

# City Council Workshop with MnDOT | 6pm on Jan 2, 2019

## *Discuss Intersection Changes at Dodd Road, Decorah and Wagon Wheel Trail*

Residents all along Dodd Rd. were told last year that except for some semaphore improvements the Minnesota Department of Transportation (MnDOT) work on Dodd was a “rehabilitation” project that did not involve design change, but nevertheless that is what has happened at this intersection. Those who use this intersection daily believe that the mini pedestrian island and the re-striping of Dodd Rd. have created very dangerous conditions that will interfere with the free flow of traffic on Dodd just when we are anticipating dangerous increases in traffic there, and there is already evidence of the problems created by these changes.

One of the conclusions of the recent traffic study conducted by the city was the importance of maintaining a flow of traffic that was free of conditions that would lead to stop and go driving, and it is believed that these intersection changes will unfortunately impair the free flow of traffic, produce stop and go traffic on Dodd Rd., and lead to accidents.

These MnDOT changes have eliminated two right hand turn lanes, two bypass lanes, a safe left hand turn lane from Dodd to Pagel, that does not interfere with southbound through traffic on Dodd, and a right hand turn lane from Dodd to Decorah, that does not interfere with northbound traffic on Dodd.

In the new MnDOT configuration, a left turn from Dodd to Pagel, if there is a wait for northbound traffic, will require all south bound traffic to stop and wait until the northbound traffic provides an opening for the turn, or the southbound traffic can do what many are now doing illegally, and at risk to pedestrians, and that is to drive on the shoulder and beyond the pavement to pass on the right of the turning vehicle.

Another adverse impact of this intersection change is its impact on traffic crossing Dodd from Decorah to Wagon Wheel and visa versa. Before the change a direct diagonal crossing could be made rather quickly. Now with the mini island the crossing is made with a left turn around the island, followed quickly by a right turn, so that now this crossing keeps the crossing vehicle on Dodd road much longer than the diagonal crossing.

It appears that what has motivated these MnDOT changes is a justifiable concern about pedestrian safety driven in part by the establishment of a trail that when established didn’t adequately address the impact of pedestrian safety solutions on highway safety...and there is reason to believe that the pedestrian solution represented by this mini island is really inadequate.

The Mendota Heights Community Resource Association (MHCRA) met with members of MnDOT to discuss this matter on December 3rd and appeared before the City Council to express community concerns about it on December 4th. Both members of MHCRA and City Council members had received many complaints expressing safety concerns about the MnDOT changes.

In response to these citizen concerns the City Council has scheduled a meeting with MnDOT to which interested residents are invited to attend at 6 PM on Wednesday January 2nd, 2019 at City Hall. If you are concerned about the changes to this intersection, it is important that you attend this meeting so that the City Council and MnDOT are aware of your concerns.



Mendota Heights Community  
Resource Association  
**WeLoveMendotaHeights.org**