METRO F Line – Draft Corridor Plan

St. Anthony East Neighborhood Association | November 22, 2022
Nasser Mussa, Community Outreach Coordinator
Jake Knight, Senior Planner, Arterial BRT
METRO F Line Bus Rapid Transit

• Fast, frequent, all-day service

• 13-mile corridor from Northtown Transit Center to downtown Minneapolis

• Substantial upgrade to Route 10, one of the region’s highest-ridership bus routes

• 32 stations with enhanced features
  – 25 new stations built by the project
  – 2 new stations proposed on Central in the St. Anthony East neighborhood

• Targeted opening in 2026

metrotransit.org/f-line-project
METRO F Line Bus Rapid Transit

• Fast, frequent, all-day service

• 13-mile corridor from Northtown Transit Center to downtown Minneapolis

• Substantial upgrade to Route 10, one of the region’s highest-ridership bus routes

• 32 stations with enhanced features
  – 25 new stations built by the project
  – 2 new stations proposed on Central in the St. Anthony East neighborhood

• Targeted opening in 2026

metrotransit.org/f-line-project
Arterial bus rapid transit (BRT)

- 1/8 mile between stops
- 1/3 to 1/2 mile between stations

2-3 stations per mile for faster trips

High-tech, high-amenity, secure stations

Pre-boarding fare payment for faster stops

Higher-capacity buses & boarding through all doors

Bus priority signals & lanes

Fast, frequent, all-day service

metrotransit.org/brt
What will F Line stations look like?

A Pylon markers help riders identify stations from a distance.

B Real-time NexTrip 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.
Project schedule

• Currently seeking **community input** to establish **station locations** prior to the Engineering phase

• Community engagement will continue through the Engineering and Construction phases

- Service starts: 2026
- Construction: 2025 – 2026
- Engineering: 2023 – 2024
- Final Corridor Plan: Summer 2023
- Recommended Corridor Plan: Spring 2023
- Draft Corridor Plan: Oct. 24 - Dec. 5, 2022
- Early project coordination: 2021 – 2022
- F Line identified: March 2021
- Currently seeking community input to establish station locations prior to the Engineering phase
Project partners
Coordination with other projects

- Coordinating design with several projects from agency partners
- **MnDOT: Hwy 47 and Hwy 65 Planning and Environmental Linkages (PEL) Study**
  - Evaluating broader multimodal alternatives to improve safety and mobility
  - Higher-level concepts, narrowing options
  - Timing of project outcomes uncertain
  - Close collaboration to ensure compatibility

Learn more about MnDOT’s PEL Study
talk.dot.state.mn.us/hwy-47-hwy-65-study
Draft Corridor Plan – seeking input now!

- Identifies proposed station locations
- Early, important opportunity for community input
- Addresses key station location questions:
  - Which intersections will have BRT stations?
  - In which corners of the intersections will the platforms be located?
  - How were the locations determined?
Draft Corridor Plan

- Proposed platform locations developed through site-specific review
- Concept designs will evolve and be refined through engineering and coordination
- Other planning issues (ongoing)
  - Project coordination with partners
  - Bus priority treatments
  - Supporting local service
Public engagement

• Spring-fall 2022: Raised awareness about the project

• Public comment period: October 24 – December 5

• Available now on the project website:
  – Draft Corridor Plan (full document)
  – Station concepts
  – Survey to provide feedback on specific stations and/or overall project

metrotransit.org/f-line-project
Out in the community

- Meet Route 10 riders at stops and aboard buses
- Door knock and distribute flyers to all homes and businesses near proposed station locations
- Postcards sent to all homes and businesses along the corridor
- Share information via email newsletters and social media
- Partner with neighborhood, community, business, and advocacy groups
- Attend community events
- Documents available in Spanish, Somali, Hmong, Oromo, and Arabic
Station Locations

• 32 stations, 25 built by the project
  – 2 new stations proposed on Central in the St. Anthony East neighborhood

• Station location considerations
  – Pedestrian safety and environment
  – Spacing between stations
  – Existing ridership and connecting transit service
  – Community input
  – Land use and access to destinations
  – Street design and available right-of-way
Central & Spring

- Platforms proposed near **existing** Route 10 bus stop locations

- Exploring potential closure/slimming of 3rd Avenue entrance from Central Avenue
  - Accommodate northbound platform
  - Improve pedestrian space
  - Maintain access to 3rd Ave from Spring
  - Engaging business and property owners

- Coordination with MnDOT PEL Study
Central & Broadway

- Platforms proposed near existing Route 10 bus stop locations
- Transfer to Route 30 (on Broadway)
- Construction limitations on the bridge
  - Anticipating atypical configuration of station amenities
- Coordination with MnDOT PEL Study
Corridor Plan next steps

We are here

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
Spring 2023

Final Corridor Plan approved: Summer 2023

Engineering: 2023 – 2024
Construction: 2025 – 2026

Seeking community input to establish station locations

Community engagement
Help us plan F Line station locations

• Public comment period: October 24 – December 5

• Review the Draft Corridor Plan and submit comments
  – Survey at metrotransit.org/f-line-project
  – Email FLine@metrotransit.org
  – Call Nasser Mussa, Community Outreach Coordinator at 651-829-5305

• F Line Update newsletter sign-up
Thank You!

Jake Knight  
Senior Planner  
jake.knight@metrotransit.org

Nasser Mussa  
Community Outreach Coordinator  
nasser.mussa@metrotransit.org