METRO F Line – Recommended Corridor Plan

Logan Park Neighborhood Association | April 19, 2023
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METRO F Line Bus Rapid Transit

- Faster, frequent, all-day service
- 13-mile corridor from downtown Minneapolis to Northtown Transit Center
- Substantial upgrade to Route 10
  - F Line will be the primary service on Central in Minneapolis
- All-day, all-purpose ridership
- Improved speed and reliability
- Planned 32 stations with enhanced features
  - 3 proposed on border of Logan Park neighborhood
- Targeted opening in 2026
Arterial BRT: Designed to be faster, more reliable, and easy to use

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

Faster, frequent, all-day service
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

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: 2023 – 2024

Construction: 2025 – 2026

Seeking community input to establish station locations

Community engagement

We are here

Planning phase
Corridor Plan contents

• Early, important opportunity for community input

• Station locations: station intersections and locations of platforms within each intersection

• Concept bus service plan

• Priorities for bus priority treatments to meet speed and reliability goals

• Project history and planning process to date

View the Recommended corridor plan at metrotransit.org/f-line-project
Recommended Corridor Plan engagement

• Collecting feedback
  – Public comment period: April 12 – May 14
  – Survey linked on project website metrorapidtransit.org/f-line-project
  – FLine@metrotransit.org, 651-829-5305

• Meeting people in community
  – Door knocking
  – At bus stops, aboard buses
  – Neighborhoods and community groups
  – Staff at libraries and other public places

• Postcards, email subscriptions, social media

• Translation: English, Spanish, Somali, Hmong, Oromo, and Arabic
Station Locations

• 3 new stations proposed on Central in the Logan Park neighborhood

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

• Proposed platform locations are at existing Route 10 bus stops
• Transfer to Route 30 (on Broadway)
• On bridge, posing construction limitations
• Coordination with MnDOT, City, County

Central & Spring

Central & Broadway

Central & 14th Ave

1/4 mile

1/4 mile

North
Central & 14th Ave

- Proposed platform locations **differ from existing** Route 10 bus stops
  
  - Northbound farside (NE corner) of 14th Ave
    - Property owned by City of Minneapolis
  
  - Southbound farside (SW corner) of 14th Ave

- Timber & Tie, Youngblood Apartments

- Coordination with MnDOT, City, County
Central & 18th Ave

- Proposed **southbound** platform location at existing Route 10 bus
- Proposed **northbound** platform location **differs** from existing Route 10 bus stop
- Parker Skyview
- 1717 Central Ave development (SE corner)
- F Line will be the primary service on Central in Minneapolis; existing bus stops at 18th ½ and 19th would be removed
- Coordination with MnDOT, City, County
Existing Route 10 riders: Proximity to F Line stations

• ≈ 95% of existing Route 10 ridership is along the F Line alignment; remaining 5% would continue to be served by modified Route 10 or F Line within a few blocks

• ≈ 85% of existing Route 10 riders would be able to catch the F Line at or within 1/8 mile of their current bus stop (≈ 95% within 1/4 mile)

• ≈ 99% of existing Route 10 riders using the “mobility fare” type (people with limited mobility) would be able to catch the F Line at or within 1/8 mile of their current bus stop
Help us plan F Line station locations

• Review the Recommended Corridor Plan and comment by **May 14**
  – Submit comments via survey [metrotransit.org/f-line-project](http://metrotransit.org/f-line-project)
  – Email [FLine@metrotransit.org](mailto:FLine@metrotransit.org)
  – Call Nasser Mussa, Community Outreach Coordinator at 651-829-5305

• Sign up for the F Line Update newsletter
Thank You!

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