersection in Downtown Carlton

Safe Connections for All

Potential improvements may include:

- Reduction of traffic speeds, using:
 - Signage
 - Flashing speed signs
- Improvement of pedestrian crossings
- A reduction of access to the Trunk Highways in downtown
- An increase in lighting
- Improvement of ADA crossings

Areas for exploration include:

- Review of turning movements, especially for large vehicles and trucks
- Further analysis of the TH 210/TH 45 intersection
- Further analysis of TH 45/CR 3 intersection

The proposed improvements aim to enhance safety and accessibility in Carlton through various measures. These include reducing traffic speeds by installing signage and flashing speed signs, analyzing and improving key intersections, such as those at Highways 210 and 45 and Highways 45 and 3, and restricting access to certain sections of the Trunk Highways downtown. Additionally, pedestrian crossings should be considered for upgrades, including increased lighting, ADA compliance, and bump-outs to control traffic speeds. Improved signage throughout the downtown area will also provide stronger connectivity as well. Note that these suggestions are subject to further review and are not formal recommendations.

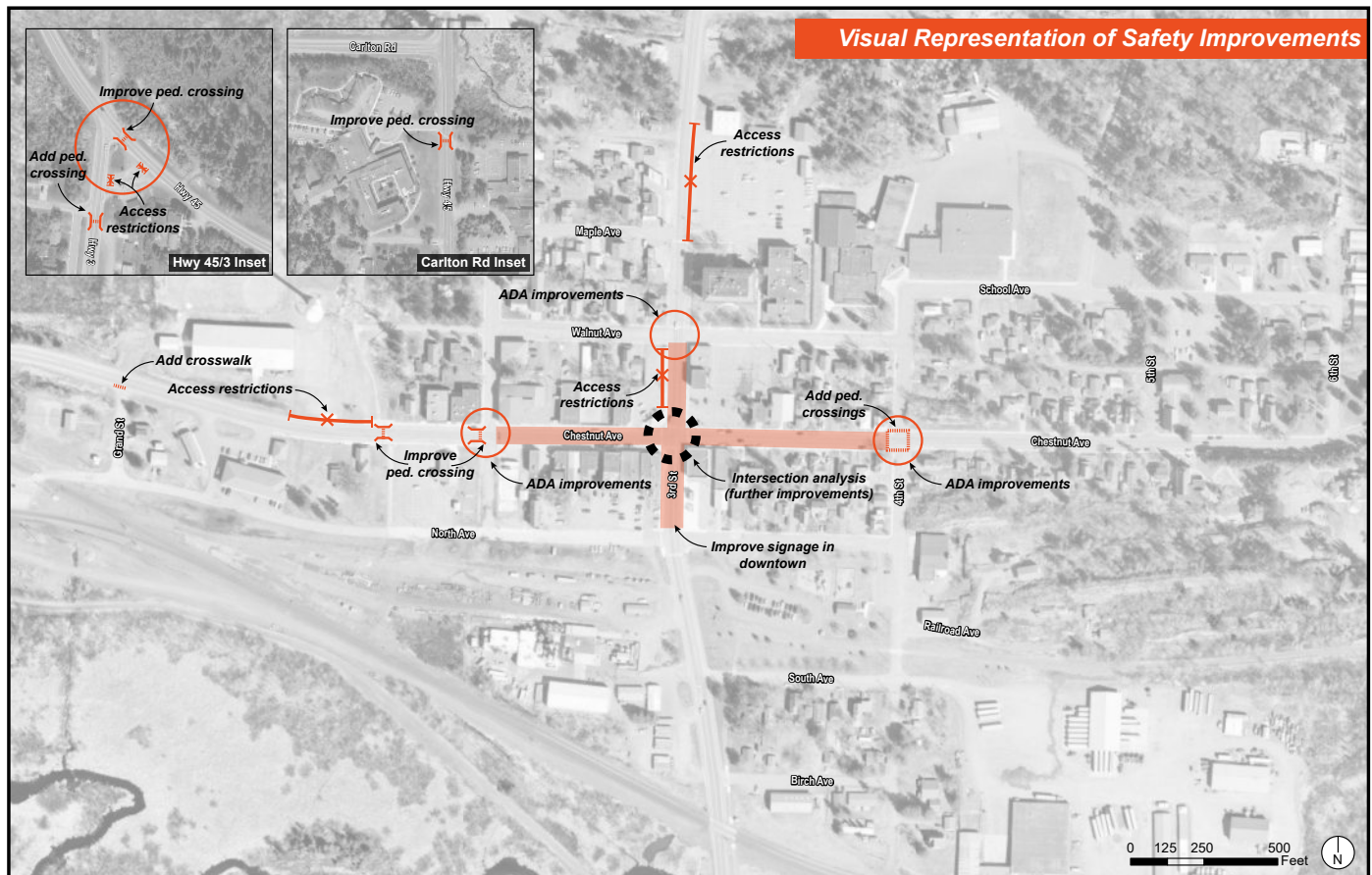


Figure 19 | Suggested Safety Improvements

Integrated Mobility Solutions

Potential improvements may include

- Improvements to mid-block crossing
- Downtown Streetscape: Bike trails could be utilized on the highway or city streets.
- Improve trail and ADA access at CR 3: Area is conducive to a trail head opportunity.
- Providing a trail connection to the elementary school from the trail at CR 3 (sign bike route)
- Evaluation of ATV trails for expansion and promotion existing ATV routes
 - Tourism opportunity: ATV friendly community
- Connecting snowmobile trails
- Improving sidewalk connections and maintenance
- Strengthening connections to Fond du Lac: Potential for bike or ATV trail along 61 west of Carlton

Suggested improvements for the multimodal network in Carlton include enhancing pedestrian crossings, reducing traffic speeds with signage and flashing speed signs, upgrading key intersections, and improving ADA compliance. Additional measures involve increasing lighting, improving pedestrian crossing safety, and enhancing trail connections to the elementary school. Proposed trails along North Avenue, 3rd Street, and 4th Street, as well as along Highway 45 to its intersection with Carlton Road, aim to strengthen connectivity. Eight potential way finding points (directional, informational, and identification signage) have been identified to further assist in navigation. Note that these suggestions are subject to further review and are not formal recommendations.

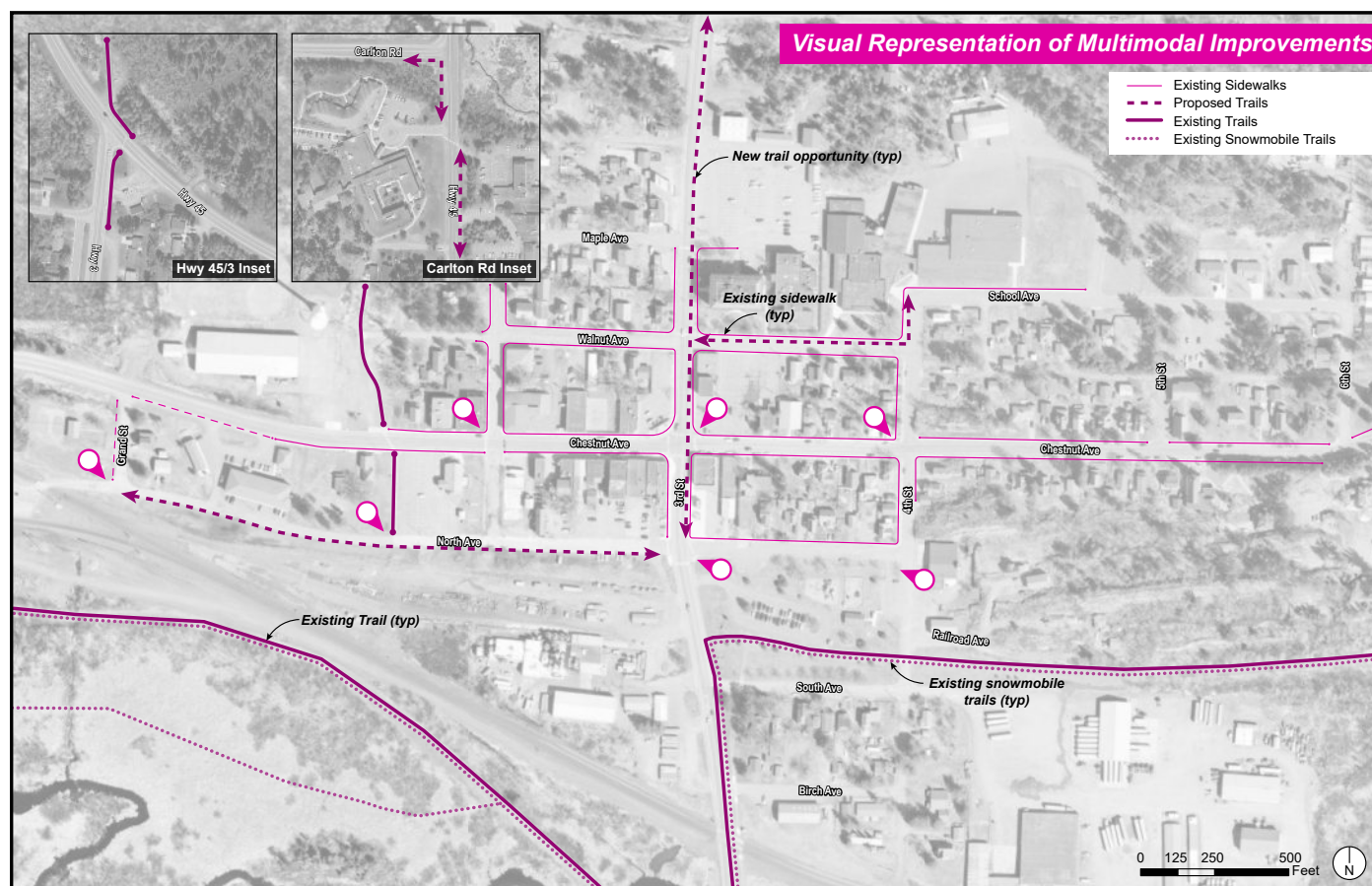


Figure 20 | Multimodal Suggestions

Protect the Natural Environment

Potential improvements may include:

- Protection of trout streams
- Stormwater management strategies
- Improvement of water quality structures
- An increase in tree canopy downtown

Improvements to the natural environment may include increased stormwater strategies, including potential regional stormwater treatment and enhanced water quality structures. Additionally, this area is defined by the existing trout streams, and their protection should be considered during all improvement projects. Finally, additional trees should be considered, especially in the downtown, to create a welcoming environment and help reduce the heat island effect. Note that these suggestions are subject to further review and are not formal recommendations.

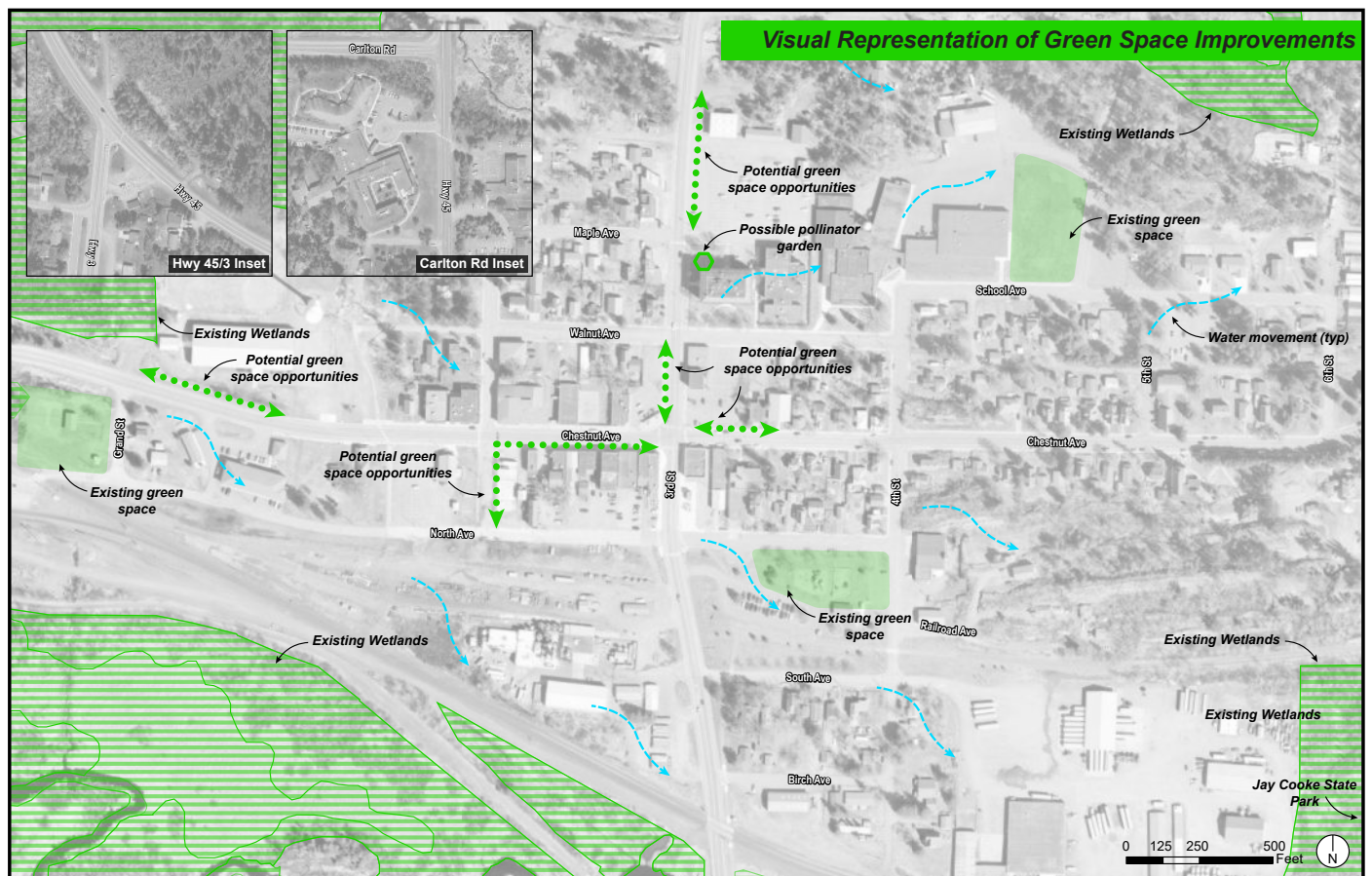


Figure 21 | Green Space Suggestions

Final Vision Plan

Figure 17 provides a comprehensive overview of all suggestions related to safety, green spaces, and multimodal transportation. These suggestions culminate to our final vision plan.

“Our vision for Carlton’s transportation system is to connect our community, ensuring safe, reliable, and efficient travel for all individuals, regardless of age or ability. We aim to incorporate all modes of transportation that link the community with its beautiful surroundings and ensure commerce remains effective in the area. Additionally, we are committed to adopting sustainable practices to safeguard both the natural and built environments.”

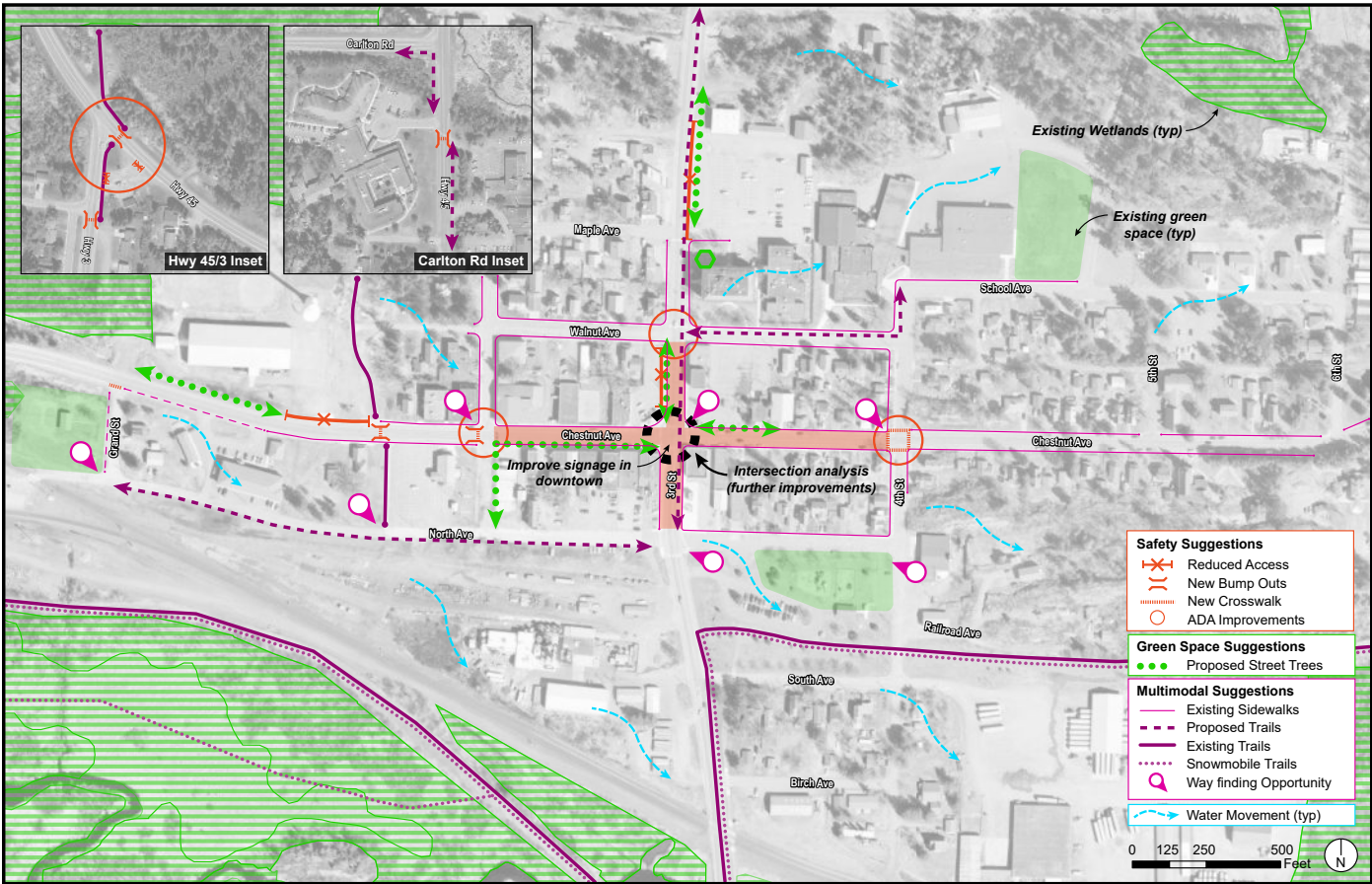


Figure 1 | Final Vision Map

Estimated Costs

High-level cost estimates were developed to provide a range of potential costs for the identified priorities. These cost estimates are in 2025 dollars and cover the proposed improvements, which include stormwater management strategies, water quality structures, protection of trout streams, and increased tree canopy downtown.

Safety Improvement Costs

Description of Improvement	Estimated Cost	Estimated Cost per Block (500 feet)
Pedestrian Ramp Replacement	\$20 - \$25 / square foot	\$10,500 - \$13,200
Curb Installation	\$28 - \$35 / linear foot	\$28,000 - \$35,000
Curb Replacement	\$32 - \$40 / linear foot	\$12,800 - \$16,000
Intersection Bump Outs	\$13,000 - \$20,000 / bump out	\$52,000 - \$80,000
Crosswalk Striping	\$550 - \$1000 / crossing	\$1,100 - \$2,000
Rectangular Rapid Flashing Beacons (RRFB)	\$26,000 - \$30,000 / crossing	\$52,000 - \$60,000

Multimodal Improvement Costs

Description of Improvement	Estimated Cost	Estimated Cost per Block (500 feet)
Sidewalk Replacement	\$10 - \$15 / square foot	\$18,000 - \$27,000
Way finding Signs	\$1,000 - \$2,000 / sign	\$2,000 - \$4,000
Pedestrian Facility Signs	\$250 - \$500 / sign	\$1,000 - \$2,000

Green Space Improvement Costs

Description of Improvement	Estimated Cost	Estimated Cost per Block (500 feet)
Tree Planting	\$500 - \$1,000 / tree	\$17,000 - \$34,000

Figure 22 | Cost Tables



CONCLUSION

In summary, the final vision plan for the transportation system in the City of Carlton recommends updates using three pivotal strategies: creating safe connections, enhancing and celebrating the multimodal network, and preserving the natural environment. These strategies support the overarching goals for the community. The commitment to both ecological health and community well-being underscores the thoughtful planning and foresight embedded in this vision.

In conclusion, this plan sets the stage for a future where ecological sustainability and urban development are harmoniously integrated, enhancing the quality of life for all residents and visitors. These strategies support the community's overarching goals by highlighting their commitment to both ecological health and community well-being, underscoring the thoughtful planning and foresight embedded in this vision.



Image of Highways 210 and 45 Intersection, Gateway Plaza



APPENDICES

Appendix A: U.S. Census Bureau 2020 Data

Appendix B: City of Carlton Comprehensive Plan Future Land Use Map

Appendix C: Current Conditions

Appendix D: Community Engagement Summary

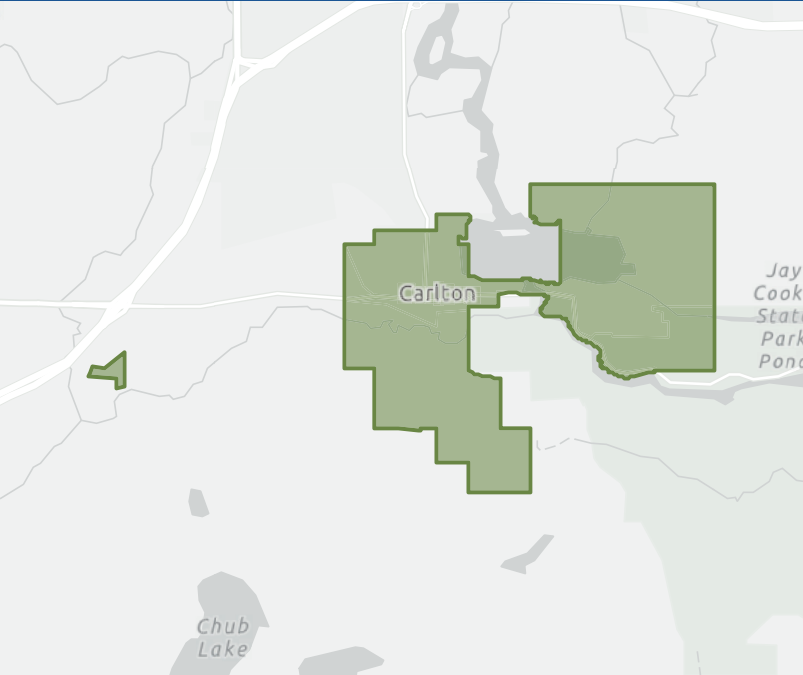
2020 Census Summary

Carlton City, MN
Geography: Place



The 2020 Census data includes information on population and housing as well as detailed data on age, sex, race, Hispanic origin, household and family type, relationship to householder, group quarters population, housing occupancy, and tenure.

2010-2020 ANNUAL GROWTH RATE

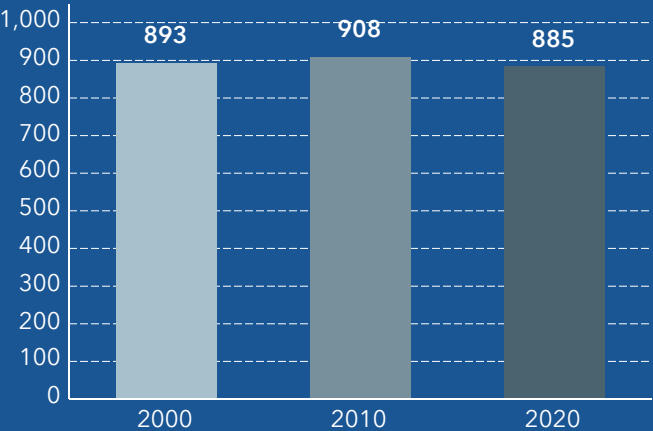


Source: This infographic contains data provided by U.S. Census (2000, 2010, 2020). © 2024 Esri

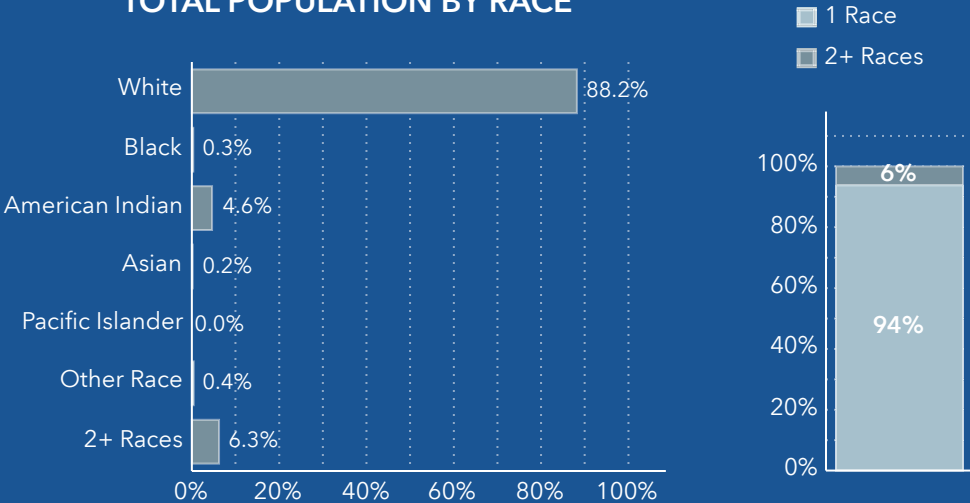
KEY FACTS



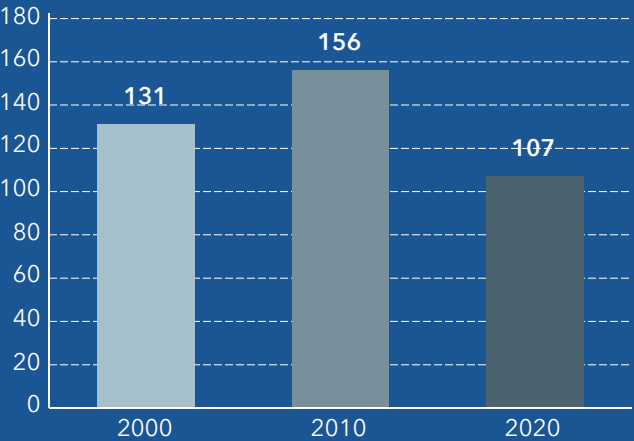
HOUSEHOLD POPULATION



TOTAL POPULATION BY RACE



GROUP QUARTERS



POPULATION BY AGE AND RACE	Less Than 18 Years	18 Years and Older
Total	161	831
1 Race	144	786
White	139	736
Black	0	3
American Indian/Alaska Native	5	41
Asian	0	2
Pacific Islander	0	0
Some Other Race	0	4
2 or More Races	17	45

2020 Census Summary

Carlton City, MN
Geography: Place

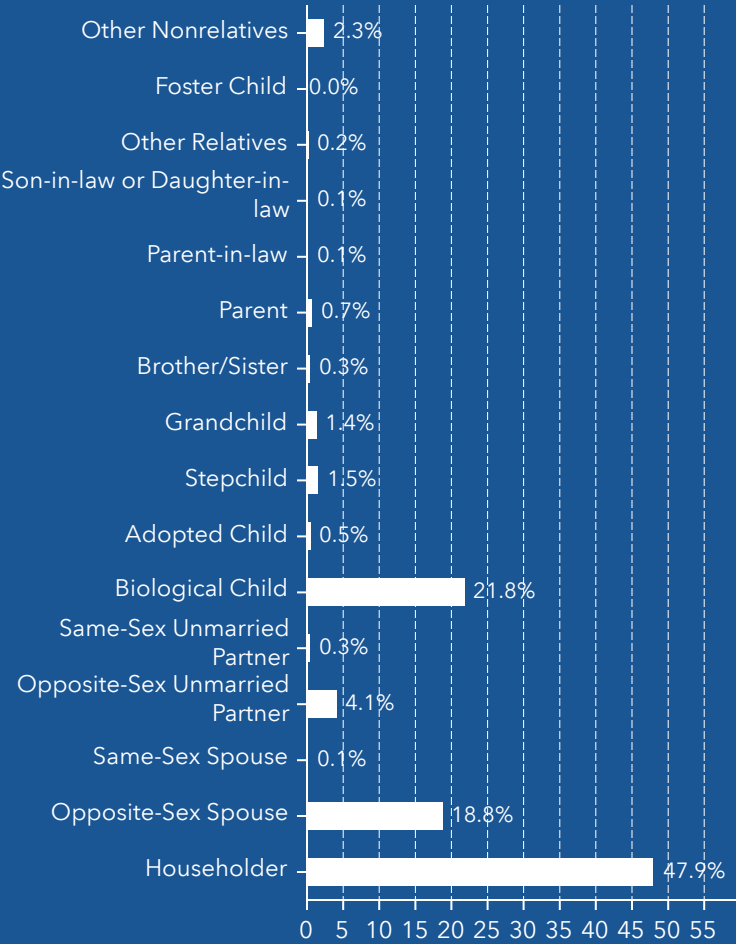


The 2020 Census data includes information on population and housing as well as detailed data on age, sex, race, Hispanic origin, household and family type, relationship to householder, group quarters population, housing occupancy, and tenure.

KEY FACTS

992	457	260.7	2.02	439	24.7
Total Population	Housing Units	Population Density	Average Household Size	Total Households	Diversity Index

Population by Relationship



HISPANIC POPULATION BY AGE AND RACE	Less Than 18 Years	18 Years and Older	Total
Total	9	11	20
1 Race	4	6	10
White	4	3	7
Black	0	0	0
American Indian/Alaska Native	0	0	0
Asian	0	0	0
Pacific Islander	0	0	0
Some Other Race	0	3	3
2 or More Races	5	5	10

NON-HISPANIC POPULATION BY AGE AND RACE	Less Than 18 Years	18 Years and Older	Total
Total	152	820	972
1 Race	140	780	920
White	135	733	868
Black	0	3	3
American Indian/Alaska Native	5	41	46
Asian	0	2	2
Pacific Islander	0	0	0
Some Other Race	0	1	1
2 or More Races	12	40	52

Source: This infographic contains data provided by U.S. Census (2000, 2010, 2020). © 2024 Esri

2020 Census Summary

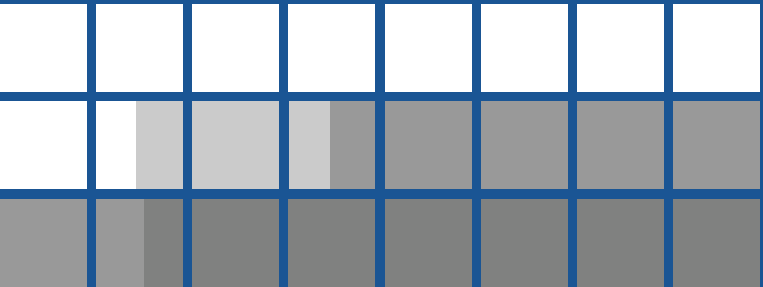
Carlton City, MN
Geography: Place



The 2020 Census data includes information on population and housing as well as detailed data on age, sex, race, Hispanic origin, household and family type, relationship to householder, group quarters population, housing occupancy, and tenure.

Households by Size	Number	Percent
Total Households	439	-
1-Person Household	174	40%
2-Person Household	156	36%
3-Person Household	46	10%
4-Person Household	30	7%
5-Person Household	21	5%
6-Person Household	9	2%
7+ Person Household	3	1%
Average Household Size	2.02	-

Households by Type



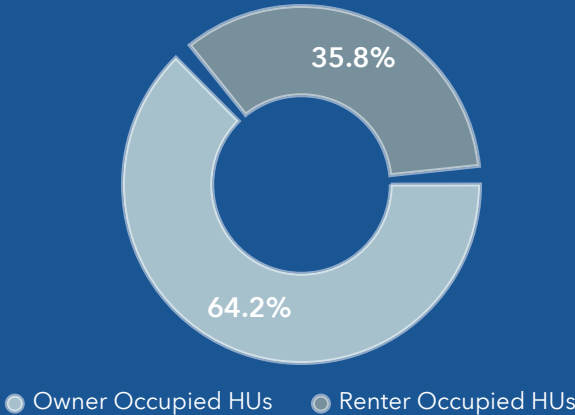
- Married Couple (39%)
- Cohabiting Couple (8%)
- Male Householder: No Spouse (25%)
- Female Householder: No Spouse (27%)

Source: This infographic contains data provided by U.S. Census (2000, 2010, 2020). © 2024 Esri

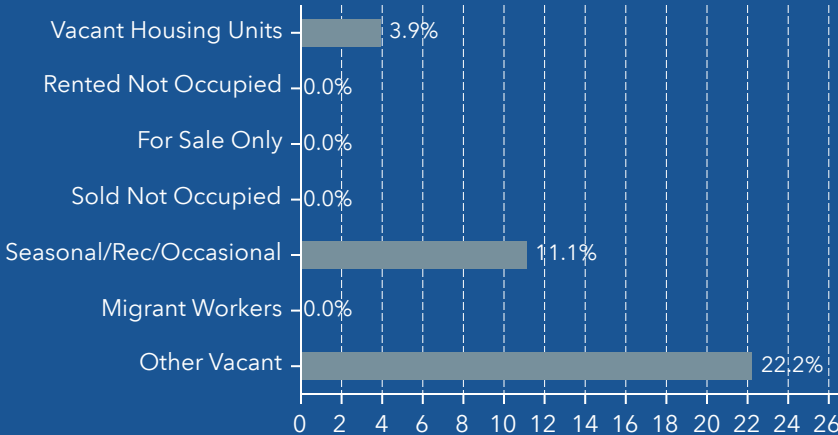
KEY FACTS

992	457	260.7	2.02	439	24.7
Total Population	Housing Units	Population Density	Average Household Size	Total Households	Diversity Index

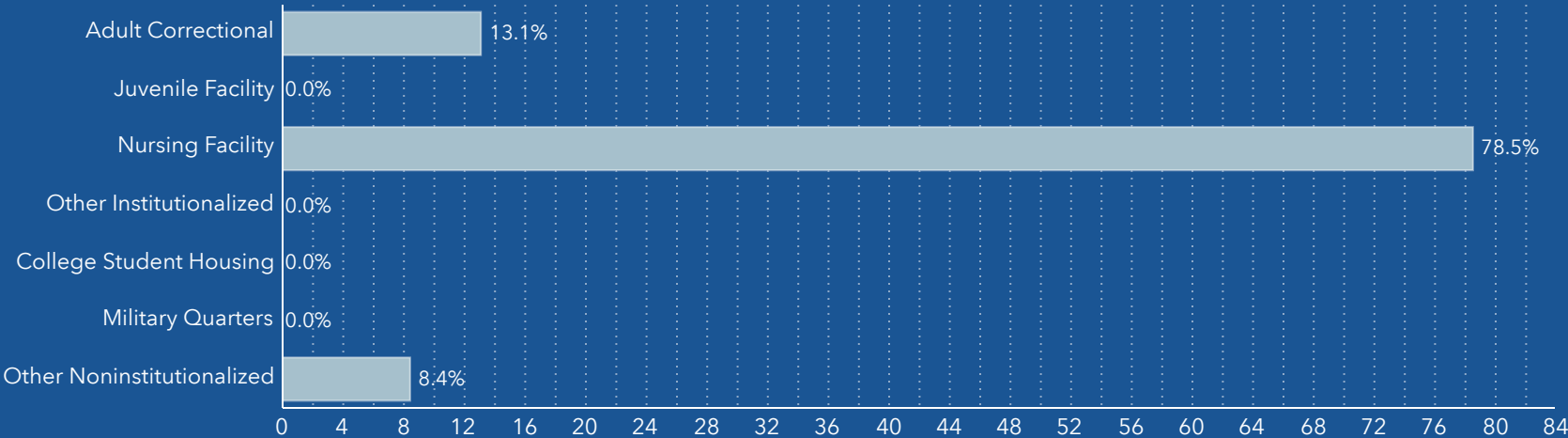
Total Housing Units by Occupancy

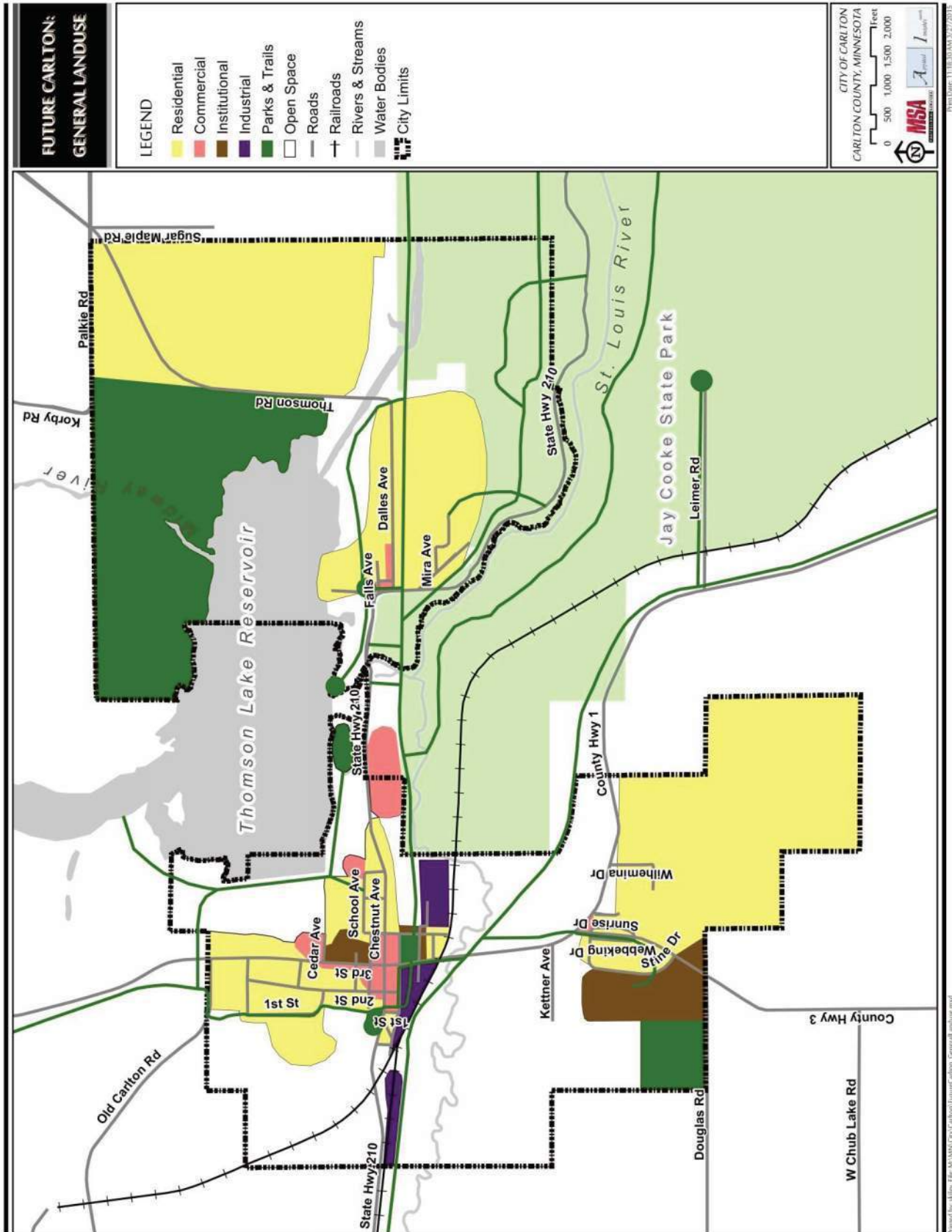


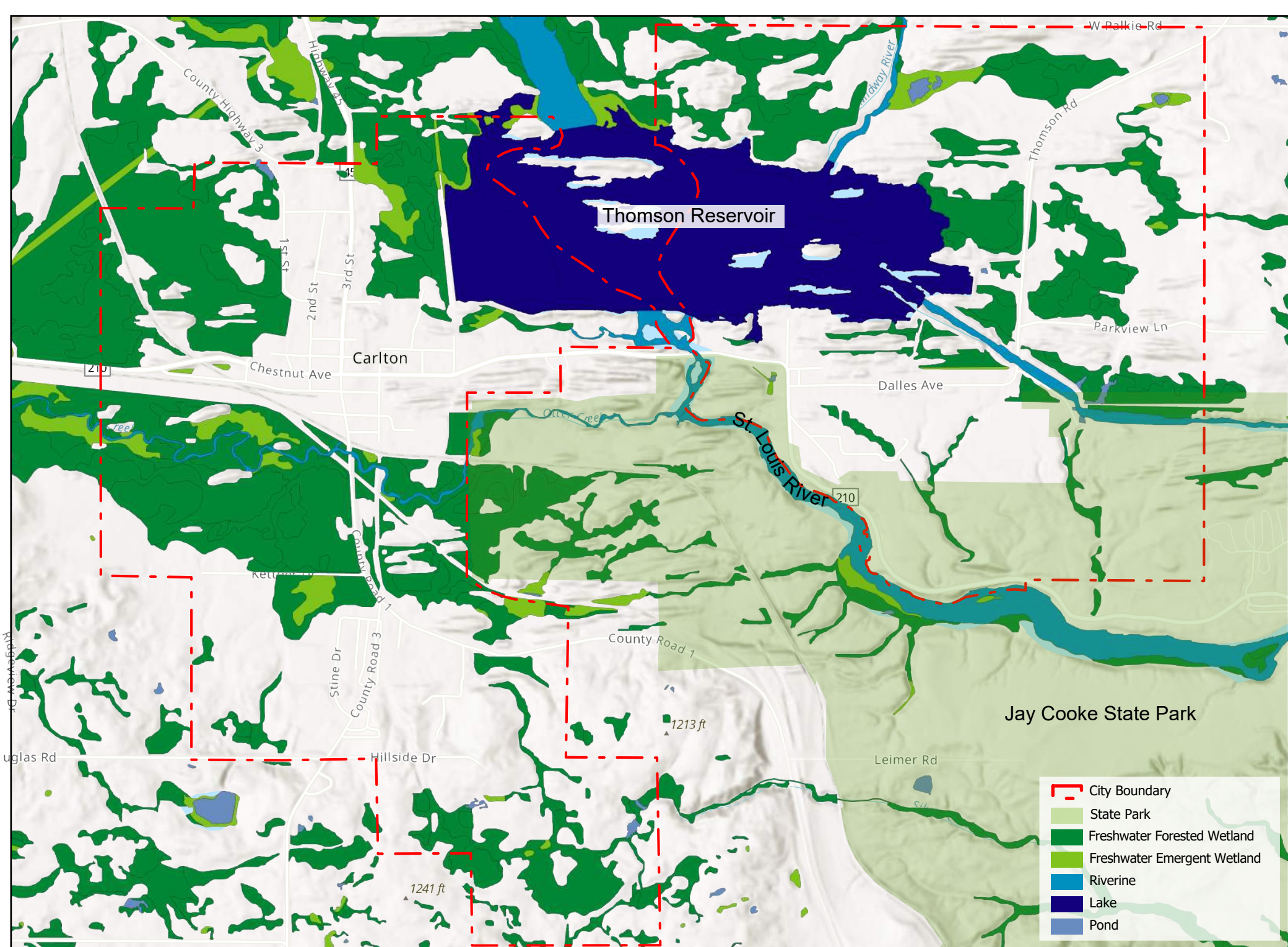
Total Housing Units by Vacancy

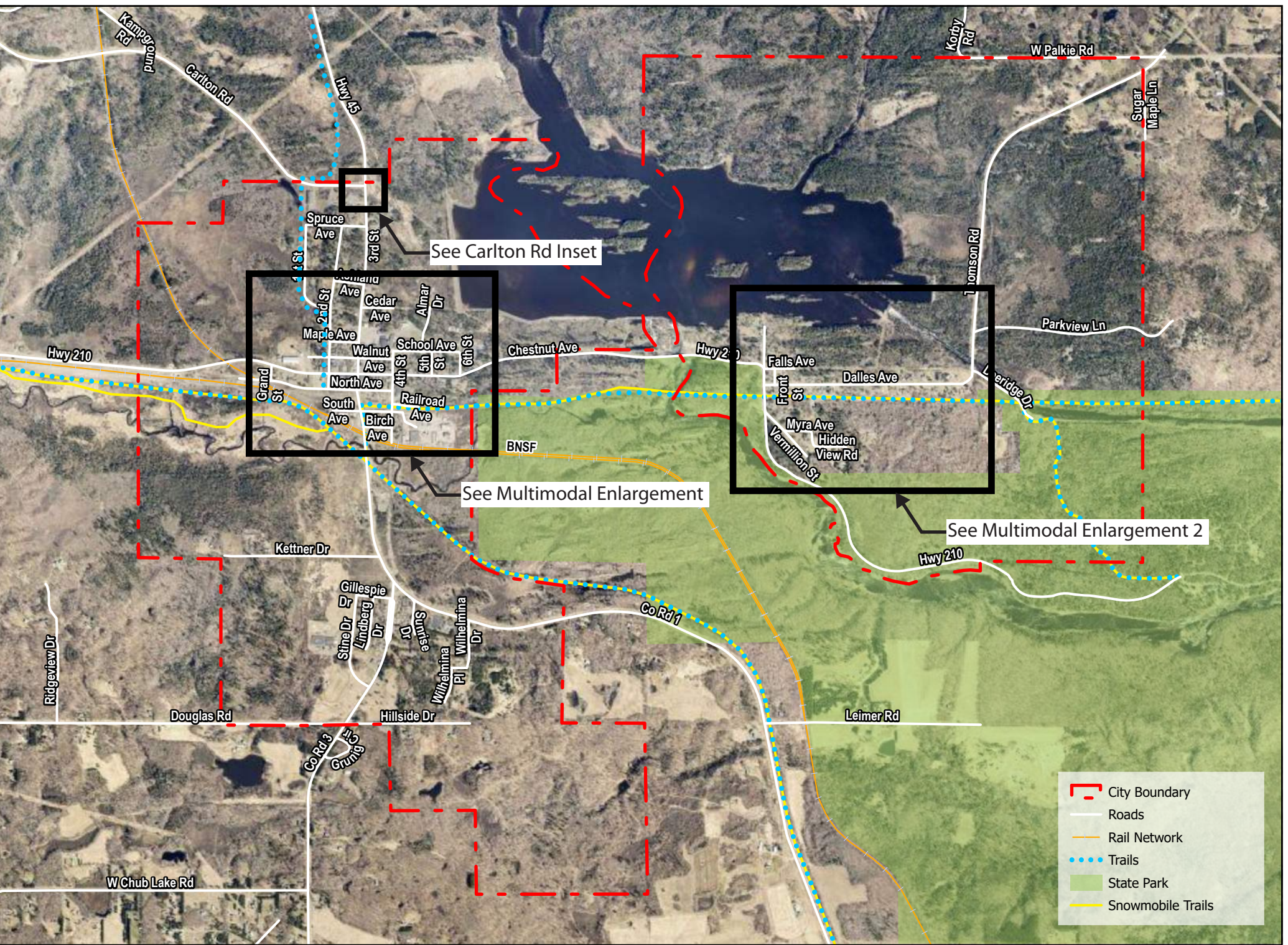


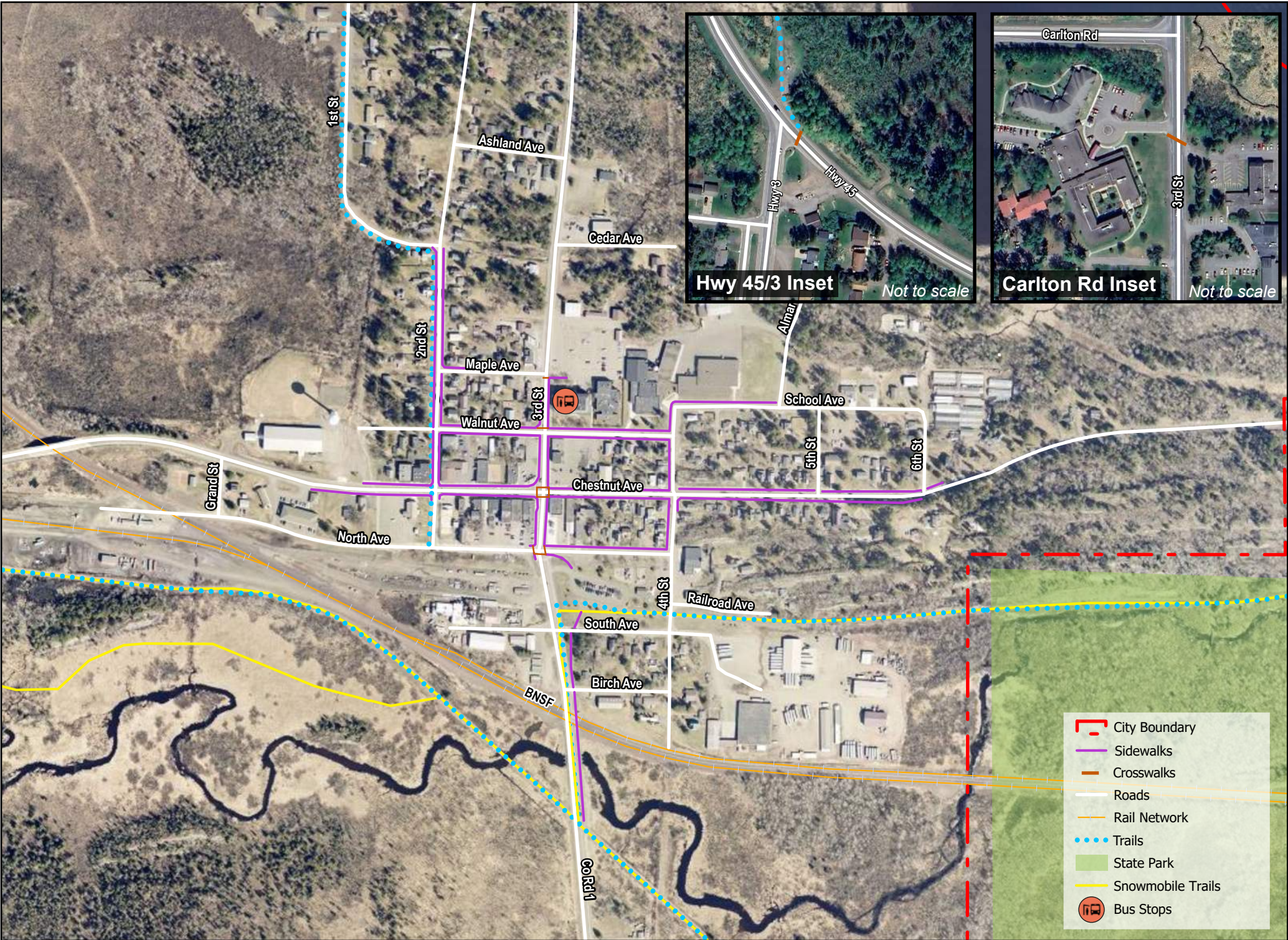
Group Quarters Population

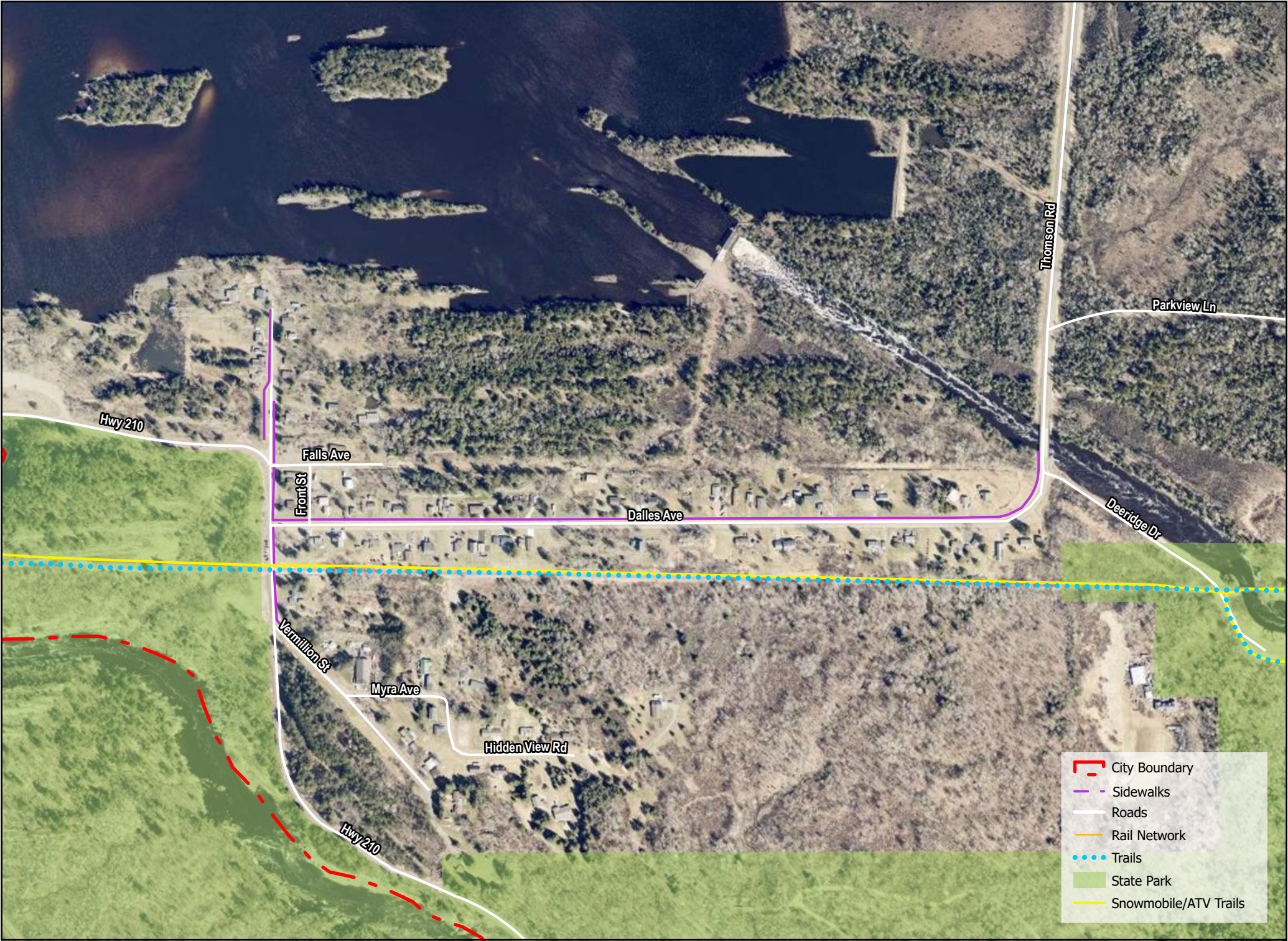


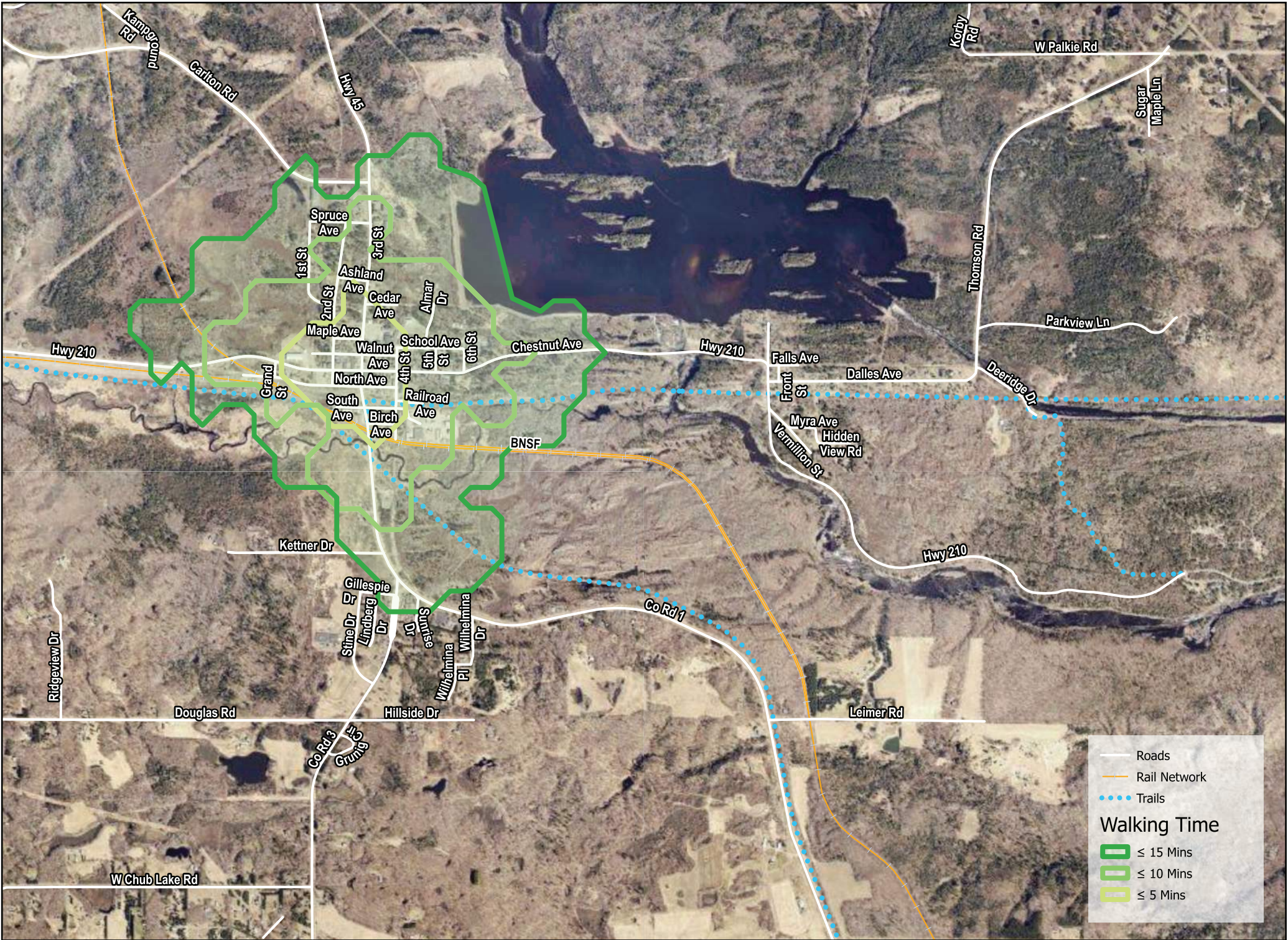




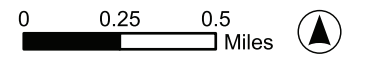




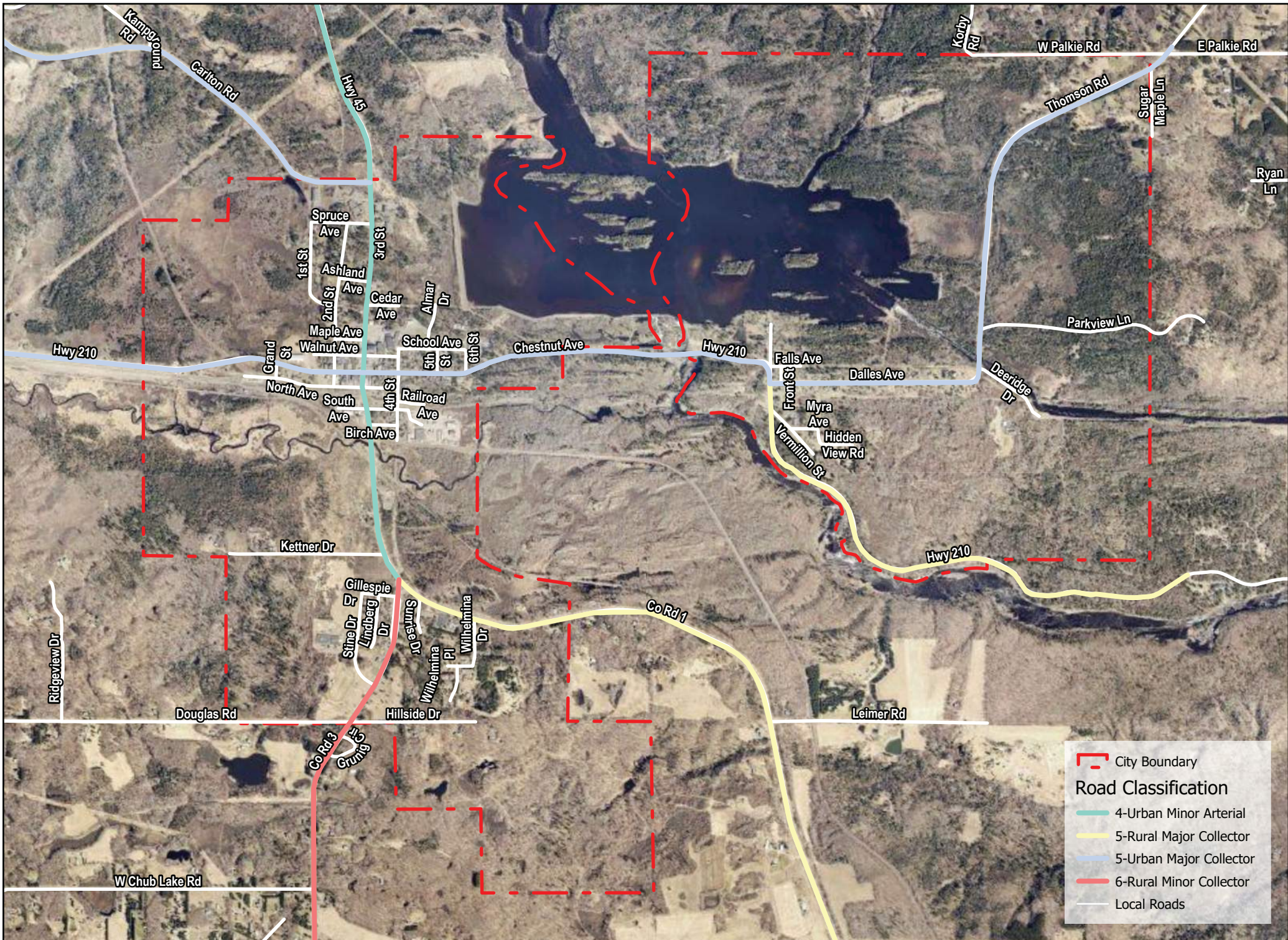


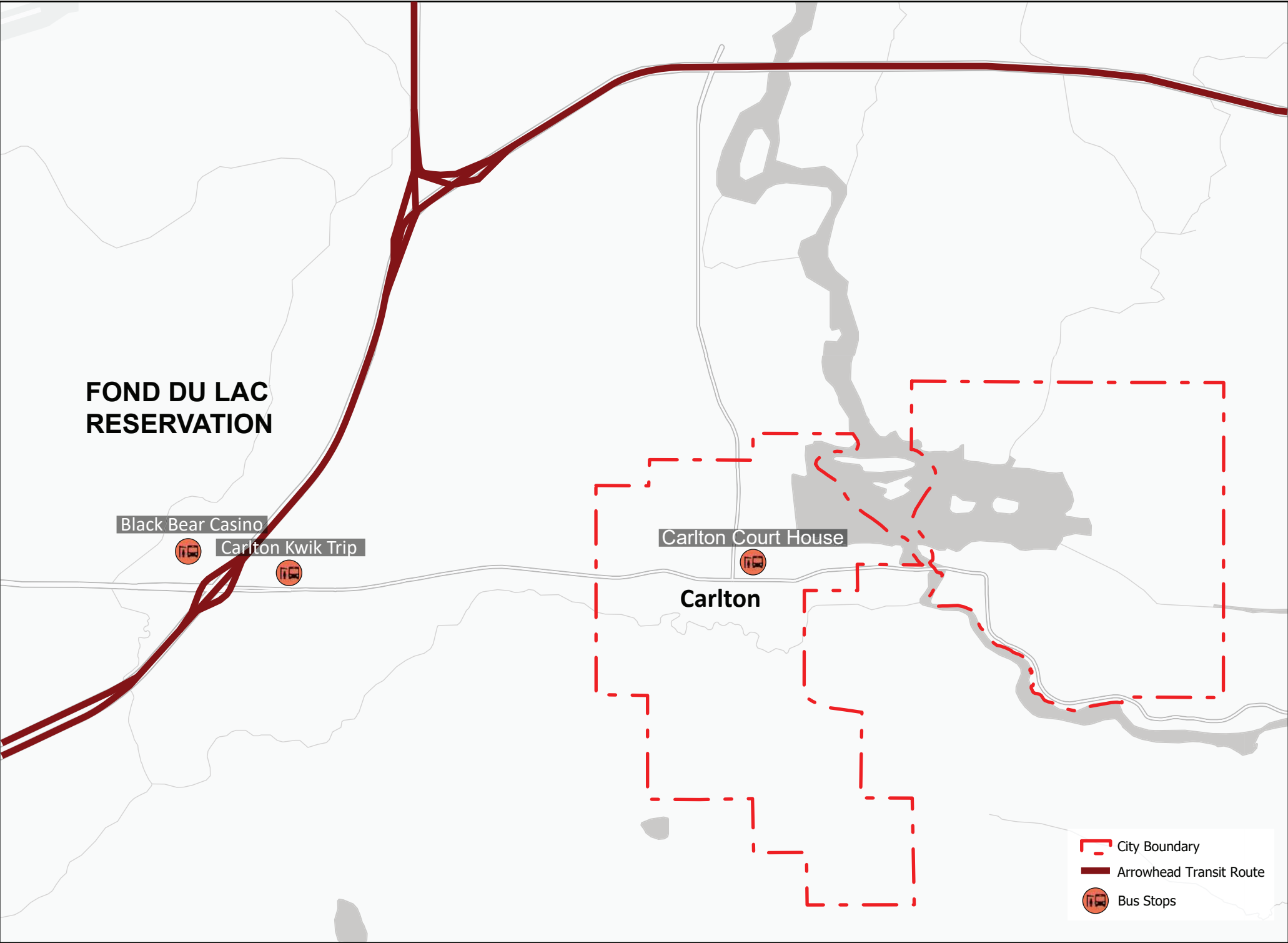


ARDC | Carlton Transportation Plan | Walkshed (5 - 15 Minutes)












**FOND DU LAC
RESERVATION**

Black Bear Casino

Carlton Kwik Trip

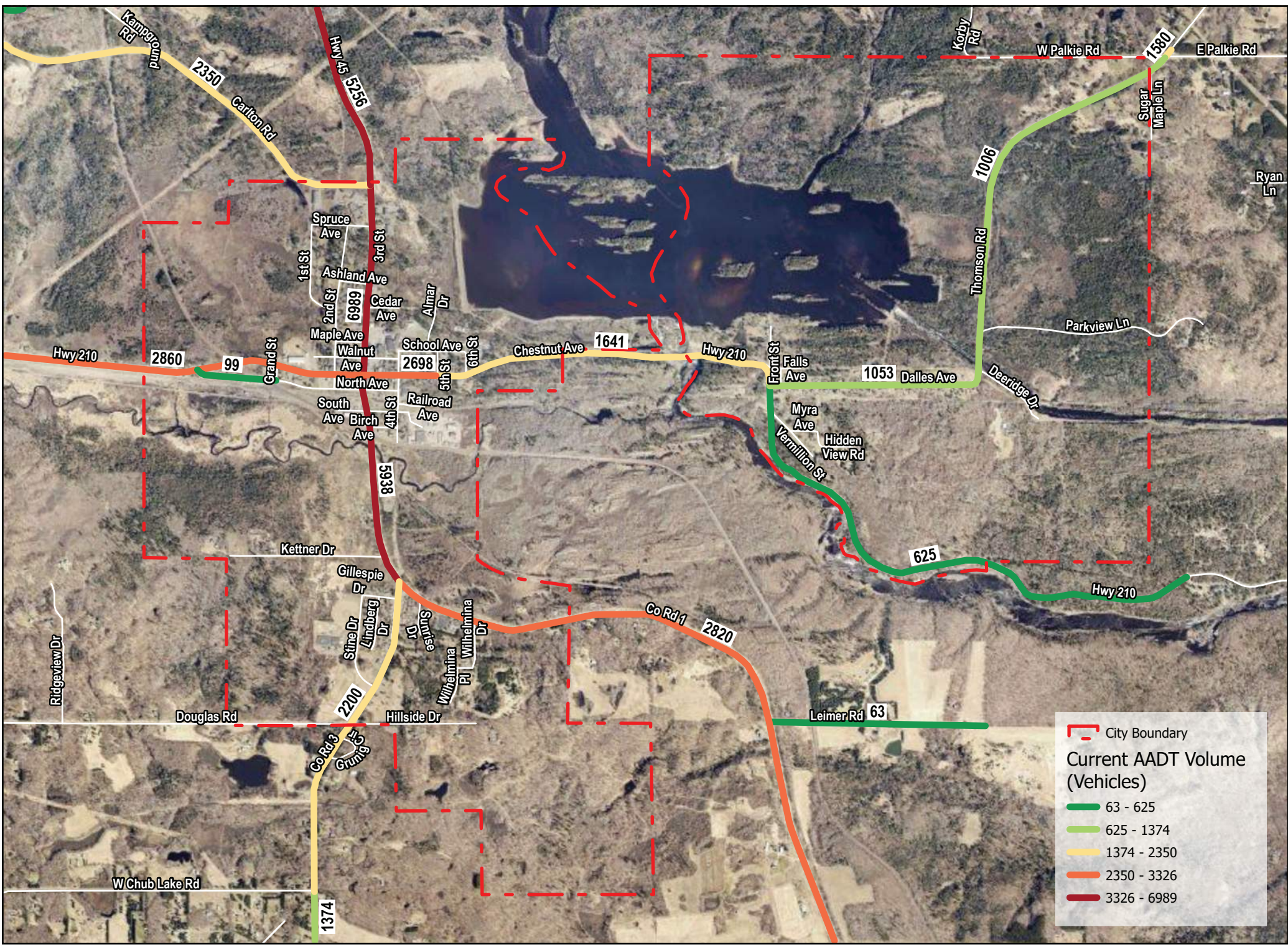
Carlton Court House

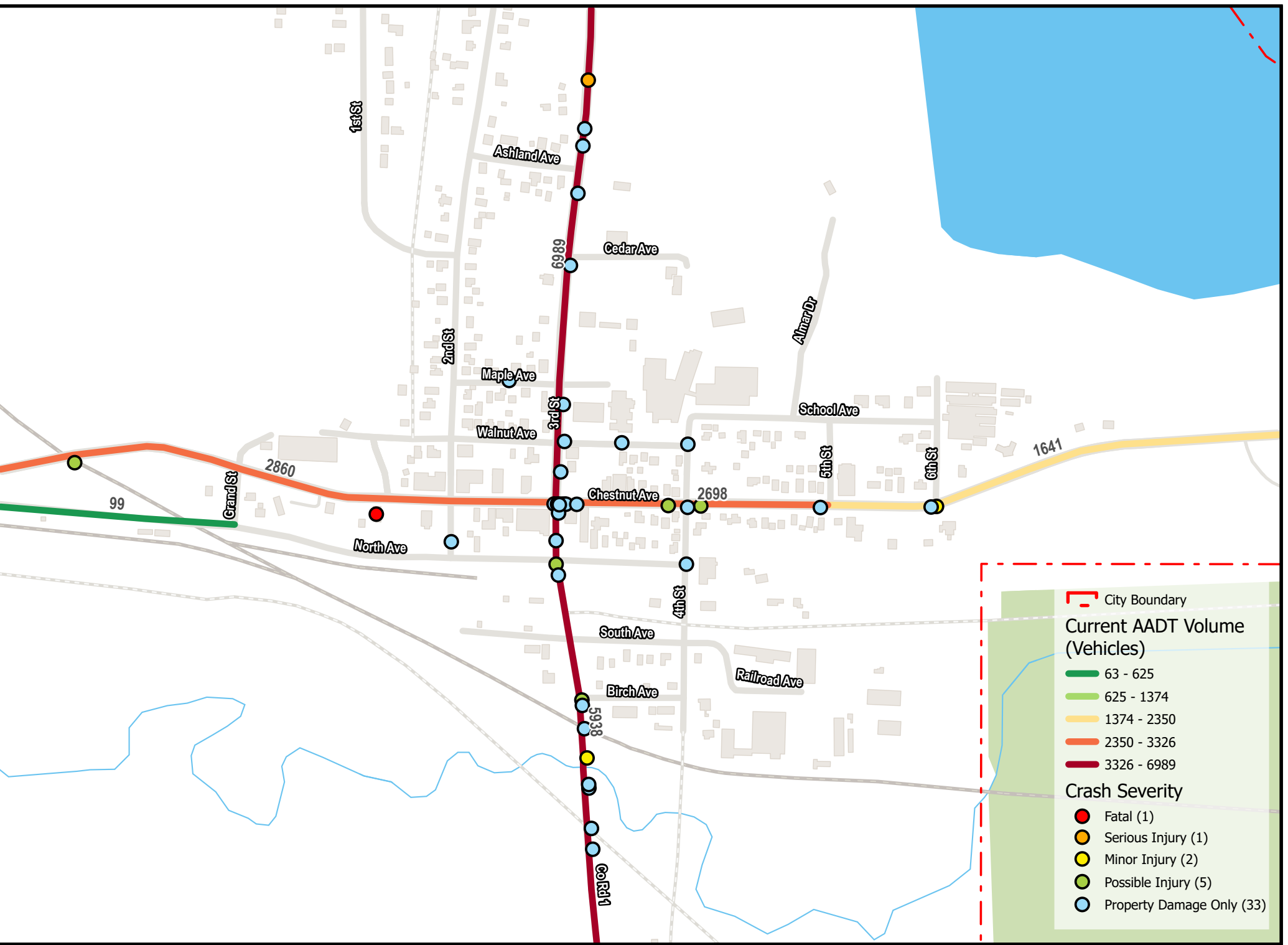
Carlton

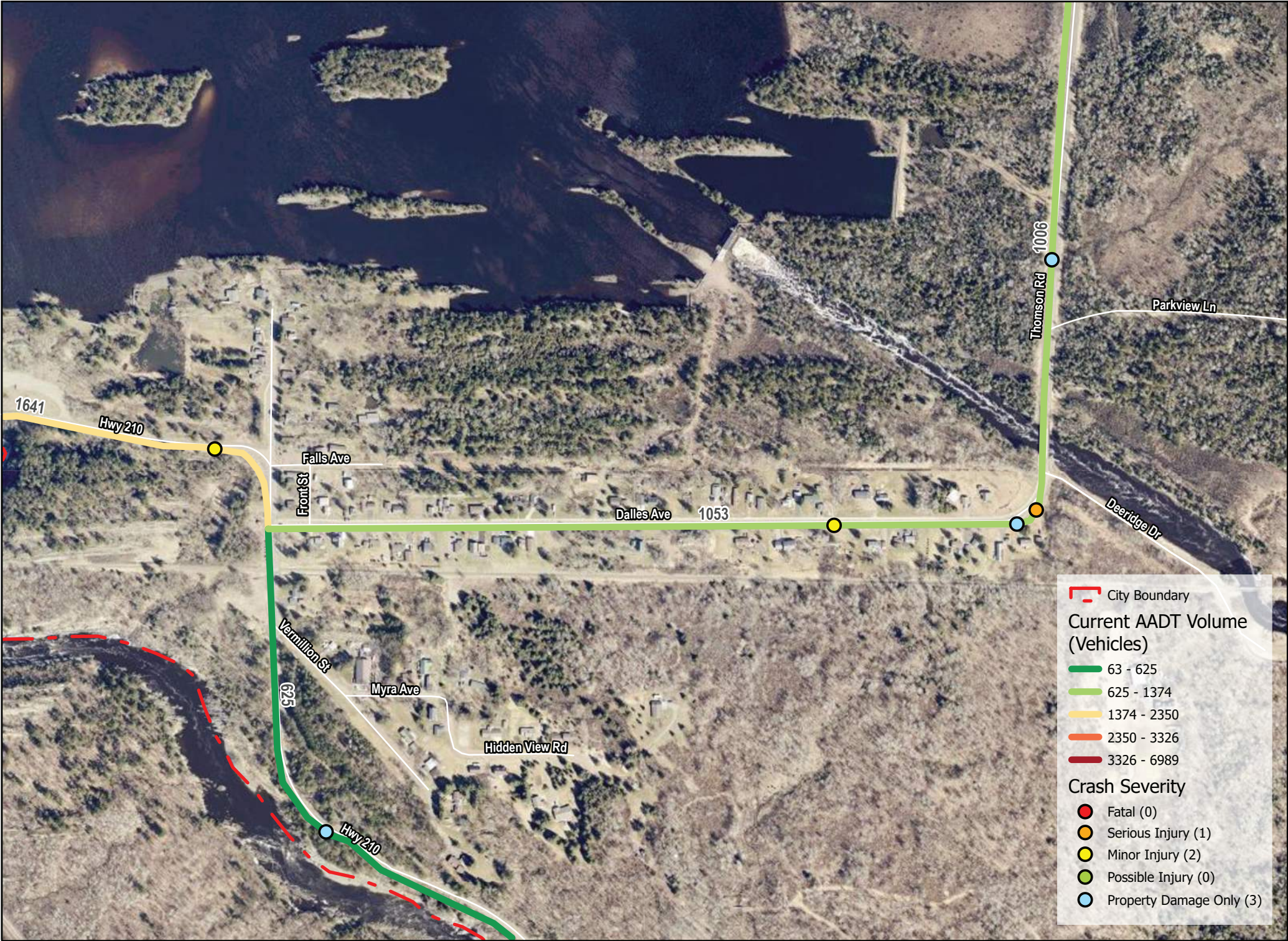
-  City Boundary
-  Arrowhead Transit Route
-  Bus Stops

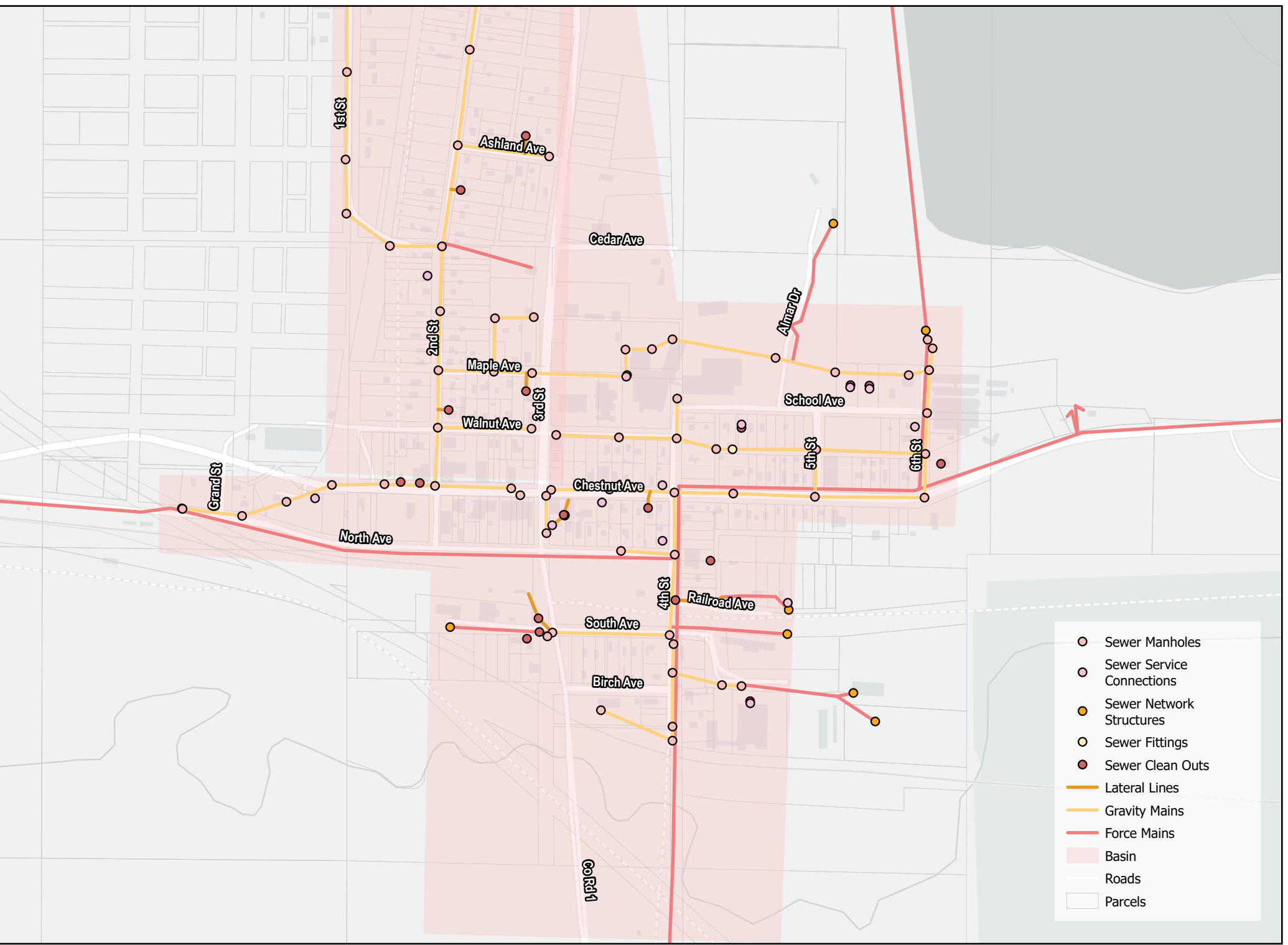
0 0.13 0.25 Miles



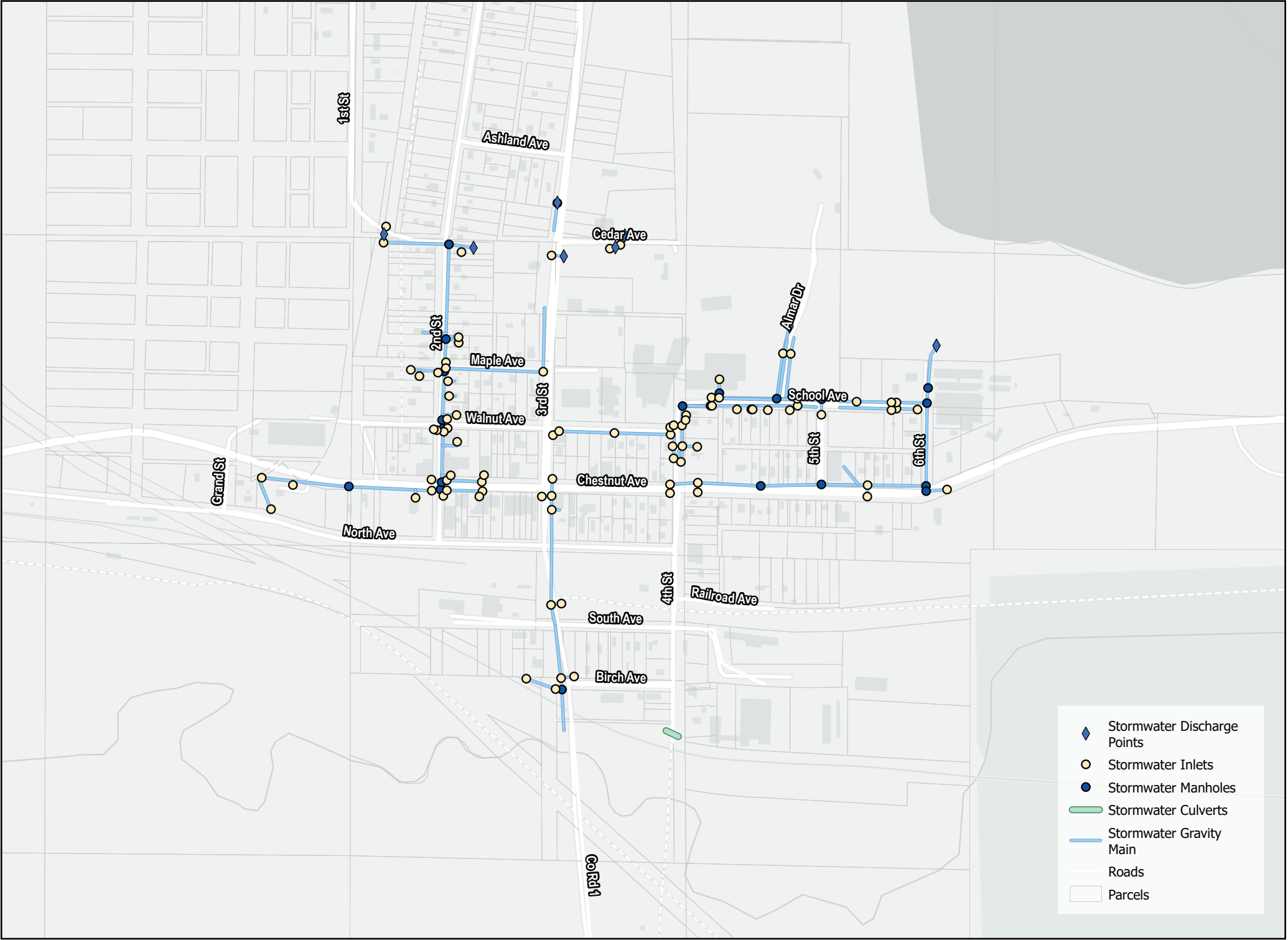


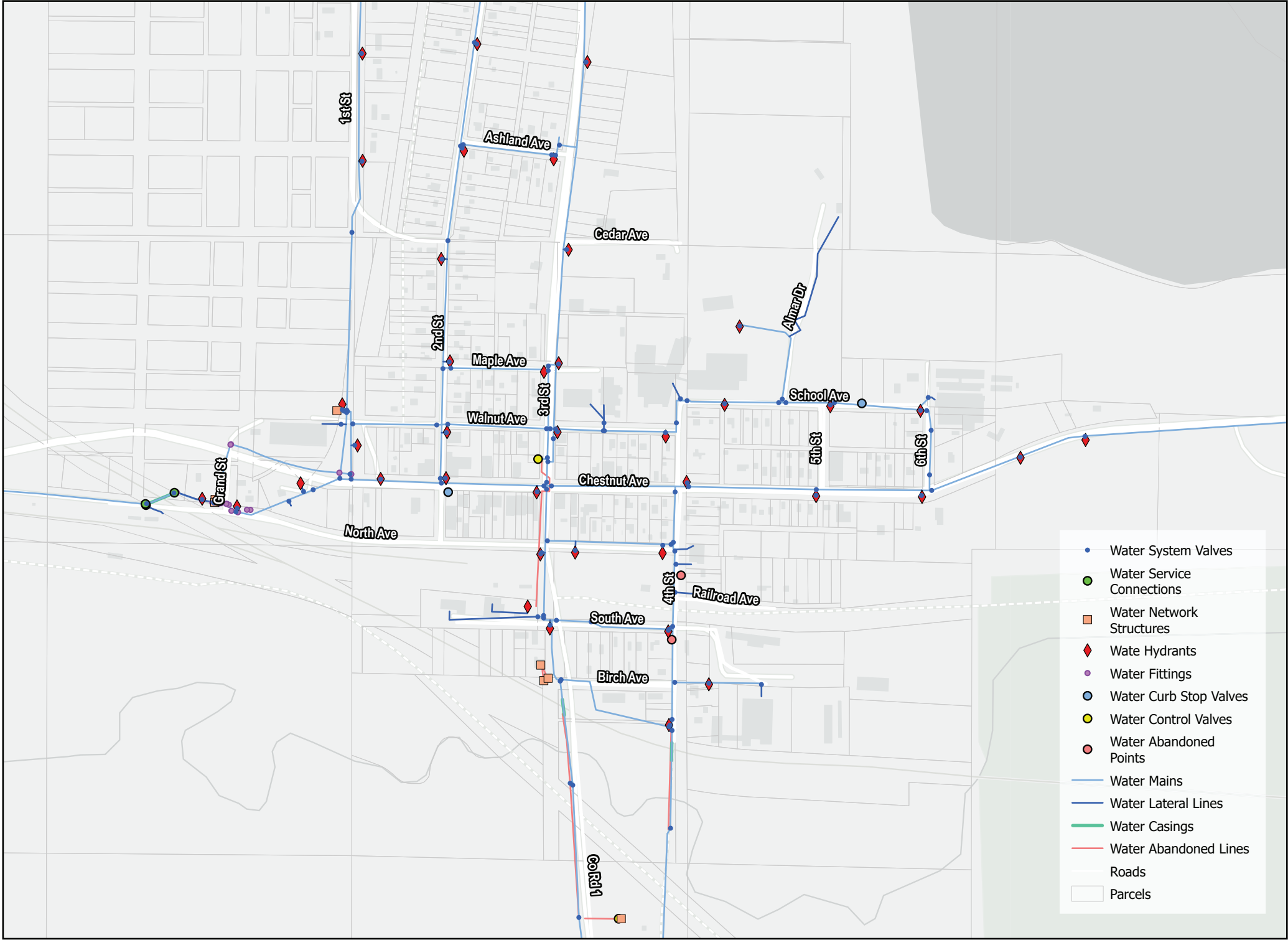


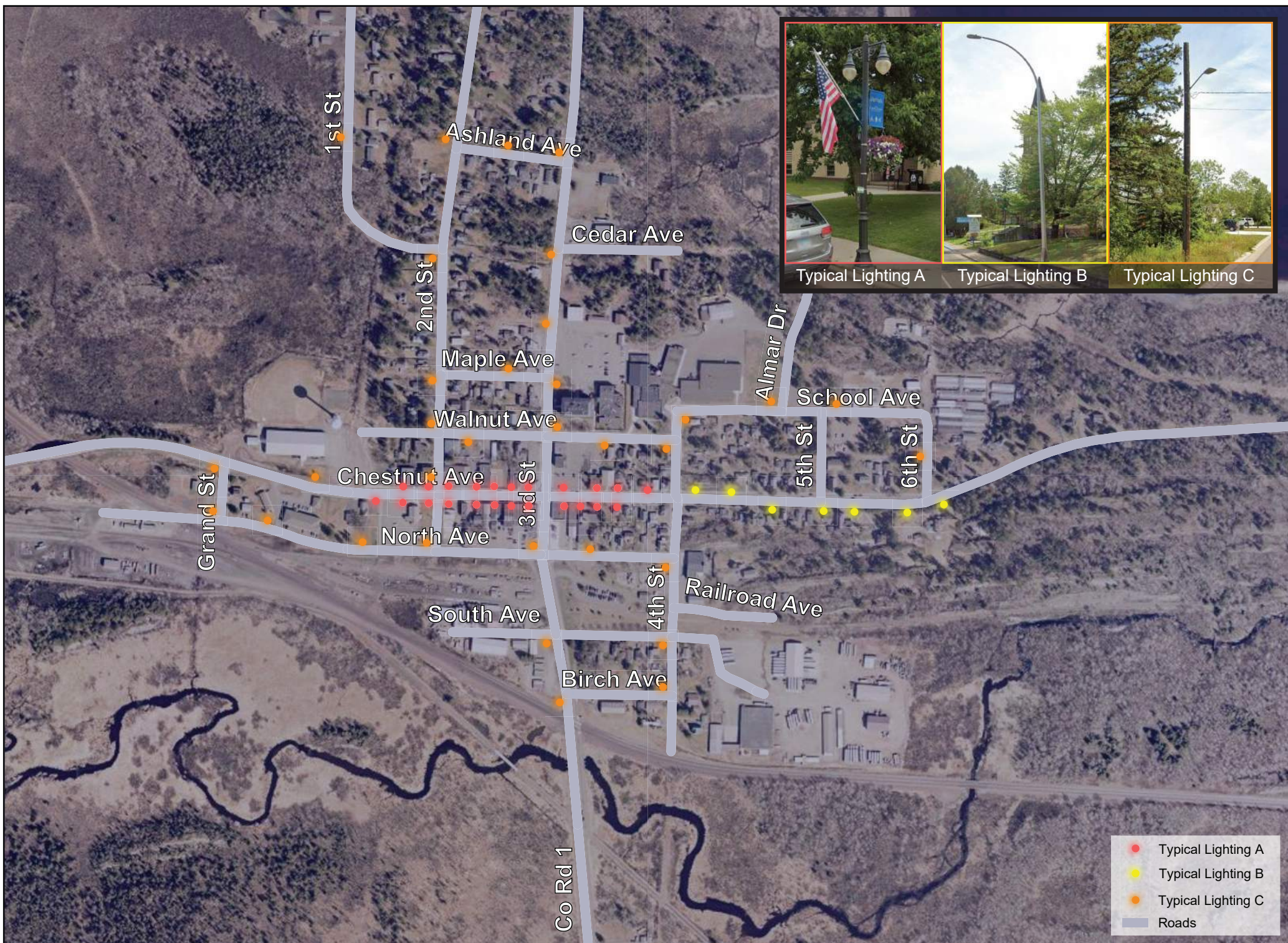




- Sewer Manholes
- Sewer Service Connections
- Sewer Network Structures
- Sewer Fittings
- Sewer Clean Outs
- Lateral Lines
- Gravity Mains
- Force Mains
- Basin
- Roads
- Parcels











Businesses and Services

- A. Carlton County Historic Courthouse
- B. Carlton Police Station
- C. Carlton County Extension Services
- D. United States Postal Services
- E. Carlton Public Library
- F. N.P. Junction Books
- G. Streetcar Kitchen and Pub
- H. Third Base Bar
- I. CreativEdge Designs
- J. Carlton Wellness Center
- K. VFW
- L. Carlton Laundry
- M. Four Seasons Sports Complex
- N. Carlton Meat and Grocery
- O. Carlton Schools
- P. Petal Pop by the Green House

Current AADT Volume (Vehicles)

- 63 - 625
- 625 - 1374
- 1374 - 2350
- 2350 - 3326
- 3326 - 6989
- Public Parking +/- 700
- Private Business Parking +/- 427
- Roads

0 0.1 Miles



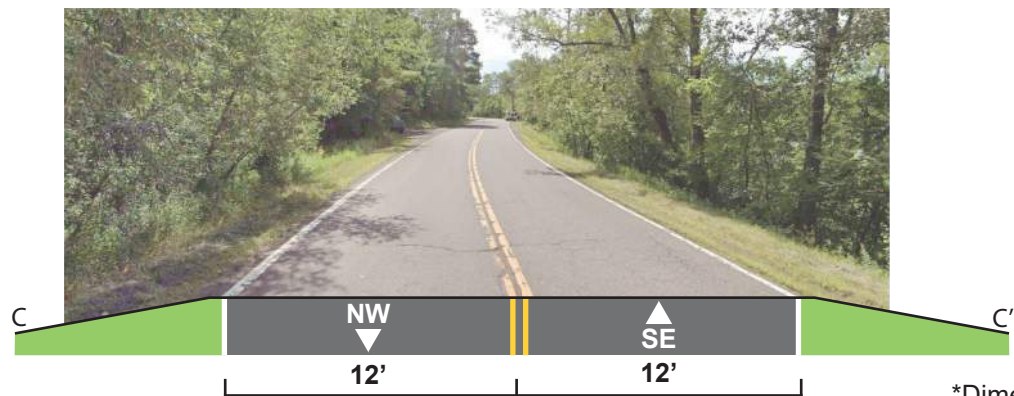
Hwy 210 Section



Chestnut Avenue Section

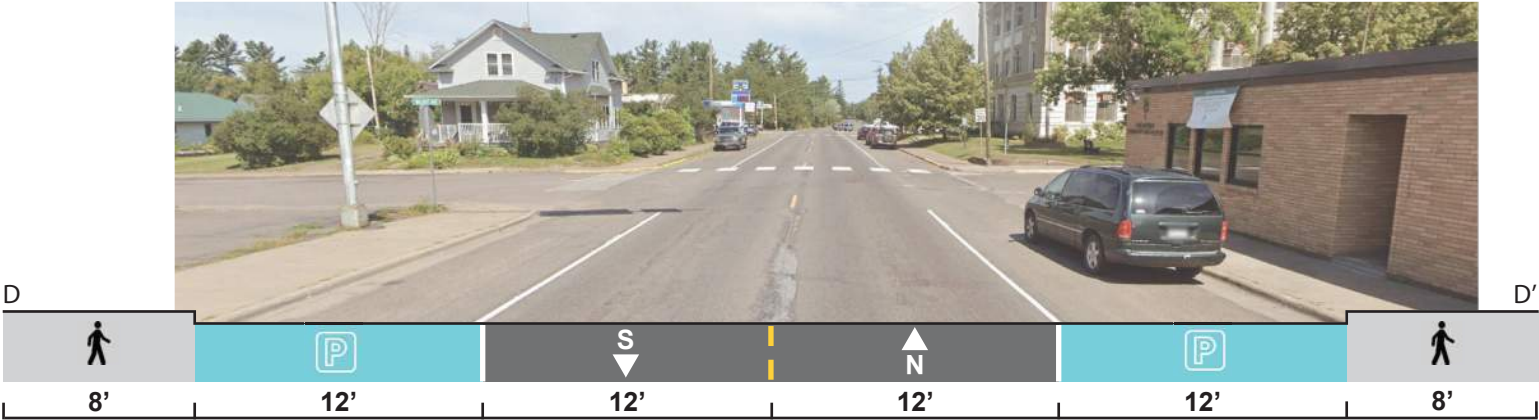


Hwy 210 State Park Section

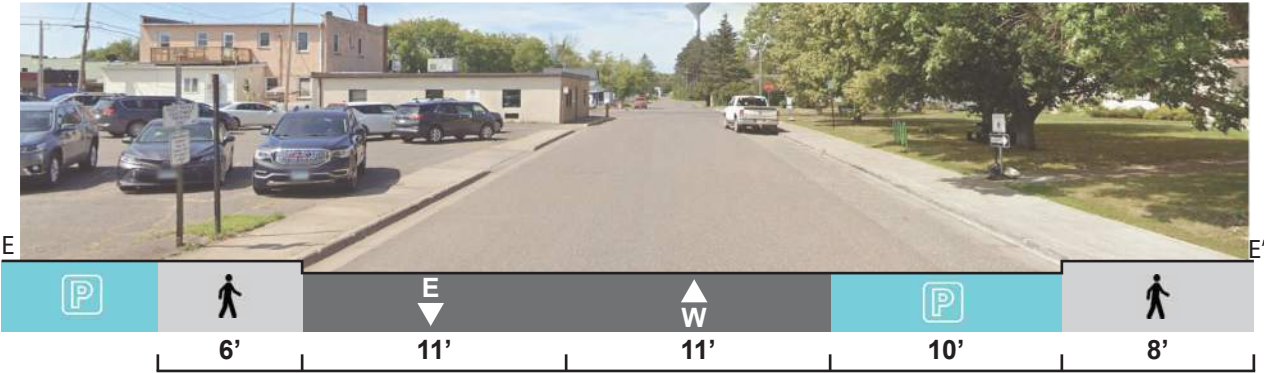


*Dimensions are approximate and are for planning purposes only.

3rd Street Section



Walnut Avenue Section



*Dimensions are approximate and are for planning purposes only.

City of Carlton Transportation Plan – Community Engagement Summary

Conducted: December 2024 – February 2025

Conducted by: Travis Houle, ARDC

Goal: Engage with community members, local business owners, or their representatives who conduct business within the City of Carlton, but with specific focus on those in close proximity to Minnesota State Highway 45 (MN-45) or MN-210.

Purpose: Capture information specific to the Carlton Community, from those who work in proximity to the anticipated improvement area.

Summary:

The city of Carlton hosts a variety of commercial and industrial businesses along the corridors of MN-45 and MN-210. To properly gauge community input on the future of transportation investments, ARDC completed two phases of community engagement efforts. These efforts are described below, being local business interviews and a digital community engagement survey. Efforts were also made to schedule in person engagement activities at the 4 Seasons Sports Complex and the Inter-Faith Care Center. Unfortunately, schedules could not align to accomplish this on our timeline. However, both facilities accepted and posted our digital engagement survey advertisement.

Local Business Interviews

ARDC staff conducted in person site visits to multiple facilities operating on the MN-210 and MN-45 corridors. A specific effort was made to visit local retail, commercial, and other businesses to capture their thoughts and observations of customers, staff, and others who travel through the community.

Magnolia Café

- During fair weather, trail riding groups regularly patron this café.
- Summer also brings patio seating, which is set up on MN-45. Employees state that this is an adequate amount of outdoor space for their customers, and for pedestrians to pass.
- Employees did mention logging truck volume but did not suggest alternatives or offer additional comment.

Thrivent Financial

- He believed the weigh station on 35-W has been in operation for approximately 20 years.
- This business is located on and has access exclusively from MN-45
- Observes logging traffic routinely throughout the day.

4-Seasons Arena

- The facility primarily serves youth and adult hockey leagues throughout the year,
- Not great sidewalk to the facility but was not concerned because those who travel to the arena primarily by single occupancy vehicle (SOV) or bus.

Powers Barber Shop

- When asked about transportation improvements in the community, they asked for examples relevant to their business. They provided the following:
 - o Parking: They like having on-street parking directly outside the business.
 - o Sidewalks: Thought the sidewalks were adequate but mentioned days like today make it difficult. It had recently snowed heavily, and the sidewalks did have icy patches.
 - o Traffic: They expressed great appreciation for the logging traffic that comes through town. Their reason was that many of their customers work in the industry.
 - They said that they observe a difference in the volume of logs on trucks when they are on 35-W, versus when they pass through town. It is alleged that trucks passing through town are heavier than on 35-W.

University of Minnesota Extension of Carlton County

- The 4-H employees of this office primarily travel to work by car and are in the office or traveling for business the majority of the time.
- I spoke with a staff member who commented on the high volume of logging traffic. She drives in from Cloquet every day and sees the trucks all day long.
- This Extension office focuses on 4-H programing, in addition to other agricultural/natural resource programing. We had a general conversation about the intersection of natural resources and the built environment. On trail/bicycle access, she said she does not often see bicyclists on the street.

Brents Heating & Cooling

- Staff mentioned they see the logging trucks all day long from their office window.
- When asked about bikes or pedestrian facilities, the only comment she made was about crosswalks, noting that there are crosswalks at the main intersection to the east, but saw a decent number of pedestrians crossing the unmarked intersection in front of this business in warmer weather, rather than walking to the marked crossing.

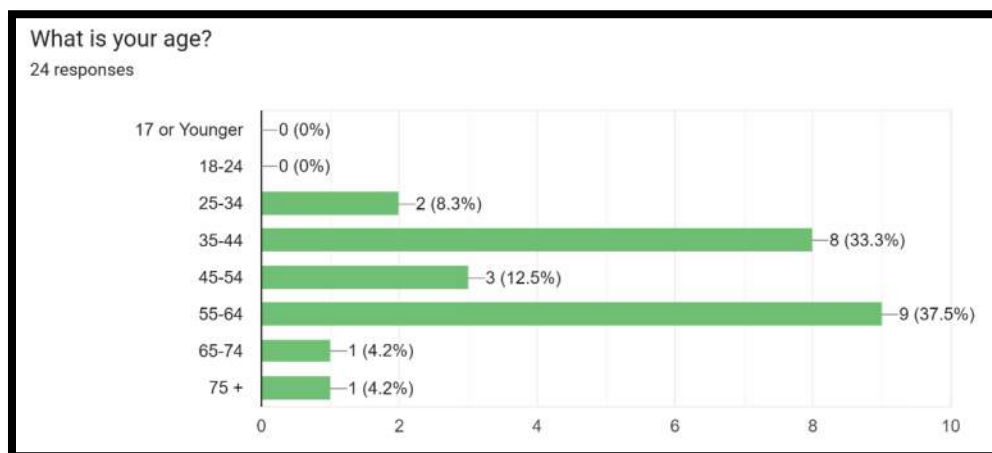
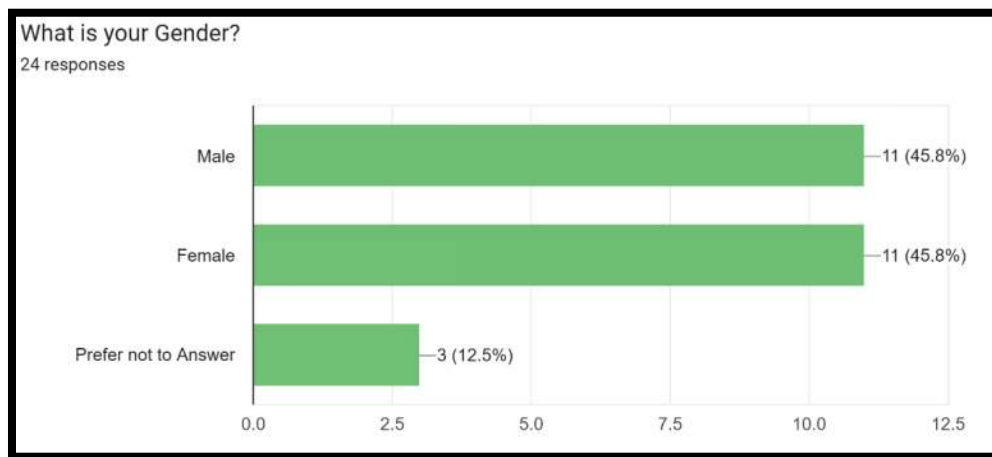
The following locations were receptive to displaying our survey advertisement, but did not have comments to share at the time of my visit:

- Third Base Bar
- Streetcar Kitchen & Pub
- VFW of Carlton
- Carlton Laundry
- Volunteer Services of Carlton County (I did touch base with Jill however)
- Carlton City Hall (I did touch base with Carol however)

Community Engagement Survey Results

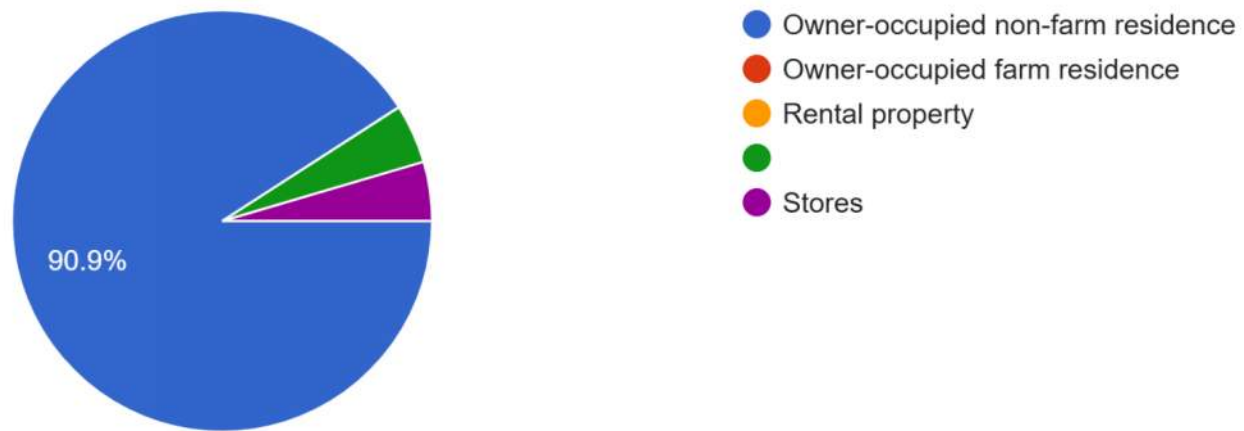
A digital survey and advertisement were developed and shared with residents and visitors to the city through multiple methods. The survey was first shared with all residents who are connected to City water, via their December monthly water statement and community newsletter. Physical advertisements were also posted throughout the community in early January. In total, the duration of community engagement data collection efforts was approximately 10 weeks. The survey received a total of 24 responses, which are summarized in the following tables.

Who Responded to the Survey?



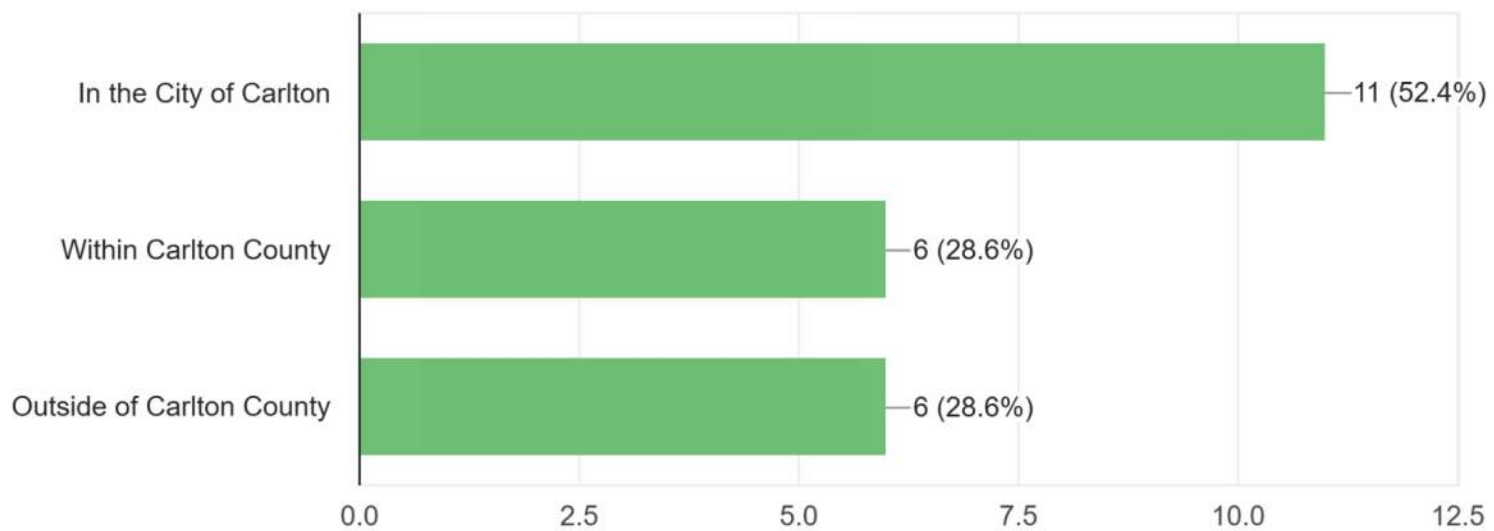
What best describes your primary residence?

22 responses

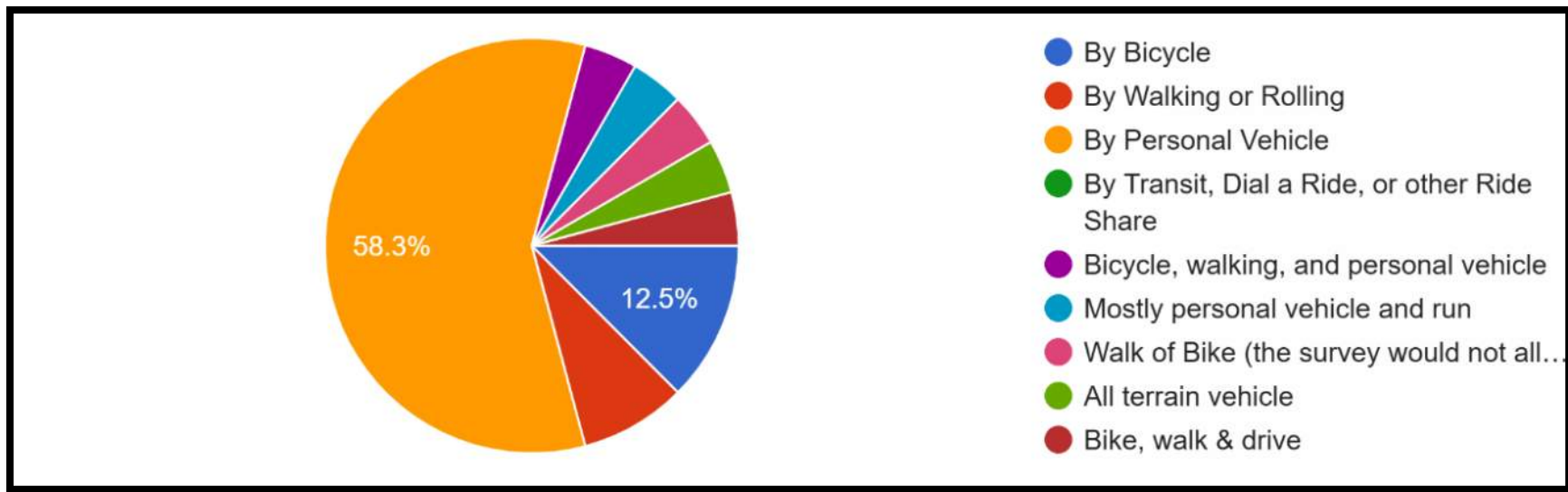


If applicable, where do you work?

21 responses



How Do Respondents Tend to Travel?



Additional Comments on How Respondents Travel:

PEDESTRIAN OR CYCLIST

- Flashing light and crosswalk recommended at the Munger trail/Alex Laveau trail. Recommend an increased patrol to slow cars down entering & leaving Carlton.
- I'm not a frequent bicyclist or public transit user, so I can't accurately rate those modes of transportation.
- Carlton road at the apartments and where the bike trail crosses is a concern for me with limited visibility for southbound cars on Carlton Road and high speeds. I think this is a concern for pedestrians and cyclists using the trail and for apartment residents pulling in and out on Carlton Rd.
- When I walk, it is on the trail.
- On the main streets in Carlton, people drive fast regardless of whether there's space or snow on the shoulder/sidewalk.
- Biking or walking around town feels dangerous in several places.
- Lack of clear crosswalks or bike routes make it almost impossible to navigate. The extreme truck traffic which is done to avoid the scales on i35 is also a reason the city feels unsafe for foot and bike traffic. Has anyone ever monitored how many semi-trucks go through the 4-way stop.
- Cars go too fast and disregard crosswalks.

AUTOMOBILE

- I do not feel safe driving with all the hordes of log trucks continually driving through town. I also do not feel safe biking or walking for that reason as well as the fact that crosswalks are often not respected and not well designated. Additionally, there are no sidewalks along the north end of town along Road 45.
- Painting the lines in the spring (May) instead of the summer would be beneficial.
- Large semi-trucks and trailers. Wide turns at the tight intersection. They are always over the speed limit.
- Delivery at 3rd base blocks a whole lane of traffic, with no room to move around or room to wait to go around.
- Fix the pothole in the center of the intersection.
- Intersections are crowded by parking lanes, making it hard to get out of intersections.
- The traffic is not controlled. Speeding and uncontrolled crossings. No accountability. Logging trucks and failure to stop. Dangerous.

OTHER COMMENTS

- I would like to see it safer to travel by ATV in the city of Carlton

When asked “If you could make any change to the transportation network...”

PEDESTRIAN OR CYCLIST

- More crosswalk signs that state it's the MN law to stop for pedestrians. Signs like the one located near the VFW.
- Add sidewalks along Road 45, and flashers for crosswalks
- Include bump outs at TH210 & TH45 (though very difficult to maintain truck turning movements with buildings directly adjacent to ROW). Keep the ped crossing signage at TH210/2nd St, add ped crossing sign at post office, and across by Harold's.
- Add flashing signs at crosswalks so traffic is alerted when a pedestrian is using them
- Main crosswalks. too many in town.
- Adding sidewalks along Hwy 45

AUTOMOBILE

- Decrease the speed limit on Carlton Rd.
- Change the intersection of Co 1 & Co 3. Vehicles travel too fast through there. It can be difficult to cross the road, even with the flashing crosswalk sign.
- My main concern is crossing Hwy 1 by South Terrace. The 18-wheelers do not slow down like they should, especially for kids on their bikes and people crossing with their dogs, I've had to cringe a few times.
- Better intersection at stop signs allowing better clearance for semi-trucks

- Re-route trucks to the interstate. They really don't have to go through there, and probably skipping the scale
- Prohibit logging trucks from the city. Loud, create lots of dirt and trash, and are unsafe.
- Enforce speed and traffic regulations. Add crosswalks. Reroute semi- or logging trucks. Mark bike paths. Hold people accountable.
- Change speed limit to 20, more crosswalks with flashing signs, bump out crosswalks.
- Restrict logging truck traffic

ROAD MAINTENANCE

- Keep all streets clear of snow and ice, people walk to school or walk their dogs and ride their bikes for transportation
- Promote options like taxi, ride share.
- Make the highways coming into town safer with walking or bike paths (no sidewalks headed toward Thomson or Scanlon exist - big trucks zoom by!)"
- Separated bike lanes and narrower, slower main streets.

OTHER COMMENTS

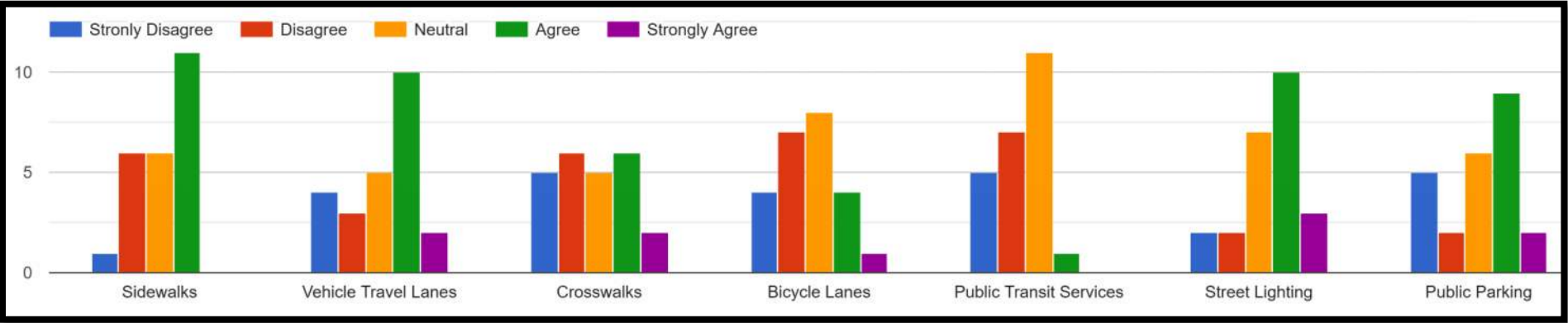
- Allow ATV traffic on state highways within the city limits

Ranking Safety of Travel and Transportation Amenities

I feel safe traveling in the City of Carlton by...



The City of Carlton has good...



Additional Comments on Safety of Travel and Transportation Amenities:

PEDESTRIAN OR CYCLIST

- Need a flashing crosswalk light at Carlton Rd by the bike crosswalk.
- There are some good and some bad sidewalks in the city. Many locations where ped ramps are needed. Generally residential streets don't need a dedicated sidewalk as traffic is slower but should make sure there is good access to ped facilities.
- We should prioritize pedestrian facilities with the school and common destinations where students are walking like the park, or four seasons softball field. Could look at safe routes to school for funding.
- Maybe some in-street parking could be sacrificed for wider sidewalks in front of 3B?
- The Munger trail and spur are a huge pedestrian asset.
- There are no bike lanes in Carlton
- I have noticed at night how dark it is when you come into town by Inter-Faith, by the crosswalk, you wouldn't notice someone is there till you are right there.
- I did like the warning sign flag in the middle of the street, like they had by the VFW this past summer, I wish they would have one by the crosswalk at Inter-Faith.
- There are great bike paths near Carlton but getting to them safely can be hard on a bike or on foot. The neighborhoods are fine, but the main roads are busy and dangerous.
- Nothing against bikes, but there is absolutely no room for bike lanes
- Hwi 210 and 3rd street is a nightmare for Commercial vehicles.
- I think all towns should have bike lanes

AUTOMOBILE

- Carlton Rd should have reduced speed 40mph by KOA & reduced to 30mph by the bike crosswalk.
- The log trucks are dangerous as well as serious noise pollution. Why do they ALL seem to come through town on their way to Seppi Mill versus using the highway?
- It's hard to get out of the parked car, due to [on-street] traffic traveling so closely.

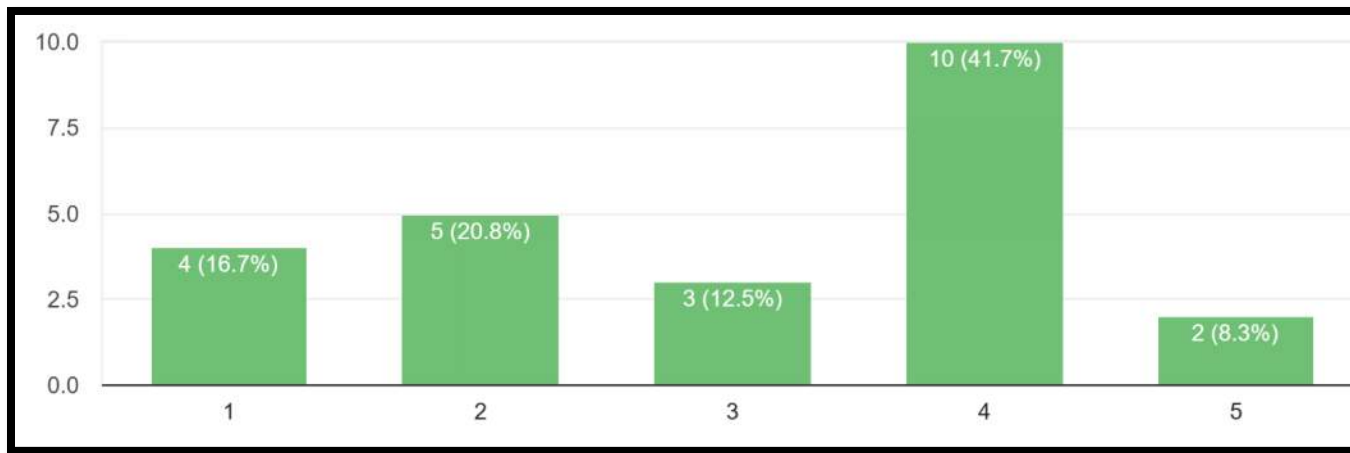
PARKING

- Public parking; I don't know if anything can be done with that?
- Need more space for public parking

TRANSIT & OTHER COMMENTS

- Should feel like an accessible small town for walking, biking, ride share and wheelchair/elderly/disabled friendly. It isn't.
- Public transit seems limited, which makes sense in a city this size.
- There is no public transportation in Carlton

The City of Carlton is accessible to all who travel, regardless of age or ability.



Vehicular Travel Access

- The curb cut going into the bike parking lot needs to be redone. There's potential to ride a bike right over the curb when leaving the lot. Take a look at it with a bike.
- Two state highways make crossing and entering and exiting difficult.
- No ride services within the city

Pedestrian & Cycle Access

- Elderly people have a hard time crossing roads due to congestion of vehicles parked on the road
- I have aging people that attempt to cross MN-45 daily and the traffic is horrible. The crosswalks are not very visible. Also, there should be flashing lights by bike trails or something to notify drivers of pedestrians.
- It's nearly impossible for older people or disabled people (or really anyone) to cross a road without nearly being hit. The semi-trucks come through town so fast and are jake breaking the whole way.

Business Access

- There are certainly areas for improvement, but in general the ped facilities are good. A number of businesses, however, don't have wheelchair access and that restricts the number of users. There are also some locations where the buildings are so close to the road that sidewalks get squeezed in and it is uncomfortable to walk or doors open directly to sidewalk, particularly west of city hall in front of the salon and bookstore.

Additional Comments about Transportation in the City of Carlton

GENERAL

- Thanks for working on this
- Overall, I am very grateful to our city crew folks.
- As a business owner it's been a frustration for years.
- I do remember when I used to live in town, having the snowbank next to the post office was an issue for many people of all ages, I don't know if they still do that?
- Please include motorized sports in your plan.

PEDESTRIAN & BICYCLE

- Existing ped facilities aren't bad, but there are definitely areas of improvement or opportunities that could be taken.
- I believe all towns should have bike lanes

RIDESHARE & TRANSIT

- Working with clients in the past who needed help with transportation, it was an issue getting to the courthouse, but since court has moved to MN-61, I don't know if it is an issue.

TRAFFIC & PARKING

- It would be great to prevent the 18 wheelers from using town streets that want to skip the weigh station on I-35. They're constantly coming through town on weekdays.
- Consider no parking till after the driveway near Magnolia, big semis have to make the left hand turn from MN-210. It looks difficult for them when cars are parked at that corner.
- Enforce the 30mph for drivers in front of pine view apartments and the nursing home
- Carlton is a beautiful town with great restaurants and outdoor activities. The unregulated traffic and difficulty with crossing any street detract from what it could be.