METRO F Line – Recommended Corridor Plan

Marcy-Holmes Neighborhood Association, Infrastructure Committee | May 1, 2023
Jake Knight, Senior Planner, Arterial BRT | Nasser Mussa, Community Outreach Coordinator
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
- Improved speed and reliability
- Serve all-day, all-purpose trips
- Planned 32 stations with enhanced features
  - 3 proposed on border of 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
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
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 metrotransit.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 Marcy-Holmes neighborhood

- \( \approx 80\% \) of existing Route 10 riders would be able to catch the F Line at their current bus stop (100% within 1-2 blocks)

- Incorporate/save space for bikeways along Central (future MnDOT project) – preference for locating behind platform shelter

- 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 & University/4th St

- Proposed platform locations **differ** from existing Route 10 bus stops
- Curb extensions for in-lane stops to improve speed and reliability
- NB: Some on-street parking impacted
- Coordination with MnDOT, City, County
Central & 1st Ave/7th St

- Proposed platform locations differ from existing Route 10 bus stops
- Curb extensions for in-lane stops to improve speed and reliability
- NB & SB: Some on-street parking impacted
- Coordination with MnDOT, City, County
Central & 1st Ave/7th St (2)

• Station with the greatest number of comments received during Draft Corridor Plan public comment period
  – 5 in support, 15 in opposition
  – 332 total comments (project wide – separate from petition)

• Petition organized by Otter’s Saloon in opposition to southbound platform location

• Support
  – Access to neighborhood businesses and downtown
  – Improved customer amenities

• Opposition
  – Impact to on-street parking and businesses
Additional analysis:
Central & 1st Ave/7th St – southbound
## Additional analysis:
Central & 1st Ave/7th St - southbound (2)

<table>
<thead>
<tr>
<th>Key</th>
<th>Baseline</th>
<th>Alt. A</th>
<th>Alt. B</th>
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<tr>
<td><strong>Factor</strong></td>
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<td>Safe pedestrian crossings</td>
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<td>Enough space [green]</td>
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<td>Speed and reliability</td>
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<td>Not supportive [yellow]</td>
<td>Supportive [green]</td>
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<tr>
<td>Traffic operations</td>
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<td>Pedestrian and bicyclist safety concerns [orange]</td>
<td>No or minimal impact [green]</td>
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<tr>
<td>On-street parking</td>
<td>3 to 5 total spaces removed [yellow]</td>
<td>0 spaces removed [green]</td>
<td>0 spaces removed [green]</td>
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</tbody>
</table>

- **Recommendation:** Retain platform location from Draft Corridor Plan
- **Continue** engagement with stakeholders
- **Seek to minimize** impacts through station design
Central & Spring

- Proposed platform locations are at **existing** Route 10 bus stops

- 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, City, County
Central & Spring (2)

• Station with the 3rd greatest number of comments received during Draft Corridor Plan public comment period
  – 12 in support, 5 in opposition
  – 332 total comments (project wide)

• Support
  – Proximity to Spring Manor and Clare housing
  – Potential closure/slimming of 3rd Avenue entrance from Central Avenue

• Opposition
  – Unnecessary given nearby stations at Broadway (1/4 mile north) and 1st Ave/7th St (1/3 mile south)
    • Station meets spacing guidelines; serves important destinations; consider hills and limited mobility
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
  – Call Nasser Mussa, Community Outreach Coordinator at 651-829-5305

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

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