



METRO F Line – Recommended Corridor Plan

Marcy-Holmes Neighborhood Association, Infrastructure Committee | May 1, 2023

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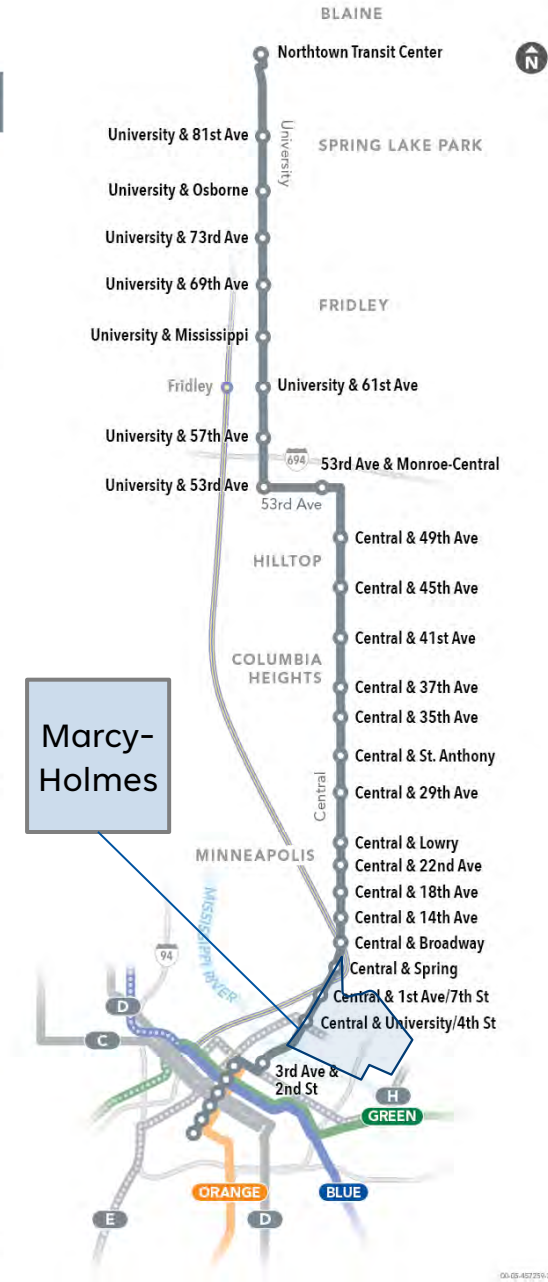
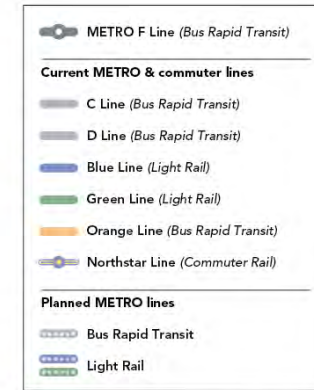


METRO F Line Bus Rapid Transit

- 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
- 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



March 2023



Arterial BRT:

Designed to be faster, more reliable, and easy to use



2-3 stations per mile for faster trips



Higher-capacity buses & boarding through all doors



High-tech, high-amenity, secure stations



Pre-boarding fare payment for faster stops

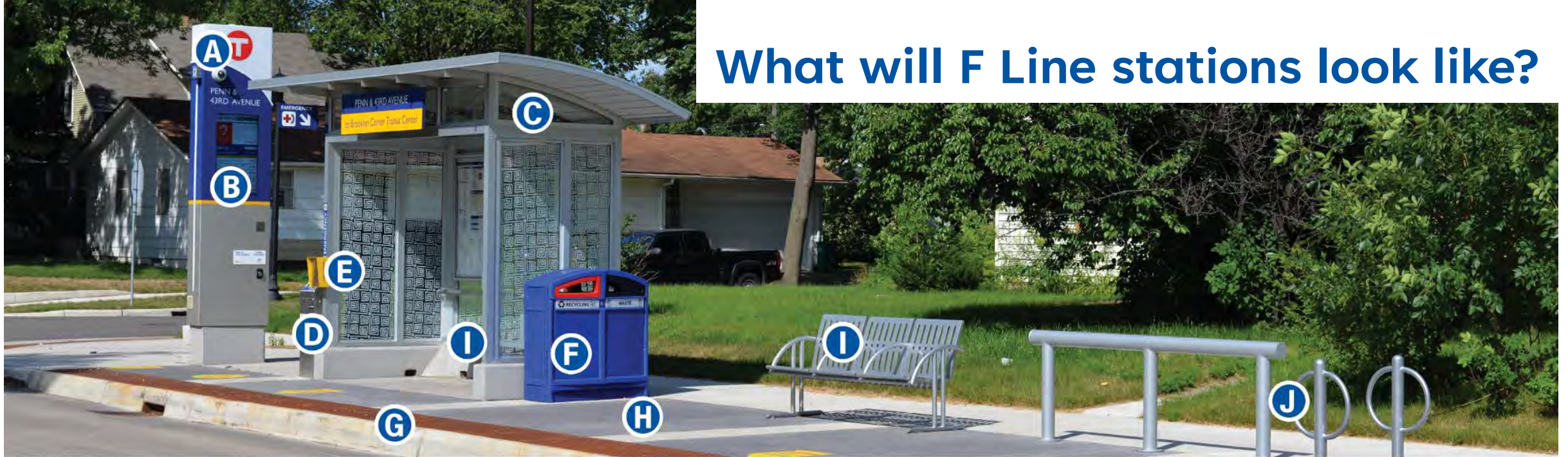


Bus priority signals & lanes



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**.

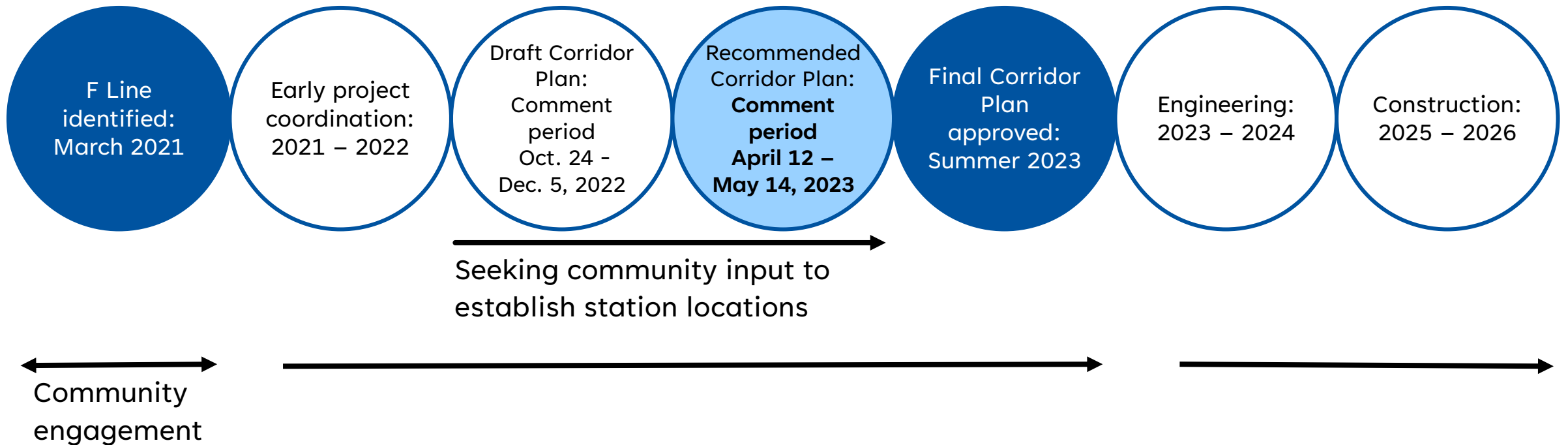
At some stations, **railings** separate the platform from the sidewalk.

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

Project schedule

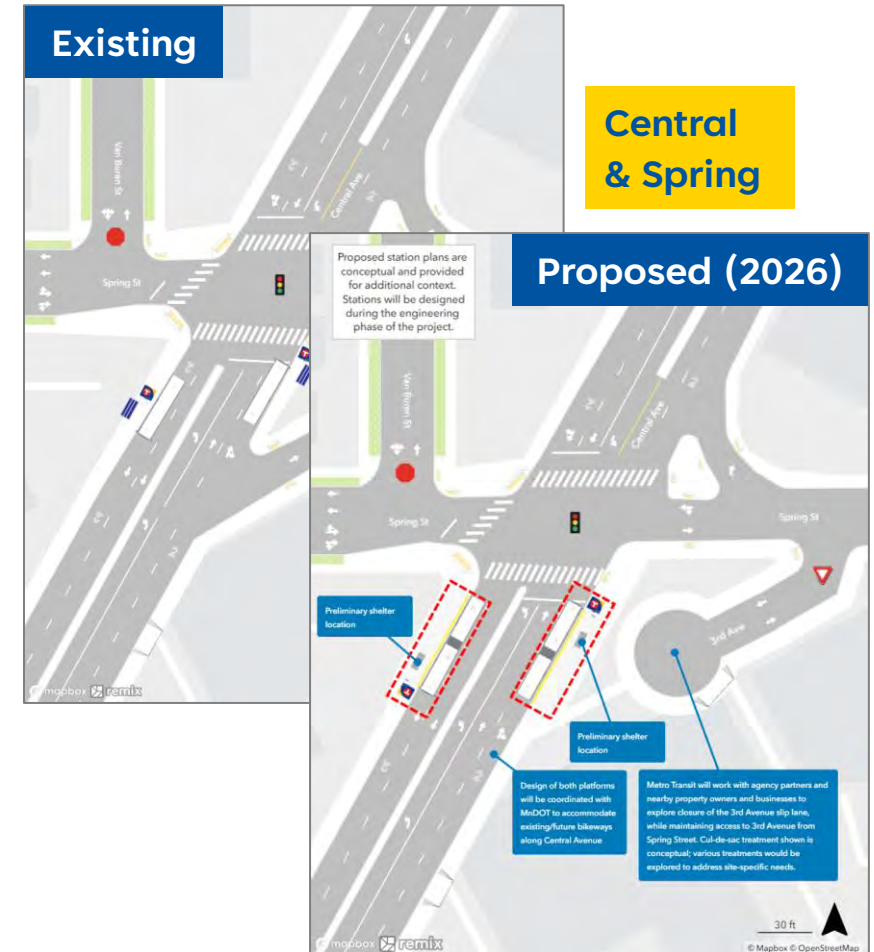
Planning phase

We are here



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



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



Bus rapid transit is coming to Route 10 in 2026

COMMENT NOW!
metrotransit.org/F-Line-Project



Se avecinan cambios en la Ruta 10 en 2026. Metro Transit planea la ubicación de las estaciones de la línea F. ¡Comparta sus opiniones!

Isbeddelo ayaa ku imanaya Jidka 10 sannadka 2026. Metro Transit waxa ay qorshaynaysaa goobaha Saldhigga leen F. La wadaag ra'yiga celintaada!

Jigjiramoota bara 2026 keessa Daandii 10ffaatti dhufaa jiran. Meetiroo Tiraanzit bakkeewwan Buufata Toora F karoorsaa jira. Duubdeebii keessan nuuf qoodaal

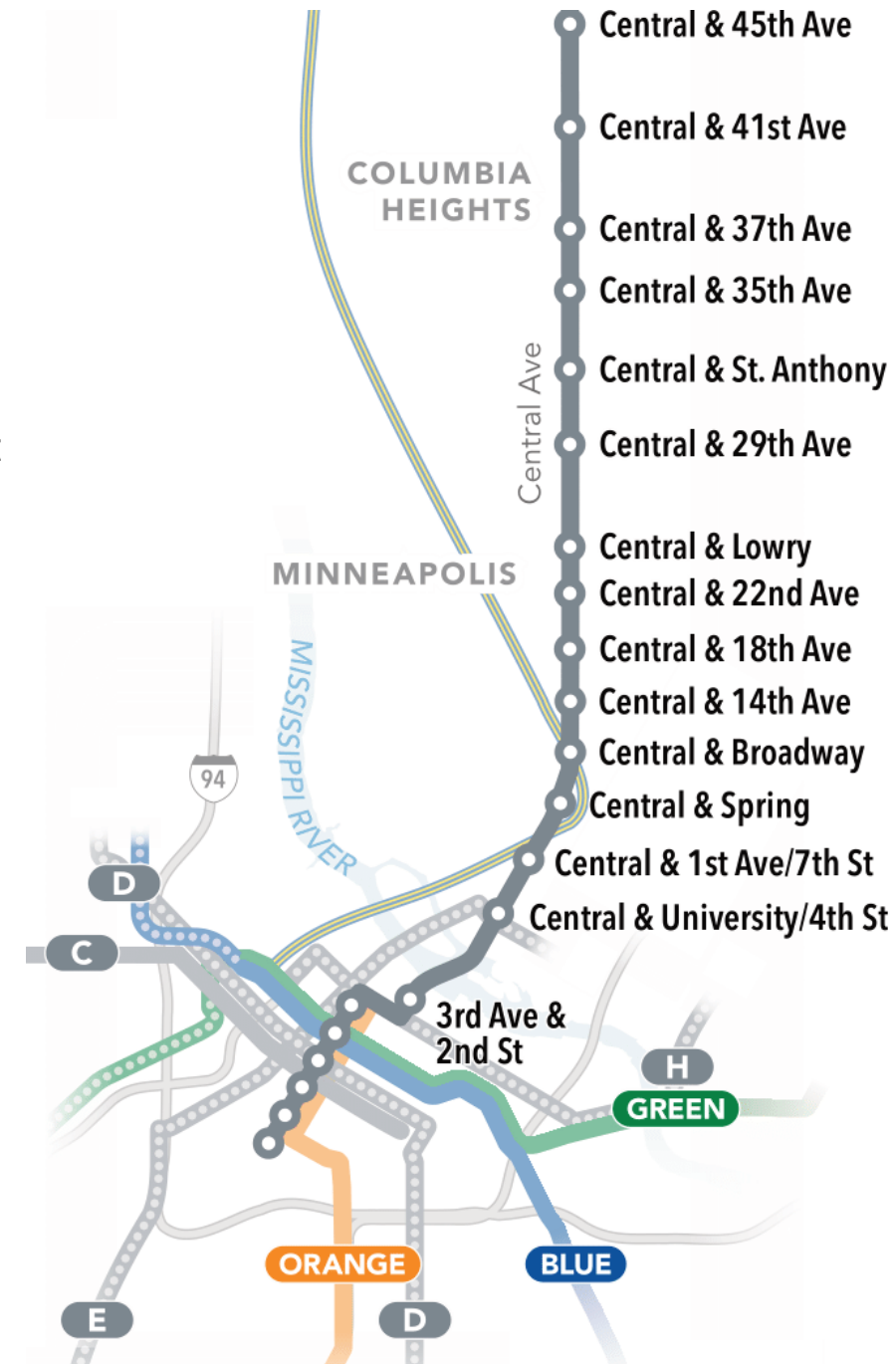
2026 yuuv muaj Kev hloov rau Npav 10. Metro Transit tabtom npaj Npav F cov chaw samthiaj tos. Thov qhia seb nej xav li cas!

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METRO
F Line

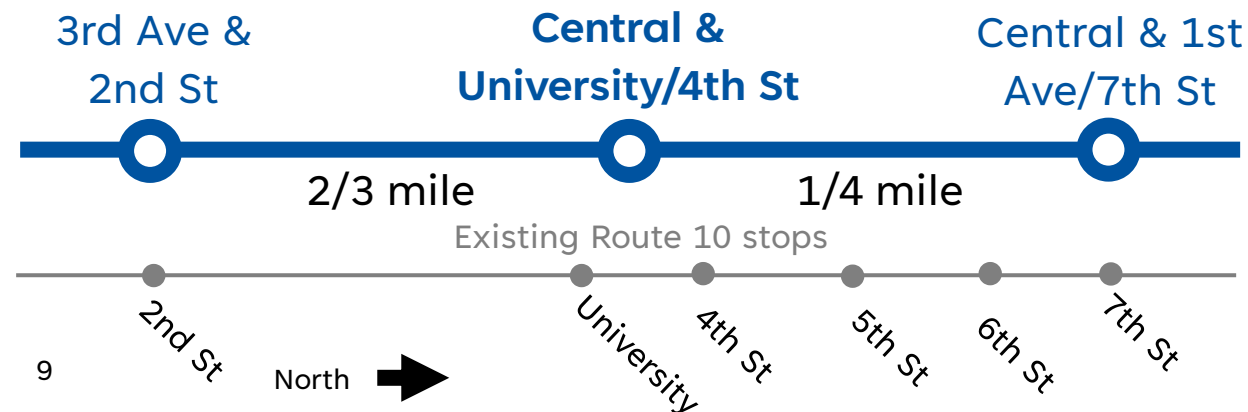
Station Locations

- 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



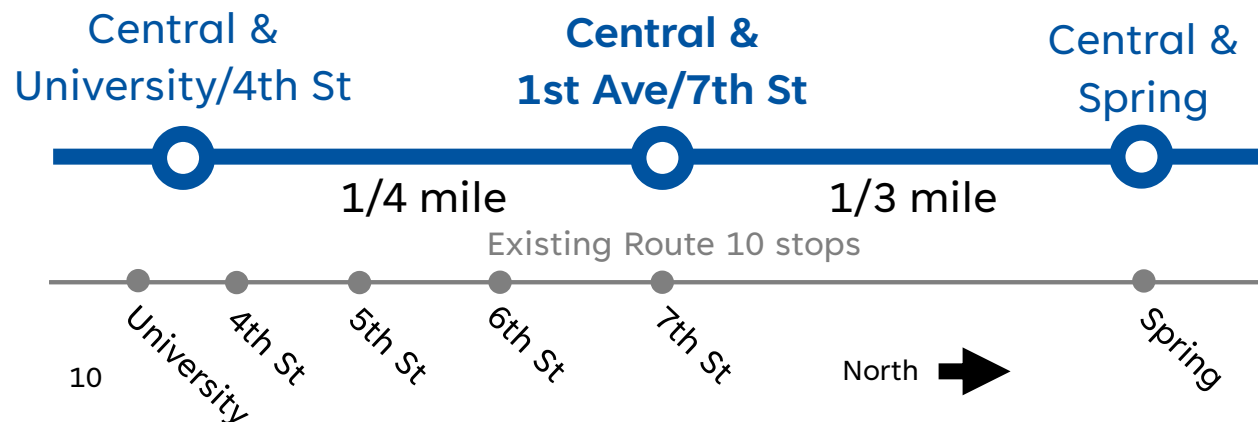
Central & University/4th St

- 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



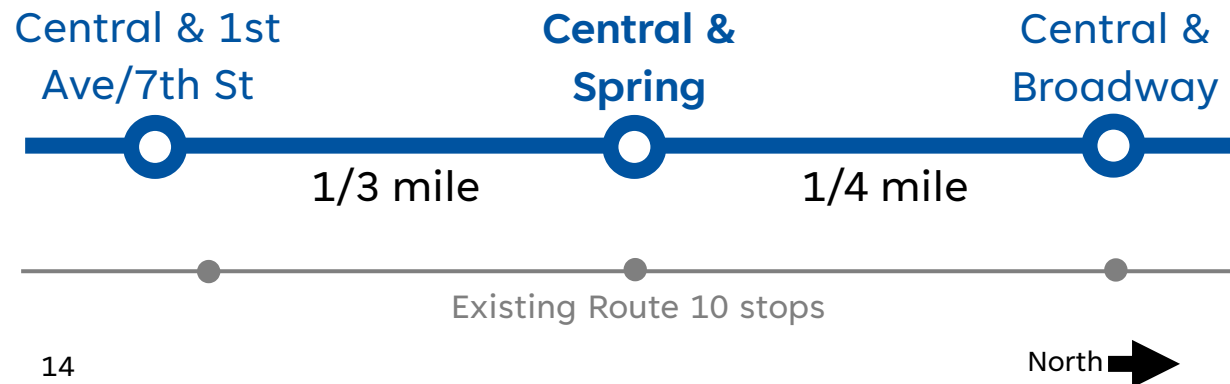
Additional analysis: Central & 1st Ave/7th St - southbound (2)

Key	Green = Preferred	Yellow = Not preferred	Orange = Undesirable
Factor	Baseline	Alt. A	Alt. B
Safe pedestrian crossings	Encourages safe behavior [green]	Encourages safe behavior [green]	Encourages unsafe behavior [orange]
Access to destinations	Centrally located [green]	Centrally located [green]	Farther away [yellow]
Station spacing	Within standard [green]	Within standard [green]	Within standard [green]
Available right-of-way (space)	Enough space [green]	Not enough space [orange]	Enough space [green]
Speed and reliability	Supportive [green]	Not supportive [yellow]	Supportive [green]
Traffic operations	No or minimal impact [green]	Pedestrian and bicyclist safety concerns [orange]	No or minimal impact [green]
On-street parking	3 to 5 total spaces removed [yellow]	0 spaces removed [green]	0 spaces removed [green]

- 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
 - 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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