

Sunfish Lake Citizens' Task Force Report

RE: Minnesota Department of Transportation (MnDOT)

Proposed 2017 TH110 Overlay Project

Presented to the Sunfish Lake City Council

on

January 19, 2016

Task Force Members in attendance at the Task Force Meeting on December 7, 2015
Melanie and Jim Bellomo, Jake Crandall, Ibby Hammett, Mike Hovey,
Steve McCue (for Andrea McCue), Eric Newmark (for Kathy Newmark),
Hoyt and Kitzie Nye, Wayne Ogorek (St. Anne's Church),
Deni and Arne Svendsen, Teresa Syvertsen, Bernie and Linda Tuohy.

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Introduction

The Sunfish Lake Citizens' Task Force was created with the purpose of working in conjunction with the Sunfish Lake City Council, and the SFL City Engineer, to prepare a formal presentation to MnDOT with regard to the proposed 2017 TH110 Overlay Project. Task Force members met on December 7, 2015, to discuss facts pertaining to the Project, identify concerns, seek input, and provide initial recommendations to put forth in a document to the Sunfish Lake City Council. Going forward, the Task Force requests permission for one of their representatives to collaborate with the SFL City Council, and SFL City Engineer, to finalize a document to present to MnDOT. We also would like to follow-up on Mayor Molly Park's suggestion to invite a MnDOT representative to drive the routes referenced in this report.

Project Overview

MnDOT proposes the following changes to current traffic configurations on TH110 between Delaware and Mendota Road:

- Charlton Road & TH110 Intersection
 - Lengthen both left turn lanes by 200 feet
 - Insert median to assist with channelization of traffic and prohibit crossovers
- Sunfish Lane Crossover
 - Closure of Sunfish Lane crossover and the crossover immediately east of that
 - Redirect Sunfish Lane traffic to U-turns at Mendota Road and Charlton Road
- Mendota Road & TH 110 Intersection
 - Lengthen left turn lane by 200 feet

Identified Residents' Concerns

- Address residents' safety concerns regarding:
 - Need for direct emergency vehicle access
 - Proposed redirection of local traffic to congested intersections with higher incidents of collisions and resultant injuries (Exhibit A)
 - Obstructed sight lines at Charlton Road turn (Exhibit B)
 - U-turns at the Mendota Road intersection face on-coming traffic of vehicles turning right on to TH110 from Mendota Road
 - Increased traffic volume and associated high-traffic speeds, which present additional safety concerns for residents. In communication with our City Engineer, MnDOT refers to TH110 as a "high speed divided expressway connecting Highway 55, I35E, and I494...(which) currently carries 25,000 vehicles per day."

Task Force Recommendations:

A. Retain and maintain Sunfish Lane crossover as is.

1. The use of the current crossover is safer for Sunfish Lane residents than redirecting traffic to make U-turns at more congested intersections. Per MnDOT Crash Data from 2003-2014, two accidents occurred at the Sunfish Lane crossover, contrasted with 45 intersection-related accidents at the Mendota Road and TH110 intersection and 25 intersection-related accidents at the Charlton Road and TH110 intersection. (Exhibit A)
2. Emergency access must be maintained throughout the year and in all weather conditions. Mendota Heights Fire Chief, John Maczko, advised MnDOT that he prefers the crossover remain open, since Sunfish Lake does not have fire hydrants and the Fire Department must use tanker trucks to haul water. Other emergency vehicles, police and ambulances, would also be affected and delayed by the closure of this crossover.
3. Sunfish Lane and the corresponding crossover are located on a crest with clear sight lines to Eastbound (EB) and Westbound (WB) oncoming traffic. (Exhibits C and D)
4. Use of the Sunfish Lane crossover alleviates congestion at the Charlton Road and Mendota Road intersections.
5. Stoplights at Delaware Avenue and Mendota Road meter traffic and create gaps for safe crossing, not only at those intersections, but for all points in-between, including Charlton Road and the Sunfish Lane crossover. (Exhibit E)
6. Sunfish Lane crossover is not a through intersection, but rather a T-intersection, so it is rare to encounter another vehicle in the crossover.
7. Traveling EB on TH110 from a standstill on Sunfish Lane requires accelerating to 55 mph, crossing two lanes of traffic, and decelerating into the lengthened left turn lane at Mendota Road, all within 788 feet.
8. Retaining the crossover is a more cost effective option than MnDOT's proposal to remove the crossover, install a reinforced mat to bear the weight of a fire truck, and plant grass.
9. Consider the feasibility and cost of plowing the proposed grassy mat crossover to allow for emergency vehicle access.
10. MnDOT associates a high incidence of crashes at T-intersections such as that at the Sunfish Lane crossover. Statistically, the Sunfish Lane accident data does not support this categorization. (Exhibit A)
11. Per MnDOT communication to our City Engineer, "Sunfish Lane is located very close to Charlton Road. Closely spaced intersections are associated with crashes. To address this right angle crash potential, we are proposing to close the median at Sunfish Lane, which would make this intersection right-in/right-out." We request verification of right angle crashes involving drivers coming out of Charlton Road, hitting Sunfish Lane drivers accessing the crossover.
12. MnDOT is proposing to redesign, not eliminate, the crossover for the residents of Crown Point subdivision located east of I35E on TH110 indicating inconsistency in applying MnDOT's stated goals. (Exhibit F)

B. Improve the obstructed views at Charlton Road/Street by tapering the turn lanes. Take into consideration the following when reconfiguring the Charlton Road/TH110 intersection.

1. Currently, the sight lines for left turns onto Charlton Road and left turns onto Charlton Street are obstructed by oncoming vehicles in the turn lanes. (Exhibit B)
2. Tapering the turn lanes shifts the turn lanes away from each other, allows for a clearer view of oncoming traffic, both EB and WB, prevents opposing traffic from veering into the wrong turn lane and improves safe passage through this intersection. (Exhibit G.1)
3. Mendota Heights Fire Chief Maczko requests the ability to travel unimpeded through the Charlton crossover.
4. Vehicles making a U-turn may face oncoming traffic from Charlton Road turning EB.
5. Consideration should be made for the access of large vehicles (i.e., emergency vehicles, moving trucks, etc.) utilizing this intersection.
6. Consider plans to include a dedicated acceleration lane on the south shoulder of EB TH110, as is proposed for Crown Point residents, to facilitate acceleration up the incline. (Exhibit G.5)

C. Improve the safety at the Mendota Road and TH110 intersection.

1. Making a U-turn at this intersection is not safe as it is currently configured. Drivers making this U-turn face oncoming traffic from Mendota Road vehicles turning right on to WB TH110. In correspondence to MnDOT dated 11-27- 15, City Engineer Sterna clearly presented our concerns and asked that they consider reconfiguration of this intersection to facilitate U-turns. Based on MnDOT's response, these concerns were not addressed and this point requires follow-up and clarification. This misunderstanding reinforces the need to have a drive-through with a MnDOT representative.
2. Traffic turning WB from Mendota Road on to TH110 at times utilizes both WB lanes, which endangers vehicles making a U-turn at Mendota Road.
3. The situation is worsened at rush hour when this intersection controls greater traffic flows from the Dakota County Government Center and vehicles traveling to/from commercial businesses on Robert Street.

D. Summary

TH 110 is classified by MnDOT as a "high-speed, divided expressway, connecting Highway 55, I35E and I494". It has long served the communities of Sunfish Lake, West St. Paul, and Mendota Heights, whose populations total approximately 31,454 (census data 2013). Resident safety is of the utmost importance and, for this reason, we request that MnDOT make a field visit to our sites of concern and a Task Force representative work closely with the City Council and the City Engineer to formalize a document outlining safety concerns for presentation to MnDOT prior to finalization of the 2017 Overlay Project.

EXHIBITS

- A. Task Force Summary of Crash Data provided by MnDOT
Source Data: Available as attachments to this report.
MnDOT Crash Data Codes
MnDOT Crash Data at Charlton Rd 2003-2014
MnDOT Crash Data at Sunfish Ln 2003-2014
MnDOT Crash Data at Mendota Rd 2003-2014
- B. Sight Line of Left-Turn Lane at Charlton Road Intersection
- C. Sight Line from Sunfish Lane of TH110 Oncoming Eastbound Traffic
- D. Sight Line from Sunfish Lane Crossover of TH110 Oncoming Westbound Traffic
- E. Video from Sunfish Lane of Eastbound TH110 Oncoming Traffic
- F. Crown Point Rendering Showing Proposed MnDOT Solutions
- G. Task Force and MnDOT Renderings of TH110
- H. Minutes of Sunfish Lane/Charlton Road Resident Meeting-November 18, 2015
- I. Minutes of Sunfish Lake 110 Overlay Task Force Meeting-December 7, 2015

EXHIBIT_A

Summary of Crash Data provided by MN Dept. of Transportation (MnDOT)
By David Sheen, Metro District Traffic Engineer, South Area and Tort Claims
Information recorded at MnDPS as of 11-20-15.

<u>Intersection TH 110 &</u>	<u>Last 10 Years 2005-2104 Total Crashes</u>	<u>Intersection Related Accidents</u>	<u>Collison with Another Vehicle</u>	<u>Fatalities</u>	<u>Total Injuries</u>	<u>Years Accident Free</u>	<u>Accidents Mon-Fri</u>
Sunfish Ln	6	2 of 6 (33%)	2 of 6 (33%)	0	1 (17%)	6 of 10	2 of 6 (33%)
Charlton Rd/St	29	25 of 29 (86%)	23 of 29 (79%)	1	15 (52%)	2 of 10	21 of 29 (72%)
Mendota Rd	52	45 of 52 (87%)	46 of 52 (89%)	0	14 (27%)	None	42 of 52 (81%)

Conclusion derived from MnDOT Crash Data:

By closing the Sunfish Lane crossover, MnDOT is redirecting Sunfish Lane residents from an intersection with historically few crashes to make U-turns at more congested intersections with a much greater percentage of accidents and injuries.

More frequent U-turns at these intersections may increase the number of accidents.

EXHIBIT_B





EXHIBIT_D



EXHIBIT_E

Video from Sunfish Lane of EB traffic on TH110.

Download at:

https://www.dropbox.com/s/xoop6euehtcb3jx/SFL-TH110_VIDEO.MOV?dl=0



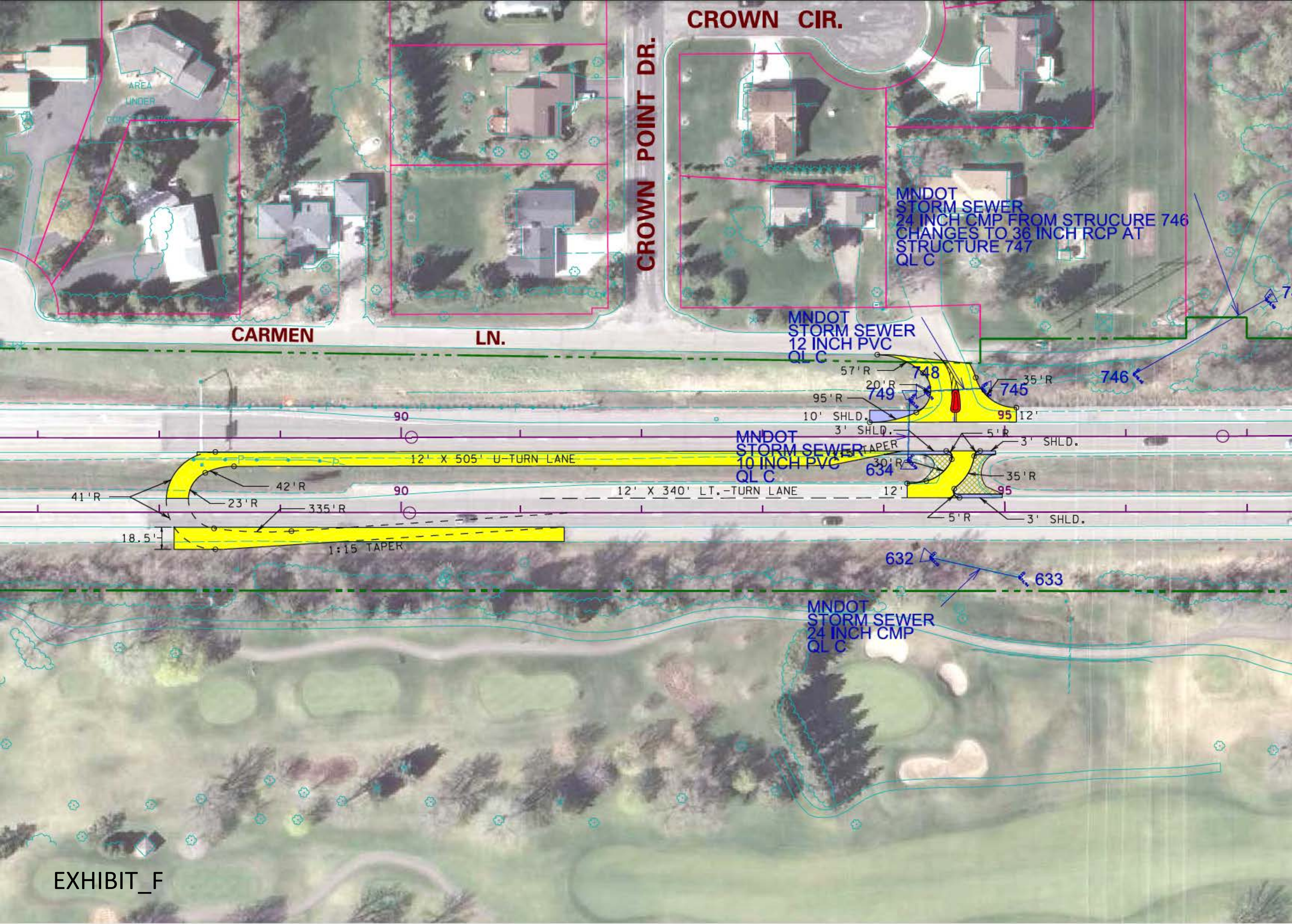




EXHIBIT G.1

Charlton shown pictorially with tapered turn lanes

Second crossover shown removed



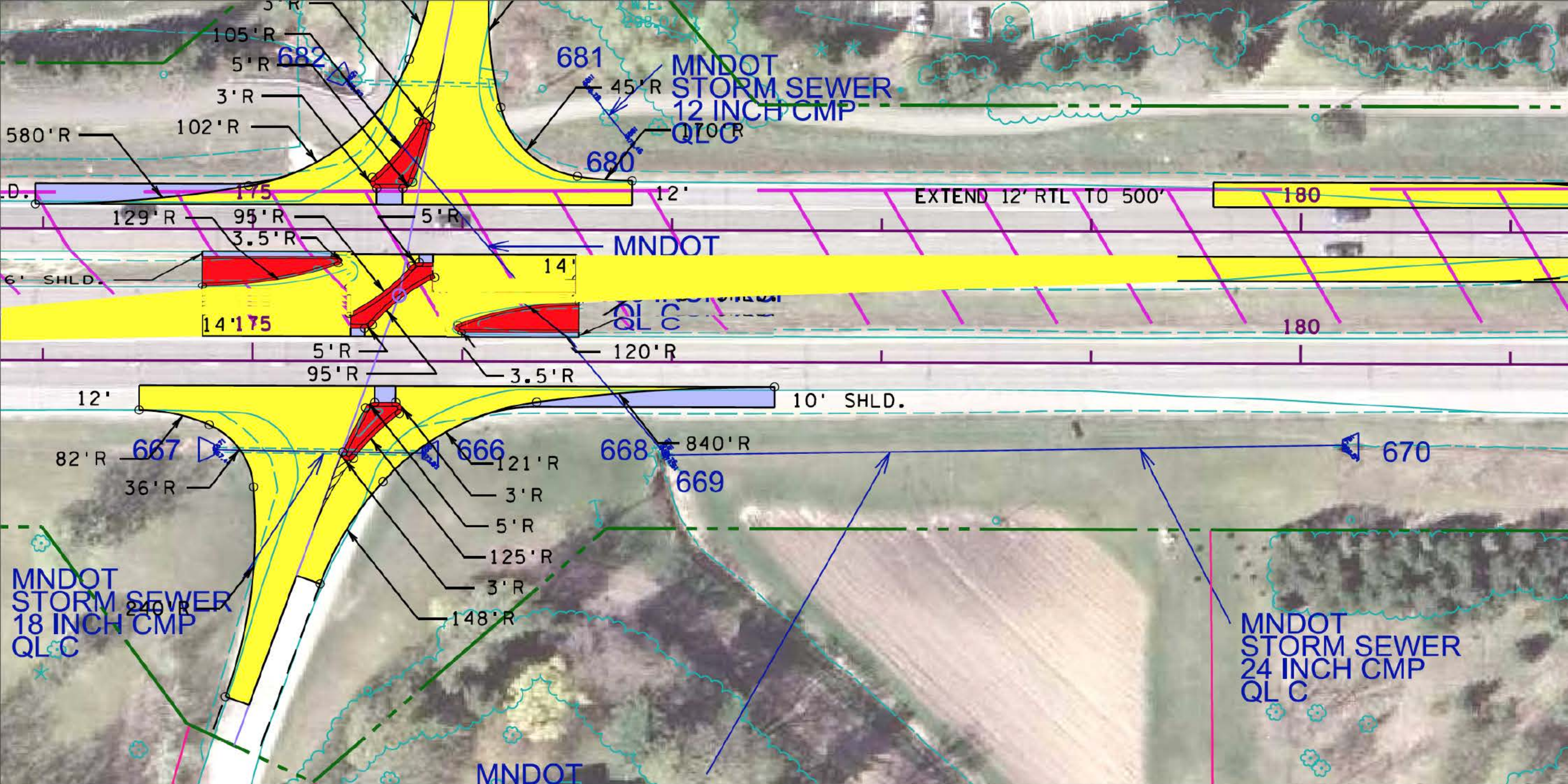
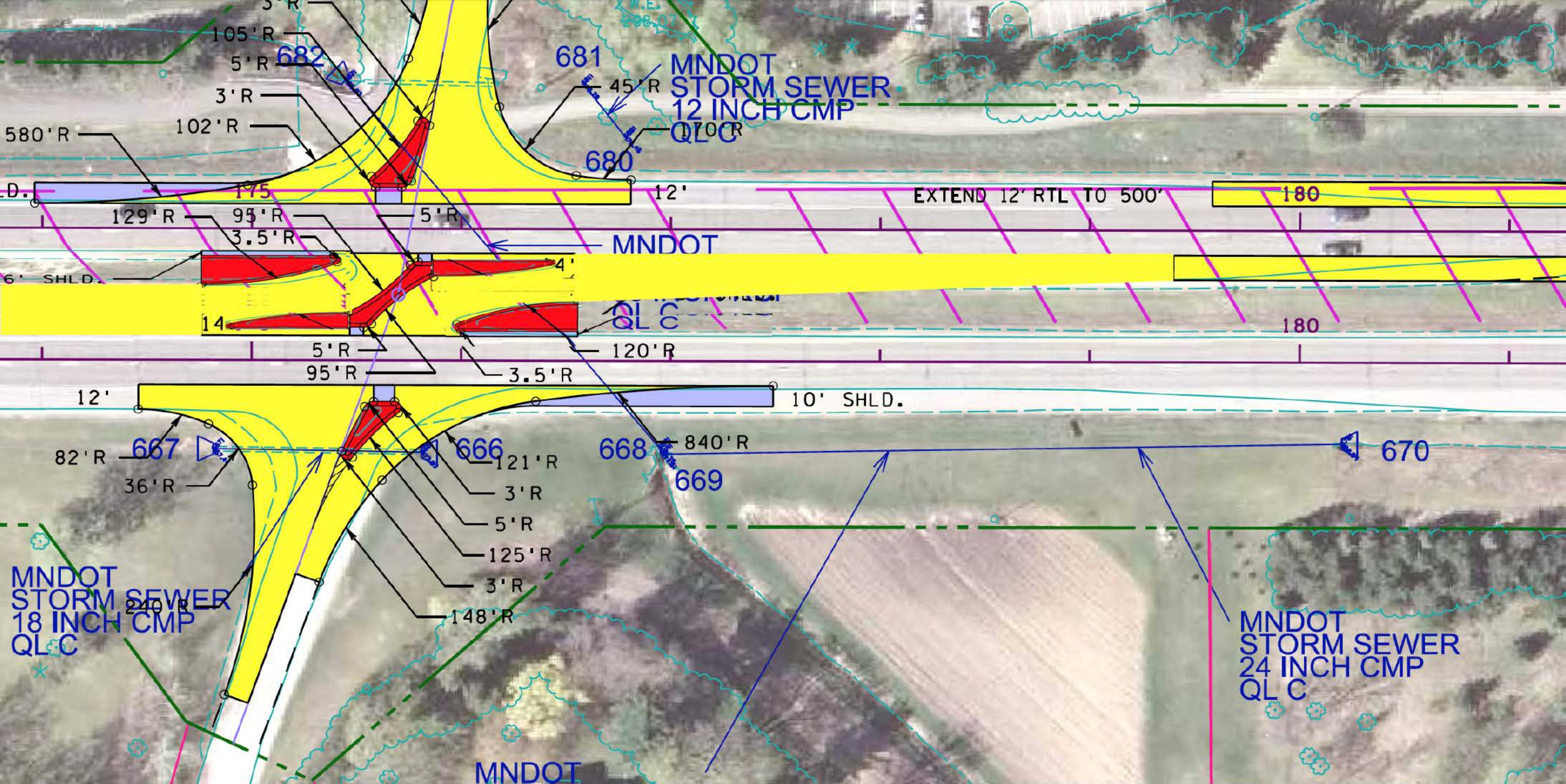


EXHIBIT G.3

Charlton showing tapered turn lanes, limited channels.
 This is not desired since turning traffic can still drift into the sight lines of the opposite turning traffic.



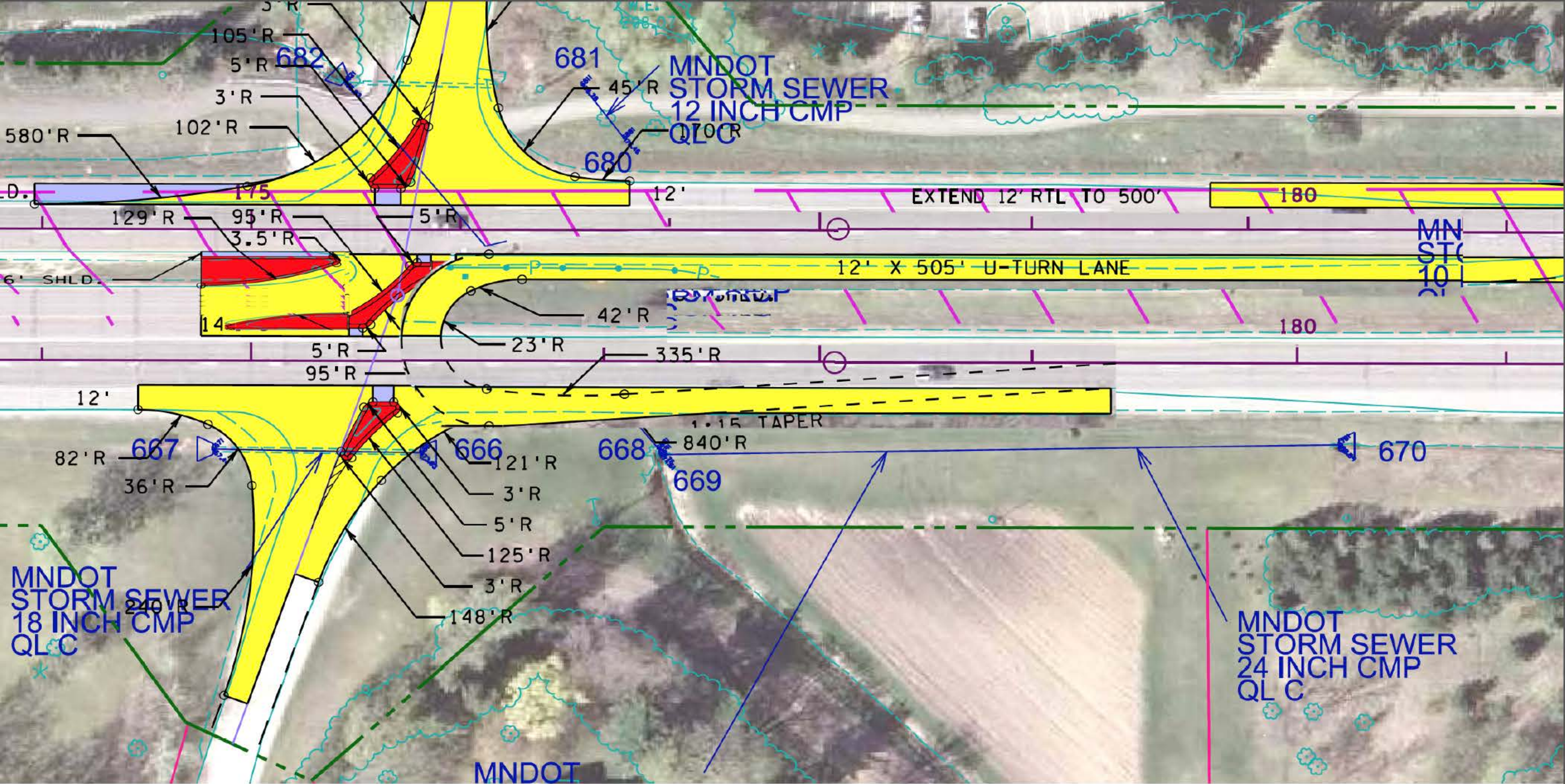


EXHIBIT G.5

Charlton showing tapering on EB TH110 turn lane to Charlton north, plus imposition of U-turn geometry per MnDOT that shows an acceleration lane on EB TH110. Note that this layout is not compatible with a tapered approach from WB TH110...making it infeasible.



EXHIBIT G.6 Mendota Road shown with dedicated turn lane to WB TH110.

**Minutes of Sunfish Lane/Charlton Road Resident Meeting
Re: 2017 Highway 110 Overlay Project
November 18, 2015, Amended
St. Anne's Episcopal Church**

Meeting called by: Kitzie and Hoyt Nye, Bernard and Linda Tuohy

Attendance: Mayor Molly Park, City Council Member Mike Hovey, City Engineer Donald Sterna, Residents Melanie Bellomo, Ibbey Hammett, Tom and Candyce Ihnot, Makoto and Akiko Ishii, Andrea McCue, Ozzie Nelson, Eric and Kathy Newmark, Claire Noble, Hoyt and Kitzie Nye, Wayne Ogorek (St. Anne's Church), Dan Rooney (W. St. Paul), Arnulf and Deni Svendsen, Keith and Teresa Syvertsen, Bernard and Linda Tuohy.

Meeting called to order at 7:05 pm by Moderator Bernard Tuohy.

Overview:

Highway MN55 is a major river crossing that funnels traffic from the airport, Hwy 5, Crosstown and the Hiawatha corridor across the Mendota Bridge. Over the years, Trunk Highway 110 (TH110) has, by default, become the connector expressway for eastbound traffic between the Mendota Bridge and I-494.

As TH110 rush hour traffic levels have increased heavily, this road in its current construction and layout is not efficient and safe as a major expressway. The crossroads, pedestrian crossings, access lanes and stoplights are inadequate attempts to balance residential life with expressway speeds and congestion. At some point, the roadway needs to have limited access as has been done on other connectors in the metro area (e.g., MN36, MN62 Crosstown, US169 and US212).

MnDOT is planning a pavement overlay to preserve the roadway and add some minor modifications that limit TH110 access and egress. Residents of Sunfish Lake are gradually learning of this proposed plan and wish to voice safety concerns about the details. As users of TH110, residents represent decades-long user-experiences that could/should be invaluable to MnDOT in its planning. A group of citizens wishes to form a task force to gather and report this user data and safety recommendations to city officials and to cooperate with them in an appeal to MnDOT before plans for the project are finalized.

Purpose of the Meeting:

- To provide a forum for residents of Charlton Road and Sunfish Lane to hear the facts pertaining to the proposed changes to TH110 as a result of the 2017 overlay project.
- To allow residents to ask questions, voice concerns, and formulate safe, acceptable solutions to the proposed changes to the Sunfish Lake Mayor and City Engineer.
- To organize a resident task force to work with Mayor Molly Park and Engineer Don Sterna in their/our presentation to MnDOT representatives regarding our suggested safety modifications.

The Facts presented by City Engineer Don Sterna:

- Minnesota Department of Transportation (MnDOT) has not finalized this project yet.
- Proposed 2017 MnDOT TH110 improvements viewed as preservation, not expansion of highway and include resurfacing, overlay and access modifications from I35E to Robert Street.
- Emphasis statewide is to limit crossovers for safety reasons.
- Remove crossovers for Sunfish Lane and private drive east of Sunfish Lane. Redirect traffic to make U-turns at Mendota Road and Charlton Road.
- Create a raised island in the Charlton crossover to prevent making a left turn from Charlton Road or Charlton Street.
- Since there are no hydrants on Sunfish Lane, Mendota Heights fire chief requests that the Sunfish Lane median is graded to allow a fire truck to drive straight across rather than making U-turns at Mendota Road. He also requests the ability to travel straight through the median at Charlton instead of navigating over a raised island. MnDOT re-evaluating these crossovers to address the fire department's concerns. West St. Paul police chief had no concerns with the removal of the median access to Sunfish Lane.
- Extend left-turn lanes by 200 feet on eastbound and westbound TH110 at Charlton Road to allow for more vehicles.
- Extend left-turn lane on eastbound TH110 at Mendota Road by 200 feet for more vehicle storage.
- Create a dedicated U-turn lane eastbound on TH110 at Carmen Road near 35E that services about 42 homes.
- Safety reports for crossover accident data are forthcoming from MnDOT.
- Financially, \$40million doesn't go far in MnDOT's budget. Only cities with populations greater than 5000 get state-aid funding. 75% of cities in the state have less than 5000 inhabitants. There are other ways of getting funding. May be able to get some concessions.
- Traffic lights are expensive. Sunfish Lake's cost for a stoplight at Charlton Road was estimated at \$250,000.
- Estimated Sunfish Lake funding for frontage road from Angel Road to Mendota Road was \$250,000.
- Speed studies by MnDOT can result in higher speeds, since the speed limit posted is the measured speed of most traffic.

Minutes of Sunfish Lane/Charlton Road Resident Meeting
Re: 2017 Highway 110 Overlay Project
November 18, 2015, Page 2

Safety concerns expressed by Sunfish Lane/Charlton Road residents present:

- Numerous long-term Sunfish Lane residents (20+ years) had not seen nor heard of an accident at the Sunfish Lane crossover, but confirmed awareness of accidents at the Charlton Road crossover.
- Residents requested seeing accident reports for the intersections along TH110 at Delaware, Charlton Rd/St, Sunfish Lane and Mendota Road.
- The Sunfish Lane crossover is at a crest and provides a good vantage point for viewing eastbound and westbound TH110 traffic.
- Pulling out straight across two lanes from Sunfish Lane to the median is safer than making a right-turn onto TH110 eastbound from a dead stop, accelerating up an incline, moving over two lanes and getting into the left-turn lane for Mendota Road.
- Due to the upward incline on exiting Sunfish Lane, snowy or icy conditions may deter entering and merging with traffic on 110 Eastbound (EB) in a safe manner.
- Drivers in the left-turn lane of the Mendota Road stoplight are not expecting cars to make a U-turn.
- Cars turning westbound onto TH110 from Mendota Road are allowed to make a right-turn on red and often move into either lane, not expecting a car making a U-turn.
- Cars turning westbound onto TH110 at Mendota Road should have a designated right-turn/acceleration lane due to a history of accidents at that intersection.
- Turns at Charlton Road/Charlton Street often have sightlines obstructed by oncoming traffic in the turn lane.
- Cars making the U-turn at Charlton Road must accelerate up an incline to reach Sunfish Lane.
- Traffic has increased significantly over the past 10 years, in effect turning TH110 into an expressway with significant local traffic, bicyclists, pedestrians, school busses and high-school drivers.
- The speed limit on TH110 is 55 mph. The speed limit on 494 is 60 mph. The speed limit on 35W into Minneapolis is 55 mph. The speed limit over the Mendota Bridge is 55 mph. All have on-off ramps with no traffic lights, no 90-degree turns, no pedestrians.
- Pedestrians/bicyclists from Sunfish Lane and Charlton Road consistently cross TH110 to get to the bike path north of TH110.
- The safety of TH110 is not a Sunfish Lake problem. West St. Paul has 18,000 residents. Perhaps the Sunfish Lake community is better served by working together with West St. Paul and Mendota Heights. Mayor Park said she could not speak with West St. Paul about these concerns until the Council approved her doing so.

Action Items

- Mayor Park said the formation of the Task Force must be approved by the Sunfish Lake City Council. The next council meeting is on December 1, 2015 and she suggested that due to the anticipated full agenda schedule, the request to create a task force be limited to 7-10 minutes.
- About 10 volunteers agreed to serve on a task force to work in conjunction with the City of Sunfish Lake Mayor and Council to submit concerns and propose safe and acceptable solutions to MnDOT.
- Mayor Park said Engineer Sterna is the conduit to MnDOT. Residents said they would like to join in presenting their concerns and proposed safety recommendations to MnDOT.
- Provided the Task Force is approved, findings and recommendations should be presented to the Mayor and City Council at the January 2016 City Council meeting.
- Timeline deadline for potentially impacting MnDOT's plans for the TH110 2017 Overlay Project is March 2016.
- Engineer Sterna will put a placeholder in with MnDOT advising them that safety concerns from Sunfish Lake residents are forthcoming. Residents stated that they would like to be a party in the presentation to MnDOT.
- Mayor Park suggested speaking with Charles Zelle, the Commissioner of MnDOT, to determine whether he would be willing ride along and witness our concerns first-hand.
- Mayor Park said we may request MnDOT's attendance at a council meeting.
- Councilman Hovey will post TH110 Overlay Project findings, concerns, and recommendations on the Sunfish Lake web site.

Meeting adjourned by Moderator B. Tuohy at 9:15 pm.

Minutes submitted by Linda Tuohy.

**Sunfish Lake 110 Overlay Task Force Meeting Minutes
December 7, 2015
Meeting at Tuohy Residence**

Attendance: Melanie and Jim Bellomo, Jake Crandall, Ibby Hammett, Mike Hovey, Steve McCue (for Andrea McCue), Eric Newmark (for Kathy Newmark), Hoyt and Kitzie Nye, Wayne Ogorek (St. Anne's Church), Deni and Arne Svendsen, Teresa Syvertsen, Bernie and Linda Tuohy.

Meeting called to order by Moderator Bernie Tuohy at 7:10 pm.

Introduction of task force members.

No modifications to the Agenda.

Approval of 11-17-15 minutes with the following changes:

- In "The Facts presented by City Engineer Don Sterna", point 6 was modified to note there are no hydrants on Sunfish Lane. Charlton Road does have some fire hydrants.
- "Safety concerns expressed by Sunfish Lane residents present" changed to "Safety concerns expressed by Sunfish Lane/Charlton Road residents present".
- Under "Safety concerns of residents", added "Due to the upward incline on exiting Sunfish Lane, snowy or icy conditions may deter entering and merging with traffic on 110 Eastbound (EB) in a safe manner."

Purpose of meeting:

- Formalize proposals regarding the 110 overlay project incorporating known Minnesota Department of Transportation (MnDot) facts and citizens' concerns.
- Prioritize Task Force recommendations and identify persuasive arguments based upon safety for presentation to Mayor Park and the Sunfish Lake City Council in January. (January 19 at 7 pm)

110 Project Overview Summary:

The 110 overlay project is not widening the highway, but rather it is a mill-and- overlay project with modifications being made to improve safety, such as removing some crossovers, redirecting crossover traffic to make U-turns and lengthening turn lanes.

Modifications to affect Sunfish Lane and Charlton Road residents:

- Close crossover at Sunfish Lane and crossover just east of Sunfish Lane
- Redirect traffic to make U-turns at Charlton Road and Mendota Road
- Lengthen WB turn lane at Charlton Road by 200 feet
- Lengthen EB turn lane at Mendota Road by 200 feet
- Add medians in Charlton Road crossover to prevent WB turn from Charlton Road onto 110 and EB turn from Charlton Street onto 110.

In effect, MnDot is using 110 as a high-volume connector expressway funneling traffic from the west on Hwy 62/Hwy 55 to I494 EB without constructing controlled access as is in place on Hwy 169, Hwy 100, Hwy 62 and other MN expressways bisecting residential areas. Per MnDot web site, the definition of expressway is a divided highway with partial control of access, i.e. stoplights.

Facts:

Crash Data:

- A summary of the crash data provided by David Sheen, MnDot Metro District Traffic Engineer, South Area and Tort Claims was presented. Information recorded at MnDPS as of 11/20/15.
- In short, in the last 10 years, there have been 2 accidents in the Sunfish Lane crossover. MnDot intends to redirect Sunfish Lane crossover traffic to make U-turns at two intersections, Charlton Road and Mendota Road, which have had greater congestion, and subsequently, significantly greater volume of crashes per data for the last 10 and 20 years.

Funding for cities with populations under 5,000:

- At the November 18, 2015 residents' meeting, the lack of funding for Sunfish Lake due to our population being below 5,000 was cited as restricting possible solutions. A task force member may be asked to research the funding that may be available to a city of our size, if necessary.
- The safety of 110 is not solely a Sunfish Lake issue. Mendota Heights and West St. Paul residents will also be affected and working together may be necessary and beneficial.

Recommendations:

1. Retain and maintain the Sunfish Lane crossover as is.

- The Mendota Heights Fire Chief requires quick ingress and egress, since Sunfish Lane has no hydrants and the Fire Dept. must use pumper trucks.
- Rather than remove the crossover and install a reinforced mat and grass as recommended by MnDot to address the Fire Chief's concern, the retention of the crossover would mitigate that additional cost. Would the Fire Department require the plowing of the reinforced mat modification to facilitate ingress and egress?
- The Sunfish Lane crossover is at a crest with good sight lines of both EB and WB oncoming traffic.
- This crossover is not a straight-through crossover.
- In the last 10 years, there have been 2 accidents in the crossover.
- Decades-long residents of Sunfish Lane have never seen an accident in the Sunfish Lane crossover.
- MnDot is routing traffic from the Sunfish Lane crossover with a history of minimal accidents to make U-turns at more congested intersections with higher incidents of crashes.
- It is safer to cross two lanes of traffic, stop in the crossover, and make a left turn into WB traffic when clear, than it is to make a right turn from a dead stop into traffic traveling 55 mph, cross two lanes of traffic to get into a left-turn lane to make a U-turn at a signal with cars that are making a right turn and potentially turning into the same lane going WB.
- Vehicles turning NB onto Charlton Street often obstruct the sight lines at the Charlton Road intersection for those turning SB or making a U-turn.
- Inconsistencies in the treatment of Carmen Lane and Sunfish Lane. Carmen Lane will retain its crossover for neighborhood entrance from EB 110 by crossing two lanes of traffic. Per MnDot's rendering, it appears that Carmen Lane residents must turn WB and cross two lanes of traffic to get into a designated U-turn lane to travel EB. Carmen Lane is also close to another intersection, 35E, as Sunfish Lane is close to Charlton Road.

2. Improve the safety at the Charlton Road/Street intersection by tapering the turn lanes to allow for improved sight lines of oncoming traffic.

- Current MnDot rendering for the Charlton Road intersection does not permit a straight-through crossover. MnDot will insert medians for turns and another median to separate those turning. The Mendota Heights Fire Chief requested the ability to travel directly through the Charlton crossover. MnDot has reduced the height of the medians from 6" to 3".
- Taper the turn lanes to increase visibility of oncoming traffic. Engineer Sterna thought this was a good idea and noted that this is done in Wisconsin currently. Confirm whether doing so would reduce the turning radius of vehicles making a U-turn. Determine whether citizens could view an example of this solution.
- Subsequent to our meeting, the point was raised regarding the ability of MnDot to plow the newly designed intersection.

3. Improve safety at Mendota Road.

- As it is currently configured, the right turn lane from SB Mendota Road to WB 110 presents a higher risk for those making U-turns from 110 EB to 110 WB, since this is a more congested intersection where right-turn on red is permitted without a designated right-turn lane. We ask MnDot for potential solutions to insure free and safe access to make U-turns at this intersection without facing oncoming traffic from Mendota Road.
- Per MnDot Mendota Road crash data, over the last 10 years, 36 of 46 (78%) accidents were rear-end collisions. Routing Charlton Road and Sunfish Lane residents to make U-turns at Mendota Road will not only affect Sunfish residents. It will create greater congestion and potentially more rear-end collisions, since those turning NB onto Mendota Road from EB 110 may not be expecting vehicles to slow to make a U-turn.

Other recommendations discussed/declined:

A. Install a stoplight at Charlton Road, if lanes cannot be tapered to improve visibility.

- The cost of the stoplight would be prohibitive to a community our size.
- Adding turn lanes to the Delaware exchange cost the city \$35,000.
- Adding a stoplight at Charlton Road may not be practical from a traffic management perspective given the proximity of Charlton Road to both Delaware Avenue and Mendota Road.

B. Decrease the speed limit.

- Once the paving is completed, more vehicles will likely use 110 and drive at higher speeds.
- We can petition MnDot to do a survey, but realistically, vehicles are driving greater than 55 and MnDot sets the speed limit based on the average speed cars are traveling.
- Are other highways as populated as 110?
- Vehicles are traveling at interstate speeds through a residential area.
- District 197 busses do not impose the one-mile radius rule for walkers to Sibley, because they deem 110 a hazard.

C. Address the steep incline prior to entering 110.

- Since MnDot owns the first 35 feet of Sunfish Lane, now may be the time to request MnDot to flatten the ingress/egress area of Sunfish Lane to facilitate entering 110 in snowy/icy conditions. Currently, residents will back down the hill and make multiple attempts to enter 110 in inclement weather.
- MnDot's right of way is likely near where the power lines are currently.
- Flattening the approach to 110 may push the problem further down the lane.
- Use the shoulder as a right-turn lane EB to merge onto traffic from a flat position rather than an incline.
- Could MnDot sand the area or provide a container of sand?
- Snow banks can obstruct view. Obstructions due to local plowing, not MnDot.

D. Add a deceleration lane prior to the SB turn at the Sunfish Lane crossover, similar to the lane at Charlton Road.

E. When the overlay project commences, recommend that the Xcel power line be repositioned, since if the pole is hit, power is lost to an entire row of homes on Charlton Road.

Meeting adjourned at 9:30 pm.

Minutes respectfully submitted by Linda Tuohy.