

Arterial Bus Rapid Transit Plan Update

Metro Transit is selecting the next planned arterial bus rapid transit lines

The **Arterial BRT Plan Update** will identify the next three planned arterial BRT lines, the J, K, and L lines, planned to open between 2030 and 2035.

These lines will join the growing METRO network of fast, frequent, all-day service between comfortable stations with enhanced amenities.

The Plan Update will start from 17 candidate corridors and narrow down to the J, K, and L lines through technical evaluation, public feedback, and coordination with cities, counties, and MnDOT. To learn more, scan the code or visit metrotransit.org/arterial-brt-plan.

To identify the J, K, and L lines, the Plan Update will follow a four-step planning process.



Scan to learn more
and provide feedback
metrotransit.org/arterial-brt-plan

Four-step planning process

- | | | | |
|---------------------------|-------------------------|-------------------------|-------------------------------|
| • SPRING 2025
IDENTIFY | • SUMMER 2025
SCREEN | • FALL 2025
EVALUATE | • WINTER 2025/6
PRIORITIZE |
|---------------------------|-------------------------|-------------------------|-------------------------------|

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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 receptacles

Limited stops, frequent service

BRT will operate 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