

The new METRO F Line

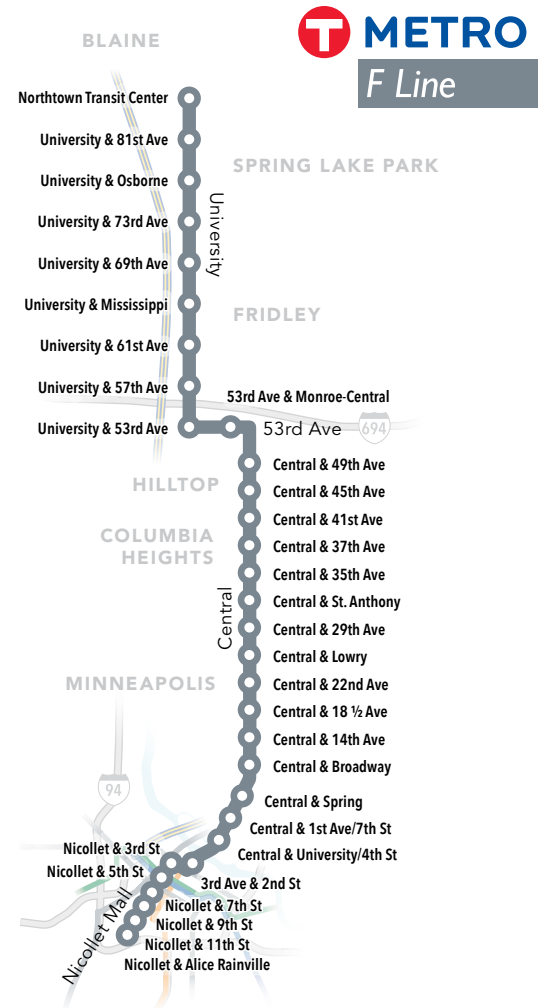
Faster transit is coming to the Route 10 corridor

The METRO F Line is a planned bus rapid transit (BRT) line that will provide faster and more reliable transit service in the Route 10 corridor. BRT is a package of transit enhancements that adds up to a **faster trip and an improved experience** on Metro Transit's busiest bus routes.

The METRO F Line will travel along Nicollet Mall in downtown Minneapolis; Central Avenue through northeast Minneapolis, Columbia Heights, and Hilltop; and University Avenue through Fridley and Spring Lake Park to Northtown Mall in Blaine.

The METRO F Line will improve a busy transit route:

- Metro Transit is working with MnDOT to align transit improvements and roadway investments along the F Line corridor to enhance safety and accessibility for all users, including pedestrians, cyclists, and transit riders on Central Avenue.
- In 2024, customers took about 4,000 rides on Route 10 each weekday, making it one of Metro Transit's busiest bus routes.
- Route 10 ridership remains strong, even during the pandemic.



View a detailed map at metrotransit.org/f-line-project

Preliminary Project Schedule (subject to change)

• 2022-2023
PLANNING

• 2023-Present
ENGINEERING

• 2028
CONSTRUCTION

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 **Metro Transit**
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Bus Rapid Transit: A faster, more reliable, and more comfortable ride

Metro Transit is developing a network of bus rapid transit lines across the Twin Cities region. This cost-effective way to speed up service substantially improves the customer experience and has proven to attract more people to use transit regularly.



Neighborhood-scale stations with amenities

Stations are equipped with features for a safe and comfortable experience, similar to light rail.

- NexTrip, real-time arrival and departure information
- On-demand heat, security lighting, and emergency communications
- Near-level boarding – walk onto the bus without having to climb steps
- Bike parking and trash bins

Limited stops, frequent service

BRT will operate up to every 10 minutes for most of the day with stations every 1/3 to 1/2 mile.

As planning progresses on each line, Metro Transit will evaluate the market and demand for additional local bus service in areas along the corridor.



Pre-boarding fare payment for faster stops

For faster boarding through all doors, BRT buses don't have fareboxes. Customers will purchase a ticket or tap a Go-To Card at the station, just like light rail. Fare inspections will be conducted by Metro Transit police.

New infrastructure to increase speed

In addition to the improved stations and wider stop spacing, Metro Transit and its partners are exploring options to make these BRT lines even faster. Options include:

- Signal priority to keep moving; buses could "ask" for early or extended green lights at certain intersections
- Bus-only lanes along portions of the line to keep buses out of traffic