METRO F Line – Corridor Planning

Windom Park Citizens in Action | September 20, 2022
Nasser Mussa, Community Outreach Coordinator at Metro Transit
Jake Knight, Senior Planner at Metro Transit
METRO F Line
Arterial Bus Rapid Transit

• Substantial upgrade to Route 10
  – Region’s 5th highest ridership bus route

• 13-mile corridor from downtown Minneapolis to Northtown Transit Center
  – Nicollet Mall, Washington, 3rd Ave, Central, 53rd Ave, University

• Fast, frequent, all-day service
  – Goal of approximately 20% faster than Route 10

• 32 stations (63 platforms) with enhanced features planned across corridor
Arterial Bus Rapid Transit (BRT)

- 2–3 stations per mile, designed for faster stops
- Pre-boarding fare payment for faster stops
- Higher-capacity buses & boarding through all doors
- High-tech, high-amenity, secure stations
- Faster, frequent, all-day service
- Bus priority signals & lanes

Learn more at metrotransit.org/brt
Eight arterial BRT lines operating by 2030

- A Line (Snelling): Open 2016
- C Line (Penn): Open 2019
- D Line (Chicago/Fremont – Route 5) Opens late 2022
- B Line (Lake/Selby – Route 21) Construction 2023, opens 2024
- E Line (Hennepin/France – Route 6) Construction 2024, opens 2025
- F Line (Central Avenue – Route 10) Construction 2025, opens 2026
- G Line (Rice/Robert – Routes 62/68) 2025–2030 implementation
- H Line (Como/Maryland – Route 3) 2025–2030 implementation
Why arterial BRT?

• Provide faster, more reliable, more attractive bus service

• Improve current slow and unreliable transit service

• Address passenger facilities inadequate for the volume of people using them

• Improve the transit experience at stops and on vehicles
Why Route 10 for the F Line?

- Identified through Network Next project (2020-2021) metrotransit.org/network-next
- Prioritized for near-term implementation through public surveys
- High ridership corridor, high impact
- Improved transit access in NE Minneapolis and northern suburbs – connection to METRO network of LRT and BRT lines
What will F Line stations look like?

A. Pylon markers help riders identify stations from a distance.

B. Real-time NextTrip signs provide bus information, and on-demand annunciators speak this information for people with low vision.

C. Shelters provide weather protection and feature push-button, on-demand heaters and shelter lighting. Shelter sizes will vary based on customer demand (small shown here).

D. Ticket machines and fare card readers collect all payment before customers board the bus.

E. Emergency telephones provide a direct connection to Metro Transit police. Stations also feature security cameras.

F. Stations feature trash and recycling containers.

G. Platform edges are marked with a cast-iron textured warning strip to keep passengers safely away from the curb while the bus approaches. Many stations also feature raised curbs for easier boarding.

H. Platform areas are distinguished by a dark gray concrete pattern.

I. Benches at stations provide a place to sit.

J. Most stations have bike parking.

At some stations, railings separate the platform from the sidewalk.

Some stations have pedestrian-scale light fixtures to provide a safe, well-lit environment.
Draft Corridor Plan

• Coming soon!

• Early, important opportunity for community input
  – Draft Corridor Plan released for public comment **October 24, 2022**

• Address key station location questions:
  – What **intersections** will have BRT stations?
  – In which **quadrants (corners) of the intersections** will platforms be located?
  – How was the location determined?
Draft Corridor Plan

• Proposed platform locations developed through site-specific review

• Concept designs evolve and are refined through detailed engineering (beginning mid-2023) and coordination with other projects

• Other planning issues (ongoing)
  – Bus priority treatments
  – Project coordination with MnDOT, Hennepin County, City of Minneapolis, among others

• Metropolitan Council will approve corridor plan to establish the number and location of stations
Public engagement

• Spring-fall 2022: Raising awareness about the project

• Fall-winter 2022: Draft Corridor Plan public comment period, **October 24 – December 5**
  - Direct mailing
  - Email: Project newsletter, Route 10 Rider Alerts, etc.
  - Door knocking homes and businesses
  - In-person feedback at Route 10 stops and aboard buses
  - Community organizations and neighborhood groups
  - Community events
  - Social media
  - Online survey
  - Virtual open house (date TBD)

[Image: metrotransit.org/f-line-project]
F Line project schedule

- **Corridor Plan**
  - **October 24, 2022:** Release Draft Corridor Plan (Council action to release for public comment)
  - Spring 2023: Recommended Corridor Plan (Council action to release for public comment)
  - Summer 2023: Final Corridor Plan (Council action to approve)

- **Engineering:** Mid-2023 – Late 2024

- **Construction:** 2025 – 2026

- **Start of service:** 2026
Next steps

• Review the F Line project webpage
  – Subscribe to the F Line Update email newsletter

• Coming soon! to the project webpage
  – F Line Draft Corridor Plan released **October 24**
  – Review the plan and provide comments
  – Public comment period: October 24 – December 5

[metrotransit.org/f-line-project]
Thank You!

Jake Knight
Senior Planner, Arterial BRT

Nasser Mussa
Community Outreach Coordinator
FLine@metrotransit.org
612-349-7712