



METRO F Line (Central Avenue) Bus Rapid Transit

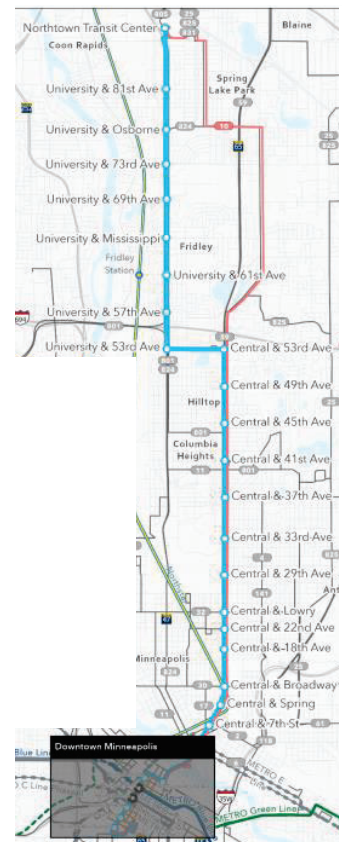
Kickoff Meeting
July 14, 2021



Today's agenda

- Introductions (name, organization, role + favorite corridor destination)
- F Line project introduction
 - Arterial BRT program overview
 - Corridor concept development to date
 - Cost estimate & funding status
 - Project schedule
- What to expect from the planning process starting later in 2021
- Project coordination
- Next steps

PowerPoint will be distributed for your reference



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

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Arterial Bus Rapid Transit

Stations every half mile

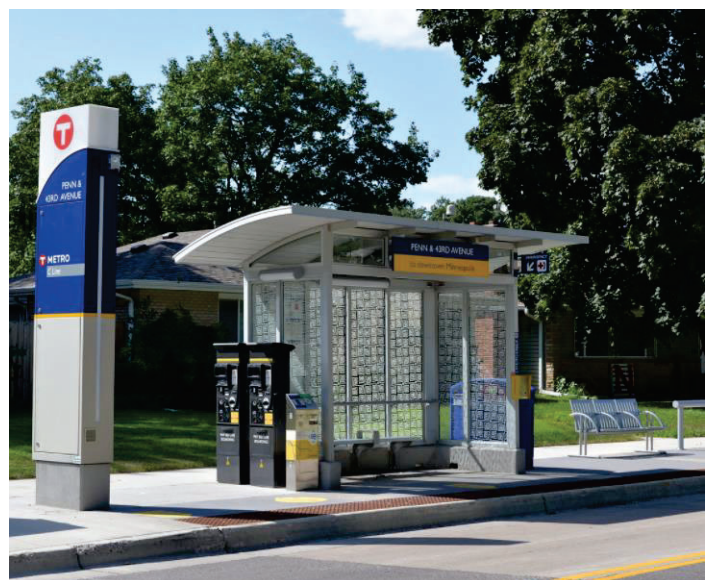
Pre-boarding fare payment for faster stops

Higher-capacity buses & boarding through all doors

High-tech, high-amenity, secure stations

Faster, frequent, all-day service

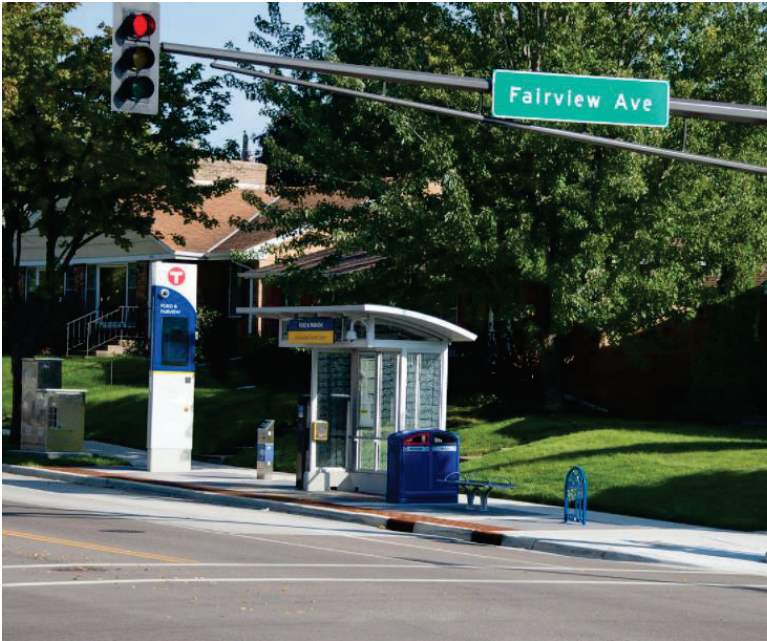
Bus priority signals & lanes



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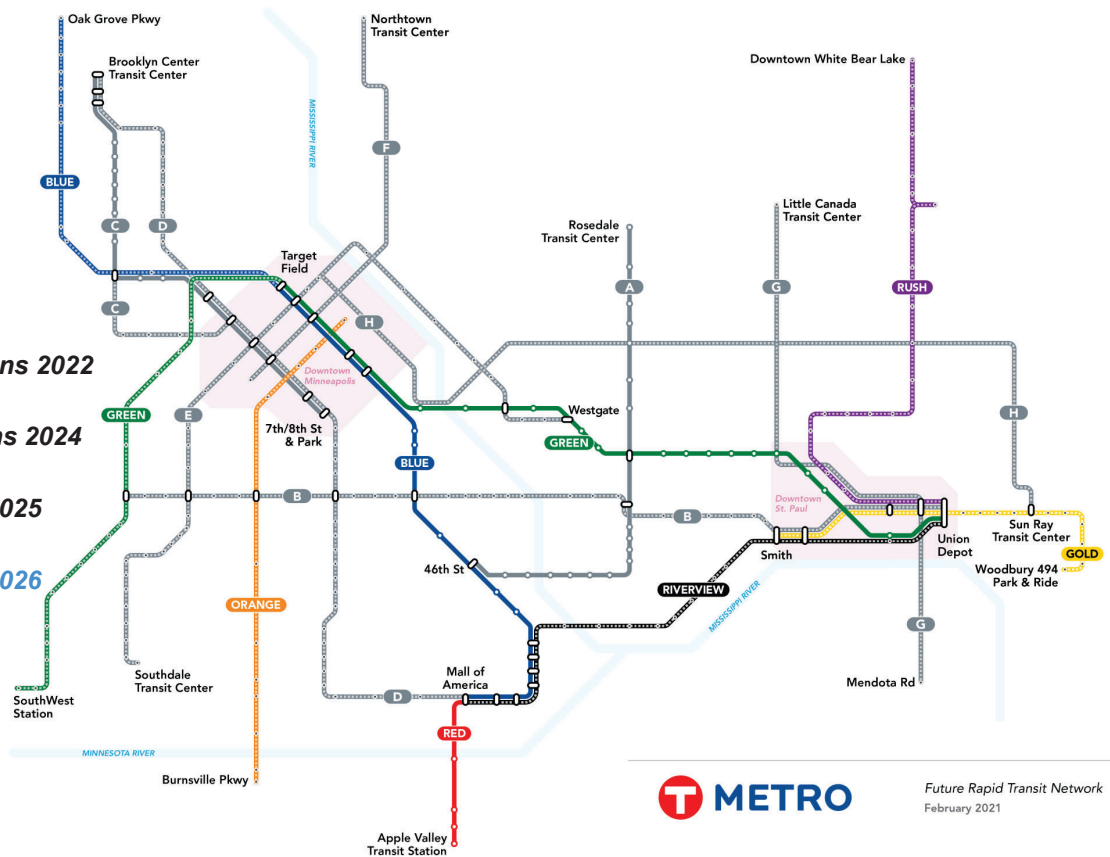
Consistent design & experience, tailored to fit each context



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Arterial BRT 2021 Status

- A Line (Snelling Avenue): Open 2016
- C Line (Penn Avenue): Open 2019
- D Line (Chicago/Fremont): Construction; *Planned operations 2022*
- B Line (Lake/Marshall/Selby): Engineering; *Planned operations 2024*
- E Line (Hennepin/France): Planning; *Planned operations 2025*
- F Line (Central Avenue): Planning; *Planned operations 2026*
- G Line (Rice/Robert): 2025-2030 implementation
- H Line (Como/Maryland): 2025-2030 implementation

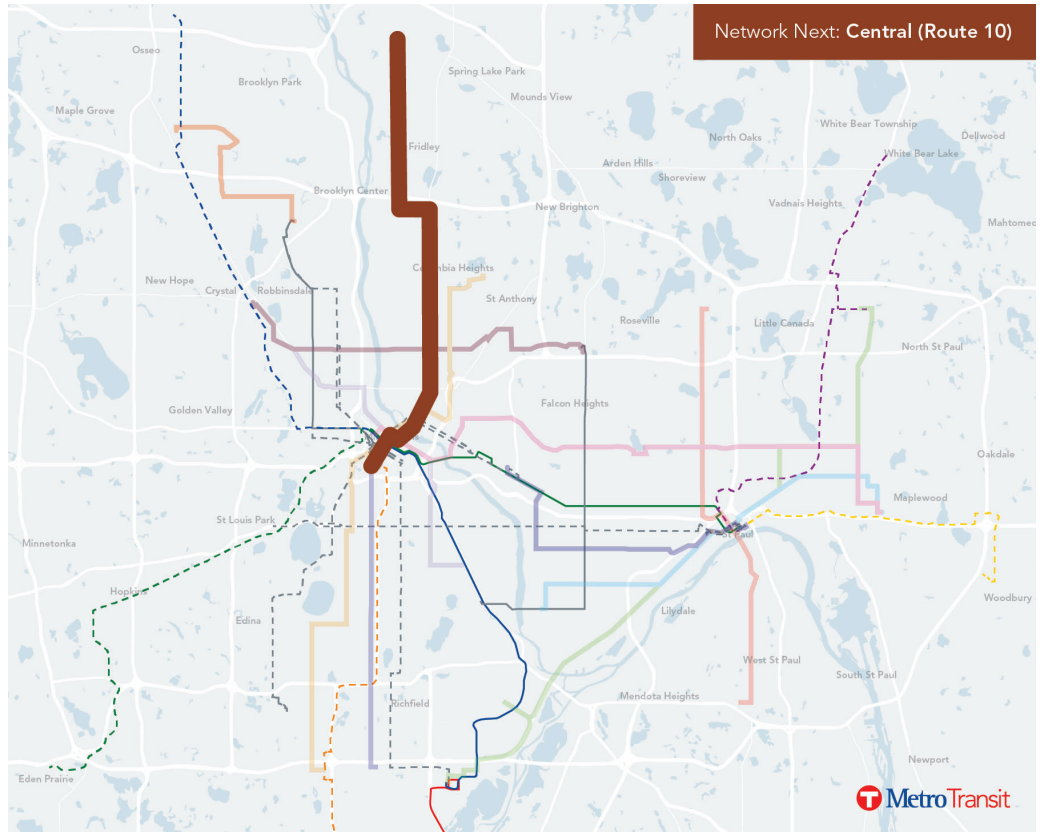


Future Rapid Transit Network
February 2021

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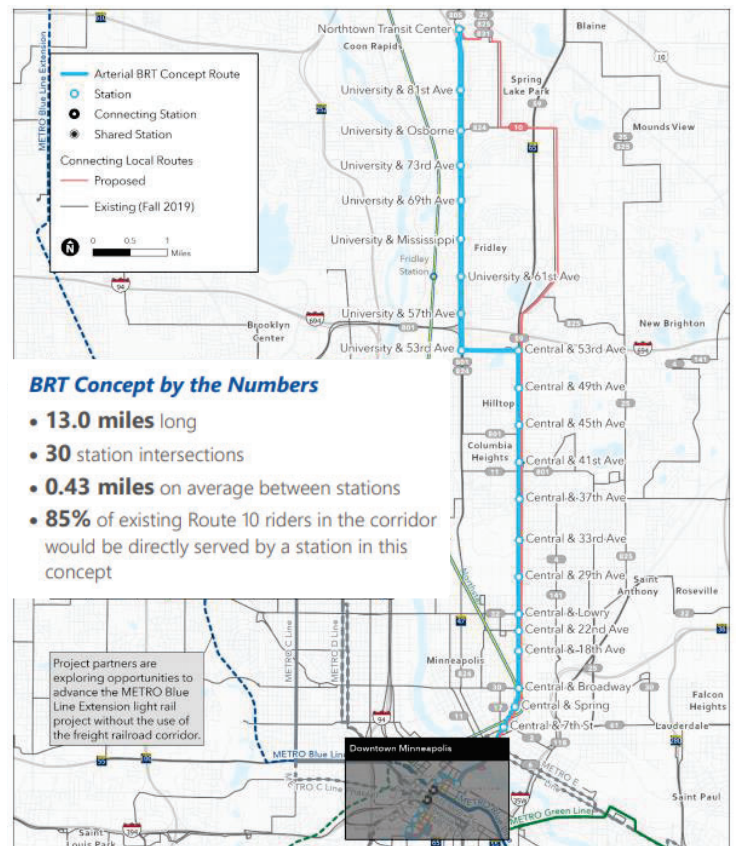
Network Next

- 2040 plan with priorities for implementation
- 2020-2021 planning focused on arterial BRT
- Central Avenue prioritized as F Line from 10 corridors evaluated



Initial concept planning through Network Next

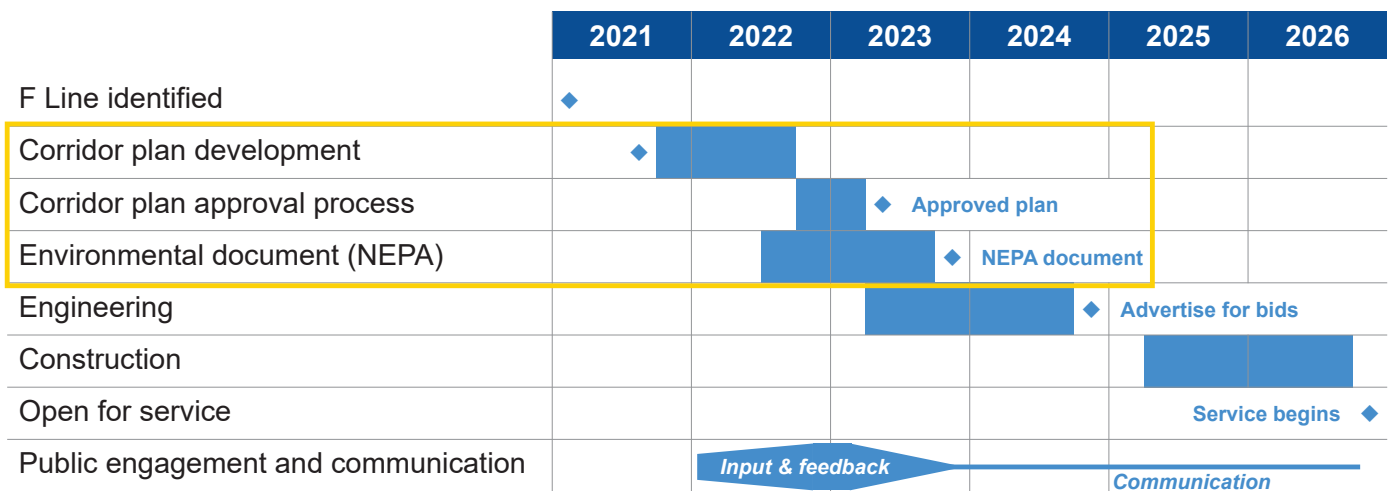
- Corridor concept
 - 30 preliminary station locations
 - Preliminary service plan for F Line and existing routes in the corridor
 - F Line service every 10 minutes replaces Route 10U branch
 - Local service every 30 minutes on Route 10N branch
 - Both operate together south of 53rd Avenue
 - Route 59 replaced by F Line
 - [Central Avenue corridor summary](#)
- Estimated factors for comparison
 - Ridership
 - Operating & capital cost
 - Corridor access, benefits & people served
- Public feedback on corridor
- metrotransit.org/library-archive



Project cost estimate & funding status

- Preliminary \$81 million (2024) cost estimate
 - To be refined into project budget as project advances
 - Includes station construction, buses, technology, project delivery
- Project is partially funded
 - \$25 million in Regional Solicitation funds awarded to the F Line by TAB in April 2021
- Recent 2021 State appropriation for arterial BRT (\$57.5 million total) will help advance the F Line project

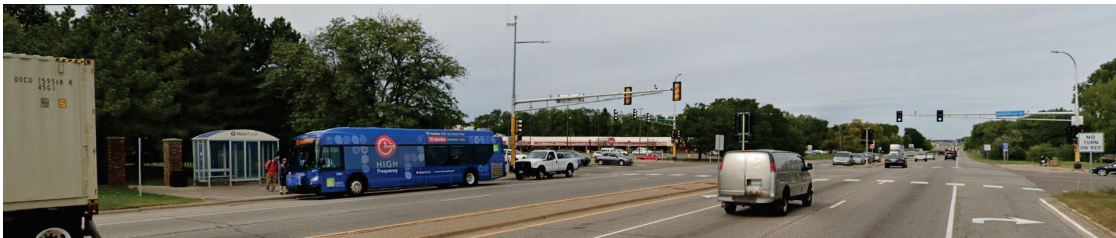
Preliminary project schedule



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

BRT planning process – what to expect

- Metropolitan Council is the governing policy body
- Two primary staff recommendation groups:
 - Internal Working Group – Metro Transit departmental representatives (service development, street operations, engineering & facilities, community outreach)
 - Technical Advisory Committee – comprised of roadway authority agency representatives along BRT corridor (typically counties, cities, MnDOT)
- Typical meeting frequency: monthly 60-90 minute meetings



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BRT planning process – what to expect

- IWG and TAC discuss and review:
 - Planning recommendations
 - Technical reports and/or scopes of work (e.g. traffic operations studies)
 - Corridor plan drafts and public feedback
 - Public engagement plans and/or key communications messages
- TAC representative roles:
 - Oversee document reviews and compile comments from multiple staff
 - Coordinate formal comment on Corridor Plan deliverables
 - Act as liaison between BRT project and other planned projects within community/along roadway
 - Coordinate contact points with agency advisory or decision-making bodies

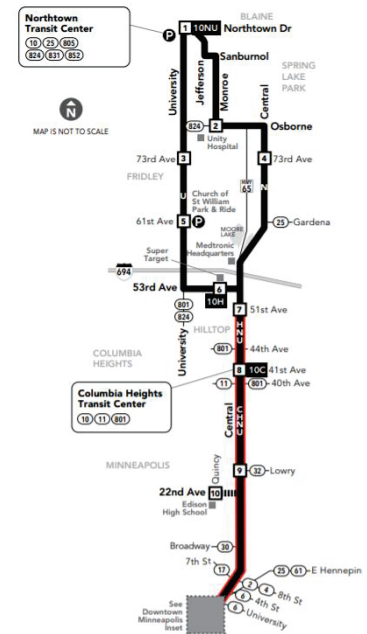


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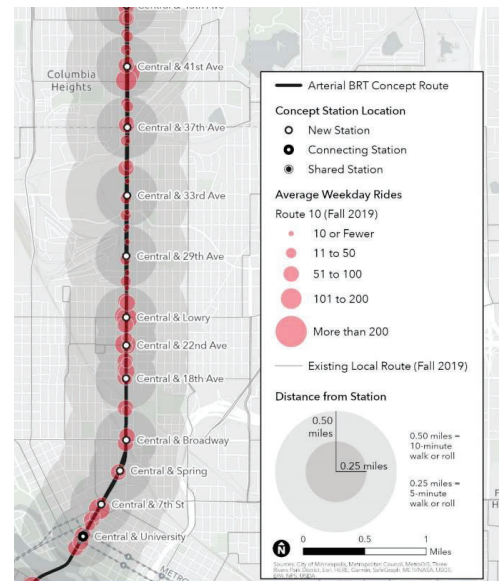
BRT project – early planning steps

- Review planning history
- Review existing transit conditions
- Define project goals and scope
- Identify corridor-wide or segment-wide planning issues or questions
- Identify other planned projects within similar location and timeframe for potential coordination
- Begin development of station location recommendations
- Develop public engagement plan



Key BRT planning objective: defining station locations

- 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?
- 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



BRT corridor plan development

- Draft corridor plan
 - Initial recommendations for station and platform locations based on IWG and TAC process
 - BRT basics, other context around corridor-specific planning questions
 - Intensive outreach activities, public comment period
- Recommended corridor plan
 - Incorporate feedback heard from draft corridor plan
 - Action by Metropolitan Council to release for public review and comment
 - Additional public comment period
- Final corridor plan
 - Minor changes from recommended corridor plan
 - Presented to Metropolitan Council for adoption
 - Finalizes station locations to advance detailed engineering phase



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F Line anticipated NEPA process

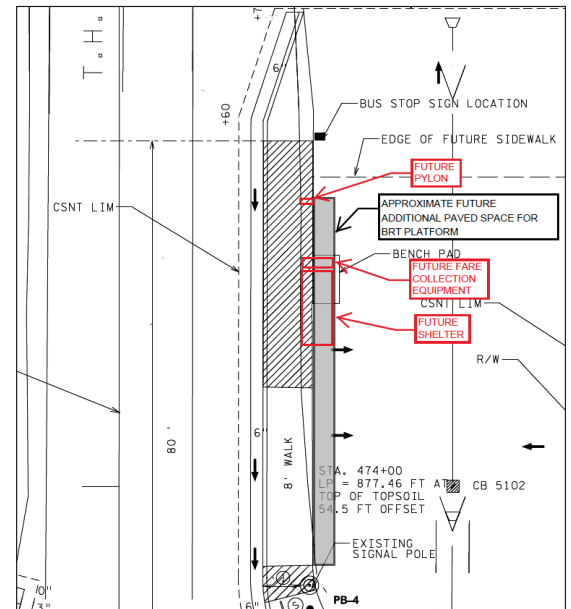
- Federal Transit Administration (FTA) is lead agency
- FTA determines document type based on Class of Action request
- Previous BRT projects have prepared Documented Categorical Exclusion; Metro Transit expects F Line to follow similar path
- Categorical exclusion describes project and associated environmental effects based on platform quadrant level of detail
- Section 106 and Section 4(f) processes typically concurrent with development of NEPA document
- Section 106 process: identify listed and eligible historic resources in vicinity of stations, evaluate potential effects on historic resources, seek concurrence from SHPO
- Section 4(f) process: identify potential effects on parkland property, coordinate with officials with jurisdiction based on potential effects

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F Line early coordination

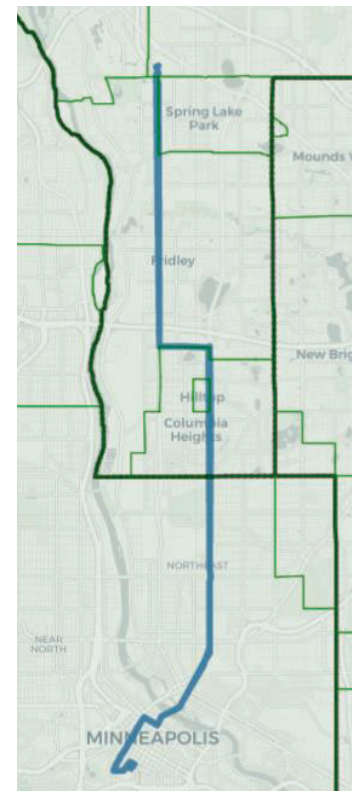
- MnDOT TH 47 and TH 65 Planning and Environmental Linkages (PEL) Study
 - Environmental process coordination
 - Review of draft Purpose & Need and Evaluation Criteria
 - Consideration of transit user needs
 - Consistency with F Line project
 - List of individual projects along corridor
- TH 47 and 81st Avenue ADA project
 - Consideration of potential future BRT facilities



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F Line local & state project coordination (Applicable projects identified in PEL study)

- Hwy 47: Safety improvements including modifying pedestrian crossing distances, tightening corner radii and lane reductions at various intersections from Hennepin/Anoka County line to U.S. 610 (2025)
- Hwy 65: Safety improvements including modifying pedestrian crossing distances, tightening corner radii and lane reductions at various intersections from Hennepin/Anoka County line to U.S. 610 (2025)
- Resurface bridge over railroad in Minneapolis at 8th St NE (2027)
- Resurface road from Washington Ave to 53rd NE (2028)
- Resurface bridge over BNSF railroad at Broadway NE (2030)
- County Highway 6 (Mississippi Street) State Aid Project – Implementation of recommended alternatives from the Anoka County Highway 6 (Mississippi Street) Corridor Study (2022 and 2025)
- Hennepin Ave/1st Ave – Construct bike facility between Main Street and 8th Street (2023)
- Lowry Ave – Reconstruct roadway between Washington Ave and Johnson Ave, crossing Hwy 65 (2023)



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Next steps

- Requests: Please provide by August 15
 - Identify TAC participants (typically 1 planning + 1 public works/transportation)
 - Identify projects for potential coordination
- TAC initiation late 2021
- Continued coordination with PEL study process
- Development of project website, public materials