Tech Memo 2:
Candidate Corridor Screening Results

2025 Arterial Bus Rapid Transit Plan Update

July 2025

Contents

Contents 2

Section 1: Introduction 1

What is the purpose of this memo? 1

What is the 2025 Arterial BRT Plan Update? 1

What are the goals of the Plan Update? 2

Section 2: Candidate Corridors 3

Section 3: Screening Results 1

Screening Criteria 1

Scoring 2

Technical Evaluation Results 2

Summary of Results 8

Corridors Recommended for Evaluation 11

Next Steps 13

Section 1: Introduction

What is the purpose of this memo?

This memo documents the results of Step 2: Screen of the 2025 Arterial BRT Plan Update. It identifies the 10 arterial bus rapid transit candidate corridors advancing for further consideration within this planning process and the screening criteria used to support that selection.

For more information about Step 1: Identify, including development of plan goals and the initial candidate corridors for consideration, please see Tech Memo 1: Candidate Corridor Identification on metrotransit.org/arterial-brt-plan.

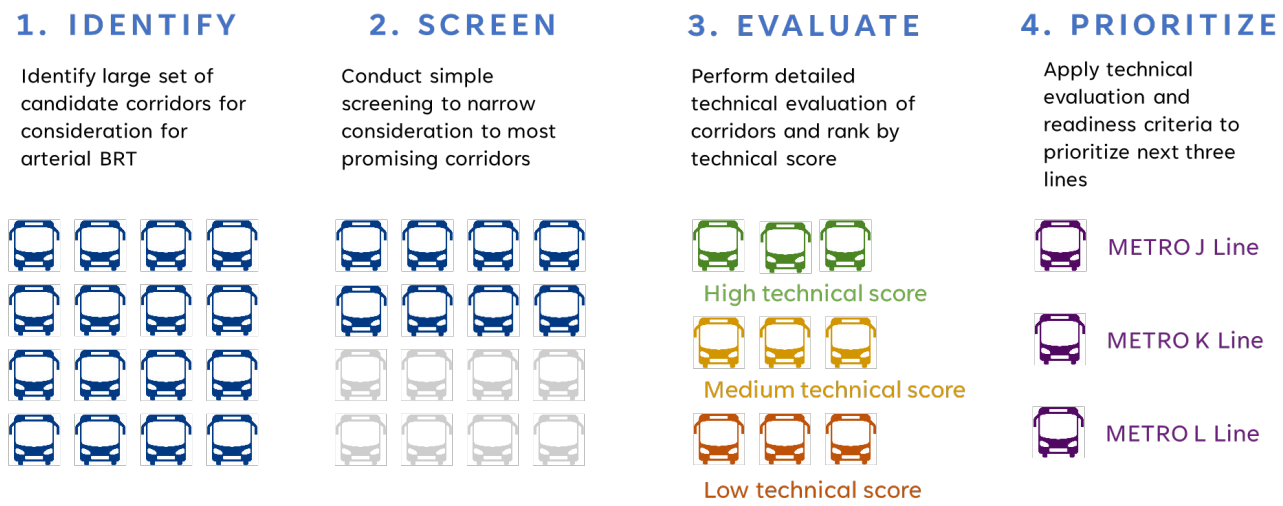
What is the 2025 Arterial BRT Plan Update?

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.

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 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.

Figure 1 Four-step plan update process



What are the goals of the Plan Update?

The Plan Update has four goals. 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.

Build on success to grow ridership by investing in arterial BRT where people use transit the most

Ensuring that as many people as possible benefit from the service and customer facility improvements that come along with arterial BRT investment is an important goal of the arterial BRT program. Existing high ridership on local service and existing transit ridership potential defined by transit market areas are the best guides to understanding where the most people will benefit from arterial BRT.

Advance equity and reduce regional disparities in access to opportunities by transit

The Twin Cities region faces significant disparities in outcomes between white residents and people of color. Transit plays a critical role in reducing these disparities. The Metropolitan Council prioritizes transit investments, including arterial BRT, that improve connections between historically disadvantaged populations. These can include low-income communities and people of color—and jobs, education, healthcare, and other essential opportunities throughout the region.

Balance expanded arterial BRT investment with available resources

Focusing arterial BRT development in corridors that have the demonstrated ability to support frequent bus service helps ensure these investments can maintain fast, frequent, and reliable service long-term. Meeting ridership, productivity, and cost effectiveness guidelines are an important regional goal that ensure investments can continue to be relied on in the future. Additionally, transit-supportive land use policies and complementary transportation infrastructure will enhance the success and sustainability of arterial BRT investments.

Grow a network that connects transit-supportive land uses and supports all-day, all-purpose travel

Connecting areas with higher existing and planned residential and employment densities, walkable infrastructure, and important destinations that support regular transit use and meets a wider set of transportation needs for riders is an important goal of the arterial BRT program. The growing arterial BRT network will provide convenient access to transit that accommodates changing plans, appointments, errands, and social connections throughout the day.

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Section 2: Candidate Corridors

Metro Transit identified 17 candidate corridors to include in the ABRT Plan Update. These initial candidate corridors are the starting point for the Plan Update and were identified using the following qualifiers:

- Corridors identified as good candidates for arterial BRT from previous work completed in the Network Next planning effort
- Existing high frequency, high ridership local routes
- Future high frequency local routes identified in Network Now, Metro Transit's vision for local transit service through 2027
- Corridors identified by agency partners for consideration

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Figure 2 depicts the candidate corridors analyzed. The candidate corridors and their underlying routes are summarized in

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Table 1.

For more information about Step 1: Identify, including development of plan goals and the initial candidate corridors for consideration, please see Tech Memo 1: Candidate Corridor Identification on metrotransit.org/arterial-brt-plan.

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Figure 2 ABRT Update Candidate Corridors

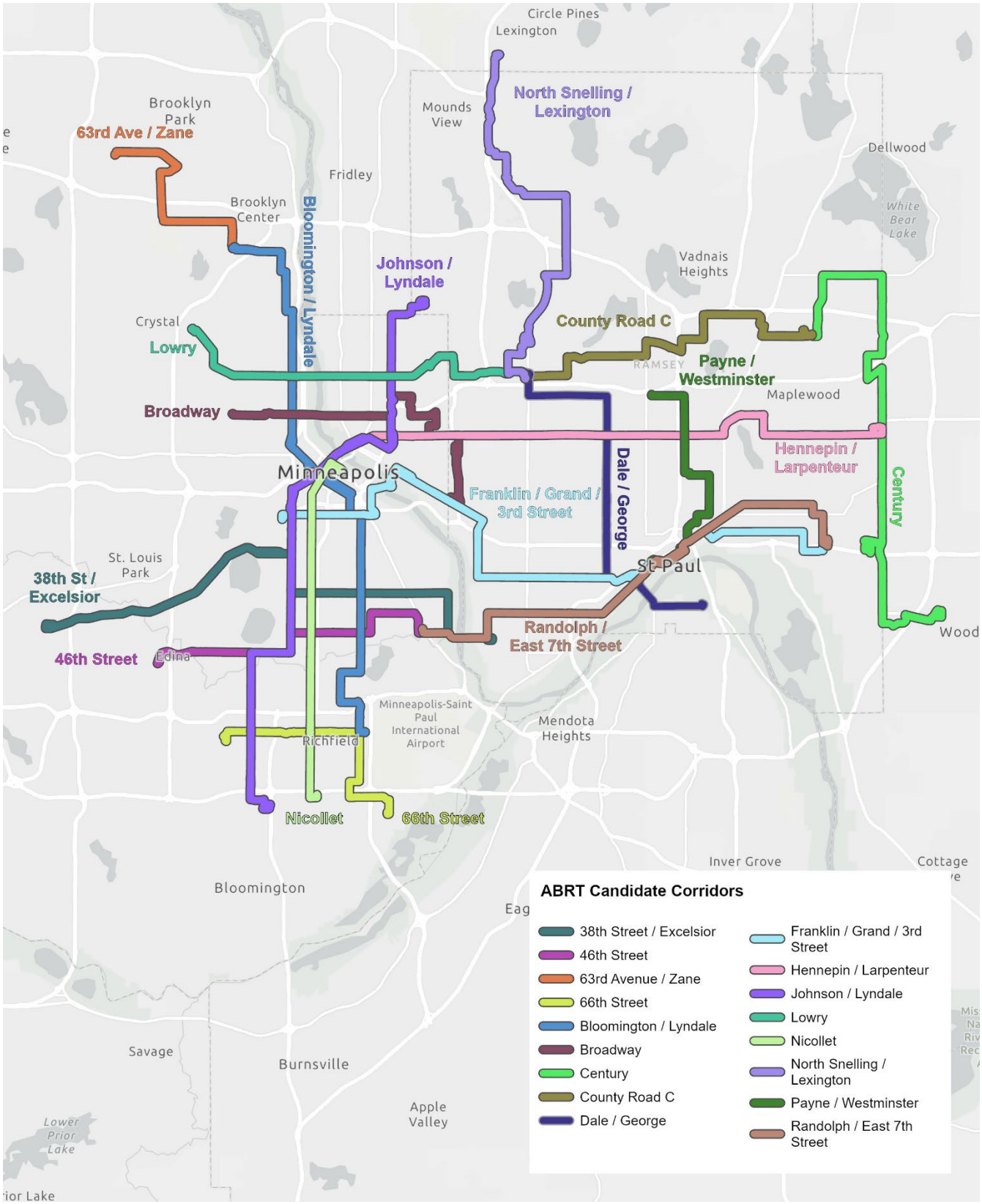

Table 1: Candidate Corridors and Underlying Transit Route(s)

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 N	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 S	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 3: Screening Results

Screening Criteria

Screening criteria were developed to identify the most promising ABRT candidate corridors to advance and further evaluate. The screening phase is the second of four to compile a more focused list of ABRT corridors for programming and implementation.

The four project goals guided the identification of screening criteria used in the screening phase. The screening criteria measure the potential success and suitability of ABRT candidate corridors. Each criterion corresponds to one of the ABRT study goals, and each study goal was weighted equally. The criteria supporting each goal were also weighted equally. For example, the Advance equity and reduce regional disparities goal makes up 25 percent of the total score and has three supporting criteria, so each criterion was weighted 8.33 percent of the total score. The Balance expanded arterial BRT investment with available resources goal only has two supporting criteria, however, so each supporting criteria was weighted 12.5 percent of the total score. Table 2 provides an overview of the goals, their supporting criteria, and how each supporting criterion was weighted.

Table 2 Screening Criteria

Goal	Criteria	Weight (%)
Build on success to grow ridership	Existing ridership	8.3
	Existing productivity (passenger per in-service hour)	8.3
	Corridor weighted transit market area	8.3
	Total	**25**
Advance equity and reduce regional disparities	Historically disadvantaged populations using base route	8.3
	Historically disadvantaged populations living within corridor	8.3
	Essential destinations	8.3
	Total	**25**
Balance expanded arterial BRT investment with available resources	Planned midday service levels on base local route	12.5
	Existing vehicle delay (i.e., time in excess of free flow travel time)	12.5
	Total	**25**
Connect transit-supportive land uses and support all-day, all-purpose travel	Planned land use	6.3
	Allowable housing density	6.3
	Trip purpose	6.3
	Connections to METRO service	6.3
	Total	**25**

Scoring

The scoring methodology that was utilized for the evaluation assigned the maximum points available for each criterion to the highest performing corridor. All other corridors were then assigned a score based on the proportion of their criterion value to the highest performing corridor value. As an example, if corridor A had the highest existing ridership of 4,000 boarding per day, it would be assigned the maximum point value of 8.3. If corridor B had an existing ridership value of 2,000 boardings per day, it would be assigned a score of 4.15 as its boarding value represents 50 percent of the highest boarding value (e.g., 50.0% x 8.3 maximum points available = 4.15). The scores for each criterion were then summed to develop a total score which represents each corridor's performance across all criteria.

Technical Evaluation Results

Each of the 12 criteria are described in detail in the following sections, including a description of what the criterion is measuring, the methodology, and the results.

Goal 1: Build on success to grow ridership

This goal is supported by three criteria: existing ridership on base local route(s), existing productivity on base local route(s), and corridor weighted transit market area. Table 3 provides a description of the criteria and methodology, and

Table 4 summarizes the ridership screening results.

Table 3 Build on success to grow ridership – Supporting Criteria

Criterion	Measure	Methodology
Existing ridership on base local route(s)	Boardings per weekday in the corridor	All values represent average weekday ridership. Route-stop combination points located within 1/4-mile of the candidate corridor line were selected, with ridership only from the base route(s) considered.
Existing productivity on base local route(s)	Passengers per in-service hour (PPISH): daily boardings divided by daily in-service hours	All values represent average weekday ridership. In-service hours (ISH) were calculated for alignments that overlap with candidate corridor alignment (or comparable general travel pattern); where a deviation isn't a timepoint, schedule was estimated. Ridership was calculated based on stops that correspond to the overlap with the candidate corridor alignment (or comparable general travel pattern) that was used for in-service hours.
Corridor weighted transit market area	Area-weighted average of Transit Market Area (TMA) within 1/2-mile of the candidate corridor alignment	Calculated the single weighted average TMA value based on area within the 1/2-mile buffer.

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Table 4 Build on success to grow ridership Screening Results

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

Goal 2: Advance equity and reduce regional disparities

This goal is supported by three criteria: historically disadvantaged populations using the base route(s), historically disadvantaged populations living within the corridor, and essential destinations. Table 5 describes the Advance equity and reduce regional disparities criteria and methodologies, and Table 6 summarizes the screening results.

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Table 5 Advance equity and reduce regional disparities – Supporting Criteria

Criterion	Measure	Methodology
Historically disadvantaged populations using base route	Average of 3 measures: A. Percent of riders who are BIPOC B. Percent of riders from low-income households C. Percent riders from 0-car households	Summed boardings associated with the surveyed base route(s) e.g., X% of base route riders are BIPIOC. "Low-income" based on household size, annual household income, poverty thresholds (185%). For candidate corridors with multiple base routes, calculated single average value based on ridership summed from the routes.
Historically disadvantaged populations living within corridor	Average of 3 measures: A. Percent of residents who are BIPOC B. Percent of residents from low-income households C. Percent riders from 0-car households	This criterion considers residents (households) within 1/2-mile of the candidate corridor alignment. Used area apportionment method to assign values based on percent overlap, assuming population is evenly distributed (e.g., if 10% of block group area is within corridor, assume 10% of population is within the corridor). "Low-income" based on 185% poverty thresholds and population for whom poverty status is determined.
Essential destinations	Number of essential destinations within 1/2 mile of candidate corridor alignment	Essential destinations were defined using the Federal Transit Administration definition of term, which includes hospitals, urgent care, Veterans Administration centers, colleges/universities, supplemental colleges, and public schools. In addition to these locations, SNAP Retailer Locations were also considered an essential destination. Each destination was weighted equally.

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Table 6 Advance equity and reduce regional disparities Screening Results

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

Goal 3: Balance expanded arterial BRT investment with available resources

This goal is supported by two criteria: planned midday service levels and existing vehicle delay. Table 7 describes the Balance expanded arterial BRT investment with available resources criteria and methodologies, and Table 8 summarizes the screening results.

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Table 7 Balance expanded arterial BRT investment with available resources Criteria

Criterion	Measure	Methodology
Planned midday service levels on base local route	Planned midday headway (weekdays)	Planned headways on base local route identified in Network Now. For candidate corridors with multiple base routes, calculated a single average value that is weighted based on daily trip counts from the routes in the midday.
Existing vehicle delay (i.e., time in excess of free flow travel time)	Existing total vehicle delay per mile from the base route(s) within the candidate corridor (weekdays)	Delay is time in excess of the fastest observed or "free flow" vehicle travel time. Summed the average weekday total vehicle delay assigned to the base route(s) and street segments that overlap with the candidate corridor alignment. Normalized vehicle delay (hours) per mile.

Table 8 Balance expanded arterial BRT investment with available resources Screening Results

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

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

This goal is supported by four criteria: planned land use, allowable housing density, trip purpose, and connections to METRO services. Table 9 describes the Connect transit-supportive land uses and support all-day, all-purpose travel criteria and methodologies, and Table 10 summarizes the screening results.

Table 9 Connect transit-supportive land uses and support all-day, all-purpose travel Criteria

Criterion	Measure	Methodology
Planned land use	Percent of area within 1/2-mile of the candidate corridor alignment that is covered by transit supportive land uses	Followed the same of "transit supportive" land use categories used in Network Next.
Allowable housing density	Maximum allowable residential density within 1/2-mile of the candidate corridor alignment	Multiplied the maximum number of allowable housing units by the percent of that land use in the corridor, then summed the values to get the average maximum allowable housing unit density.
Trip purpose	Trip diversity index (percent non-work trips)	Summed the boardings for non-work trips on the surveyed base route(s). For candidate corridors with multiple base routes, calculate average values that are based on ridership summed from the routes.
Connections to METRO service	Number of connection opportunities to the existing and planned METRO network	Count of instances of a candidate corridor alignment crossing an existing or planned METRO line (not highway BRT under study).

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Table 10 Connect transit-supportive land uses and support all-day, all-purpose travel Screening Results

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

Summary of Results

Table 11 and Figure 3 provide an overview of the corridors and how they scored relative to each goal and its supporting criteria, along with their total final score. The top two performing corridors are Franklin / Grand / 3rd and Nicollet, having scored 89.1 and 81.8 points, respectively. Five corridors scored 60-80 points, and three corridors scored 50-60 points. The remaining seven corridors scored less than 50 points.

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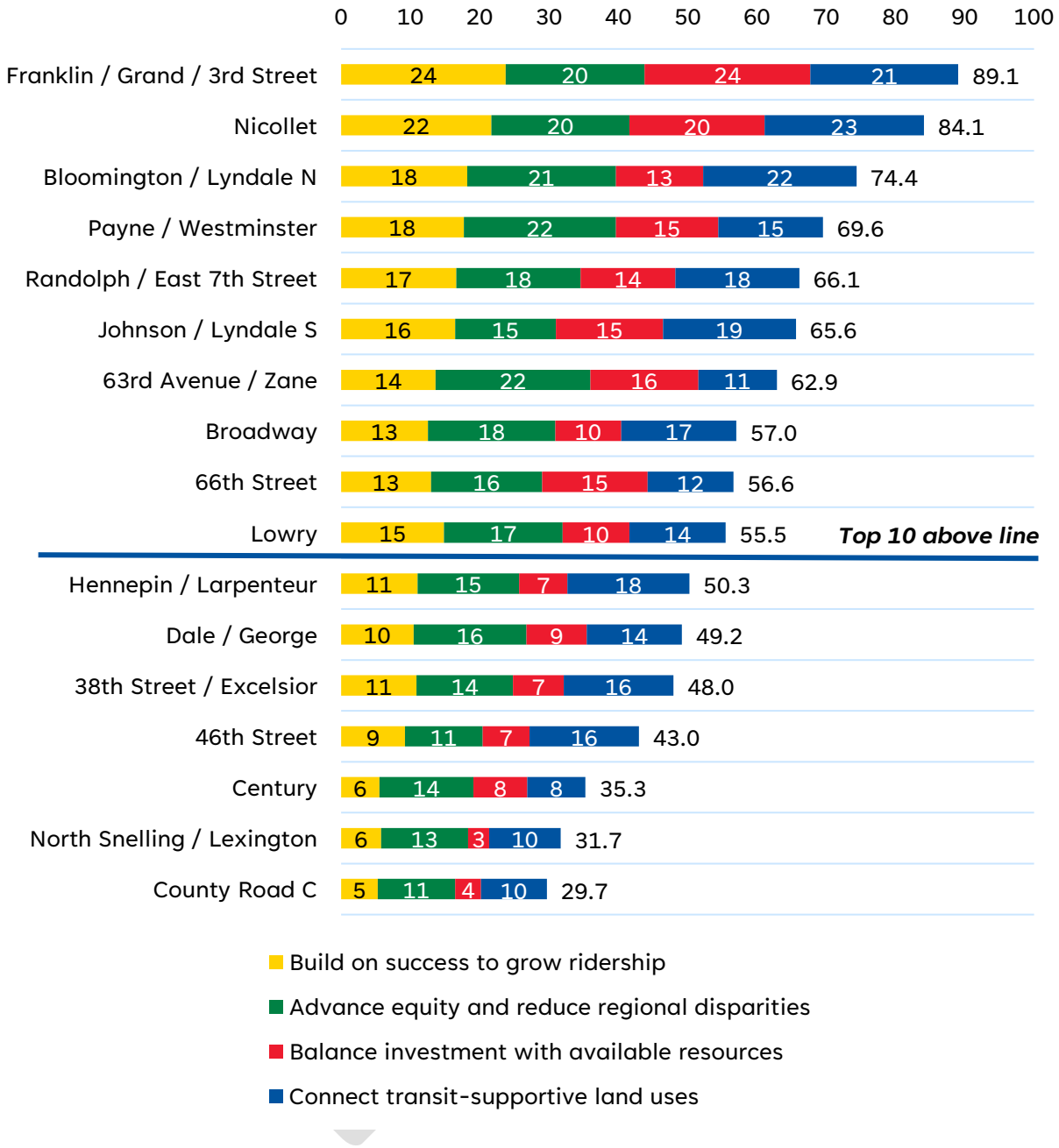
Table 11 Summary of Screening Results

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

Figure 3 Summary of Screening Results



Corridors Recommended for Evaluation

The ABRT Update methodology includes advancing up to 10 candidate corridors from the screening to the evaluation phase. A natural break in scores occurs between the 10th and 11th ranking corridors, such that 10 routes scored above 50 points, with the remaining seven scoring under 50 points. The goal of limiting how many corridors advance to the evaluation phase and the natural break in scores support a clear delineation in which routes to advance to the evaluation phase. Corridors recommended for advancement include:

- Franklin / Grand / 3rd St
- Nicollet
- Bloomington / Lyndale
- Payne / Westminster
- Randolph / East 7th St
- Johnson / Lyndale
- 63rd Ave / Zane
- Broadway
- Lowry
- 66th St

Figure 4 depicts the corridors recommended to advance to the evaluation phase.

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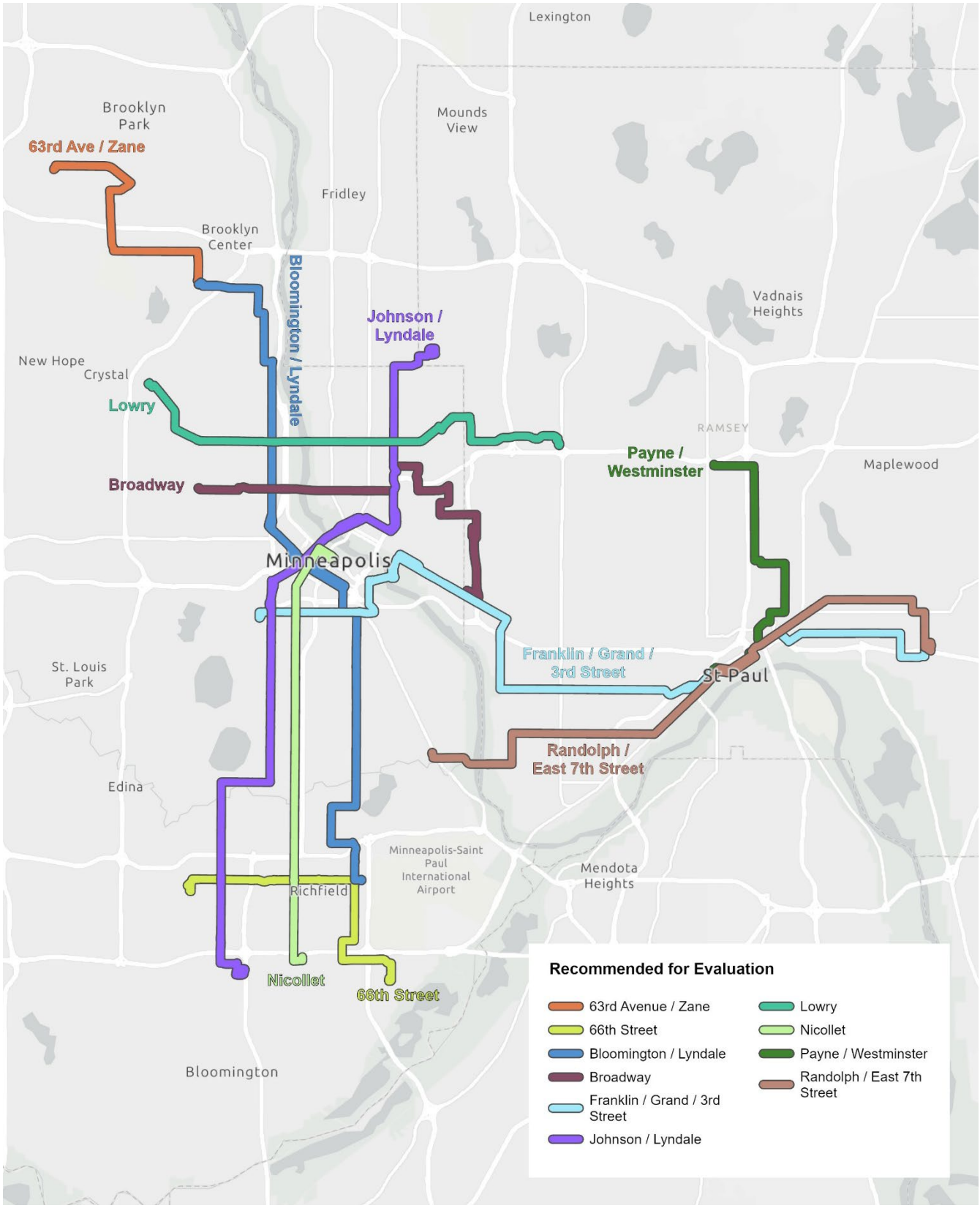
Figure 4 Corridors Recommended for Evaluation Phase



Next Steps

Following the public release and comment period for this screening report, Metro Transit will proceed with Steps 3 and 4 of the planning process listed below. This upcoming work is planned to conclude with the selection of the J, K, and L lines by the end of 2025.

- Step 3 – Evaluate (Fall 2025): Develop the most promising corridors in more detail and rank them using technical evaluation criteria, including ridership, cost, and accessibility.
- Step 4 – Prioritize (Winter 2025/6): Apply readiness criteria and coordinate with planned roadway projects to prioritize implementation of the J, K, and L lines.

Opportunities to review and provide feedback will follow each step. More information on the project and upcoming engagement opportunities can be found by visiting the Metro Transit website at https://www.metrotransit.org/arterial-brt-plan.

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