

# Committee Report

Transportation Committee



**Committee Meeting Date:** July 24, 2023

**For the Metropolitan Council:** August 9, 2023

## Business Item: 2023-134

METRO F Line – Approval of Final Corridor Plan

### Proposed Action

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

### Summary of Transportation Committee Discussion/Questions

Metro Transit Arterial BRT Planning Manager Kyle O'Donnell Burrows introduced Arterial BRT Senior Planner Jake Knight who presented this item.

Chamblis asked if there are plans to monitor or mitigate concerns in the future if this item is approved. Knight responded that staff would continue to work with stakeholders to mitigate potential impacts throughout the remainder of the project; and that the project will soon transition into the engineering phase, when staff will identify the specific placement of the station platforms and their amenities (e.g., shelter, pylon, etc.).

Chamblis questioned if staff looked at moving the southbound stop at Central & Lowry further south to avoid potential impacts to Francis Burger Joint's café seating along Central Avenue. Chair Barber noted that staff are coordinating with MnDOT and the City of Minneapolis as MnDOT considers broader design changes to Central Avenue, including to the pedestrian realm; and that there are multiple layers and more opportunities to contribute to the design of public spaces near platforms. O'Donnell Burrows stated the engineering phase of the project will include final design of platforms, including looking at ways to retain café seating, adding that one of the reasons for this bus stop location was because of the major transfer point to Route 32 operating on Lowry Avenue.

Vento expressed concern for the businesses losing customers due to the loss of on-street parking spaces and a desire to work closely with small businesses. Chair Barber expressed appreciation for Arterial BRT staff's past work at ensuring projects reflect input from the community and stated that stakeholder conversation will be ongoing.

Cameron asked what the safety concerns were with the Central & 1st Avenue/7th Street alternative locations. Knight answered that the alternatives would encourage pedestrians to cross the street outside of a designated location and would also place buses in conflict with traffic traveling southbound on Central Avenue and taking a right onto 1st Avenue.

Tyronne Carter asked if stakeholders were presented with a mockup of how the shelters would look in the specific locations, and if there is variability in platform design to fit a certain context. Knight responded that mockups were not shared at this stage in the project, but that staff reference existing BRT station locations along the existing METRO A, C, and D lines as examples when speaking with stakeholders; and that there is variability in the design that is explored during the engineering phase to mitigate any concerns. O'Donnell Burrows stated that staff do typically have renderings available in the engineering phase to aid those conversations.

Cameron asked about the comments in opposition to Central & 37th Avenue and University & 57th Avenue station locations. Knight responded that comments at Central & 37th were for pedestrian

improvements in the area; those at University & 57th Avenue were regarding interactions between buses and other vehicles near the entrance ramps to westbound I-694. Staff had considered this feedback, gathered input from other groups within Metro Transit, and evaluated alternatives before recommending these locations in the Corridor Plan. Cameron encouraged staff to continue working with agency partners, including the City of Minneapolis, to address some of the concerns raised by businesses and other stakeholders, such as broader pedestrian improvements and outdoor seating, that fall outside of Metro Transit's control.

Several Council members stated they recognized the concerns from the businesses and that conversations should continue into the engineering phase to enable potential solutions that address those concerns.

Motion by Toni Carter, seconded by Cameron. Motion carried.



# Business Item

Transportation Committee



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METRO F Line – Approval of Final Corridor Plan

<b>District(s), Member(s):</b>	District 2 (Chamblis), District 7 (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 Kyle O'Donnell Burrows, Arterial BRT, 612-349-7749 Jake Knight, Senior Planner, Arterial BRT, 612-349-7546
<b>Division/Department:</b>	Metro Transit / Arterial BRT

### Proposed Action

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

### Background

The Final Corridor Plan builds on previous versions of the plan published for public comment. The Draft Corridor Plan was released for public comment from October 24, 2022, through December 5, 2022. Following review of feedback received and additional analysis, the Recommended Corridor Plan was released for public comment on April 12, 2023 (following Council action on Business Item 2023-60), through May 14, 2023.

Both previous plan releases were communicated through print and digital communications including postcards, flyers at bus stops, door knocking and meeting with station neighbors, tabling at events and in public spaces in the corridor, 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. Vital project documents were translated into English, Spanish, Somali, Hmong, Oromo, and Arabic.

Across both comment periods, Metro Transit received a total of 851 public comments on the plan and one petition letter. Staff read and categorized each of the comments received during both corridor plan public comment periods, as well as those submitted by agency partners. In response to comments, staff completed additional analysis of alternative platform locations at multiple station locations. Staff have developed additional information and met with concerned stakeholders throughout the process to better understand and respond to the concerns raised.

In the Final Corridor Plan, additional analysis was completed for station locations at Central & Lowry and Central & 1st Avenue/7th Street. Based on that analysis, staff recommend no changes be made at those station locations.

Staff recommend that the station location at Central & 18th Avenue be shifted one block north to Central & 18 1/2 Avenue. This recommended change is in response to comments received during the public comment period and subsequent additional analysis.

Metro Transit coordinated closely with partner agencies throughout the planning process through a technical advisory committee. Partner agency support for the F Line Corridor Plan and station locations was affirmed through formal agency comments included in the plan document.

### **Rationale**

Approval of the F Line Final Corridor Plan will establish F Line station locations at the intersection quadrant level, providing critical direction and focus to the detailed design and engineering phase beginning in summer 2023.

### **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, 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.







# METRO F Line – Approval of Final Corridor Plan

Transportation Committee, Business Item 2023-134

Jake Knight, Senior Planner, Arterial BRT | July 24, 2023





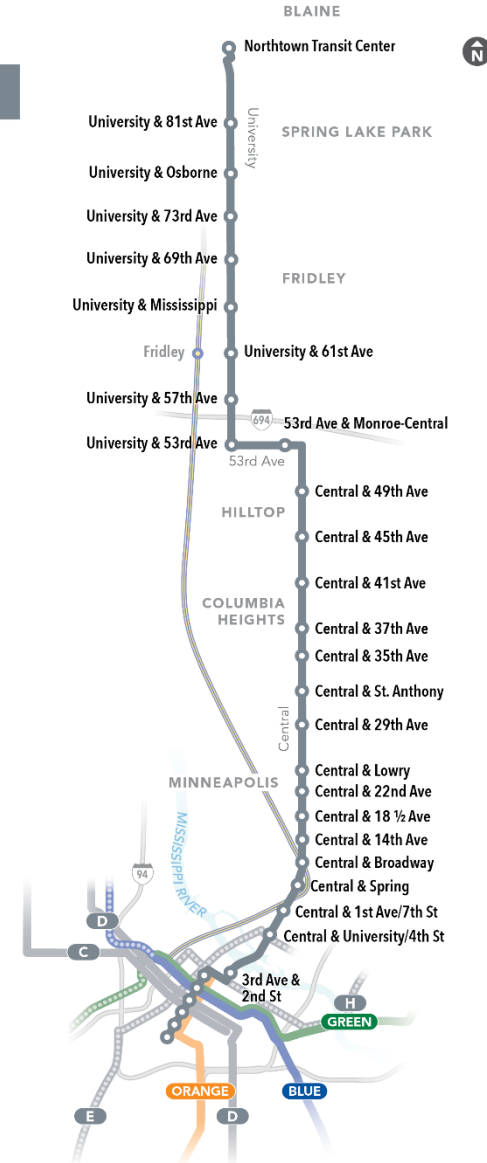
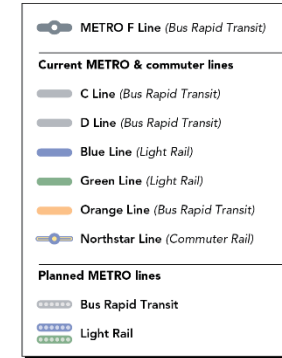
# Proposed action 2023-134

- Approve the METRO F Line Final Corridor Plan to establish the number and location of stations included in the project



## F Line

July 2023



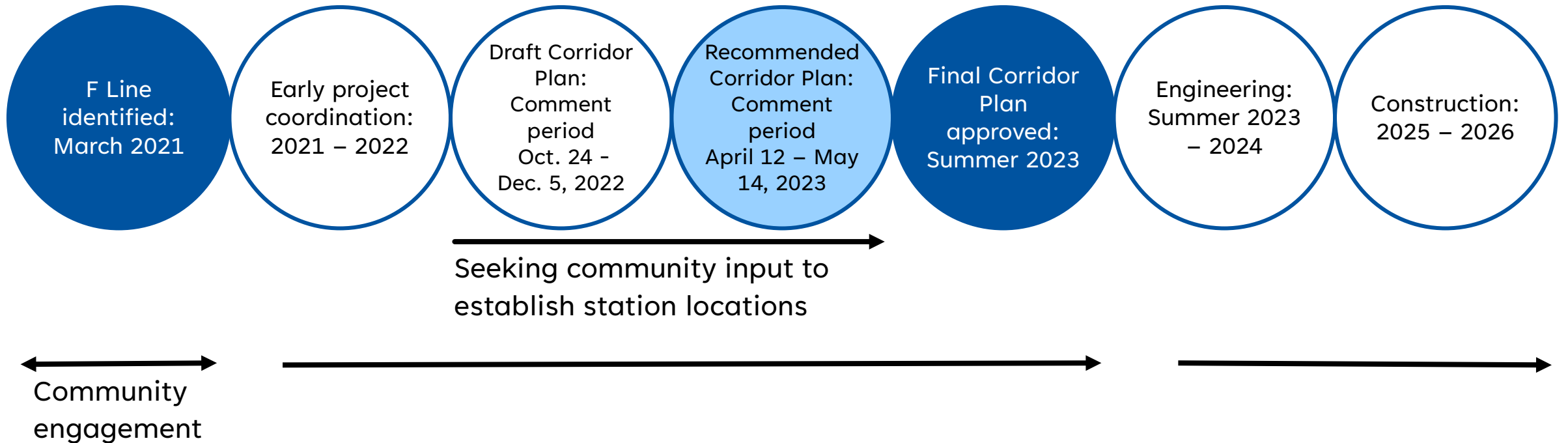
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# Planned project schedule

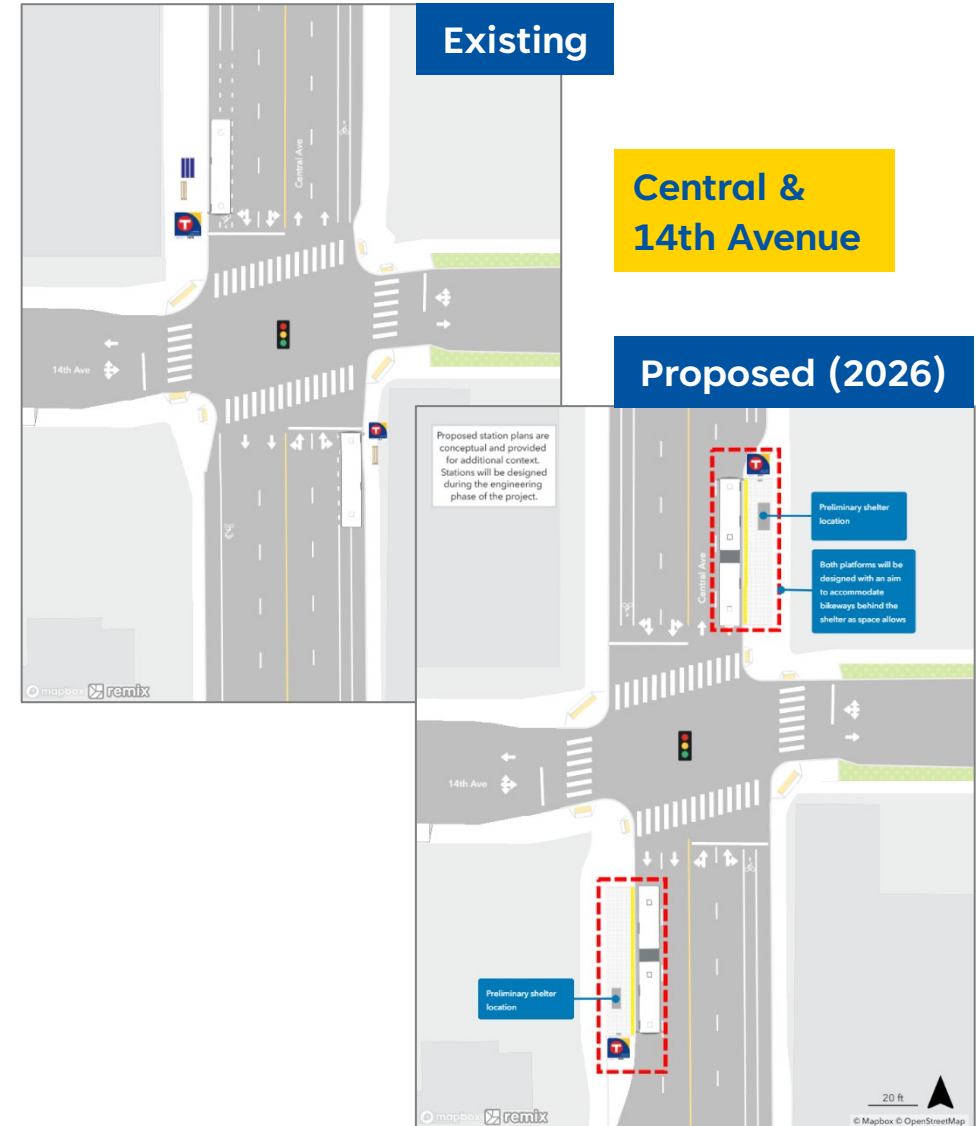
Planning phase

We are here



# F Line Corridor Plan

- Planning process and document to establish station locations and inform design
- **Station intersections and locations of platforms within each intersection**
- Policy basis for design
- Three versions for review and comment
  - Draft: Oct. 24 - Dec. 5, 2022
  - Recommended: April 12 – May 14, 2023
  - Final: July 24 Transportation Committee, August 9 Council





# Corridor Plan engagement: Strategies

- 2 public comment periods (1 month each), collecting feedback via survey, email, phone, and in person
- 13,000 email addresses received project information
- 12,900 homes and businesses received postcards
- 874 people engaged at 40 public events and meetings
- 149 properties visited, talking to station neighbors and leaving station-specific materials (most visited twice)
- 99 bus stops signed with project information
- 20+ newsletters, websites blurbs, and social media postings from agency partners
- 4 rounds of Metro Transit social media ads targeted by zip code; posts on Metro Transit and Council social media accounts
- 1 virtual open house presentation with Q&A
- Translation of vital documents in English, Spanish, Somali, Hmong, Oromo, and Arabic

**METRO F Line**

Changes coming to Route 10 in 2026  
Share your feedback!  
COMMENT BY DEC. 5  
metrotransit.org/F-Line-Project

**METRO F Line**

City of Columbia Heights, MN  
Metro Transit is hosting a virtual open house meeting tonight, Nov 15, at 6:30 pm regarding proposed F Line station locations. Explore the plan and provide comments on proposed F Line stations by Dec 5, 2022.  
Learn how you can participate in the process at [www.metrotransit.org/f-line-engagement](https://www.metrotransit.org/f-line-engagement)

**City of Fridley**

Tomorrow: Virtual open house for the Metro F Line, which will travel through Fridley along University Avenue.  
Register for the virtual house: <https://bit.ly/3WPEGIE>  
Learn more about the plan: <https://www.metrotransit.org/bt>  
Watch a short video on the project: <https://bit.ly/3NS1Tsl>

**METRO F LINE ee cusub**  
Gaadiidka degdega ah wuxuu imanayaa Waddada 10

METRO F Line waa leen Bus Rapid Transit (BRT) kaas oo bixin doona adeeg gaadiid degdega ah oo la isku halayn karo ee Waddada 10. BRT waa xirno kor u qaadis ah oo ku kordhinaya safar dheereeya iyo waayo argagnimo horumarsan oo ku saabsan wadooyinka basaska ee ugu mashquulka badan Metro Transit.

METRO F Line wuxuu ku safri doonaa Nicollet Mall oo ku yaal bartamaha magaalada Minneapolis; Central Avenue oo sii marta waqooyi-bari Minneapolis, Columbia Heights, iyo Hilltop; iyo University Avenue ee loo maro Fridley iyo Spring Lake Park ilaa Northtown Mall ee Blaine.

METRO F Line waxa uu wanaajin doonaa marinka mashquulka badan:

- Faafida cudurka ka hor, macaamishu waxay ku kaceen in ka badan 7,000 oo safar maalin ah Waddada 10, taasoo ka dhigaysa mid ka mid ah waddooyinka basaska ee ugu mashquulka badan Metro Transit.
- Raacitaanka waddada 10 ayaa weli ah mid xoogan, xitaa inta lagu jiro cudurka safmarka ah.

Transit waxa ay qorshaynayaa goobaha Saldhigga Leen F  
FALANQEE DISEEMBAR 5

**Ka eeg khariidad faahfaahsan halkan**  
[metrotransit.org/f-line](https://metrotransit.org/f-line)

**Jadwalka Mashruuca Hordhaca** (Isbeddel ku imaanayo)

2022-2023	2023-2024	2025-2026	2026
QORSHAYNTA ISTIRAATIJIGA AH	INJINEERNIMO	DHISMO	U FURAN AH

XIRIIRKA MASHRUUCA:  
Nasser Mussa iyo Yumi Nagaoka  
F.Line@metrotransit.org  
651-829-5305

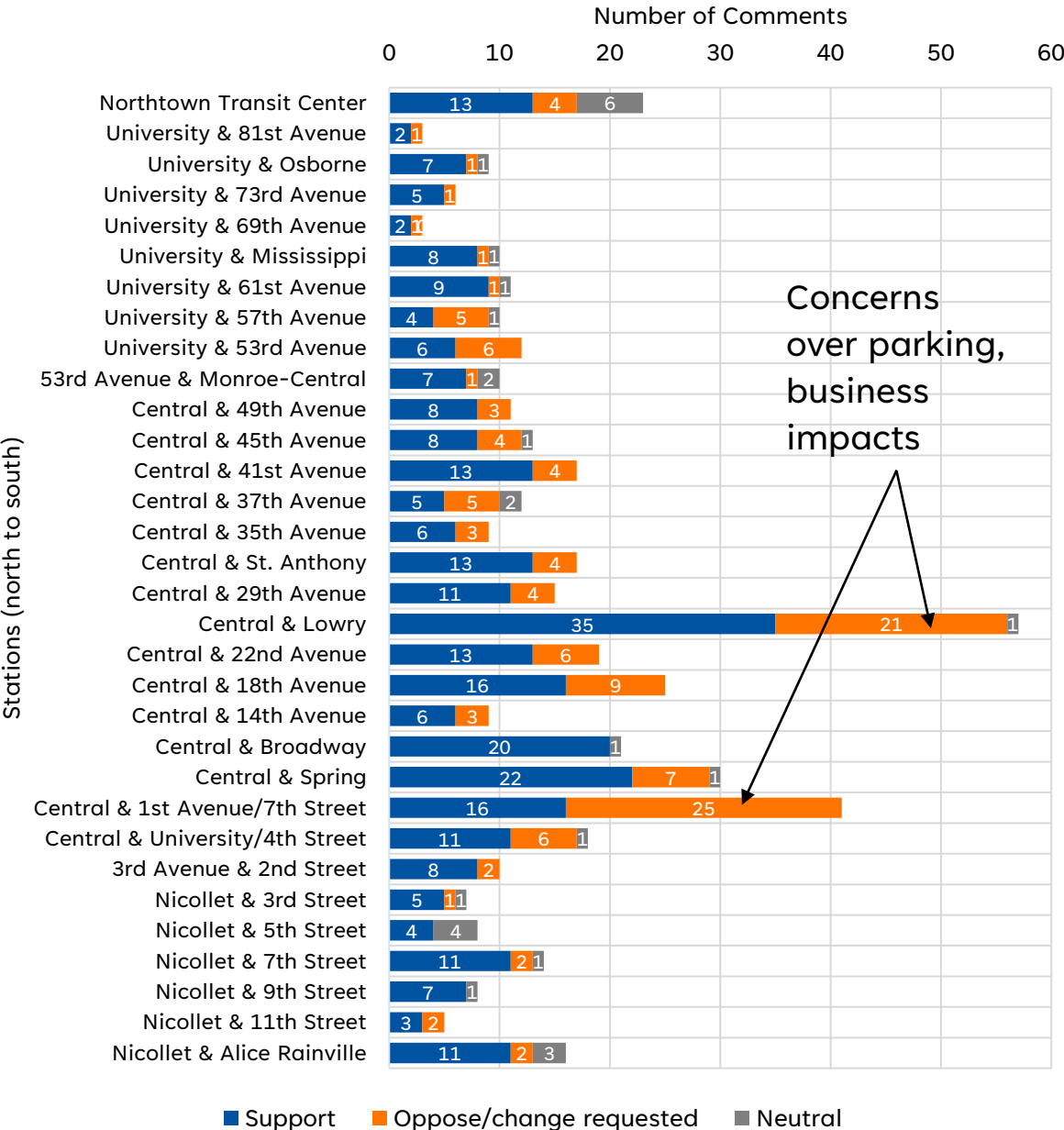
**Metro Transit**  
metrotransit.org/f-line-project





# Corridor Plan engagement: What we heard

- 850 survey/email/phone comments received
  - 70 percent were in support of the plan
- One 205-signature petition in opposition to Central & 1st Avenue/7th Street Station
- Key themes
  - Support for bus priority treatments
  - Station amenities and maintenance
  - Pedestrian safety and connections
  - Access to destinations
  - Station designs that integrate bicycle facilities
  - Concerns: On-street parking, business visibility
  - Concerns: Access to transit for seniors and people with limited mobility
- Right: Comments by station (cumulative)



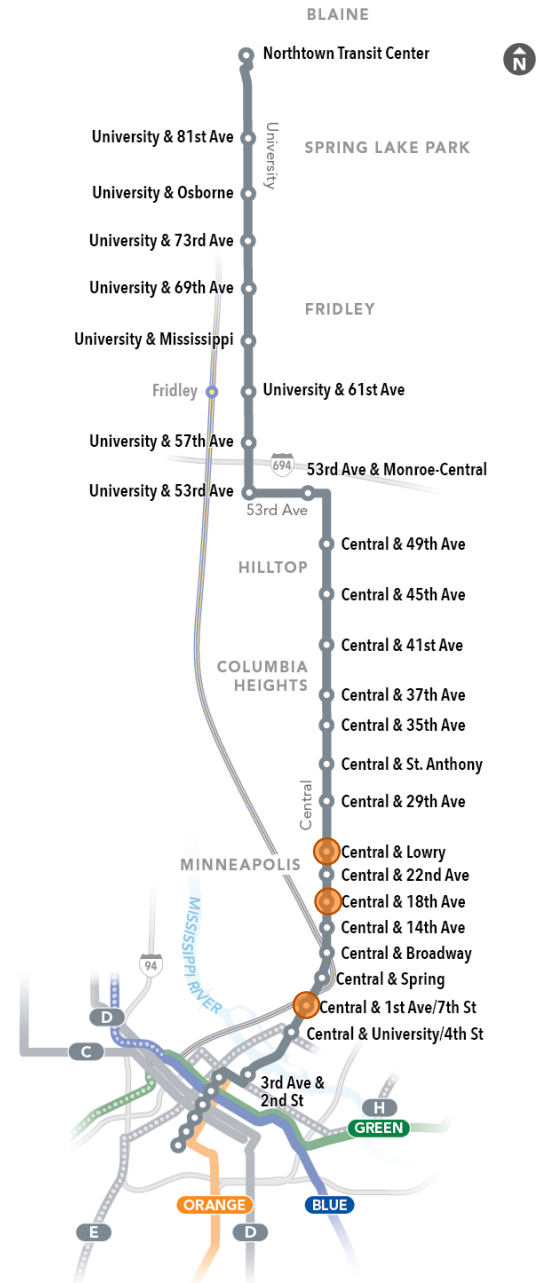
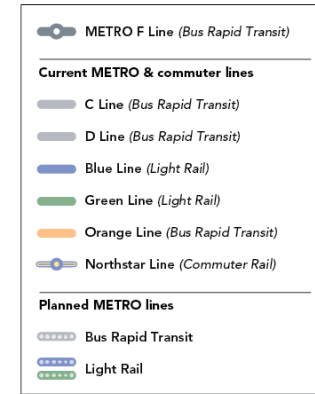
# High interest station locations

- Most concerns are associated with a few specific station locations
  - Central & 1st Avenue/7th Street
  - Central & 18th Avenue
  - Central & Lowry
- Concerns responded to in Recommended and/or Final corridor plans
- Staff recommending changes to one station location: **Central & 18th Ave**



## F Line

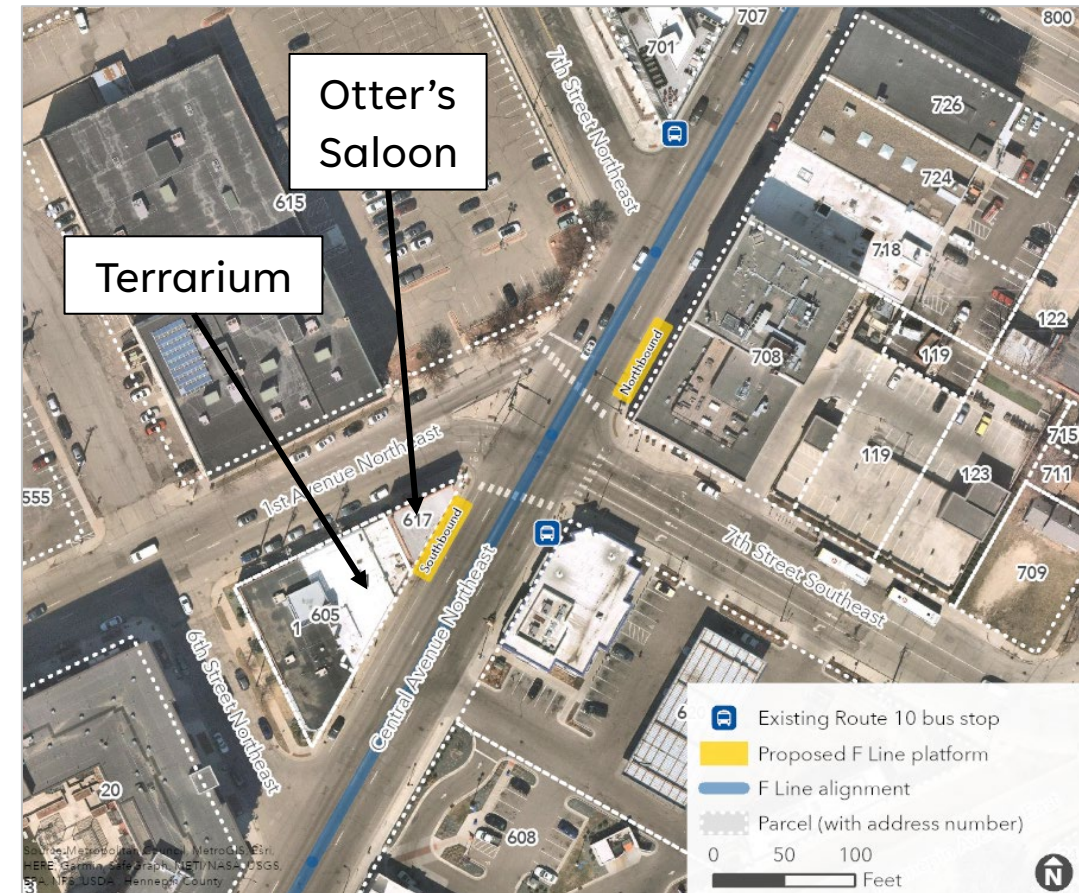
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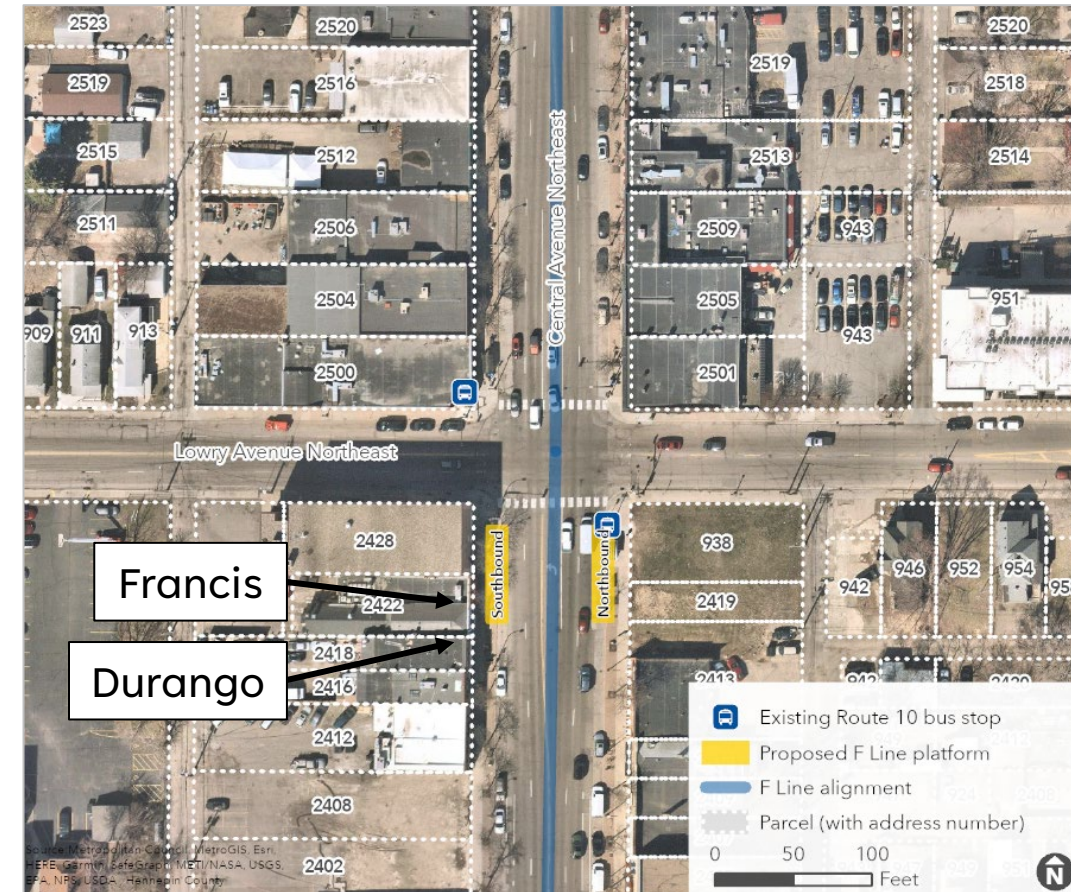
# Central & 1st Ave/7th St

- Received 205-signature petition letter from Otter's Saloon regarding southbound platform
- Concerns expressed by Otter's Saloon and/or Terrarium Recording Studio
  - Removal of on-street parking spaces: At southbound platform, 3 to 5 total est. spaces removed, or about 5%-10% of spaces within 2-minute walk/roll
  - Placement in front of building
  - Potential for disruptive behavior at the platform
  - Noise from buses at and leaving platform
- Staff met with both stakeholders
- Staff evaluated two alternative locations
  - Alternatives pose safety concerns
  - Proposed location best meets project goals



# Central & Lowry: Southbound platform

- Concerns expressed by Francis restaurant and/or Durango bakery
  - Shelter placement in front of windows, café seating
  - Potential for disruptive behavior at the platform
  - Loss of on-street parking spaces: 4 to 6 total estimated on-street parking spaces removed, or about 7%-10% of spaces within 2-minute walk/roll
- Staff met with both stakeholders
- Alternative location does not support speed and reliability goals and is also adjacent to business storefronts





# Central & 18th Ave – shift north to 18 ½ Ave

- Existing Route 10 bus stops at 18th Ave, 18 ½ Ave, and 19th Ave
- Residents, Route 10 riders concerned about increased walk/roll distance for seniors and people with limited mobility from a station at 18th Ave
- Access to Parker Skyview: 333-unit Minneapolis Public Housing Authority building for seniors
- Recommendation: Shift station to 18 ½ Ave



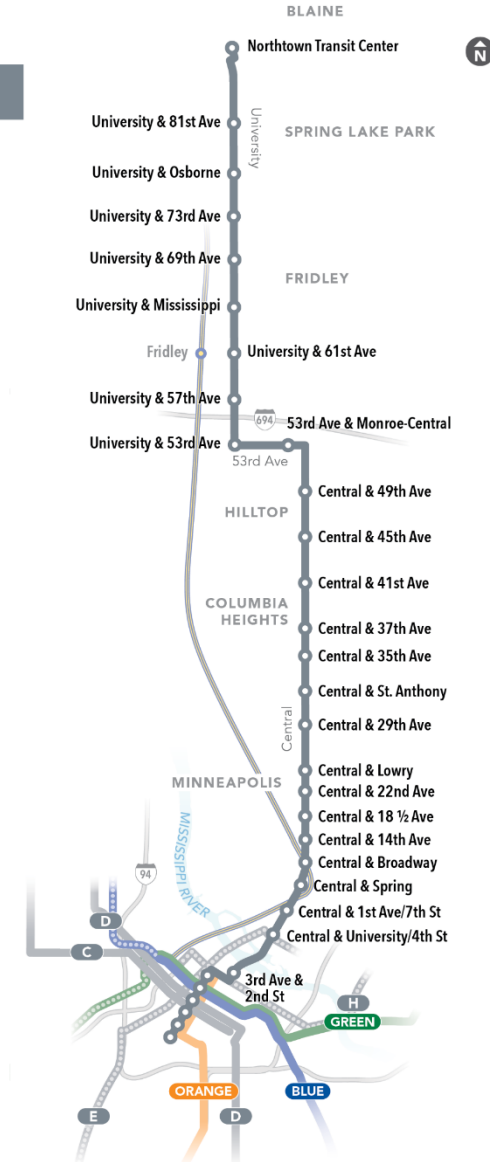
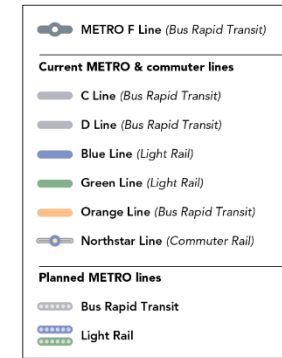
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