



METRO F Line Recommended Corridor Plan

Transportation Committee, Business Item 2023-60

Jake Knight, Senior Planner, Arterial BRT | March 27, 2023



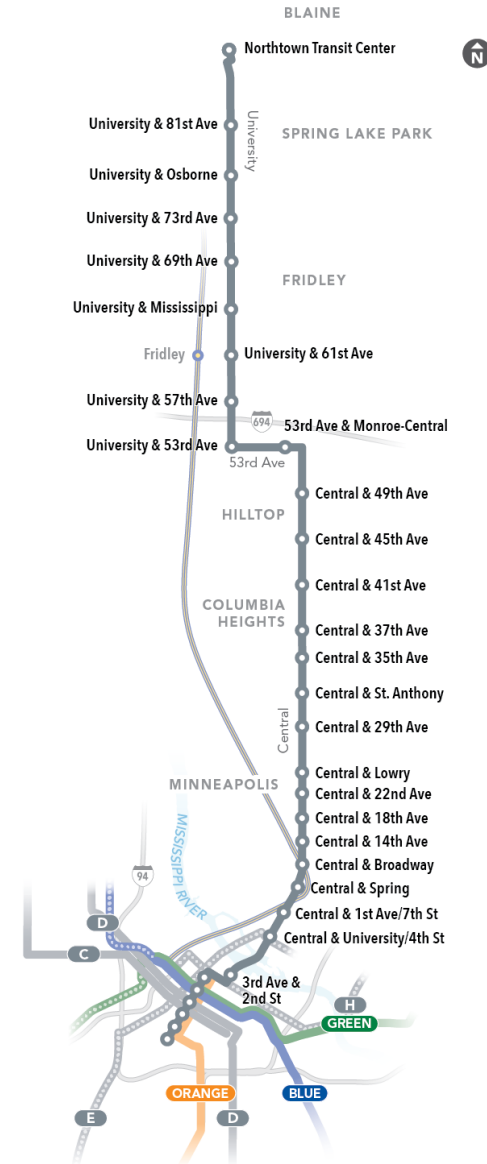
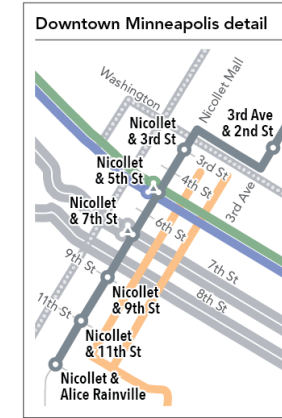
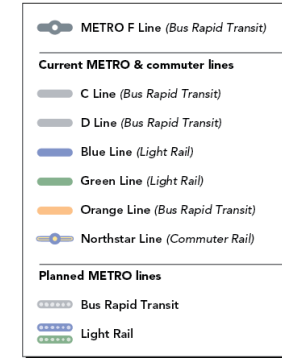
Proposed action 2023-60

- Authorize release of the METRO F Line Recommended Corridor Plan for public review and comment
- Direct staff to collect public comments through Sunday, May 14, summarize comments, and report the findings to the Metropolitan Council



F Line

March 2023



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Arterial BRT: Designed to be faster, more reliable, and easy to use

2-3 stations
per mile, designed
for faster stops

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

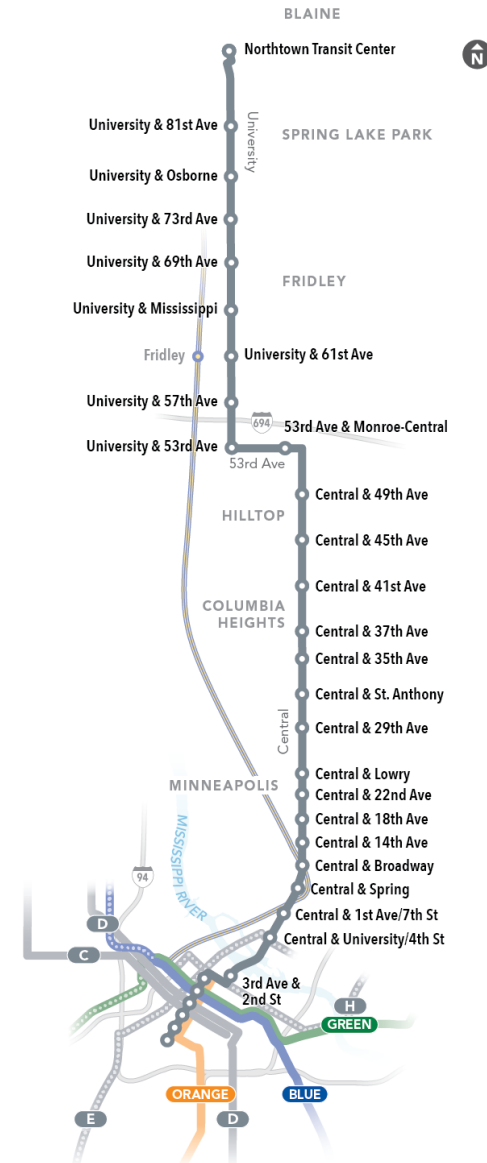
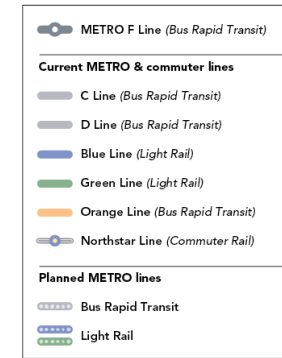


METRO F Line arterial bus rapid transit project

- Faster, frequent, all-day service
- 13-mile corridor from downtown Minneapolis to Northtown Transit Center
- Substantial upgrade to Route 10
- All-day, all-purpose ridership
- Improved speed and reliability
- Planned 32 stations with enhanced features
- \$98 million project cost estimate, includes standard FTA contingency and escalation levels



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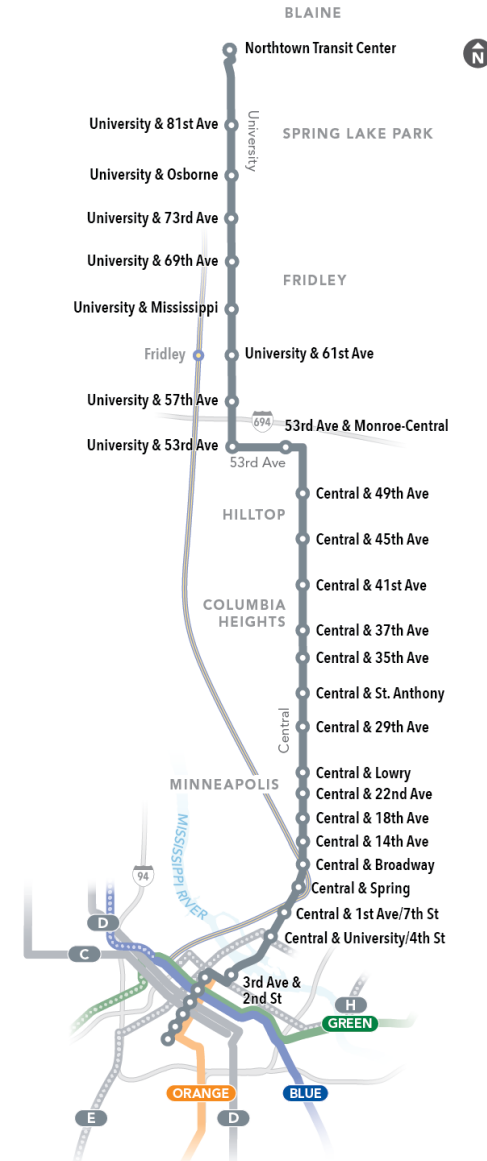
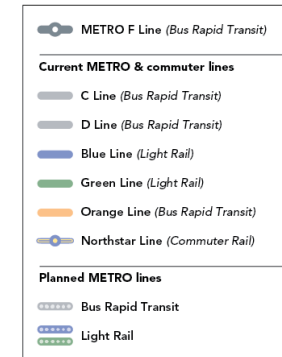


F Line project update

- Funding next steps
 - \$45.3 million FTA Small Starts funding recommended in Pres. Biden’s FY 2024 budget
 - Small Starts funding, together with secured state and federal funding would fully fund the project
 - Governor’s capital recommendations and bills in House (passed) and Senate include \$72 million for arterial bus rapid transit investment, including G and H lines
- Engineering and construction administration services contract award anticipated in May/June 2023
- Ongoing coordination with MnDOT Hwy 47 and Hwy 65 Planning & Environmental Linkages (PEL) Study, examining broader alternatives for corridor changes



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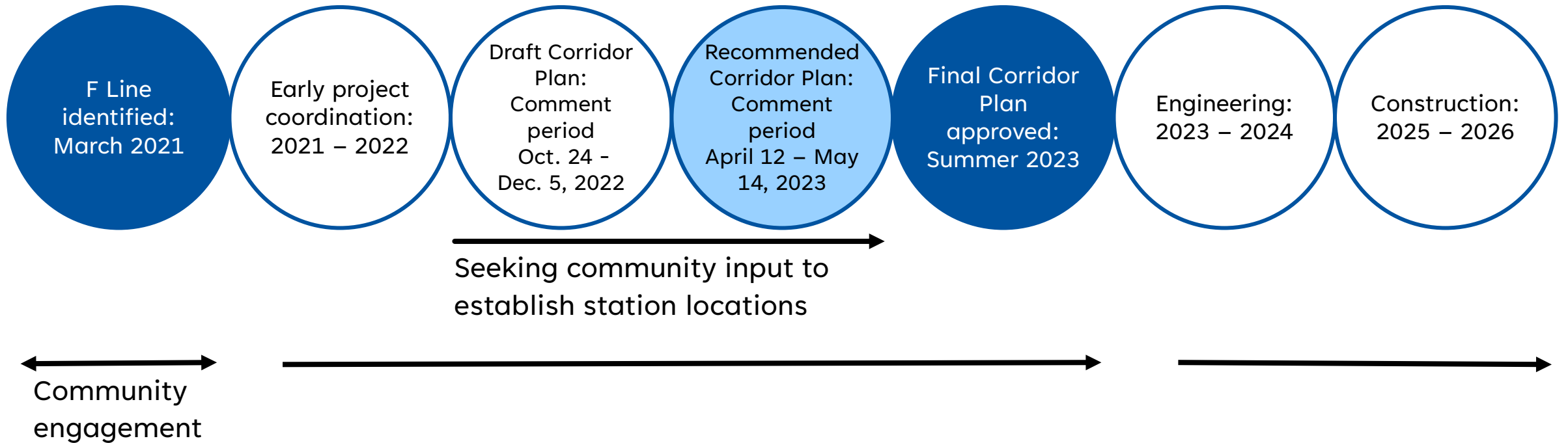
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Project schedule

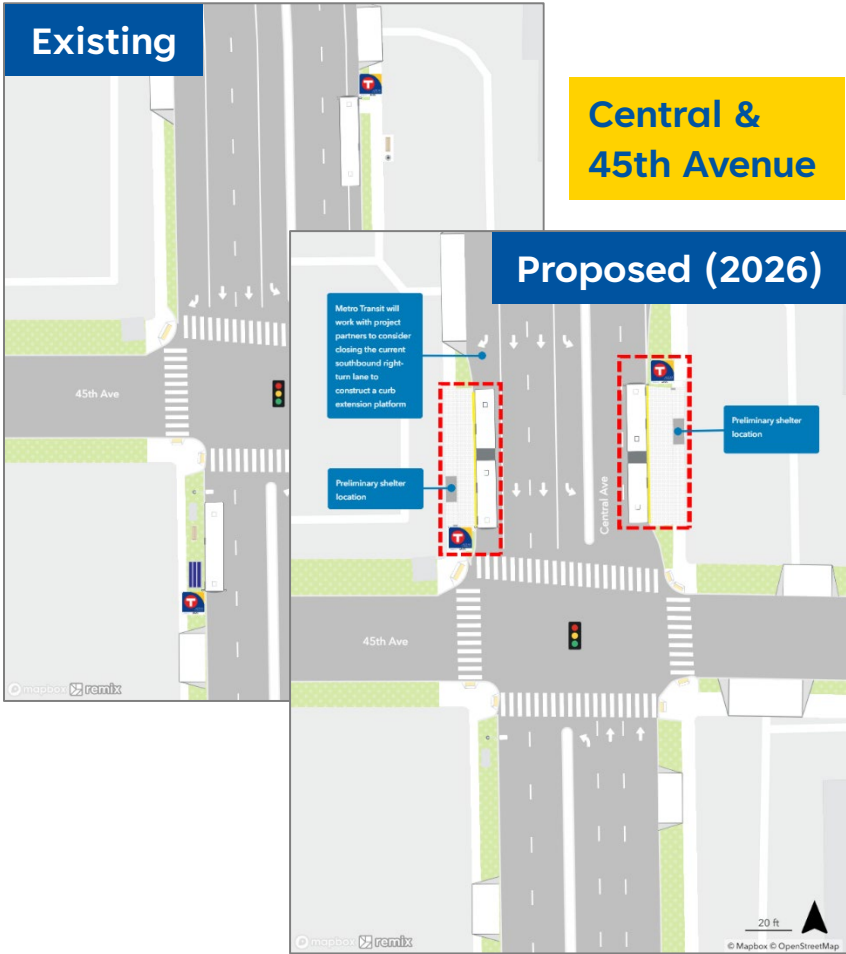
Planning phase

We are here



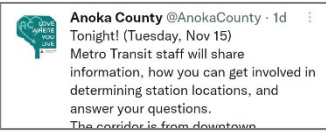
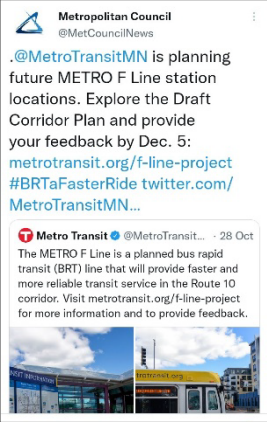
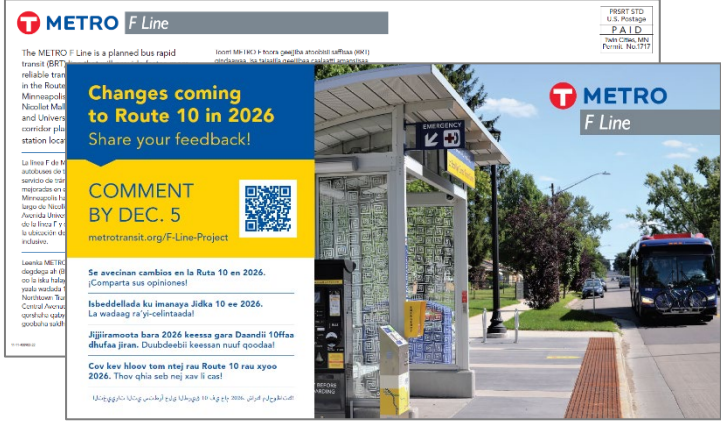
Corridor Plan contents

- **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



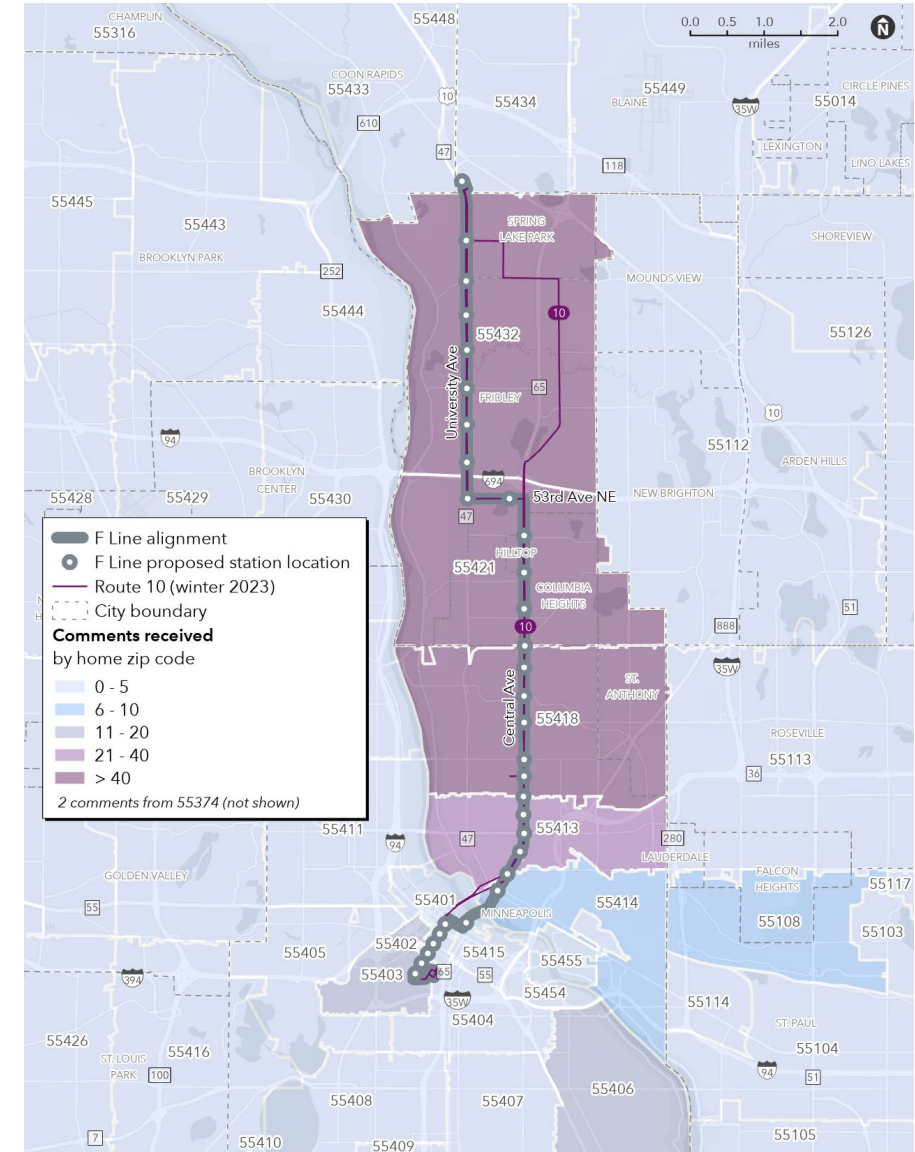
Draft Corridor Plan engagement: Strategies

- 13,000 email addresses received project information
- 12,900 postcards mailed to homes and businesses
- 683 people engaged at 27 events and meetings
- 129 properties visited, talking to station neighbors and leaving station-specific materials
- 64 bus stop poles signed with project information
- 20 newsletters, websites blurbs, and social media postings from agency partners
- 2 rounds of Metro Transit social media ads targeted by zip code; posts on Metro Transit and Council social media accounts
- 1 virtual open house presentation with Q&A
- Translation of vital documents in English, Spanish, Somali, Hmong, Oromo, and Arabic



Draft Corridor Plan feedback: Demographics

- 332 comments via survey, email, phone
- Majority of survey respondents:
 - Use Metro Transit at least a few times per month (71 percent)
 - Have home ZIP code within corridor (76 percent)
 - Identify as white alone (83 percent)
 - Have lower than average household incomes (63 percent under \$100k)*
- 17 percent identify as having a disability

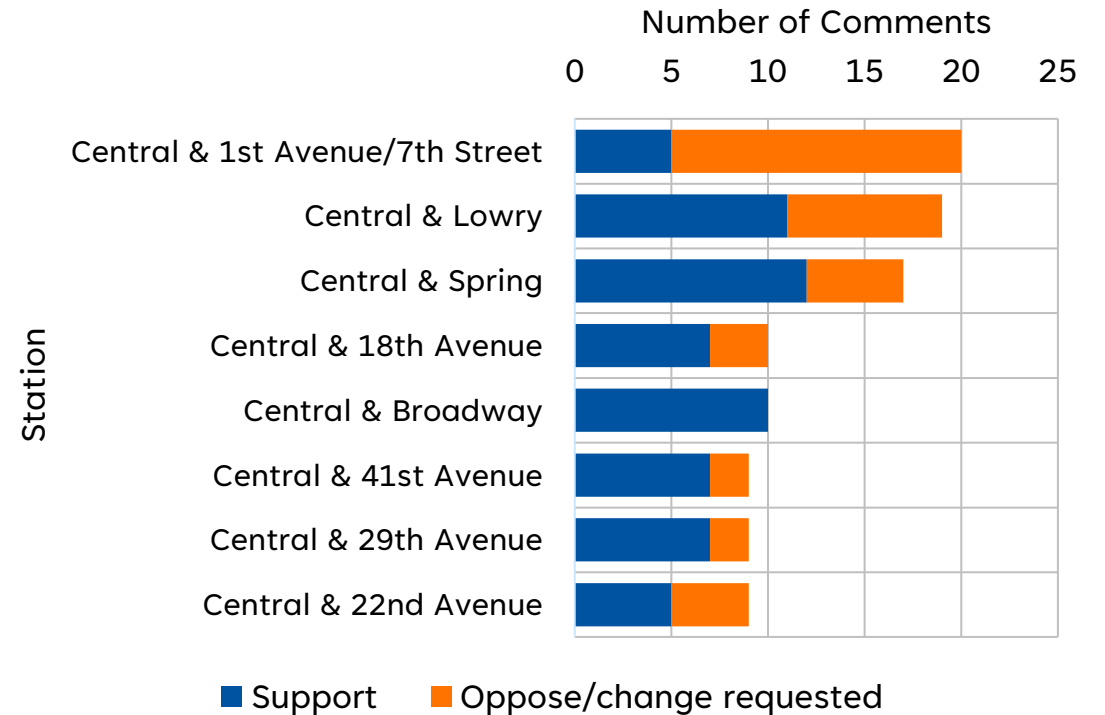


Draft Corridor Plan feedback: What we heard

- 74 percent of comments received were in support of the plan (survey, email, phone)
- One petition letter in opposition to Central & 1st Avenue/7th Street Station
- Key themes
 - Support for bus priority treatments
 - Importance of pedestrian safety and connections
 - Support for station designs that integrate bicycle facilities
 - Support for improved access to destinations
 - Suggested changes to route alignment
 - Concerns about the removal of on-street parking

- Individual station feedback

- Stations receiving 9 or more comments



Revisions from Draft Corridor Plan

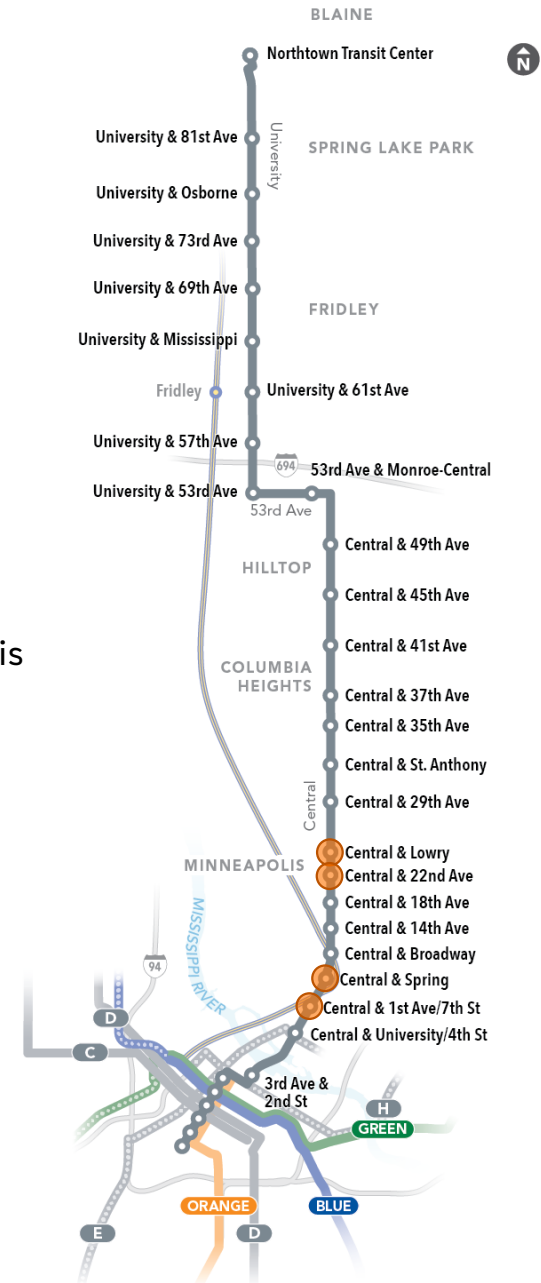
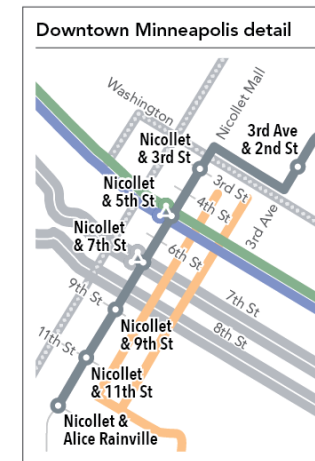
- No changes to station or platform locations are recommended
- Additional analysis and response to comments at several stations
 - Central & Lowry
 - Central & 22nd Avenue
 - Central & Spring
 - Central & 1st Avenue/7th Street
- Responses to comments received were often regarding platform placement, including issues to address throughout engineering



F Line

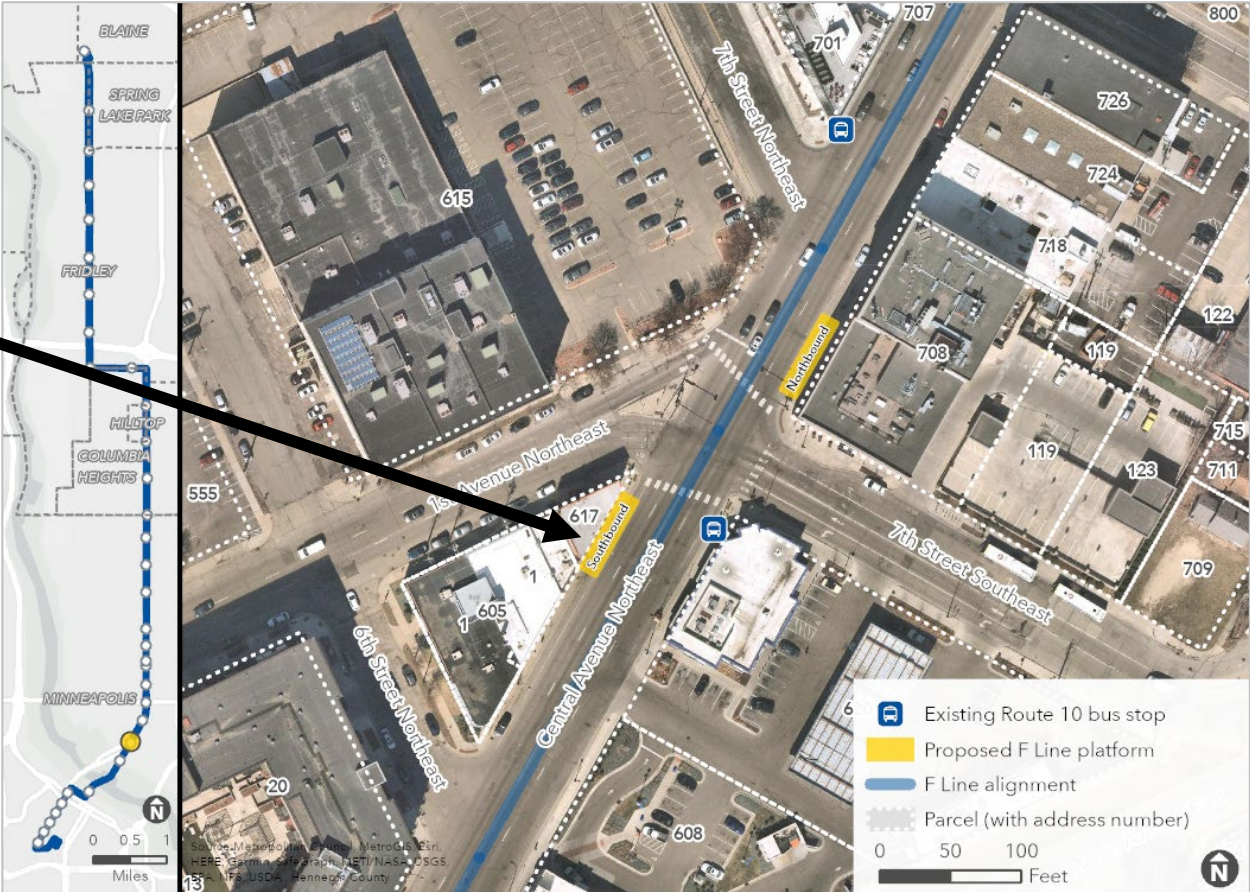
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Additional analysis and response to feedback

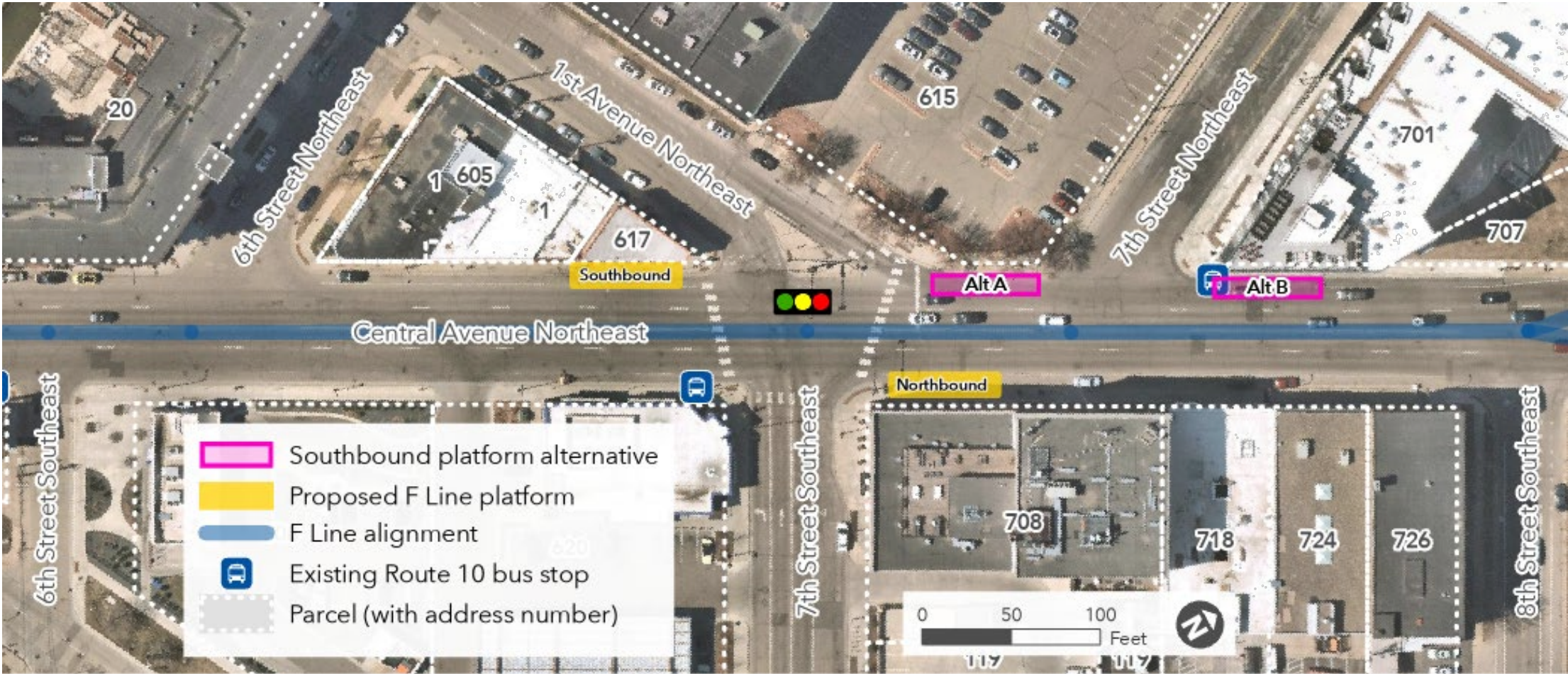


Additional analysis example: Central & 1st Ave/7th St - southbound

- Received petition letter from Otter’s Saloon in opposition to Central & 1st Avenue/7th Street Station southbound platform
- Concerns over removal of on-street parking spaces
- Staff compared two alternative locations to the baseline proposed location



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



Additional analysis example: Central & 1st Ave/7th St - southbound (3)

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

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
- Sharing information
- Meeting people in community



Bus rapid transit is coming to Route 10 in 2026

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



Se acercan 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'yicelintaadal!

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!

قواعد Metro Transit طوطوت 2026 يف 10 راسم یراج تارییعت آرطتس
طوطوت لاطمخ

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

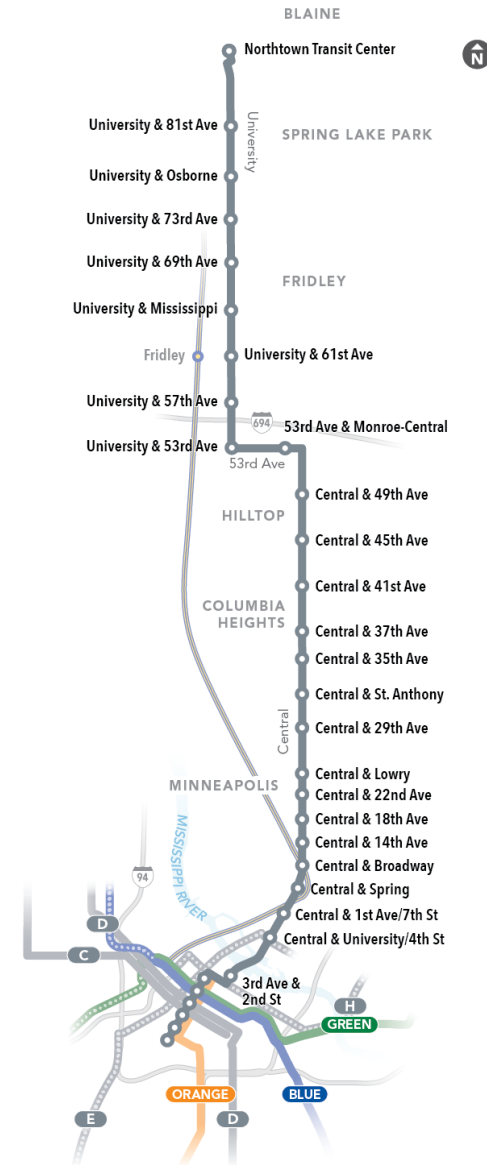
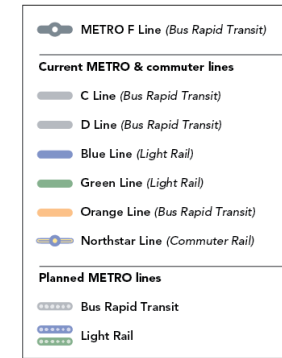


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