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
Planned project schedule

F Line identified: March 2021

Early project coordination: 2021 – 2022

Draft Corridor Plan: Comment period Oct. 24 - Dec. 5, 2022

Recommended Corridor Plan: Comment period April 12 – May 14, 2023

Final Corridor Plan approved: Summer 2023

Engineering: Summer 2023 – 2024

Construction: 2025 – 2026

Planning phase

Seeking community input to establish station locations

We are here

Community engagement
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
  – 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
Corridor Plan engagement: Survey demographics

- 425 survey respondents (cumulative)
- Majority live in ZIP codes near the project (74%)
- Majority use Metro Transit at least a few times per month (76%); half at least a few times per week
- Majority white (78%)
- Majority have lower than average household incomes (70% under $100k)*

*In 2023, the area median income for a family of four is $124,900 (U.S. Department of Housing and Urban Development)
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
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

Accessible entrance
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