



Engagement Summary 1: Candidate Corridor Identification

2025 Arterial Bus Rapid Transit Plan Update

6/20/2025

Table of Contents

Section 1: Introduction.....3

 What is this document?.....3

 What is the 2025 Arterial BRT Plan Update?3

 What steps are part of the plan update?3

 Which candidate corridors have been identified?5

Section 2: Engagement Summary7

 What engagement tools were used?7

 What did we hear?9

 Who did we hear from?18

Section 1: Introduction

What is this document?

This engagement summary documents the engagement steps and feedback received on Step 1: Identify of the 2025 Arterial BRT Plan Update. This first step identified 17 candidate corridors for consideration for arterial BRT. These corridors are shown in Figure 2 below and documented in more detail in Tech Memo 1: Candidate Corridor Identification available online at metrotransit.org/arterial-brt-plan.

In March and April 2025, Metro Transit shared these candidate corridors with riders, the public, and other key stakeholders to seek feedback. That feedback is summarized in Section 2: Engagement Summary.

What is the 2025 Arterial BRT Plan Update?

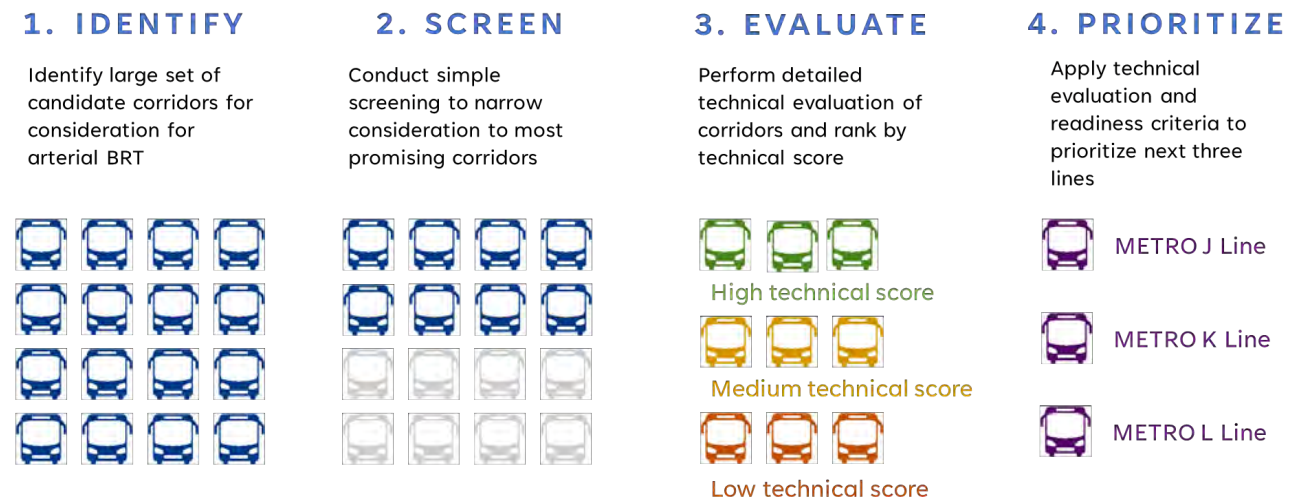
Metro Transit is undertaking the 2025 Arterial BRT Plan Update to identify the next programmed arterial BRT lines to be designated as the J, K, and L lines and implemented between 2030 and 2035. These lines will join the growing [METRO network](#) of fast, frequent, all-day service between comfortable 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, a plan update is needed to set the course for additional lines to implement between 2030 and 2035.

What steps are part of the plan update?

The Plan Update will take a four-step process to identify the J, K, and L lines. Beginning from a wide set of 17 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 summarized below.

Figure 1 Four-step plan update process



Step 1: Identify

The first step is to identify a large set of candidate corridors to consider for arterial BRT. Metro Transit has identified 17 candidate corridors for consideration. These were based on several key inputs aligning with project goals and policy direction, including existing candidate corridors, existing and planned high-frequency local bus service, and partner and policy maker priorities.

Step 2: Screen

The next step is to conduct a simple screening of the candidate corridors identified in Step 1 to advance the most promising corridors for further development and evaluation. Screening criteria will align with plan update goals. This step will narrow the corridors under consideration from the initial 17 candidates to approximately 8 to 10 advanced corridors.

Step 3: Evaluate

The third step will be to perform a more detailed technical evaluation of each of the advanced corridors and rank them by their technical score. The arterial BRT concept will be more fully developed within each of the 8 to 10 advanced corridors considered in this step. This will include development of concept station locations, potential refinement of the corridor alignment, and any associated changes to the local bus network. Detailed evaluation criteria will be applied to the advanced corridors aligning with plan update goals.

Step 4: Prioritize

The final step will be to apply the technical evaluation results along with readiness and roadway project coordination considerations to identify the next three lines – the J, K, and L Line. In addition to each corridor’s technical evaluation ranking, prioritization considerations are anticipated to include

relationship to other regional transit planning efforts, overall fit within the transit network, and alignment with planned or programmed roadway projects.

Which candidate corridors have been identified?

Metro Transit has identified 17 candidate corridors for consideration for arterial BRT shown in Figure 2 below. An interactive map of the corridors is available online at: metrotransit.org/arterial-brt-plan.

Figure 2 Candidate Corridors, map

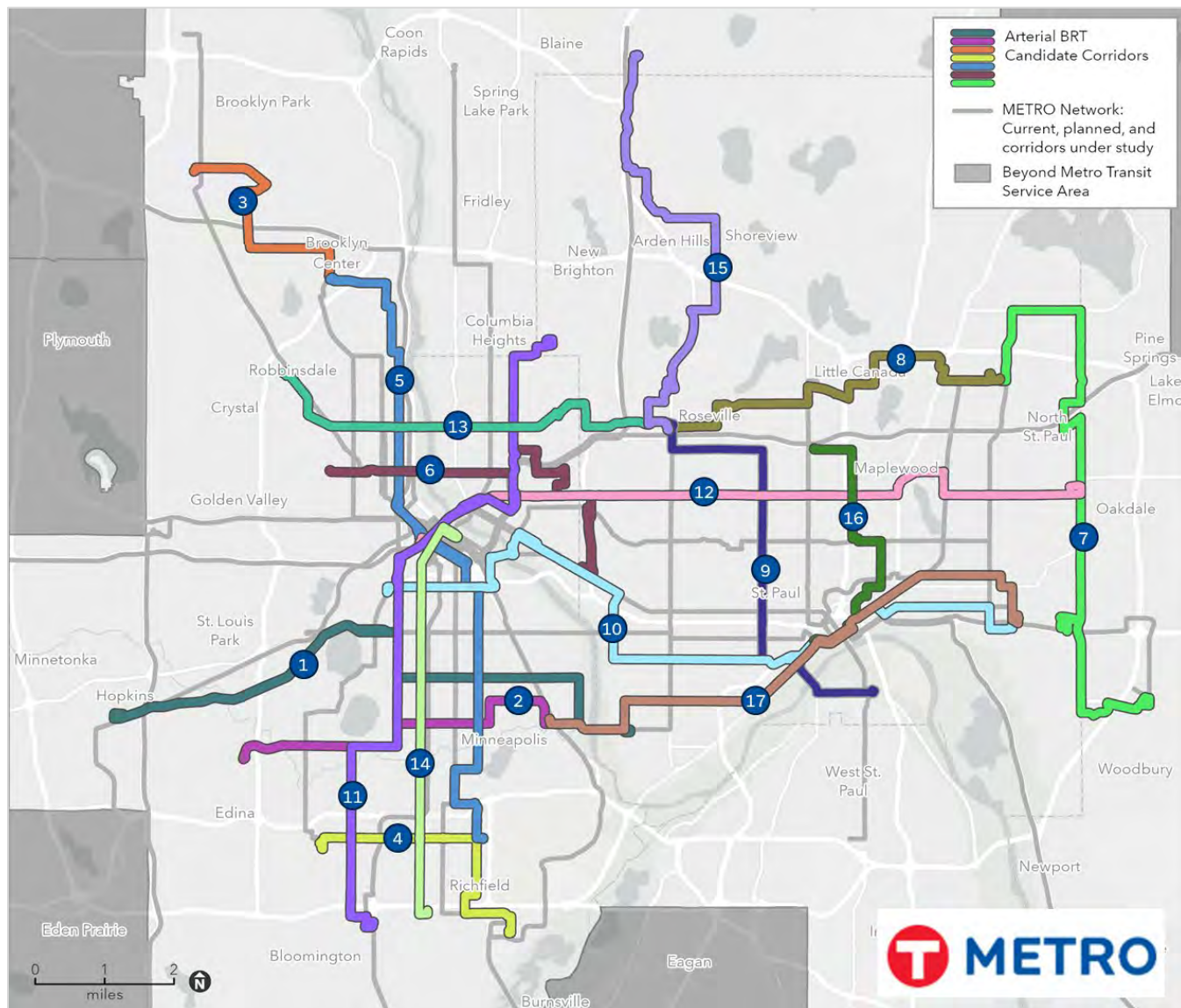


Table 1 Candidate Corridors, table

No.	Candidate corridor	Approximate terminals	Base local route(s)
1	38th Street / Excelsior	Downtown Hopkins to Cleveland Ave and Ford Pkwy.	Route 23 (future Route 38)
2	46th Street	Eden Ave and Vernon Ave to 46th Street Station.	Route 46
3	63rd Avenue / Zane	Starlite Transit Center to Brooklyn Center Transit Center.	Route 724
4	66th Street	Southdale Transit Center to Mall of America Transit Center.	Route 515
5	Bloomington / Lyndale	Brooklyn Center Transit Center to Bloomington Ave and 66th Street.	Routes 22, 14
6	Broadway	Golden Valley Rd and Xerxes Ave to University Ave and Berry Rd.	Route 30
7	Century	Maplewood Mall Transit Center to Woodlane Station.	Routes 219, 323
8	County Road C	Rosedale Transit Center to Maplewood Mall Transit Center.	Route 223
9	Dale / George	Rosedale Transit Center to Cesar Chavez St and State St.	Route 65
10	Franklin / Grand / 3rd Street	Franklin Ave and Hennepin Ave to SunRay Transit Center.	Routes 2, 63
11	Johnson / Lyndale	Silver Lake Village to Southtown Center.	Route 4
12	Hennepin / Larpenteur	Downtown Minneapolis to Larpenteur Ave and Century Ave.	Route 61
13	Lowry	Robbinsdale Transit Center to Rosedale Transit Center.	Route 32
14	Nicollet	Downtown Minneapolis to American Blvd.	Route 18
15	North Snelling / Lexington	Rice Creek Commons to Rosedale Transit Center.	Route 225
16	Payne / Westminster	Highway 36 & Rice Street Park & Ride to downtown Saint Paul.	Route 64
17	Randolph / East 7th Street	46th Street Station to SunRay Transit Center.	Route 74

Section 2: Engagement Summary

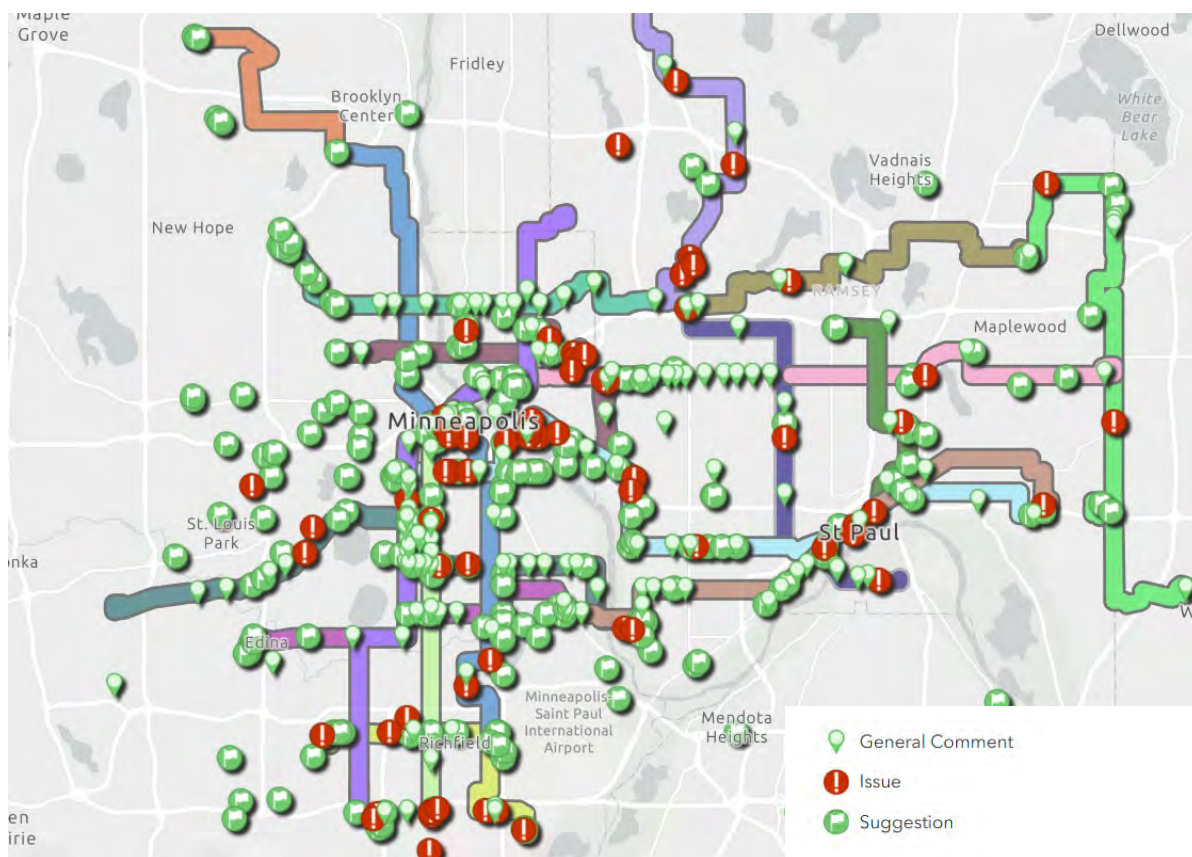
What engagement tools were used?

In March 2025, Metro Transit shared the 17 identified candidate corridors for public review and feedback. The engagement goals for this initial step in the plan process were to introduce the plan to transit riders and the public, share the candidate corridors and overall plan goals, and seek feedback on the corridors and plan goals.

During this step, we used two primary online tools to gather feedback:

- An **interactive map** on the Arterial BRT Plan Update webpage (metrotransit.org/arterial-brt-plan) showing the 17 candidate corridors along with background information including the existing and planned transit network and transit market areas. Participants could review the map, provide comments on specific corridors or areas of the map, and see and upvote comments made by other participants. See Figure 4 for an image of the interactive map.
- A **survey** which asked participants to comment on the plan goals and specific corridors, identify potential missing corridors, and provide general comments on the plan. The survey was open from March 18 through April 25, 2025.

Figure 3: Image of interactive map



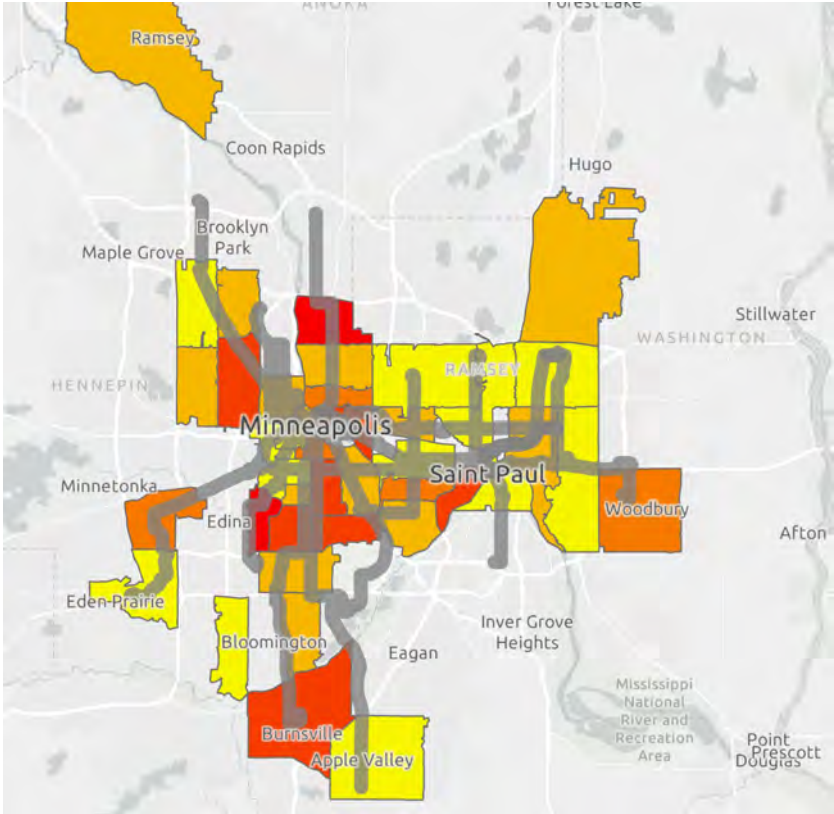
We used a variety of communications tools to share information about the plan update, the candidate corridors, and the opportunity to provide feedback. These included:

- Project website with information about the plan and interactive map
- Email newsletters
- Rider alerts to subscribers
- Rider intercepts onboard buses and at bus stops
- Coordination with community organizations and stakeholders
- Social media posts
- Press and media releases
- Translated materials

What did we hear?

The online feedback survey was available to the public from March 18 through April 25, 2025, and collected 292 responses. Survey responses were distributed fairly evenly across Metro Transit’s service area and the area of the region potentially served by candidate corridors.

Figure 4: Survey responses by zip codes

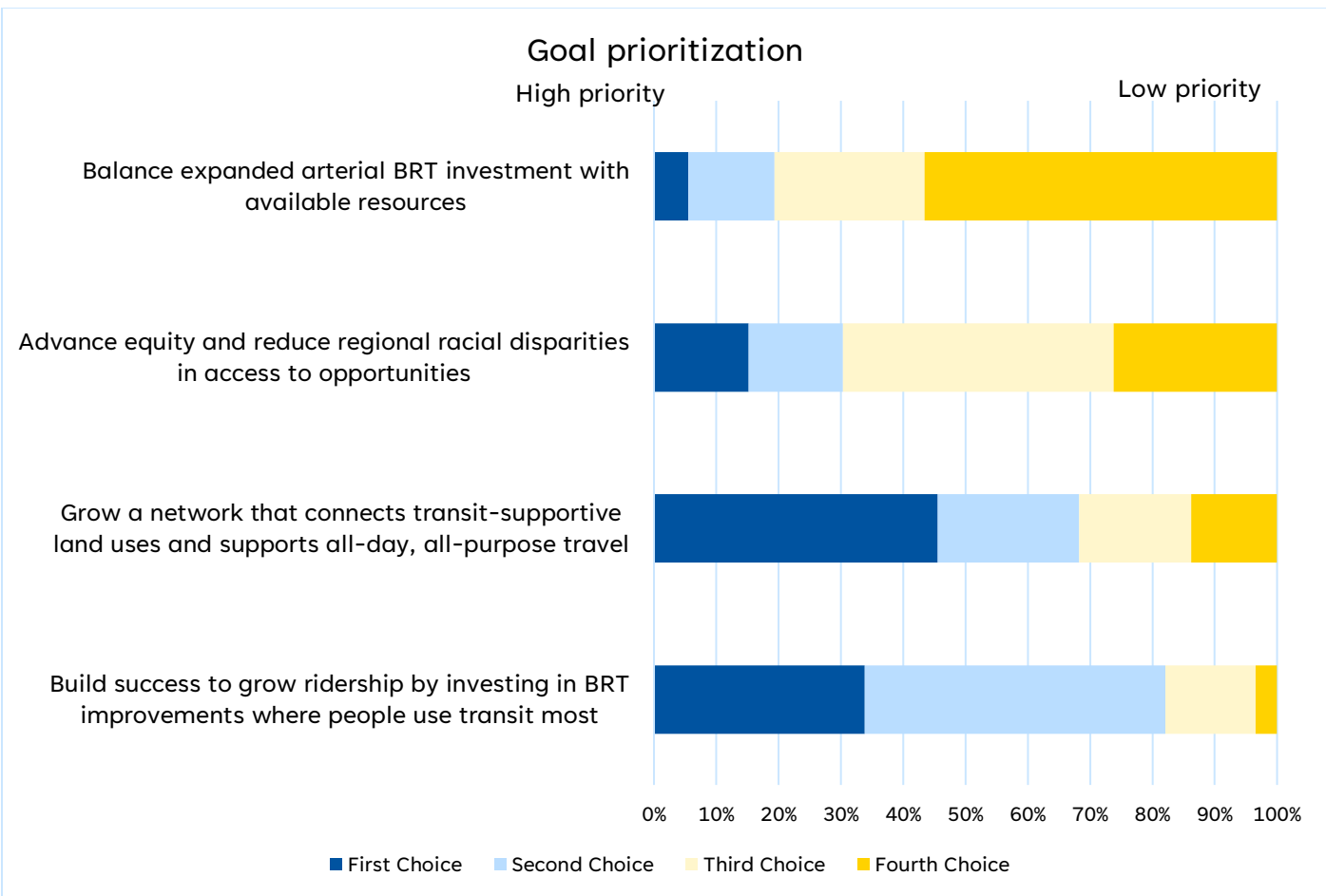


ABRT candidate corridors show are shown in gray. Area codes shaded in darker colors represent more comments

Goal Prioritization

The survey asked participants to prioritize the Arterial BRT Plan Update goals from highest priority to lowest priority. Figure 6 below details how respondents prioritized the goals.

Figure 5: Goal prioritization



The plan update goals are listed below ordered by the percentage of first and second choice rankings by survey participants:

1. Build on success to grow ridership by investing in arterial BRT where people use transit most. Identified as a first or second priority by 82% of participants (33% selected as first choice).
2. Grow a network that connects transit-supportive land uses and supports all-day, all-purpose travel. Identified as a first or second priority by 68% of participants (45% selected as first choice).
3. Advance equity and reduce regional racial disparities in access to opportunities. Identified as a first or second choice by 30% of participants (15% selected as first choice).
4. Balance expanded arterial BRT investment with available resources. Identified as a first or second priority by 29% of participants (5% selected as first choice).

The goals supporting building on success to grow ridership and connecting transit supportive land-uses and all-day travel were ranked the highest by survey participants, receiving about twice as much support

as the other goals. Balancing arterial BRT investments based on resources received the least support from survey participants.

These feedback, along with regional policy considerations, feedback from other stakeholders, and operational and resource considerations, will be used to guide the weighting of goals throughout the plan update process, particularly in Step 2: Screening and Step 3: Evaluation steps of the plan update.

Candidate Corridor Feedback

Survey respondents were asked to share their perspectives about the candidate corridors through a series of open-ended questions. The responses were categorized by themes and shown in Figure 7 below.

Figure 6: Survey themes

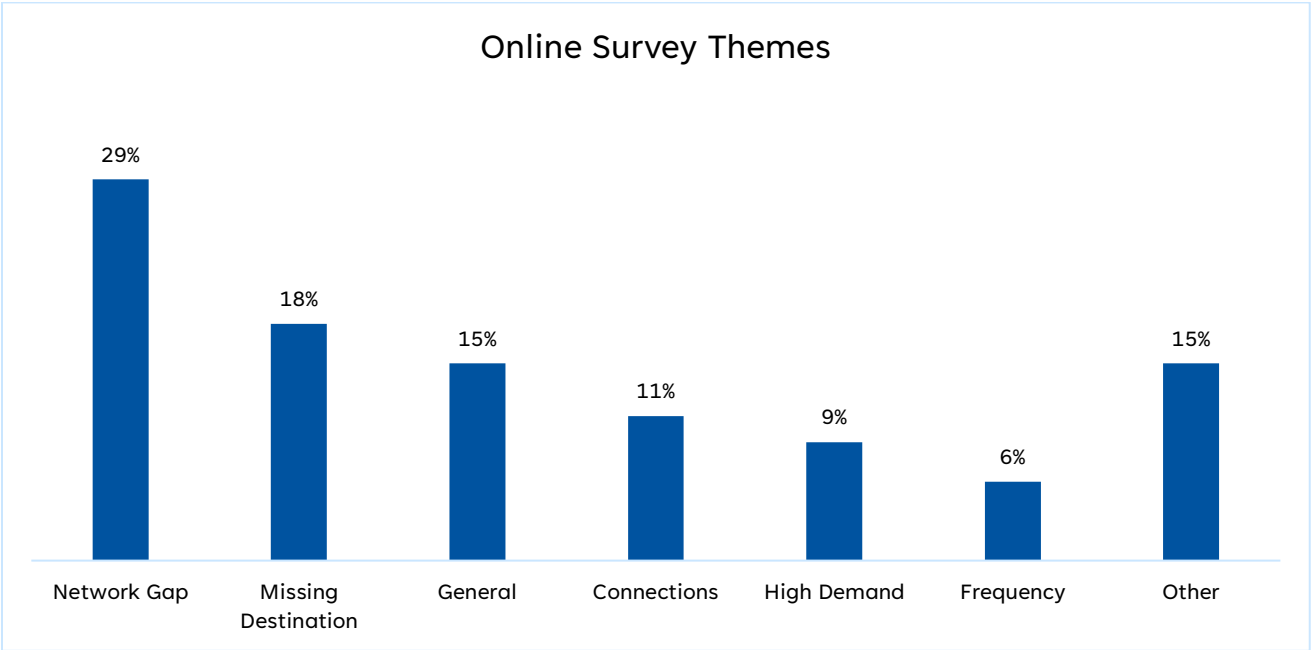
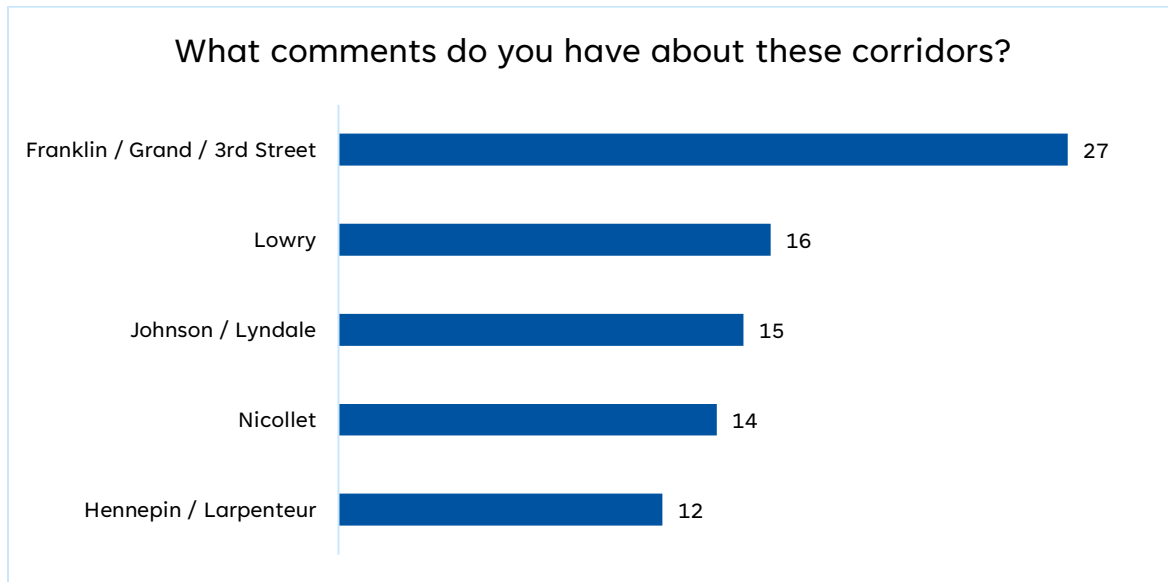


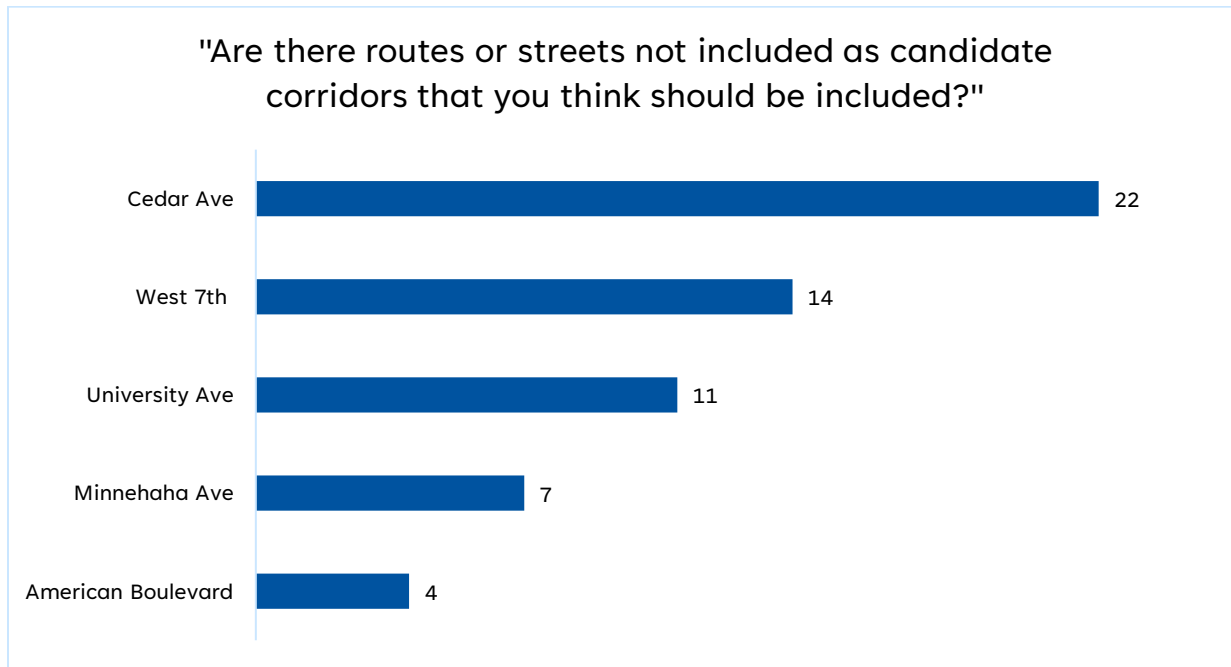
Figure 7: Candidate corridors receiving the most comments in the survey



Responses highlighted high ridership along the various routes, as well as opportunities to change the current routing to reach new destinations and connections.

1. Franklin / Grand / 3rd Street
 - a. Responses mention expanding the route to include the Green Line station, Prospect Park and Seward neighborhoods, and connections to the University of Minnesota.
2. Lowry
 - a. Feedback highlighted the corridor as a beneficial east-west connection and regional connections between Northeast Minneapolis and suburbs.
3. Johnson / Lyndale
 - a. Respondents suggest expanding the route further south to reach Bloomington, highlighting destinations like Normandale College, South Bloomington Transit Center. Some comments describe the current high ridership and suggest bus lanes to reduce congestion.
4. Nicollet
 - a. Similarly to Johnson/Lyndale, feedback described extending the route further south to Bloomington, terminating at the Mall of America. General support for this candidate corridor for quick trips to downtown and other regional destinations.
5. Hennepin / Larpenteur
 - a. Respondents highlighted that this route would close a network gap between Northeast Minneapolis and the west side. General supports for stops and destinations along the proposed route, and discussion about benefits of encouraging transit ridership for larger events such as the State Fair.

Figure 8: Survey responses about routes and streets not included as a candidate corridor



1. Cedar Avenue

- a. Strong support for extending the Red Line or adding BRT along Cedar Avenue, connecting south Minneapolis to downtown, Lake Nokomis, and University Ave NE; many see Cedar as a high-potential but currently underserved corridor.
- b. Desire for improved regional connectivity and direct links—especially between Southeast and Northeast Minneapolis, and with institutions like the U of M—without requiring downtown transfers.

2. West 7th Street

- a. Strong support for ABRT or BRT along West 7th, especially to fill the gap left by the canceled Riverview Corridor project and to connect Downtown St. Paul with MSP Airport and the Mall of America.
- b. Desire for broader West 7th service extensions, including links to Highland Bridge, Sibley Plaza, Maplewood Mall, and future developments, with calls for priority lanes and faster implementation.

3. University Avenue

- a. Broad support for adding rapid transit along University Ave NE, with multiple comments calling it a major gap in current plans and proposing connections to Nicollet, Cedar Ave, and the U of M.
- b. Desire for direct service from Northeast Minneapolis to key destinations like downtown, the University of Minnesota, and South Minneapolis—without requiring transfers.

4. Minnehaha Avenue

- a. Strong support for improved transit service along Minnehaha Avenue, including suggestions for BRT and extending the Red Line via Minnehaha and Cedar Avenues.
- b. Desire for better frequency and connectivity, particularly increasing Route 67 service and improving links between St. Paul and Minneapolis.

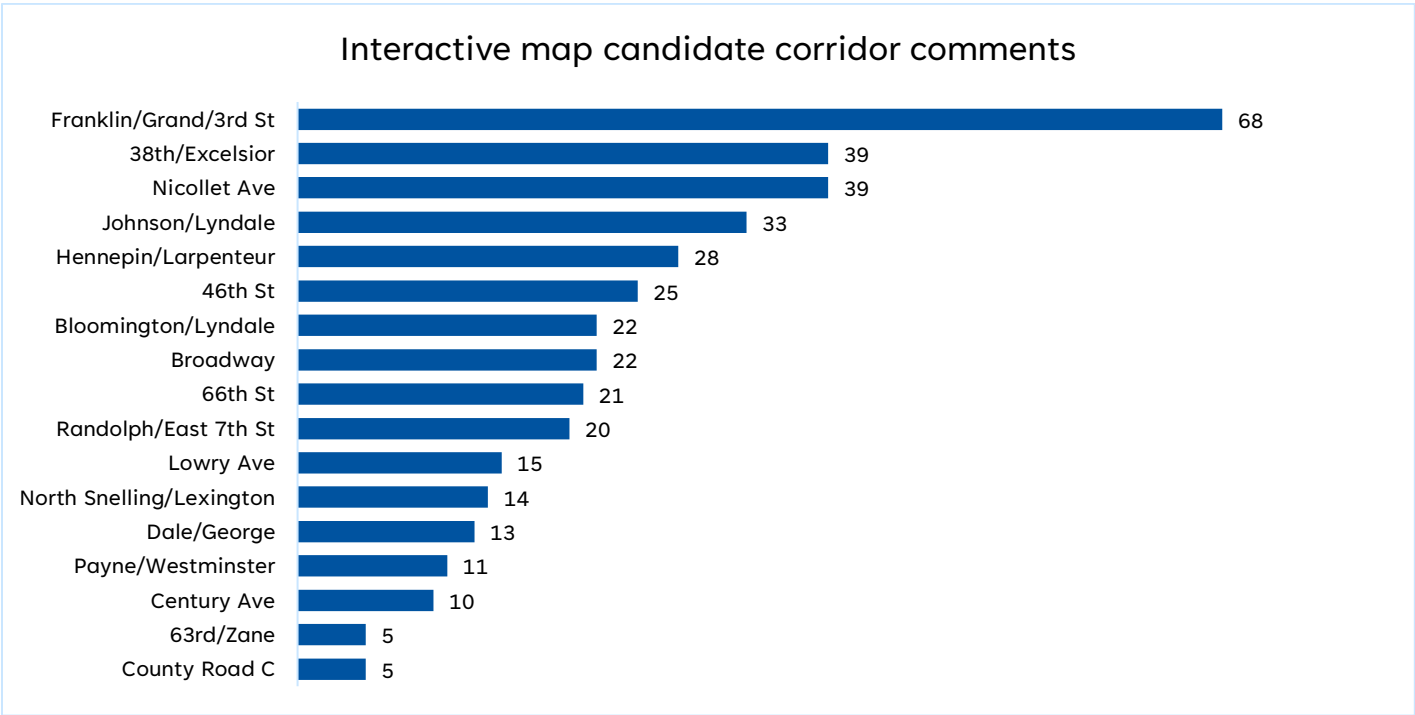
5. American Boulevard

- a. Viewed as a good candidate corridor for Bloomington area, perception is that there aren't a ton of east-west routes in Bloomington; a route on 77th toward Richfield
- 6. Connection between MOA and SouthWest Station/EP Mall
 - a. Some discussion about lacking a route on I-494 corridor.

Mapping Activity Feedback

Community members were asked to provide their input about the 17 candidate corridors the online interactive map. The mapping activity was available from March 18 through April 24, 2025. A total of 480 comments were collected. All comments were categorized by themes, and by candidate corridors and locations.

Figure 9: Candidate corridor comments

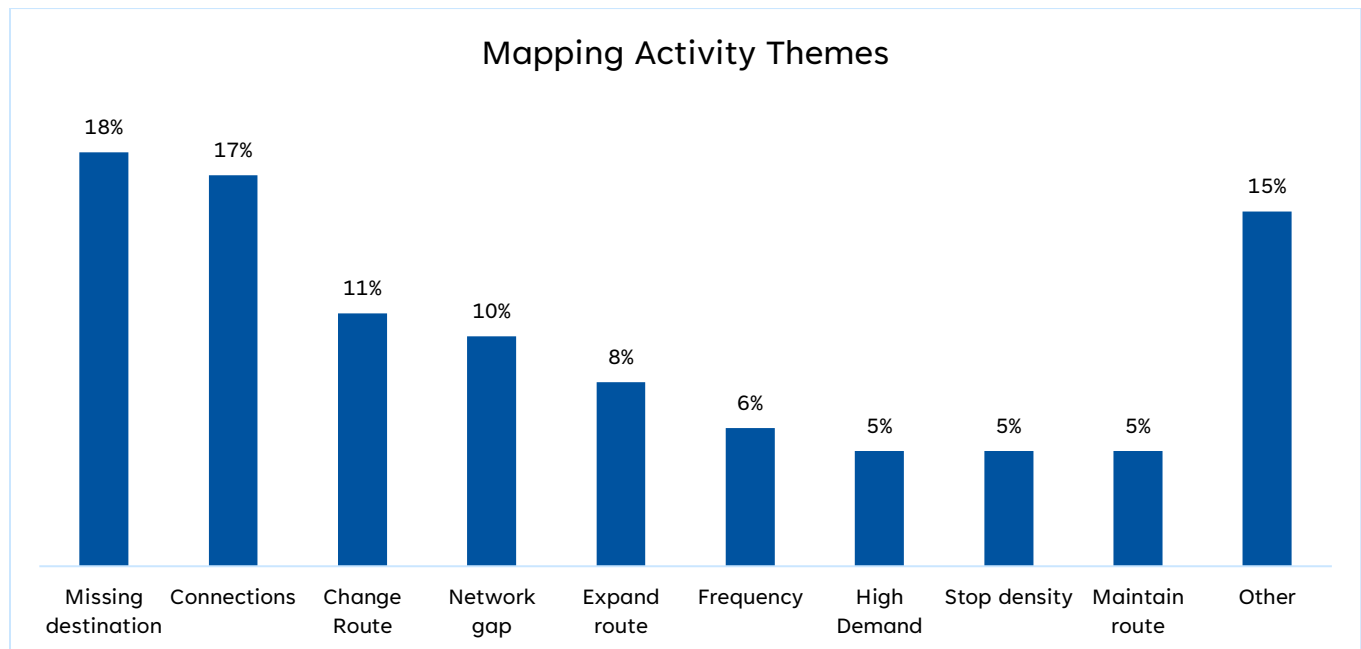


The five candidate corridors with the most comments received were: Nicollet, 38th/Excelsior, Franklin/Grand/3rd, Johnson/Lyndale, and Hennepin/Larpenteur. Generally, responses about these corridors mentioned high ridership, closing network gaps, connections to regional destinations, stations, and other routes.

1. Franklin/Grand/3rd Street
 - a. Strong support for this route to connect to regional destinations like the Green Line station.
2. 38th/Excelsior
 - a. Discussion about high ridership along this route and support for greater frequency. Support for this east-west routing, and desire for a connection to the Orange Line. Mixed discussion about the route cutting through George Floyd Square (38th and Chicago), with some viewing it as a crucial connection point, and others desiring a transit and car-free area.
3. Nicollet
 - a. Support for this route to grow ridership by connecting to regional destinations such as the Southwest Transit Center and the Mall of America. Few comments discuss installing bus lanes to reduce congestion and delays.
4. Johnson/Lyndale

- a. Responses focus on extending the route to connect to the South Bloomington Transit Station, Normandale College, and 66th/Lyndale
- 5. Hennepin/Larpenteur
 - a. Feedback about this route describes high ridership and access to key destinations. Discussion about incorporating destinations such as: Roseville, University of Minnesota St. Paul campus, St. Kate and St. Thomas colleges, West End, Penn Ave/Bryn Mawr Green Line Station. Few comments desire expanded services times to include nights and weekends due to service to apartments and senior residences.

Figure 10: Mapping activity thematic analysis



Below is a summary of all the themes observed from public feedback. The summary provides a brief understanding of the nature of public feedback across the themes.

Missing Destination

Some people noted that major destinations were left out of consideration. They felt key community, employment, or shopping hubs were missing from the ABRT plans.

Connections

Participants emphasized the importance of cross-town and inter-corridor connections, particularly routes that link major destinations or provide access to LRT or other transit lines.

Change Route

Concerns were raised about current ABRT designs not aligning with actual community travel patterns. Suggestions included realigning or redesigning routes to better reflect need.

Network Gap

A few comments highlighted areas without sufficient transit access, noting the importance of using ABRT to close those service gaps.

Expand Route

A desire to expand existing routes or creatively adjust candidate corridors to reach unique destinations and connections.

Frequency

There was broad support for improving frequency. Some respondents tied the need for ABRT directly to increasing how often buses arrive, particularly on high-ridership corridors.

High Demand

Many felt strongly that corridors like Nicollet and certain bus lines (e.g., Route 4) are essential due to their high ridership and service needs. There was a consistent call to prioritize these well-used routes for improvement.

Stop Distance

Several comments pointed out issues with how far apart stops are spaced, expressing concern that the distance between stops may reduce access and usability for people with limited mobility.

Maintain Route

A desire was expressed to preserve effective routes and avoid major changes to corridors already working well, especially those providing East-West travel.

Other

Themes in the “other” category received less than 5% of all comments and encompassed a variety of topics.

Who did we hear from?

A series of optional demographic questions were included to understand who we heard from – and who we might be missing. Below is a summary of survey respondents.

Figure 11: Survey responses about race, ethnicity and/or origin

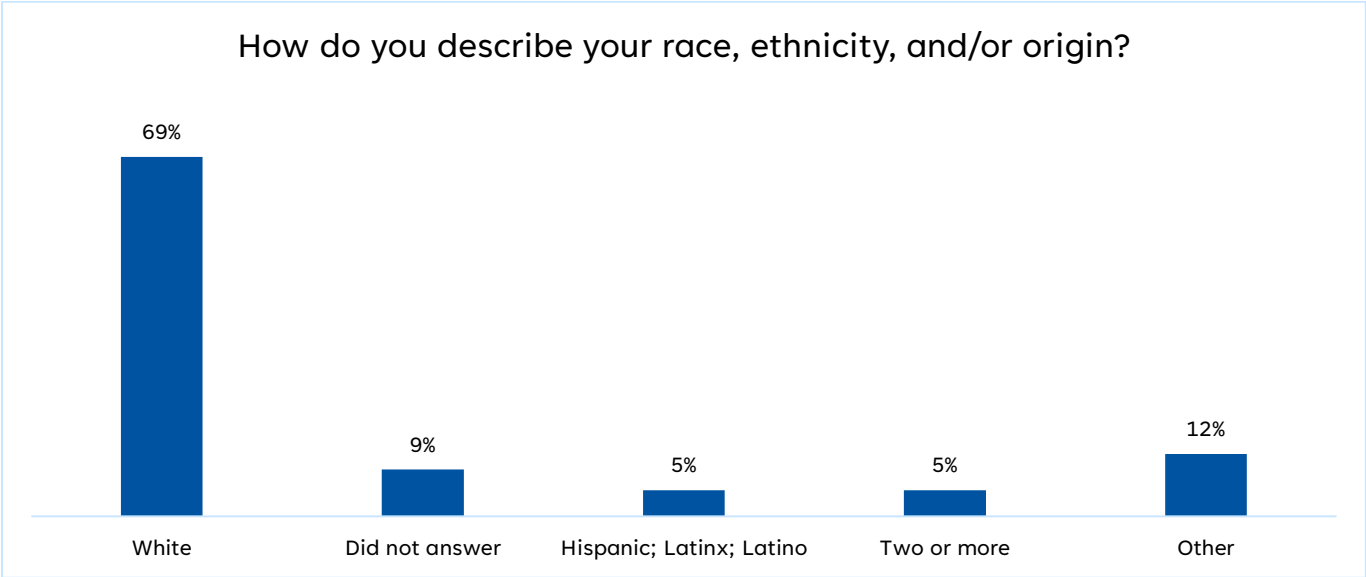


Figure 12: Survey responses about disability/ability status

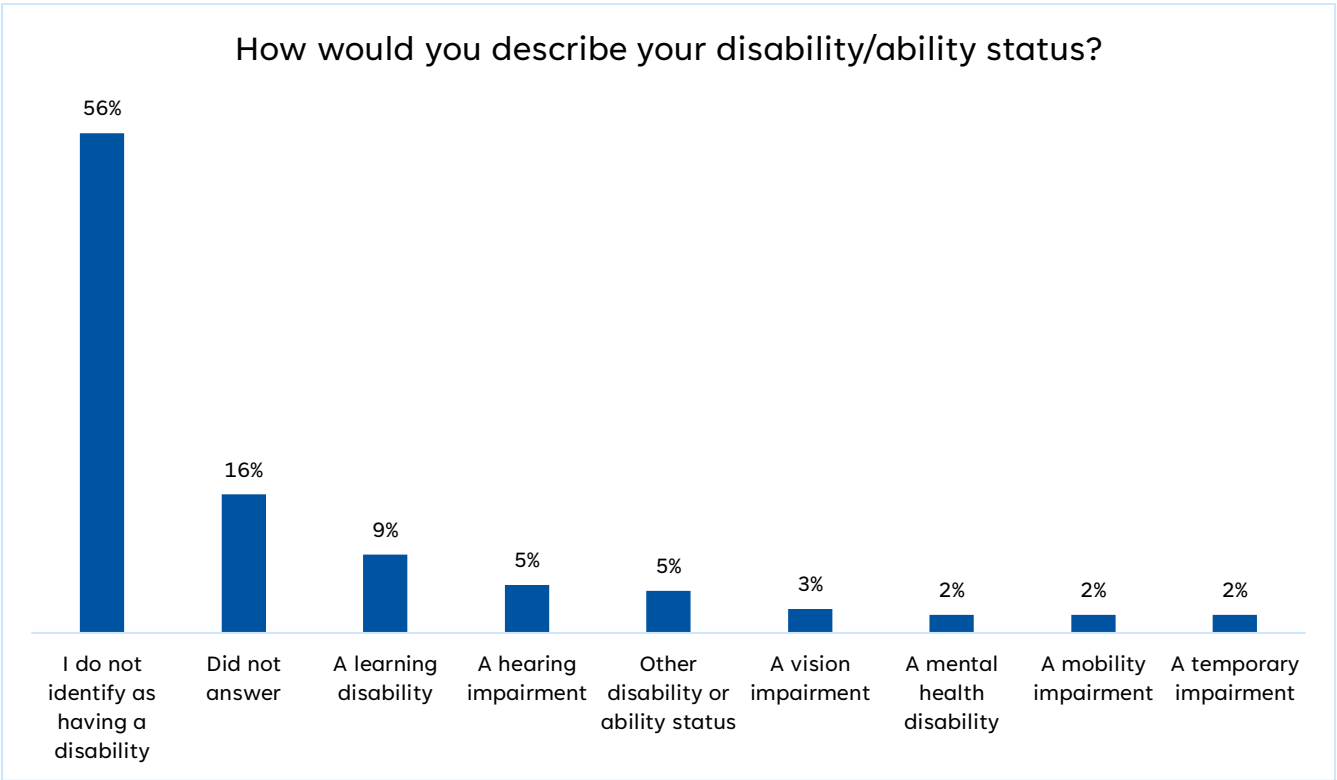


Figure 13: Survey responses about gender

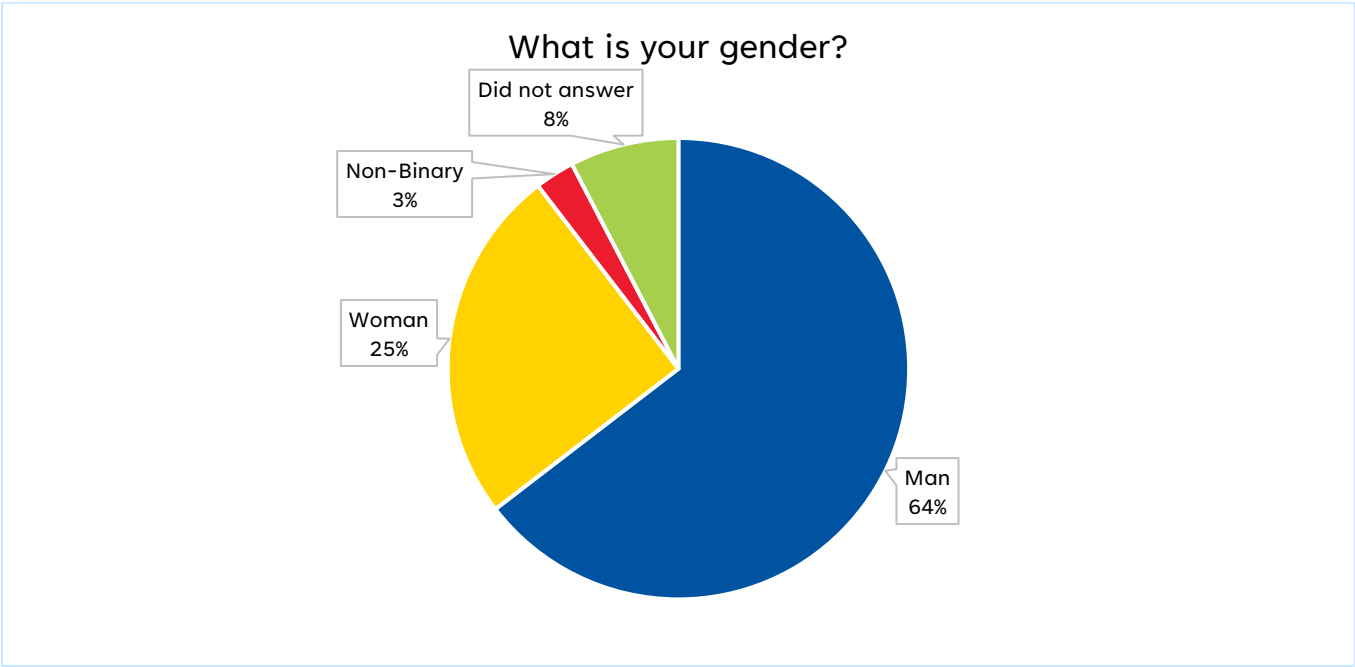


Figure 14: Survey responses about gender identity

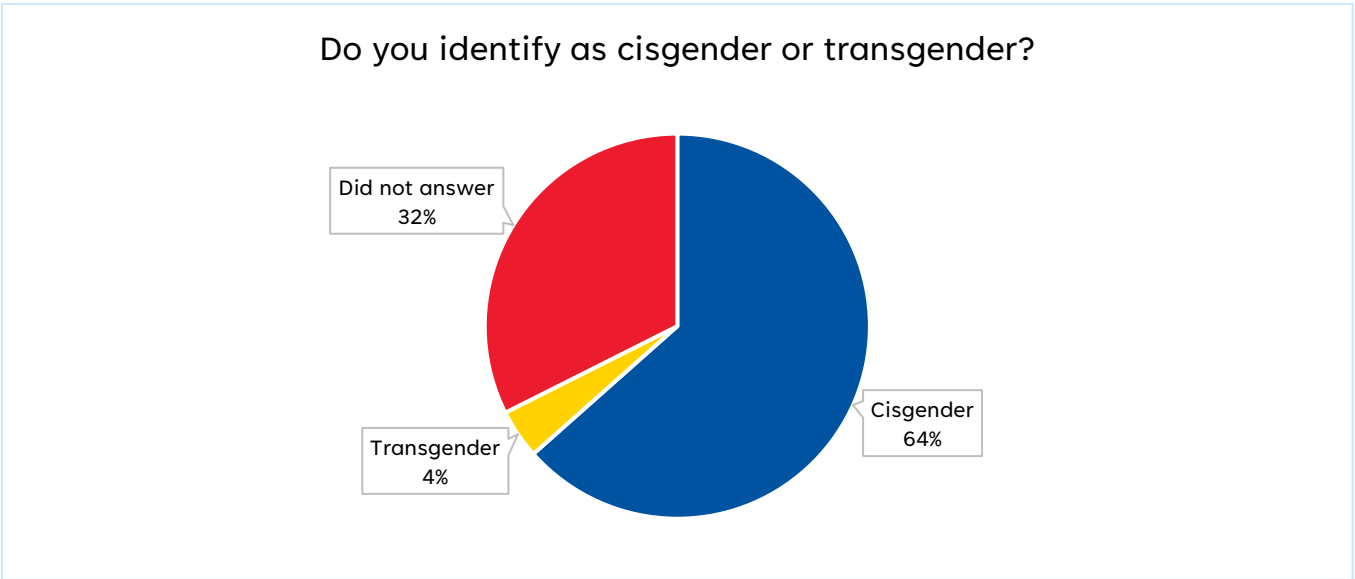


Figure 15: Survey responses about preferred language

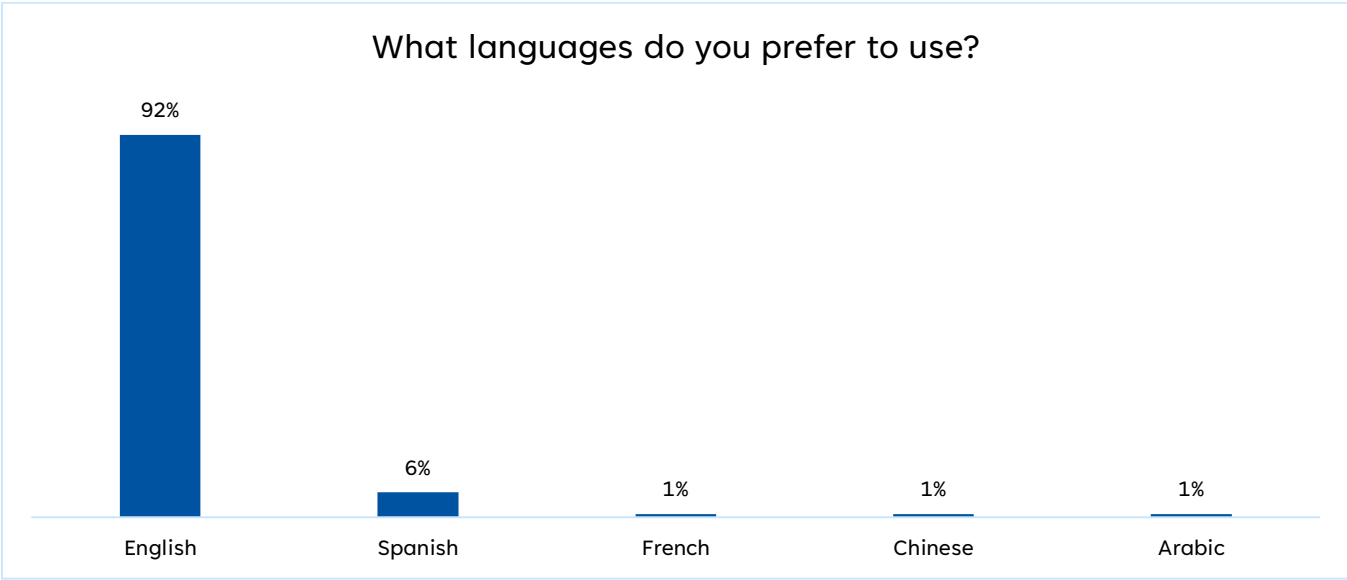


Figure 16: Survey responses about age

