

# Committee Report

Transportation Committee



**Committee Meeting Date:** June 13, 2022

**For the Metropolitan Council:** June 22, 2022

## Business Item: 2022-134

METRO E Line – Approval of Final Corridor Plan

### Proposed Action

That the Metropolitan Council approve the Final E Line Corridor Plan to establish the number and location of stations included in the project.

### Summary of Transportation Committee Discussion/Questions

Kyle O'Donnell Burrows presented this item. This item was on the agenda after a vote of the Transportation Committee on 5/23 to postpone consideration to June 13th to allow additional information be presented on questions raised by the Committee.

Chair Barber echoed the ongoing commitment to community engagement. Zeran asked for community comments emailed in to be included in the record.

Emails received:

- Greetings Chair Barber, I live in Northeast Minneapolis and ride the 11 regularly. I am looking forward to the E-Line transit development happening in our area; and want to write in support specifically of the Hennepin/1st Ave & 2nd St NE stop. The 11 runs along 2nd St NE and having a close connection to the E-Line will make sure that BRT is an effective part of the northeast Minneapolis transit network. The City of Minneapolis supports the proposed corridor and stops, and we should move forward with this stop in place. Thank you, Amity Foster, Ward 3 Minneapolis resident.
- Dear Council Member Barber: Thank you for delaying the vote on the proposed E Line BRT bust stop located at 1st Ave and 2nd St NE. The committee had requested clarification on the position of the City of Minneapolis and this letter is intended to do so. I am the elected City Council Member from Ward 3. I ran for office to advance the wishes of the constituents of the Third Ward. It is both the opinion of the citizens I represent and the Minneapolis Department of Public Works Director, Margaret Anderson Kelliher, that the several suggestions given to the Metro Transit staff regarding the bus stop have been ignored. The suggestion included relocating the proposed bus stop on 1st Ave NE and 2nd St NE to 1st Ave NE and 4th St NE where the higher density of transit users live or moving the bus stop on 4th St and Central Ave to 4th St and East Hennepin. This location would also better serve the current and future large apartment buildings. I am surprised at the unwillingness of Metro Transit staff to reconsider their original location. They not only discount the experience of Director Anderson Kelliher, but the suggestion of the citizens who live along 1st Ave NE and experience this physical space daily. When the Green Line LRT stops were being planned, the city of St. Paul and the citizens of the Midway neighborhood objected to the staff recommendation, and the Metropolitan Council saw the wisdom of adjusting the bus stop locations. I ask you to continue that history of wisdom and direct staff to drop the 1st Ave NE and 2nd St NE bus stop and come to agreement with the City of Minneapolis Public Works Director on a location that works for the neighbors and the E Line. Thank you, Michael Rainville, Minneapolis Ward 3 City Council Member.

Chamblis asked about the safety impacts with lane reduction. Cummings noted that the transportation system in the Twin Cities is complex and takes a long-view look. Pacheco shared discussions he had with his constituents. Fredson said that absent an update to their position by the City of Minneapolis, the distance between stops is a deciding factor in his support for the staff recommended location.

Motion by Cummings, seconded by Fredson. Motion carried.



# Business Item

Transportation Committee



Committee Meeting Date: June 13, 2022

For the Metropolitan Council: June 22, 2022

## Business Item: 2022-134

METRO E Line – Approval of Final Corridor Plan

<b>District(s), Member(s):</b>	District 5 (Cummings), District 6 (Pacheco), District 7 (Lilligren), District 8 (Muse), District 14 (Fredson)
<b>Policy/Legal Reference:</b>	PIC 2-2 – Accountability to the Public Policy
<b>Staff Prepared/Presented:</b>	Wes Kooistra, General Manager, 612-349-7510 Nick Thompson, Deputy General Manager, 612-349-7507 Katie Roth, Director, Arterial BRT, 612-349-7772 Kyle O'Donnell Burrows, Planning Manager, Arterial BRT, 612-349-7749
<b>Division/Department:</b>	Metro Transit / Arterial BRT

### Proposed Action

That the Metropolitan Council approve the Final E Line Corridor Plan to establish the number and location of stations included in the project.

### Background

On March 9, 2022, the Council authorized the release of the Recommended Corridor Plan for public review and comment (BI 2022-46). The Recommended Corridor Plan summarized feedback received from partner agencies and the public on the Draft Corridor Plan and included additional analysis at several station locations and recommended changes to three station locations in response to that feedback.

Public comments on the Recommended Corridor Plan were accepted through April 8, 2022. Plan release was communicated via print and digital communications including postcards, flyers at bus stops and on buses, limited in-person conversations, partnerships and meetings with community organizations and neighborhood groups, shared promotion by partner agencies, emails to subscribers and Rider Alerts, and targeted social media posts.

Metro Transit received 359 individual survey responses and emails on the Recommended E Line Corridor Plan. Additionally, letters were received opposing the recommended station locations at 1st Avenue NE & 2nd Street NE from residents of the Village Lofts and Village Brownstones condominiums and the Nicollet Island East Bank Neighborhood Association, and at France & 50th Street from the 50th & France Business Association and the France Avenue Condo Association. A letter supporting bus only lanes on University Avenue and 4th Street was received from the Marcy Holmes Neighborhood Association.

Metro Transit received formal comments from the City of Minneapolis supporting the E Line project and the direction identified in the Recommended Corridor Plan. The letter acknowledges additional analysis of alternative station locations along 1st Avenue NE and indicates a commitment to finalize a recommended station along 1st Avenue NE. Metro Transit also received formal comments from the City of Edina supporting the Recommended Corridor Plan, with the exception of a request to move the France & 50th Street station to 51st Street.

Consistent with feedback received throughout the corridor plan development process, public engagement on the Recommended Corridor Plan has identified strong overall support for the E Line and transit improvements on the Route 6 corridor. Several stations locations, including those noted above, have been subject to a high degree of interest, both in support and opposition.

Metro Transit has reviewed the feedback received from the public and our agency partners on these locations in detail, analyzed alternative station locations, developed additional information, and met with concerned stakeholders throughout the process to better understand and respond to the concerns raised. Based on that review, staff recommend retaining the station locations identified in the Recommended Corridor Plan in the Final Corridor Plan. No additional changes are proposed in the Final Corridor Plan.

### **Rationale**

Approval of the Final E Line Corridor Plan will establish E Line station locations at the intersection quadrant level, providing critical direction and focus to the detailed design and engineering phase beginning in mid-2022.

### **Thrive Lens Analysis**

The E Line will upgrade the Route 6, one of Metro Transit's highest ridership bus routes. Investment in high-quality transit options in the Route 6 corridor will advance the Thrive outcome of Prosperity by making the region more economically competitive through increased workers' access to employment and support to employers by increasing available workforce with affordable, convenient transportation.

The E Line project advances the Thrive outcome of Equity by improving transit access for communities of color and for workers at low wage jobs. Investment in the E Line will provide riders with faster service and a more comfortable waiting and riding experience.

The proposed action also advances the Thrive outcome of Stewardship by planning for E Line corridor improvements efficiently with regional partnership from Hennepin County, Ramsey County, Minneapolis, Saint Paul, Edina, the University of Minnesota, MnDOT, and the Minneapolis Park and Recreation Board.

### **Funding**

Approval of the Final E Line Corridor Plan will establish the scope of the E Line project to include defined number of stations in determined locations, a necessary step to delivering the project within budget. Full funding for delivery of the E Line project has been secured through a combination of federal, state, and Metro Transit sources.

### **Small Business Inclusion**

There is no contracting, and therefore no small business inclusion, associated with this action.





# METRO E Line Final Corridor Plan

Kyle O'Donnell Burrows | Planning Manager, Arterial BRT





# Proposed action 2022-134

- That the Metropolitan Council approve the Final E Line Corridor Plan to establish the number and location of stations included in the project.

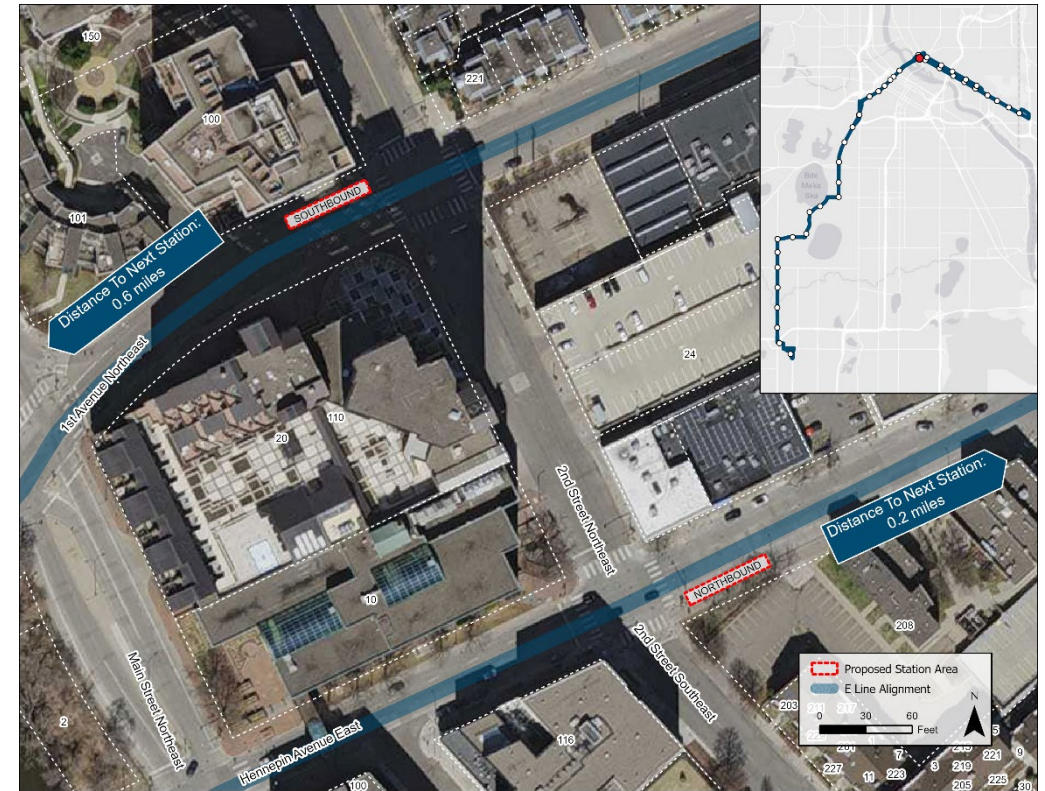


# Route 6 role in the transit network

- Pre-pandemic, Route 6 was a top 5 ridership route, with around 8,000 average daily rides
- 34 percent of riders are people of color
- 48 percent of riders have incomes less than \$35,000
- 43 percent of trips for school or work
- 23 percent of trips for recreation and shopping
- Key destinations include:
  - Downtown Minneapolis
  - Multiple neighborhood and regional retail/recreations centers
  - Medical institutions and clinics
  - Wide range of residential densities
  - Universities and high-schools

# Hennepin/1st Avenue & 2nd Street NE

- Received letters of opposition from condo residents and NIEBNA
- Key concerns:
  - Pedestrian and bicycle safety
  - Residents entering and exiting driveway
  - Traffic operations and loading
- Additional meetings with condo residents throughout corridor plan process
- Formal comment letter from City of Minneapolis identifies overall support for E Line, commitment to “working with community and Metro Transit to finalize a recommended station along 1st Avenue NE”
- Metro Transit and partner agency staff have reviewed and responded to concerns in detail





# Hennepin/1st Avenue & 2nd Street NE



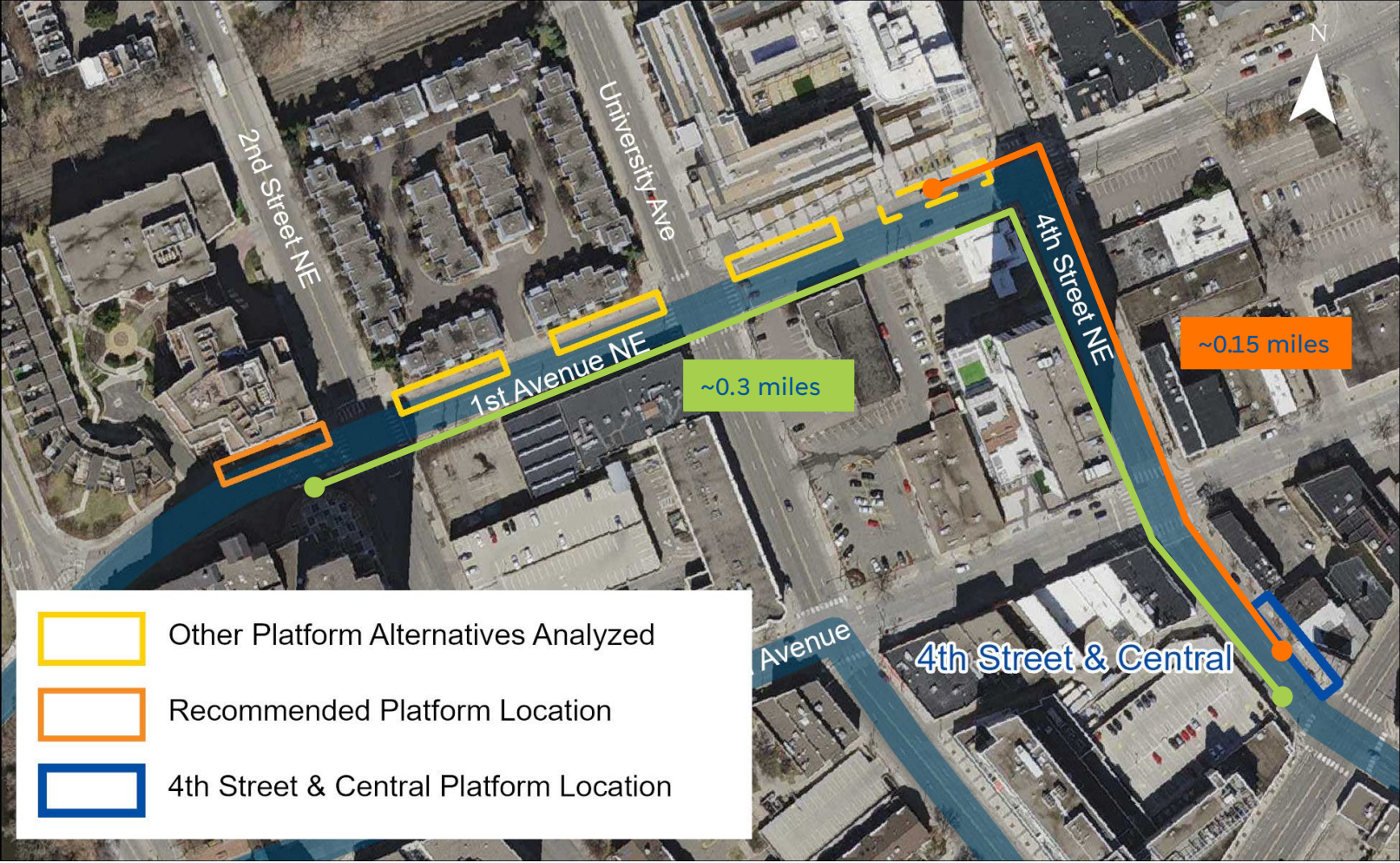


# Hennepin/1st Avenue & 2nd Street NE



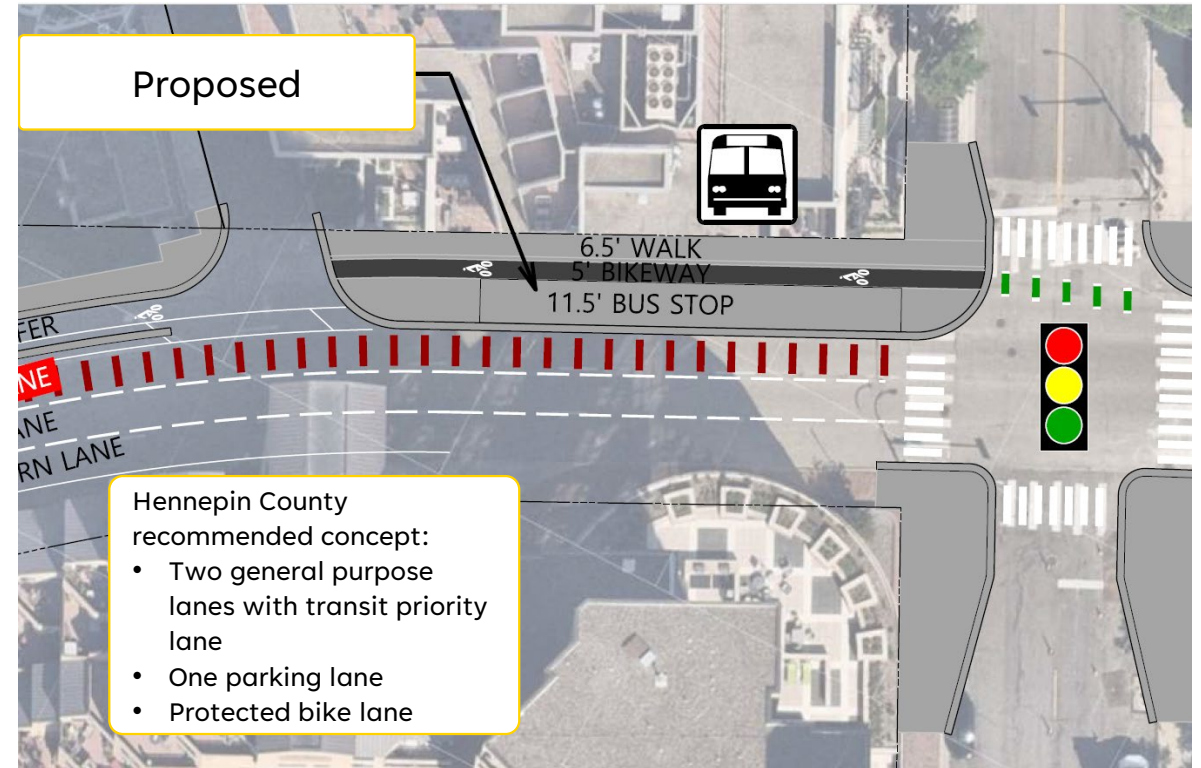


# Hennepin/1st Avenue & 2nd Street NE





# Hennepin/1st Avenue & 2nd Street NE



# Hennepin/1st Avenue & 2nd Street NE

This design for bikeways and bus stops is a standard treatment included in the City of Minneapolis Street Design Guide.

Proposed sidewalk width meets 6' required in this location by Minneapolis Street Design Guide.

Route 11 bus stop on 2nd Street NE will be closed, making additional curb space available for loading. (existing loading zone impacted regardless of platform location)

Drivers entering and exiting driveway will have a clear view of pedestrians and cyclists.

6.5' WALK  
5' BIKEWAY  
11.5' BUS STOP

Sightline analysis shows that shelter will not block sightlines between exiting vehicles and oncoming traffic.

Residents will be able to use bus only lane to enter and exit driveway.

Concept layout. Details are subject to change during the design phase.



# Recommended Platform Location - existing





# Recommended Platform Location - proposed



# Revisions from recommended to final plan

- Includes summary of feedback on recommended and draft corridor plans, and additional response to comments on individual station locations and key themes
- No changes to station or platform locations
  - Staff have reviewed feedback received from the public and our partner agencies in detail
  - Proposed platform and station locations balance concerns received with E Line and overall transit network goals, as well as positive feedback received throughout planning process
  - Staff will continue to engage with stakeholders throughout design to address and/or mitigate concerns raised

# Proposed action 2022-134

- That the Metropolitan Council approve the Final E Line Corridor Plan to establish the number and location of stations included in the project.

