

**Crime, Safety, Transportation and Noise committee**  
**46<sup>th</sup> Street resurfacing project**  
**January 16, 2013 Minutes**

Speakers: Beverly Warmka, Bob Carlson, Shawn Murphy, City of Minneapolis.

Attendees: approximately 46 people, both residents and business owners

Agenda: To discuss and hear from the community about the proposed resurfacing project, bike and parking lanes.

**Items discussed in brief:**

- Bob Carlson Beverly Warmka will take back the information gathered and review the current proposed plans. They will see what they can do and adjust according. They will keep the community informed. In all likelihood the city will come back with another plan.
- There will most likely be another community forum based on the information gathered tonight.
- The biggest concerns from the community are safety in the crosswalks and parking. Several people spoke on both issues. **As a note:** East Harriet's Crime, Safety, Transportation & Safety (CSTN) Committee addressed the crosswalk safety issue about 3 years ago with Sunshine Montessori school. The MTC and Mpls. police were brought in to help. Kevin Larson, CSTN Committee Chair, kept in touch with Sunshine for the following year and heard of no further incidents. Kevin will contact MTC and Mpls. police again to report of tonight's concerns and get their support on the issue. MTC busses are a major violator of running the stop sign at 46<sup>th</sup> and Bryant.

**Items gathered during the course of the forum:**

- 46<sup>th</sup> street is in need of repair and the substructure is also in need of repair.
- As a part of the city 10 year action plan, 46<sup>th</sup> street is projected to include a bike lane from Lake Harriet Lyndale Ave.
- Bike lanes help for traffic calming. The more bikes the more traffic calming. An example is Bryant Avenue.
- 46<sup>th</sup> street ends at Lake Harriet parkway. There is no access from there to the lake. Why put a bike lane there in the first place.
- The suggestion was brought up to put bike lanes on 48<sup>th</sup> Street.
- 46<sup>th</sup> street is currently 44' wide. Both current proposals have the vehicle lanes narrowed to induce traffic calming. They can be found at: <http://www.ci.minneapolis.mn.us/cip/all/WCMS1P-102136>.
- Commuting on 46<sup>th</sup> street is high. 46<sup>th</sup> street averages 4,400 vehicles per day.
- Bus traffic on 46<sup>th</sup> street makes for current potential dangerous situations. It is felt by narrowing the lanes, it will become more dangerous.
- Pedestrian crossings are currently unsafe.
- The purpose for bumpouts is to help with traffic calming and decrease the space pedestrians need to cross. The space on 46<sup>th</sup> would be reduced from 44' of crossing to 30'.
- Bumpouts at intersections make for more snow after the plows go through for those neighbors whose driveways get filled by the swinging effect of the blade.
- Bumpouts will force the busses to make wider turns and thus causing issues.
- There is a concern that St. Lukes is not utilizing their parking lot and thus people are parking in driveways of the residents. The feeling is St. Lukes needs to utilize their parking lot better.
- There are no proposals on 46<sup>th</sup> street east of Lyndale for 5 years.
- Assessment:
  - The project is slated to cost \$2,575,000
  - 18% of the cost will be paid for by resident with in 165' of the project
  - 150,000 will be paid for out of the city sewer revenue fund
  - The rest will be paid for out of a net debt fund
- Lighting:
  - 100% of the lighting costs will be paid for by the affected residents in:
    - Aldrich to Lyndale
    - Colfax to Dupont

