



Arterial BRT Plan Update – Recommendations

TAB Technical Advisory Committee | February 4, 2026

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Agenda

- Arterial BRT Plan Update Process Recap
- Recommendations following Step 4: Prioritization
- Next Steps

1. IDENTIFY
Spring 2025

2. SCREEN
Summer 2025

3. EVALUATE
Fall 2025

We
are
here

4. PRIORITIZE
Winter 2025/26

Arterial BRT within the bus network

Coverage

Ridership

Demand-responsive

Suburban local

Urban local

Arterial BRT



2 or more
passengers per service hour

10 or more
passengers per service hour

15-20 or more
passengers per service hour

25 or more
passengers per service hour

2050 Transportation Policy Plan Productivity Guidance

Varies

Market Areas 2, 3, 4

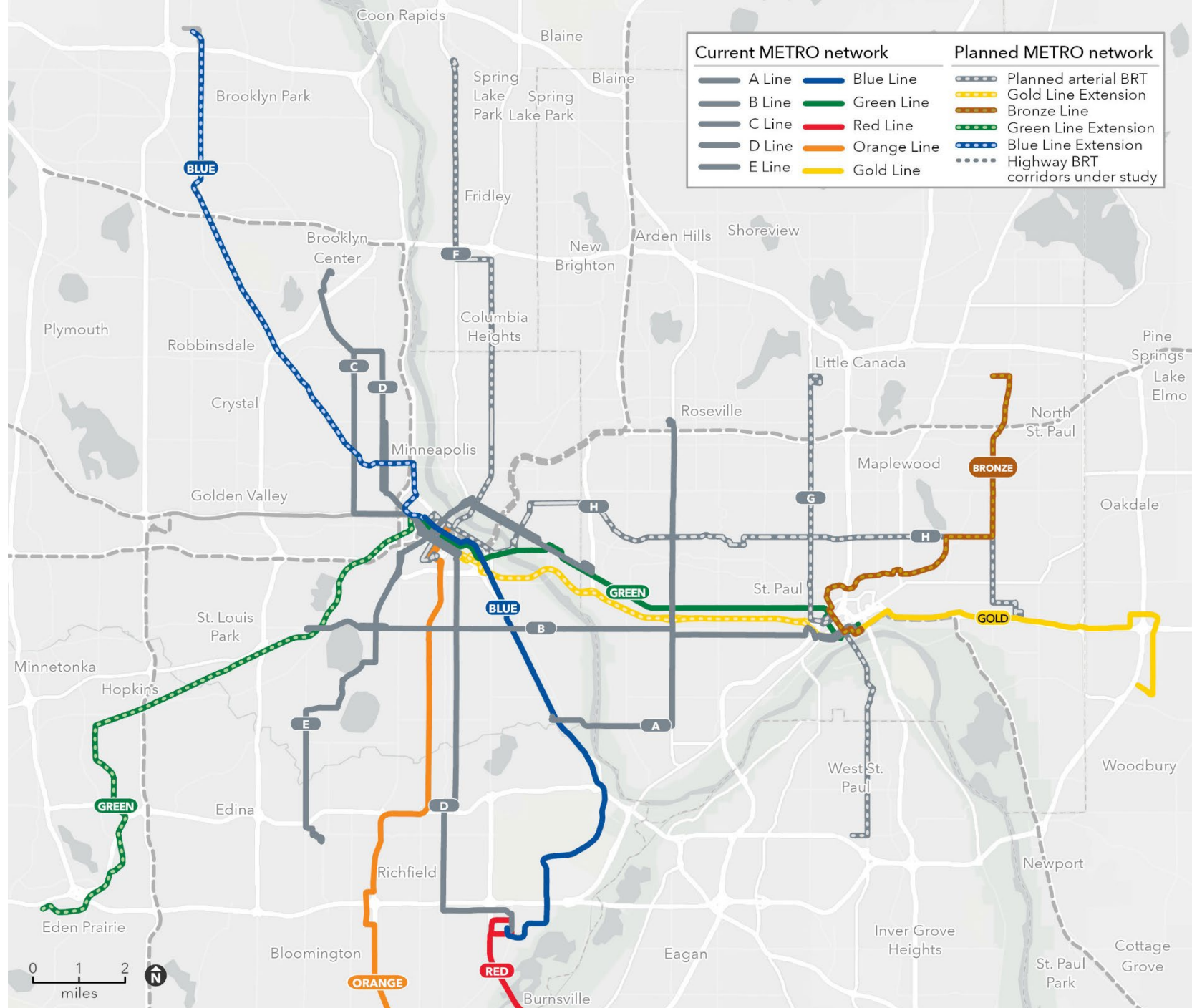
Market Areas 1, 2

Market Areas 1, 2

2050 Transportation Policy Plan Market Area Guidance

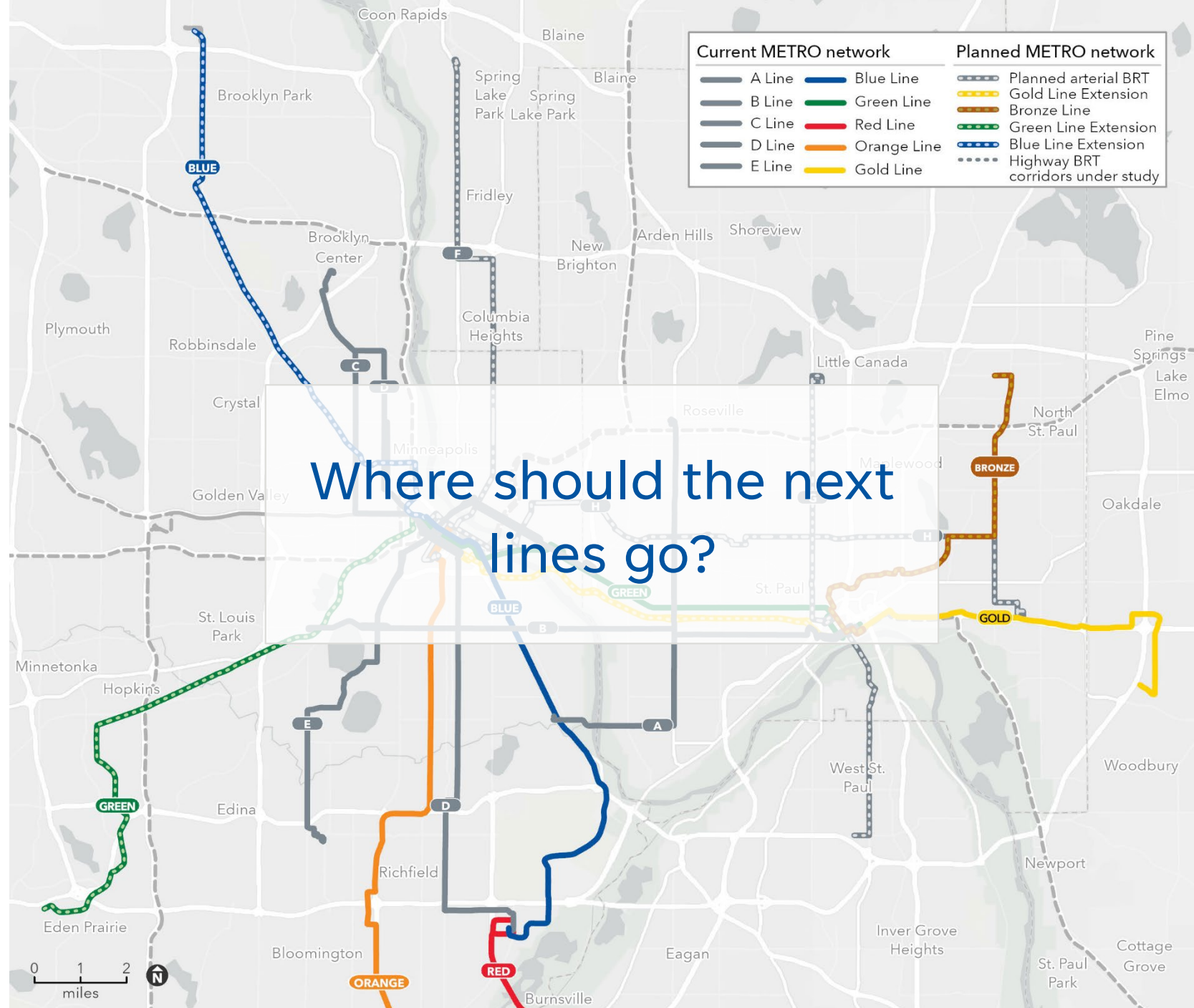
Eight planned lines by 2030

- A Line (Snelling): 2016
- B Line (Lake/Marshall): 2025
- C Line (Penn): 2019
- D Line (Chicago/Fremont): 2022
- E Line (Hennepin/France): 2025
- F Line (Central): Engineering
- G Line (Rice/Robert): Planning
- H Line (Como/Maryland): Planning



2025 ABRT Plan Update

- Identify the next three arterial BRT lines:
 - J Line, K Line, and L Line
 - Planned to open between 2030 and 2035
 - J Line to be submitted to 2026 Regional Solicitation



Four-step 2025 plan update process

1. IDENTIFY Spring 2025

Identify large set of candidate corridors for consideration for arterial BRT



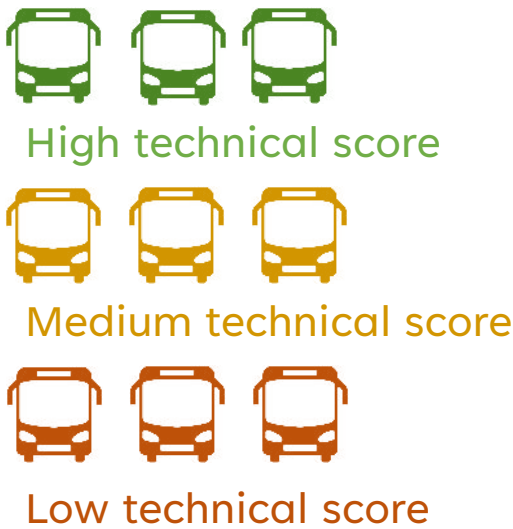
2. SCREEN Summer 2025

Conduct simple screening to narrow consideration to most promising corridors



3. EVALUATE Fall 2025

Perform detailed technical evaluation of corridors and rank by technical score



We are here

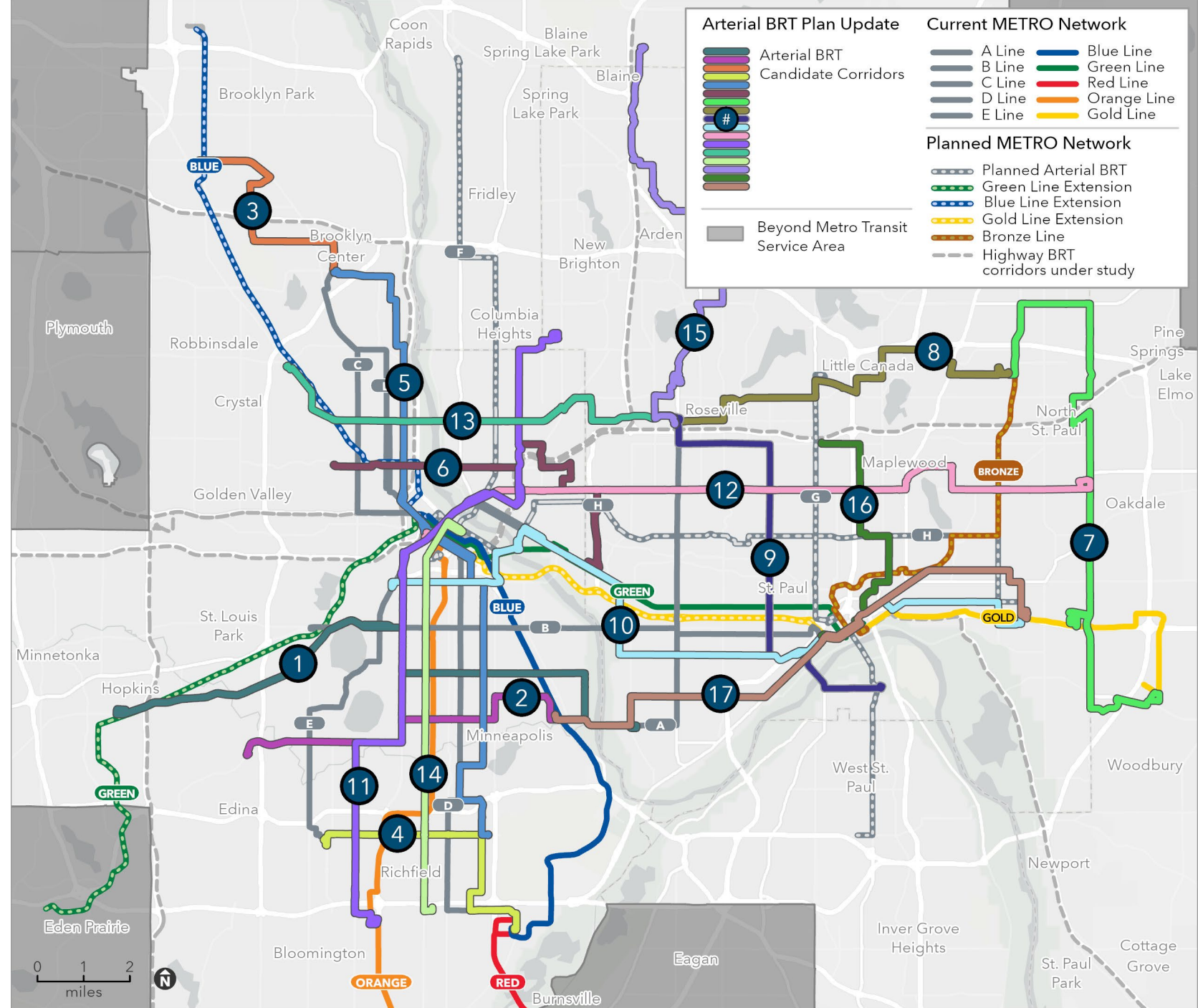
4. PRIORITIZE Winter 2025/26

Apply technical evaluation and readiness criteria to prioritize next three lines



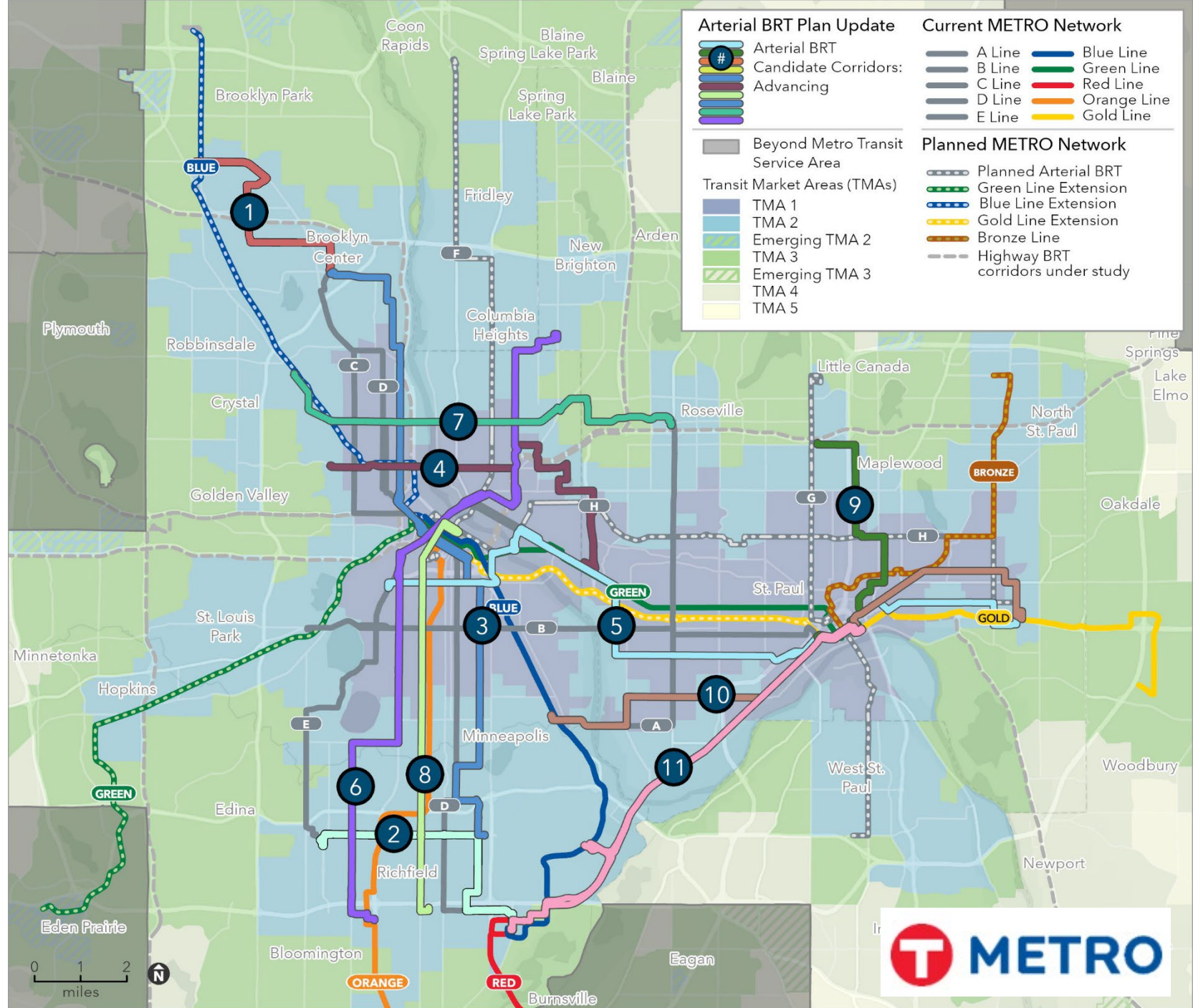
Step 1: Identify Candidate Corridors (March 2025)

- 17 candidate corridors for consideration
- Screening criteria applied to narrow to corridors to advance for evaluation

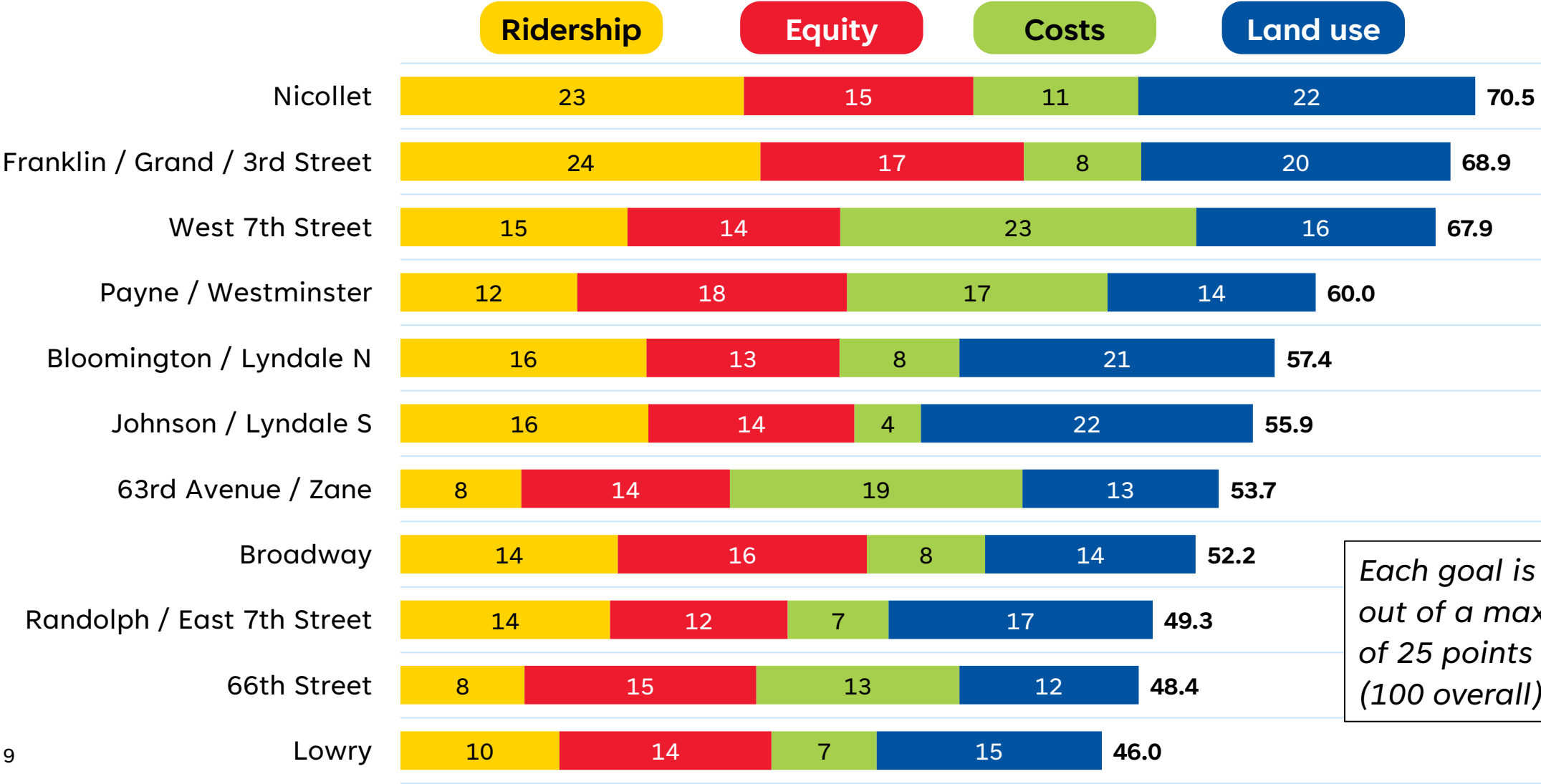


Step 2: 11 Advanced Corridors for Evaluation (July 2025)

1. 63rd Avenue / Zane
2. 66th Street
3. Bloomington / Lyndale N
4. Broadway
5. Franklin / Grand / 3rd Street
6. Johnson / Lyndale S
7. Lowry
8. Nicollet
9. Payne / Westminster
10. Randolph / East 7th Street
11. West 7th Street (added)



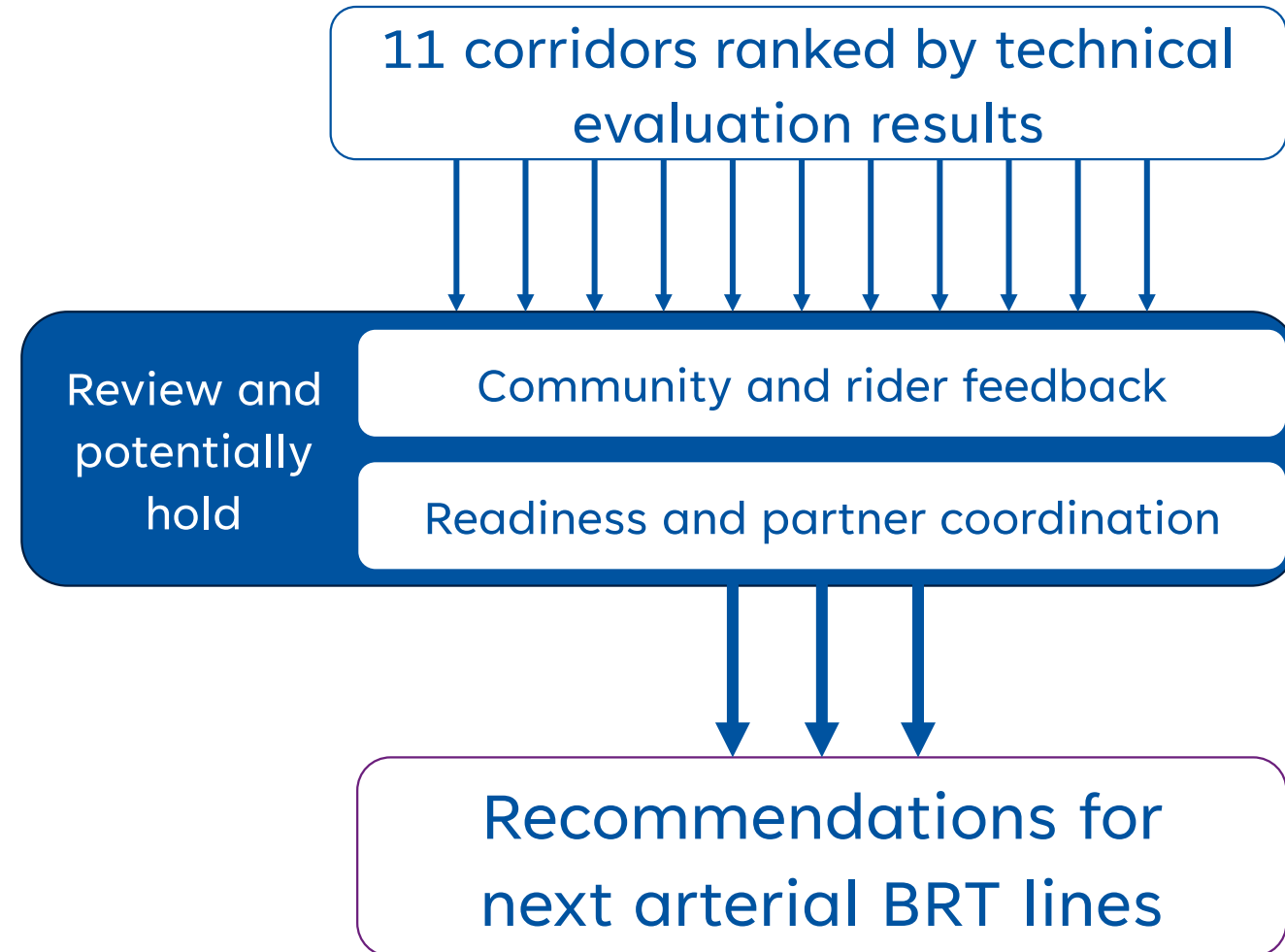
Step 3: Technical Evaluation Results (November 2025)



Each goal is scored out of a maximum of 25 points (100 overall)

Step 4: Prioritization

- Prioritize the next arterial BRT lines from the 11 advanced corridors
- Prioritization based on:
 1. **Technical evaluation** results (Step 3)
 2. Community and rider **feedback**
 3. **Readiness** considerations and agency **partner coordination**

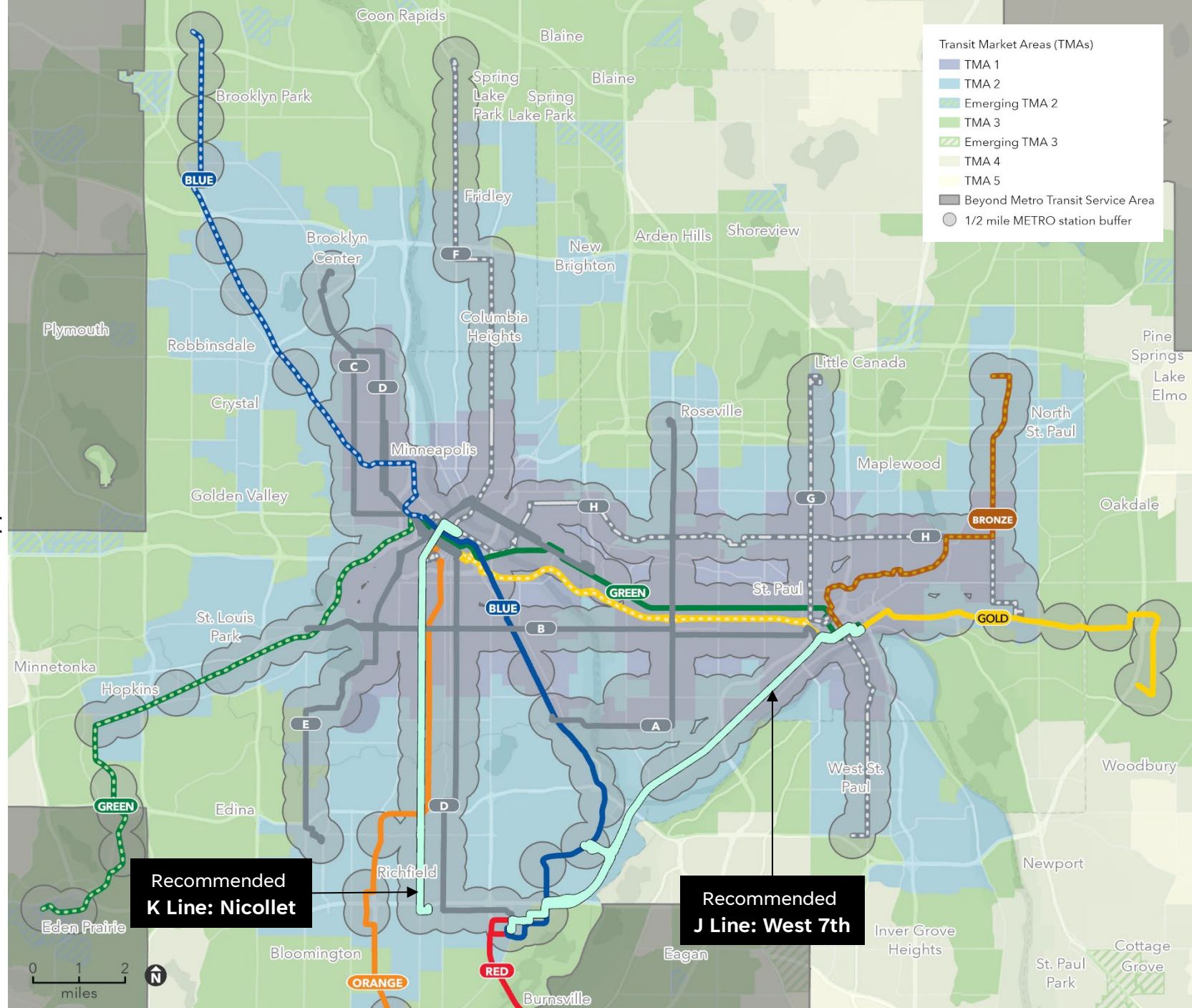


Readiness considerations and partner coordination

- Assess each **corridor for readiness** for implementation:
 - How **compatible** are **current and future roadway** conditions with arterial BRT infrastructure and service?
 - How well does each corridor fit within the **existing and planned transit network**?
 - Are there major unanswered questions about the **arterial BRT corridor alignment**?
- Coordinate with agency partners (cities, counties, MnDOT) on **timing of future roadway projects**
 - Align planned arterial BRT projects and planned or programmed roadway projects
 - Efficiently deliver major infrastructure investments
 - Avoid future delays in BRT implementation

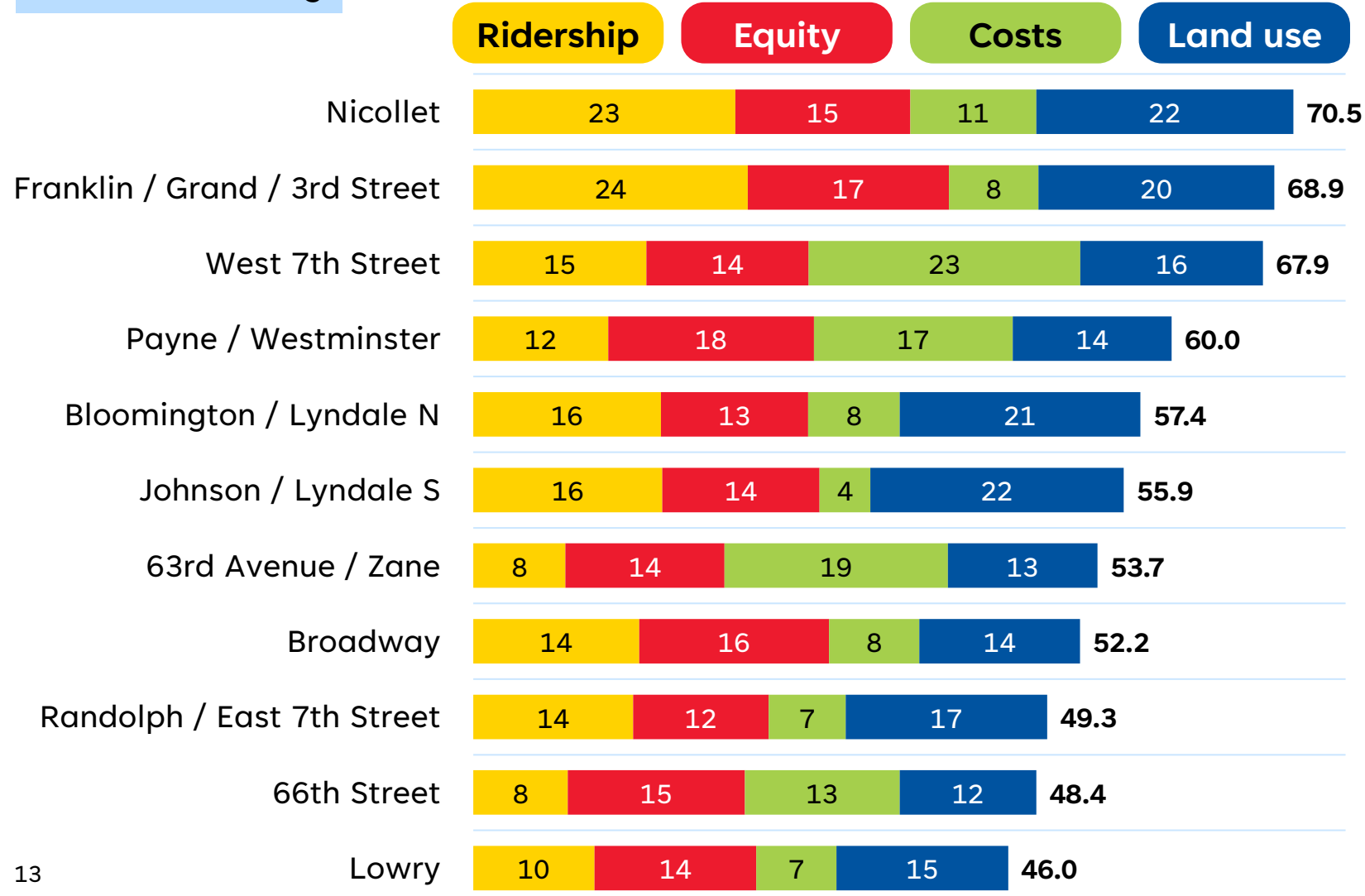
Recommendations

- **J Line: West 7th Street**
- **K Line: Nicollet Avenue**
- Complete additional study in 2026 **before identifying the L Line:**
 - Answer key questions about feasibility of Franklin / Grand / 3rd Street corridor
 - Following corridor study, recommend L Line from three candidate corridors
- Complete feasibility study of C Line extensions (north and/or south) on separate path



Recommendations at a glance

Technical scoring



Recommendation

Advance as K Line

L Line candidate; study needed

Advance as J Line

Do not advance

Study south half: C Line ext

L Line candidate

Study: C Line ext

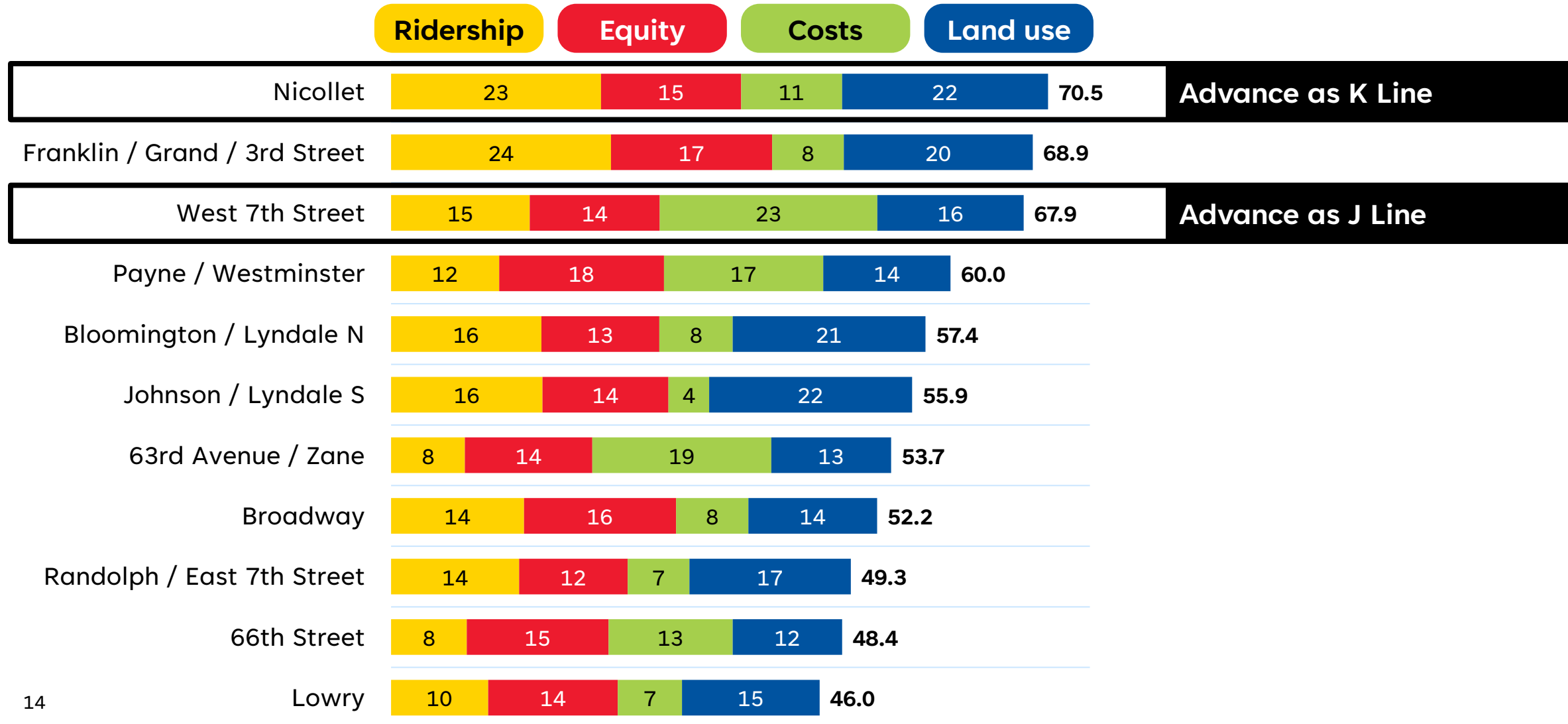
Do not advance

L Line candidate

Do not advance

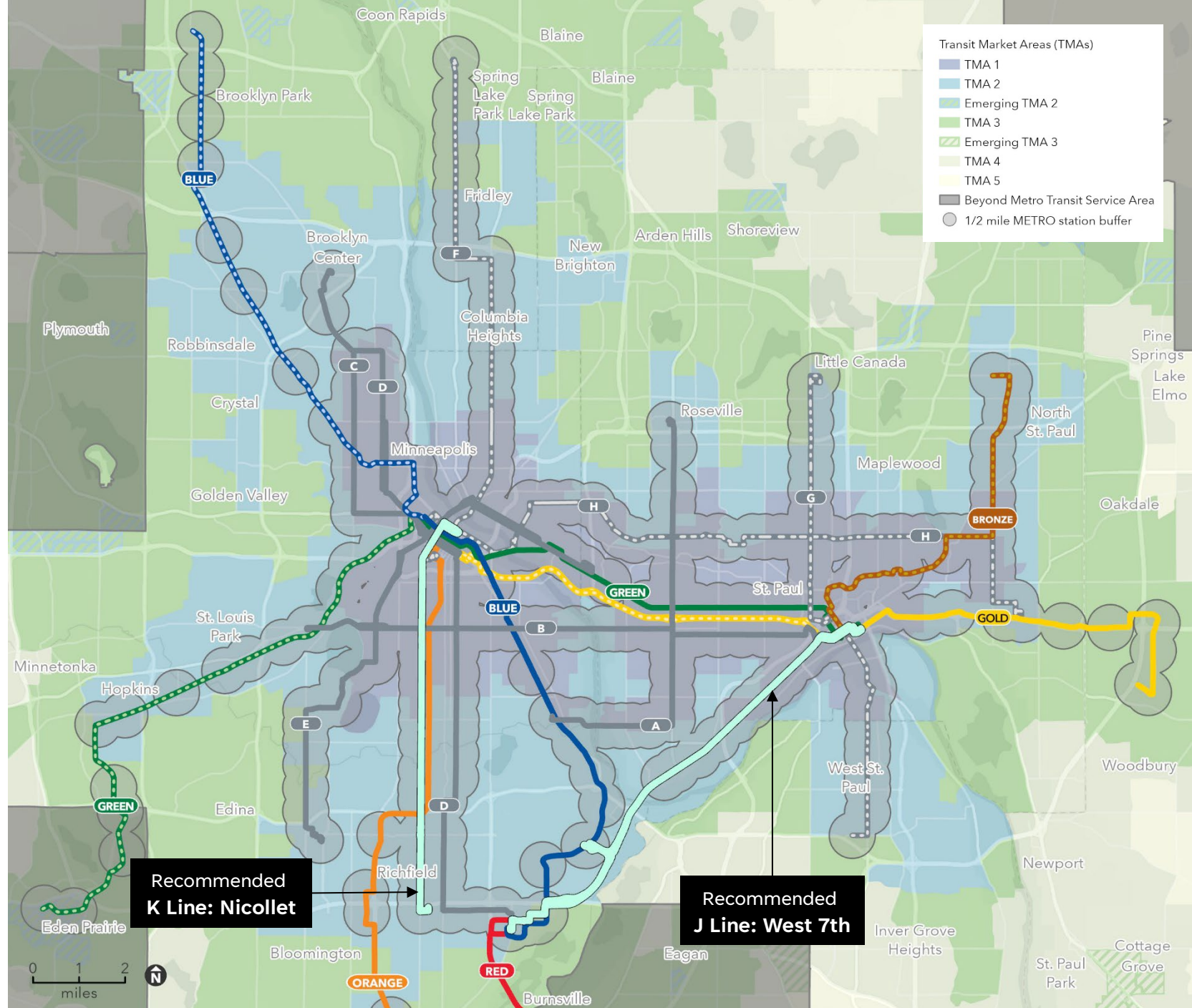
Do not advance

Recommended as J and K lines: West 7th & Nicollet



West 7th & Nicollet

- Top scoring corridors
- No major outstanding questions about alignments, termini, or network structure
- Opportunity to advance West 7th Street in tandem with major MnDOT-led joint investment
- Clarity on downtown alignment of Nicollet corridor is a key need

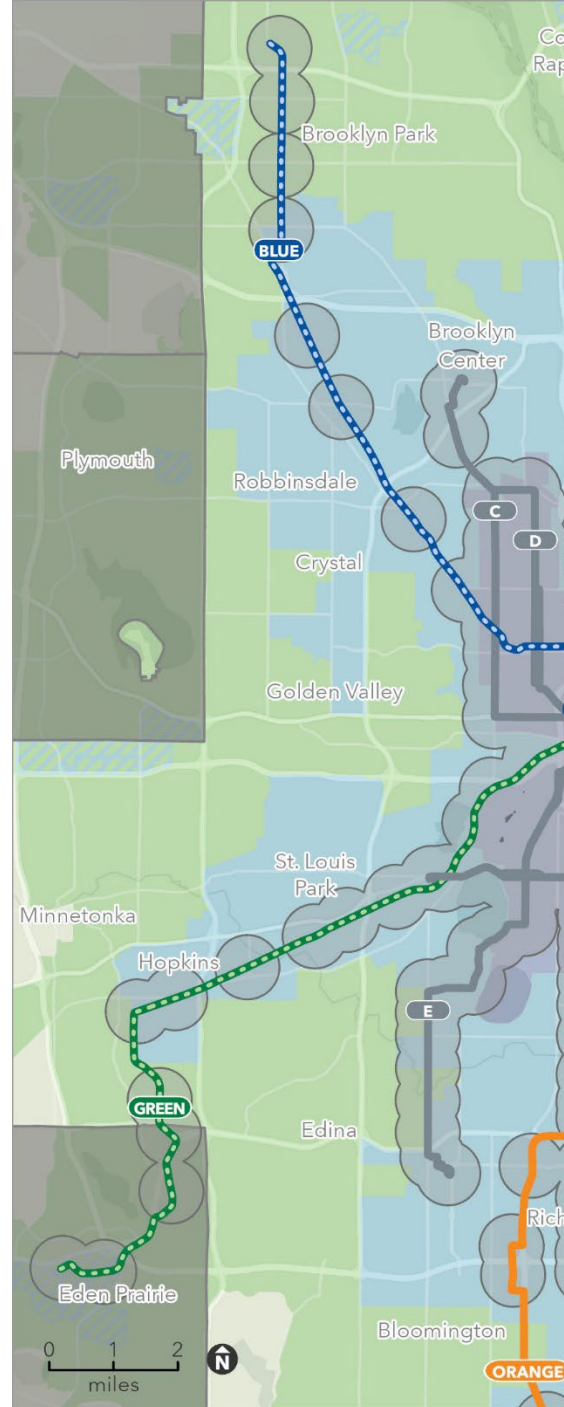


Recommended not to advance for arterial BRT at this time

		Ridership	Equity	Costs	Land use		
	Nicollet	23	15	11	22	70.5	
	Franklin / Grand / 3rd Street	24	17	8	20	68.9	
	West 7th Street	15	14	23	16	67.9	
	Payne / Westminster	12	18	17	14	60.0	Do not advance
	Bloomington / Lyndale N	16	13	8	21	57.4	Do not advance
	Johnson / Lyndale S	16	14	4	22	55.9	
	63rd Avenue / Zane	8	14	19	13	53.7	Do not advance
	Broadway	14	16	8	14	52.2	Do not advance
	Randolph / East 7th Street	14	12	7	17	49.3	
	66th Street	8	15	13	12	48.4	Do not advance
16	Lowry	10	14	7	15	46.0	Do not advance

Payne / Westminster

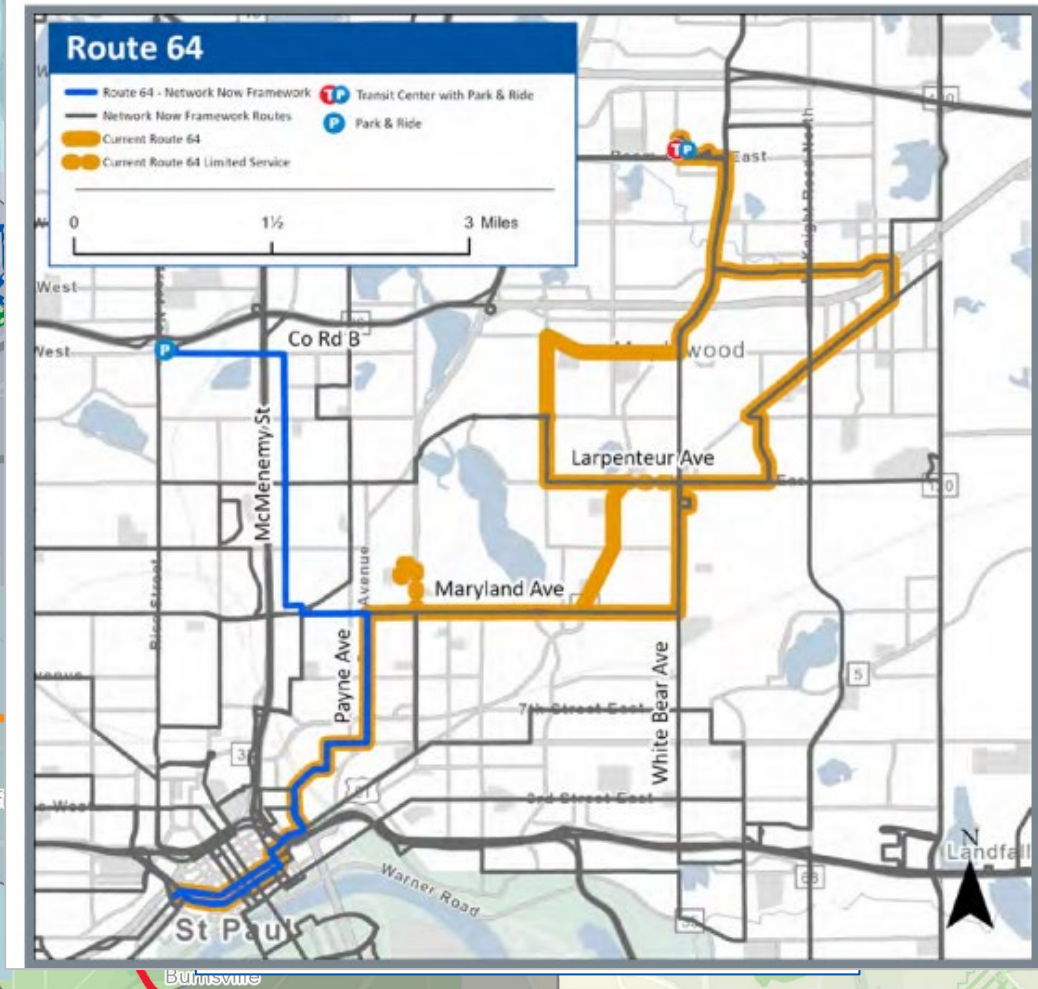
- Moderate technical evaluation results score
- Corridor alignment based on planned restructuring of local Route 64, as identified in Network Now
- Untested potential performance as arterial BRT corridor
- **Recommendation: Implement planned Network Now changes and monitor performance**



Planned Schedule

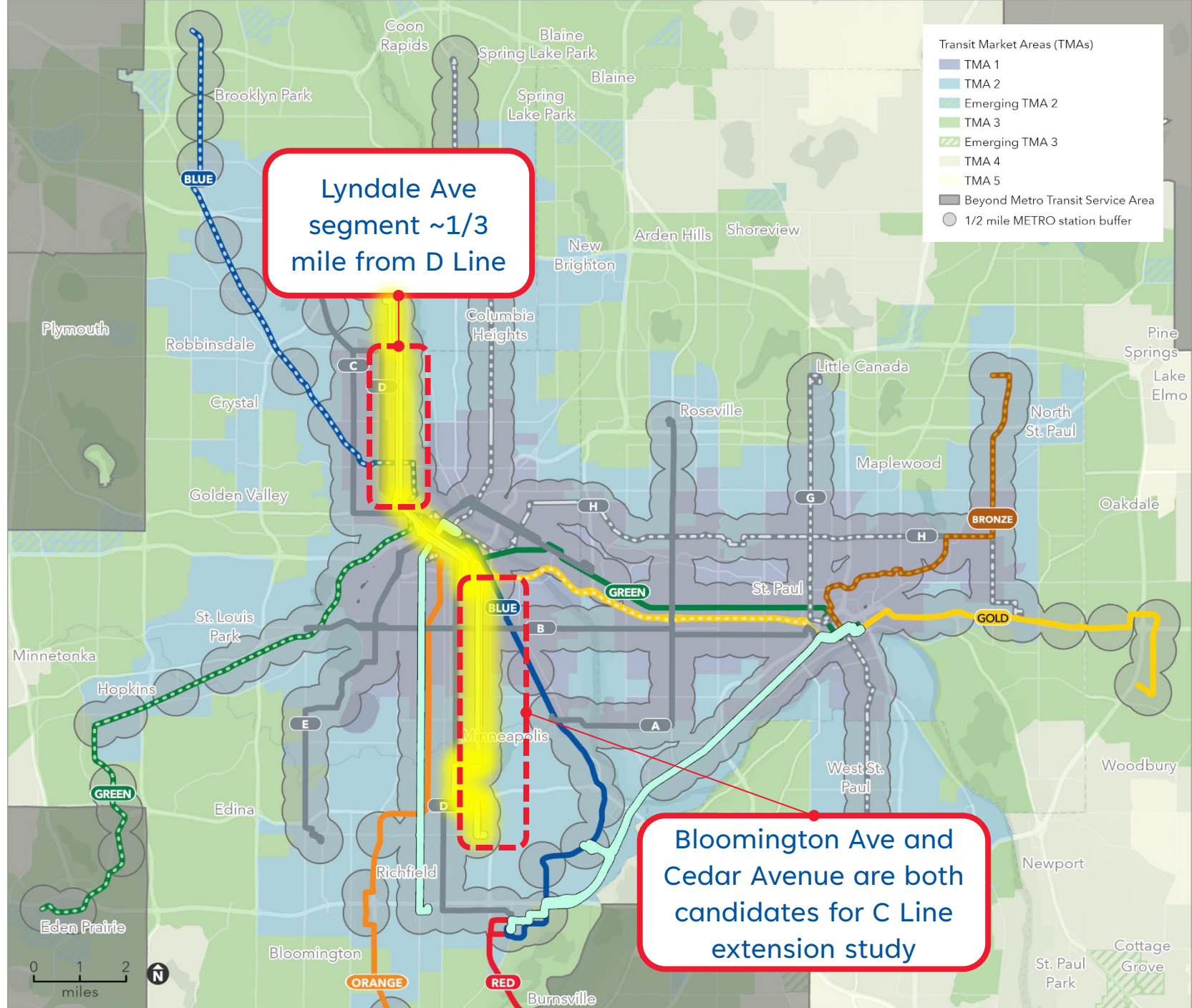
	Rush Hour	Midday	Evening	Night
Weekday	15	15	15	15 - 30
Saturday	15	15	15	15 - 30
Sunday	15	15	15	15 - 30

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



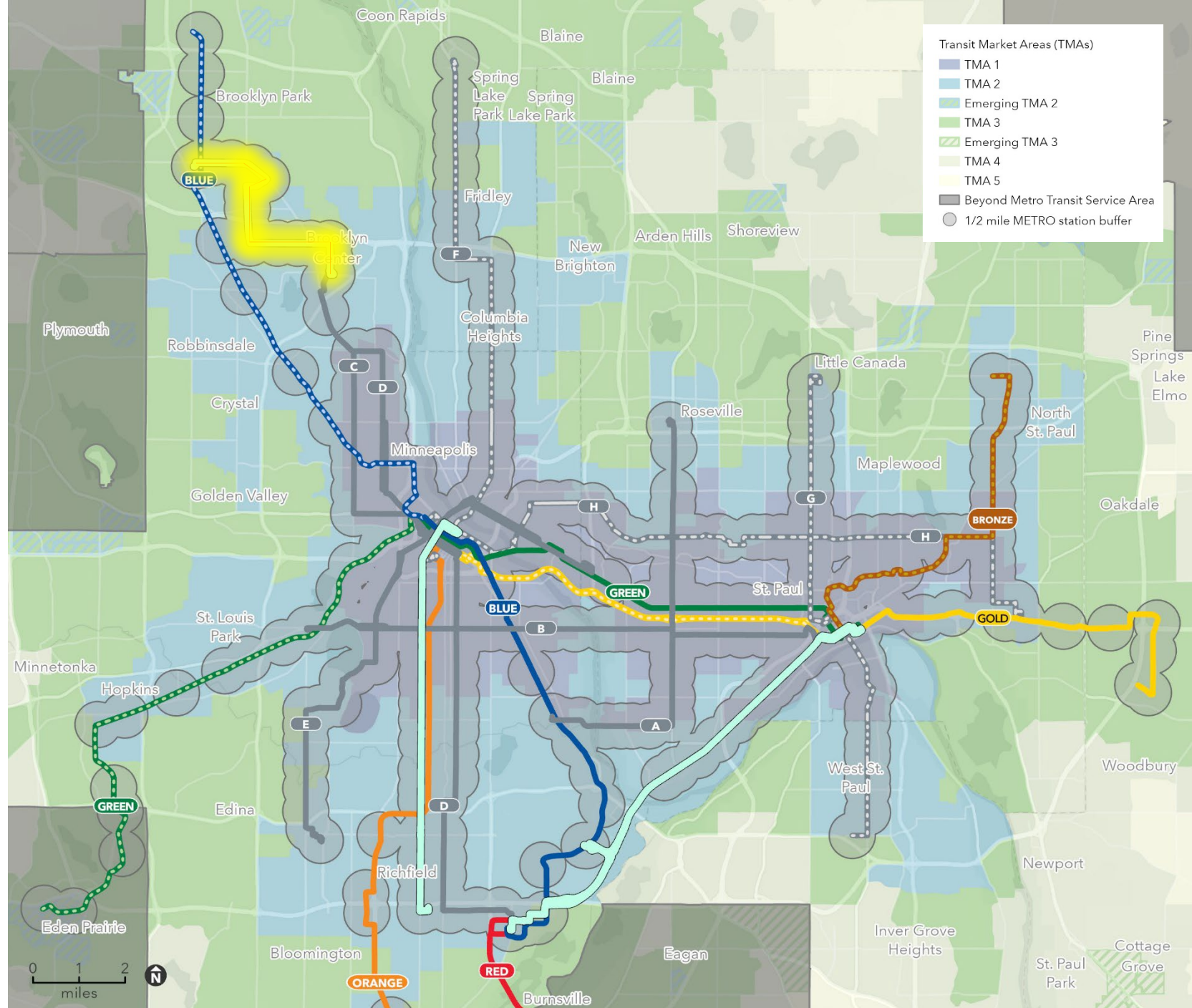
Bloomington / Lyndale N

- Moderate technical evaluation results score
- Lyndale Ave N segment is very close to existing METRO D Line (about 1/3 mile)
- Bloomington Ave segment is a good candidate for consideration as a C Line extension
- **Recommendation:**
Consider Bloomington Ave segment in upcoming study of C Line extension



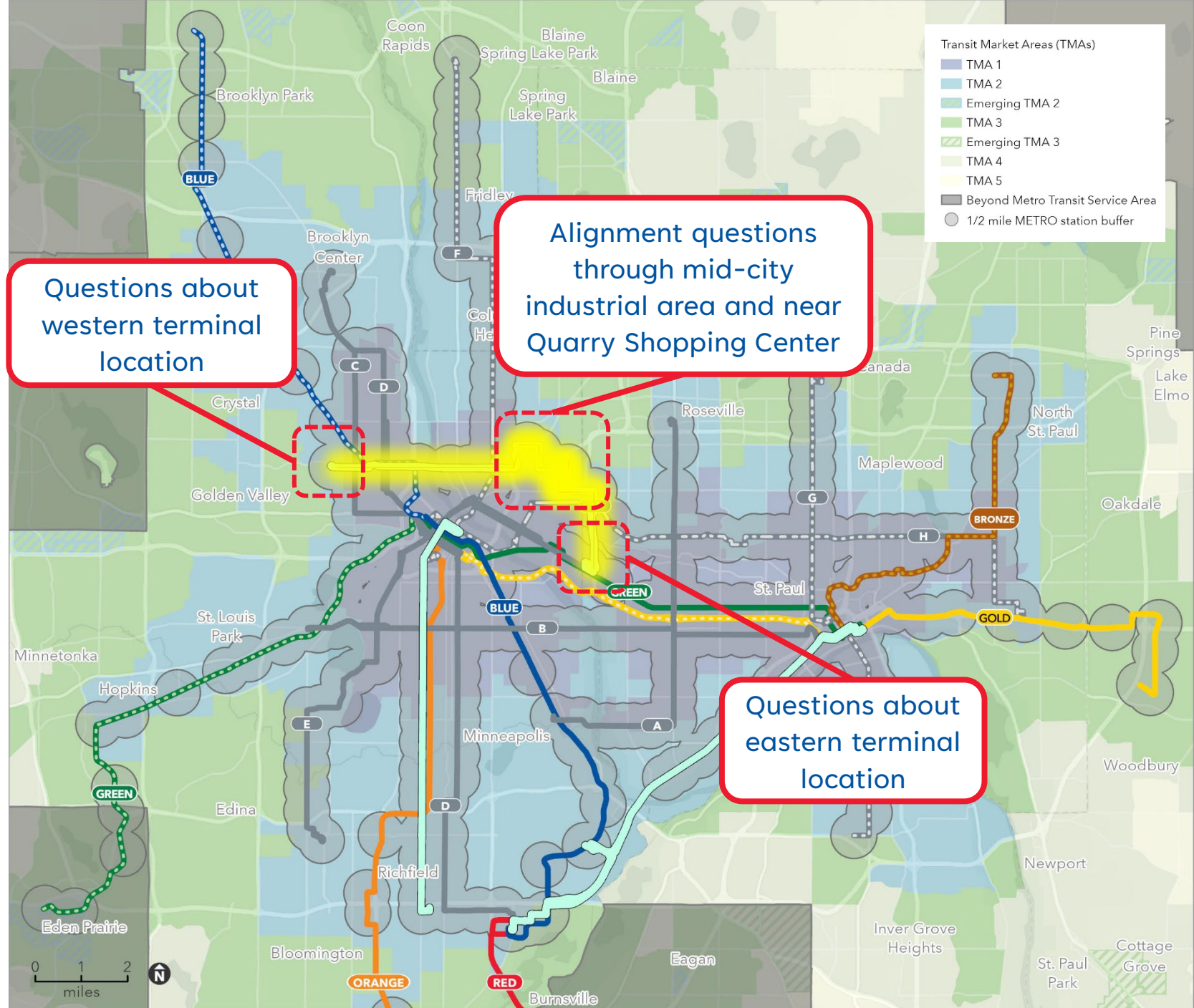
63rd Avenue / Zane

- Moderate technical evaluation results score
- Very short as standalone corridor, limiting the benefit of arterial BRT
- Pedestrian and land use context limits benefit from arterial BRT service, and may result in customer disbenefit
- **Recommendation:**
Consider in upcoming study of C Line extension



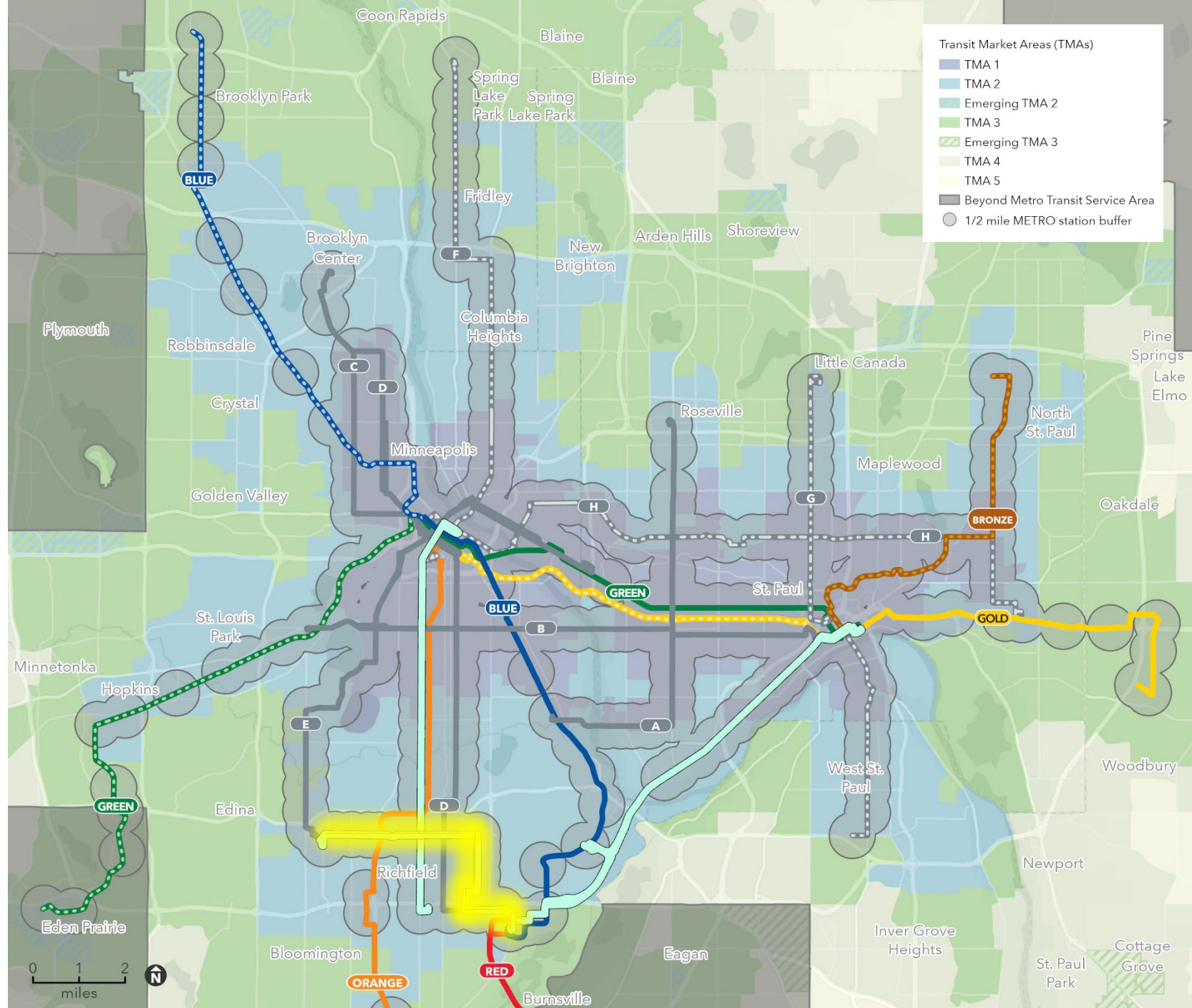
Broadway

- Low/moderate technical results score
- Forecasted lower ridership and productivity below regional arterial BRT guidelines
- Major unresolved questions about potential arterial BRT alignment and terminal locations
- **Recommendation:**
Explore local route alignment adjustments



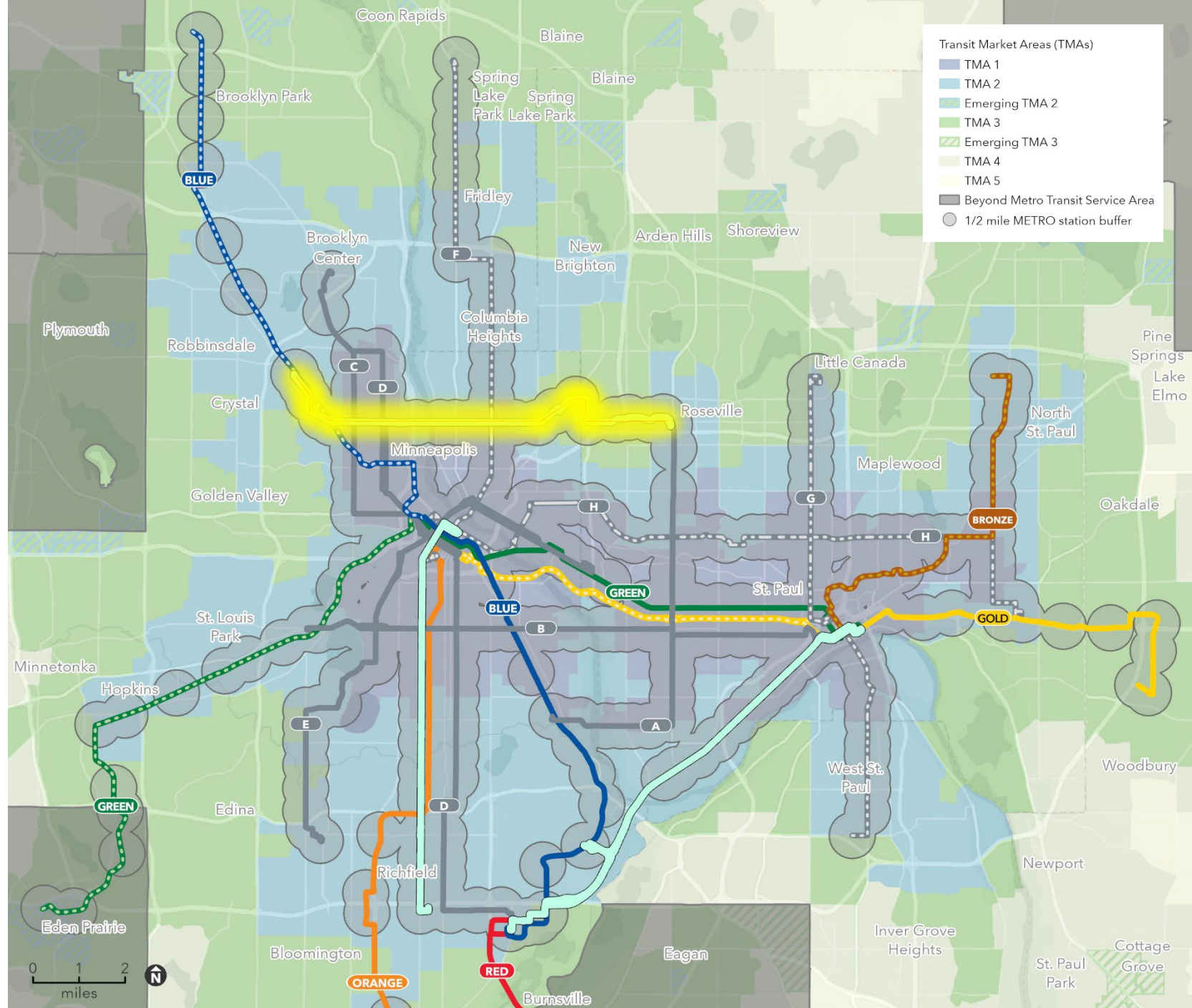
66th Street

- Low technical evaluation results score
- Very short corridor, limiting the benefit of arterial BRT
- Forecasted lower ridership and productivity below regional arterial BRT guidelines
- **Recommendation:**
Continue to monitor and develop local service on Route 515



Lowry

- Low technical evaluation results score
- Forecasted lower ridership and productivity below regional arterial BRT guidelines
- Significant gap from existing service to BRT service level
- Compatibility of Lowry Avenue reconstruction with BRT infrastructure may be a challenge
- **Recommendation: Implement planned Network Now improvements on Route 32, and continue to develop market for additional future improvements**



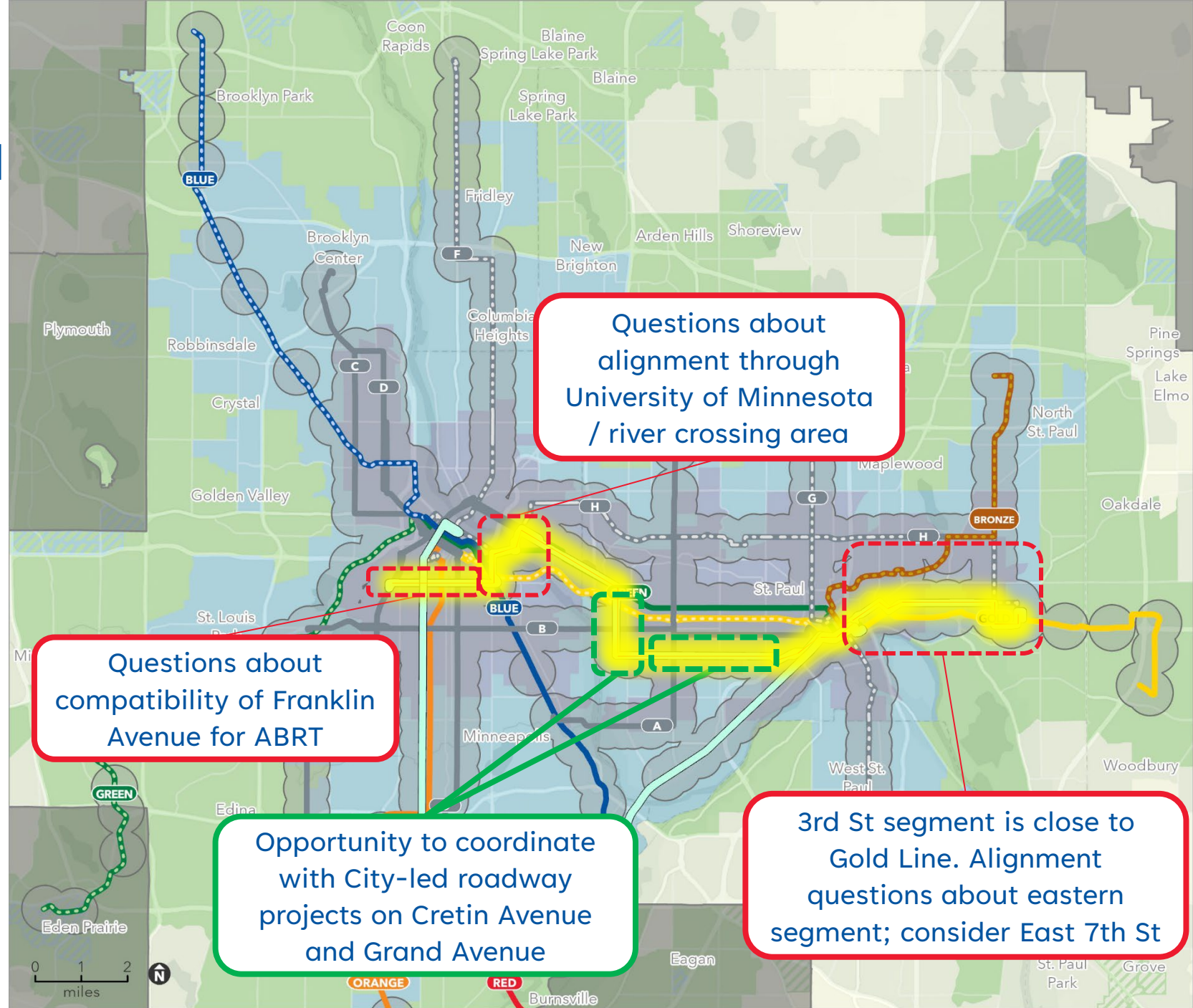
Candidates for L Line



Franklin / Grand / 3rd Street	24	17	8	20	68.9	Additional study needed
Johnson / Lyndale S	16	14	4	22	55.9	Candidate
Randolph / East 7th Street	14	12	7	17	49.3	Candidate

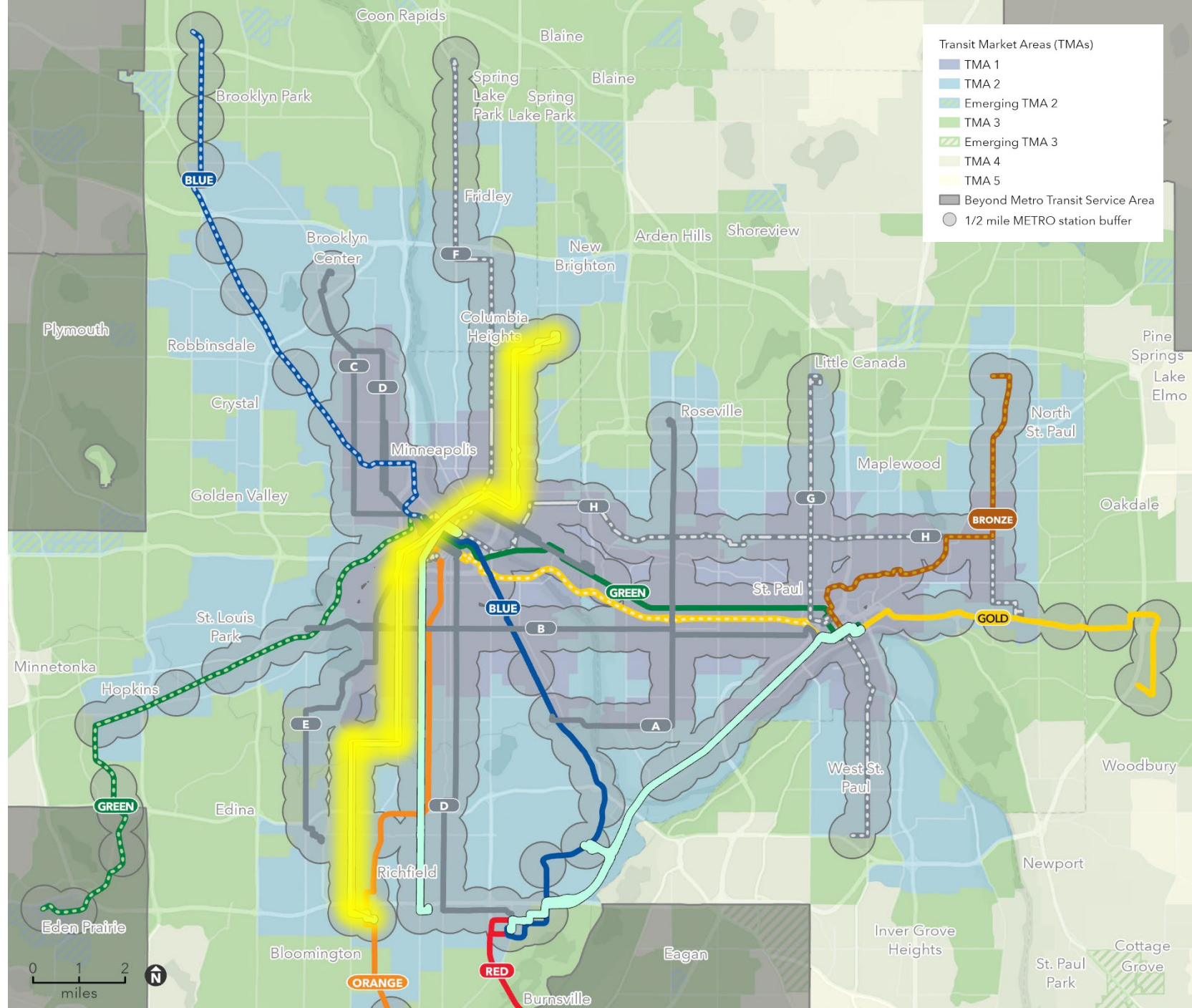
L Line candidate: Franklin / Grand / 3rd

- High technical evaluation results score
- Major unresolved questions about potential ABRT alignment
- Major unresolved questions about compatibility of Franklin Avenue reconstruction with ABRT infrastructure
- **Recommendation: Complete corridor study in 2026 to answer key questions and refine corridor**



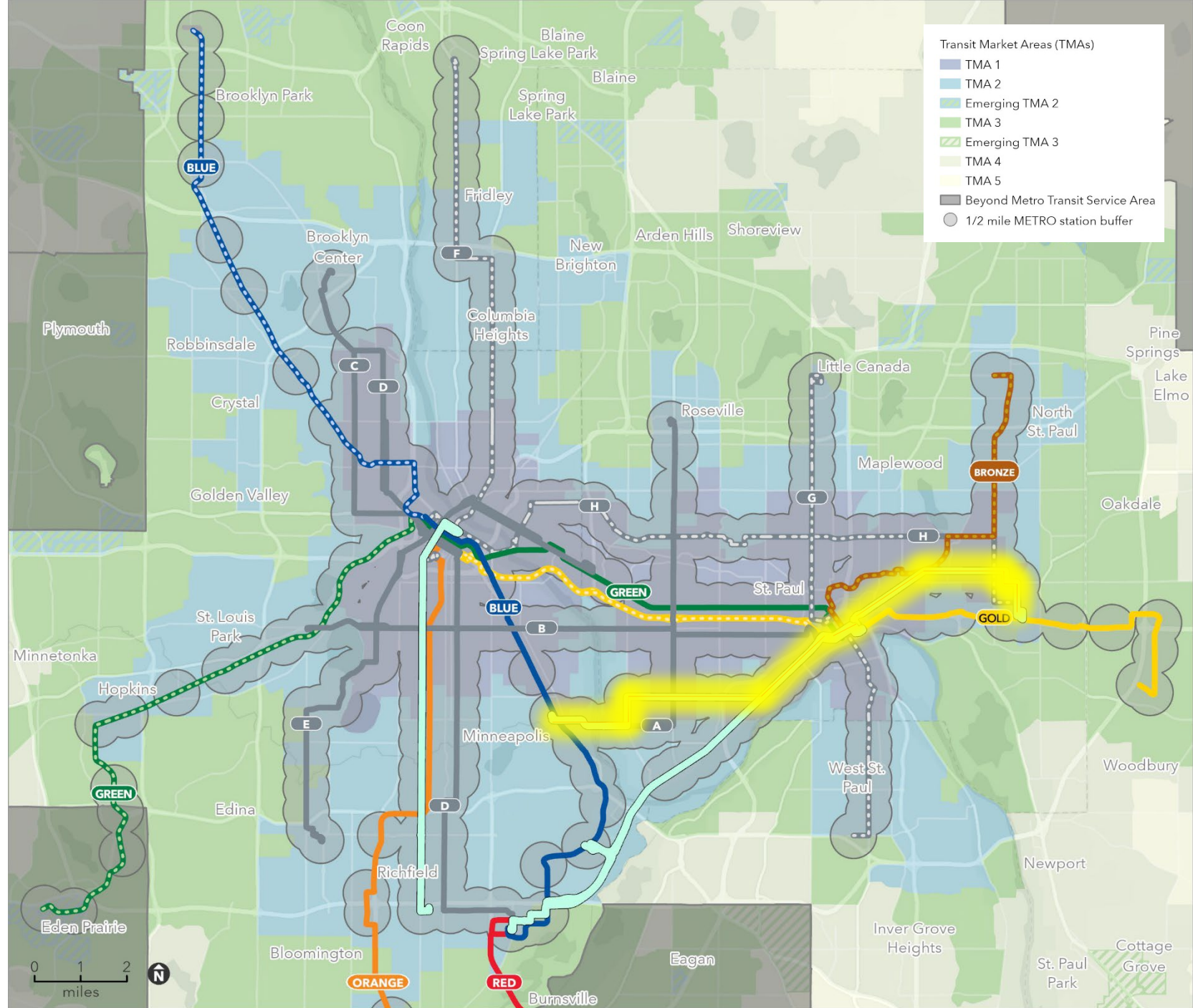
L Line candidate: Johnson / Lyndale S

- Moderate technical evaluation results score
- Proximity to existing and planned METRO network
- Lyndale S segment is 1/2 mile from METRO E Line and Nicollet Ave
- Johnson segment is 1/2 mile from METRO F Line



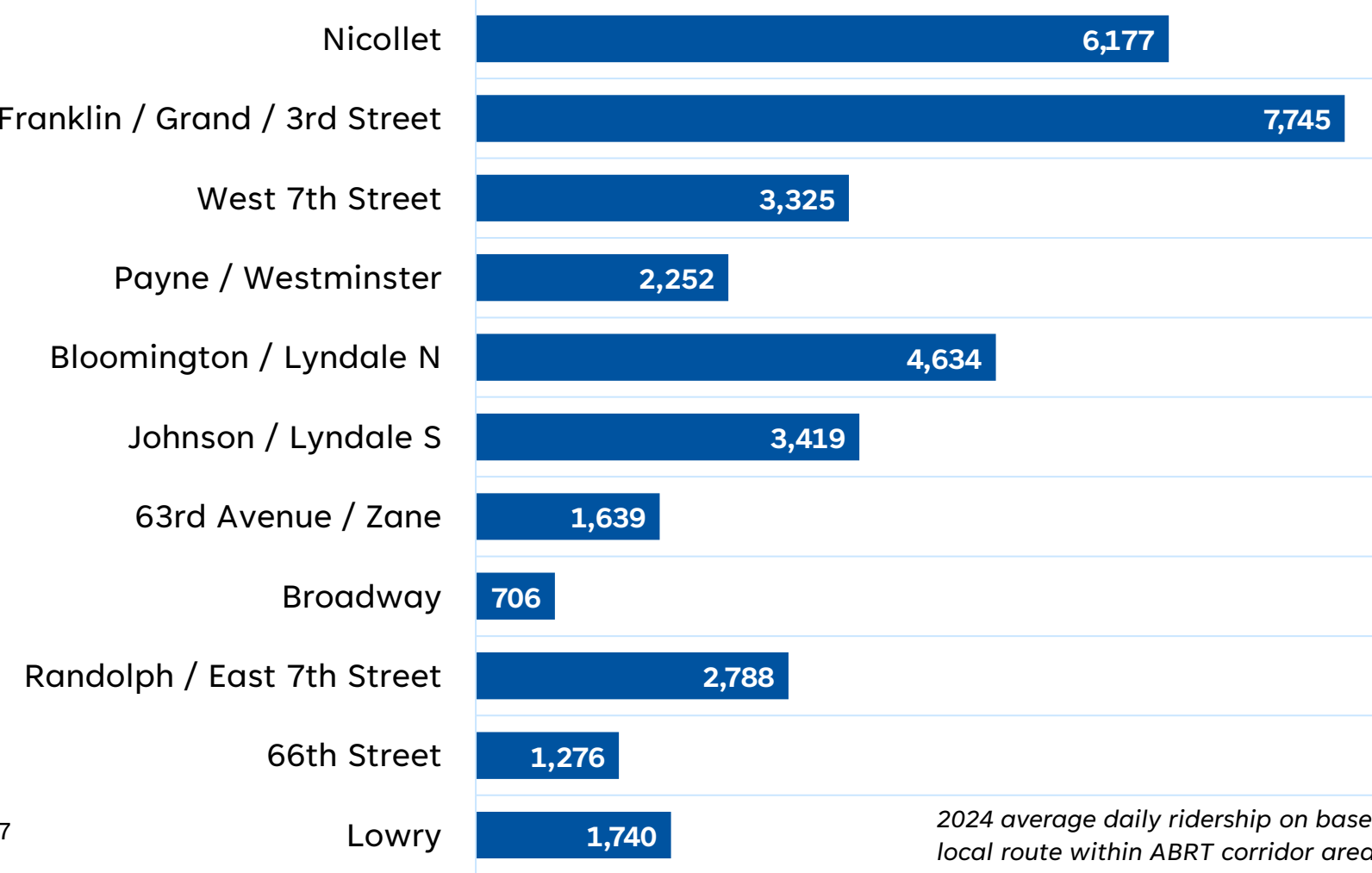
L Line candidate: Randolph / East 7th

- Low technical evaluation results score
- Overlap with West 7th Street corridor and roadway projects
- Consider East 7th segment in corridor study of Franklin / Grand / 3rd



Current local ridership by corridor

Current local average daily ridership



Recommendation

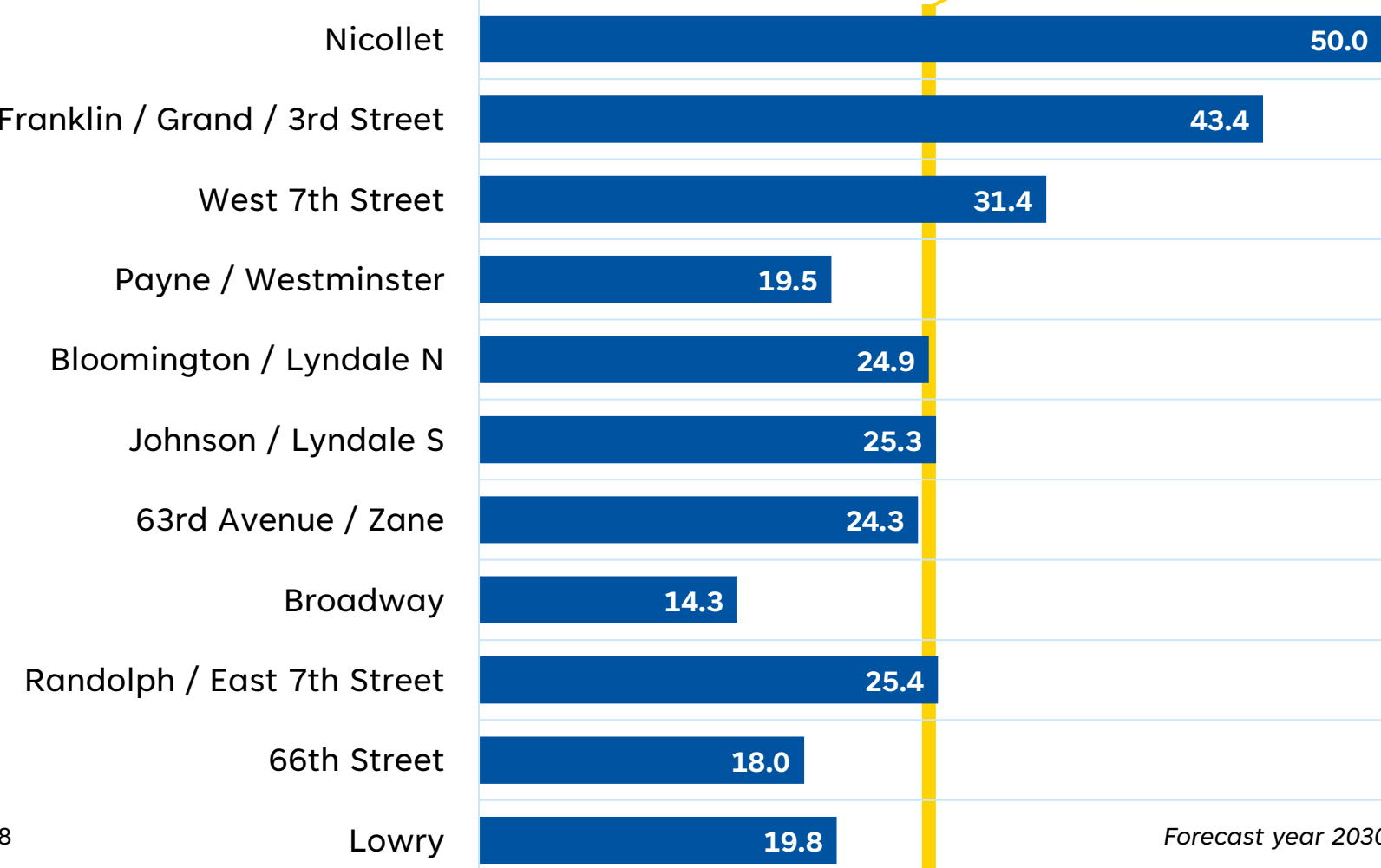
- Advance as K Line
- L Line candidate; study needed
- Advance as J Line
- Do not advance
- Study south half: C Line ext
- L Line candidate
- Study: C Line ext
- Do not advance
- L Line candidate
- Do not advance
- Do not advance

Forecasted productivity by corridor

Forecasted Passengers / Service Hour (Productivity)

2050 TPP Guidance:
25 or more
passengers / service hour

Recommendation



Advance as K Line

L Line candidate; study needed

Advance as J Line

Do not advance

Study south half: C Line ext

L Line candidate

Study: C Line ext

Do not advance

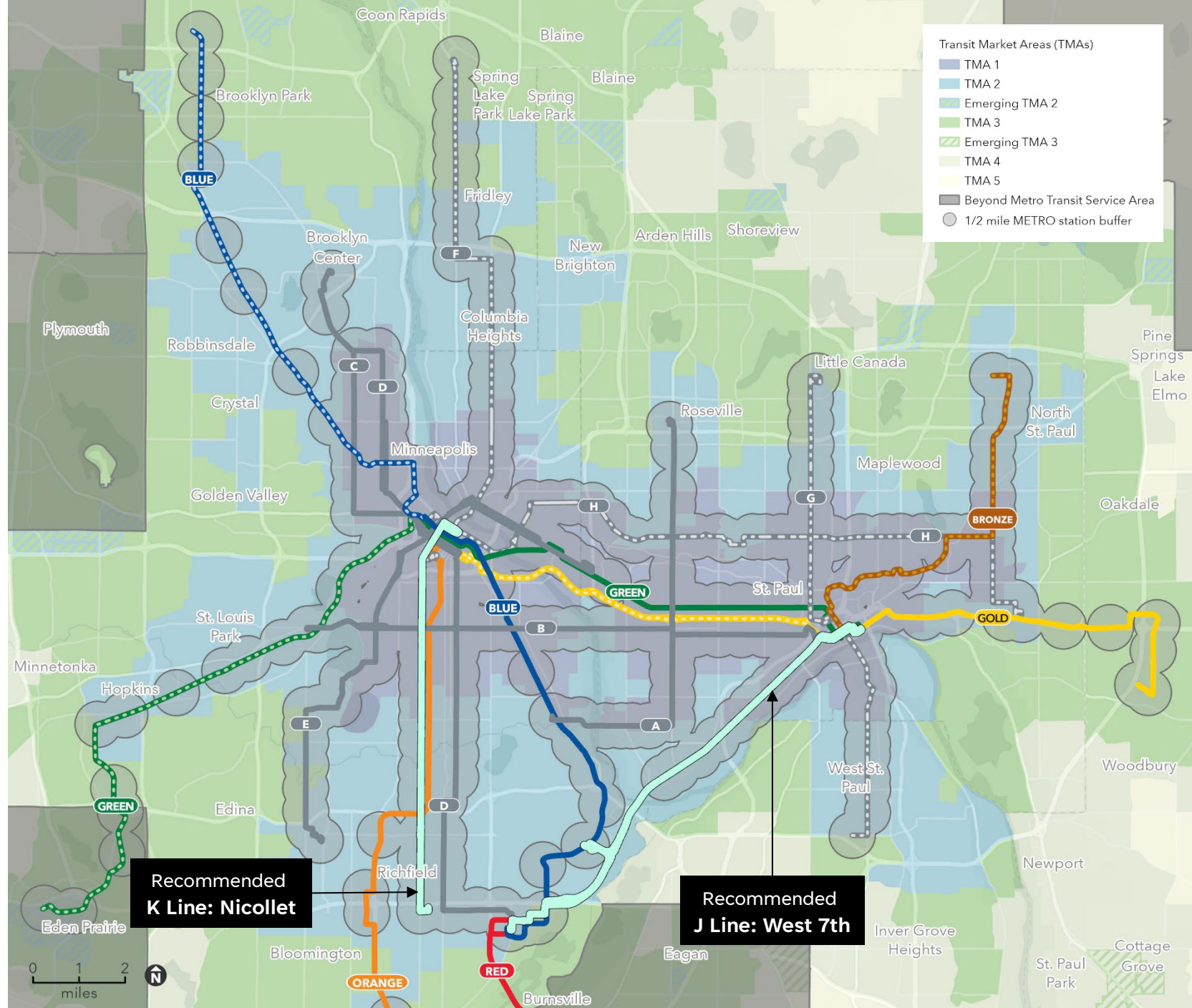
L Line candidate

Do not advance

Do not advance

Recommendations summary

- **J Line: West 7th Street**
- **K Line: Nicollet Avenue**
- Complete detailed corridor study of Franklin / Grand / East 3rd Street
- Following corridor study, recommend L Line from three candidate corridors
 - Corridor study result
 - Johnson / Lyndale
 - Randolph / East 7th
- Complete feasibility study of C Line extensions (north and/or south) on separate path



Timeline for Arterial BRT Plan Update next steps

- February/March 2026: Business item recommending J Line and K Line for Council adoption
- Spring 2026: Submit J Line (West 7th Street) for 2026 Regional Solicitation
- Spring 2026: TPP amendment to include J Line and K Line
- Spring 2026: Initiate Franklin / Grand / 3rd corridor study
- Late 2026: Recommend L Line following completion of additional corridor study