

# Committee Report

Transportation Committee



**Committee Meeting Date:** March 27, 2023

**For the Metropolitan Council:** April 12, 2023

## Business Item: 2023-60

METRO F Line – Authorization to Release Recommended Corridor Plan for Public Comment

### Proposed Action

That the Council authorize release of the METRO F Line Recommended Corridor Plan for public review and comment; and direct staff to collect public comments through Sunday, May 14, 2023, summarize comments, and report the findings to the Metropolitan Council.

### Summary of Transportation Committee Discussion/Questions

Metro Transit Arterial BRT Senior Planner Jake Knight and Arterial BRT Director Katie Roth presented this item.

Toni Carter asked about station locations where the public had expressed opposition or concerns, aside from the example of Central & 1st Avenue/7th Street provided in the presentation. Knight responded that there were other locations, as summarized in the Recommended Corridor Plan. Toni Carter asked whether parking analysis included consideration of parking availability. Knight said that the evaluation reported the total number of spaces that would be removed, as is typical for arterial BRT projects. Roth shared that parking analysis considers public on-street spaces, which is in addition to off-street parking supply in the area; that staff work closely with public agency partners who control curbside uses when arriving at recommendations; and that the level of impact at this location is consistent with past projects.

Toni Carter asked about representation in engagement. Knight shared that survey respondents were representative of Route 10 riders in terms of disability, but that people of color and those with lower incomes were somewhat underrepresented among survey respondents and that increasing representation was a goal of continued engagement. Toni Carter asked about partnering with community organizations. Knight replied that staff had reached out to organizations to help share information and provide more targeted opportunities for feedback and will continue to do so moving forward.

Pacheco asked about whether staff had received feedback from the City of Minneapolis or the Council Member serving the area where the Central & 1st Avenue/7th Street station is proposed. Knight replied that the Council Member's office had shared project information in its Ward newsletter and that staff had not received feedback from the Council Member's office. Roth noted that staff expect to receive a formal comment letter from the City of Minneapolis in this next phase of engagement, as is requested of all agency partners.

Vento asked about disability parking impacts. Knight replied that there were no disability parking areas affected, though staff are coordinating with the City of Minneapolis to shift an existing disability transfer zone at one location.

Cameron asked about the furnishings at station platforms. Roth shared an image of a typical arterial BRT station and elements. Cameron emphasized the importance of this corridor and its rich cultural diversity, encouraging staff to prioritize accessible engagement with these communities.

Chamblis emphasized the need for continued engagement of historically underrepresented groups. Chamblis encouraged analysis of parking and business impacts throughout and after completion of the project.

Pacheco shared his positive experience on other arterial BRT projects of meeting with staff on site, and encouraged Committee Members to do so if they have questions or concerns.

Motion by Chamblis, seconded by Pacheco. Motion carried.



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<b>District(s), Member(s):</b>	District 2 (Chamblis), District 7 (Lilligren), District 8 (Osman), District 10 (Lindstrom)
<b>Policy/Legal Reference:</b>	PIC 2-2 - Accountability to the Public Policy
<b>Staff Prepared/Presented:</b>	Lesley Kandaras, Interim General Manager, 612-349-7513 Nick Thompson, Deputy General Manager, 612-349-7507 Katie Roth, Director, Arterial BRT, 612-349-7772 Jake Knight, Senior Planner, Arterial BRT, 612-349-7546
<b>Division/Department:</b>	Metro Transit / Arterial BRT

### Proposed Action

That the Council authorize release of the METRO F Line Recommended Corridor Plan for public review and comment; and direct staff to collect public comments through Sunday, May 14, 2023, summarize comments, and report the findings to the Metropolitan Council.

### Background

The Council previously adopted the F Line alignment in March 2021 (Business Item 2021-52) that resulted from the Network Next plan (2019-2021). The F Line Recommended Corridor Plan identifies station locations for the F Line bus rapid transit (BRT) corridor. Recommended station locations result from planning activities throughout 2022-2023, including public outreach and engagement, interagency coordination, and transit analysis within the corridor.

The F Line Draft Corridor Plan was published on October 24, 2022. Comments on the F Line Draft Corridor Plan were accepted through December 5, 2022, with a variety of communications and outreach activities conducted throughout the comment period. Metro Transit received 332 comments on the plan (via online survey, email, phone) in addition to one petition letter organized by a nearby business and three comment letters from agency partners.

Staff read and categorized each of the comments received during the Draft Corridor Plan public comment period, as well as those submitted by agency partners. Staff have completed additional analysis of alternative platform locations at multiple station locations and is recommending no changes be made to stations proposed in the Draft Corridor Plan. Additional analysis and responses to comments are reflected in the Recommended Corridor Plan.

Following Council action, staff will release the Recommended Corridor Plan for a month-long public comment period and continue outreach and communications to engage community members around the plan. Staff will bring a Final Corridor Plan for Council approval following the comment period. Upon completion and approval, the plan will identify the final planned locations for F Line stations in advance of project engineering.

## **Rationale**

The proposed comment period continues transparent and meaningful discussion with the public about the F Line ahead of finalizing station locations.

## **Thrive Lens Analysis**

The F Line will upgrade Route 10, one of Metro Transit's highest ridership bus routes. Investment in high-quality transit options in the Route 10 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 F Line project advances the Thrive outcome of Equity by improving transit access for people with low incomes and communities of color. About 40 percent of Route 10 customers live in low-income households, and over half of Route 10 customers are people of color. Investment in the F Line will provide riders with faster and more reliable service and a more comfortable waiting and riding experience. The proposed action also advances the Thrive outcome of Stewardship by planning for F Line corridor improvements efficiently with regional partnership from MnDOT, Hennepin and Anoka counties, the cities of Minneapolis, Columbia Heights, Hilltop, Fridley, Spring Lake Park, and Blaine, and the Minneapolis Park and Recreation Board.

## **Funding**

While there is no direct funding attached to this action, eventual approval of the Final Corridor Plan will establish the scope of the F Line project to include defined number of stations in determined locations, a necessary step to delivering the project within budget.

## **Small Business Inclusion**

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

