



METRO F Line Technical Advisory Committee

Meeting #1 | January 21, 2022

Agenda

- Introductions
- Project introduction
 - Arterial BRT overview
 - F Line background & corridor concept
 - Cost estimate & funding status
 - Project schedule
- Planning scope and decision process
- Project coordination
- Segment 1 introduction
- Action items & next steps



August 2021



Introductions

Arterial BRT improves our region's highest-ridership routes with:



- A faster, more reliable ride that's 20-25% faster than existing local bus



- Frequent, all day, every day access to a network of destinations



- A dignified, improved experience at the station and on board

Arterial Bus Rapid Transit

2-3 stations per mile, designed for faster stops

Pre-boarding fare payment for faster stops

Higher-capacity buses & boarding through all doors

High-tech, high-amenity, secure stations

Faster, frequent, all-day service

Bus priority signals & lanes

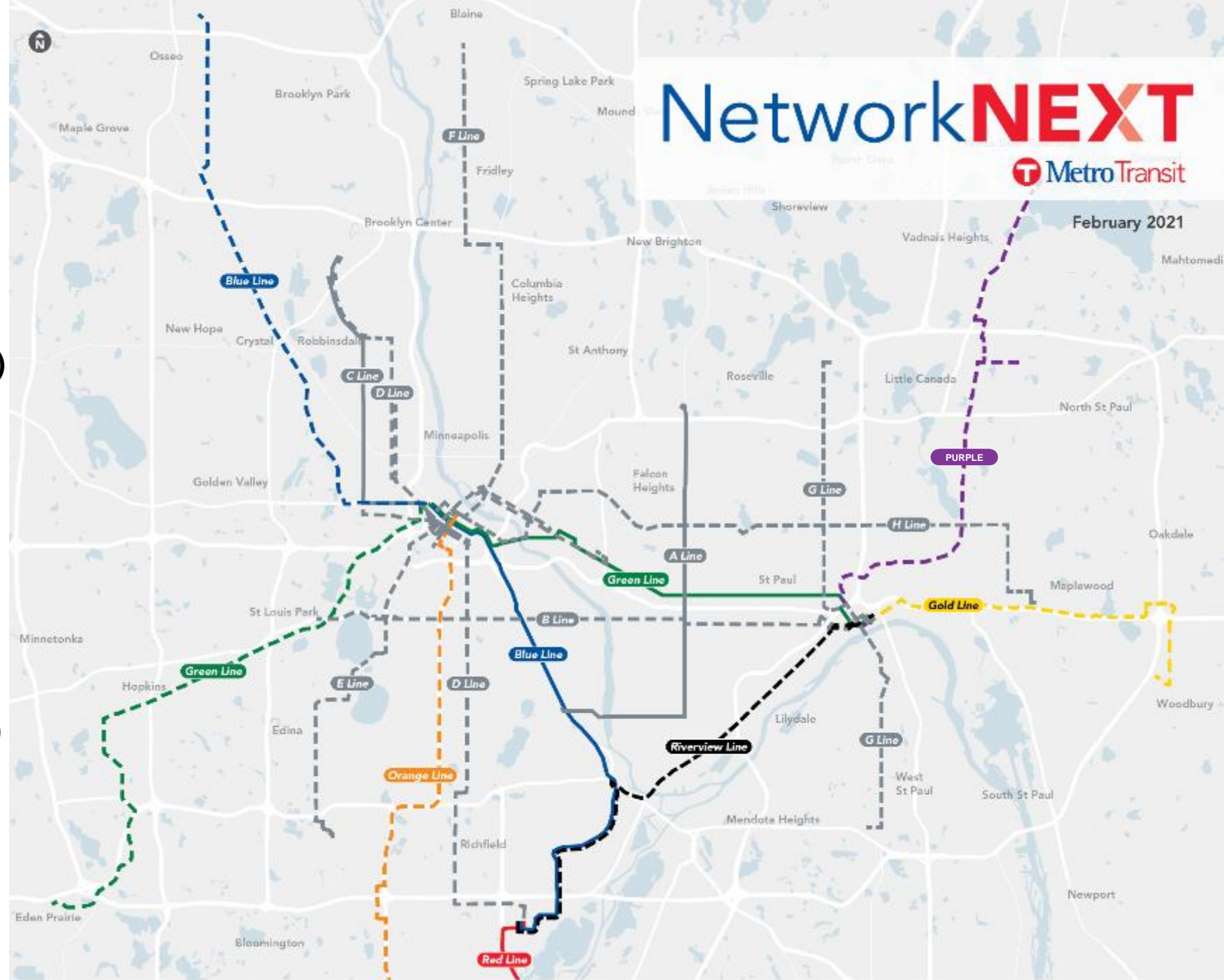


Consistent design & experience, tailored to fit each context



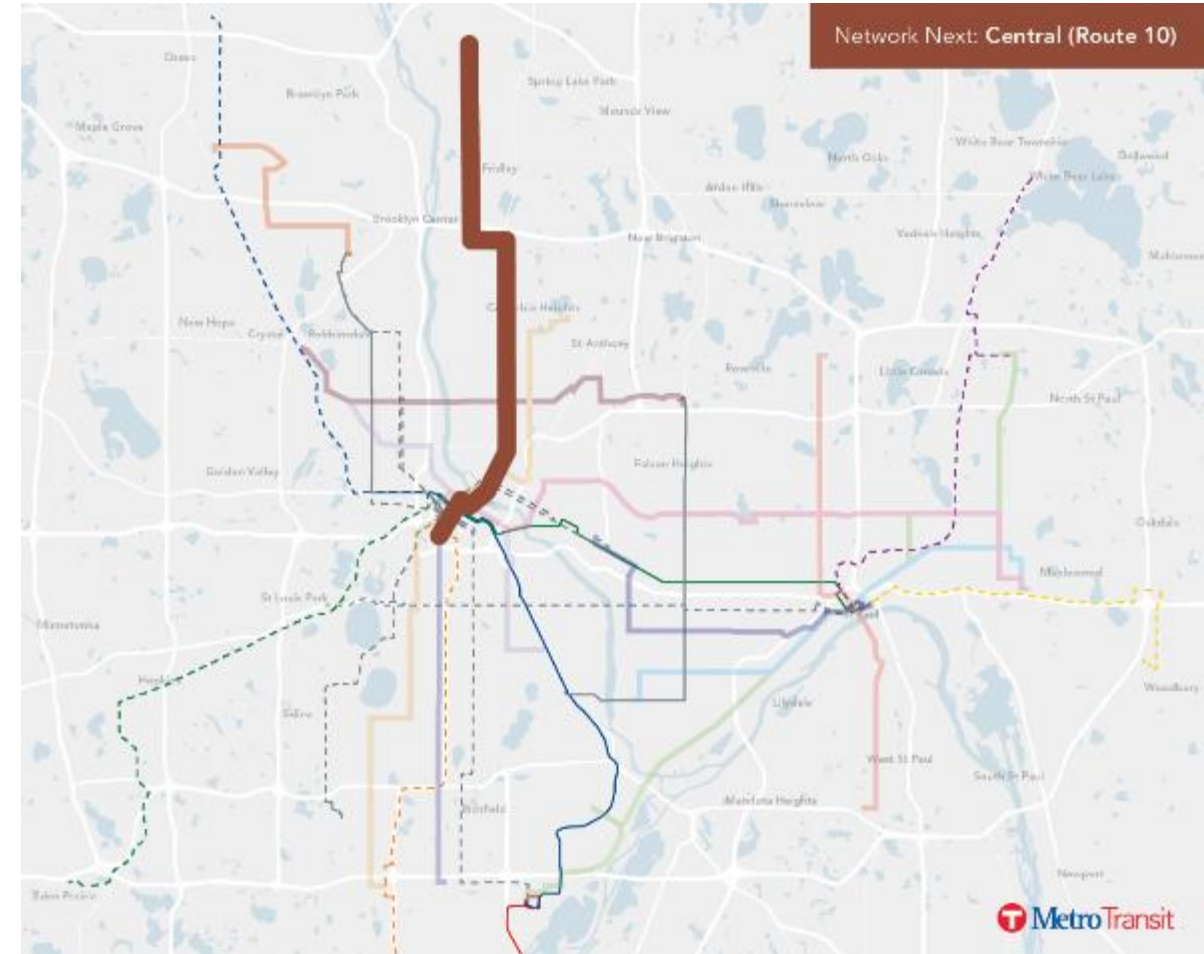
Eight arterial BRT lines operating by 2030

- A Line (Snelling): Open 2016
- C Line (Penn): Open 2019
- D Line (Chicago/Fremont – Route 5) *Opens late 2022*
- B Line (Lake/Selby – Route 21) *Construction 2023, opens 2024*
- E Line (Hennepin/France – Route 6) *Construction 2024, opens 2025*
- F Line (Central Avenue – Route 10) *Construction 2025, opens 2026*
- G Line (Rice/Robert – Routes 62/68) 2025-2030 implementation
- H Line (Como/Maryland – Route 3) 2025-2030 implementation



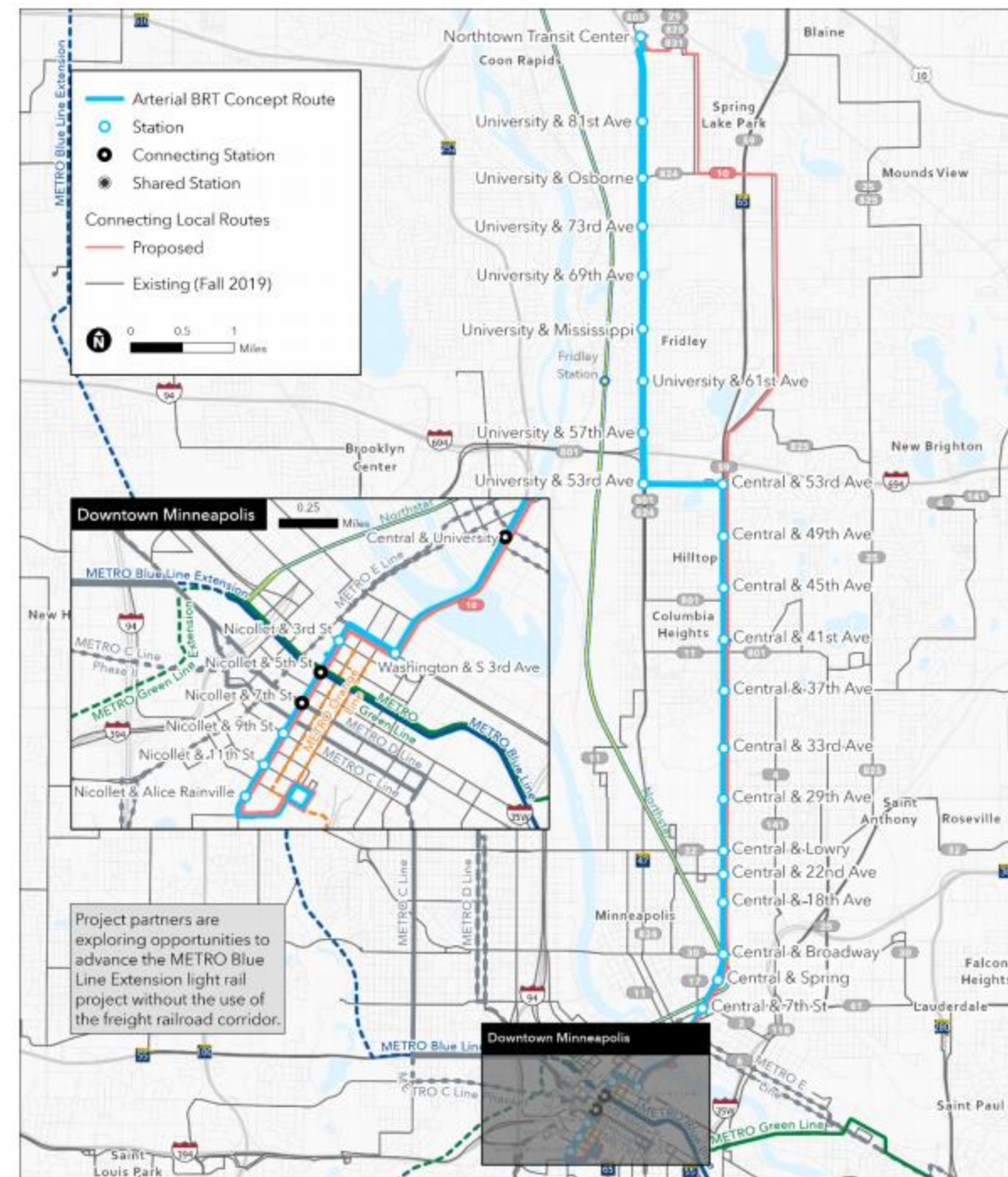
F Line background

- Corridor identified in 2012 Arterial Transitway Corridors Study
- Network Next: 2040 plan with priorities for implementation
 - 2020-2021 planning focused on arterial BRT
- Principles:
 - Advance equity and reduce regional racial disparities
 - Build on success to grow ridership
 - Design a network that supports a transit-oriented lifestyle
 - Ensure the long-term sustainable growth of the bus network
- Final prioritization factors: ridership; operating & capital cost; corridor access, benefits & people served
- Public feedback on corridors
- Central Avenue prioritized as F Line from 10 corridors evaluated



Initial corridor concept

- 30 preliminary station locations
- Preliminary service plan for F Line and existing routes in the corridor
 - F Line service every 10 minutes replaces Route 10U branch
 - Local service every 30 minutes on Route 10N branch
 - Both operate together south of 53rd Avenue
 - Route 59 replaced by F Line
 - [Central Avenue corridor summary](#)



Project budget and funding

- The estimated cost of the F Line project is approximately \$75-85 million
 - Costs will be refined as the project scope is further developed in 2022-2023
- To date, the F Line has received substantial funding commitments from regional and state sources, including:
 - \$25 million of federal funds was allocated by Transportation Advisory Board (TAB) through the regional solicitation grant process
 - approximately \$17.5 million in State funding was appropriated in the 2021 legislative session
- However, a project funding gap of approximately **\$30 million** remains.
- Metro Transit is pursuing several strategies toward a fully-funded F Line project in order to stay on track for 2025 construction

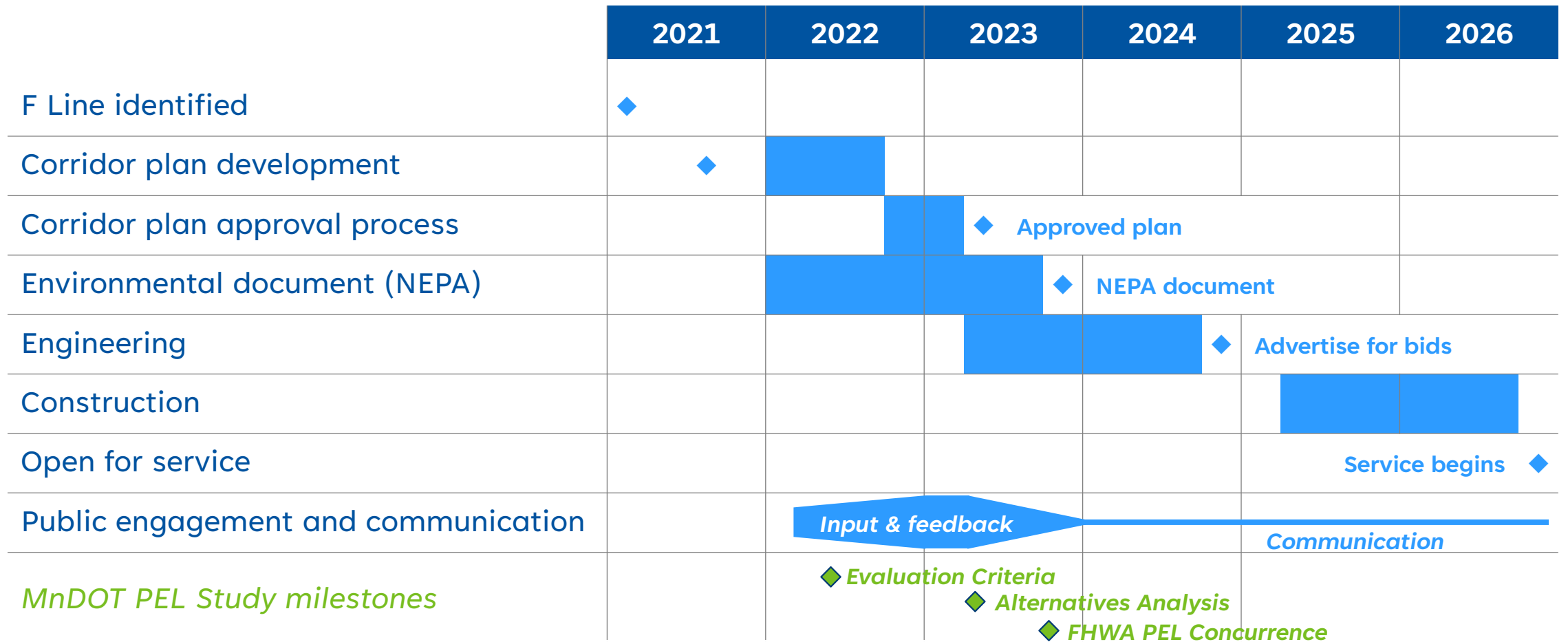
Small Starts pursuit

- As one strategy, Metro Transit will pursue a Small Starts Grant through FTA's Capital Investment Grant (CIG) Program
 - This is a new approach for arterial BRT, but not a new approach for Metro Transit. The METRO Orange Line was funded by FTA Small Starts.
 - The CIG Program is a highly competitive grant process but based on high ridership and low cost relative to other projects competing in the funding program, the F Line is a strong candidate corridor that is well-positioned to receive a Small Starts rating.
 - A Small Starts Grant pursuit is feasible based on the current F Line project development schedule, with 2026 targeted for the beginning of service.

Small Starts pursuit

- The 2021 State appropriation for arterial BRT was the earliest non-federal funding ever secured for projects in the arterial BRT program pipeline which benefits a CIG application.
- As a result, Metro Transit has a new opportunity to leverage this early investment in pursuit of a Small Starts Grant, which if awarded, would:
 - bring additional federal dollars into the region
 - fully fund the F Line
 - allow for potential future state investment to advance the arterial BRT program across the region, starting with the G Line
- Metro Transit will continue to evaluate options for fully funding the F Line and may opt to discontinue a Small Starts pursuit if other funding becomes available or timelines change.
- Key decision points for determining whether to continue the Small Starts funding pursuit are as follows:
 - March 2022: Requesting entry into Small Starts Project Development
 - August 2022: Submittal of project information for initial project rating

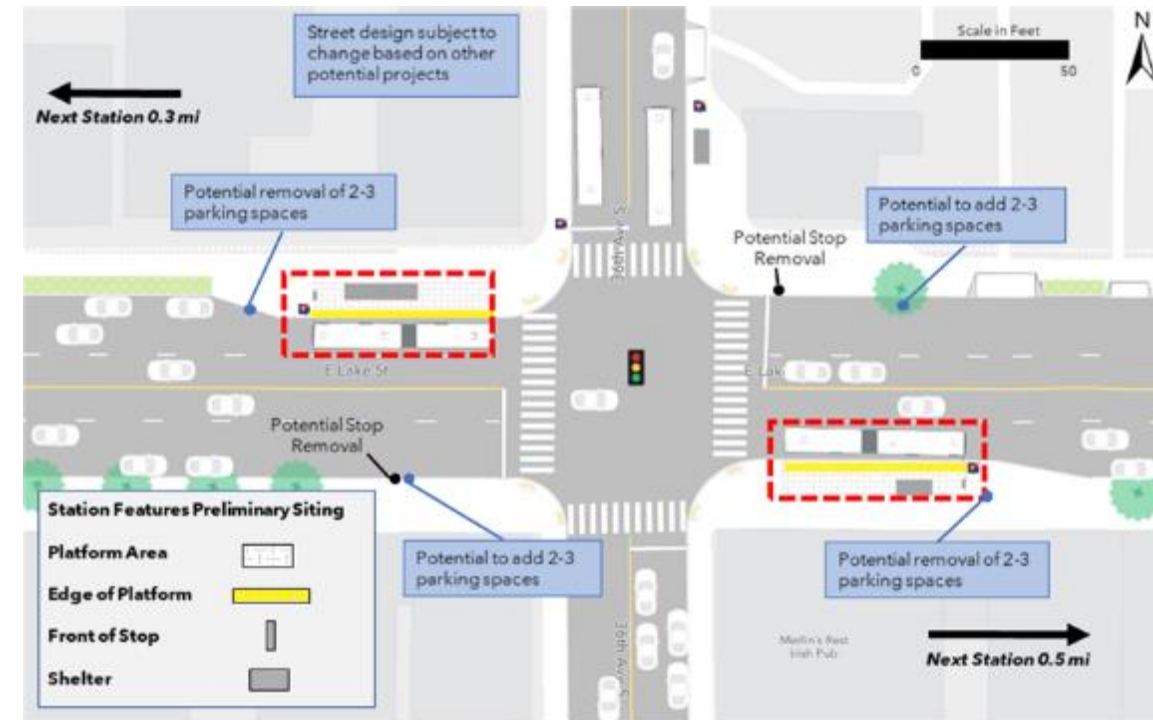
Project schedule



Schedule is pending full funding, and subject to change pending funding opportunities

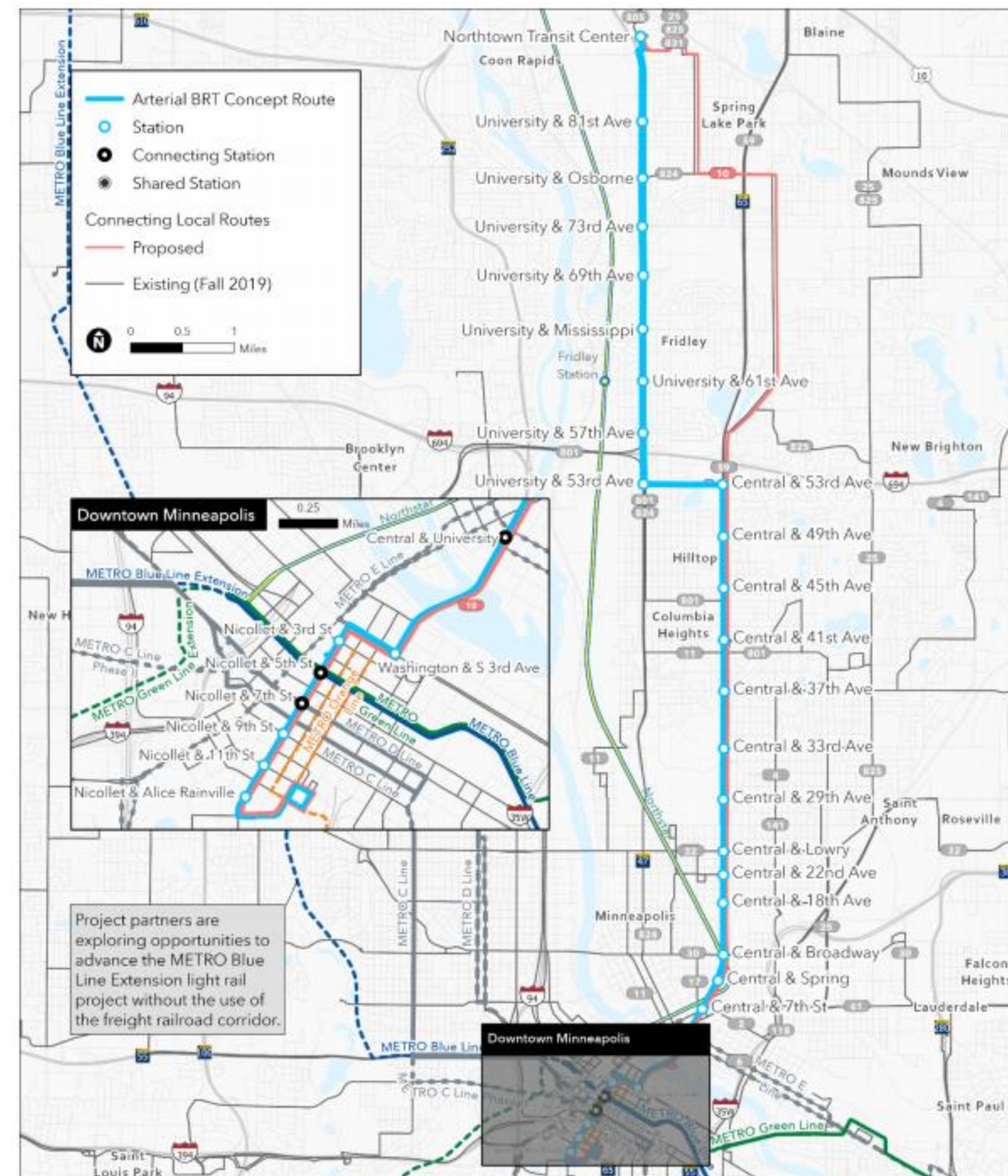
Corridor plan scope

- Corridor plan will address key station location questions:
 - What intersections will have BRT stations?
 - In which quadrants of the intersections will platforms be located?
 - How was the location determined?
- Other planning issues to resolve:
 - River crossing alignment
 - Bus priority treatments
 - Bus service mix (ongoing beyond plan)



Station locations

- 30 concept stations identified in Network Next
- Average station spacing: ~0.4 miles
- Primary considerations:
 - Station spacing based on BRT guidelines
 - Transit ridership patterns
 - Walk/roll access
 - Transit network connections
 - Existing/future land use patterns
 - Existing/future roadway characteristics, traffic patterns
 - Geometric constraints (ROW width, driveways, etc.)
 - Interaction with bus priority treatments
 - Public feedback

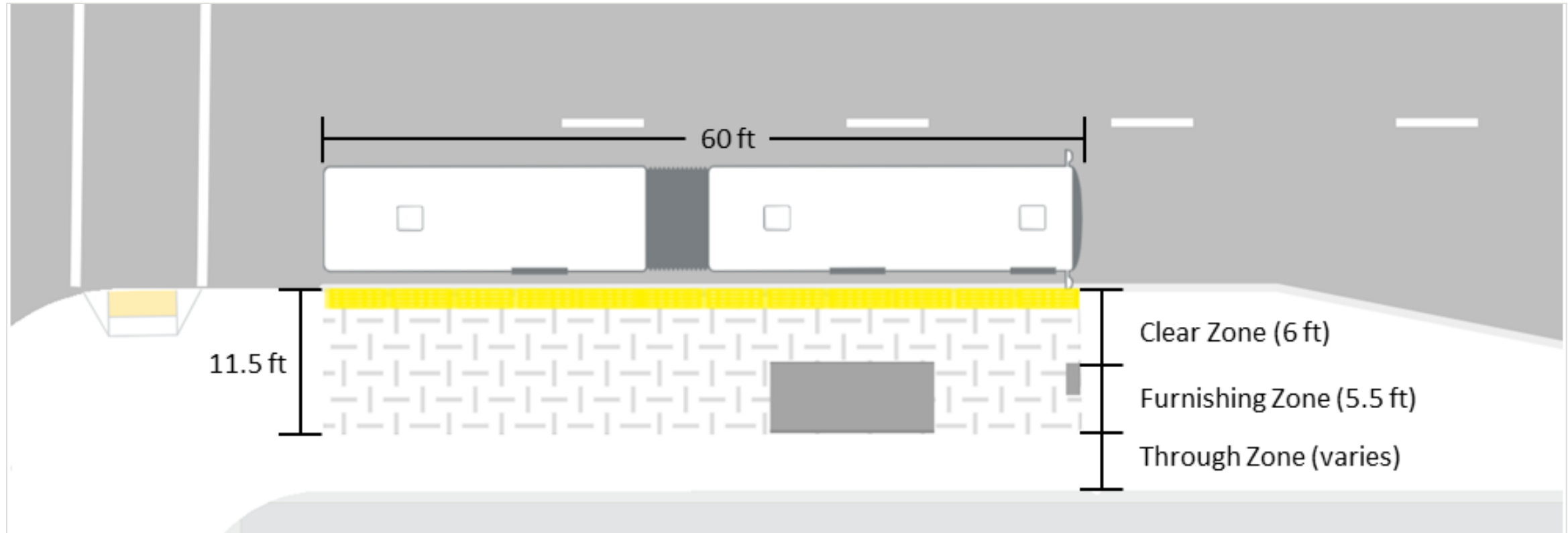


Platform quadrant layouts

- Review station locations for platform feasibility
- Develop platform scenarios and recommendations
- Share with TAC for discussion and review
- General Metro Transit platform configuration preferences:
 - Far-side: reduce “double stops,” maximize transit signal priority (TSP)
 - In-lane: avoid delays pulling out of and into traffic (context-dependent)
 - Bump-outs: allow more space for station amenities where ROW constrained



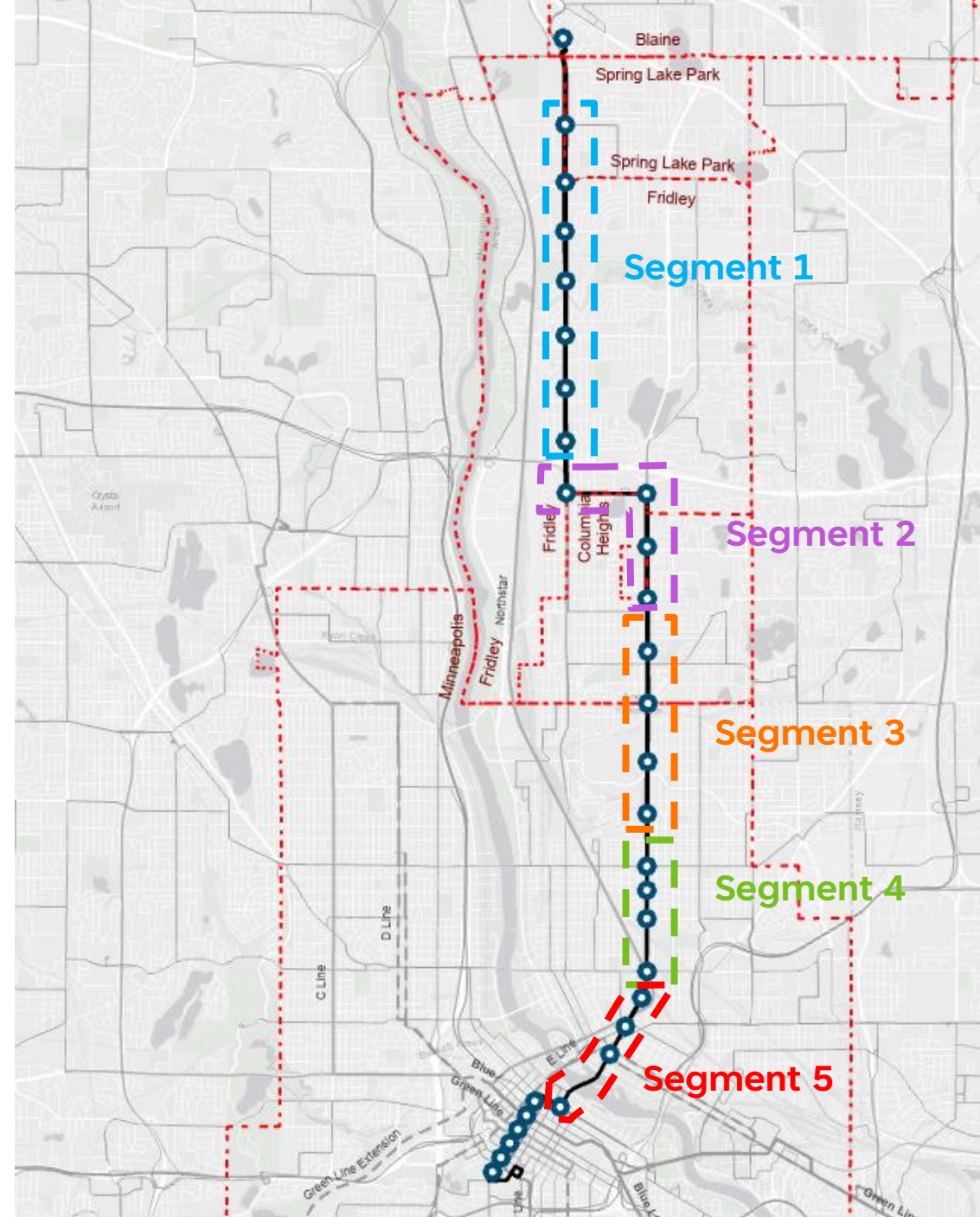
Standard station platform layout



Note: not all features of a typical station are shown.

F Line segments

- Stations sorted into groups based on segment to facilitate platform location development and review
- Will develop and review through TAC process
- Northtown Transit Center, Nicollet Mall station locations have been finalized



Issue resolution process

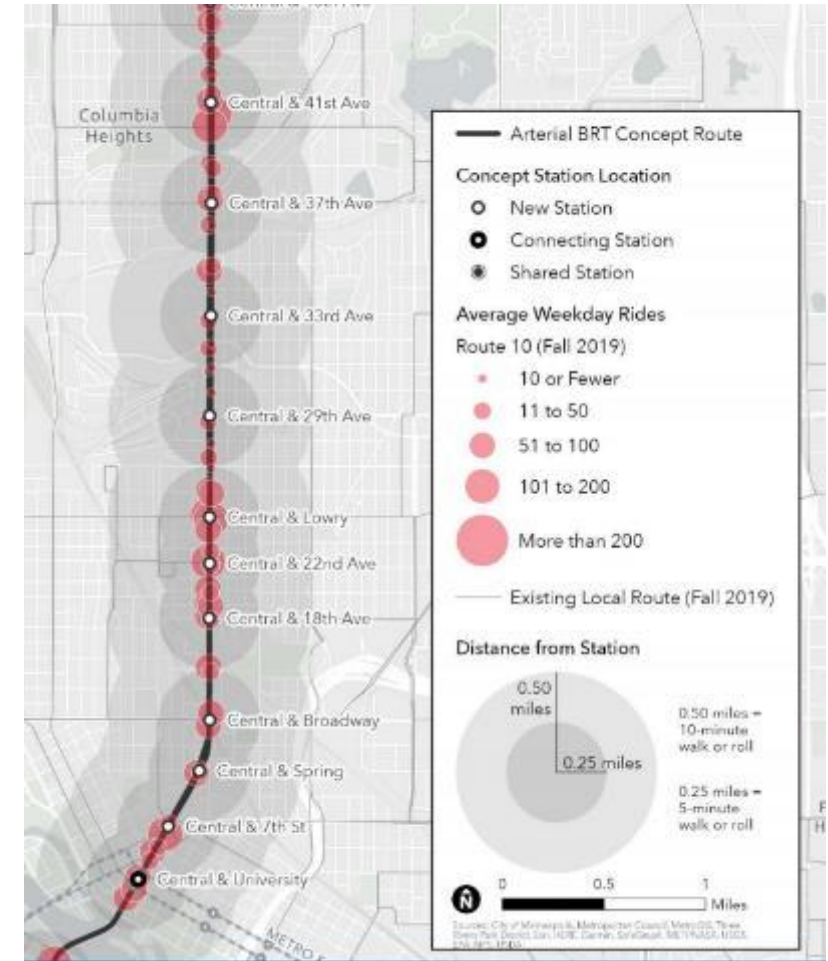
- Project team develops internal recommendations/scenarios to share with TAC
- Station and platform locations – target two TAC meetings/segment
 - First meeting: Introduce locations and optional platform locations
 - Review primary considerations
 - Review initial preference/feasibility of platform locations
 - Identify other information needs to make a recommendation
 - Between meetings: review and comment
 - Seek other internal viewpoints, information
 - Comments provided to Metro Transit within **two weeks** of TAC meeting
 - Second meeting: Detailed discussion toward TAC recommendation
 - Elevate issues as needed
- Resolved issues into draft corridor plan
- Formal comment from corridor agencies requested on draft and recommended plan releases

Project coordination

- Hwy 47/Hwy 65 Planning and Environmental Linkages (PEL) Study
 - Hwy 47/65: Pedestrian safety improvements and repair/replace drainage infrastructure from 37th Ave to Hwy 10 (2025)
 - Hwy 65: Resurfacing from 37th Ave to 53rd Ave (2028)
 - Hwy 47: Resurfacing from 40th Ave to Hwy 10 (2030); lighting installation from 53rd Ave to 85th Ave (2024)
- Hennepin and First roadway improvements (2024)
- Lowry Ave reconstruction (2023)
- 37th Avenue reconstruction (2023)
- 53rd Ave Turn About Project and Multi-Modal Improvements (2023)
- Mississippi St 4-to-3 conversion (2025)
- 69th Ave pedestrian overpass (TBD)
- 73rd Ave 4-to-3 conversion (2026)
- Northtown Mall Redevelopment Master Plan (2022)
- Development projects (public and private) throughout corridor

Corridor-wide station location review

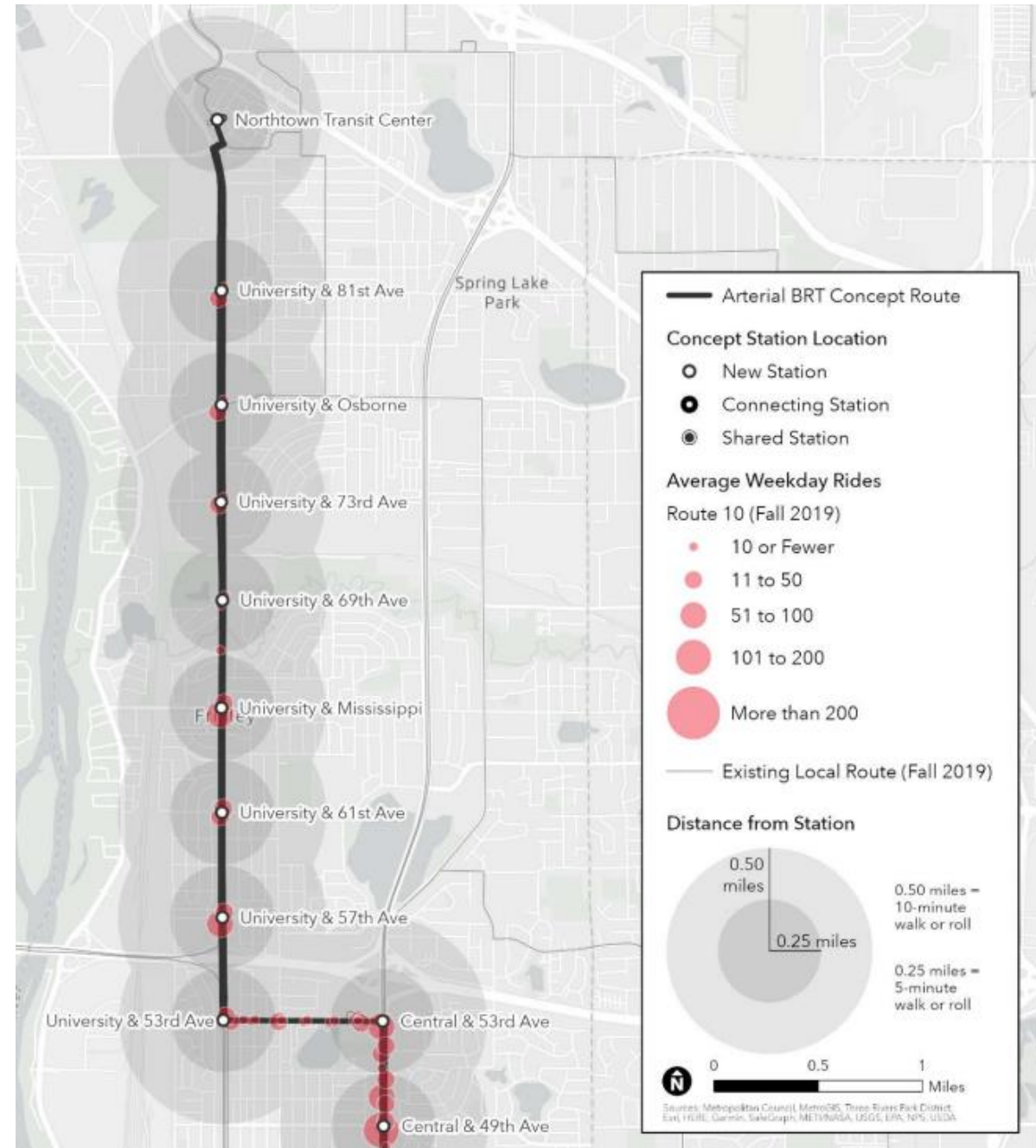
- **TAC request:** review preliminary station locations and provide comment
- Are there intersections (give or take a block or two) that should be considered for an F Line station but **are not** included in corridor concept?



Segment 1 Introduction

- University & 81st Ave
 - Fridley & Spring Lake Park; City cross street
- University & Osborne
 - Fridley & Spring Lake Park; County cross street
- University & 73rd Ave
 - Fridley; City cross street
- University & 69th Ave
 - Fridley; City cross street
- University & Mississippi
 - Fridley; County cross street
- University & 61st Ave
 - Fridley; City cross street
- University & 57th Ave (Fridley)
 - Fridley; County (west leg) and City (east leg) cross street




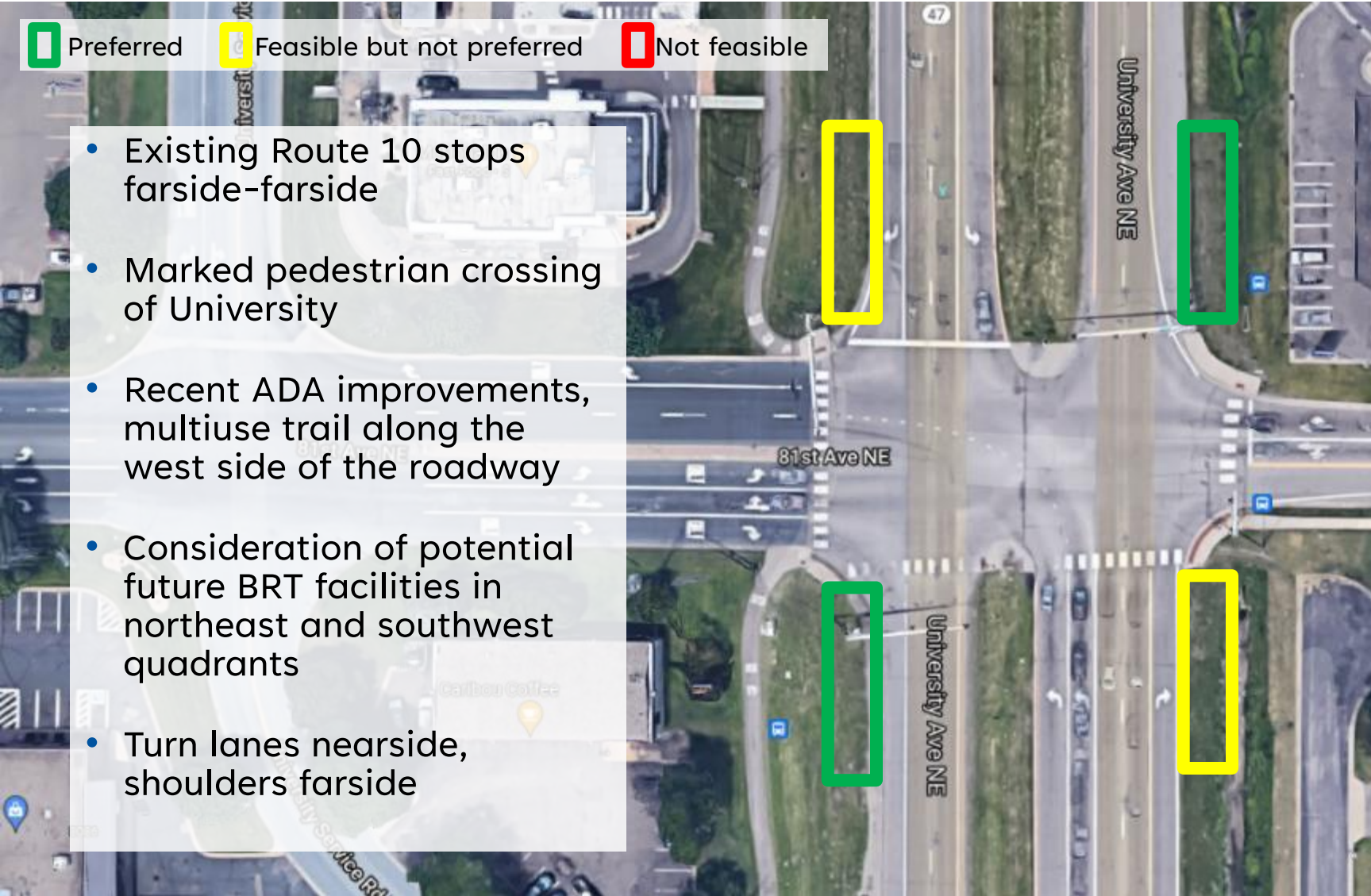
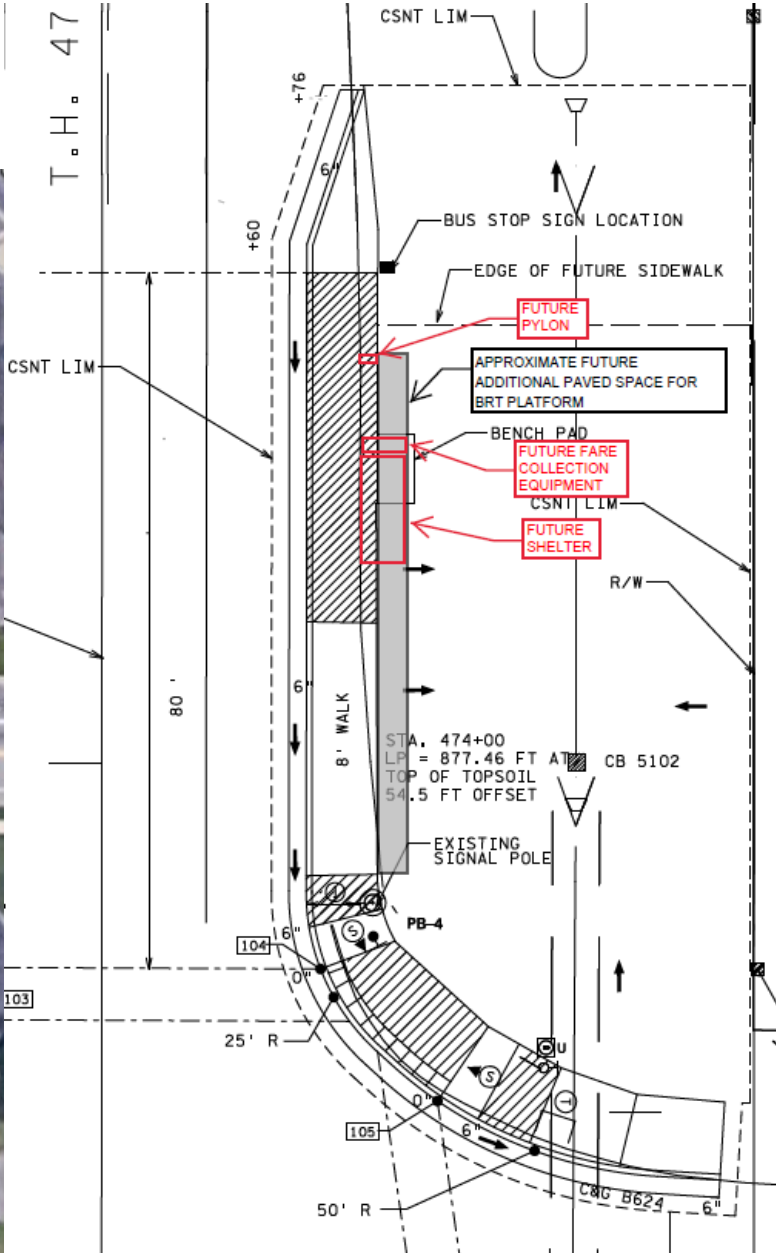
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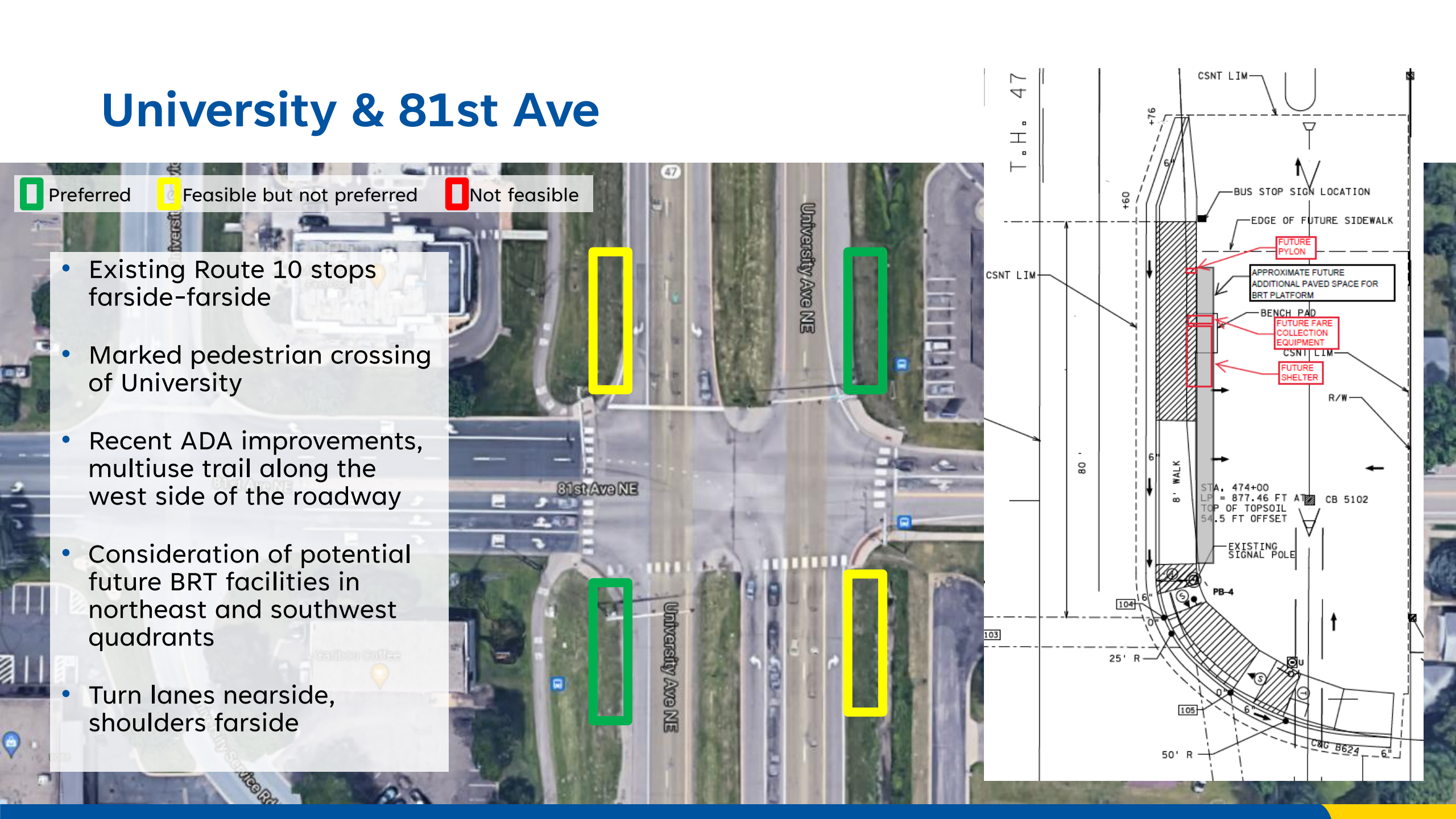


University & 81st Ave

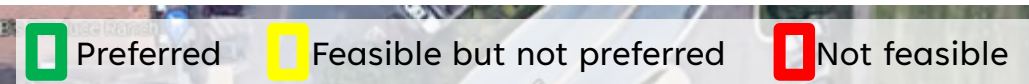
Preferred Feasible but not preferred Not feasible

- Existing Route 10 stops farside-farside
- Marked pedestrian crossing of University
- Recent ADA improvements, multiuse trail along the west side of the roadway
- Consideration of potential future BRT facilities in northeast and southwest quadrants
- Turn lanes nearside, shoulders farside

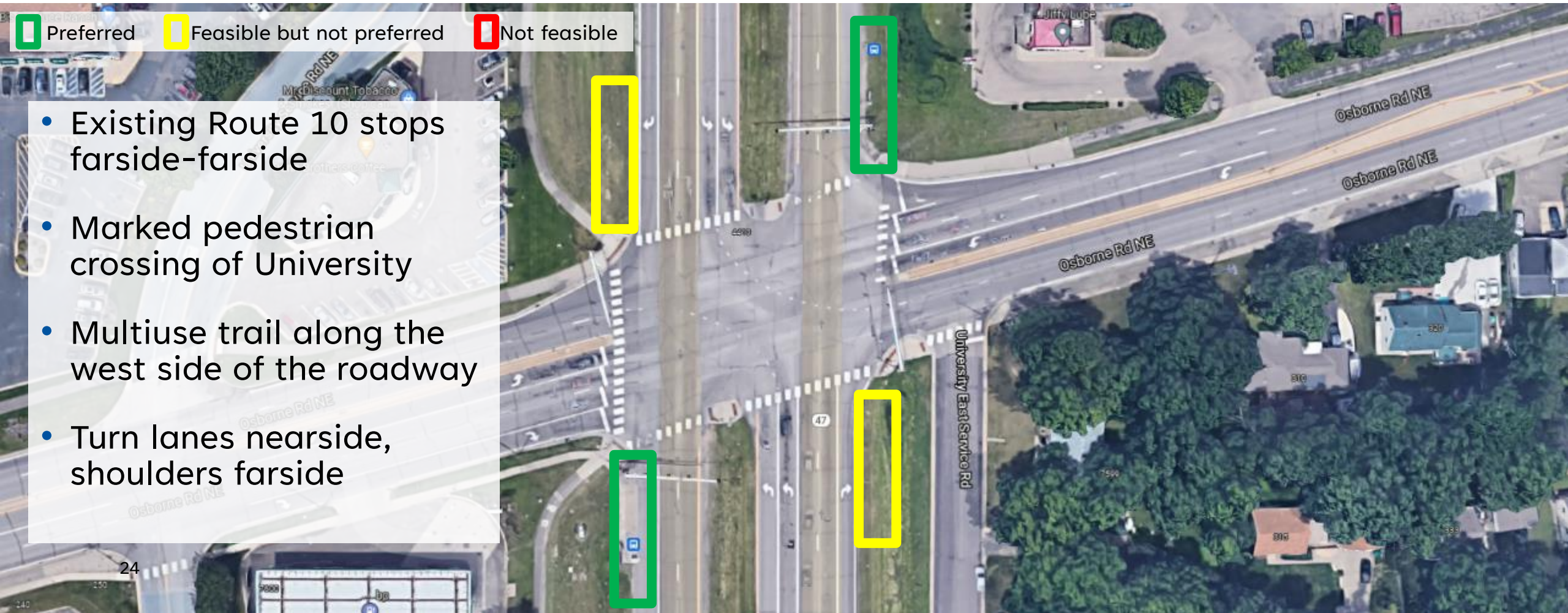
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University & Osborne



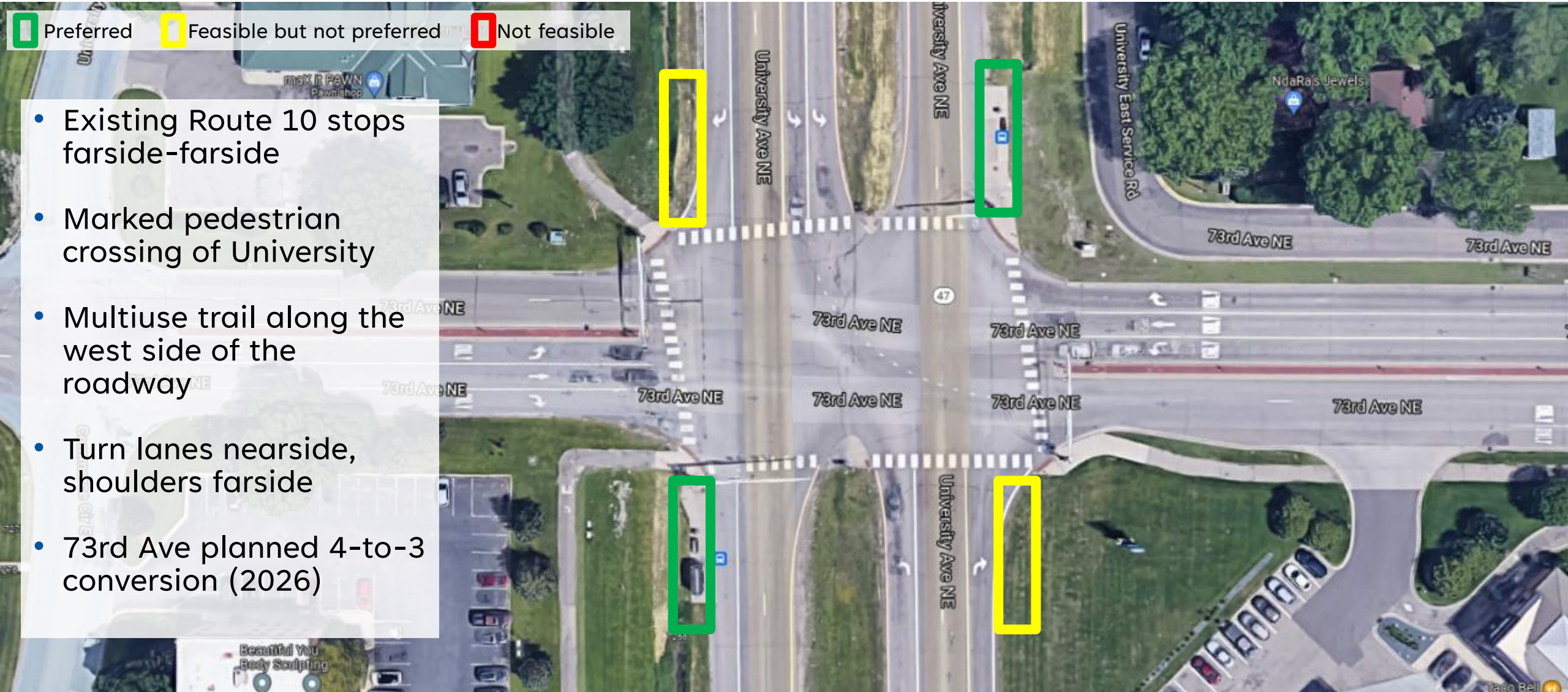
- Existing Route 10 stops farside-farside
- Marked pedestrian crossing of University
- Multiuse trail along the west side of the roadway
- Turn lanes nearside, shoulders farside






University & 73rd Ave

 Preferred  Feasible but not preferred  Not feasible

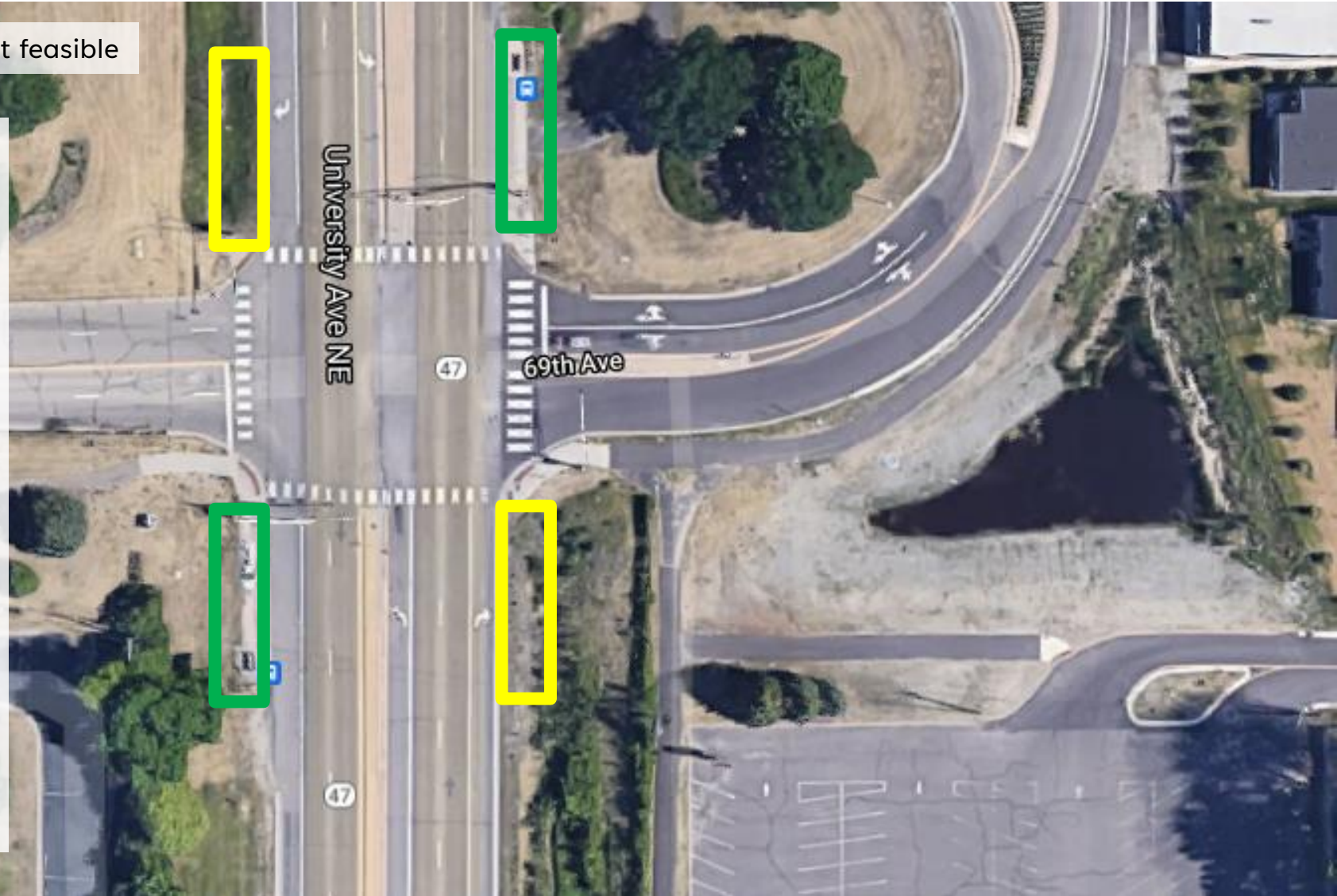
- Existing Route 10 stops farside-farside
- Marked pedestrian crossing of University
- Multiuse trail along the west side of the roadway
- Turn lanes nearside, shoulders farside
- 73rd Ave planned 4-to-3 conversion (2026)



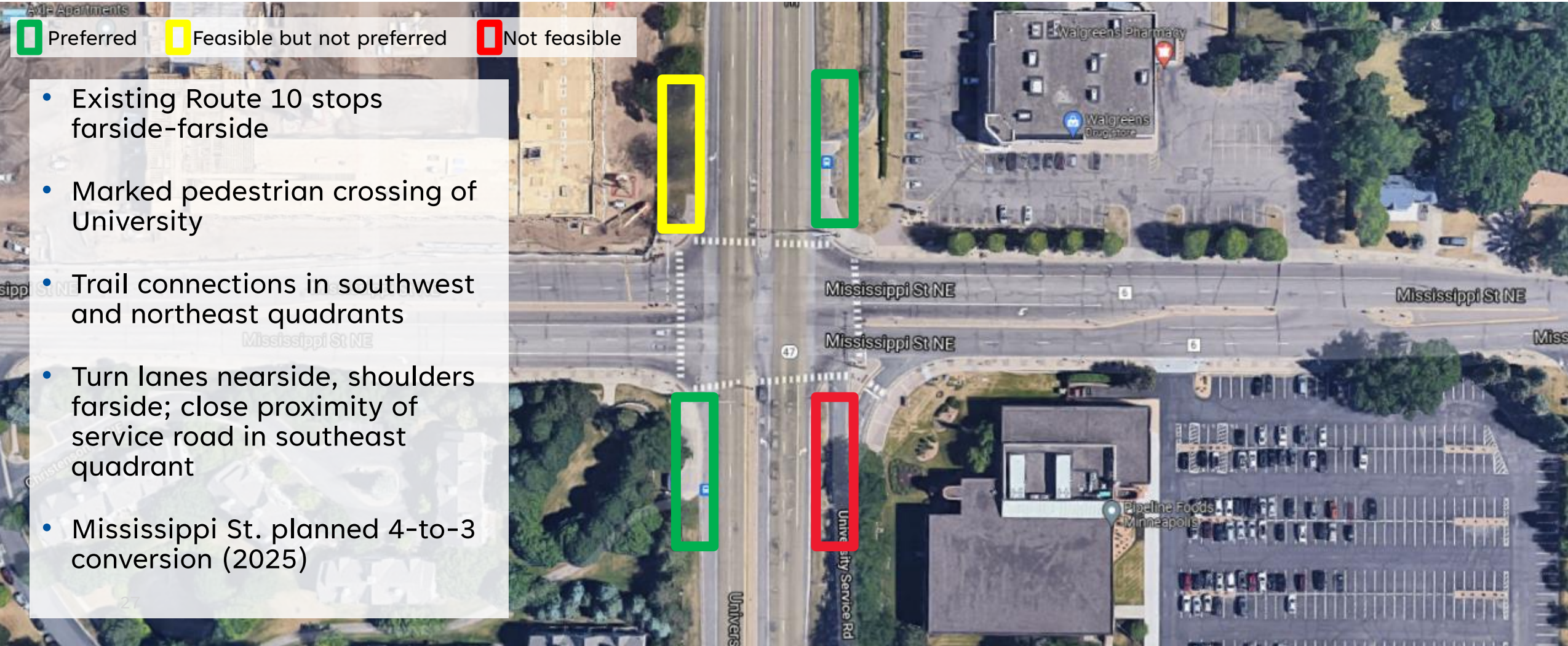
University & 69th Ave

 Preferred  Feasible but not preferred  Not feasible




- Existing Route 10 stops farside-farside
- Marked pedestrian crossing of University
- Multiuse trail along the east side of the roadway
- Turn lanes nearside, shoulders farside
- Park, trail, civic connections
- Potential future pedestrian overpass



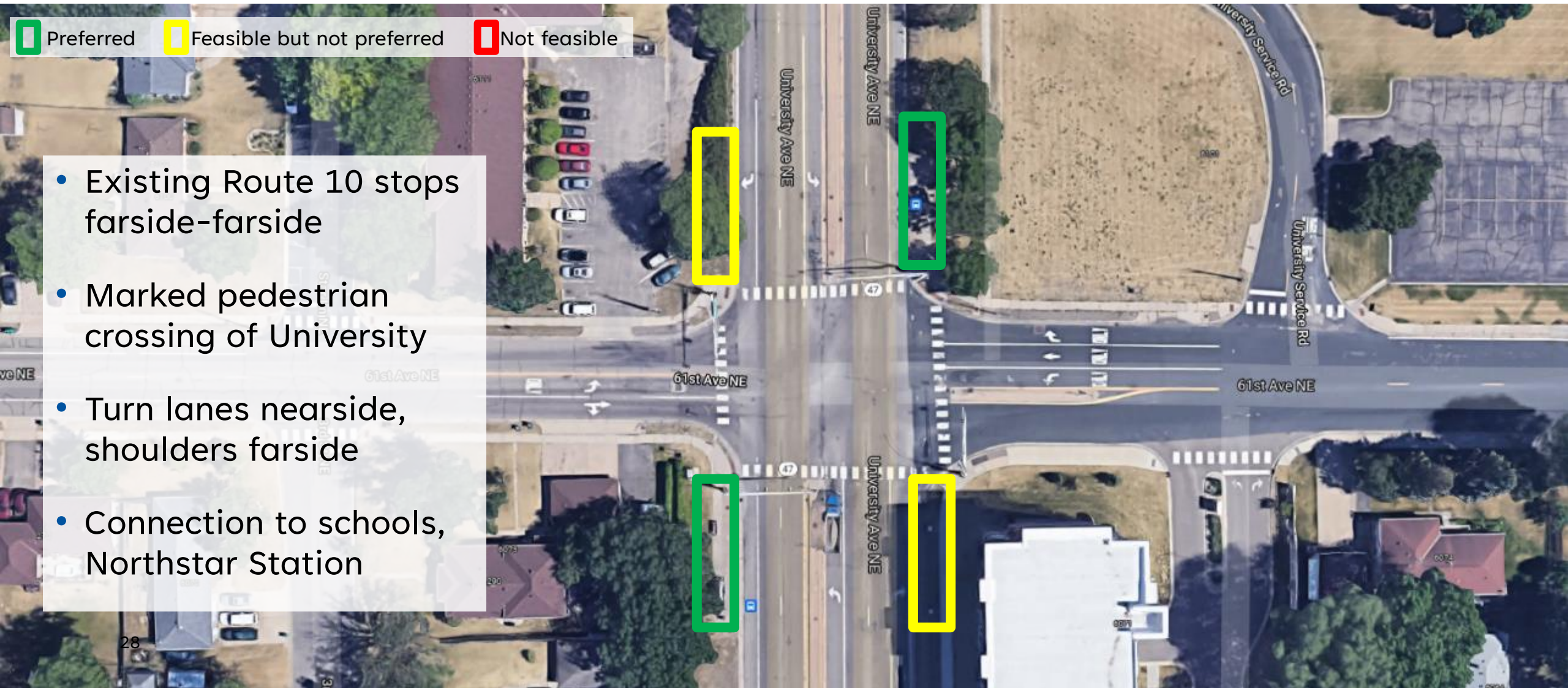
University & Mississippi



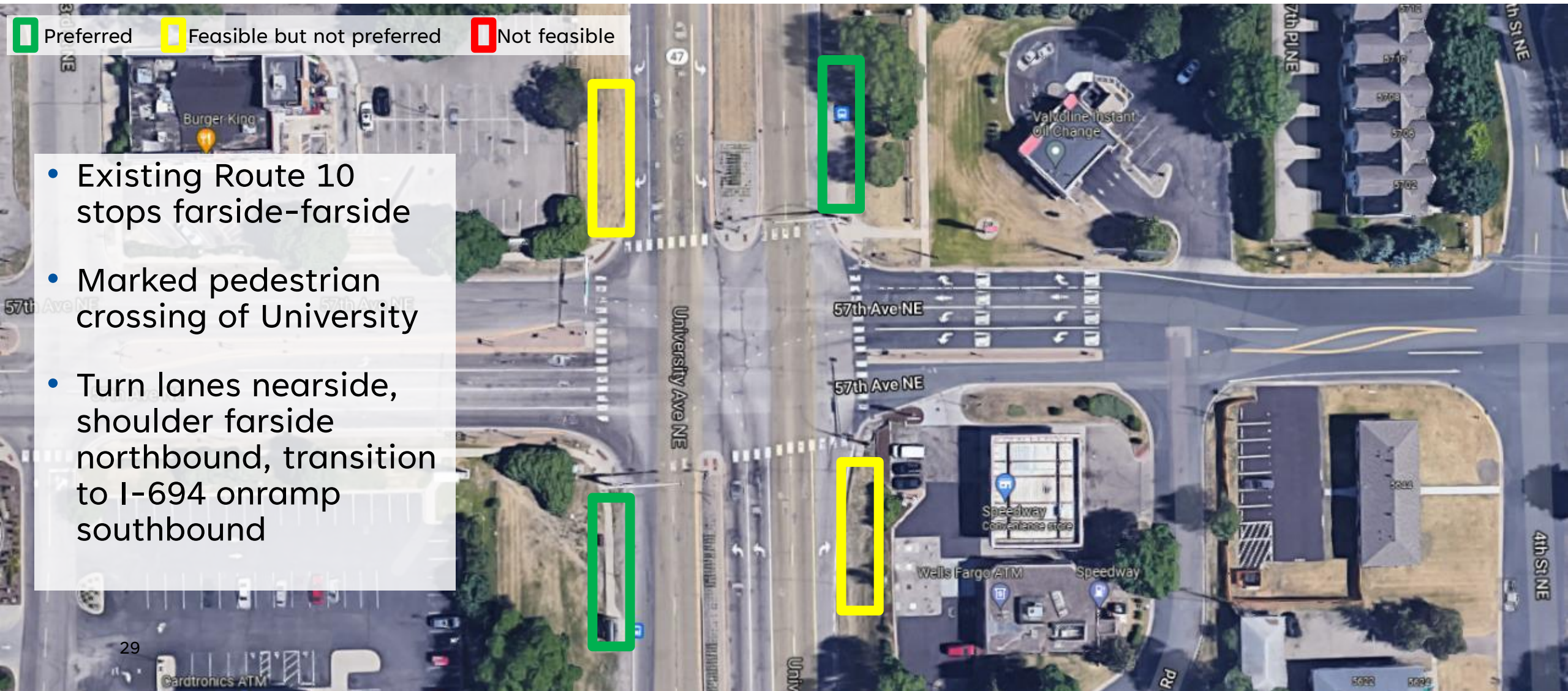
University & 61st Ave

 Preferred  Feasible but not preferred  Not feasible

- Existing Route 10 stops farside-farside
- Marked pedestrian crossing of University
- Turn lanes nearside, shoulders farside
- Connection to schools, Northstar Station



University & 57th Ave



Action items and next steps

- Recurring meeting dates and file/comment sharing platform
- Next meeting, draft agenda:
 - Discuss bridge alignment recommendation
 - Discussion and platform recommendations for Segment 1
 - Introduce Segment 2 (University & 53rd Ave to Central & 45th Ave)
 - Traffic analysis scope
 - Public engagement plan
- TAC action items:
 - Recurring meeting dates – poll responses requested by **January 28**
 - Corridor-wide station location review – comments requested by **February 11**
 - Segment 1 station & platform review – comments requested by **February 11**

Thank You!

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