



2025 Arterial BRT Plan Update

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Plan update outcomes

- Identify the next **programmed arterial BRT lines** to be implemented **between 2030-2035**
 - To be designated as the J, K, and L lines
- Identify additional **arterial BRT candidate corridors** for consideration **before 2050**
 - Aligned with the 2050 Transportation Policy Plan horizon
 - Beyond the J, K, and L lines, Metro Transit will continue to consider additional lines for implementation as resources allow
 - We will also continue to focus on **optimization** of the growing network planned for implementation through 2035
- Plan **complete by December 2025** to feed into 2026 Regional Solicitation application submittal for J Line corridor
- Plan update outcomes to be adopted into 2050 TPP via amendment in 2026

ARTERIAL

HIGHWAY

GUIDEWAY

A B C D E F G H

ORANGE

RED

GOLD

PURPLE

Scope of 2025 Arterial
BRT Plan Update

Mixed traffic with
some bus-only lanes

Metro Transit leads
planning and pursues
state capital funding

High-Occupancy
Vehicle (or Toll) lanes

County sponsors
planning, provides
capital funding

Exclusive BRT
guideway

County sponsors
planning, provides
capital funding

Three varieties of BRT, one  METRO transitway system

Arterial BRT within the local 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

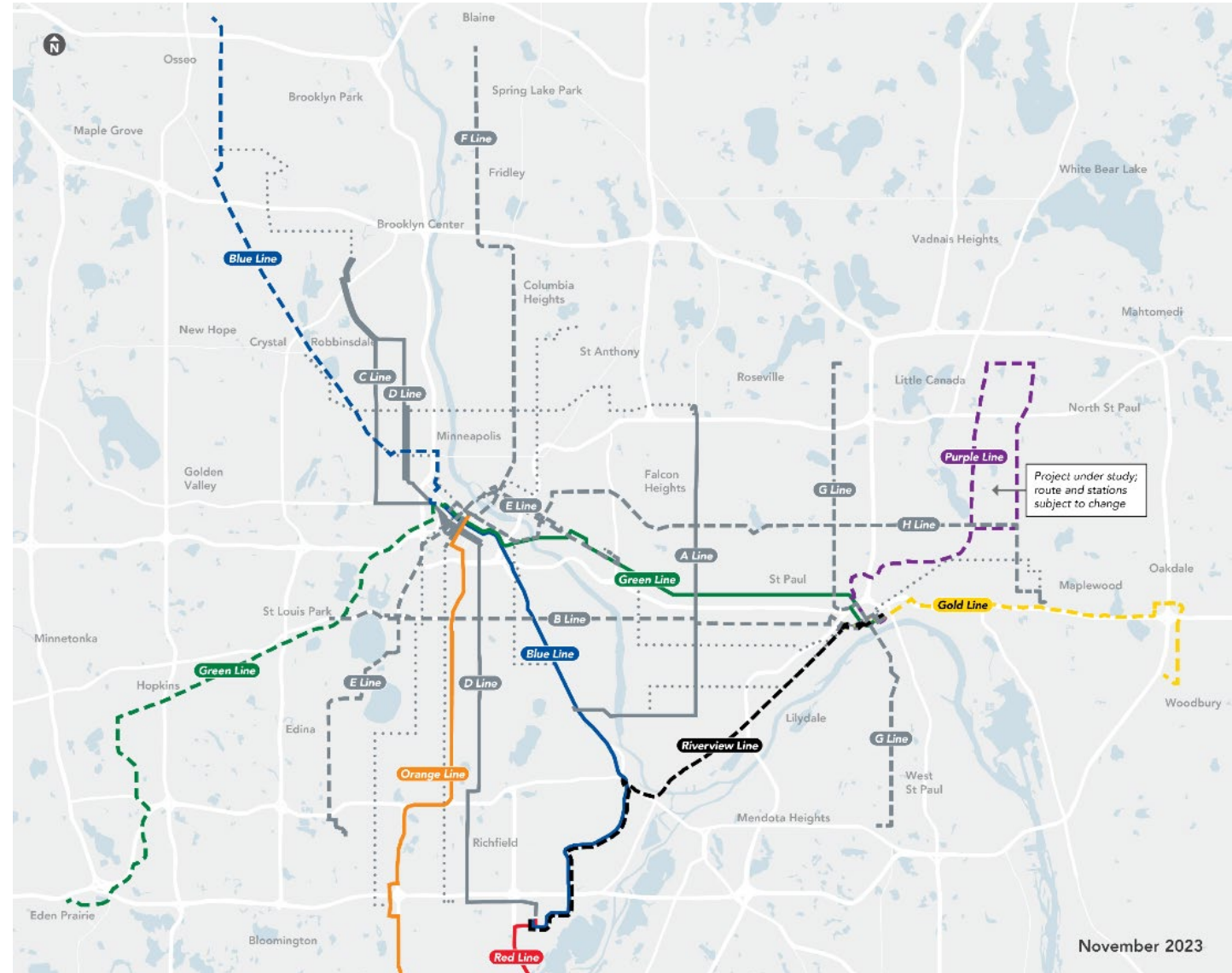
Market Areas 1, 2

Market Areas 1, 2

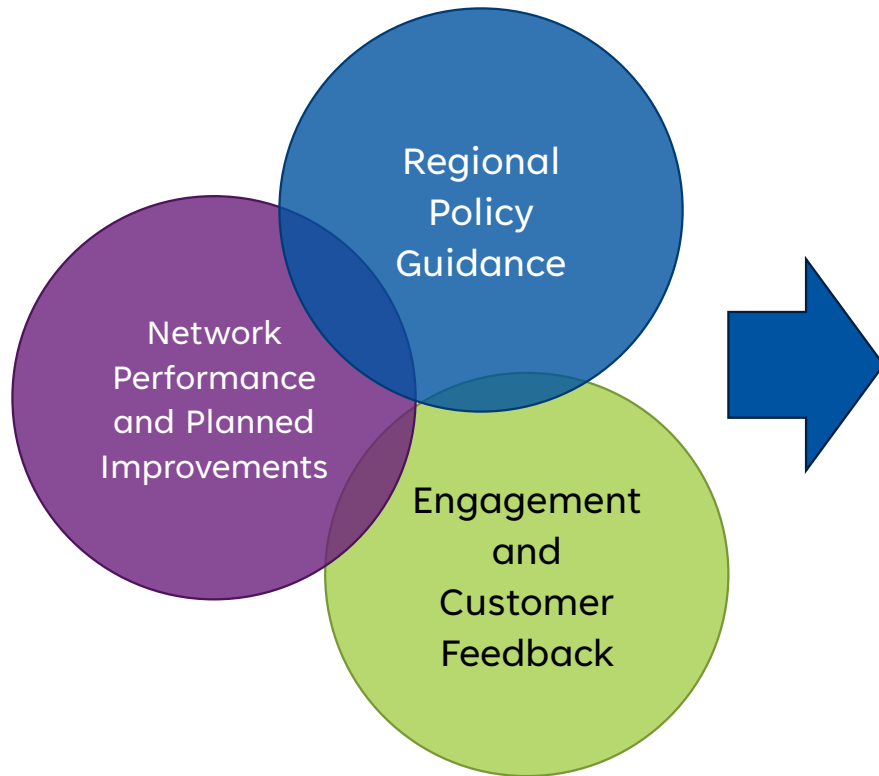
2050 Transportation Policy Plan Market Area Guidance

Current arterial BRT plans in policy

- 2020-2021 Network Next plan resulted in:
 - The next **programmed arterial BRT lines** (F, G, and H Line) to be implemented **between 2025-2030** (BI [2021-52](#))
 - **Seven additional corridors** as good candidates for arterial BRT **before 2040** (BI [2021-245](#))
- Amended into 2040 TPP March 2022
- Carried forward into 2050 TPP



Arterial BRT Plan Update goals



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

Advance equity and **reduce regional disparities** in access to opportunities.

Balance expanded arterial BRT investment with available resources.

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

Building on Network Now

- The Arterial BRT Plan Update will build on the Network Now Framework
- Informed by key outreach and engagement themes:
 - Support for investments in the METRO network, speed and reliability initiatives, and in demonstrated markets where ridership can grow
 - Emphasis on all-day service meeting a variety of needs, route simplification
 - Requests for more frequency, late night service, and suburb to suburb connections
- Candidate arterial BRT corridors guided by planned high frequency local service

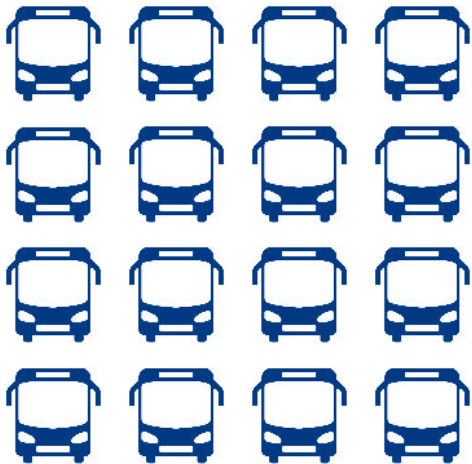


Network**NOW**

Four step 2025 plan update process

1. IDENTIFY

Identify large set of candidate corridors for consideration for arterial BRT



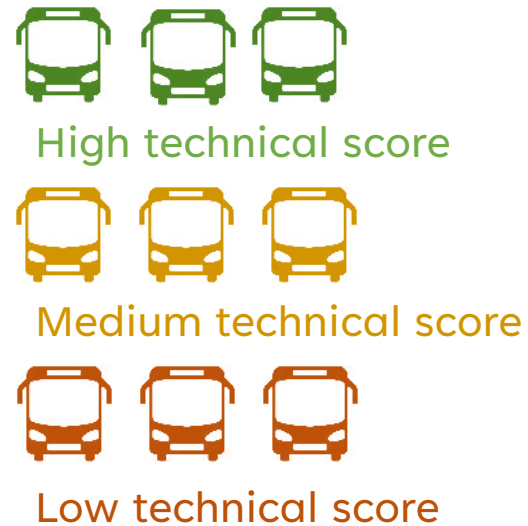
2. SCREEN

Conduct simple screening to narrow consideration to most promising corridors



3. EVALUATE

Perform detailed technical evaluation of corridors and rank by technical score



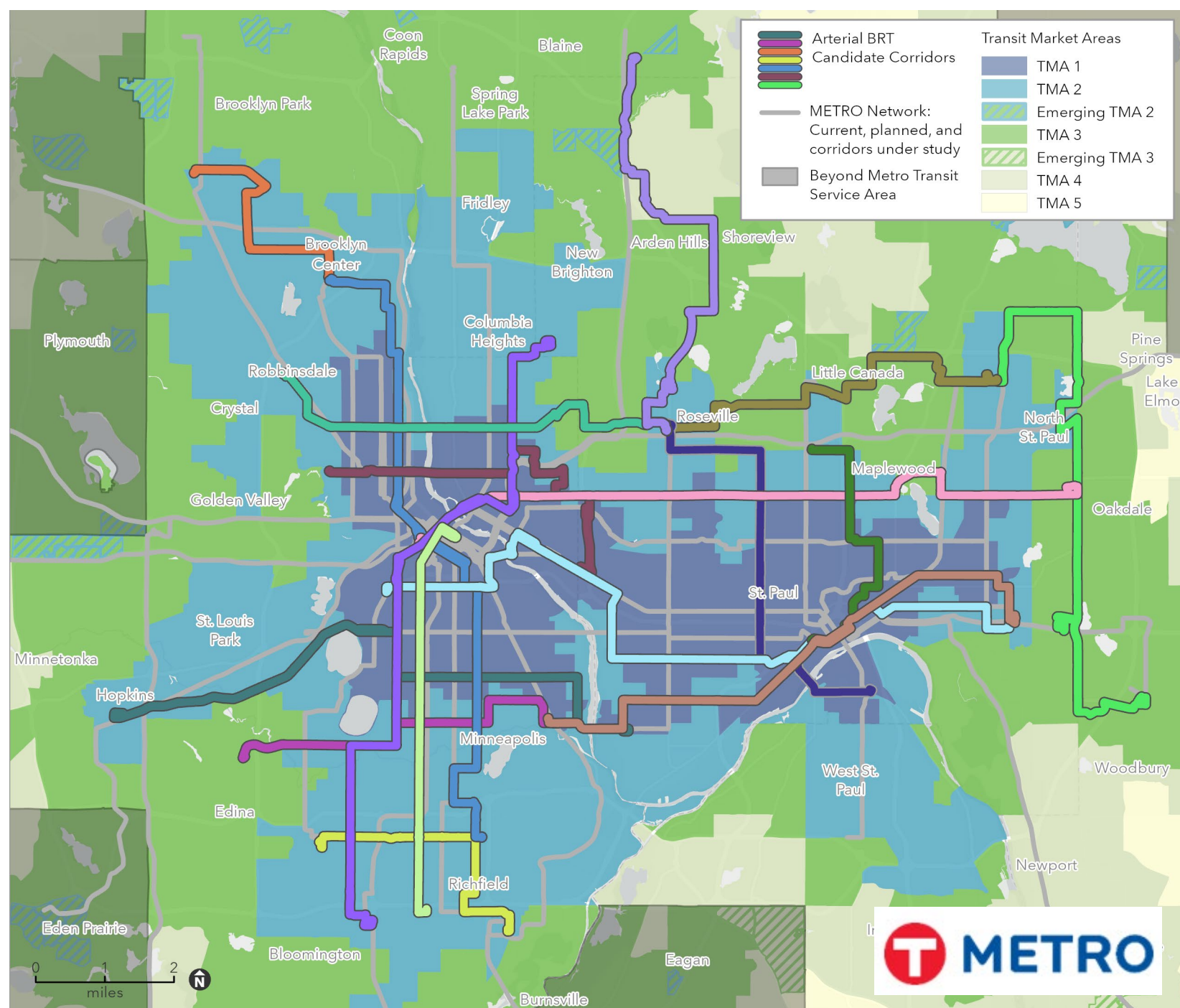
4. PRIORITIZE

Apply technical evaluation and readiness criteria to prioritize next three lines



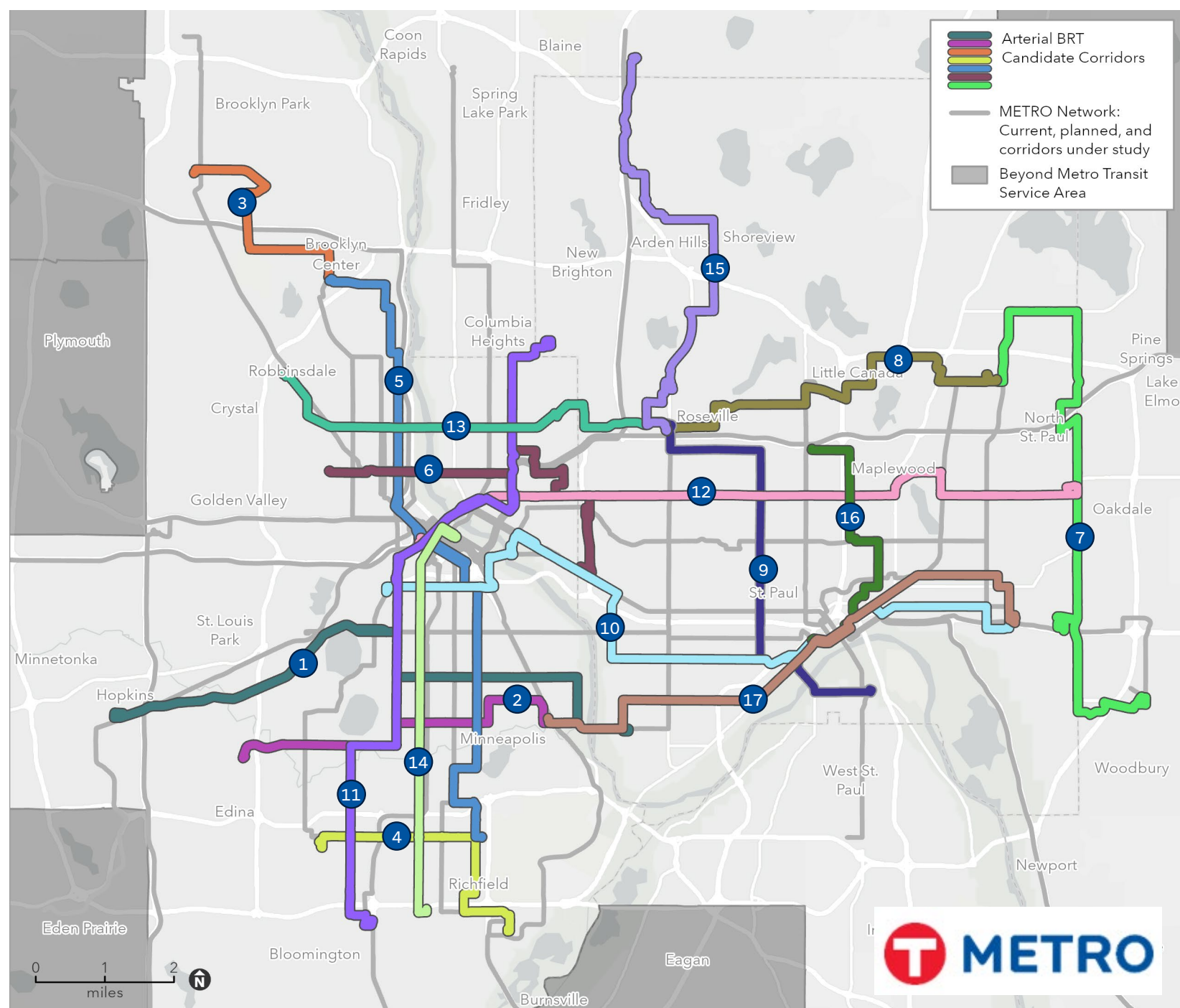
Step 1: Identify candidate corridors

- Identified 17 candidate corridors for consideration
- Key inputs to identifying candidate corridors:
 - Corridors identified as candidates prior to 2040 in **current TPP**
 - Current **high-frequency, high-ridership** corridors
 - High-frequency corridors identified in **Network Now**
 - **Metropolitan Council** priorities for consideration
 - Core **City and County** partner priorities for consideration



Candidate Corridors

1. 38th Street / Excelsior
2. 46th Street
3. 63rd Avenue / Zane
4. 66th Street
5. Bloomington / Lyndale
6. Broadway
7. Century
8. County Road C
9. Dale / George
10. Franklin / Grand / 3rd Street
11. Johnson / Lyndale
12. Hennepin / Larpenteur
13. Lowry
14. Nicollet
15. North Snelling / Lexington
16. Payne / Westminster
17. Randolph / East 7th Street



Steps 2 and 3: corridor screening and evaluation

2. SCREEN



- Corridor-level screening
 - base local route
 - surrounding area
- Narrow consideration to most promising corridors
- Approximately 8 to 10 corridors to advance

3. EVALUATE



- Develop arterial BRT concept within corridor
 - Station locations
 - Refined alignment
 - Local bus changes
- Rank most promising corridors based on technical score

Step 2: Screen – draft screening criteria

- Corridor-level screening
 - base local route
 - surrounding area
- Narrow consideration to most promising corridors
- Approximately 8 to 10 corridors to advance

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

- **Current ridership**
- **Current passengers per in service hour**

Balance expanded arterial BRT investment with available resources.

- **Planned midday frequency** on local route compared to BRT

Advance equity and reduce regional disparities in access to opportunities.

- **Historically disadvantaged populations** living near and using transit in corridor

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

- **Population and job density** in the corridor
- Diversity of **trip purposes** on transit
- **Planned land use** in the corridor

Step 3: Evaluate – draft evaluation criteria

- Develop arterial BRT concept within corridor
 - Station locations
 - Refined alignment
 - Local bus changes
- Rank most promising corridors based on technical score

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

- *Future ridership*
- *Future passengers per in service hour*

Balance expanded arterial BRT investment with available resources.

- Capital and operating **costs**
- Additional **operators**
- Additional **service hours**

Advance equity and reduce regional disparities in access to opportunities.

- **Historically disadvantaged populations** living near stations
- **Limited mobility boardings** at stations
- **Access to destinations** for historically disadvantaged populations

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

- **Access to jobs and key destinations** by transit

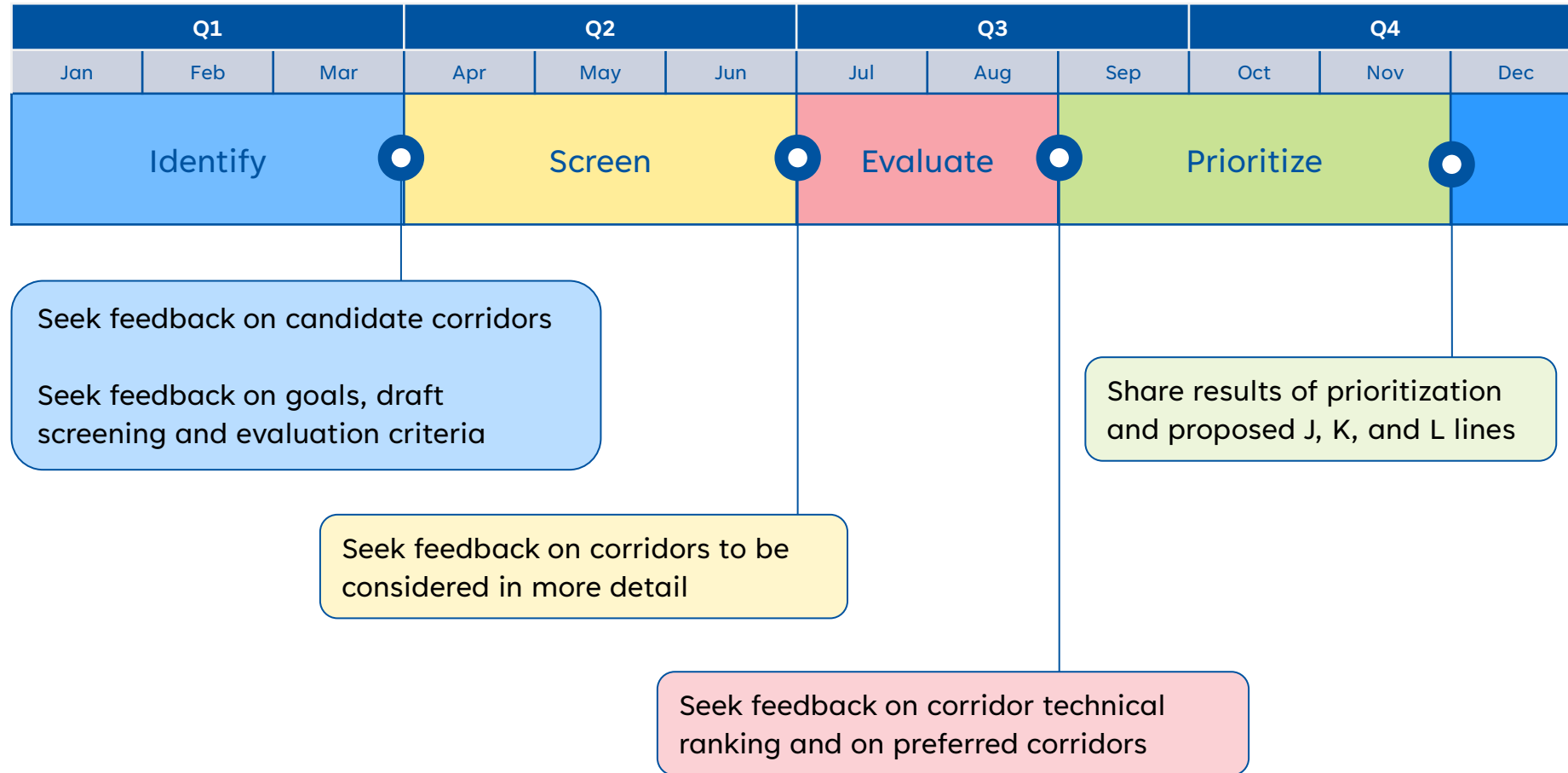
Project timeline

Task	Q1			Q2			Q3			Q4		
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Identify candidate corridors	█	█	█									
Screen to most promising corridors				█	█	█						
Evaluate and rank by technical score							█	█				
Prioritize to identify J, K, and L lines									█	█	█	
Finalize and adopt plan results										Action to adopt – Dec/Jan		●
Major communications/engagement milestones			●			●		●			●	
Network Now	█	█	█	█								

Planned outreach and engagement

- Key upcoming activities

- Online interactive map and comment form
- Connect with neighborhood and community organizations
- Rider communications and engagement
- Ongoing coordination with agency partners



Next steps

- Engage riders and community on candidate corridors and draft screening and evaluation criteria
- Continue to coordinate with partner agencies on project development and screening and evaluation criteria
- Finalize screening criteria and perform corridor screening
- Project update to TAB planned April 16

metrotransit.org/arterial-brt-plan

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