


# METRO F Line – Corridor Plan Amendment #1

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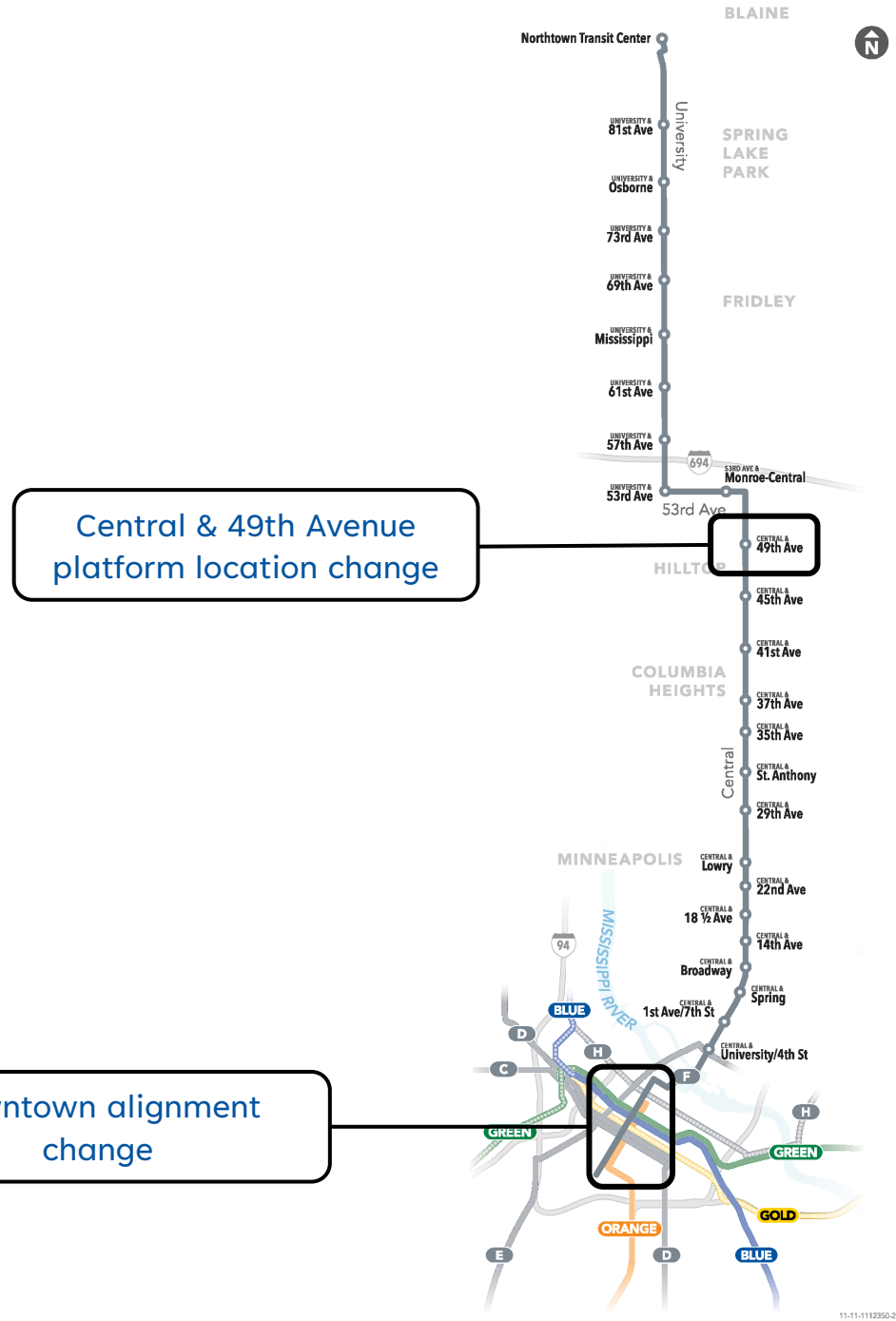
# 2026-185 Proposed Action

- That the Metropolitan Council approve Amendment #1 to the F Line Corridor Plan, adjusting one platform location at Central & 49th Avenue and changing the planned alignment in downtown Minneapolis to Marquette Avenue and 2nd Avenue.



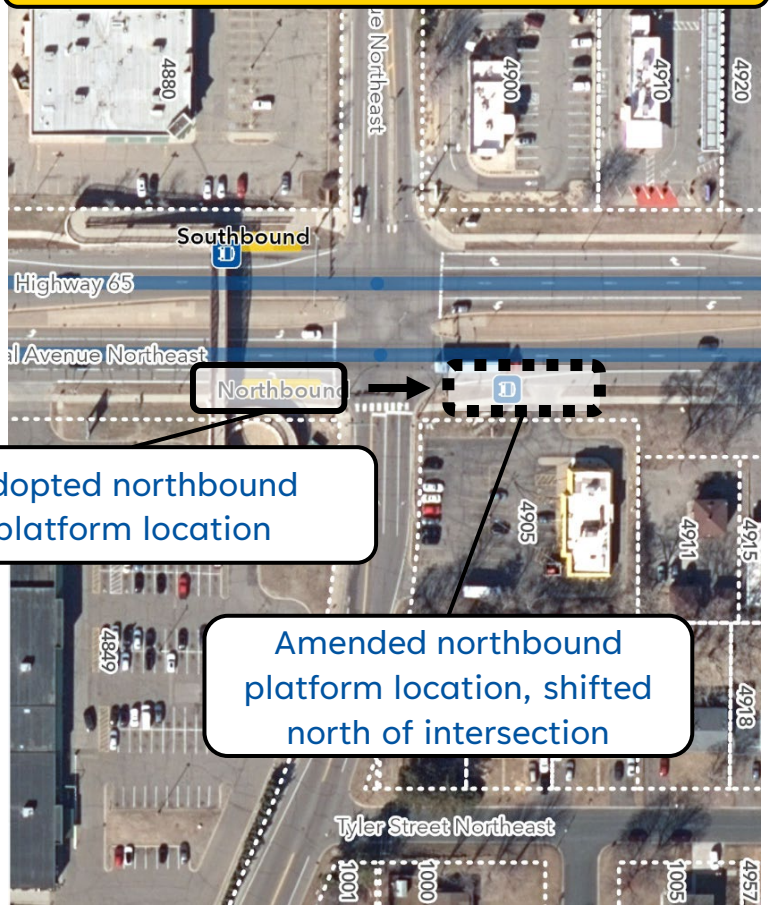
# Plan amendment is needed in late 2026 to define project scope for federal funding submittal

- The F Line is seeking federal funding through the FTA Capital Investment Grant (CIG) program
- Metro Transit is preparing a Small Starts Grant Agreement (SSGA) submittal to FTA for Spring 2027
- Requires defined project scope, including project alignment, submitted to FTA this fall

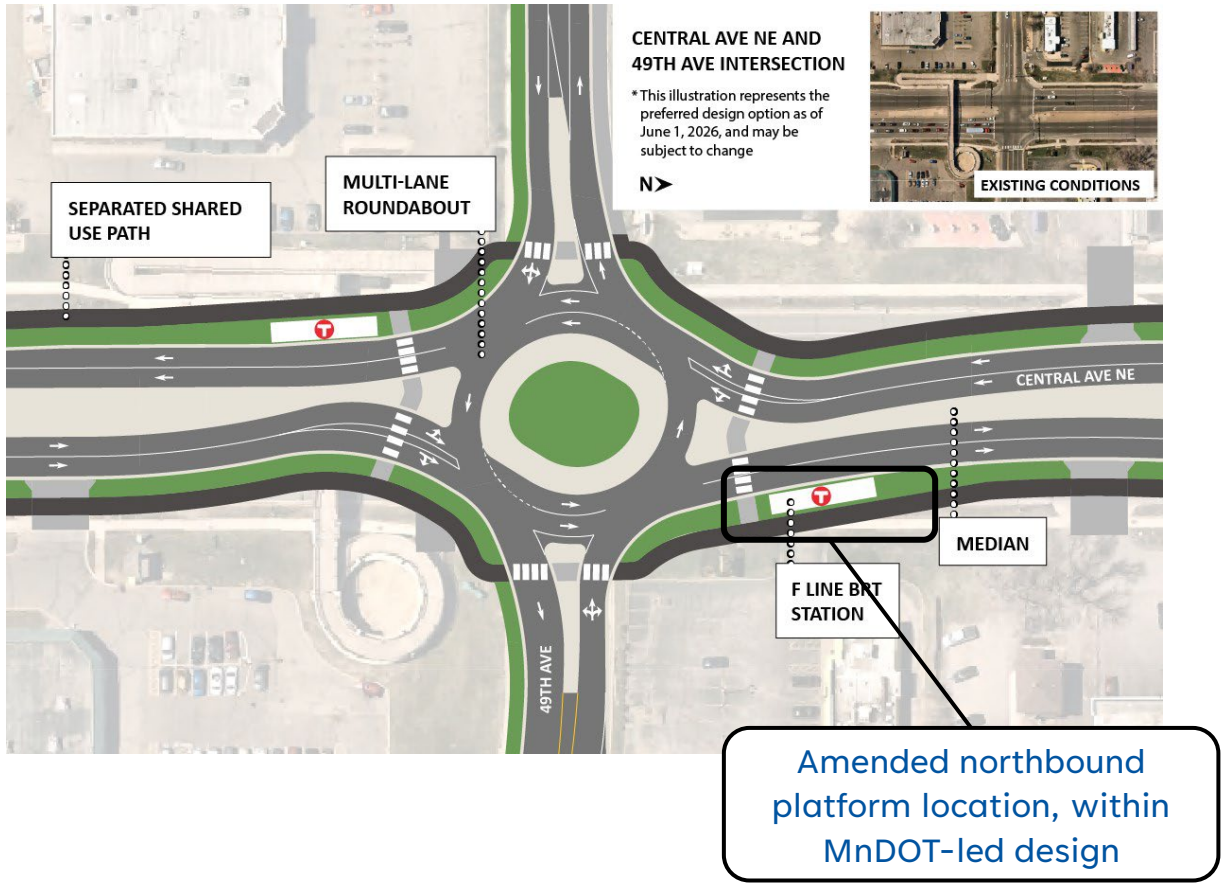


# Central & 49th Avenue Station

**Adopted Corridor Plan (2023)**




**Amended Corridor Plan, in coordination with MnDOT design adding roundabout**



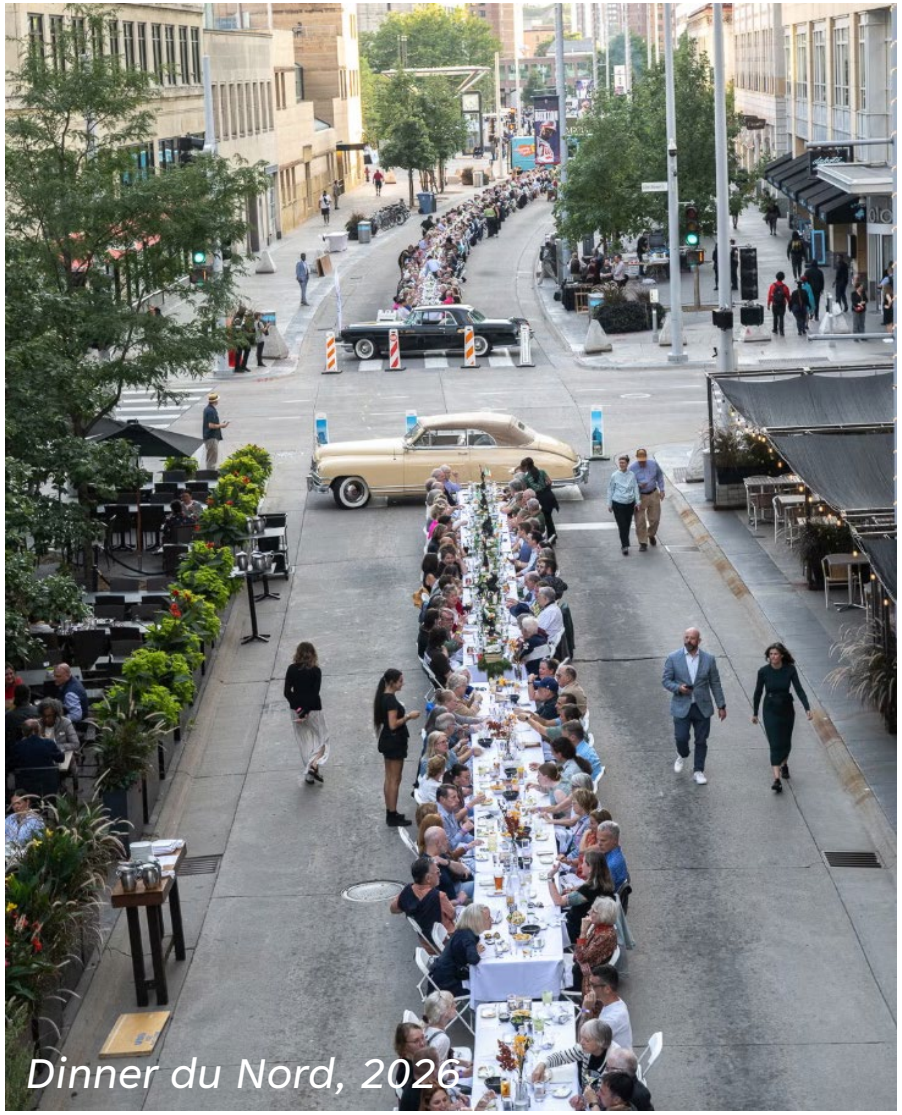
# F Line alignment in downtown Minneapolis – 2023 Corridor Plan

- Adopted F Line alignment uses Nicollet Mall in downtown Minneapolis
- Based on existing Route 10 alignment
- The F Line has been planned to use existing enhanced transit stops and shelters along Nicollet Mall



# City of Minneapolis priority to pedestrianize Nicollet Mall

- Moving buses off Nicollet Mall has been discussed intermittently for some time
- Vibrant Storefronts Downtown Workgroup Report, June 2023, prompted latest coordination on this topic
- City of Minneapolis has identified fully pedestrianizing Nicollet Mall as a priority for its larger downtown revitalization effort
- Nicollet Mall has increasingly become a priority for events and event closures



*Dinner du Nord, 2026*

# Status of City-led process

**July 2023:**

Vibrant Storefronts Downtown Workgroup Report published, City of Minneapolis and Metro Transit begin coordination

**August-October 2024:**

Phase 1 of outreach and engagement seeking feedback on three alternatives to Nicollet Mall

*(August 24, 2024 information item to Transportation Committee)*

**January-February 2025:**

Phase 2 of outreach and engagement seeking feedback on three alternatives to Nicollet Mall

*(January 17, 2025 information item to Transportation Committee)*

**Ongoing**

Continued coordination about whether and how local buses would leave Nicollet Mall

**Upcoming Spring 2027:**

Metro Transit submits F Line Small Starts Grant Agreement to FTA

# Nicollet Mall no longer supports the consistent, permanent transit experience needed for BRT

- Nicollet Mall has increasingly become a **priority location to host events downtown**, resulting in frequent street closures and bus detours
- The City of Minneapolis has identified **fully pedestrianizing Nicollet Mall as a priority** for its larger downtown revitalization effort



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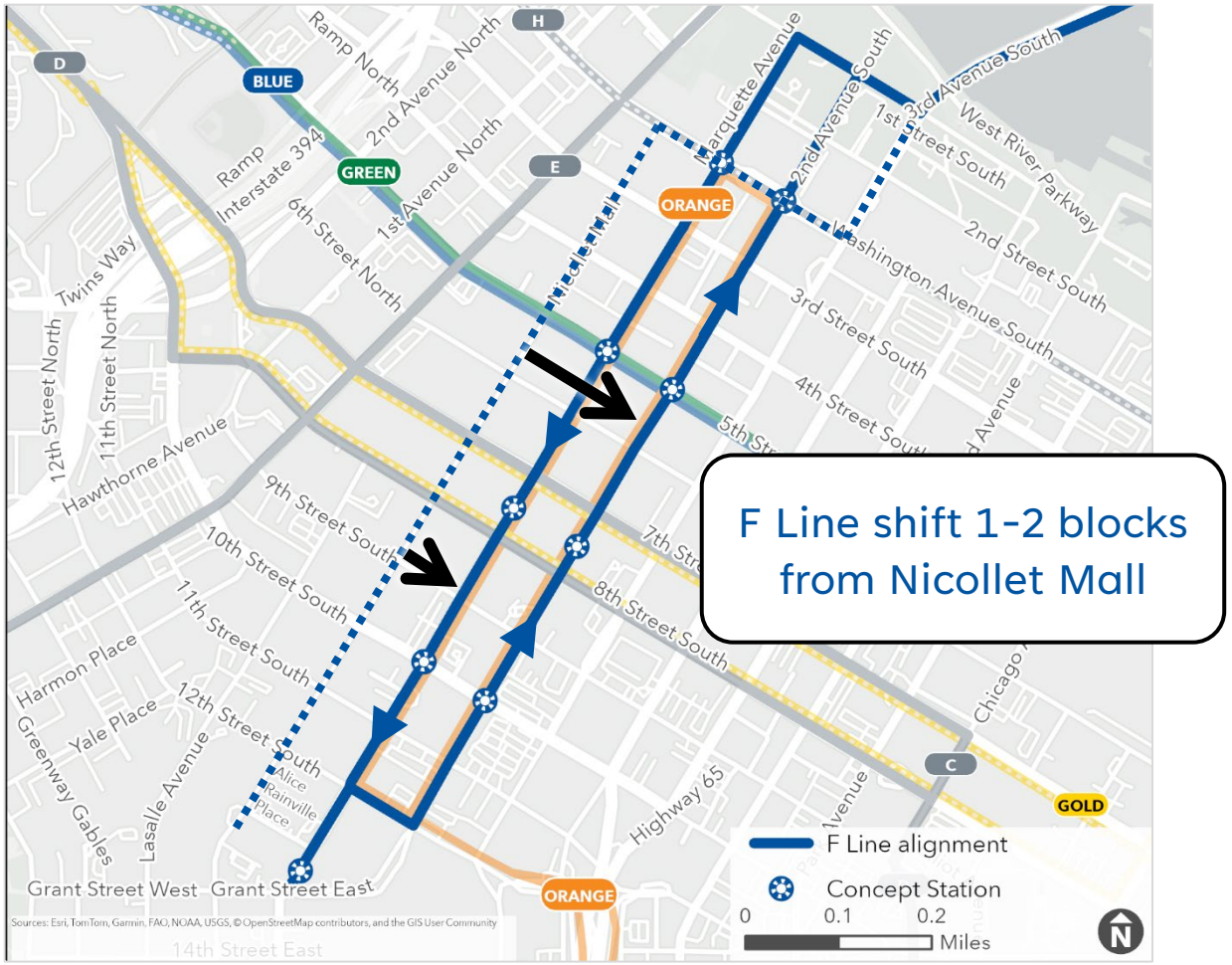
# F Line alignment in downtown Minneapolis – Proposed amendment

- Under the proposed amendment, the F Line would use Marquette and 2nd Avenue in downtown Minneapolis
- Alignment shifts 1-2 blocks from Nicollet Mall, depending on direction
- Planned F Line station at 3rd Ave & 2nd St replaced by stations at Washington Ave
- F Line station locations are conceptual and will be finalized through ongoing coordination with the City of Minneapolis



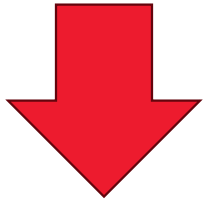
# Anticipated changes for future F Line riders



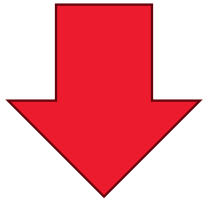
**A more consistent customer experience** and transit availability without frequent detours due to event closures



**Faster and more reliable transit service** through downtown



**Longer distances to destinations** on Nicollet Mall and transfer connections to east-west transit in downtown



**A less comfortable and welcoming waiting environment** than Nicollet Mall on Marq2 and on cross streets back to the mall



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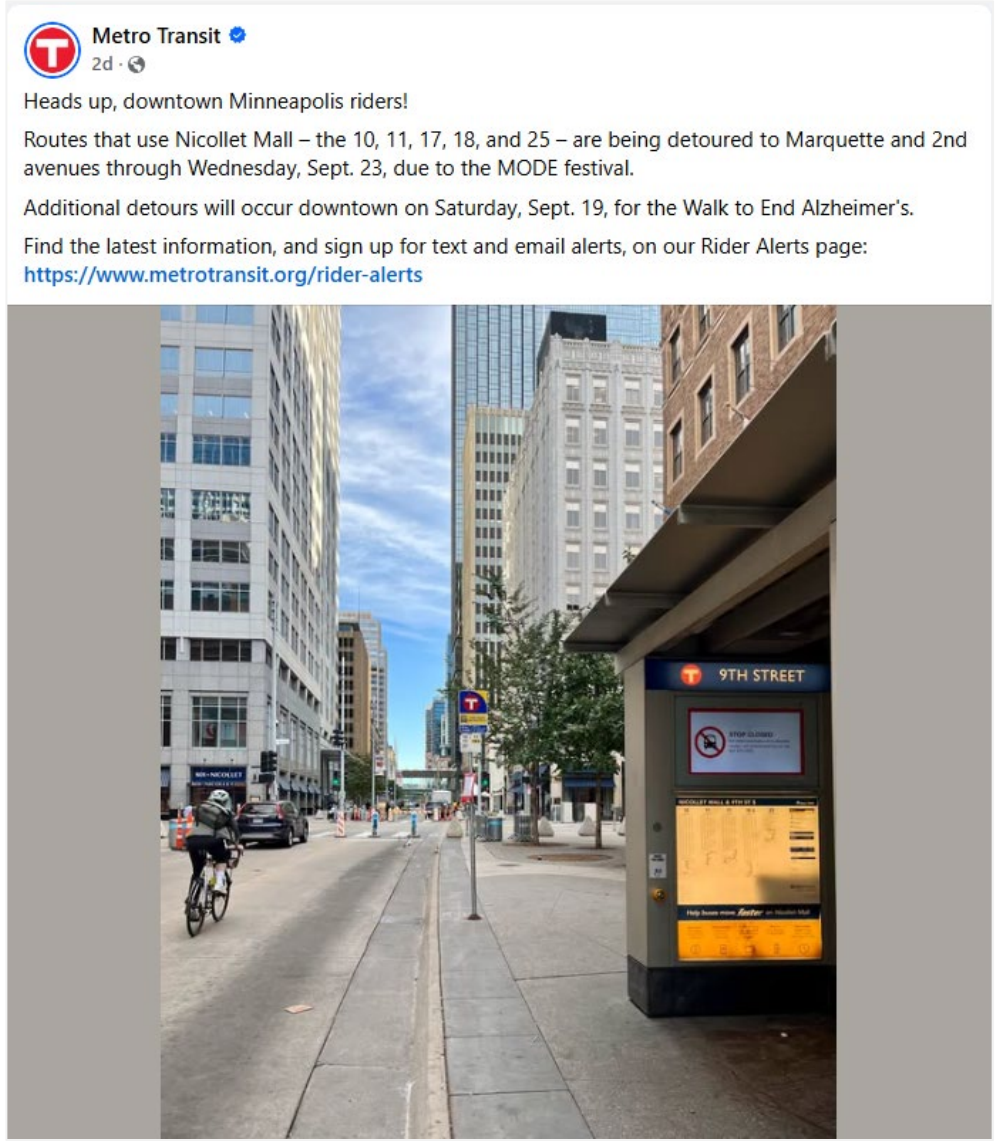
# A more consistent customer experience

- Event closures on Nicollet Mall regularly require transit detours off the mall
- Planned event closures on Nicollet Mall are an increasing part of City of Minneapolis downtown revitalization approach
- Regular detours create an inconsistent experience on Nicollet Mall, making it difficult for customers to know where to find their bus
- Transit service on Marq2 is not impacted by event closures



# Faster and more reliable transit service

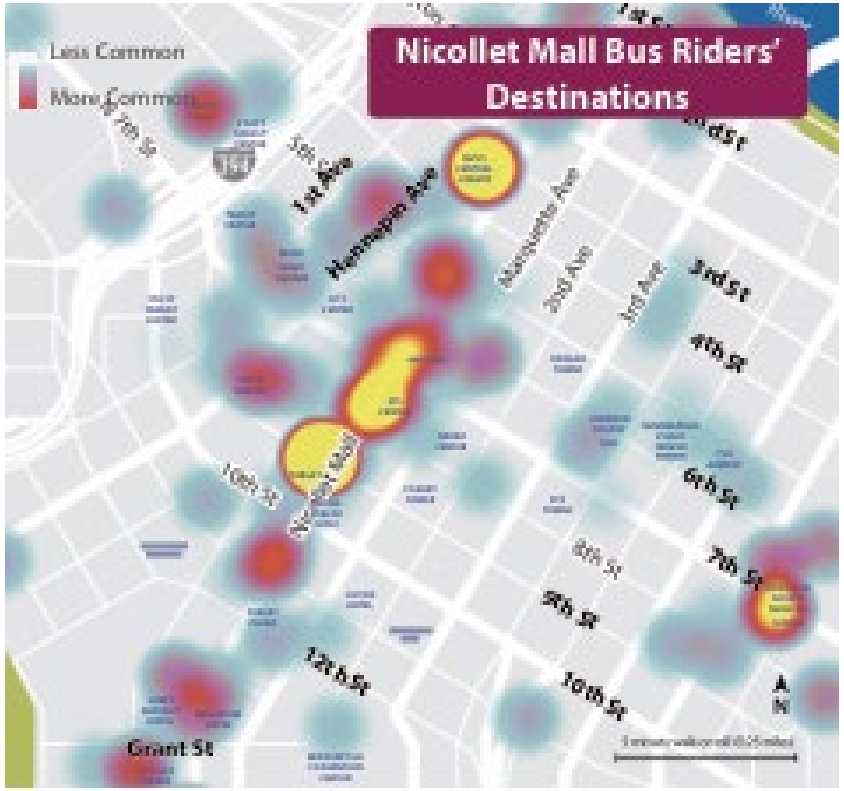
- Double bus only lanes in each direction support faster and more reliable bus movements on Marq2
- Buses are anticipated to be 4-5 minutes faster than on Nicollet Mall
- Delays on Nicollet Mall impact service on entire route, not just in downtown




*Double bus lanes on Marquette*

# Longer distances to destinations and transfer connections

- Shift from Nicollet Mall to Marq2 adds about 1-2 blocks to destinations on Nicollet Mall
- Without new stops, would add about 1-2 blocks to transfer connections to existing east-west transit service on 7th / 8th Streets
- Most customers using buses on Nicollet Mall have destinations on Nicollet Mall today




Source: 2022 Travel Behavior Inventory Onboard Transit Survey; Routes 10, 11, 17, 18, and 25

# A less comfortable and welcoming waiting environment

- Transit service operates on Marq2, including METRO Orange Line
- Sidewalks are narrower, street frontages are less active on Marq2 than on Nicollet Mall
- Complex transit facility environment on Marq2 designed with efficient peak period commuting in mind, rather than all-day service




*Marquette & 7th Street*



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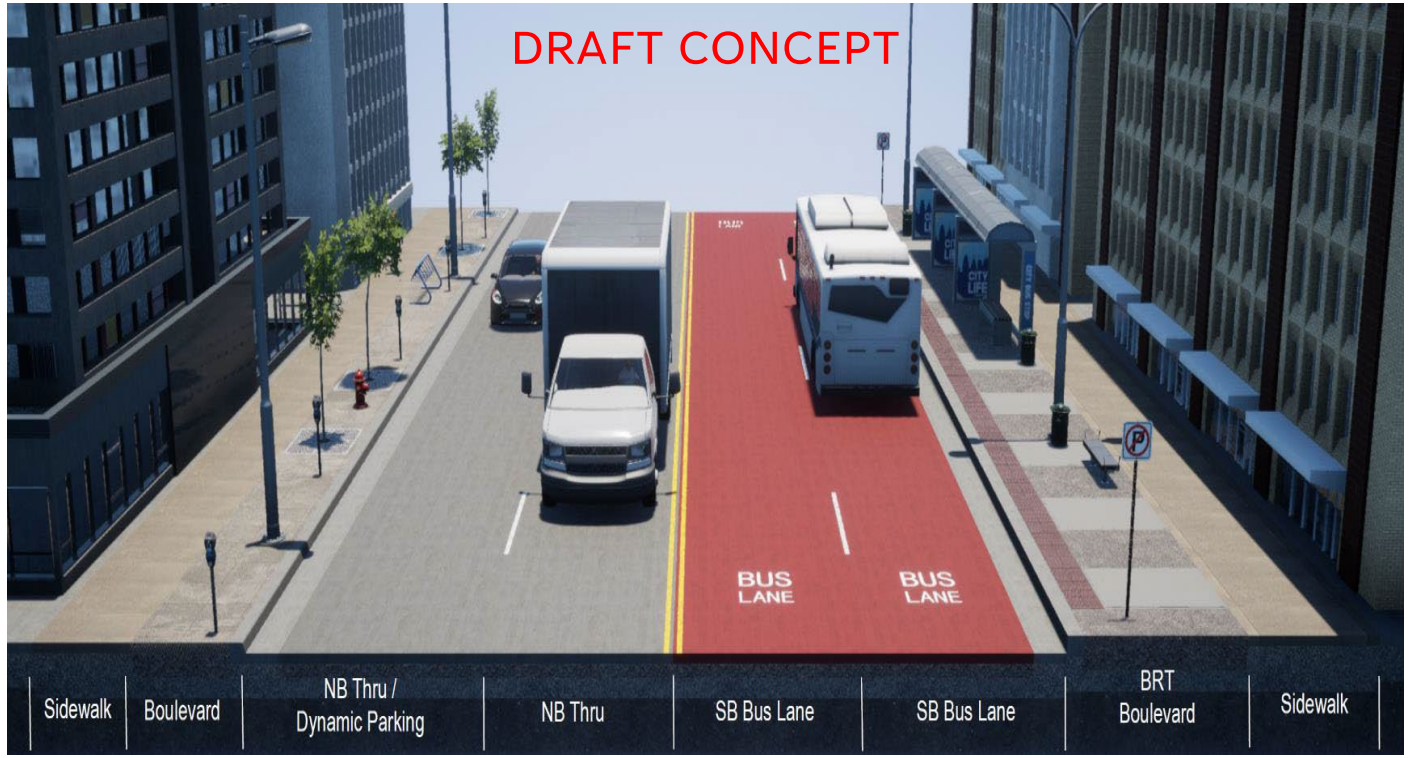
# Ongoing coordination with City of Minneapolis

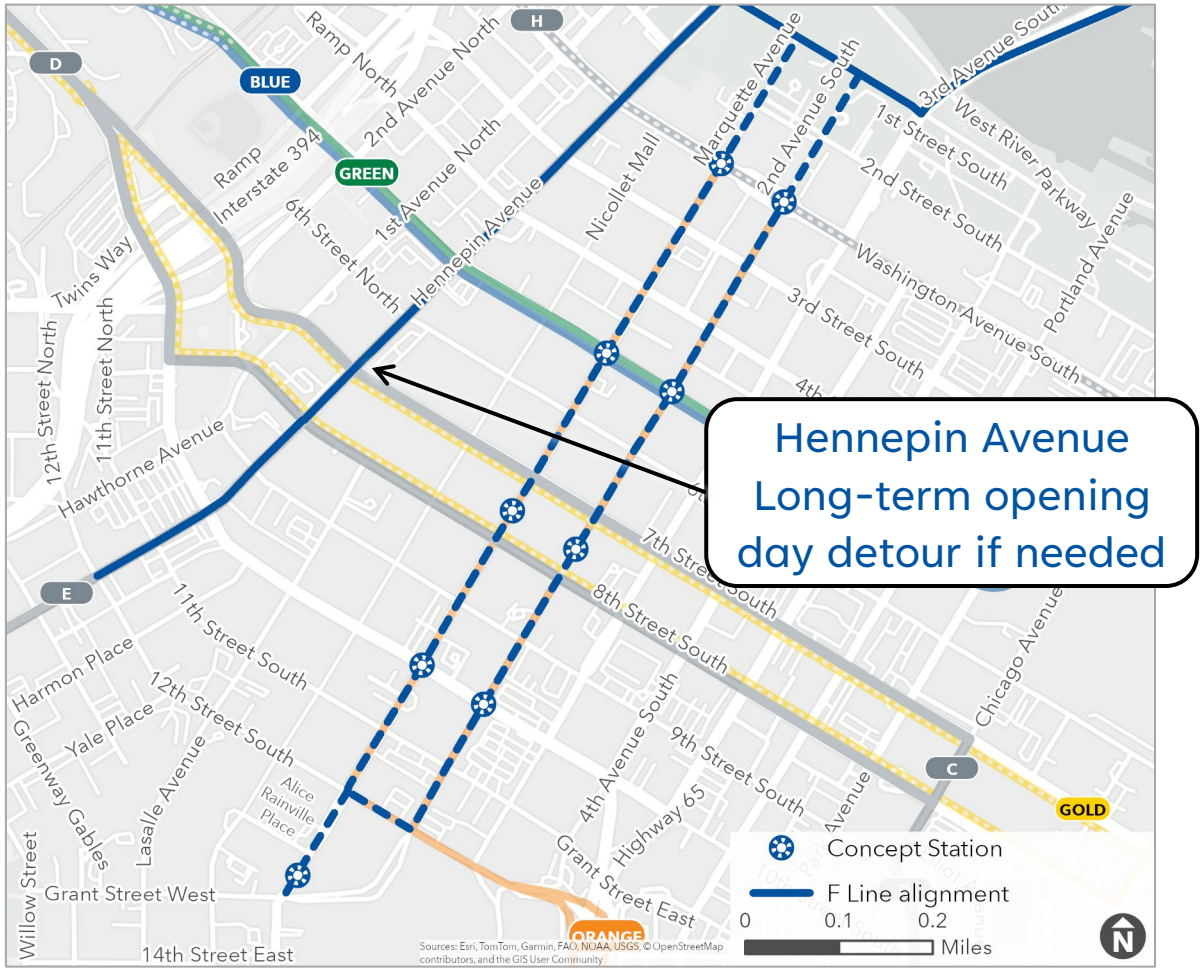
- Metro Transit and the City of Minneapolis continue to coordinate on an overall approach to whether and how to move transit off Nicollet Mall
- Together, agencies have identified Marq2 as the leading concept for an alternate “north-south transit spine,” if Nicollet Mall were to be closed to transit
- The F Line project assumes a completed north-south transit spine on Marq2, including enhanced bus stops supporting local service
- Without this future project, Marq2 is not BRT-ready in both directions




*Draft Concept for north-south transit spine on Marq2, City of Minneapolis*

# A separate Marquette-2nd project precedes F Line opening day

- The revised F Line alignment on Marq2 assumes the separate city-led project is completed before the F Line is planned to open in 2030-2031
- Hennepin Avenue can accommodate the F Line on long-term detour if the city-led project is delayed or otherwise impacted



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