Tech Memo 4:
Corridor Prioritization

METRO Arterial Bus Rapid Transit Plan Update

January 2026

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Summary

Project Overview

The Arterial BRT Plan Update is Metro Transit's process to identify the next three planned arterial bus rapid transit (BRT) lines, designated as the J, K, and L Lines, to open between 2030 and 2035. These future lines will expand the growing METRO network of fast, frequent, all-day service that connects key destinations through comfortable, high-amenity stations. Building on the foundation of Network Next, which identified the F, G, and H Lines, the Plan Update continues Metro Transit's commitment to data-driven, equitable, and sustainable system growth.

The Plan Update began with a review of 17 candidate corridors, from which 10 advanced to detailed technical evaluation. An additional corridor, West 7th Street, was added to consideration based on the outcomes of the New West 7th Corridor Concept in coordination with the City of Saint Paul. Results of the technical evaluation were made public in November 2025.

This report documents the prioritization process used to identify the J, K, and L Lines from the 11 remaining candidate corridors.

Prioritization Process

Between November 2025 and February 2026, Metro Transit reviewed each corridor and worked with regional partners to understand implementation considerations related to each arterial BRT candidate corridor. The prioritization process builds on the technical evaluation (detailed in Technical Memo 3: Evaluation) by incorporating readiness factors shown below:

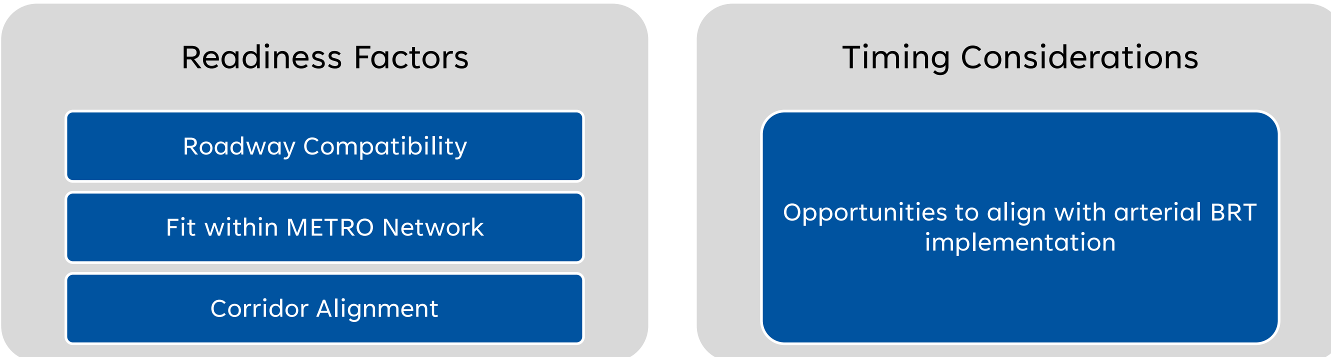
- **Roadway compatibility** – How compatible are current and planned roadway conditions with arterial BRT infrastructure and service?
- **Fit within METRO network** – How well does each corridor fit within the existing and planned METRO network?
- **Corridor alignment** – Are there major unanswered questions about the arterial BRT corridor alignment or termini that need to be resolved?

The prioritization process also assesses the timing of future roadway projects that could influence the schedule of construction for potential J, K, and L Line corridors. Aligning planned arterial BRT projects with larger roadway projects can be help deliver transit projects more efficiently, reduce construction impacts, and avoid potential delays. This evaluation asks whether planned roadway and transitway projects along the corridors could potentially *align with the construction* of BRT.

- **Opportunities to align with BRT implementation** – Do planned roadway projects in a corridor offer the chance to align with arterial BRT corridor implementation by allowing concurrent construction of BRT stations and infrastructure?

Together, these readiness and timing factors inform Metro Transit's recommended approach for the J, K, and L Line corridors, as shown in Figure 1.

Figure 1: Readiness and Timing Factors Examined



Results

Based on the findings of the prioritization process, Metro Transit recommends the following BRT corridors for implementation as the J and K lines, with three corridors remaining for consideration as the potential L Line.

- **J Line:** West 7th Street
- **K Line:** Nicollet
- **L Line:** Recommend completing additional study of the Franklin/Grand/3rd Street corridor prior to selecting the L Line in 2027.

Technical scores and recommendations for each candidate corridor are shown in Table 1 and Figure 2. Maps of the J, K, and potential L Line corridors are shown in Figure 3 and **Error! Reference source not found.**.

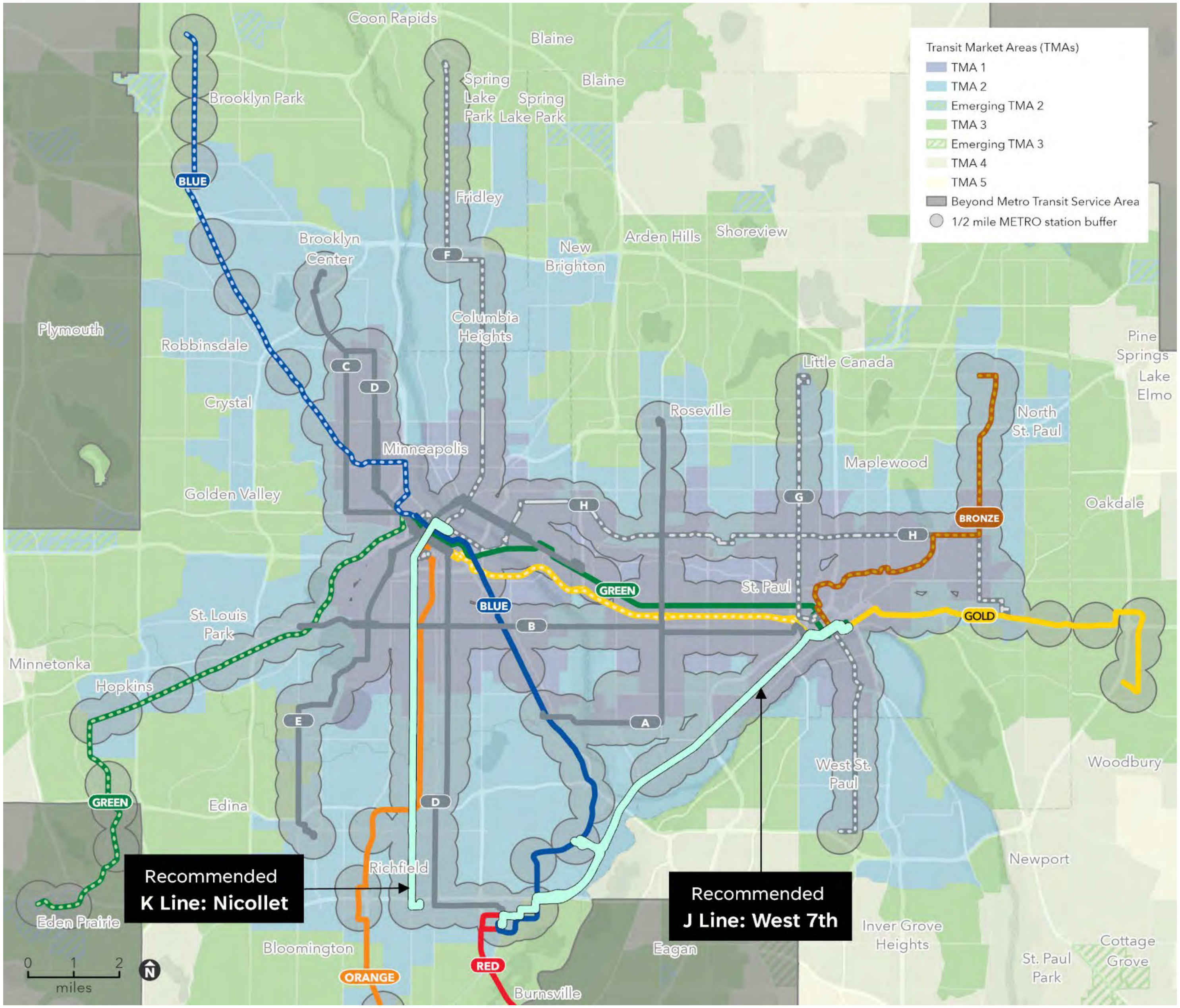
Table 1: Corridor Prioritization Results

Corridor	Technical Score	Recommendation
Nicollet	70.5	K Line
Franklin/Grand/3rd Street	68.9	Consider for L Line
West 7th Street	67.9	J Line
Payne/Westminster	60.0	Not recommended
Bloomington/Lyndale N	57.4	Consider as potential C Line extension
Johnson/Lyndale S	55.9	Consider for L Line
63rd Avenue / Zane	53.7	Consider as potential C Line extension
Broadway	51.8	Not recommended
Randolph/East 7th	49.3	Consider for L Line
66th Street	48.4	Not recommended
Lowry	46.4	Not recommended

Figure 2. Corridor Prioritization Results Summary

	Nicollet	Franklin / Grand / 3rd St	West 7th St	Payne / Westminster	Bloomington / Lyndale N	Johnson / Lyndale S	63rd Ave / Zane	Broadway	Randolph / East 7th St	66th St	Lowry
Corridor technical evaluation score	70.5	68.9	67.9	60.0	57.4	55.9	53.7	52.2	49.3	48.4	46.0
Are **current and future roadway** conditions compatible with arterial BRT?	Yes	Maybe	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Maybe
Does the corridor fit within the **existing and planned transit network?**	Yes	Maybe	Yes	Maybe	No	Maybe	Maybe	Maybe	Maybe	Yes	Yes
Are there major unanswered questions about the **corridor alignment or termini?**	No	Yes	No	Maybe	Maybe	No	Yes	Yes	No	No	No
Recommendation	Advance as K Line	Consider as L Line candidate, additional study needed	Advance as J Line	Do not advance	Do not advance, consider as C Line extension	Consider as L Line candidate	Do not advance, consider as C Line extension	Do not advance	Consider as L Line candidate	Do not advance	Do not advance

Figure 3: Map of Recommended J and K Line Corridors



Introduction

What is the purpose of this memo?

This memo documents the results of the final step of Metro Transit's 2025 Arterial BRT Plan Update—Step 4: Prioritize. In this step, completed between November 2025 and February 2026, Metro Transit reviewed each corridor and worked with regional partners to identify the J and K Line corridors and recommend an approach for selecting the L Line by 2027.

For more information about Steps 1, 2, and 3, please see the reports available at metrotransit.org/arterial-brt-plan-library.

What is the Arterial BRT Plan Update?

Metro Transit is undertaking the 2025 Arterial BRT Plan Update to identify the next programmed arterial BRT lines to be designated as the J, K, and L lines and implemented between 2030 and 2035. These lines will join the growing METRO network of fast, frequent, all-day service between comfortable stations with enhanced amenities.

Metro Transit's current plans for arterial BRT expansion were last completed in 2021 with adoption of the Network Next plan, which identified the F, G, and H lines. Those lines are all in development for implementation by 2030. Now, the Plan Update is needed to set the course for additional lines to implement between 2030 and 2035.

The Plan Update is taking a four-step process to identify the J, K, and L lines. Beginning from a wide set of 17 candidate corridors, the Plan Update has undertaken a four-step process to identify the J Line, K Line, and L Line. These steps are detailed below:

1. **Identify**: Metro Transit identified 17 candidate corridors for consideration.
2. **Screen**: Conduct screening evaluation to identify the most promising arterial BRT candidate corridors from the group identified in phase one.
3. **Evaluate**: Develop detailed arterial BRT corridor concepts and apply robust evaluation using criteria that incorporate cost, ridership, benefits, and other quantitative data.
4. **Prioritize**: Review top-performing arterial BRT concepts based on a set of project readiness criteria to further prioritize the next three lines as the J, K, and L lines.

What are the goals of the Plan Update?

Four goals guide the work of the Plan Update: Ridership, Equity, Sustainable Growth, and Transit-Supportive Lifestyle, as described in Table 2. These goals guide the identification of the candidate corridors under consideration for arterial BRT and the criteria used to screen, evaluate, and prioritize the candidate corridors to identify the J, K, and L lines.

Table 2: Arterial BRT Plan Update Goals

Goal	Description	Weight
Ridership	Build on success to grow ridership, by investing in arterial BRT where people use transit the most.	25%
Equity	Advance equity and reduce regional disparities in access to opportunities.	25%
Sustainable Growth	Balance expanded arterial BRT investment with available resources.	25%
Transit-Supportive Lifestyle	Grow a network that connects transit-supportive land uses and supports all-day, all-purpose travel.	25%

Prioritization Process

Between November 2025 and January 2026, Metro Transit reviewed each corridor and worked with regional partners to understand implementation considerations related to each arterial BRT candidate corridor. The prioritization process builds on the technical evaluation (detailed in Technical Memo 3: Evaluation) by incorporating readiness factors shown below:

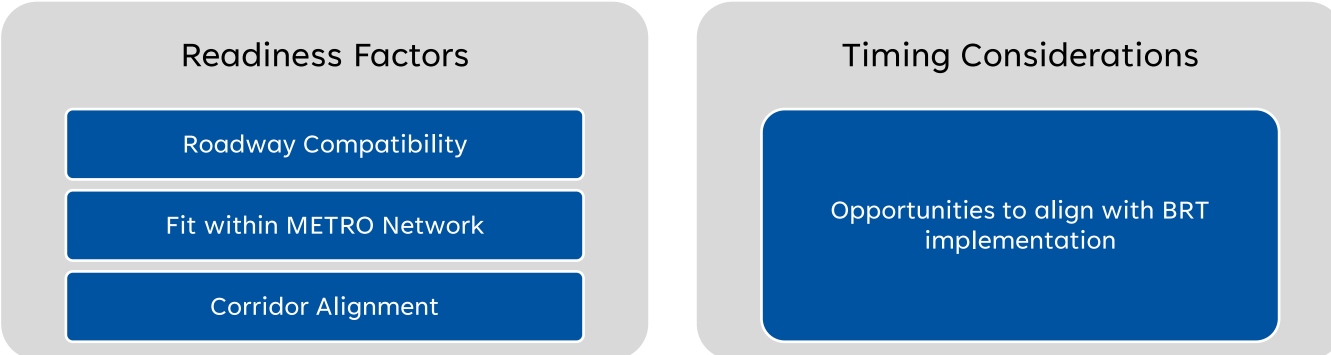
- **Roadway compatibility** – How compatible are current and planned roadway conditions with arterial BRT infrastructure and service?
- **Fit within METRO network** – How well does each corridor fit within the existing and planned METRO network?
- **Corridor alignment** – Are there major unanswered questions about the arterial BRT corridor alignment or termini that need to be resolved?

The prioritization process also assesses the timing of future roadway projects that could influence the schedule of construction for potential J, K, and L Line corridors. Aligning planned arterial BRT projects with larger roadway projects can be help deliver transit projects more efficiently, reduce construction impacts, and avoid potential delays. This evaluation asks whether planned roadway and transitway projects along the corridors could potentially *align with the construction* of BRT.

- **Opportunities to align with BRT implementation** – Do planned roadway projects in a corridor offer the chance to align with arterial BRT corridor implementation by allowing concurrent construction of BRT stations and infrastructure?

Together, these readiness and timing factors inform Metro Transit's recommended approach for the J, K, and L Line corridors, as shown in Figure 4.

Figure 4: Readiness and Timing Factors Examined



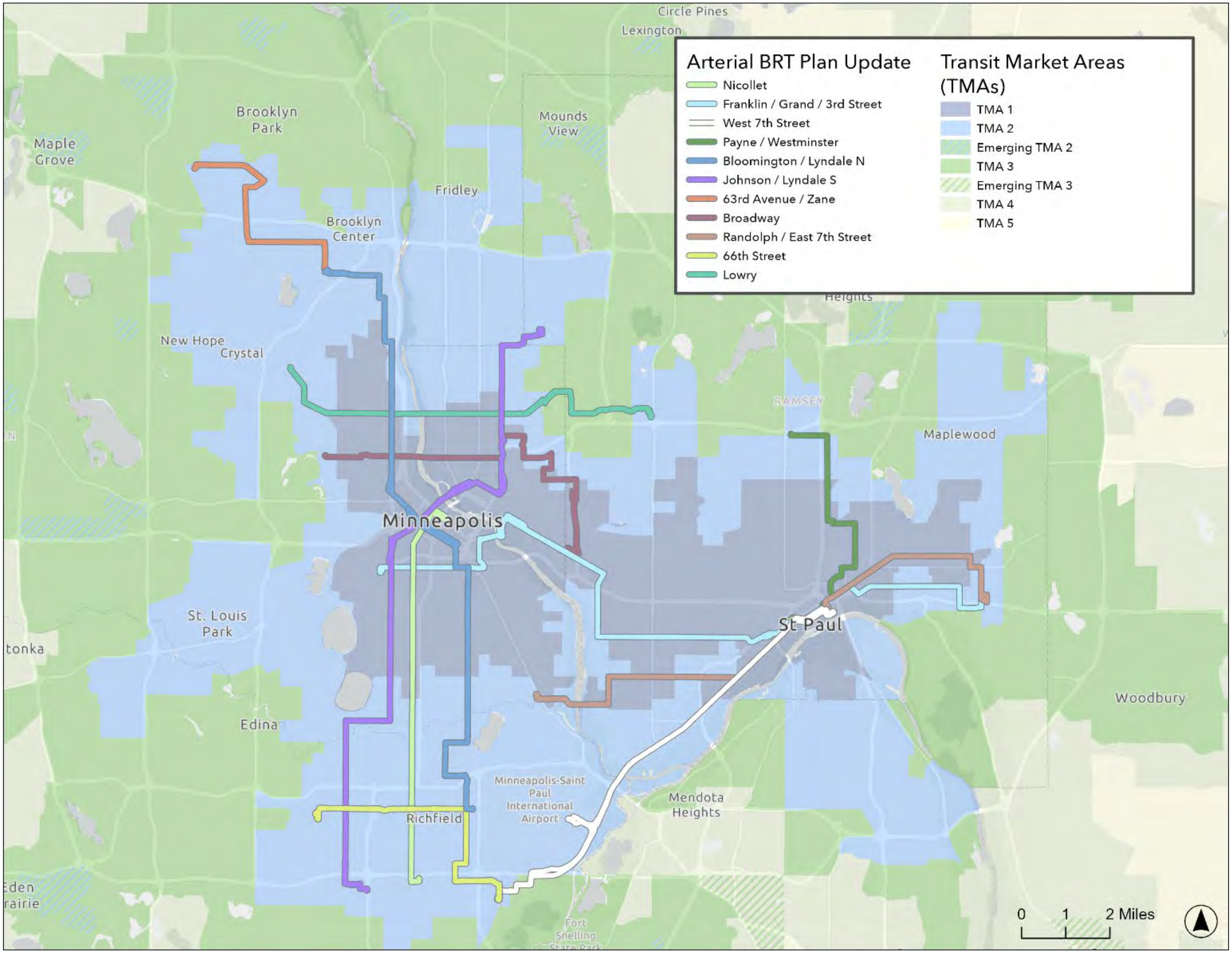
The 11 corridors included in the prioritization phase are shown in Table 3 and Figure 5. In the prioritization phase, Metro Transit first considers the corridors with the highest technical scores, then applied readiness or timing factors. The top-performing corridors from the evaluation phase were Nicollet, Franklin/Grand/3rd Street, and West 7th Street.

Table 3: Corridors Considered for Prioritization

Corridor	Base Local Route(s)	Anticipated Corridor Weekday Ridership	Corridor PPISH*	Existing Local Weekday Ridership	Technical Score
Nicollet	18	8,705	50.0	6,180	70.5
Franklin / Grand / 3rd Street	2, 63	11,624	43.4	7,750	68.9
West 7th Street	54	3,706	31.4	3,325	67.9
Payne / Westminster	64 (Network Now), 71 (Network Now)	1,675	19.5	2,250	60.0
Bloomington / Lyndale	14, 22	4,206	24.9	4,630	57.4
Johnson / Lyndale	4	6,137	25.3	3,420	55.9
63rd Avenue / Zane	724	1,606	24.3	1,640	53.7
Broadway	30	1,626	14.3	710	51.8
Randolph / East 7th Street	74 (Network Now)	4,407	25.4	2,790	49.3
66th Street	515	1,478	18.0	1,280	48.4
Lowry	32	2,289	19.8	1,740	46.4

*The regional standard for PPISH is a minimum of 25 passengers per in-service hour.

Figure 5. Map of Corridors Considered for Prioritization



Methodology

To support the prioritization process, Metro Transit gathered data on transportation projects, engaged in conversations with regional partners, and synthesized the results of the technical evaluation. For each category of prioritization considerations, Metro Transit developed key questions that would influence the selection of the J, K, and L lines. These questions and supporting details are described below.

Readiness

Key readiness factors include **roadway compatibility**, **fit within the METRO network,** and **corridor alignment.**

- To assess **roadway compatibility**, Metro Transit reviewed existing roadways and upcoming construction projects to understand the feasibility of integrating BRT infrastructure along with anticipated lane configurations, bicycle and pedestrian infrastructure, and other roadway features.
- To understand each corridor's **fit within the METRO network**, Metro transit examined each corridor's proximity to other existing METRO projects, including BRT and light rail infrastructure. Corridors that overlap or are within ½ mile of other METRO projects may be considered duplicative.
- To evaluate each **corridor alignment**, Metro Transit explored whether any major questions exist that might require further study before pursuing a BRT project.

These readiness factors and details on the assessment process are described in Table 4.

Table 4: Readiness Methodology

Readiness Factors	Details / Considerations
Roadway compatibility - How compatible are current and planned roadway conditions with arterial BRT infrastructure and service?	• Roadway cross-section • Available right of way • Local infrastructure improvement needs • Existing and planned roadway projects in 2030-2035 timeframe

Readiness Factors	Details / Considerations
Fit within METRO network - How well does each corridor fit within the existing and planned METRO network?	• Proximity to existing and planned METRO corridors – does the corridor complement or duplicate existing and planned corridors? • Connections to existing and planned METRO network
Corridor alignment - Are there major unanswered questions about the arterial BRT corridor alignment or termini that need to be resolved?	• Logical terminal locations • Balance between simple alignment and access to destinations • Resolution of potential alternative alignments

Timing Considerations

The timing assessment is intended to identify whether planned roadway and transitway projects near the corridors may affect the schedule for BRT implementation. Key questions include whether the impact could be expected to **accelerate** or **delay** BRT construction, as shown in Table 5.

Data sources used to support this analysis include the Metropolitan Council's 2026-2029 Transportation Improvement Program (TIP) and supporting interactive map, as well as capital improvement plans from local jurisdictions as applicable.

Table 5: Timing Methodology

Timing Factors	Details / Considerations
Does the planned roadway project offer opportunities to ***align with*** BRT implementation or potentially delay BRT implementation?	• Estimated project construction start date • Location of planned project • Relation to BRT infrastructure

Results

Results for each corridor are shown in the following sections, starting with corridors recommended for implementation. A summary of results can be found beginning on page 31.

Corridors recommended for implementation

The following corridors are recommended to advance for BRT implementation:

- **J Line:** West 7th Street
- **K Line:** Nicollet

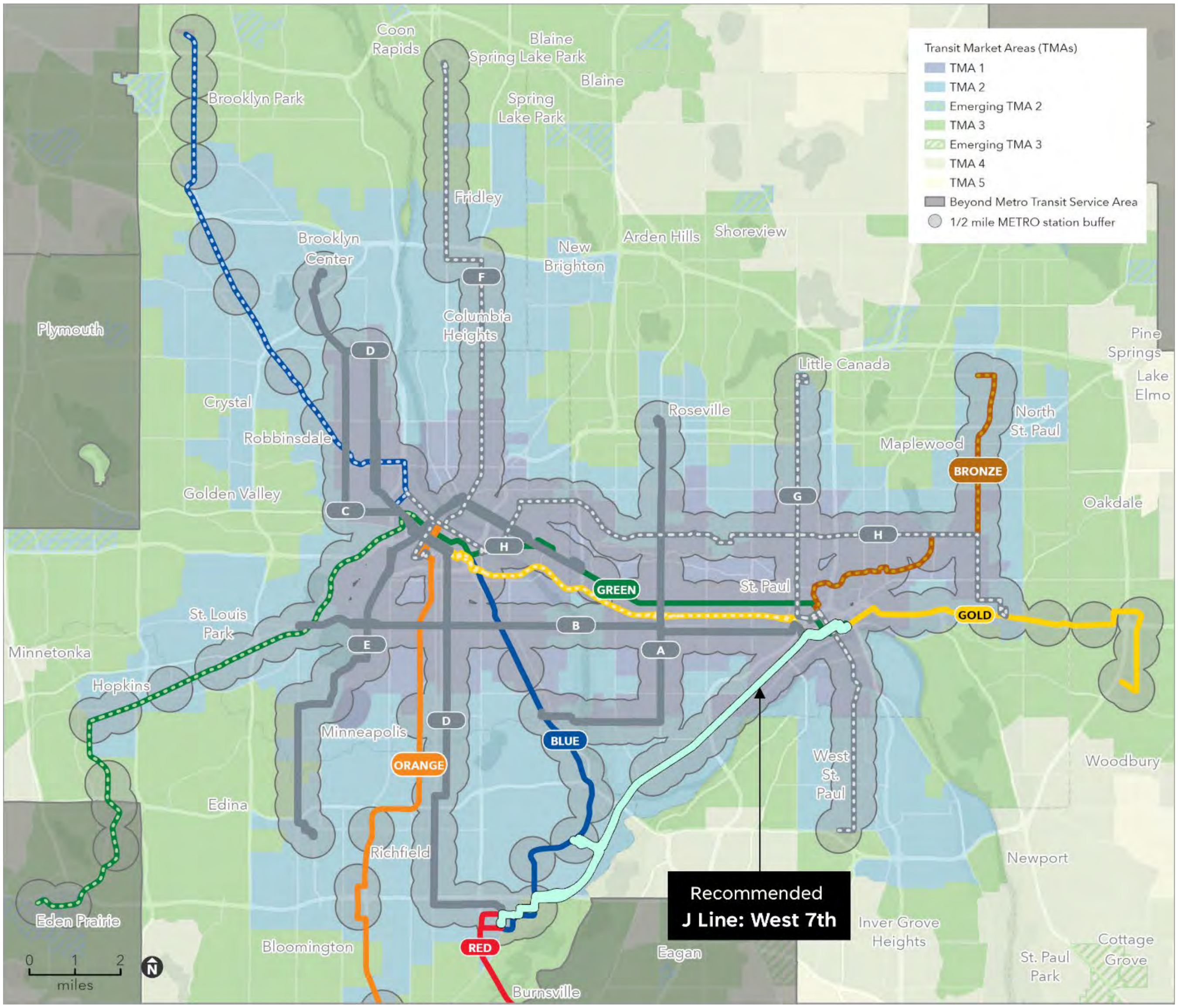
J Line: West 7th Street

West 7th Street emerged as the highest-scoring corridor in the prioritization evaluation, ranking as the top option for advancement. Planned roadway projects along the corridor are well aligned with the needs and timeline for BRT implementation. Additionally, West 7th has been examined in previous rapid transit studies, which consistently show its operational compatibility with higher-capacity transit service. The corridor's role within the broader METRO network is well established, with no major uncertainties related to alignment, termini, or network integration.

Planned roadway and multimodal investments include a MnDOT-led roadway project scheduled to begin in 2029, offering the possibility for coordinated construction of arterial BRT stations and bus priority infrastructure. Additional planned pedestrian and bikeway improvements in downtown Saint Paul will enhance access to the West 7th Street corridor, as well as other existing transit lines.

Taken together, the corridor's strong performance across evaluation criteria, demonstrated readiness, and alignment with planned capital investments led to West 7th Street being identified as the top candidate for corridor prioritization.

Figure 6. Recommended J Line: West 7th Street



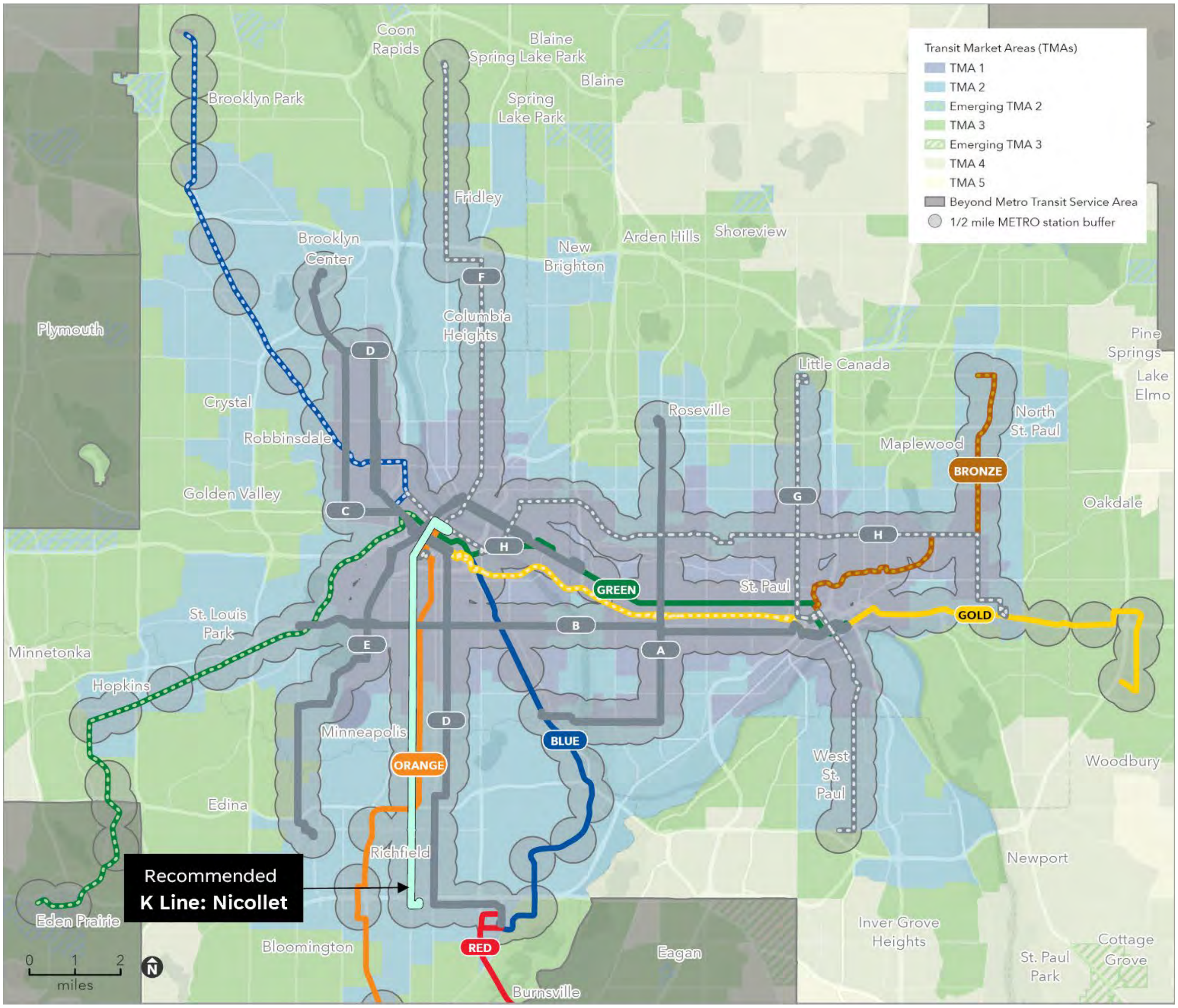
K Line: Nicollet

Nicollet Avenue is one of the highest-performing corridors evaluated and emerged as the highest-ranked corridor overall in the technical evaluation. It is recommended for advancement as the K Line. The corridor is well suited to arterial BRT implementation, with roadway conditions that are generally compatible with BRT infrastructure and service. Nicollet provides strong connectivity within the existing and planned METRO network, linking downtown Minneapolis to destinations in South Minneapolis and Bloomington and intersecting multiple local and rapid transit routes.

Coordination between the City of Minneapolis and Metro Transit regarding the future of transit service on Nicollet Mall downtown is ongoing.

Other planned roadway projects along the Nicollet corridor are not anticipated to impact implementation timing. While coordination will be required, particularly related to downtown alignment decisions, identified challenges have clear paths to resolution. Overall, Nicollet’s strong technical performance, network role, and overall readiness support its selection as the K Line.

Figure 7. Recommended K Line: Nicollet



Corridors not recommended to advance as arterial BRT at this time

Six corridors are not recommended to advance as BRT corridors at this time: Payne/Westminster, Bloomington/Lyndale N, Broadway, 66th Street, Lowry, and 63rd Avenue/Zane. These corridors may still be considered for local bus improvements as part of Network Now and/or subsequent planning efforts.

Payne / Westminster

Payne / Westminster performed well in the technical evaluation overall, particularly on equity and cost efficiency metrics. However, its near-term suitability for arterial BRT implementation is limited by uncertainty related to corridor definition and untested potential performance. The proposed corridor alignment is based on a planned restructuring of local Route 64 identified in Network Now. As a result, the performance of this revised service over time has not yet been observed. See Figure 8 below for summary details of the planned restructuring.

Planned roadway investments along the corridor are limited in scope. In comparison to corridors with clearer readiness and more defined pathways to implementation, Payne / Westminster is not recommended to advance in the current phase of arterial BRT prioritization. Implementing the planned Route 64 restructuring as local service and monitoring performance is recommended before reconsidering higher-capacity investment.

Figure 8: Route 64 restructuring plan - Network Now

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	15	15	15	15 - 30
Saturday	15	15	15	15 - 30
Sunday	15	15	15	15 - 30

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

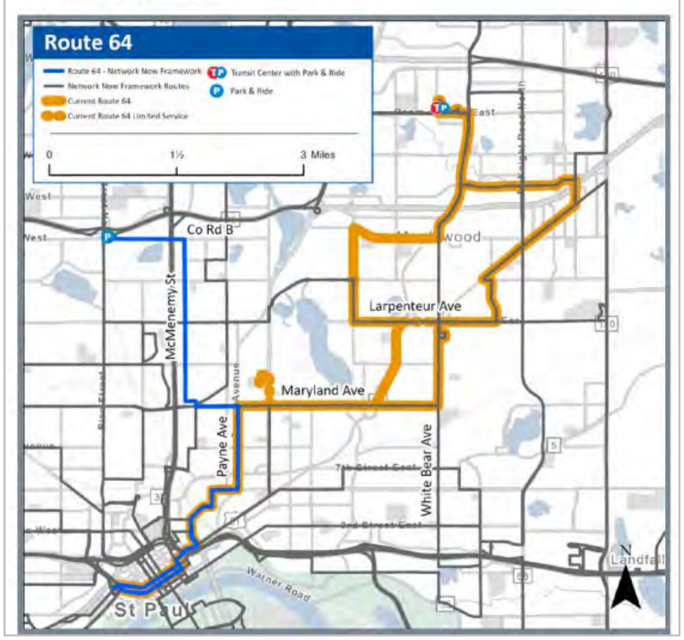
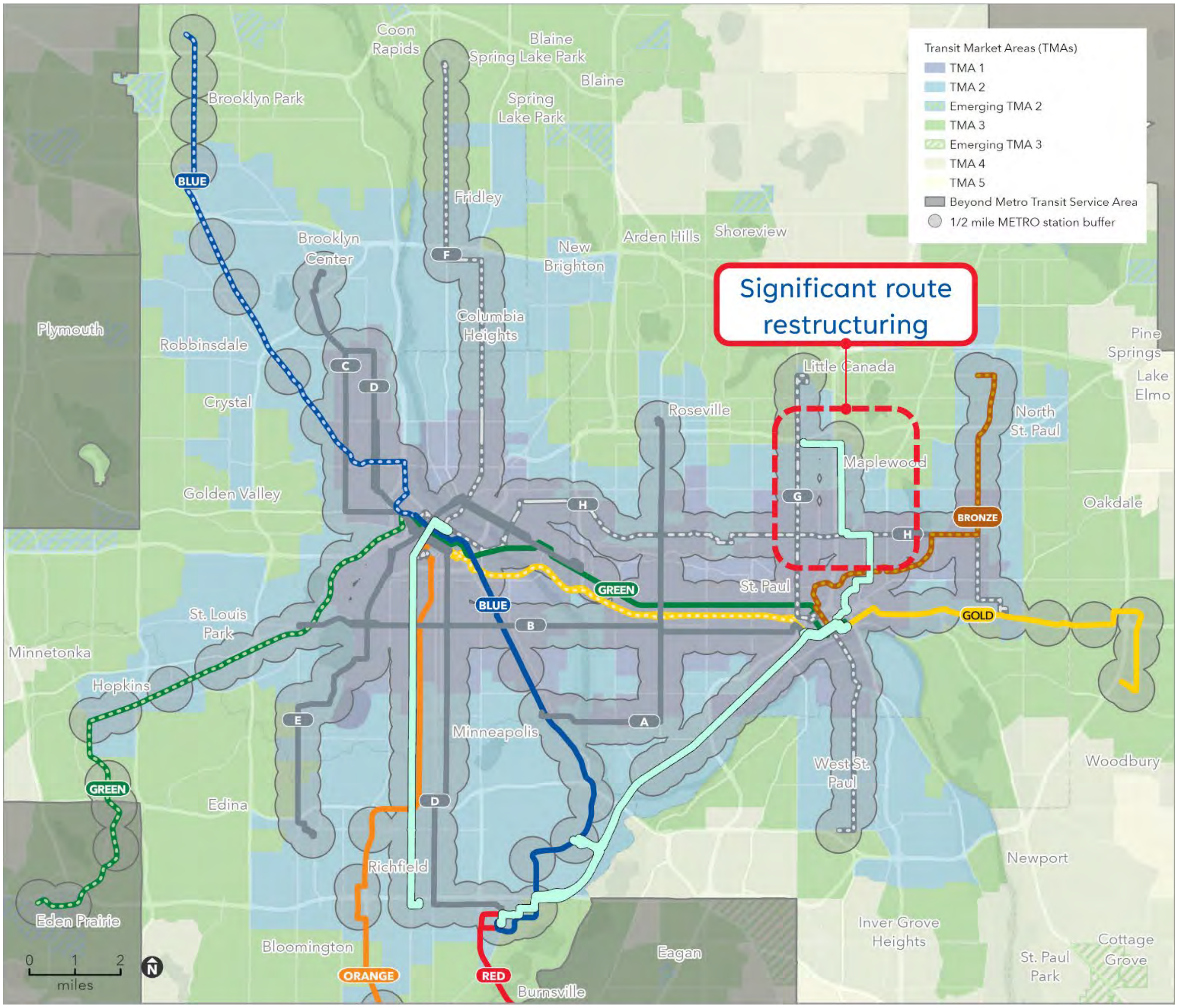


Figure 9. Payne / Westminster



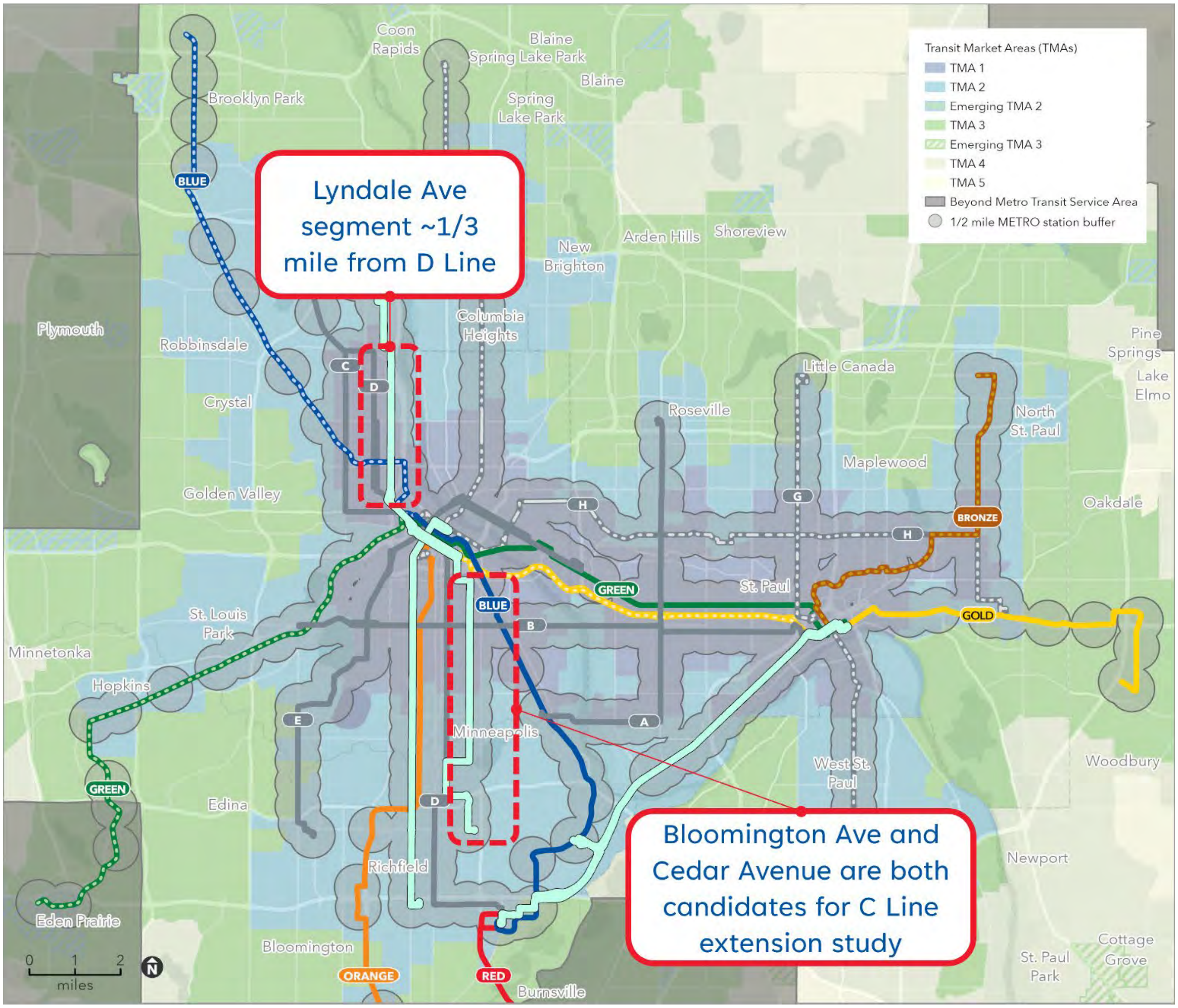
Bloomington / Lyndale N

Bloomington / Lyndale N demonstrated strong technical performance, with strengths tied to ridership potential and transit-supportive land use. From an implementation perspective, however, the corridor presents challenges related to its role within the broader METRO network. The Lyndale Avenue North segment closely parallels the existing METRO D Line at approximately one-third of a mile. This results in limited additional benefits from advancing a separate arterial BRT investment along this corridor segment.

The Bloomington Avenue segment, by contrast, is a more appropriate candidate for BRT service, though it may be better suited to further study as a potential future extension of the METRO C Line rather than as a standalone arterial BRT corridor.

Review of planned roadway projects did not identify any near-term reconstruction or capital investments along the corridor that would meaningfully support arterial BRT implementation within the 2030-2035 timeframe. Given these considerations, advancing Bloomington/Lyndale N is not recommended at this time. Instead, the Bloomington Avenue segment could be included in the upcoming study of a potential METRO C Line extension.

Figure 10. Bloomington/Lyndale N

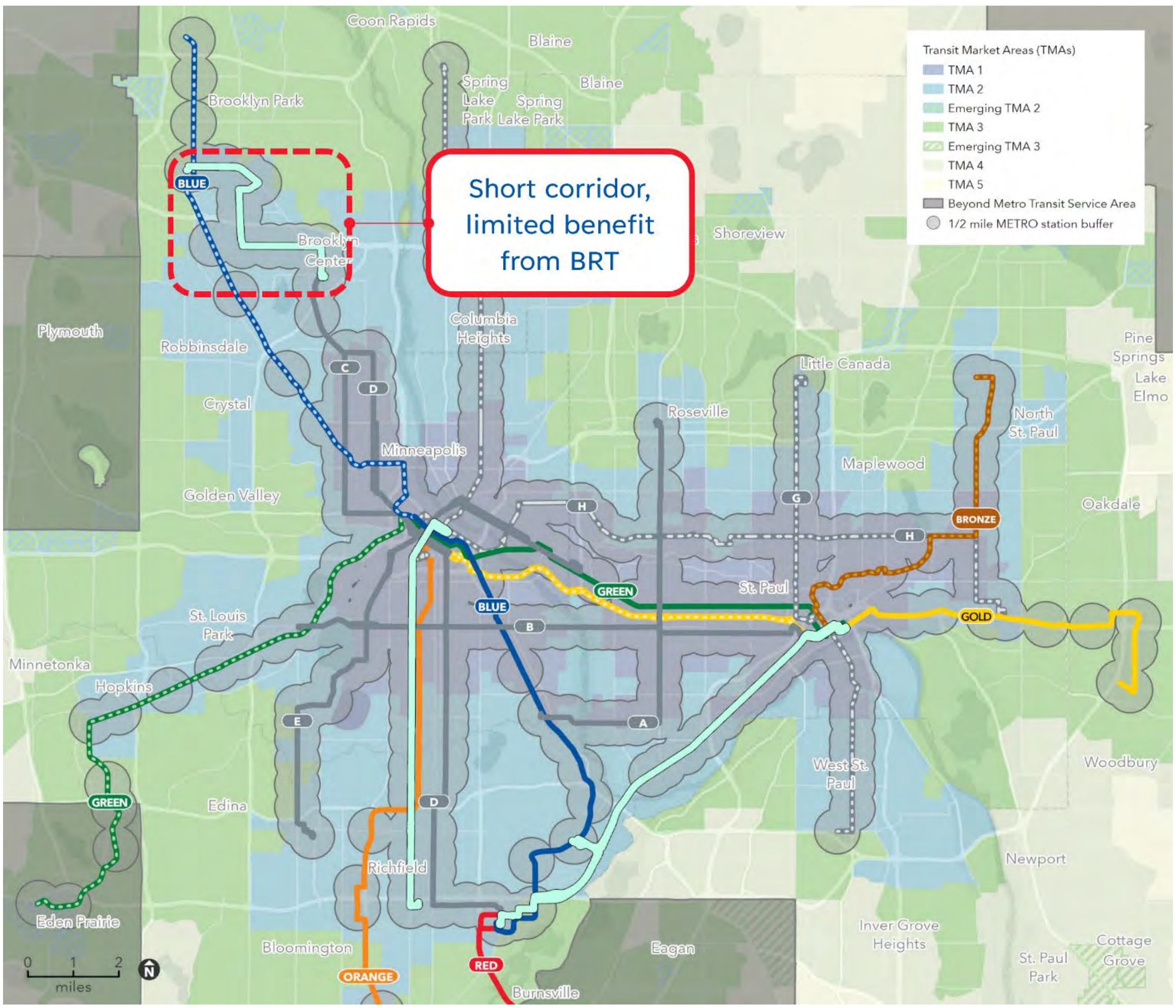


63rd Avenue / Zane

63rd Avenue/Zane demonstrated moderate performance in the technical evaluation, reflecting a mix of cost efficiency and manageable operating requirements but more limited ridership potential and transit-supportive context relative to higher-performing corridors. From a planning perspective, its short length as a standalone alignment constrains the overall benefit of advancing BRT service, limiting opportunities to meaningfully improve travel times, connectivity, or coverage at a regional scale. In addition, the pedestrian environment and land use context both reduce the potential effectiveness of arterial BRT features and could diminish the customer experience.

For these reasons, the corridor is not recommended to advance in the current phase of arterial BRT prioritization. Consideration of the corridor as part of the future C Line extension study is recommended.

Figure 11. 63rd Avenue / Zane



Broadway

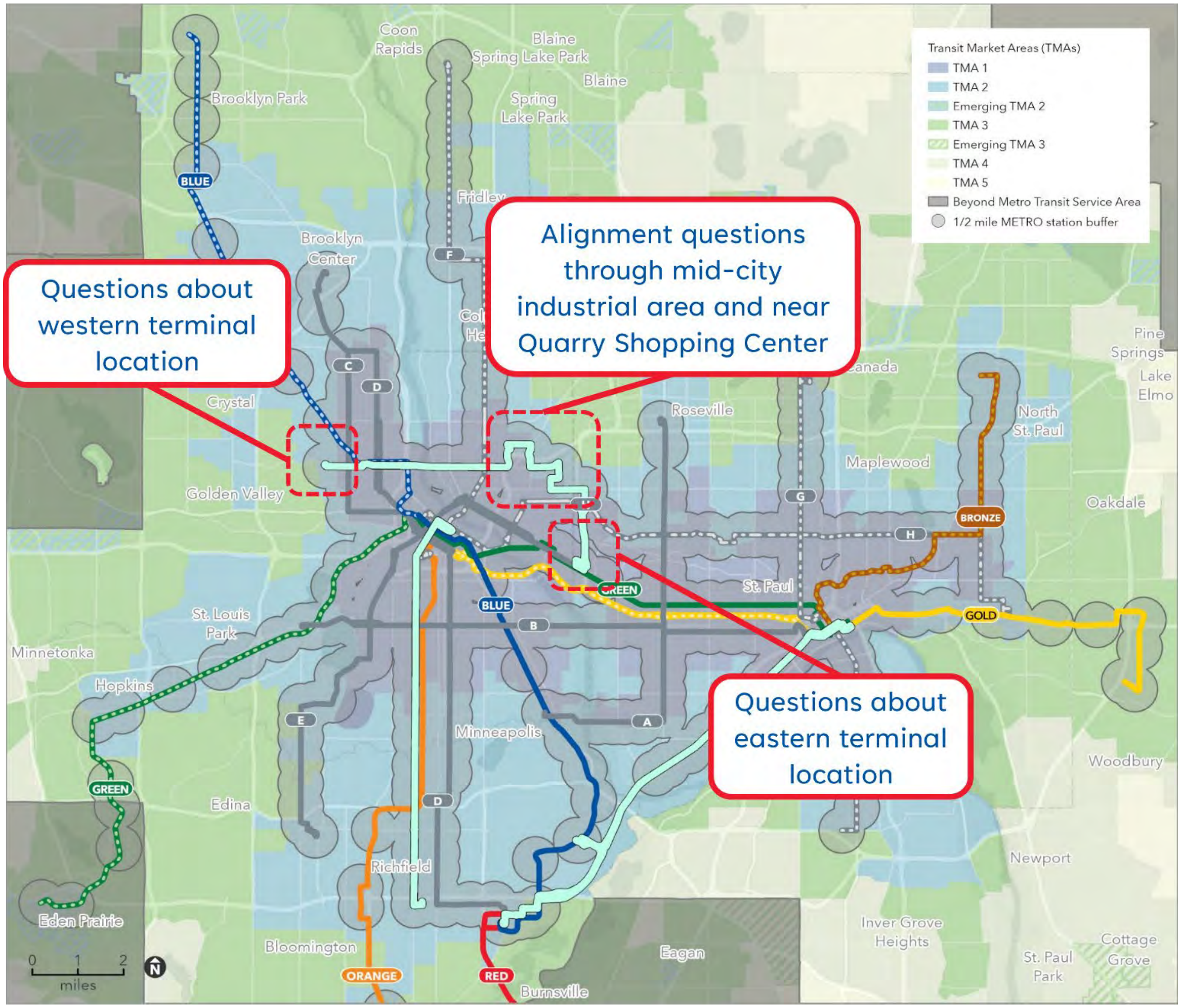
The Broadway corridor showed moderate performance in the technical evaluation, with some strengths tied to equity outcomes but comparatively weaker results for ridership and productivity relative to arterial BRT standards.

From a readiness standpoint, the corridor has significant unresolved questions related to alignment and terminal locations, limiting the ability to define a clear and implementable corridor concept at this time. These uncertainties make it difficult to assess how arterial BRT service would operate, connect to the broader METRO network, or deliver consistent benefits along the corridor.

Planned roadway investments along Broadway do not impact the feasibility or timing or arterial BRT implementation in this corridor.

Given the combination of unresolved corridor definition issues, comparatively lower ridership and productivity potential, Broadway is not recommended to advance in the current phase of arterial BRT prioritization. Consideration of local route restructuring is recommended prior to considering higher-capacity investment.

Figure 12. Broadway



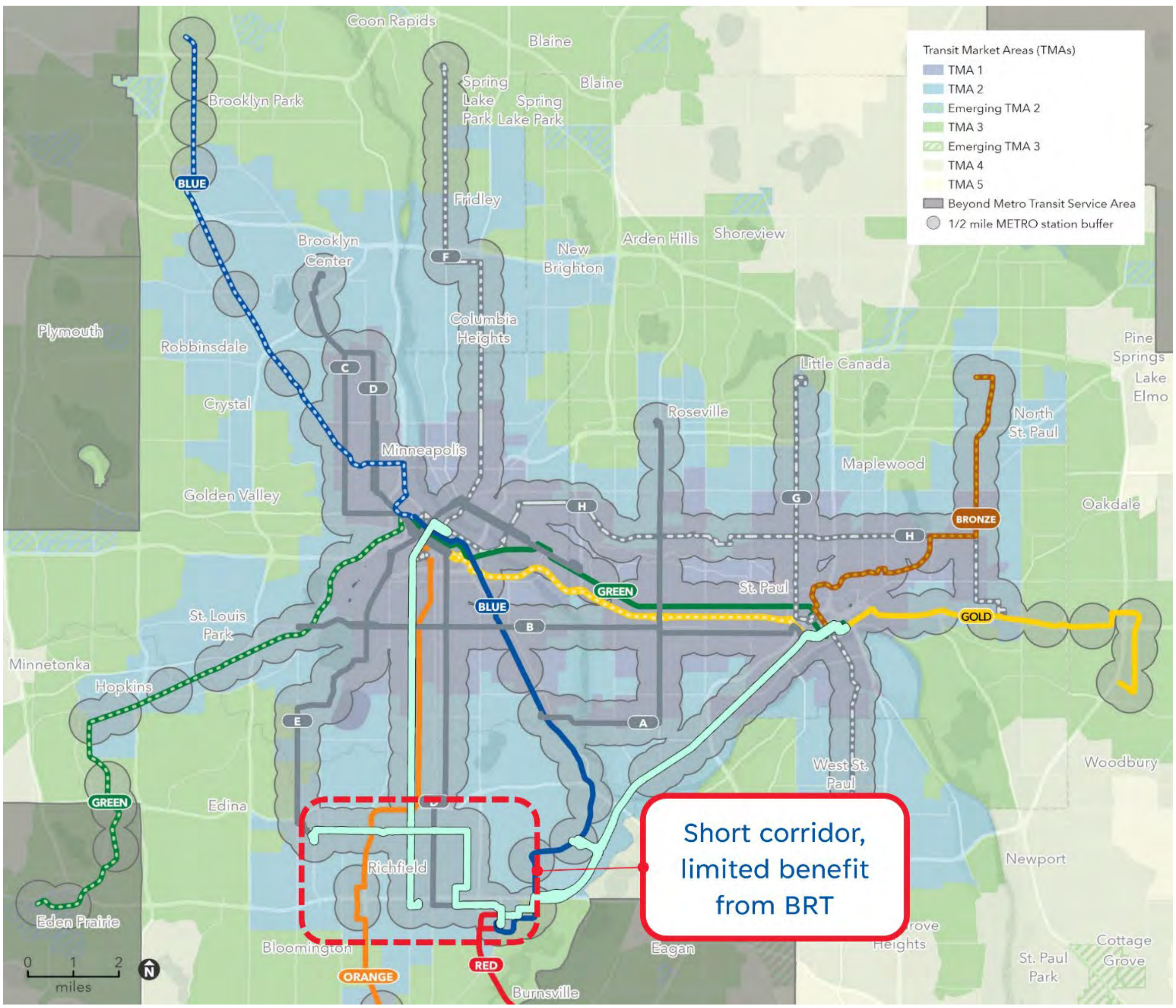
66th Street

66th Street showed lower technical evaluation performance, particularly with respect to ridership potential and productivity relative to arterial BRT guidelines. As a result, the corridor does not demonstrate the same level of readiness or return on investment as higher-performing candidates. The corridor is considerably shorter than most other arterial BRT corridors, providing limited opportunity for arterial BRT speed and reliability benefits relative to the local route.

Review of planned roadway projects did not identify any reconstruction or capital investments along the corridor that would impact the implementation of arterial BRT.

Given the lower technical score on this corridor, 66th Street is not recommended to advance in the current phase of arterial BRT prioritization.

Figure 13. 66th Street



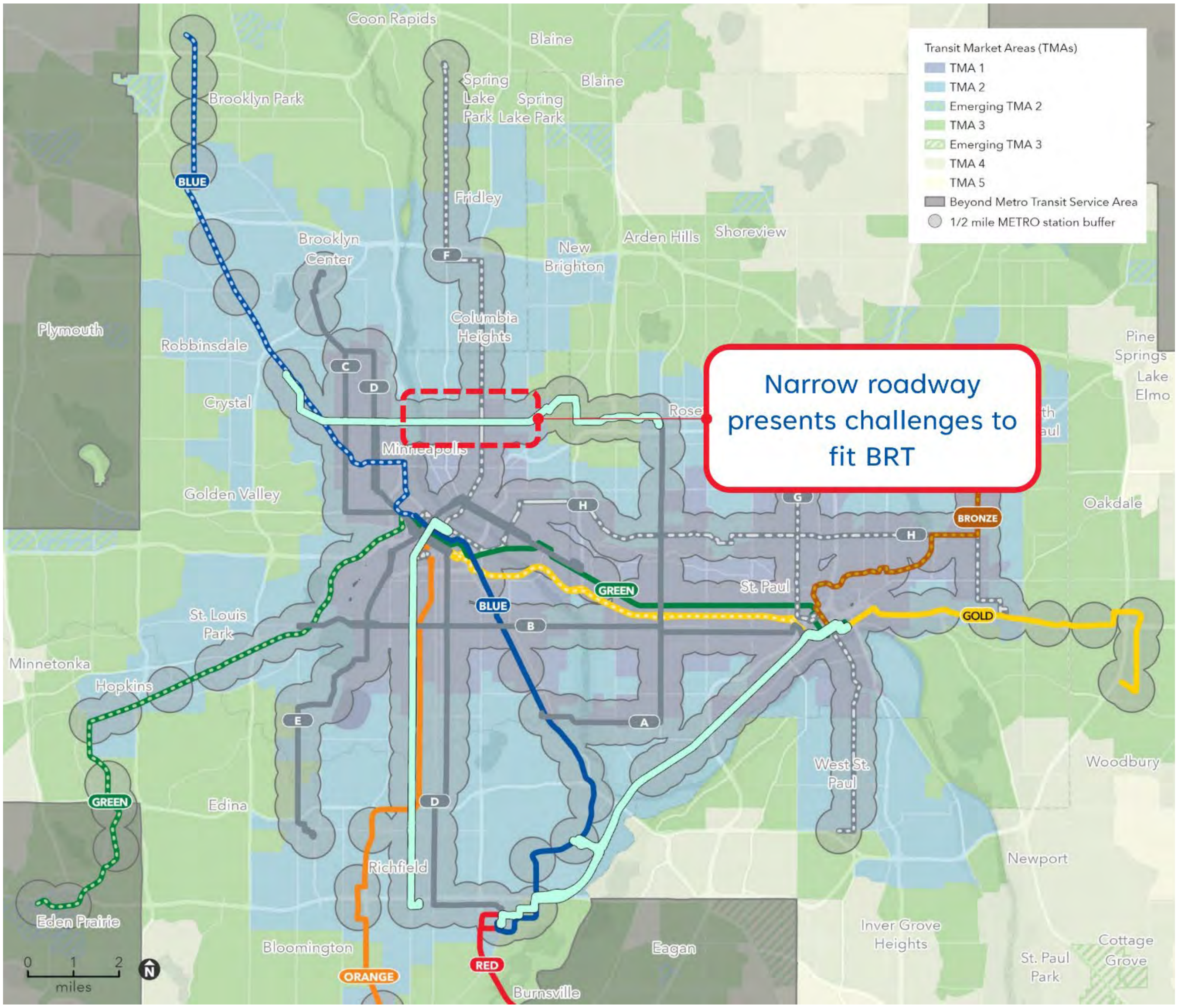
Lowry

The Lowry corridor received the lowest overall score in the technical evaluation of the 11 corridors considered, driven primarily by weaker anticipated ridership and productivity outcomes relative to arterial BRT guidelines. As a result, the corridor does not demonstrate strong near-term readiness for higher-capacity service.

Multiple roadway projects are planned along Lowry Avenue and intersecting segments, including several reconstruction projects currently slated to take place between 2026 and 2030. These projects include full roadway reconstruction, signal upgrades, ADA improvements, and streetscape enhancements in the corridor.

Given the corridor's lower technical performance and the significant step-up required from the provided existing service, Lowry is not recommended to advance in the current phase of arterial BRT prioritization. Implementation of planned local service improvements, consideration of service improvements beyond current plans, coordination with ongoing roadway projects, and continued development of a transit market in the corridor are recommended before implementing arterial BRT in this corridor.

Figure 14. Lowry



Considerations for L Line

The following three corridors remain under further consideration for implementation as the L Line: Franklin/Grand/3rd Street, Johnson/Lyndale S, and Randolph/East 7th. These corridors may warrant further study prior to selection of the L Line.

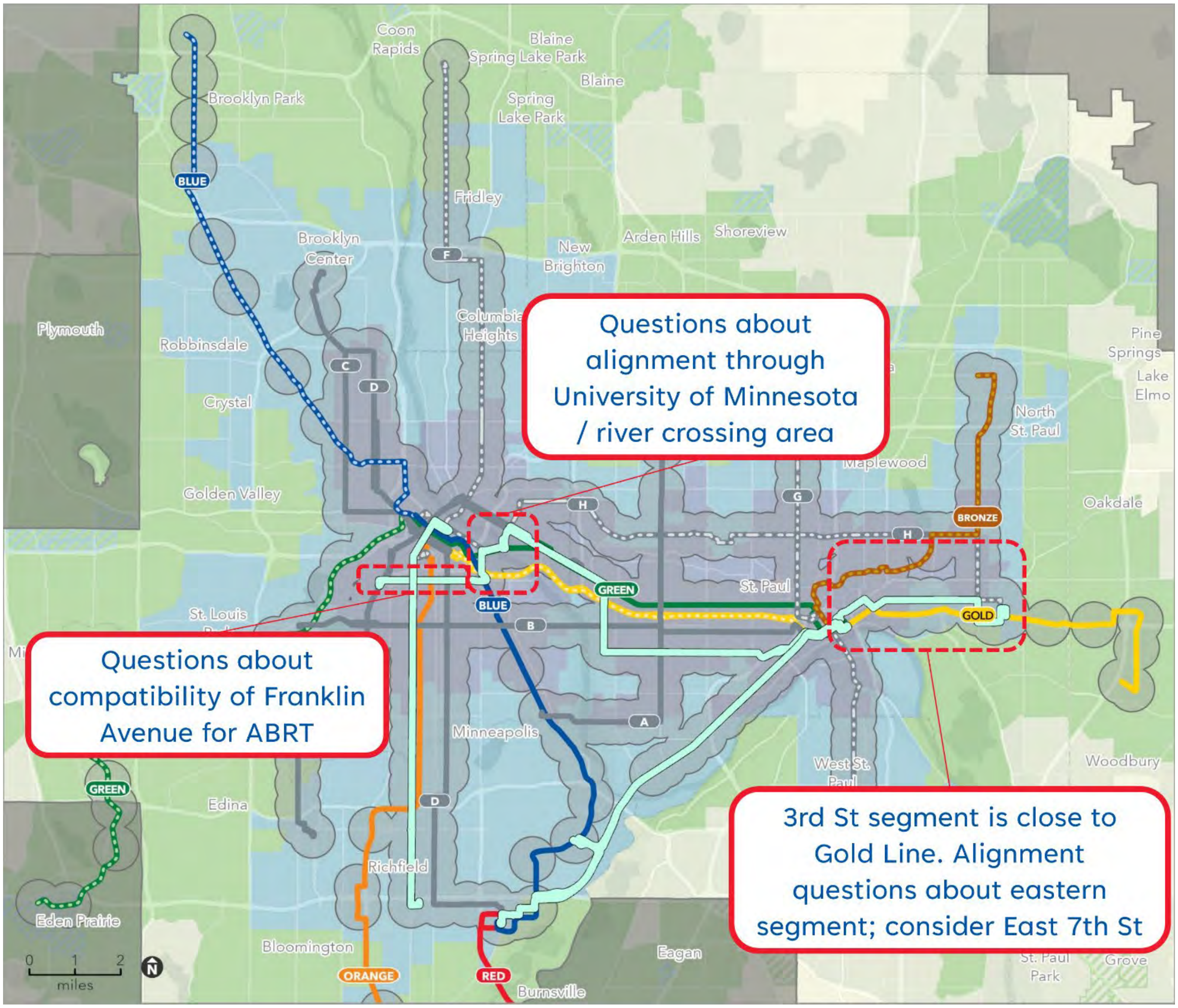
Franklin / Grand / 3rd Street

The Franklin/Grand/3rd Street corridor was the second highest-scoring corridor in the technical evaluation, reflecting strong ridership potential and overall corridor performance.

Despite these strengths, significant implementation challenges remain. Unresolved questions exist regarding the compatibility of planned Franklin Avenue reconstruction with BRT infrastructure and operations, as well as uncertainty regarding the operational feasibility of combining the existing Route 2 and Route 63 into a single BRT corridor.

Given the corridor's string performance but notable design and alignment uncertainties, it is recommended that Metro Transit conduct a corridor study to better understand and evaluate the Franklin/Grand/3rd Street corridor in its current form, as well as to identify potential alternative definitions that may mitigate concerns regarding roadway compatibility or alignment feasibility.

Figure 15. Franklin / Grand / 3rd Street

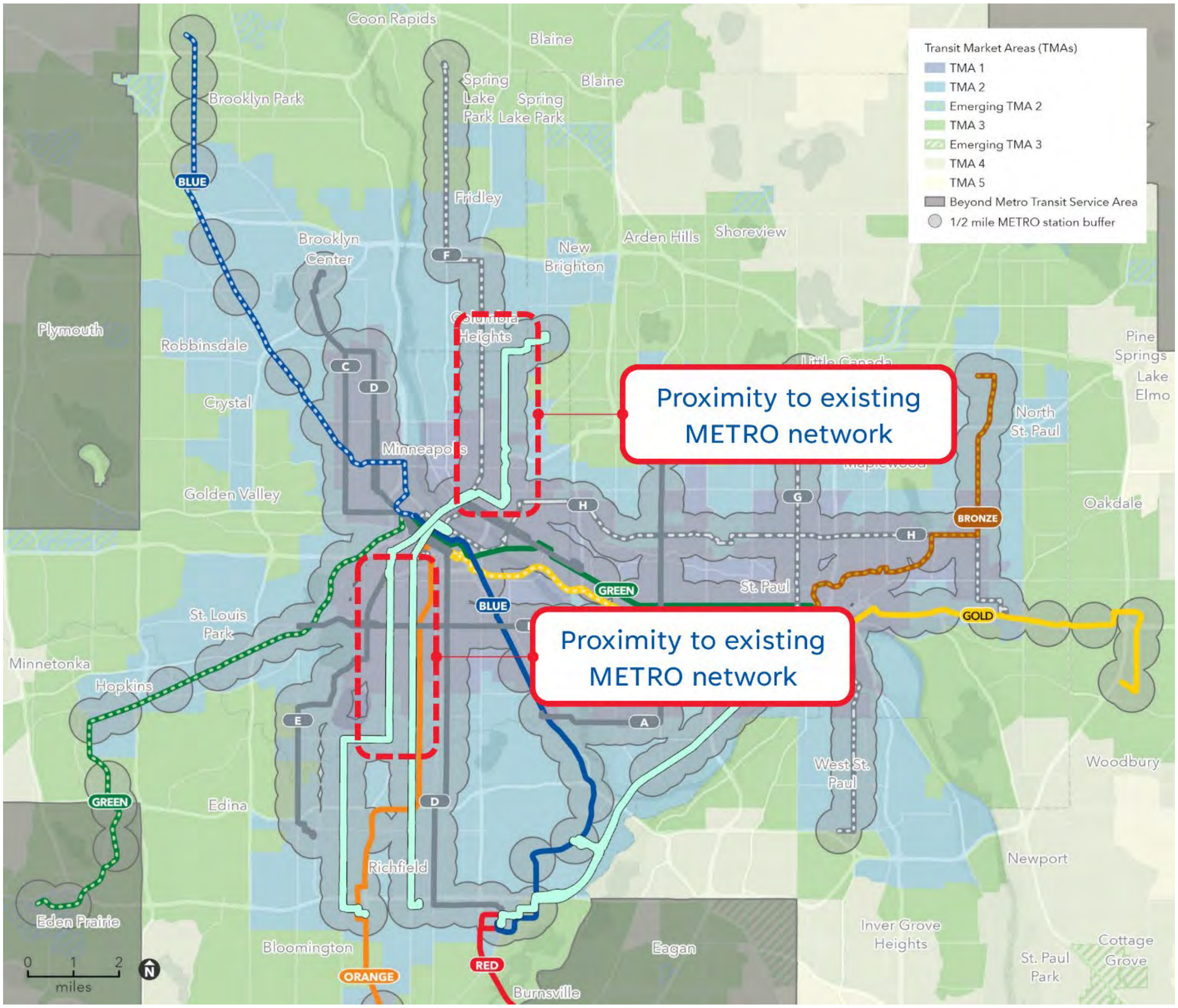


Johnson / Lyndale S

The Johnson/Lyndale South corridor performed moderately in the technical evaluation and remains under consideration as a potential L Line candidate. Along Lyndale Avenue south of downtown Minneapolis, recent and planned roadway reconstruction projects have improved pedestrian conditions and traffic safety, making this segment generally compatible with arterial BRT infrastructure. However, the corridor's fit within the broader METRO network presents challenges, as portions of the alignment closely parallel existing and planned rapid transit investments. Lyndale South lies approximately one-half mile from both the METRO E Line and Nicollet Avenue, while the Johnson Street segment similarly parallels the METRO F Line.

Proximity concerns raise questions about whether the corridor is an effective expansion of the METRO network or if demand is already adequately served by nearby investments. Johnson/Lyndale South is recommended to remain under consideration and be evaluated alongside other L Line alternatives following further analysis.

Figure 16. Johnson / Lyndale

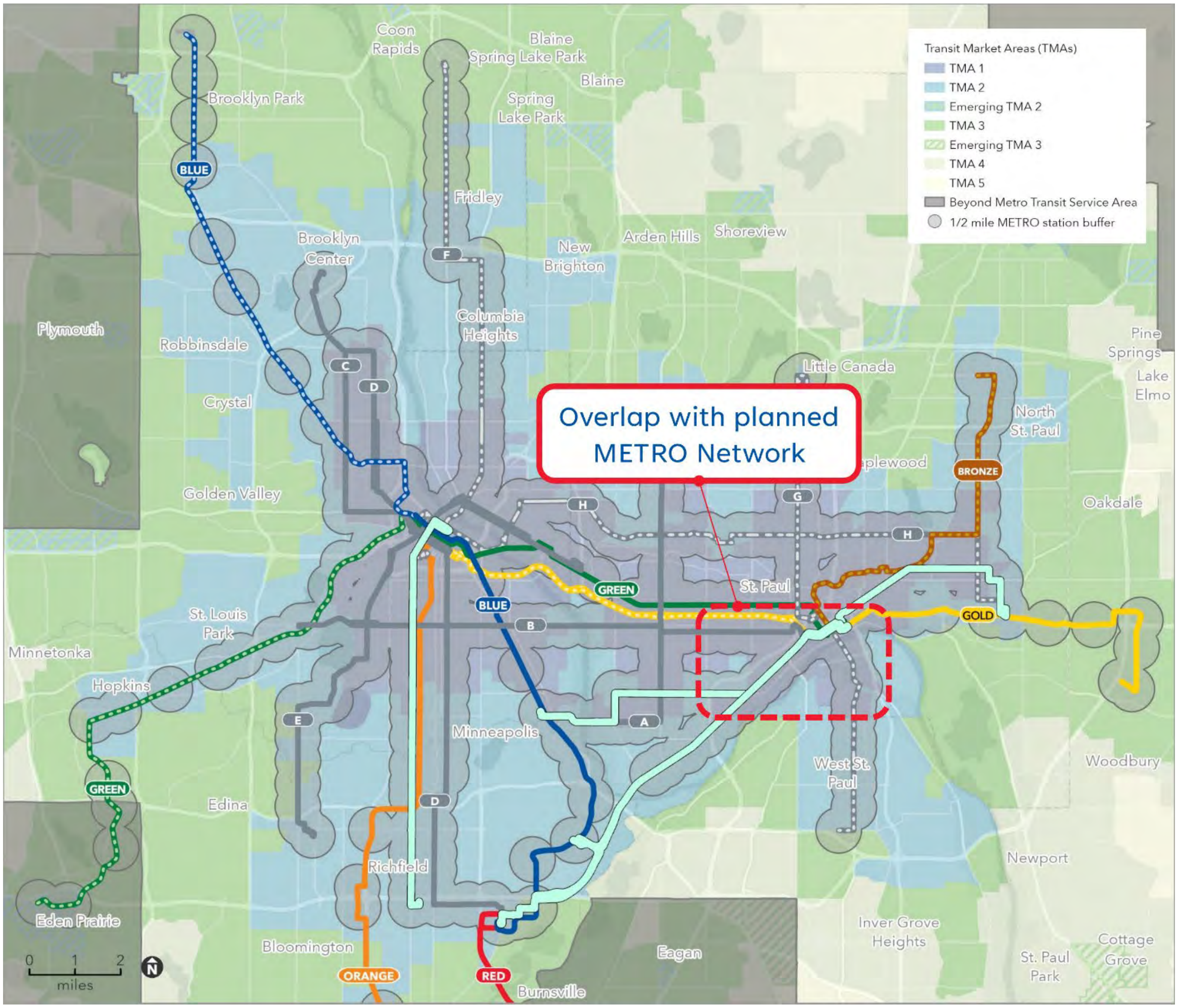


Randolph / East 7th

The Randolph/East 7th Street corridor received a lower technical evaluation score but remains a candidate for further consideration as part of the L Line decision. Roadway conditions along the corridor in both Minneapolis and Saint Paul are largely compatible with arterial BRT since the alignment includes streets that either currently support BRT or are similar in character to corridors where BRT has been successfully implemented. From a physical and operational standpoint, the corridor does not present significant barriers to BRT infrastructure.

The corridor faces potential challenges related to its role within the overall METRO network, including potential perceptions of investment saturation in downtown Saint Paul when considered alongside the Gold Line, B Line, and West 7th corridors. Moving forward, Randolph/East 7th is recommended to remain under consideration for the L Line, with further comparative evaluation needed before a final selection is made.

Figure 17. Randolph / East 7th



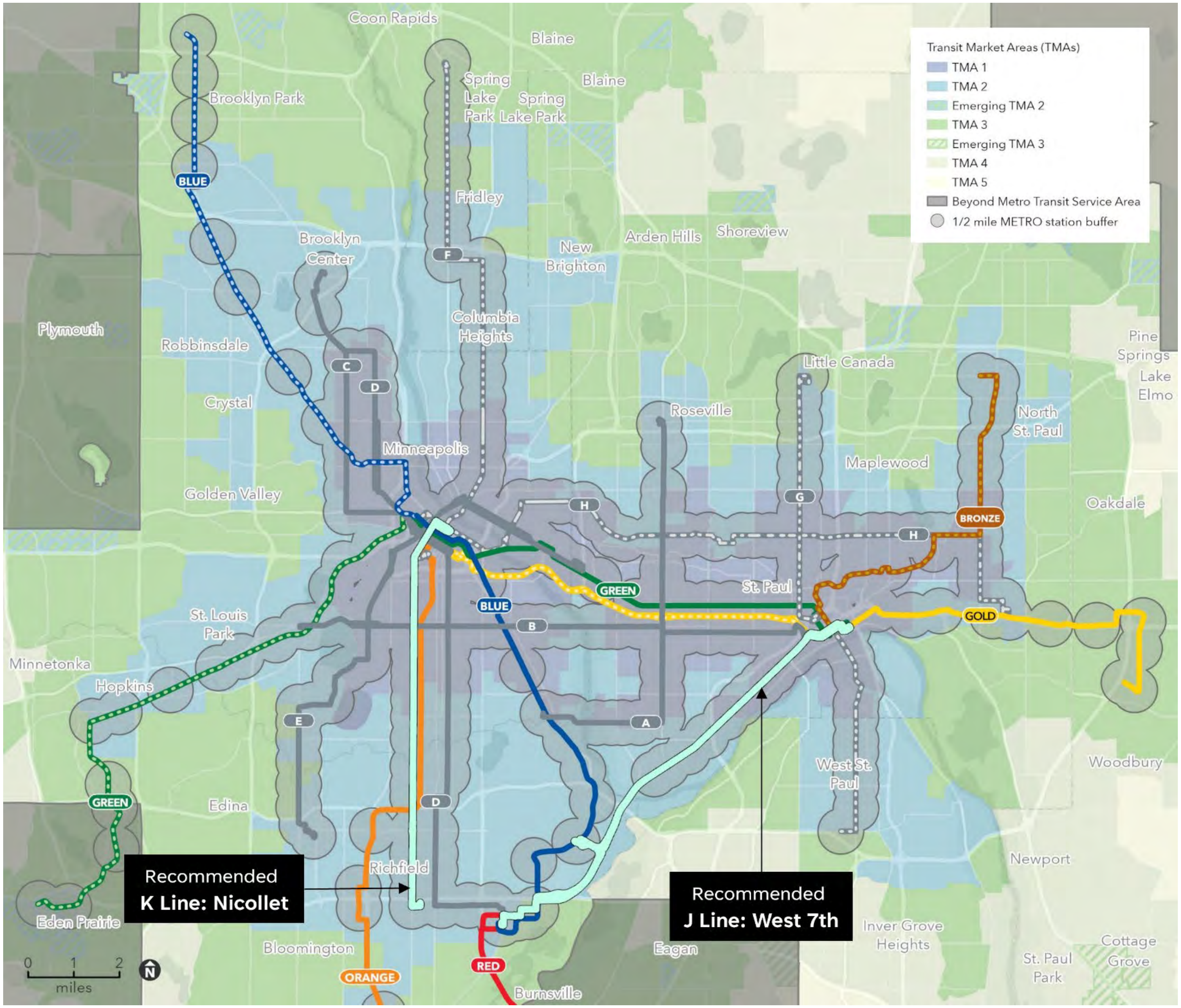
Results Summary

Results of the prioritization process for each corridor are shown in Figure 18, arranged by technical evaluation score. A map of the recommended J and K lines is shown in Figure 19.

Figure 18: Corridor Prioritization Results Summary

	Nicollet	Franklin / Grand / 3rd St	West 7th St	Payne / Westminster	Bloomington / Lyndale N	Johnson / Lyndale S	63rd Ave / Zane	Broadway	Randolph / East 7th St	66th St	Lowry
Corridor technical evaluation score	70.5	68.9	67.9	60.0	57.4	55.9	53.7	52.2	49.3	48.4	46.0
Are **current and future roadway** conditions compatible with arterial BRT?	Yes	Maybe	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Maybe
Does the corridor fit within the **existing and planned transit network?**	Yes	Maybe	Yes	Maybe	No	Maybe	Maybe	Maybe	Maybe	Yes	Yes
Are there major unanswered questions about the **corridor alignment or termini**?	No	Yes	No	Maybe	Maybe	No	Yes	Yes	No	No	No
Recommendation	Advance as K Line	Consider as L Line candidate, additional study needed	Advance as J Line	Do not advance	Do not advance, consider as C Line extension	Consider as L Line candidate	Do not advance, consider as C Line extension	Do not advance	Consider as L Line candidate	Do not advance	Do not advance

Figure 19: Map of Recommended J and K Line Corridors



Next Steps and Future Considerations

J Line and K Line

Pending approval by the Metropolitan Council, Metro Transit will begin work to advance planning, community engagement, and partner coordination on the METRO J Line and K Line. Planning work is anticipated to begin on the J Line in 2026 and on the K Line in 2027. These corridors are anticipated to open for service between 2030 and 2035.

L Line Identification

Prior to recommending a corridor as the METRO L Line in late 2026, Metro Transit will complete a corridor study of the Franklin / Grand / 3rd Street corridor, answering the key outstanding questions about that high scoring corridor.

This study would explore whether the current Franklin/Grand/3rd Street corridor is viable in its current form, or whether modifications to route alignment, termini, or existing/planned roadway infrastructure could enhance its potential. Metro Transit would also conduct additional engagement with corridor cities and counties to ensure that this corridor is compatible with local plans and meets the expectations of agency partners.

Following completion of that corridor study, Metro Transit will recommend an L Line corridor from one of the three remaining candidate corridors:

- Johnson / Lyndale S
- Randolph / East 7th
- Franklin / Grand / 3rd Street

C Line Extension Feasibility Study

In addition to the Franklin / Grand / 3rd Street corridor study, Metro Transit will conduct a C Line Extension feasibility study on both the north and south end of the existing C Line. This feasibility study will include the 63rd / Zane corridor on the north end and either the Bloomington Avenue or Cedar Avenue corridor on the south end.