



November 15 Virtual Open House

Responses to questions submitted

12/2/2022

Metro Transit held a virtual open house on November 15, 2022, from 6:30-8:00 to share information about the METRO F Line bus rapid transit (BRT) project and gather community feedback on proposed F Line station locations. The open house included a presentation by Metro Transit staff followed by questions and answers. Presentation slides are available [here](#), and a recording is available [here](#) – both resources are linked at metrotransit.org/f-line-library. This document contains responses to the questions submitted during the open house.

The F Line is a planned BRT line that will provide faster and more reliable transit service in the Route 10 corridor from downtown Minneapolis to Northtown Transit Center along Central, 53rd, and University avenues. Metro Transit is currently seeking feedback on the [F Line Draft Corridor Plan](#), which proposes station locations along the route. Community input received will shape and be reflected in the F Line Recommended Corridor Plan, which is expected to be released for additional public comment in spring 2023.

Visit metrotransit.org/f-line-project to learn more about the project and provide feedback on proposed METRO F Line station locations.

Project timeline

Is the work beginning in 2026 or will it be finished in 2025

Construction of the F Line project is planned to occur over the course of 2025 and 2026, and the F Line is planned to open for service in 2026.

Station spacing

Is it possible that the # of stations south of Lowry will be reduced? The stop spacing seems excessively small in this section, and unique among aBRT routes in having 1/4 mile stops outside of downtown.

Yes, stations may change based on comments from community and/or our agency partners during the corridor planning phase of the project. Now is the best time to provide this type of feedback so that it can be considered by staff, policymakers, and community, and potentially incorporated into the project before more detailed engineering begins.

Proposed station spacing south of Lowry Avenue and north of downtown is about 1/4 mile, which is less than the 1/3 to 1/2 mile spacing typical of Metro Transit arterial BRT lines. The proposed distance between stations is smaller, in part, in response to the lack of underlying local service proposed on Central Avenue south of 41st Avenue (Columbia Heights Transit Center). The smaller proposed spacing retains access to transit service for more people. Additionally, Route 10 ridership along this portion of Central Avenue is relatively high and dispersed. These factors, plus access to key destinations and the quality of the pedestrian environment, among others, were considered in proposing station locations.

Typically (when not on detour, as it is now), Route 10 serves 14 stops on Central Avenue between Lowry Avenue and the Mississippi River. The F Line Draft Corridor Plan proposes 8 station locations in this same stretch of Central Avenue.

Specific stations

What consideration resulted in the perpendicular station configuration at 53rd and University? Concerned that makes the station unique, a bit confusing, and also vulnerable to disruptions.

The “perpendicular” station configuration at the proposed [University & 53rd Avenue station](#) is somewhat unique in that its platforms span both roadways, rather than both northbound and southbound platforms on the same roadway. A similar configuration exists on the METRO C Line at Olson & 7th Street. Wherever possible, Metro Transit seeks to locate both station platforms on the same roadway to minimize confusion and make navigating to and from platforms easier.

The northbound platform is proposed to be on University north of 53rd Avenue, and the southbound platform is proposed to be on 53rd Avenue east of University. This proposed configuration is largely to accommodate buses turning left from southbound University to eastbound 53rd Avenue. For a bus to make such a turning movement, a southbound platform on University would need to be located much farther north of the intersection with 53rd Avenue, pulling the station away from the crosswalk, which could result in pedestrians crossing University at unsafe locations. A northbound platform on University is

proposed to provide access to neighborhoods east and west of the roadway, to simplify operations, and to minimize potential property or business impacts.

Is Metro Transit working with MNDOT regarding the high amount of pedestrian accidents at 57th and University Ave? Is there a reason why the southbound stop needs to stay and expand right at the entrance to 694?

Yes, Metro Transit and MnDOT have been working closely on the F Line project and the MnDOT-led [Highway 47 \(University Avenue\) and Highway 65 \(Central Avenue\) Planning and Environmental Linkages Study \(PEL Study\)](#). Through extensive community engagement and analysis of mobility and safety data, MnDOT has learned that the primary transportation needs along these roads are to improve the safety of people walking (including transit users), biking, and in motor vehicles. Metro Transit considers pedestrian safety first when locating bus stops and BRT stations. In 2025, MnDOT is constructing improvements at several intersections along the F Line corridor to improve pedestrian safety, including at 57th Avenue.

The southbound platform of the proposed [University & 57th Avenue](#) Station is near the existing Route 10 bus stop located in the southeast corner of the intersection. This is a “farside” location – that is, when it is located just after the roadway intersection. Metro Transit prefers farside stop locations where possible (dependent on site-specific constraints).

The proposed southbound platform is about 50 feet north of one of the entrance ramps to westbound I-694 at the existing local bus stop. A stopped southbound bus in this location poses no obstruction to southbound traffic. As part of planning for the F Line, Metro Transit operations staff have shared that Route 10 successfully operates at this location today and that the stop placement has not resulted in any known safety issues. From an ease of operations, reliability, and safety perspective, Metro Transit staff have proposed the farside location.

For the northbound Central and Spring St stop, any consideration for moving it to farside location and removing the slip lane? I like the plan to remove the slip lane on the nearside location but, removing both slip lanes would enhance safety and pedestrian experience

The Draft Corridor Plan includes a proposed [Central & Spring](#) Station with the northbound platform in the southeast corner of the intersection (“nearside”) of Central Avenue and Spring Street, where there is an existing bus stop today. We believe this may require the closure or narrowing of the existing “slip lane” (a right turn lane that does not require vehicles to stop) from northbound Central Avenue to 3rd Avenue. The tail end of a 60-foot articulated bus (planned to be used on the F Line) may not be able to clear the intersection of Central and 3rd avenues due to the existing slip lane south of the intersection. Metro Transit is working with agency partners and nearby property owners and businesses to explore the closure or narrowing of the 3rd Avenue slip lane to allow for adequate platform length, while maintaining access to 3rd Avenue from Spring Street.

The farside location at the northeast corner was not proposed for two primary reasons. First, MnDOT would like to maintain the existing slip lane that enables vehicles traveling westbound on Spring Street to continue northbound on Central Avenue. MnDOT has jurisdiction over Central Avenue. As part of corridor planning, MnDOT staff have expressed a desire for this slip lane to remain to accommodate turning movements from larger vehicles that would otherwise be difficult given the existing street configuration with a less than 90-degree angle at this corner. Left unchanged, the existing slip lane precludes siting of the northbound platform near the intersection. A northbound platform farside (north of) the intersection

could potentially be located further north of the existing slip lane, but this would pull the platform farther away from the intersection and potentially result in pedestrians crossing Central Avenue at locations other than the signalized intersection, which is less safe.

At the northern border of Columbia Heights, at 53rd and University, where the bus stop is going to be between Target and Medtronic, when the bus turns left [from Central Avenue to 53rd Avenue], there's that first bus stop – is that going to be in the same location as the one that is there now? Or is it further down or further up [east or west]? Are you aware of the roundabout that Fridley and Columbia Heights plan on constructing near the eastern entrance to the Target development? Where would the bus stops fit within the roundabout?

The proposed [53rd Avenue & Monroe-Central Station platforms](#) are on 53rd Avenue, near the western entrance to Target (north) and Medtronic (south) – west of Central Avenue. The proposed platforms are located in between two pairs of existing Route 10 bus stops, located at the eastern entrance to Target and at Monroe Street. The existing stops would be consolidated into one pair of F Line platforms.

Metro Transit has been working with staff from the City of Fridley and the City of Columbia Heights to make sure that the design of the roundabout is considered when siting bus stops and F Line platforms.

Are the stations in Columbia Heights going to be located near intersections instead of in the middle of the block? There are issues with people running across Central at the existing bus stop between 47th Avenue and 49th Avenue. With these changes I am hoping that stop will be removed so people will be crossing at intersections instead of the road.

All proposed F Line stations are at intersections, rather than mid-block, to encourage safer conditions for pedestrians and encourage crossing at intersections.

The proposed station at Central & 37th is at a five-way intersection, and you have the railroad line near that intersection, so there is a lot of congestion there. How are you going to locate platforms here? I've been talking with MnDOT and they are working on many safety issues and are considering turning it into more of a main street instead of a highway running through the middle of downtown Columbia Heights [this work is part of MnDOT's Highway 47 and Highway 65 Planning and Environmental Linkages Study (PEL Study)]. Given the five-way intersection, I assume you're working with MnDOT to make that as safe as possible. Is there a bus stop there right now?

An F Line station is proposed at [Central & 37th Avenue](#), about one block north of existing railroad tracks that cross Central Avenue, which do occasionally cause delays for transit and other vehicles during commercial rail activity. Metro Transit is working closely with MnDOT, who are exploring different alternatives that would encourage slower vehicle speeds in this area to increase safety. Additionally, the cities of Minneapolis and Columbia Heights are working on [reconstructing 37th Avenue](#) at Central Avenue (east to Stinson Boulevard), and the F Line project team is working closely with city staff to coordinate development of both projects.

As the F Line design advances, in collaboration with MnDOT, Columbia Heights, and Minneapolis, Metro Transit will continue to seek to improve safe crossings in this area. Given the design of the existing five-

way intersection, the proposed northbound platform is a little further from the intersection with 37th Avenue than is ideal, although it is located at an existing Route 10 bus stop.

Metro Transit is committed to continued coordination with MnDOT and the cities of Columbia Heights and Minneapolis, including as part of MnDOT's [Highway 47 \(University Avenue\) and Highway 65 \(Central Avenue\) Planning and Environmental Linkages Study \(PEL Study\)](#), to explore opportunities to increase pedestrian access and safety at and near this intersection.

Both northbound stops for Central & 14th and Central & Lowry sit next to empty lots owned by the City of Minneapolis. Any coordination with the city to take more right-of-way? There's opportunity for wider sidewalks, wayfinding, public art, etc.

Yes, the proposed platform locations at Central & 14th and Central & Lowry were recommended, in part, to take advantage of two empty lots owned by the City of Minneapolis. These locations provide more flexibility to safely accommodate all users of the space in addition to a BRT platform, should additional right-of-way be needed. Design of platforms at these locations will be done in close coordination with the City of Minneapolis.

Why no farside placements for Central and 22nd?

A station platform is located “farside” when it is located just after a roadway intersection. Conversely, a station platform is located “nearside” when it is located just before a roadway intersection. All else equal, Metro Transit prefers locating bus stop and BRT platforms on the farside of signalized intersections. Farside location allow the bus to move through the intersection before stopping to pick up and drop off passengers, reducing the likelihood of stopping at a red light; they also reduce conflicts between right-turning vehicles and stopped transit vehicles common at nearside stop locations.

Both platforms at the proposed [Central & 22nd Avenue Station](#) are located on the nearside of the intersection. In the southbound direction, a farside platform (southwest corner) was not proposed because of the existing business driveway that begins about 50' south of the intersection. Additionally, the nearside location (northwest corner), in front of the Northeast Library, provides more space for waiting passengers. This particular stop benefits from additional waiting space as it is used by students at Edison High School (two blocks west), many of whom board/alight at the same time (same scheduled trip).

The northbound platform was proposed to be nearside (southeast corner) primarily because right-of-way is more limited on the farside (northeast corner). Additionally, the nearside location positions the platform closer to the New Boston Square multifamily housing development and on the same side of the street as Edison High School (south side of 22nd Avenue), minimizing the number of crossings students must make.

Bike lanes

This presentation has not mentioned that Central Avenue to downtown Mpls is on its AAA [all ages and abilities bikeway] network. Why is there no mention of this. When will you meet with the Minneapolis Bicycle and Pedestrian Advisory Committee to discuss how the AAA network will be incorporated into this project.

This is certainly a consideration for Metro Transit when proposing station locations and individual platforms. As you note, the City of Minneapolis has a policy in its [Transportation Action Plan](#) to encourage an all ages and abilities (AAA) bikeway on Central Avenue along a good portion of the F Line corridor. MnDOT through its [Highway 47 and Highway 65 Planning and Environmental Linkages Study \(PEL Study\)](#) is looking at a number of roadway alternatives, several of which incorporate a AAA bikeway to align with policy established by the City of Minneapolis. Additionally, a bikeway in this area is supported by [Metropolitan Council](#) and [MnDOT](#) policies.

MnDOT is the roadway authority for Central Avenue. Metro Transit, MnDOT, the City of Minneapolis, Hennepin County, and others have been coordinating closely on the F Line project since the beginning of 2022, and the need to accommodate existing and anticipate potential future bikeways has been discussed regularly. The [F Line Draft Corridor Plan](#) mentions the City's AAA bikeways policy and/or the need for bikeway coordination as part of the "Notes and Discussion" section for each of the 13 proposed station locations in Minneapolis that are not on Nicollet Mall. At each location with potential bikeways, the plan also notes that "Design of the proposed platforms will be coordinated with MnDOT and the City of Minneapolis to accommodate existing/future bikeways along Central Avenue."

The F Line project team would be happy to meet with the Minneapolis Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC).

How will the downtown 3rd and 2nd stop not disrupt bike lanes?

Platforms for the proposed [3rd Avenue & 2nd Street Station](#) would interact with existing [protected bike lanes](#) on 3rd Avenue, which start on the south end of downtown and continue over the Mississippi River bridge.

Design of all applicable platforms – including at this proposed station – will be coordinated with MnDOT and the City of Minneapolis to accommodate existing/future bikeways. Metro Transit has experience accommodating different types of existing and new bikeways with local bus stops and BRT platforms. A chapter of the City of Minneapolis' [Street Design Guide](#) summarizes some strategies that the City and Metro Transit use to accomplish this. Generally, Metro Transit's preference for protected bike lanes, such as those that exist on 3rd Avenue at 2nd Street, is to direct the bike lane behind the bus stop to minimize mixing of bicycle traffic and people getting on, off, and waiting for transit. This is often called a "floating bus stop"; such treatments were recently constructed along Hennepin Avenue in downtown Minneapolis as part of the City's [Hennepin Downtown project](#) in anticipation of the [METRO E Line](#). A second strategy is to allow for the bike lane to cross through the bus stop zone where people get on and off the bus; this is sometimes called a shared bike-bus stop. This is relied on in constrained areas or retrofit projects. There are recent examples of this [on Washington Avenue between Marquette Avenue and Nicollet Mall](#). Metro Transit is monitoring this design closely for evaluation purposes. More information can be found on this design in the Metro Transit [bus stop design guide](#).

The design of platforms at the proposed 3rd Avenue & 2nd Street Station, including to accommodate existing bike lanes on 3rd Avenue, will be completed during the engineering phase of the project in close coordination with our local partners.

Bus priority treatments

I am concerned that transit signal priority (TSP) alone will not result in significant travel speed improvements & could exacerbate pedestrian safety issues on HWY 65. TSP—which sections of the route are candidates for TSP? What technologies are being considered? Which types of treatments are being considered? E.g., Green extension, red truncations, etc. The signals on Central already favor commuters driving through Columbia Heights, cross streets are not favored. This has led to excessive speeds, drivers have killed or seriously injured several pedestrians in the past year. Not against TSP at all, just want to make sure that it is moving buses faster and to make sure we are considering dedicated lanes if TSP is not enough.

One goal for the F Line project is to increase the speed of bus service by 20% compared to existing Route 10. We aim to do that through a variety of means. Strategies include:

- Reducing the number of stops to keep the bus moving, while still allowing most Route 10 customers to conveniently walk or roll to stations
- Placing platforms strategically at the farside of signalized intersections, where feasible, to allow the bus to move through the intersection before stopping to pick up and drop off passengers, reducing the likelihood of stopping at a red light
- Constructing curb extensions at station platforms to eliminate the need to merge back into traffic
- Designing station platforms to allow for pre-boarding fare payment, which reduces the time a bus spends waiting at a stop; boarding buses through any of three doors rather than standing in line to pay their fare at the front door; and near-level boarding so passengers can get on an off the bus faster.
- Transit signal priority (TSP) to help buses more consistently move through intersections by reducing the frequency and time spent stopping at red lights, a substantial source of delay.
- Queue jump signals, which allow the bus to bypass stopped vehicles at signalized intersections by providing the bus a dedicated green light ahead of the green for general traffic.
- The addition of bus-only lanes, which provide dedicated space for buses to operate out of general-purpose traffic.

Metro Transit and MnDOT have been working closely on the F Line project and the MnDOT-led [Highway 47 \(University Avenue\) and Highway 65 \(Central Avenue\) Planning and Environmental Linkages Study \(PEL Study\)](#). The study highlights safety improvements for people walking (including transit users), biking, and in motor vehicles as a primary transportation need along these roadways. Metro Transit considers pedestrian safety first when locating bus stops and BRT stations. Through the PEL Study and the F Line project, both MnDOT and Metro Transit are working to improve safety and mobility.

Metro Transit is looking for opportunities for TSP throughout the corridor, including a number of different strategies. However, Metro Transit does not control signal timing. We work closely with our local partners to analyze and implement transit signal priority that balances the needs of all users, including

pedestrians, while maintaining speed and reliability benefit. All signals along the corridor will be evaluated for TSP implementation. The types of TSP treatments considered will depend on the functionality of existing and planned signal systems and platform configurations at stations. TSP details are developed and refined during the engineering phase of the project (anticipated to begin mid-2023) in close coordination with our local partners.

Similarly, Metro Transit does not control the streets on which we operate bus service. We work closely with our roadway agency partners to identify opportunities for bus-only lanes and advocate for their incorporation in coordinated projects. MnDOT is the roadway authority for most of the F Line alignment.

Bus-only lanes are an important part of the success of the F Line. Metro Transit is advocating for bus-only lanes as part of its ongoing coordination and collaboration with MnDOT, including as part of MnDOT's PEL Study. The outcomes of the PEL Study will provide more information on how bus-only lanes may operate in the corridor.

The [Draft Corridor Plan](#) outlines Metro Transit priorities for implementation of bus-only lanes along the F Line corridor based on observed bus vehicle delay and passenger delay. Based on preliminary analysis results, the segment of Central Avenue between downtown Minneapolis and Columbia Heights Transit Center (41st Avenue) is a good candidate for the implementation of bus-only lanes to improve the speed and reliability of transit service in this corridor.

Which intersections are being considered for bus queue jumps? Will bus queue jumps use space from car lanes or the shoulder (including bump outs and median refuge that shortens pedestrian crossings)?

Queue jump signals allow the bus to bypass stopped vehicles at signalized intersections by providing the bus a dedicated green light ahead of the green for general traffic. Queue jump signals are considered for implementation at intersections with existing space on the right side of the roadway available for the bus to approach the intersection, either from a dedicated transit lane or a shared right-turn lane and move back into general purpose traffic from the intersection.

Metro Transit intends to work with its partners to explore queue jumps as part of the F Line project, particularly at nearside platform locations. Transit signal priority (TSP), queue jumps, and other potential changes to signals are refined during the engineering phase of the project (anticipated to begin mid-2023) in close coordination with our local partners.

What is the approval process for dedicated bus lanes? Who needs to sign off?

Metro Transit does not control the streets on which we operate bus service. We work closely with our roadway agency partners to identify opportunities for bus-only lanes and advocate for their incorporation in coordinated projects. MnDOT is the roadway authority for most of the F Line alignment.

MnDOT is considering opportunities for bus-only lanes as part of MnDOT's [Highway 47 \(University Avenue\) and Highway 65 \(Central Avenue\) Planning and Environmental Linkages Study \(PEL Study\)](#). Metro Transit is advocating for bus-only lanes as part of its ongoing coordination and collaboration with MnDOT, including as part of MnDOT's PEL Study. The outcomes of the PEL Study will provide more information on how bus-only lanes may operate in the corridor.

Route alignment

Is the route set in stone? A continuation to Lake St and Midtown greenway would be great.

Through [Network Next](#), the F Line on Central Avenue from downtown Minneapolis to Northtown was named and adopted by the Council in March 2021, and was subsequently amended into the Transportation Policy Plan. We are now advancing the F Line as adopted and included in the long-range Transportation Policy Plan.

During Network Next planning in 2020-2021, due to the significant overlap between the Nicollet Avenue BRT corridor and the Nicollet-Central Modern Streetcar Locally Preferred Alternative, the Nicollet Avenue corridor was not recommended for near-term BRT implementation but remains a candidate for implementation before 2040. The Network Next plan noted that as the City's plans for transit in the Nicollet-Central advance, this outcome may be reconsidered.

Those same plans remain in place today. As we advance the F Line, nothing in the project scope precludes the possibility of one day extending operations on the corridor further south, should plans evolve. Metro Transit is also working closely with the City on their [New Nicollet Redevelopment project to reopen Nicollet at Lake Street](#) to ensure it can be supportive of BRT on Nicollet.

The south end nearly overlaps with the north end of the Orange BRT, could they just be contiguous?

The F Line project is not considering a continuation of the line south along the [METRO Orange Line](#). The southern end of the F Line and the northern end of the Orange Line are near one another, and Metro Transit has considered opportunities for convenient transfers between the two routes when proposing station locations. We will develop F Line schedules that allow for conveniently timed transfers between the two routes as we get closer to F Line opening day in 2026.

Other

Is there any possibility to have proof of concept or demonstrations? I emailed project staff a picture of a temporary raised curb. A lot of the improvements are not that complicated. Fair boxes can be moved around.

Metro Transit does occasionally use demonstration or pilot projects to evaluate the potential benefits of physical treatments, operations policies, and other improvements that are new to the agency. An example of this was the [successful bus-only lane pilot on Hennepin Avenue](#), completed in collaboration with the City of Minneapolis.