



Request for City Council Committee Action From the Department of Public Works

Date: October 14, 2003

To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee
Referral to: Honorable Barb Johnson, Chair Ways & Means Committee

Subject: Increase appropriation for modification of the northwest corner East 46th Street and Minnehaha Avenue as requested by Metro Transit.

Recommendation:

Passage of the accompanying resolution requesting an appropriation increase to the 2003 Capital Resolution for the Public Works Paving Permanent Improvement Fund (4100-937-9372-8015) by \$40,000 for modifications of the northwest corner of East 46th Street and Minnehaha Avenue to be reimbursed by Metro Transit Revenue Fund (4100-937-9372-3455) by \$40,000.

Previous Directives:

Prepared by: Rhonda Rae P.E., Engineer III, 673-3727

Approved by:

Klara A. Fabry, P.E., City Engineer, Director of Public Works

Presenters: Rhonda Rae P.E., Engineer III, Engineering Services

Financial Impact (Check those that apply)

No financial impact - or - Action is within current department budget.
(If checked, go directly to Background/Supporting Information)

- Action requires an appropriation increase to the Capital Budget
 Action requires an appropriation increase to the Operating Budget
 Action provides increased revenue for appropriation increase
 Action requires use of contingency or reserves
 Other financial impact (Explain):

Request provided to the Budget Office when provided to the Committee Coordinator

Background/Supporting Information:

Metro Transit has requested to have the northwest corner of East 46th Street and Minnehaha Avenue modified to improve the movement of buses, vehicles and bicycles at this intersection. Currently, southbound Minnehaha Avenue has one driving lane, a parking lane and a bike lane.

Metro Transit buses regularly take a right hand turn from southbound Minnehaha Avenue onto westbound East 46th Street. This intersection does not intersect at a typical 90 degrees therefore, to accomplish this right hand turn movement, buses need to swing wide to avoid hitting the curb and damaging their tires. When the bus makes the swing maneuver, vehicle and bicycle move in between the bus and the curb, creating a hazardous situation. The curb will be modified as to remove the parking lane and minimize the space for vehicles and bikes to maneuver in between.

Attachment 1 - Map

C: Richard Loeffler, Metro Transit
Tom Thorstenson, Metro Transit