



# **Tech Memo 2 Addendum: West 7th Corridor Screening Results**

2025 Arterial Bus Rapid Transit Plan Update

November 2025

## Background

This memo is an addendum to *Technical Memo 2: Screening* prepared in June 2025. This memo documents the screening results including the West 7th Street Corridor, had that corridor been included in the initial screening process.

Across 2025, Metro Transit had been working with project partners on a new multimodal concept in the West 7th Street Corridor, including a more substantial investment in bus rapid transit. The City of St. Paul announced in October 2025 that concept is no longer moving forward, as project partners were unable to reach agreement on a funding plan for this coordinated concept. You can learn more about this work at [the project website](#).

As an outcome of this work, Metro Transit announced that it would bring this corridor into the Arterial BRT Plan Update.

To confirm the relative score of the West 7th Street compared to other corridors advanced to technical evaluation, a supplemental screening analysis was performed on that corridor.

If included in the screening process, the West 7th Street Corridor would have ranked 4th out of the now 18 candidate corridors, with a total score of 69.8 out of 100.

## Screening Results

Refer to *Tech Memo 2: Screening* for a full description of screening criteria and scoring.

## Goal 1: Build on success to grow ridership

This goal is supported by three criteria: existing ridership on base local route(s), existing productivity on base local route(s), and corridor weighted transit market area. Table 1 summarizes the ridership screening results with West 7th included.

**Table 1 Build on success to grow ridership Screening Results**

	Build on success to grow ridership						
	Points: 8.3		Points: 8.3		Points: 8.3		
Corridor	Existing ridership on base local route(s)		Existing productivity on base local route(s)		Corridor weighted transit market area		TOTAL
	Score	Value	Score	Value	Score	Value	-
38th Street / Excelsior	1.3	1,190	3.3	16.0	6.3	1.6	10.9
46th Street	0.6	590	3.6	17.4	5.0	2.1	9.2
63rd Avenue / Zane	1.8	1,640	7.1	34.0	4.8	2.1	13.6
66th Street	1.4	1,280	6.6	31.7	5.0	2.0	13.0
Bloomington / Lyndale	5.0	4,630	6.5	31.0	6.7	1.5	18.2
Broadway	0.8	710	3.9	18.4	7.9	1.3	12.6
Century	0.4	380	1.5	7.4	3.6	2.9	5.5
County Road C	0.1	120	1.3	6.1	3.9	2.6	5.3
Dale / George	0.5	500	3.5	16.6	6.5	1.6	10.5
Franklin / Grand / 3rd Street	8.3	7,750	7.1	34.0	8.3	1.2	23.8
Johnson / Lyndale	3.7	3,420	6.2	29.7	6.6	1.6	16.5
Hennepin / Larpenteur	1.0	940	4.2	20.2	5.8	1.8	11.0
Lowry	1.9	1,740	7.8	37.5	5.2	2.0	14.9
Nicollet	6.7	6,180	8.3	39.9	6.7	1.5	21.7
North Snelling / Lexington	0.1	80	2.3	11.1	3.4	3.0	5.8
Payne / Westminster	2.4	2,250	8.1	38.8	7.2	1.4	17.7
Randolph / East 7th Street	3.0	2,790	6.1	29.4	7.5	1.4	16.6
West 7th Street	3.6	3,325	6.9	33.2	5.5	1.86	16.0

## Goal 2: Advance equity and reduce regional disparities

This goal is supported by three criteria: historically disadvantaged populations using the base route(s), historically disadvantaged populations living within the corridor, and essential destinations. Table 2 summarizes the screening results with West 7th included.

**Table 2 Advance equity and reduce regional disparities Screening Results**

Corridor	Advance equity and reduce regional disparities						
	Points: 8.3		Points: 8.3		Points: 8.3		
	Historically disadvantaged populations using base route		Historically disadvantaged populations living within corridor		Essential destinations (per square mile)		TOTAL
	Score	Value	Score	Value	Score	Value	-
38th Street / Excelsior	5.3	49.0%	3.9	19.2%	4.8	6.1	13.9
46th Street	5.1	47.4%	2.3	11.4%	3.8	4.9	11.2
63rd Avenue / Zane	8.3	77.8%	8.3	41.6%	5.7	7.2	22.3
66th Street	6.2	58.0%	5.0	24.7%	4.9	6.2	16.0
Bloomington / Lyndale	6.2	57.6%	7.4	37.0%	7.9	10.0	21.5
Broadway	7.1	66.0%	6.0	30.1%	5.3	6.7	18.4
Century	5.6	52.2%	4.2	21.0%	3.8	4.7	13.6
County Road C	4.1	37.9%	4.3	21.3%	2.9	3.6	11.2
Dale / George	5.4	50.0%	5.9	29.6%	5.0	6.3	16.3
Franklin / Grand / 3rd Street	5.9	55.2%	6.8	34.1%	7.3	9.2	20.0
Johnson / Lyndale	4.7	43.6%	4.5	22.6%	5.4	6.8	14.6
Hennepin / Larpenteur	5.3	49.5%	5.7	28.3%	3.7	4.7	14.7
Lowry	6.4	60.0%	5.9	29.5%	4.8	6.1	17.1
Nicollet	6.0	55.7%	5.6	28.1%	8.3	10.6	19.9
North Snelling / Lexington	6.5	60.8%	3.6	17.8%	2.5	3.1	12.6
Payne / Westminster	6.1	56.4%	7.9	39.4%	8.0	10.1	22.0
Randolph / East 7th Street	5.7	52.8%	5.3	26.6%	7.0	8.8	17.9
West 7th Street	5.6	52.5%	5.0	24.9%	3.7	4.7	14.6

### Goal 3: Balance expanded arterial BRT investment with available resources

This goal is supported by two criteria: planned midday service levels and existing vehicle delay. Table 3 summarizes the screening results with West 7th included.

**Table 3 Balance expanded arterial BRT investment with available resources Screening Results**

	Balance expanded arterial BRT investment with available resources				
	Points: 12.5		Points: 12.5		
Corridor	Planned midday service levels on base local route		Existing vehicle delay per mile (i.e., Daily time (hours) in excess of free flow travel time)		TOTAL
	Score	Value	Score	Value	-
38th Street / Excelsior	4.2	30	3.2	2.1	7.3
46th Street	4.2	30	2.6	1.7	6.8
63rd Avenue / Zane	10.4	12	5.1	3.4	15.6
66th Street	8.3	15	6.9	4.6	15.2
Bloomington / Lyndale	8.3	15	4.3	2.8	12.6
Broadway	4.2	30	5.3	3.5	9.5
Century	4.2	30	3.6	2.4	7.8
County Road C	2.8	45	5.5	3.6	8.3
Dale / George	4.2	30	4.6	3.0	8.7
Franklin / Grand / 3rd Street	11.5	11	12.5	8.2	24.0
Johnson / Lyndale	10.4	12	5.0	3.3	15.4
Hennepin / Larpenteur	4.2	30	2.8	1.8	7.0
Lowry	6.3	20	3.4	2.2	9.6
Nicollet	12.5	10	7.0	4.6	19.5
North Snelling / Lexington	2.1	60	1.0	0.6	3.0
Payne / Westminster	8.3	15	6.5	4.3	14.8
Randolph / East 7th Street	8.3	15	5.4	3.5	13.7
West 7th Street	12.5	10	12.5	9.8	25.0

## Goal 4: Connect transit-supportive land uses and support all-day, all-purpose travel

Table 4 Connect transit-supportive land uses and support all-day, all-purpose travel Screening Results

Corridor	Connect transit-supportive land uses and support all-day, all-purpose travel								
	Points: 6.3		Points: 6.3		Points: 6.3		Points: 6.3		
	Planned land use		Allowable housing density		Trip purpose (% Nonwork Trips)		Connections to METRO service		TOTAL
	Score	Value	Score	Value	Score	Value	Score	Value	-
38th Street / Excelsior	4.8	62.2%	1.8	67.5	4.6	54.3%	3.8	6	15.8
46th Street	5.0	65.9%	1.4	50.7	5.5	64.8%	3.1	5	15.8
63rd Avenue / Zane	3.0	38.8%	0.4	14.6	5.7	68.3%	1.9	3	11.3
66th Street	3.2	41.3%	0.7	27.2	4.9	58.1%	3.1	5	12.4
Bloomington / Lyndale	5.0	65.4%	4.5	166.2	5.3	63.3%	5.6	9	22.2
Broadway	4.1	53.7%	2.2	81.3	5.0	59.1%	4.4	7	16.6
Century	2.6	34.6%	0.2	5.7	4.1	48.8%	1.3	2	8.4
County Road C	2.3	29.7%	0.2	7.9	4.9	58.1%	1.9	3	9.5
Dale / George	4.4	57.3%	0.6	22.3	5.1	60.5%	3.1	5	13.7
Franklin / Grand / 3rd Street	5.6	73.6%	2.9	108.7	5.2	61.9%	6.3	10	21.3
Johnson / Lyndale	5.1	67.1%	3.4	125.0	3.7	43.5%	6.3	10	17.6
Hennepin / Larpenteur	3.5	45.9%	2.3	84.9	4.6	54.5%	5.6	9	19.2
Lowry	3.9	51.2%	1.2	45.7	4.9	58.6%	3.1	5	13.9
Nicollet	5.0	64.7%	4.9	179.0	5.1	61.2%	6.3	10	23.0
North Snelling / Lexington	3.0	39.0%	0.2	7.2	6.3	74.3%	0.6	1	10.4
Payne / Westminster	4.2	54.5%	1.2	42.5	5.4	64.0%	3.8	6	15.1
Randolph / East 7th Street	5.8	75.7%	1.2	44.1	5.1	60.6%	5.0	8	17.9
West 7th Street	4.0	48.7%	1.1	30.9	4.4	52.2%	5.0	8	14.5

## Summary of Results

Table 5 provides an overview of the corridors and how they scored relative to each goal and its supporting criteria, along with their total final score.

**Table 5 Summary of Screening Results**

Corridor	Build on success to grow ridership	Advance equity and reduce regional disparities	Balance expanded arterial BRT investment with available resources	Connect transit-supportive land uses and support all-day, all-purpose travel	Total Score	Rank
Franklin / Grand / 3rd Street	23.8	20.0	24.0	21.3	89.1	1
Nicollet	21.7	19.9	19.5	20.7	84.1	2
Bloomington / Lyndale	18.2	21.5	12.6	21.1	74.4	3
<b>West 7th Street</b>	<b>16.0</b>	<b>14.6</b>	<b>25.0</b>	<b>15.5</b>	<b>69.8</b>	<b>4</b>
Payne / Westminster	17.7	22.0	14.8	14.8	69.6	5
Randolph / East 7th Street	16.6	17.9	13.7	17.4	66.1	6
Johnson / Lyndale	16.5	14.6	15.4	18.7	65.6	7
63rd Avenue / Zane	13.6	22.3	15.6	11.2	62.9	8
Broadway	12.6	18.4	9.5	16.2	57.0	9
Lowry	14.9	17.1	9.6	14.2	56.6	10
66th Street	13.0	16.0	15.2	11.5	55.5	11
Hennepin / Larpenteur	11.0	14.7	7.0	17.0	50.3	12
Dale / George	10.5	16.3	8.7	13.4	49.2	13
38th Street / Excelsior	10.9	13.9	7.3	16.1	48.0	14
46th Street	9.2	11.2	6.8	14.9	43.0	15
Century	5.5	13.6	7.8	8.3	35.3	16
County Road C	5.3	11.2	8.3	9.3	31.7	17
North Snelling / Lexington	5.8	12.6	3.0	10.3	29.7	18