Tech Memo 3:
Technical Evaluation Results

Arterial Bus Rapid Transit Plan Update

November 2025

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Summary

Overview

The Arterial BRT Plan Update identifies the next three planned arterial bus rapid transit 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 a wide set of 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 St. Paul.

The detailed technical evaluation will be layered with stakeholder coordination and public engagement to identify the three strongest performing corridors.

Evaluation Framework

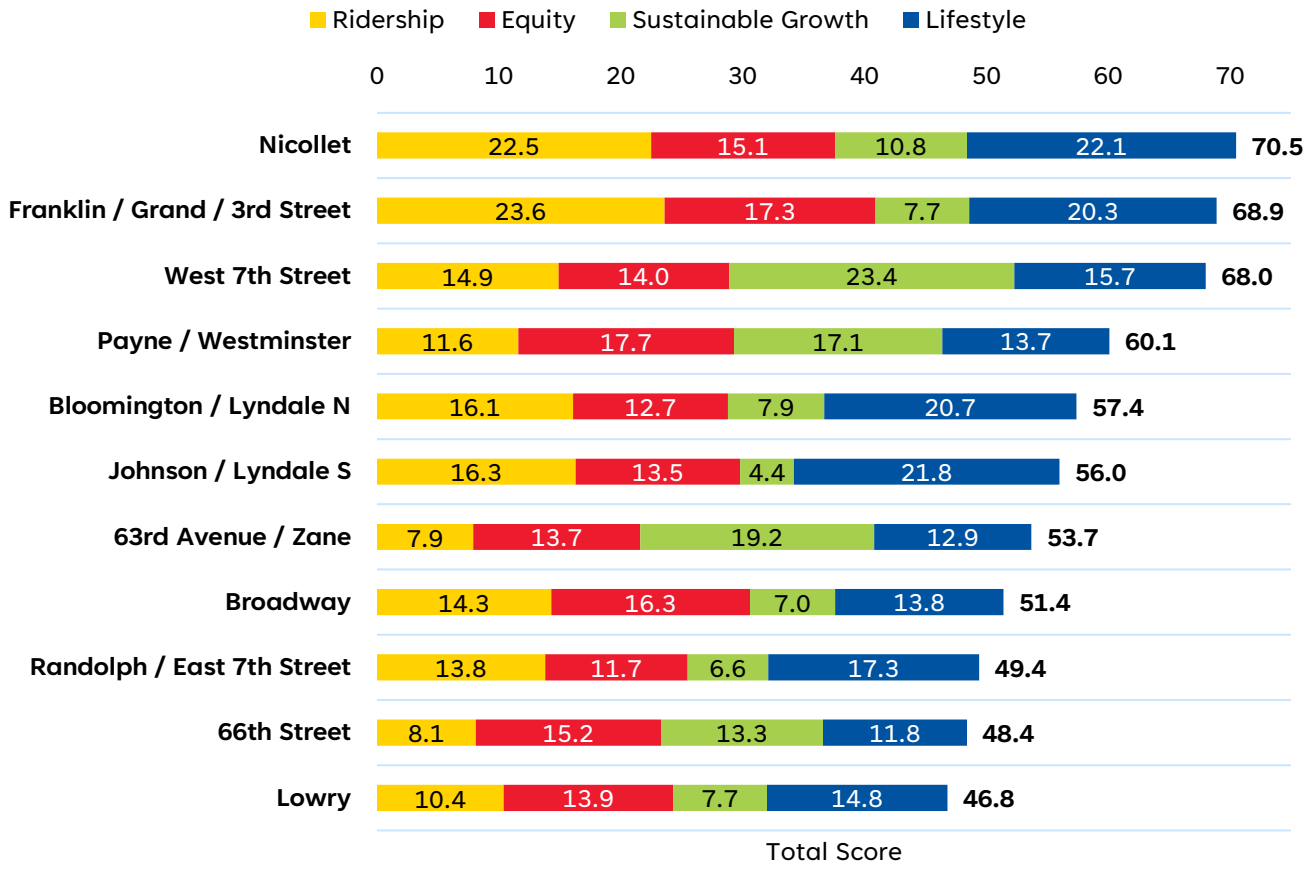
Four goals guided the evaluation and scoring process:

- **Ridership** – Build on success to grow ridership by investing where people use transit most.
- **Equity** – Advance equity and reduce regional disparities in access to opportunities.
- **Sustainable Growth** – Balance expanded arterial BRT investment with available resources.
- **Transit-Supportive Lifestyle** – Connect land uses that support all-day, all-purpose travel.

Each goal carried equal weight (25 percent) and was measured through four quantitative criteria, for a total of 16 criteria such as projected ridership, job accessibility, capital costs, and land-use density. Corridors were scored relative to the top performer in each individual criterion using regional datasets, demographic data, and modeling software for ridership forecasting and network analysis. This data-based approach ensures comparability across corridors and alignment with regional planning objectives. Detailed descriptions of certain methodologies are given in Appendix B.

Overall Technical Evaluation Results

Considering all four goals and associated technical evaluation criteria, Nicollet, Franklin/Grand/3rd Street, and West 7th Street were the three top-performing corridor concepts. Nicollet and Franklin/Grand/3rd Street ranked highest overall, driven by their dense, mixed-use environments, strong access to jobs, and all-day transit demand. These corridor attributes resulted in very strong performance in ridership and transit-supportive lifestyle metrics. West 7th Street stood out for sustainable growth, reflecting strong service efficiency relative to the modest level of investment required, while also performing at least moderately well in each of the other categories. Overall, results indicate that dense corridors with strong walkability and mixed land uses perform best in technical evaluation measures.



Next Steps

Following completion of this technical evaluation phase, Metro Transit will proceed to **Phase 4: Prioritize (Winter 2025–2026)**. This next phase will apply readiness criteria including local coordination, roadway reconstruction timing, funding opportunities, and right-of-way feasibility. This will help to determine which three corridors will advance as the J, K, and L lines**.**

The prioritization process will conclude in late 2025, establishing a clear path toward implementation between 2030 and 2035. Public and stakeholder engagement will continue to inform project progress and ensure arterial BRT expansion reflects regional goals for equity, sustainability, and mobility.

Introduction

What is the purpose of this memo?

This memo documents the results of Step 3: Evaluate of the 2025 Arterial BRT Plan Update. It details the evaluation criteria used during this step and the technical evaluation scores of each of the 11 arterial bus rapid transit (BRT) corridors under consideration. These scores will be used to inform the identification of the J Line, K Line, and L Line.

For more information about Step 1: Identify and Step 2: Screen, please see Technical Memo 1: Candidate Corridor Identification and Technical Memo 2: Screening Report, 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 candidate corridors, the Plan Update will take a series of steps to narrow these corridors down to three to be designated as the J Line, K Line, and L Line. These steps are detailed below:

1. **Identify**: Metro Transit identified a wide set 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 1. 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 1: Arterial BRT Plan Update Goals

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

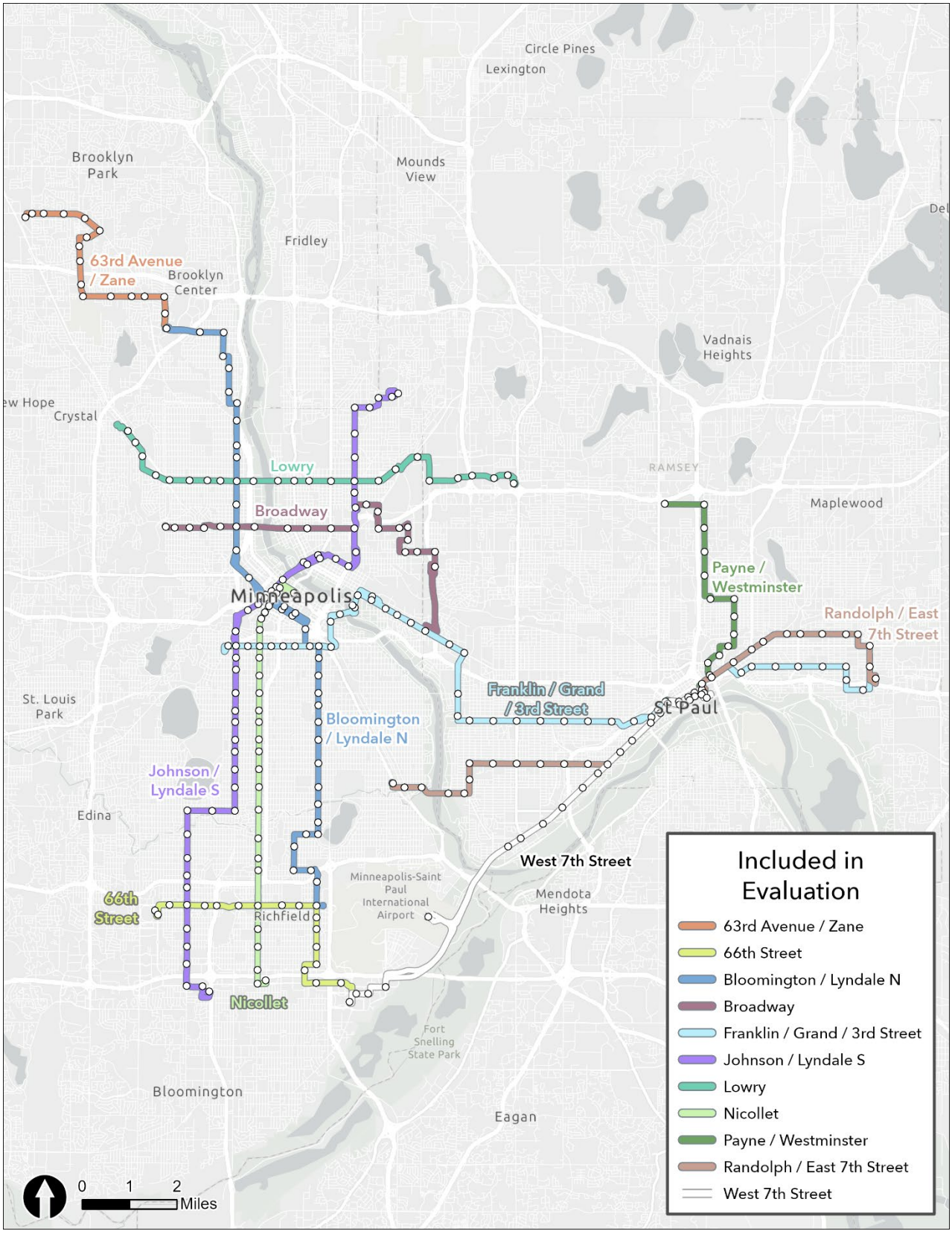
Corridors Under Consideration

Metro Transit considered 11 corridors in the technical evaluation process, shown in Table 2. 10 corridors advanced through Step 2: Screening. 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 St. Paul. Appendix A includes detailed route maps of each of the 11 corridors.

Table 2: Corridors Under Consideration

Corridor	From	To	Current Local Route(s) in Corridor
63rd Avenue / Zane	Starlite Transit Center	Brooklyn Center Transit Center	724
66th Street	Southdale Transit Center	Mall of America Transit Center	515
Bloomington / Lyndale N	Brooklyn Center Transit Center	Bloomington & 66th Street	14, 22
Broadway	Golden Valley Rd & Xerxes	Westgate Transit Station	30
Franklin / Grand / 3rd Street	Franklin & Hennepin	SunRay Transit Center	2, 63
Johnson / Lyndale S	Silver Lake Village	Southtown Center	4
Lowry	Robbinsdale Transit Center	Rosedale Transit Center	32
Nicollet	Downtown Minneapolis	Nicollet & American Blvd	18
Payne / Westminster	Highway 36 & Rice Park and Ride	Downtown St. Paul	64, 71
Randolph / East 7th Street	46th Street Station	SunRay Transit Center	74
West 7th Street	Mall of America Transit Center	Downtown St. Paul	54

Figure 1: Arterial BRT Plan Update Corridor Concepts



Corridor Evaluation Process

Technical evaluation criteria are applied to each of the 11 detailed arterial BRT corridor concepts to provide more detailed indicators of success. These evaluation criteria assess the arterial BRT corridor concepts themselves which include concept service plans, estimated costs and resource needs, and corridor ridership propensity as well as the physical and socioeconomic contexts in which they would operate.

Evaluation Criteria

To quantitatively score each of the 11 corridor concepts against one another, the project team has developed 16 evaluation criteria. Each of these criteria corresponds to one of the four goals shown in Table 1. The four goals are weighted equally; each goal comprises 25 percent of the total evaluation score. The highest score a corridor could receive is 100 points. Individual evaluation criteria are scored equally with a maximum score of 6.25 points (rounded to 6.3). Table 3 provides an overview of the goals, their supporting criteria, and how each criterion was weighted.

Table 3: Evaluation Weights

Goal	Criteria	Weight (%)
Ridership	Anticipated annualized new transit trips	6.3
	Anticipated productivity (passengers per in-service hour)	6.3
	Total access to jobs	6.3
	Average walkshed Transit Market Area	6.3
	Total	**25**
Equity	Anticipated weekday corridor ridership from zero-car households	6.3
	Percent job access increase for BIPOC, low-income, and zero-car population	6.3
	Walkshed average BIPOC, low-income, and zero-car population	6.3
	Limited Mobility Boardings	6.3
	Total	**25**
Sustainable Growth	Capital costs	6.3
	Net operations and maintenance costs	6.3
	Net operators / FTEs	6.3
	Estimated additional service hours	6.3
	Total	**25**
Transit-Supportive Lifestyle	Walkability	6.3
	Station area land use	6.3
	Station area housing density	6.3
	Increase in population with access to METRO network	6.3
	Total	**25**

Scoring

The scoring methodology applied for the evaluation assigns the maximum points available for each criterion to the highest performing corridor. All other corridors are then assigned a score based on the proportion of their criterion value to the highest performing corridor value. As an example, if corridor A

has the highest anticipated new ridership of 450,000 annual new transit trips, it would be assigned the maximum point value of 6.25 (rounded in tables to 6.3). If corridor B has an anticipated new ridership of 225,000 annual new transit trips, it would be assigned a score of 3.125 as its boarding value represents 50 percent of the highest boarding value (e.g., 50.0 percent x 6.25 maximum points available = 3.125). The scores for each criterion are then summed to develop a total score representing each corridor's performance across all criteria.

Technical Evaluation Results

The technical evaluation results are shown below. Following the summary of results, each of the 16 evaluation criteria, sorted by study goal, are described in detail in the following sections. In addition to the results and total scores as outlined in Table 3 for each corridor, each criterion is accompanied by a description of what the criterion is measuring, why the criterion is considered as part of this process, the methodology and data sources used for the analysis, and how to interpret the results.

Summary of Results

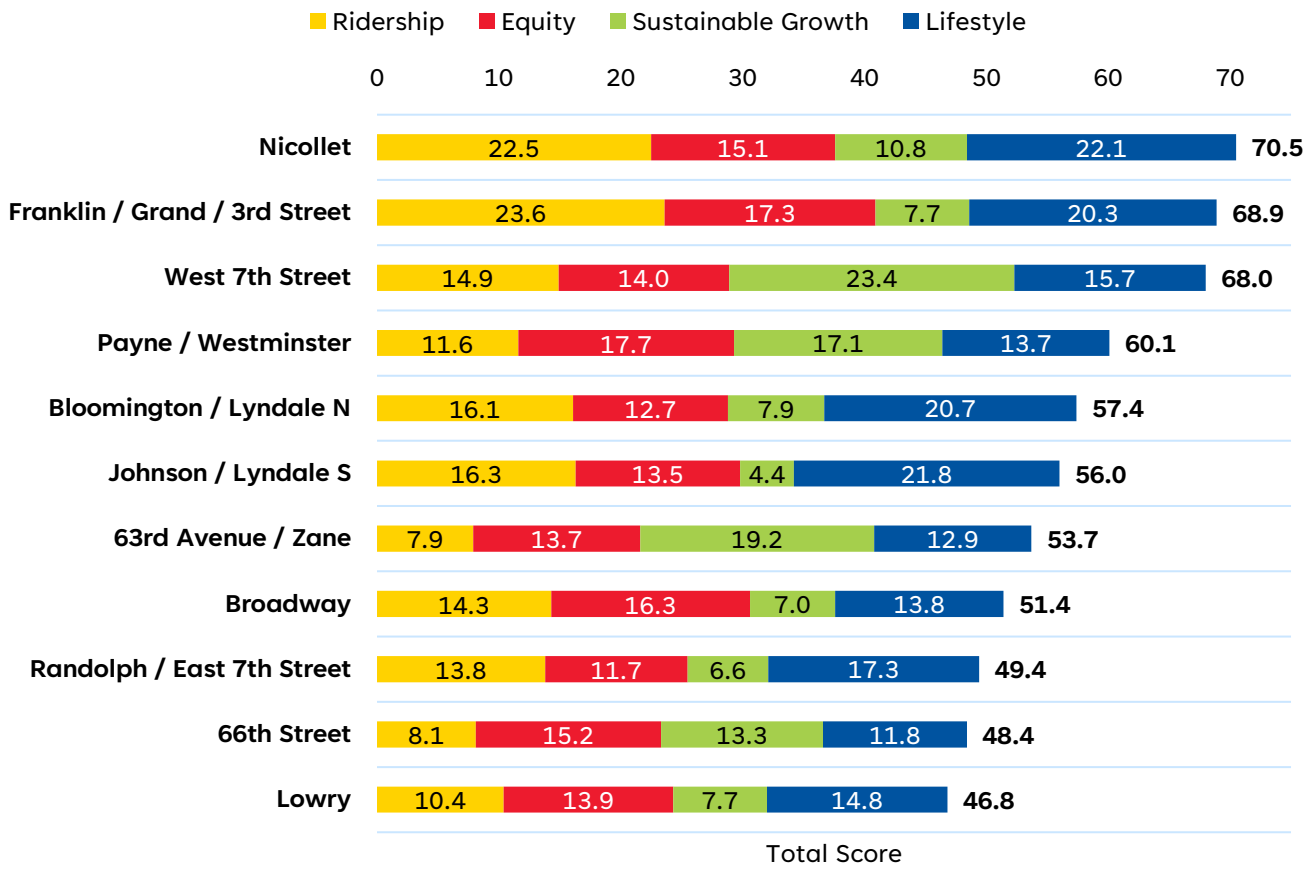
Evaluation results across all four goals, as well as total scores and final rankings, are shown in Table 4 and visualized in Figure 2.

Three corridors, Nicollet, Franklin / Grand / 3rd Street, and West 7th Street, score closely together in a cluster at the top. The following eight corridors step down approximately evenly in score, with 1 to 2 total points separating each subsequent corridor.

Table 4: Summary of Evaluation Results

Corridor	Ridership	Equity	Sustainable Growth	Transit-Supportive Lifestyle	Total Score	Rank
Nicollet	22.5	15.1	10.8	22.1	**70.5**	**1**
Franklin / Grand / 3rd Street	23.6	17.3	7.7	20.3	**68.9**	**2**
West 7th Street	14.9	14.0	23.4	15.7	**67.9**	**3**
Payne / Westminster	11.6	17.7	17.1	13.7	**60.0**	**4**
Bloomington / Lyndale N	16.1	12.7	7.9	20.7	**57.4**	**5**
Johnson / Lyndale S	16.3	13.5	4.4	21.8	**55.9**	**6**
63rd Avenue / Zane	7.9	13.7	19.2	12.9	**53.7**	**7**
Broadway	14.3	16.3	7.0	13.8	**51.4**	**8**
Randolph / East 7th Street	13.8	11.7	6.6	17.3	**49.3**	**9**
66th Street	8.1	15.2	13.3	11.8	**48.4**	**10**
Lowry	10.4	13.9	7.7	14.8	**46.8**	**11**

Figure 2: Summary of Evaluation Results



Ridership

The Ridership Goal is supported by four criteria: anticipated annualized new transit trips, anticipated corridor productivity, total access to jobs by transit, and average walkshed Transit Market Area.

Anticipated Annualized New Transit Trips

Description	Annual forecast new transit trips generated using the Federal Transit Administration's (FTA's) Simplified-Trips-on-Project Software (STOPS) model
Principle	Build on success to grow ridership, by investing in arterial BRT where people use transit the most.
Why it is Important	The number of new transit trips quantifies not only how a corridor serves existing riders, but how attractive it is to those who do not currently take transit. This measure is a key indicator of corridor utility and transit demand, accounting for prospective new riders and directly supporting the goal of building on success to grow ridership.
Weight	6.3 percent of total evaluation score, or 6.3 out of 100 points.
Data Source(s)	• Transit schedules for existing and planned routes for each corridor concept • Base network of all routes in Network Now and transitways included in the 2050 Transportation Policy Plan (2050 TPP) expansion investments (as of October 2025) • Local transit ridership data • Population and employment data from the Metropolitan Council

This measure estimates projected new regional transit trips resulting from implementation of a new arterial BRT service. It highlights corridors where service improvements could attract new riders. Ridership forecasts were developed using FTA's STOPS model, which incorporates existing and planned routes from generalized transit feed specification (GTFS) data and 2022 socioeconomic characteristics produced by the Metropolitan Council. Additional details on ridership methodology, including annualization, are provided in Appendix B.

Projected new transit trips highlight the relative ridership strength of each corridor. As shown in Table 5, the Franklin/Grand/3rd Street corridor leads the evaluation with an estimated 451,500 annualized new trips, followed by Nicollet (356,700) and West 7th Street (237,300). These corridors have strong existing ridership markets, dense employment and housing concentrations, and proven travel demand for all-day service. As a result, the improved service levels on these corridors attract a high number of new transit trips that would otherwise be made with a personal vehicle. The Bloomington/Lyndale N and Johnson/Lyndale S corridors also performed above average, showing strong local transit markets. Lower scores for the 63rd Avenue/Zane, 66th Street, and Payne/Westminster corridors indicate more limited ridership potential relative to the network's highest performers.

Table 5: Evaluation Results by Corridor: Anticipated Annualized New Transit Trips

Corridor	Score (Max. 6.3)	Value
Franklin / Grand / 3rd Street	**6.3**	451,500
Nicollet	**4.9**	356,700
West 7th Street	**3.3**	237,300
Johnson/Lyndale S	**2.8**	205,400
Bloomington / Lyndale N	**2.7**	191,100
Randolph / East 7th Street	**2.5**	183,300
Broadway	**1.3**	91,500
Lowry	**1.0**	72,800
63rd Avenue / Zane	**0.9**	64,900
Payne / Westminster	**0.8**	57,500
66th Street	**0.7**	50,300

Anticipated Productivity

Description	Estimated weekday ridership per planned weekday in-service hour, or passengers per in-service hour (PPISH); accounting for the arterial BRT line and, as applicable, supporting local service defined for the corridor concept
Principle	Build on success to grow ridership, by investing in arterial BRT where people use transit the most.
Why it is Important	Anticipated productivity evaluates the efficiency of arterial BRT service by comparing projected ridership to total in-service hours (operating resources). The Metropolitan Council measures transit productivity using the number of passengers per in-service hour (PPISH). A high productivity means a route is serving more people with the resources expended. Corridors with high productivity use resources effectively by achieving strong ridership with relatively fewer operating hours.
Weight	6.3 percent of total evaluation score, or 6.3 out of 100 points.
Data Source(s)	• Projected ridership • Transit schedules for existing and planned routes for each corridor concept

Productivity ties ridership to the operational characteristics of a route and is expressed as the ratio of anticipated total weekday boardings on a corridor to its preliminary scheduled in-service hours. In-service hours are a function of both the number of vehicles serving the corridor and the number of hours they each operate, both of which correlate to several recurring costs including labor, fuel, and other vehicle maintenance requirements.

Total weekday boardings were estimated using the STOPS ridership model. Additional details on ridership methodology are provided in Appendix B. Total weekday in-service hours were calculated for each concept based on preliminary concept service plans and the subsequent estimates of the in-service hours necessary to deliver scheduled service for a single weekday. As applicable, ridership and in-service hours for both the arterial BRT line and associated supporting local service for the corridor concept were included in the calculations for this criterion.

Productivity scores for each corridor are shown in Table 6. When considering PPISH, Nicollet ranks first with 50 PPISH, showing the highest ratio of ridership to operating resources. Franklin/Grand/3rd Street and West 7th Street also perform well, showing balanced service efficiency and demand. Corridors with moderate productivity achieve steady ridership but require proportionally more service hours. Corridors such as Broadway and 66th Street show lower productivity, suggesting that arterial BRT investment may yield less operational efficiency compared to stronger performers.

Table 6: Evaluation Results by Corridor: Anticipated Corridor Productivity

Corridor	Score (Max. 6.3)	Value
Nicollet	**6.3**	50.0
Franklin / Grand / 3rd Street	**5.4**	43.4
West 7th Street	**3.9**	31.4
Randolph / East 7th Street	**3.2**	25.4
Johnson/Lyndale S	**3.2**	25.3
Bloomington / Lyndale N	**3.1**	24.9
63rd Avenue / Zane	**3.0**	24.3
Lowry	**2.5**	19.8
Payne / Westminster	**2.4**	19.5
66th Street	**2.2**	18.0
Broadway	**1.8**	14.3

Total Access to Jobs

Description	Average time-weighted number of jobs accessible to corridor-area residents after implementation (population weighted average of all-day median access).
Principle	Build on success to grow ridership, by investing in arterial BRT where people use transit the most.
Why it is Important	Measuring ability for people to access jobs without a car demonstrates the utility of transit in connecting residents with economic activity, even beyond their place of work. Corridors that substantially increase job access also increase the opportunities to make trips without a vehicle.
Weight	6.3 percent of total evaluation score, or 6.3 out of 100 points.
Data Source(s)	• Transit schedules for existing and planned routes for each corridor concept • Base network of all routes in Network Now and transitways included in the 2050 TPP expansion investments (as of October 2025) • OpenStreetMap • Jobs data from the U.S. Census Bureau 2022 Longitudinal-Employer Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES) • Demographic data from the U.S. Census Bureau 2019-2023 American Community Survey (ACS) 5-Year Estimates

This measure captures each corridor's potential to expand access to employment opportunities across the region through improved travel times. It quantifies the number of jobs reachable within a reasonable commute by transit after arterial BRT implementation, weighted by travel time. Result values represent the average number of jobs accessible for residents in each corridor's station areas. Detailed descriptions of job access calculation methods are given in Appendix B.

As shown in Table 7, the Nicollet corridor shows the highest total access to jobs after implementation, connecting corridor area residents to approximately 154,400 jobs, followed closely by the Franklin/Grand/3rd Street and Bloomington/Lyndale N corridors. These results align with high-density and mixed-use station areas, underscoring strong connectivity between housing and major job centers. Lower-performing corridors such as 63rd Avenue/Zane and Payne/Westminster connect fewer jobs, reflecting smaller employment clusters along their alignments.

Table 7: Evaluation Results by Corridor: Total Access to Jobs by Transit

Corridor	Score (Max. 6.3)	Value
Nicollet	**6.3**	154,400
Franklin / Grand / 3rd Street	**5.7**	140,200
Bloomington / Lyndale N	**5.4**	133,000
Johnson / Lyndale S	**5.4**	132,800
Broadway	**5.3**	131,700
West 7th Street	**3.0**	74,000
Lowry	**2.9**	71,800
Payne / Westminster	**2.7**	67,300
Randolph / East 7th Street	**2.4**	59,300
66th Street	**1.5**	36,900
63rd Avenue / Zane	**0.4**	9,000

Average Walkshed Transit Market Area

Description	Average transit market area (TMA) in corridor station walkshed.
Principle	Build on success to grow ridership, by investing in arterial BRT where people use transit the most.
Why it is Important	The Metropolitan Council uses TMAs to describe how much demand for transit service there is in each neighborhood or community and what kinds of transit service can be expected to meet that demand successfully and efficiently. Transit market areas are defined by the demographic and urban design factors that are most associated with successful local, regular-route transit service. This measure provides another dimension of ridership potential.
Weight	6.3 percent of total evaluation score, or 6.3 out of 100 points.
Data Source(s)	• Metropolitan Council 2050 TPP TMA designations • 10-minute station walksheds

The average walkshed TMA measure highlights built environments that are supportive of high levels of transit service. TMAs are represented in a ranked order from 1 to 5, with TMA 1 representing the most optimal conditions for transit. As a result, corridors whose stations serve primarily blocks in TMA 1 will have a lower average TMA and thus a higher score. Conversely, corridors with a higher average TMA will have a lower score, reflecting more car-oriented land use and limited pedestrian network connectivity, which could constrain station access and local ridership growth.

Like job access calculations, this criterion uses 10-minute walksheds based on pedestrian network data. A full explanation of the methodology for walkshed generation can be found in Appendix B.

TMA scores for each corridor are shown in Table 8. The Franklin/Grand/3rd Street corridor performs best, followed by Broadway, Payne/Westminster, Bloomington/Lyndale N, and Randolph/East 7th Street. Most areas within walking distance of these corridors are within TMA 1.

Table 8: Average Walkshed TMA

Corridor	Score (Max. 6.3)	Value
Franklin / Grand / 3rd Street	**6.3**	1.2
Broadway	**5.9**	1.3
Payne / Westminster	**5.6**	1.3
Randolph / East 7th Street	**5.6**	1.3
Nicollet	**5.1**	1.5
Bloomington / Lyndale N	**5.0**	1.5
Johnson/Lyndale S	**4.9**	1.5
Lowry	**4.0**	1.8
66th Street	**3.7**	2.0
63rd Avenue / Zane	**3.6**	2.0
West 7th Street*	**3.6**	2.0

*Does not include MSP Terminal 1 Station. See Appendix B for details.

Ridership Evaluation Summary

Overall results for the ridership goal are shown in Table 9. The Franklin/Grand/3rd Street and Nicollet corridors substantially outperform others, each exceeding 22 total points out of 25 possible. They show high ridership potential, strong job access, and efficient use of resources. Bloomington/Lyndale N and Johnson/Lyndale S corridors each score approximately 16 points, while 63rd Avenue/Zane, 66th Street, and Lowry demonstrate lower ridership potential. Overall, ridership-driven measures show that corridors in dense urban settings with interconnected street networks are best positioned for near-term arterial BRT expansion.

Table 9: Ridership Evaluation Results

Corridor	Anticipated annualized new transit trips	Anticipated corridor productivity (PPISH)	Total access to jobs (time-weighted) by transit	Average walkshed TMA	Total
-	**Score** (Value)	**Score** (Value)	**Score** (Value)	**Score** (Value)	-
Franklin / Grand / 3rd Street	**6.3** (451,500)	**5.4** (43.4)	**5.7** (140,200)	**6.3** (1.2)	**23.6**
Nicollet	**4.9** (356,700)	**6.3** (50)	**6.3** (154,400)	**5.1** (1.5)	**22.6**
Johnson / Lyndale S	**2.8** (205,400)	**3.2** (25.3)	**5.4** (132,800)	**4.9** (1.5)	**16.3**
Bloomington / Lyndale N	**2.7** (191,100)	**3.1** (24.9)	**5.4** (133,000)	**5.0** (1.5)	**16.1**
West 7th Street	**3.3** (237,300)	**3.9** (31.4)	**3.0** (74,000)	**4.7** (1.6)	**14.9**
Broadway	**1.3** (91,500)	**1.8** (14.3)	**5.3** (131,700)	**5.9** (1.3)	**14.3**
Randolph / East 7th Street	**2.5** (183,300)	**3.2** (25.4)	**2.4** (59,300)	**5.6** (1.3)	**13.8**
Payne / Westminster	**0.8** (57,500)	**2.4** (19.5)	**2.7** (67,300)	**5.6** (1.3)	**11.6**
Lowry	**1.0** (72,800)	**2.5** (19.8)	**2.9** (71,800)	**4.0** (1.8)	**10.4**
66th Street	**0.7** (50,300)	**2.2** (18)	**1.5** (36,900)	**3.7** (2.0)	**8.1**
63rd Avenue / Zane	**0.9** (64,900)	**3.0** (24.3)	**0.4** (9,000)	**3.6** (2.0)	**7.9**

Equity

The Equity Goal is supported by four criteria: anticipated corridor ridership from zero-car households; percent job access increase for historically disadvantaged groups; walkshed average proportions for historically disadvantaged groups; and limited mobility boardings.

Zero-Car Household Ridership

Description	Anticipated weekday corridor ridership from zero-car households
Principle	Advance equity and reduce regional disparities in access to opportunities.
Why it is Important	In addition to new transit trips, evaluating trips specifically made by those without access to a vehicle ensures that the proposed route is not only useful, but also provides better service to those who rely on transit the most. Measuring trips from zero-car households adds an equitable lens to the ridership metrics otherwise measured.
Weight	6.3 percent of total evaluation score, or 6.3 out of 100 points.
Data Source(s)	• Transit schedules for existing and planned routes for each corridor concept • Base network of all routes in Network Now and transitways included in the 2050 Transportation Policy Plan (2050 TPP) expansion investments (as of October 2025) • Local transit ridership data • Population and employment data from the Metropolitan Council

This first equity measure estimates projected weekday corridor boardings by residents without access to a car. This analysis used FTA's STOPS ridership forecasting model, which reports transit trips originating from zero-car households.

Zero-car household boardings and scores for each corridor are shown in Table 10. Franklin/Grand/3rd Street and Nicollet serve the greatest number of riders from zero-car households, at 6,300 and 4,800 daily trips, respectively. These corridors are most effective in serving travel demand from those without access to a vehicle. Johnson/Lyndale S and Randolph/East 7th also serve meaningful numbers of car-free households, while outer corridors such as 63rd Avenue/Zane and 66th Street serve fewer overall trips from this group.

Table 10: Evaluation Results by Corridor: Anticipated Weekday Corridor Ridership from Zero-Car Households

Corridor	Score (Max. 6.3)	Value
Franklin / Grand / 3rd Street	**6.3**	6,300
Nicollet	**4.8**	4,800
Johnson / Lyndale S	**3.5**	3,500
Randolph / East 7th Street	**2.5**	2,500
Bloomington / Lyndale N	**2.4**	2,400
West 7th Street	**1.8**	1,800
Lowry	**1.3**	1,300
63rd Avenue / Zane	**1.2**	1,200
Payne / Westminster	**0.9**	900
66th Street	**0.7**	700
Broadway	**0.7**	700

Percent job access increase for BIPOC, low-income, and zero-car populations

Description	Percent increase in jobs accessible by transit for BIPOC, low-income, and zero-car demographic groups
Principle	Advance equity and reduce regional disparities in access to opportunities.
Why it is Important	Measuring the change in job access for these select demographics shows whether a corridor substantially increases economic opportunity for historically disadvantaged communities. Corridors with higher percentage increases demonstrate meaningful reductions in access disparities, aligning directly with the goal of advancing equity across the regional transportation network.
Weight	6.3 percent of total evaluation score, or 6.3 out of 100 points.
Data Source(s)	• Transit schedules for existing and planned routes for each corridor concept • Base network of all routes in Network Now and transitways included in the 2050 TPP expansion investments (as of October 2025) • OpenStreetMap • Jobs data from the U.S. Census Bureau 2022 LEHD LODES • Demographic data from the U.S. Census Bureau 2019-2023ACS 5-Year Estimates

This measure evaluates how arterial BRT investment improves access to employment for historically disadvantaged populations, including BIPOC, low-income residents, and zero-car households.[1] The measure compares the results of the accessibility analysis (as determined in the total access to jobs measure) to results for the assumed base network, with average changes calculated across the three demographic groups.

Equity-focused accessibility increases, shown in Table 11, are strongest for Broadway (10.9 percent), 66th Street (9.8 percent), and Payne/Westminster (9.5 percent), each offering substantial improvements in regional job access for historically disadvantaged communities. Lowry also performs above average. Franklin/Grand/3rd Street and Nicollet on the other hand show relatively limited percent change in job access, as these areas are already well connected by the existing network.

[1] "Low-income" residents defined as people living in households with total income less than 185% of the federal poverty threshold.

Table 11: Evaluation Results by Corridor: Percent Increase in Job Access for BIPOC, Low-Income, and Zero-Car Population

Corridor	Score (Max. 6.3)	Value
Broadway	**6.3**	10.9%
66th Street	**5.6**	9.8%
Payne / Westminster	**5.5**	9.5%
Lowry	**4.0**	7.1%
Johnson/Lyndale S	**2.1**	3.7%
West 7th Street	**2.1**	3.6%
63rd Avenue / Zane	**1.1**	2.0%
Bloomington / Lyndale N	**0.9**	1.5%
Franklin / Grand / 3rd Street	**0.6**	1.0%
Nicollet	**0.6**	1.0%
Randolph / East 7th Street	**0.6**	1.1%

Walkshed average BIPOC, low-income, and zero-car populations

Description	Average of percents of population within 10-minute station walksheds that are BIPOC, low-income, or zero-car households
Principle	Advance equity and reduce regional disparities in access to opportunities.
Why it is Important	Comparing the diversity of populations that benefit from the addition of each corridor ensures that improvements to the transit network are equitably distributed, and that these benefits are experienced by historically disadvantaged populations.
Weight	6.3 percent of total evaluation score, or 6.3 out of 100 points.
Data Source(s)	• 10-minute station walksheds • Demographic data from the U.S. Census Bureau 2019-2023 ACS 5-Year Estimates

The benefits of an arterial BRT corridor extend beyond those directly using it. Corridor investment can benefit communities that have been historically underserved via improvements to infrastructure. Measuring the demographic characteristics of the population within each corridor's station area helps to define whether the broader benefits of a corridor may be experienced by residents of such communities.

Table 12 shows the demographic averages and scores for each corridor. 63rd Avenue/Zane and Payne/Westminster corridors show the highest concentration of BIPOC, low-income residents, and zero-car households within their station walksheds (approximately 40–44 percent), followed by Bloomington/Lyndale N and Franklin/Grand/3rd Street. These results highlight corridors that directly serve communities that substantially contribute to Metro Transit's current ridership base. Corridors with lower values, such as Johnson/Lyndale S and Randolph/East 7th, tend to serve more mixed or higher-income areas.

Table 12: Evaluation Results by Corridor: Walkshed Average BIPOC, Low-Income, and Zero-Car Households

Corridor	Score (Max. 6.3)	Value
63rd Avenue / Zane	**6.3**	43.7%
Payne / Westminster	**5.7**	39.9%
Bloomington / Lyndale N	**5.1**	35.8%
Franklin / Grand / 3rd Street	**5.0**	34.7%
Lowry	**4.4**	30.9%
Broadway	**4.3**	29.9%
Nicollet	**4.1**	28.8%
Randolph / East 7th Street	**3.9**	27.0%
West 7th Street*	**3.8**	26.8%
66th Street	**3.6**	24.9%
Johnson/Lyndale S	**3.1**	21.3%

*Does not include MSP Terminal 1 Station. See Appendix B for details.

Limited Mobility Boardings

Description	Percent of existing limited mobility boardings on base route (within a 1/2-mile buffer of the concept corridor) that are within 1/8 of a mile of concept station locations.
Principle	Advance equity and reduce regional disparities in access to opportunities.
Why it is Important	While increasing stop spacing on a route improves overall travel times and reliability, it can also impose an additional burden on riders with limited mobility. This negative impact is best mitigated when the proposed stations on a corridor encapsulate the highest percentage of existing ADA boardings. This analysis helps anticipate where increased stop spacing might affect riders with limited mobility and where investments in accessible station design would yield the most benefit. The measure supports equitable planning by ensuring that service enhancements address the needs of all riders, including those with disabilities.
Weight	6.3 percent of total evaluation score, or 6.3 out of 100 points.
Data Source(s)	• Existing Mobility fare payment and wheelchair ramp deployment records by stop

Limited mobility boardings are defined as the number of Mobility Fare type (available to people with disabilities) uses and ramp deployments occurring on an average weekday per stop. These data are a proxy for the number of existing riders who may benefit from reduced walk/roll distance when accessing a proposed station. This criterion measures the percentage of limited mobility boardings along the colinear segment of the corridor's base route(s) that are within 1/8 mile from proposed station locations.

The percentage of base route limited mobility boardings within each corridor's proposed station areas, as well as the corresponding scores, are shown in Table 13. The West 7th Street corridor stands out for limited mobility boardings, with 92.8 percent of existing limited mobility boardings on the base route (Route 54) falling within 1/8 mile from proposed corridor stations. Payne/Westminster, Nicollet, and Franklin/Grand/3rd Street also performed well with over 80% of limited mobility boardings falling with this limited station area buffer.

Table 13: Limited Mobility Boardings

Corridor	Score (Max. 6.3)	Value
West 7th Street	**6.3**	92.8%
Nicollet	**5.6**	83.2%
Payne / Westminster	**5.6**	83.7%
Franklin / Grand / 3rd Street	**5.5**	81.5%
66th Street	**5.3**	79.3%
63rd Avenue / Zane	**5.1**	75.9%
Broadway	**5.1**	75.8%
Johnson/Lyndale S	**4.9**	72.5%
Randolph / East 7th Street	**4.7**	69.8%
Bloomington / Lyndale N	**4.3**	63.8%
Lowry	**4.2**	61.9%

Equity Evaluation Summary

The total equity evaluation score is highest for Payne/Westminster (17.7 points), despite it not scoring highest in any individual measure. Other high-scoring corridors were Franklin/Grand/3rd Street (17.3), and Broadway (16.3). These corridors combine strong representation of historically disadvantaged populations with notable accessibility improvements and coverage of limited mobility boardings. While Nicollet and 66th Street also perform well, other corridors such as Randolph/East 7th and Johnson/Lyndale S demonstrate smaller relative equity benefits. Collectively, the results show that corridors serving diverse, lower-income neighborhoods contribute most to advancing regional equity goals.

Table 14: Equity Evaluation Results

Corridor	Anticipated Weekday Boardings from Zero-Car Households	Accessibility Increases for BIPOC, Low-Income, and Zero-Car Population	Walkshed Average BIPOC, Low-Income, and Zero-Car Population	Limited Mobility Boardings	TOTAL
-	**Score** (Value)	**Score** (Value)	**Score** (Value)	**Score** (Value)	-
Payne / Westminster	**0.9** (900)	**5.5** (9.5%)	**5.7** (39.9%)	**5.6** (83.7%)	**17.7**
Franklin / Grand / 3rd Street	**6.3** (6,300)	**0.6** (1.0%)	**5.0** (34.7%)	**5.5** (81.5%)	**17.3**
Broadway	**0.7** (700)	**6.3** (10.9%)	**4.3** (29.9%)	**5.1** (75.8%)	**16.3**
66th Street	**0.7** (700)	**5.6** (9.8%)	**3.6** (24.9%)	**5.3** (79.3%)	**15.2**
Nicollet	**4.8** (4,800)	**0.6** (1.0%)	**4.1** (28.8%)	**5.6** (83.2%)	**15.1**
West 7th Street	**1.8** (1,800)	**2.1** (3.6%)	**3.8** (26.8%)	**6.3** (92.8%)	**14.0**
Lowry	**1.3** (1,300)	**4.0** (7.1%)	**4.4** (30.9%)	**4.2** (61.9%)	**13.9**
63rd Avenue / Zane	**1.2** (1,200)	**1.1** (2.0%)	**6.3** (43.7%)	**5.1** (75.9%)	**13.7**
Johnson / Lyndale S	**3.5** (3,500)	**2.1** (3.7%)	**3.1** (21.3%)	**4.9** (72.5%)	**13.5**
Bloomington / Lyndale N	**2.4** (2,400)	**0.9** (1.5%)	**5.1** (35.8%)	**4.3** (63.8%)	**12.7**
Randolph / East 7th Street	**2.5** (2,500)	**0.6** (1.1%)	**3.9** (27.0%)	**4.7** (69.8%)	**11.7**

Sustainable Growth

The Sustainable Growth Goal is supported by four criteria: total capital costs, net operations and maintenance costs, net full-time operators, and net additional service hours.

Total Capital Costs

Description	Total capital costs associated with corridor implementation based on FY2025 capital cost estimates per vehicle and per station/directional platform.
Principle	Balance expanded arterial BRT investment with available resources.
Why it is Important	Capital costs indicate the total investment required to construct corridor infrastructure and purchase necessary vehicles, separate from recurring operation and maintenance costs associated with regular service.
Weight	6.3 percent of total evaluation score, or 6.3 out of 100 points.
Data Source(s)	• FY2025 capital cost estimates per vehicle and per station/directional platform • Existing and projected agency budget data, vehicle and facility specific cost data

The total capital cost of a corridor concept represents the total investment required to implement it, not including regular costs associated with continued operations and maintenance. Corridors with lower overall capital costs are assigned higher scores, representing the ability to construct and open the corridor with the least resources required. This analysis estimates capital costs on the basis of projected unit costs for each corridor improvement, vehicle, and station as required for the proposed corridors.

Each corridor's estimated capital costs and corresponding scores are shown in Table 15. Capital cost estimates range from $59.5 million (Payne/Westminster) to $167.5 million (Franklin/Grand/3rd Street). Lower-cost corridors such as Payne/Westminster, 63rd Avenue/Zane, and 66th Street rank best, indicating opportunities for cost-effective implementation. In contrast, higher-cost corridors reflect longer alignments, complex infrastructure, and more stations, which elevate total investment needs but often coincide with higher ridership potential.

Table 15: Evaluation Results by Corridor: Total Capital Costs

Corridor	Score (Max. 6.3)	Value
Payne / Westminster	**6.3**	$55,000,000
63rd Avenue / Zane	**5.7**	$60,000,000
66th Street	**5.6**	$61,000,000
West 7th Street	**4.6**	$74,500,000
Broadway	**3.8**	$91,000,000
Lowry	**3.7**	$92,000,000
Nicollet	**3.5**	$97,000,000
Randolph / East 7th Street	**3.0**	$115,500,000
Bloomington / Lyndale N	**2.5**	$135,500,000
Franklin / Grand / 3rd Street	**2.1**	$167,500,000
Johnson / Lyndale S	**2.1**	$160,500,000

Net Operations and Maintenance Costs

Description	Absolute change in annual operations and maintenance costs relative to Network Now base route assumption
Principle	Balance expanded arterial BRT investment with available resources.
Why it is Important	Operations and Maintenance (O&M) costs represent the anticipated continual investment needed to maintain the proposed corridor, separate from the capital costs of initial implementation.
Weight	6.3 percent of total evaluation score, or 6.3 out of 100 points.
Data Source(s)	• Existing and projected agency budget data • Anticipated corridor platform hours

Separate from the costs of initial construction and asset acquisition, operations and maintenance (O&M) costs represent the continual investment required to support the regular operation of a corridor. Since each corridor would replace or restructure at least one local base route, this criterion measures the difference in O&M costs between the proposed corridor service and the base route(s) prior to implementation.

Table 16 shows the net O&M costs by corridor, which range from $5.4 million (West 7th Street) to $25.8 million (Johnson/Lyndale S) annually. Net O&M costs are lowest in corridors where existing transit service already reflects substantial investment, and where current service frequency and span are closest to BRT standards. Routes that require more service additions have higher net O&M costs.

Table 16: Evaluation Results by Corridor: Net Operations and Maintenance Costs

Corridor	Score (Max. 6.3)	Value
West 7th Street	**6.3**	$5,400,000
63rd Avenue / Zane	**6.1**	$5,500,000
Payne / Westminster	**5.4**	$6,200,000
66th Street	**4.2**	$8,100,000
Nicollet	**3.5**	$9,600,000
Bloomington / Lyndale N	**2.6**	$13,200,000
Franklin / Grand / 3rd Street	**2.4**	$13,900,000
Lowry	**2.3**	$14,800,000
Randolph / East 7th Street	**2.1**	$16,500,000
Broadway	**1.9**	$17,600,000
Johnson / Lyndale S	**1.3**	$25,800,000

Net Full-Time Operators

Description	Difference in number of full-time operators before and after corridor implementation
Principle	Balance expanded arterial BRT investment with available resources.
Why it is Important	Labor often represents the greatest share of regular transit operating costs and can prove a challenge when demand for new operators exceeds the availability of applicants. Corridors that offer the lowest relative increase in required operators will impose the least administrative and financial burden upon implementation.
Weight	6.3 percent of total evaluation score, or 6.3 out of 100 points.
Data Source(s)	• Existing and projected agency budget data • Anticipated Network Now operator requirements • Anticipated corridor operator requirements

One of the major costs associated with regular transit service is the labor required to operate vehicles. Operator requirements are a function of frequency, service span, route length, and reliability. As one of the major benefits associated with arterial BRT is its all-day frequent service levels, each of the proposed corridors comes with some increase to the number of operators required to maintain quality service. This evaluation criterion compares the labor needs of each corridor relative to the local routes they replace to estimate the net increase in full-time equivalent (FTE) operators. A lower net increase represents a minimal increase to the required labor pool and therefore receives a higher score.

The net change in operators by corridor is given in Table 17. Results vary significantly by corridor, ranging from 3 to 42 additional FTEs. West 7th Street and Payne/Westminster require the fewest operator additions, reflecting smaller incremental service expansions. Johnson/Lyndale S and Broadway demand the most, correlating with longer routes and higher service frequencies. Corridors with moderate additions, such as Nicollet and 63rd Avenue/Zane, offer a favorable balance between service coverage and workforce requirements.

Table 17: Evaluation Results by Corridor: Net Full-Time Operators

Corridor	Score (Max. 6.3)	Value
West 7th Street	**6.3**	3
63rd Avenue / Zane	**3.8**	5
Payne / Westminster	**2.7**	7
Nicollet	**1.9**	10
66th Street	**1.7**	11
Franklin / Grand / 3rd Street	**1.6**	12
Bloomington / Lyndale N	**1.3**	14
Broadway	**0.8**	23
Randolph / East 7th Street	**0.8**	24
Lowry	**0.6**	30
Johnson / Lyndale S	**0.5**	42

Net Service Hours

Description	Additional corridor in-service hours versus Network Now base route(s) accounting for associated local route changes.
Principle	Balance expanded arterial BRT investment with available resources.
Why it is Important	The number of in-service hours are correlated to several recurring costs including labor, fuel, and other vehicle maintenance requirements. Corridors that minimize the increase in in-service hours compared to the base local route(s) will offer the most sustainable operating conditions for future growth.
Weight	6.3 percent of total evaluation score, or 6.3 out of 100 points.
Data Source(s)	• Anticipated Network Now vehicle service hours • Anticipated corridor vehicle service hours

The net increase in annual in-service hours for each corridor is given in Table 18. The West 7th Street corridor had the strongest performance in minimizing new in-service hours, adding fewer than 5,000 annual hours. Payne/Westminster and 63rd Avenue/Zane also perform well, with limited net additions compared to the base network. Johnson/Lyndale S and Broadway on the other hand would require major increases in service hours, up to 65,000 and 36,000 respectively, reflecting greater ongoing operating commitments.

Table 18: Evaluation Results by Corridor: Net Vehicle Service Hours

Corridor	Score (Max. 6.3)	Value
West 7th Street	**6.3**	4,850
63rd Avenue / Zane	**3.6**	8,500
Payne / Westminster	**2.7**	11,150
Nicollet	**1.9**	16,150
66th Street	**1.8**	16,750
Franklin / Grand / 3rd Street	**1.7**	18,250
Bloomington / Lyndale N	**1.4**	21,400
Lowry	**0.8**	36,600
Randolph / East 7th Street	**0.8**	37,500
Broadway	**0.6**	47,700
Johnson / Lyndale S	**0.5**	65,200

Sustainable Growth Evaluation Summary

Table 19 summarizes scores for each of the sustainable growth criteria and their total values. West 7th Street performs exceptionally well in the three measures relating to regular operating costs, scoring 6.3 for Net Operations, Net Full-Time Operators, and Net Service Hours. This is in part due to the already high levels of service otherwise anticipated on its local base route, meaning most of the relative investment required for corridor implementation is in total capital costs for initial implementation. West 7th Street also receives the highest total score for sustainable growth, substantially contributing to its overall evaluation rank.

Table 19: Sustainable Growth Evaluation Results

Corridor -	Total Capital Costs Score (Value)	Net Operations and Maintenance Costs Score (Value)	Net Full-Time Operators Score (Value)	Net Vehicle Service Hours Score (Value)	TOTAL -
West 7th Street	**4.6** ($74,500,000)	**6.3** ($5,400,000)	**6.3** (3)	**6.3** (4,850)	**23.4**
63rd Avenue / Zane	**5.7** ($60,000,000)	**6.1** ($5,500,000)	**3.8** (5)	**3.6** (8,500)	**19.2**
Payne / Westminster	**6.3** ($55,000,000)	**5.4** ($6,200,000)	**2.7** (7)	**2.7** (11,150)	**17.1**
66th Street	**5.6** ($61,000,000)	**4.2** ($8,100,000)	**1.7** (11)	**1.8** (16,750)	**13.3**
Nicollet	**3.5** ($97,000,000)	**3.5** ($9,600,000)	**1.9** (10)	**1.9** (16,150)	**10.8**
Bloomington / Lyndale N	**2.5** ($135,500,000)	**2.6** ($13,200,000)	**1.3** (14)	**1.4** (21,400)	**7.9**
Franklin / Grand / 3rd Street	**2.1** ($167,500,000)	**2.4** ($13,900,000)	**1.6** (12)	**1.7** (18,250)	**7.7**
Lowry	**3.7** ($92,000,000)	**2.3** ($14,800,000)	**0.6** (30)	**0.6** (47,900)	**7.7**
Broadway	**3.8** ($91,000,000)	**1.9** ($17,600,000)	**0.8** (23)	**0.8** (36,400)	**7.0**
Randolph / East 7th Street	**3.0** ($115,500,000)	**2.1** ($16,500,000)	**0.8** (24)	**0.8** (37,500)	**6.6**
Johnson / Lyndale S	**2.1** ($160,500,000)	**1.3** ($25,800,000)	**0.5** (42)	**0.5** (65,200)	**4.4**

Transit-Supportive Lifestyle

The Transit-Supportive Lifestyle Goal is supported by four criteria: walkability, station area land use, station area housing density, and increase in population with METRO network access.

Walkability

Description	Ratio of 10-min station-area walkshed to 1/2-mile straight-line buffer of station area averaged across planned corridor stations.
Principle	Grow a network that connects transit-supportive land uses and supports all-day, all-purpose travel.
Why it is Important	While it is common to use a 1/2-mile buffer from stations as a proxy measure for station area catchment, the actual experience of pedestrians reaching those stations can vary considerably based on the network of sidewalks and roads. Comparing walksheds generated using the actual pedestrian network to the 1/2-mile buffer serves to indicate the walkability of each station area and to determine the compatibility of corridor stations with the built environment.
Weight	6.3 percent of total evaluation score, or 6.3 out of 100 points.
Data Source(s)	• 10-minute station walksheds • 1/2-mile station buffers

The walkability measure evaluates the relationship between a 10-minute pedestrian walkshed and a standard 1/2-mile station buffer to capture how easily riders can reach arterial BRT stations. High scores indicate compact, connected pedestrian networks ideal for all-day transit use and reflect progress toward the goal of fostering transit-supportive lifestyles. A full explanation of the methodology for walkshed generation can be found in Appendix B.

All corridors demonstrate relatively strong pedestrian access, with Johnson/Lyndale S, Bloomington/Lyndale N, and Nicollet slightly outperforming others (61-62 percent). The results, shown in Table 20, reflect the importance of dense, connected street networks and supportive sidewalk infrastructure in this measure. 63rd Avenue/Zane and 66th Street corridors also had strong results above 50 percent, but corridors with more suburban street designs may constrain first- or last-mile access impacting their performance in this measure.

Table 20: Evaluation Results by Corridor: Walkability

Corridor	Score (Max. 6.3)	Value
Johnson / Lyndale S	**6.3**	62.2%
Bloomington / Lyndale N	**6.2**	61.2%
Nicollet	**6.2**	61.2%
Randolph / East 7th Street	**5.8**	57.5%
63rd Avenue / Zane	**5.7**	57.1%
Franklin / Grand / 3rd Street	**5.7**	56.7%
Broadway	**5.6**	55.4%
Lowry	**5.5**	54.9%
West 7th Street*	**5.5**	55.0%
66th Street	**5.4**	53.7%
Payne / Westminster	**5.4**	53.8%

*Does not include MSP Terminal 1 Station. See Appendix B for details.

Station Area Land Use

Description	Percentage of area within 10-minute walkshed of planned stations that is covered by transit-supportive land uses
Principle	Grow a network that connects transit-supportive land uses and supports all-day, all-purpose travel.
Why it is Important	Land use patterns strongly influence ridership potential and long-term success. Dense, mixed-use, and transit-supportive development around stations generates consistent all-day demand for a multitude of trip purposes. Prioritizing locating stations in transit-supportive areas helps to maximize the value of transit investments and encourage ridership as a part of daily life.
Weight	6.3 percent of total evaluation score, or 6.3 out of 100 points.
Data Source(s)	• 10-minute station walksheds • Metropolitan Council 2040 Planned Land Use dataset

This measure quantifies the share of land within a 10-minute walkshed of each planned station that is dedicated to transit-supportive land uses such as mixed-use, commercial, and higher-density residential development. These land use definitions are described further in Appendix B. Data from the Metropolitan Council 2040 Planned Land Use dataset were analyzed using 10-minute station walksheds to determine how land use patterns reinforce or constrain arterial BRT performance in the area surrounding each planned station.

Transit-supportive land use is highest along Randolph/East 7th Street (82.9 percent) and Franklin/Grand/3rd Street (82.3 percent). These higher scores indicate that these corridors' stations are more likely to consistently generate transit trips. Nicollet, Johnson/Lyndale S, and Bloomington/Lyndale N also perform well, exceeding 70 percent. 66th Street and 63rd Avenue/Zane show more limited concentrations of transit-supportive land use, suggesting greater need for complementary land use planning.

Table 21: Evaluation Results by Corridor: Station Area Land Use

Corridor	Score (Max. 6.3)	Value
Randolph / East 7th Street	**6.3**	82.9%
Franklin / Grand / 3rd Street	**6.2**	82.3%
West 7th Street[2]	**5.9**	78.2%
Johnson / Lyndale S	**5.6**	74.3%
Bloomington / Lyndale N	**5.5**	73.5%
Nicollet	**5.4**	71.1%
Lowry	**5.1**	67.7%
Payne / Westminster	**4.7**	62.9%
Broadway	**4.5**	59.0%
63rd Avenue / Zane	**3.6**	48.2%
66th Street	**2.8**	37.7%

[2] In the analysis for West 7th Street, MSP Terminal 1 Station's walkshed is excluded from the analysis due to the unique pedestrian environment at the airport.

Station Area Housing Density

Description	Minimum allowable residential density within 10-minute walkshed of the corridor concept stations
Principle	Grow a network that connects transit-supportive land uses and supports all-day, all-purpose travel.
Why it is Important	Residential concentrations are a key driver of ridership demand, as they indicate stronger potential ridership bases. Corridors with greater minimum housing density support the Transit-Supportive Lifestyle goal by fostering compact, high-activity environments where arterial BRT investments serve a larger share of residents and encourage sustainable travel behavior.
Weight	6.3 percent of total evaluation score, or 6.3 out of 100 points.
Data Source(s)	• 10-minute station walksheds • Metropolitan Council 2040 Planned Land Use dataset

This measure assesses the residential development potential within walking distance of each proposed arterial BRT station by evaluating the minimum allowable housing density in the station area. Using 10-minute station walksheds and the Metropolitan Council 2040 Planned Land Use dataset, area-weighted averages were calculated for all zoning observations within each corridor's station areas.

The results for minimum housing density are shown in Table 22. The Nicollet corridor leads this measure with an average minimum density of approximately 33 dwelling units per acre, followed by the Bloomington/Lyndale N and Johnson/Lyndale S corridors. All of the top three corridors are primarily located within Minneapolis, which upzoned residential areas as part of its 2040 comprehensive plan.[3] Suburban corridors such as 63rd Avenue/Zane and 66th Street show the lowest densities, indicating more limited immediate ridership potential without future infill or upzoning.

[3] https://minneapolis2040.com/policies/access-to-housing/

Table 22: Evaluation Results by Corridor: Station Area Housing Density

Corridor	Score (Max. 6.3)	Value
Nicollet	**6.3**	33.4
Bloomington / Lyndale N	**5.0**	27.0
Johnson / Lyndale S	**3.7**	19.7
Franklin / Grand / 3rd Street	**3.4**	18.4
West 7th Street	**2.7**	14.3
Broadway	**2.3**	12.1
Lowry	**2.2**	11.8
Payne / Westminster	**2.1**	11.1
Randolph / East 7th Street	**2.0**	10.7
66th Street	**1.8**	9.8
63rd Avenue / Zane	**1.0**	5.3

Increase in Population with METRO Network Access

Description	Population within 10-minute walk of METRO stations after corridor concept implementation minus population within 10-minute walk of METRO stations before implementation
Principle	Grow a network that connects transit-supportive land uses and supports all-day, all-purpose travel.
Why it is Important	The METRO network is growing and interconnected. The corridors which result in the largest population increases with access to this network demonstrate the greatest contribution to regional mobility and network connectivity. This measure supports the Transit-Supportive Lifestyle goal by ensuring future arterial BRT lines make a transit-oriented lifestyle realistic and attainable for a greater share of Twin Cities residents.
Weight	6.3 percent of total evaluation score, or 6.3 out of 100 points.
Data Source(s)	• 10-minute station walksheds for both corridor concepts and planned METRO network routes • Demographic data from the U.S. Census Bureau 2019-2023 ACS 5-Year Estimates

This measure quantifies how arterial BRT corridors would expand the number of people living within a 10-minute walk of a METRO station. It compares population coverage before and after each corridor's addition, capturing how the project would extend access to the region's existing and planned BRT and LRT network. The analysis used 2019-2023 ACS 5-Year population estimates and pedestrian network modeling to identify the difference in walksheds between existing and expanded conditions.

The Johnson/Lyndale S corridor provides the largest expansion in METRO access, adding 45,700 residents within walking distance, followed by the Franklin/Grand/3rd Street and Nicollet corridors. These corridors enhance network connectivity in established neighborhoods. Smaller gains are observed for Payne/Westminster, Broadway, and 66th Street, which extend service in areas near existing routes.

Table 23: Evaluation Results by Corridor: Increase in Population with METRO Network Access

Corridor	Score (Max. 6.3)	Value
Johnson / Lyndale S	**6.3**	45,720
Franklin / Grand / 3rd Street	**5.0**	36,371
Nicollet	**4.4**	31,818
Bloomington / Lyndale N	**4.0**	28,962
Randolph / East 7th Street	**3.3**	24,106
63rd Avenue / Zane	**2.5**	18,387
Lowry	**2.0**	14,277
66th Street	**1.7**	12,337
West 7th Street [4]	**1.6**	11,717
Broadway	**1.5**	11,190
Payne / Westminster	**1.4**	10,503

[4] In the analysis for West 7th Street, MSP Terminal 1 Station's walkshed is excluded from the analysis due to the unique pedestrian environment at the airport.

Transit-Supportive Lifestyle Evaluation Summary

A summary of results in each measure is shown Table 24 below. The Nicollet and Johnson/Lyndale S corridor concepts achieve the highest overall scores (22.1 and 21.8, respectively), showing the strongest alignment between urban form, walkability, and network connectivity. The Nicollet corridor performed particularly well in the walkability and housing density measures. The Franklin/Grand/3rd Street and Bloomington/Lyndale N corridors also perform well, while 63rd Avenue/Zane and 66th Street lag due to lower density and land-use intensity.

Table 24: Transit-Supportive Lifestyle Evaluation Results

Corridor	Walkability	Station Area Land Use	Station Area Housing Density	Increase in Population with METRO Network Access	TOTAL
-	**Score** (Value)	**Score** (Value)	**Score** (Value)	**Score** (Value)	-
Nicollet	**6.2** (61.2%)	**5.4** (71.1%)	**6.3** (33.4)	**4.4** (31,818)	**22.1**
Johnson / Lyndale S	**6.3** (62.2%)	**5.6** (74.3%)	**3.7** (19.7)	**6.3** (45,720)	**21.8**
Bloomington / Lyndale N	**6.2** (61.2%)	**5.5** (73.5%)	**5.0** (27.0)	**4.0** (28,962)	**20.7**
Franklin / Grand / 3rd Street	**5.7** (56.7%)	**6.2** (82.3%)	**3.4** (18.4)	**5.0** (36,371)	**20.3**
Randolph / East 7th Street	**5.8** (57.5%)	**6.3** (82.9%)	**2.0** (10.7)	**3.3** (24,106)	**17.3**
West 7th Street	**5.5** (55.0%)	**5.9** (78.2%)	**2.7** (14.3)	**1.6** (11,717)	**15.7**
Lowry	**5.5** (54.9%)	**5.1** (67.7%)	**2.2** (11.8)	**2.0** (14,277)	**14.8**
Broadway	**5.6** (55.4%)	**4.5** (59.0%)	**2.3** (12.1)	**1.5** (11,190)	**13.8**
Payne / Westminster	**5.4** (53.8%)	**4.7** (62.9%)	**2.1** (11.1)	**1.4** (10,503)	**13.7**
63rd Avenue / Zane	**5.7** (57.1%)	**3.6** (48.2%)	**1.0** (5.3)	**2.5** (18,387)	**12.9**
66th Street	**5.4** (53.7%)	**2.8** (37.7%)	**1.8** (9.8)	**1.7** (12,337)	**11.8**

Next Steps

Following completion of the evaluation phase, Metro Transit will advance to Step 4 of the Arterial BRT Plan Update process. This next phase will build upon the evaluation findings summarized in this report—particularly the identification of corridors with the strongest ridership potential, equity outcomes, and transit-supportive environments. These results provide a data-driven foundation for determining which corridors are best positioned to advance to implementation.

The project will advance to **Phase 4: Prioritize (Winter 2025–2026)**, during which Metro Transit will apply readiness criteria and coordinate with planned roadway reconstruction projects to prioritize the implementation of the next three arterial BRT lines, which will be designated as the J, K, and L lines. The prioritization process will consider the technical performance of each corridor alongside project readiness factors such as local coordination, planned street reconstruction schedules, funding opportunities, and right-of-way feasibility.

The Step 4 process will culminate in the selection of the J, K, and L lines by the end of 2025/early 2026, establishing a path toward implementation between 2030 and 2035. Additional information on the project and upcoming engagement opportunities can be found on the Metro Transit website at https://www.metrotransit.org/arterial-brt-plan.