



Arterial BRT Plan Update – Technical Evaluation Results

Metropolitan Council | November 12, 2025

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Agenda

- Arterial BRT Plan Update Background and Recap
- Review Step 3: Technical Evaluation Results
- Preview considerations for Step 4: Prioritization

1. IDENTIFY
Spring 2025

2. SCREEN
Summer 2025

3. EVALUATE
Fall 2025

4. PRIORITIZE
Winter 2025/26

We
are
here

Arterial BRT within the bus network

Coverage

Ridership

Demand-responsive



2 or more
passengers per service hour

Suburban local



10 or more
passengers per service hour

Urban local



15-20 or more
passengers per service hour

Arterial BRT



25 or more
passengers per service hour

2050 Transportation Policy Plan Productivity Guidance

Varies

Market Areas 2, 3, 4

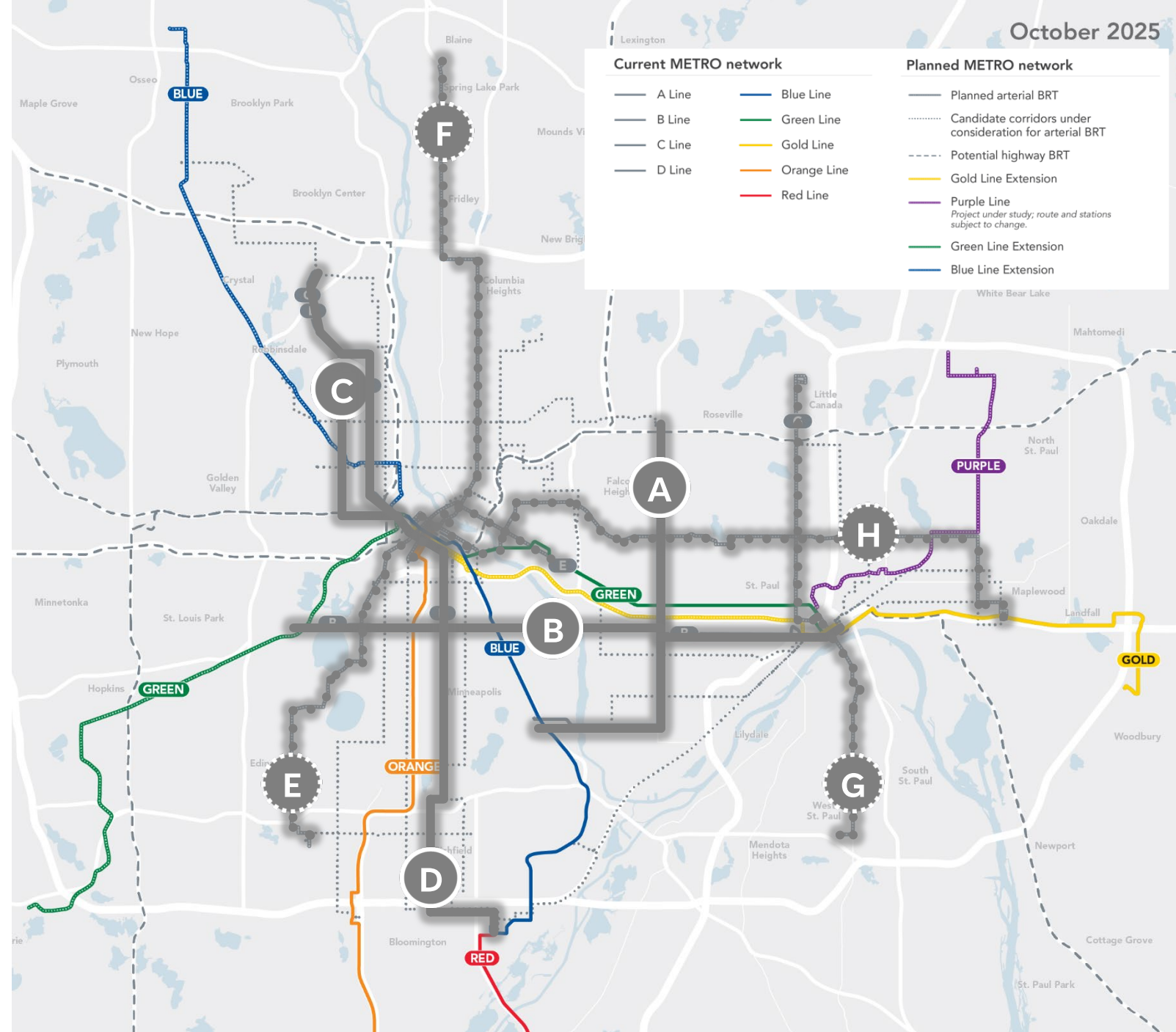
Market Areas 1, 2

Market Areas 1, 2

2050 Transportation Policy Plan Market Area Guidance

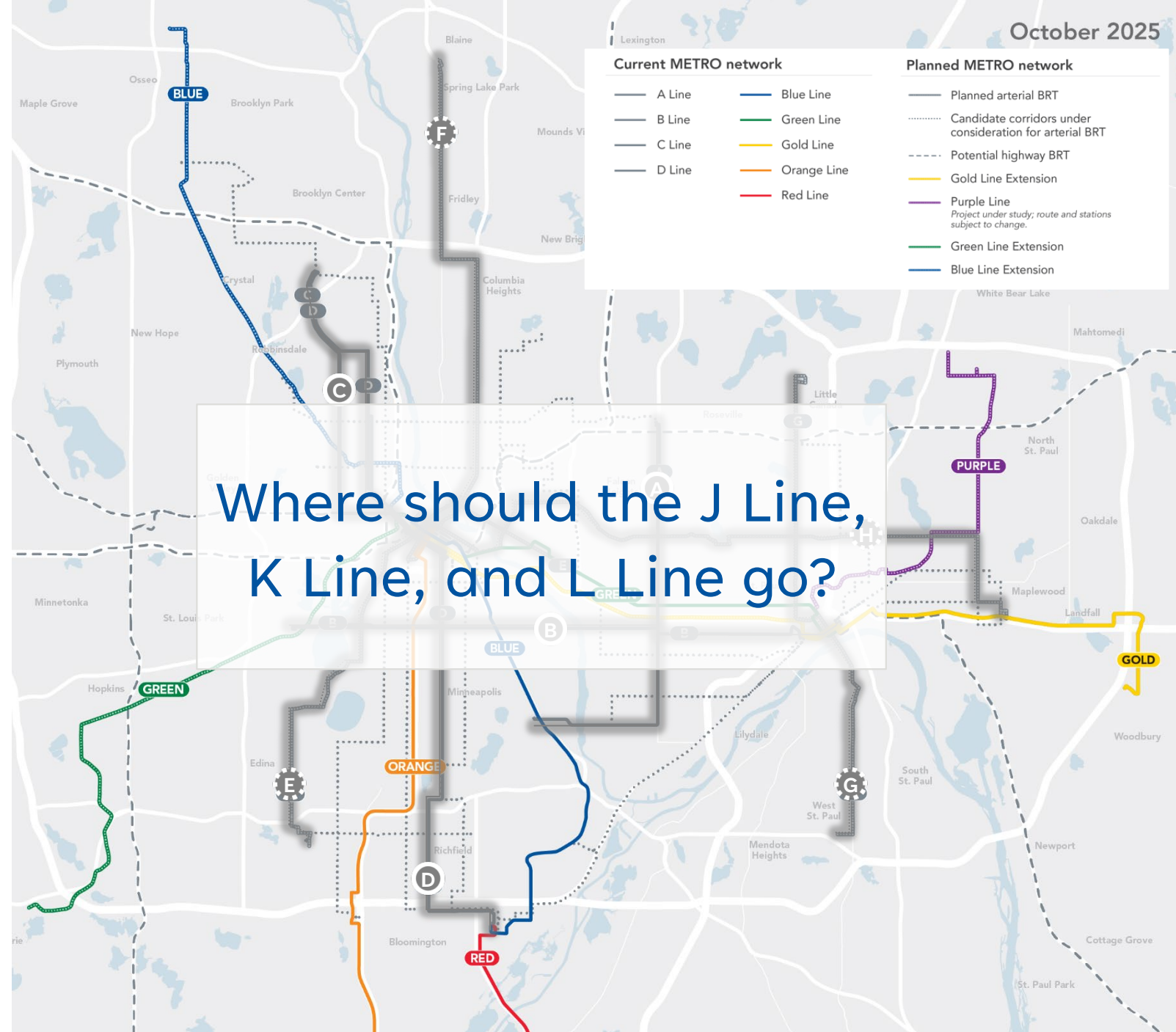
Eight planned lines by 2030

- A Line (Snelling): 2016
- B Line (Lake/Marshall): June 14, 2025
- C Line (Penn): 2019
- D Line (Chicago/Fremont): 2022
- E Line (Hennepin/France): Construction; **opens Dec. 6, 2025**
- F Line (Central): Engineering
- G Line (Rice/Robert): Planning
- H Line (Como/Maryland): Planning



2025 ABRT Plan Update

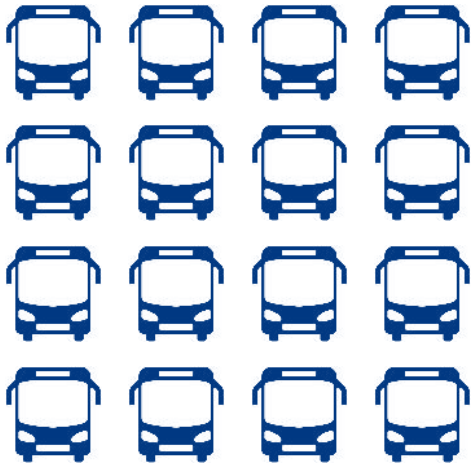
- Identify the next three arterial BRT lines:
 - J Line, K Line, and L Line
 - Planned to open between 2030 and 2035
 - J Line to be submitted to 2026 Regional Solicitation



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



High technical score



Medium technical score



Low technical score

We
are
here

4. PRIORITIZE Winter 2025/26

Apply technical evaluation and readiness criteria to prioritize next three lines



METRO J Line

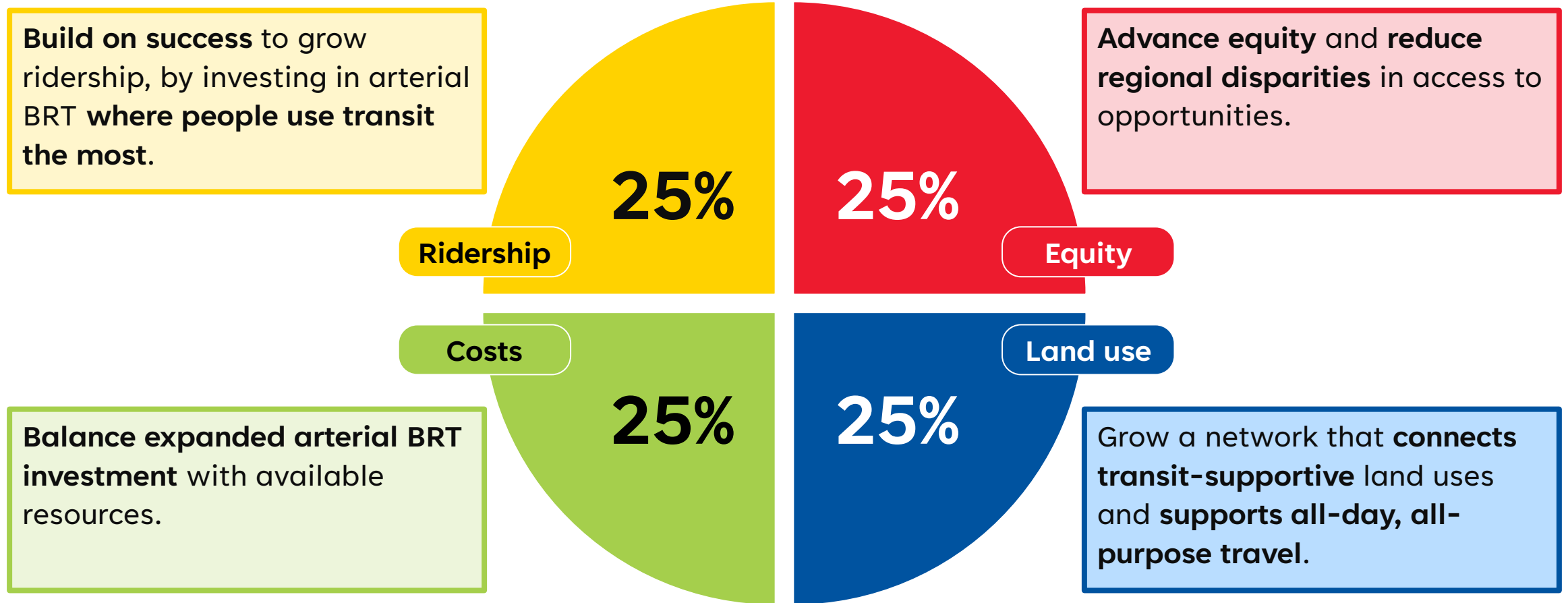


METRO K Line



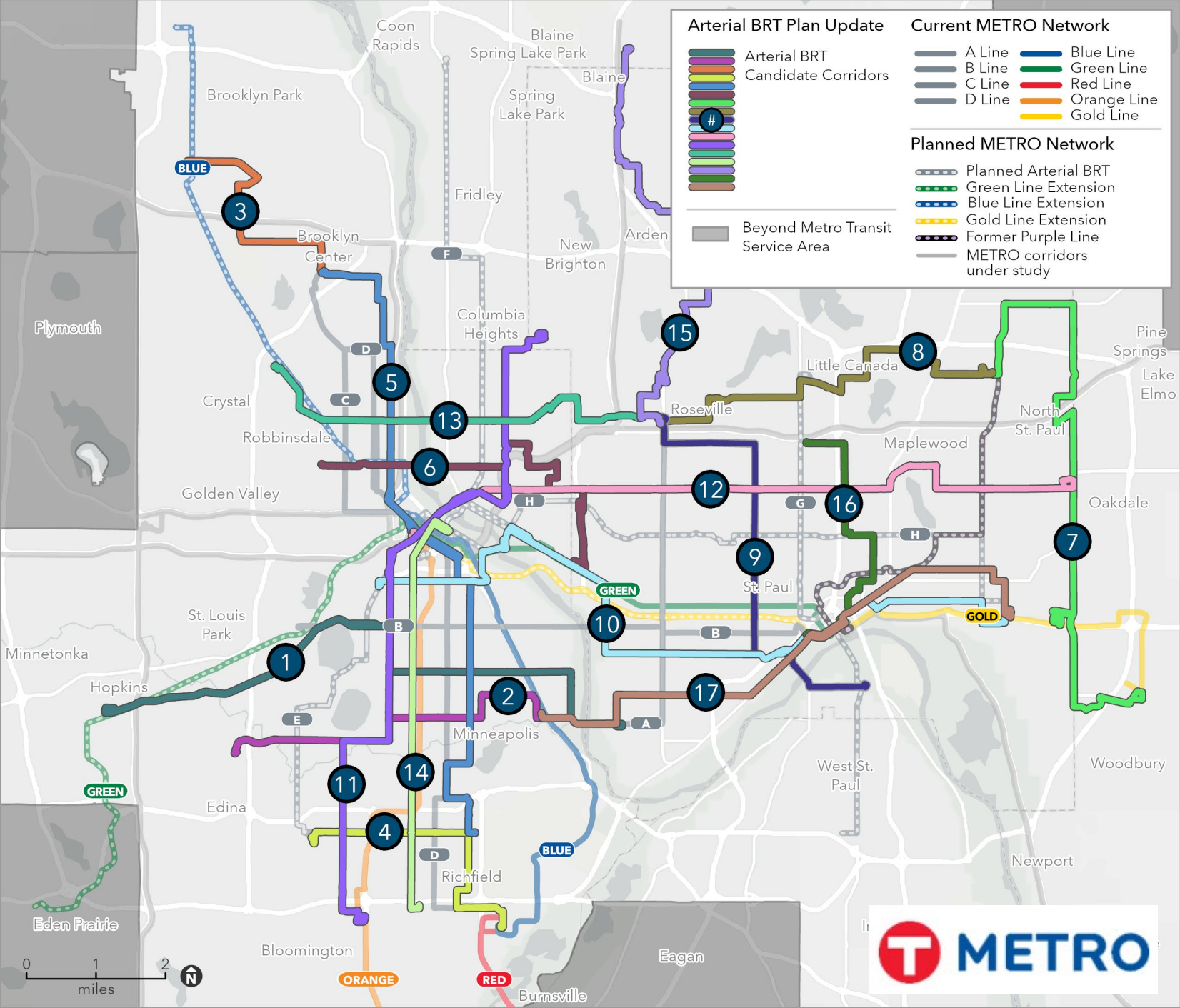
METRO L Line

Arterial BRT Plan Update Goals



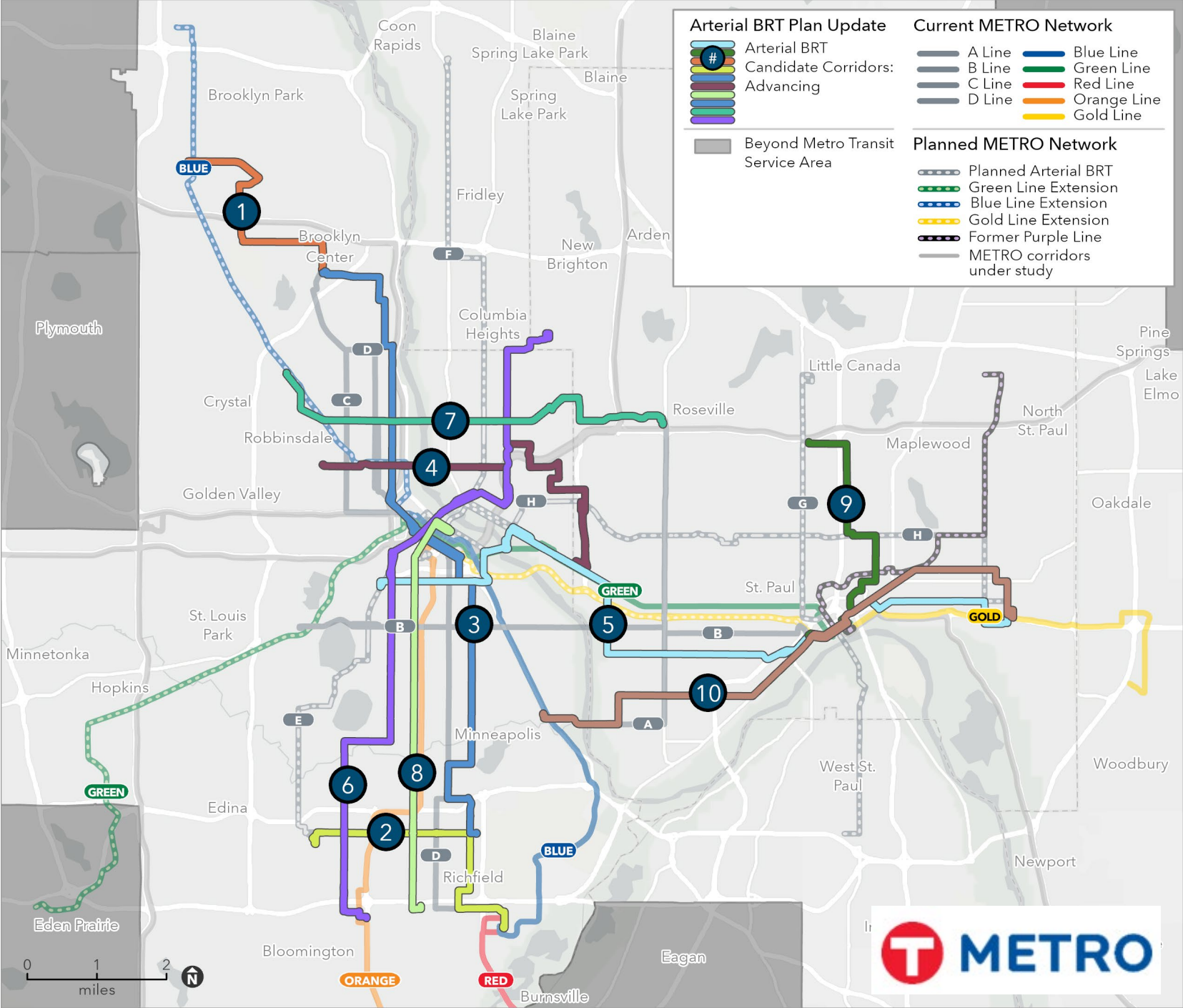
Step 1: Identify Candidate Corridors

- Identified 17 candidate corridors for consideration
- Screened to 10 corridors advanced for technical evaluation based on high-level screening criteria



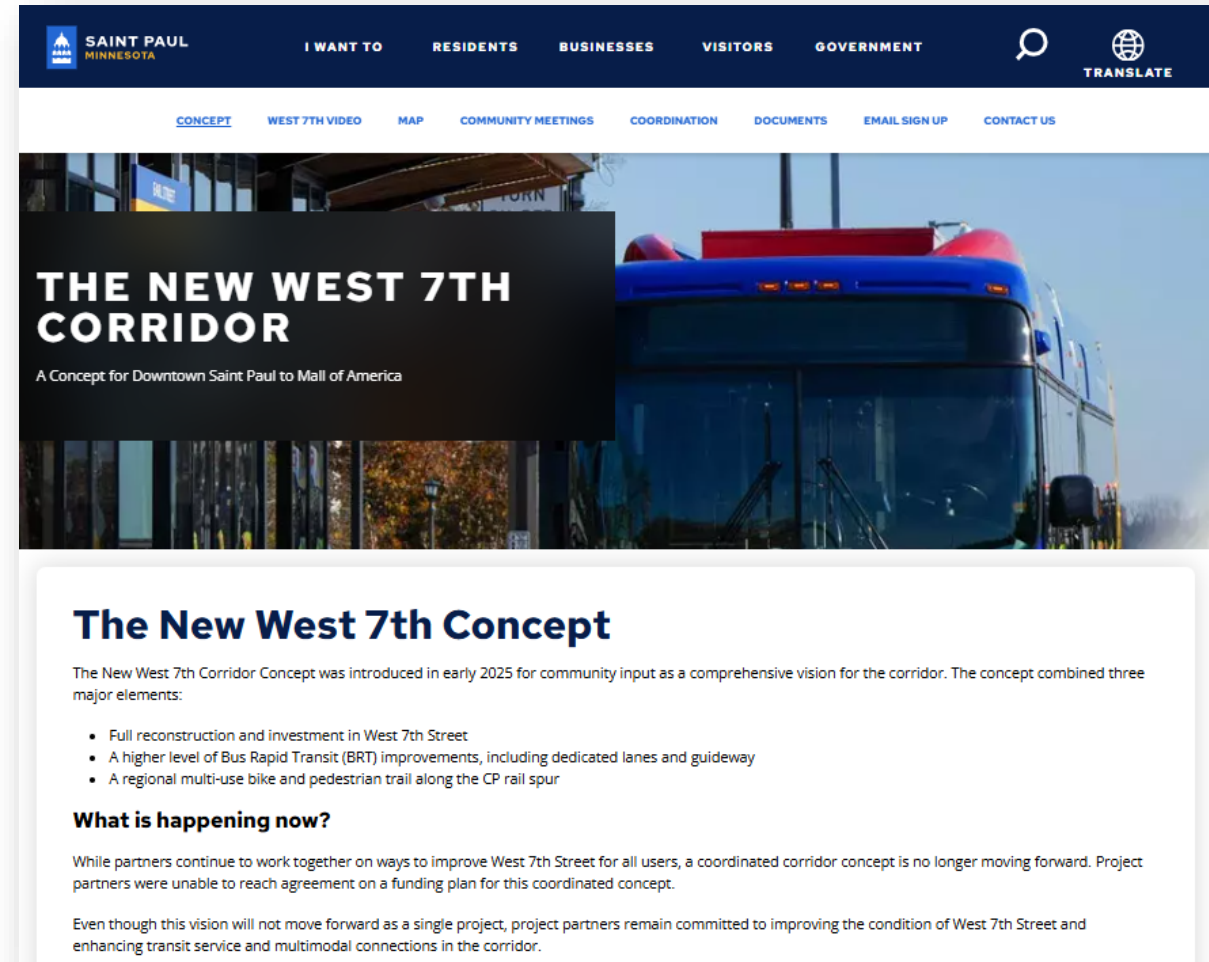
Step 2: Screen to Advanced Corridors

- 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



West 7th Street corridor

- City of Saint Paul, MnDOT & Metro Transit developed a new multimodal concept for public review earlier in 2025
 - Including a more substantial investment in bus rapid transit (color, not letter)
- Project partners were unable to reach agreement on a funding plan for this coordinated concept
- As of early October, this concept is no longer moving forward
- Metro Transit include corridor for evaluation in the Arterial BRT Plan Update (Downtown St. Paul to MOA via airport)



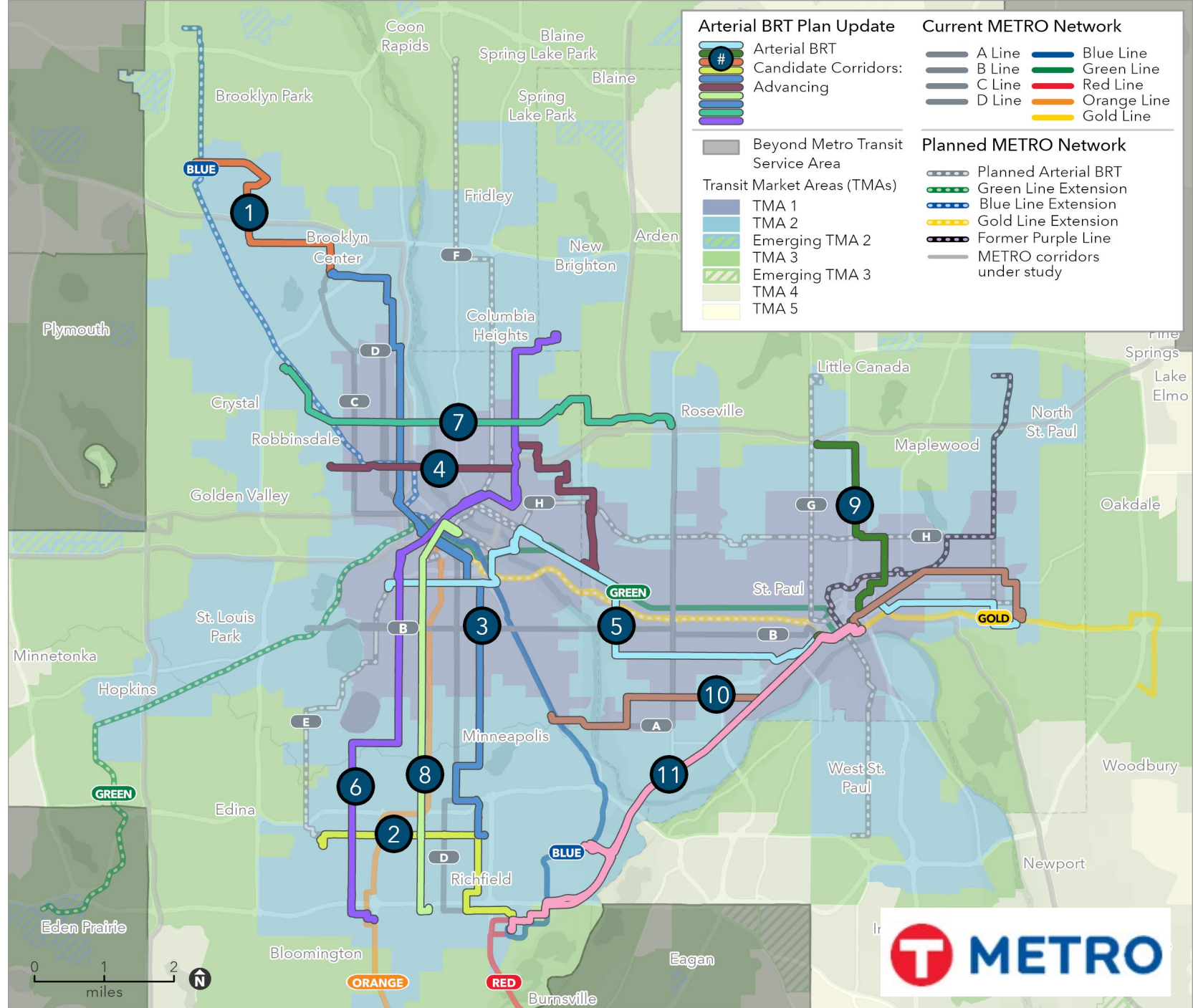
From The New West 7th Concept webpage: stpaul.gov/west7

11 Advanced Corridors for Evaluation

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

Corridors listed in alphabetical order, not screening rank.

11



Step 3: Evaluation – Technical Evaluation Criteria

Evaluation criteria applied by goal

Ridership

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

- Estimated **future ridership**
- Estimated **future productivity**
- **Access to jobs** by transit
- **Corridor Transit Market Area**

Equity

Advance equity and reduce regional disparities in access to opportunities.

- Estimated **future ridership** from households **without a car**
- **Access to jobs** by transit for **historically disadvantaged populations**
- **Historically disadvantaged populations** within **10-minute walk**
- **Limited mobility boardings** at concept station areas

Costs

Balance expanded arterial BRT investment with available resources.

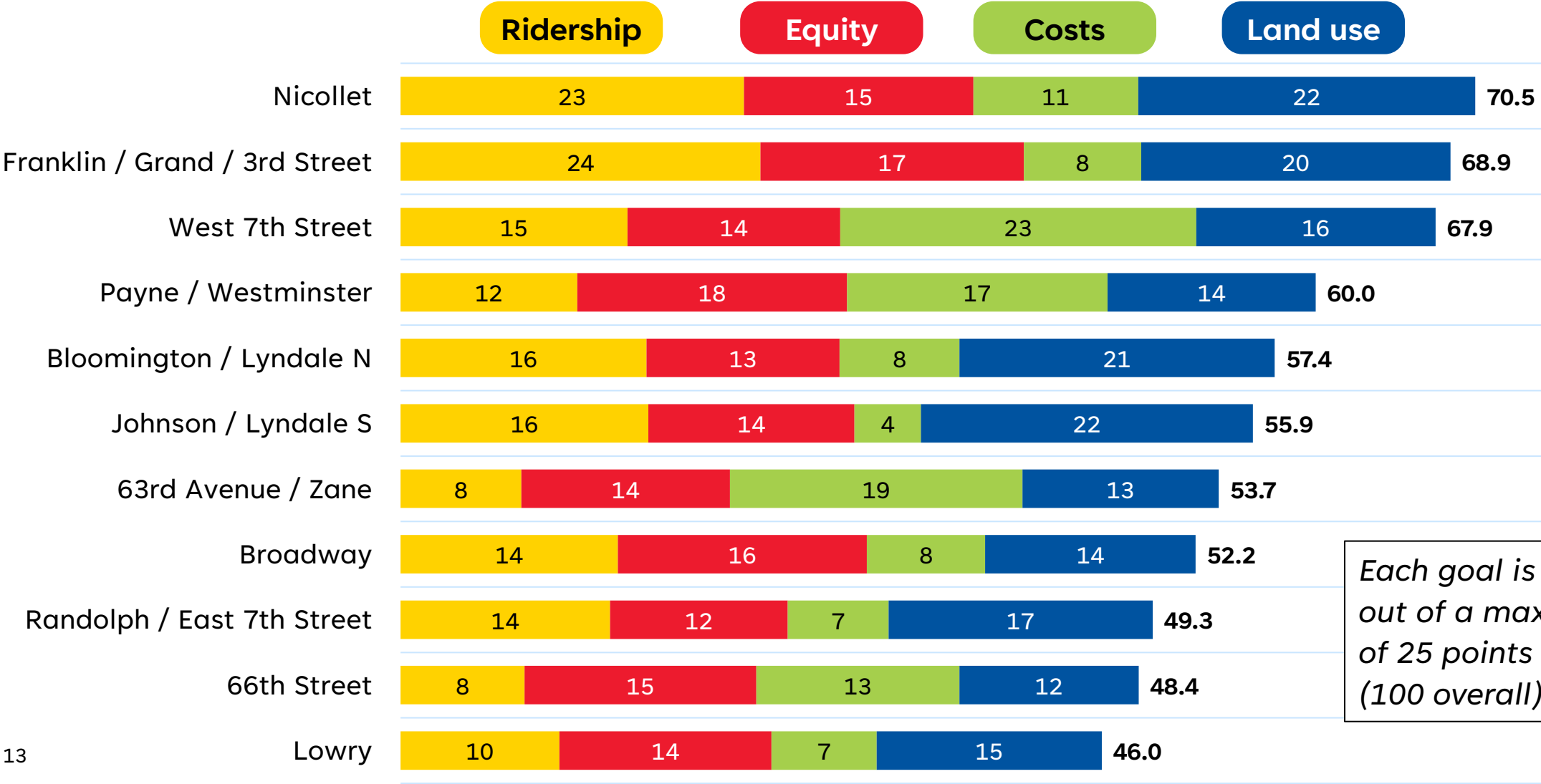
- Estimated **capital costs**
- Estimated additional **operating costs**
- Estimated additional **operators**
- Estimated additional **service hours**

Land use

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

- **Walkability** in corridor
- Allowable **housing density** in station areas
- **Transit-supportive land uses** in station areas
- Increase in population **within 10-minute walk** to METRO network

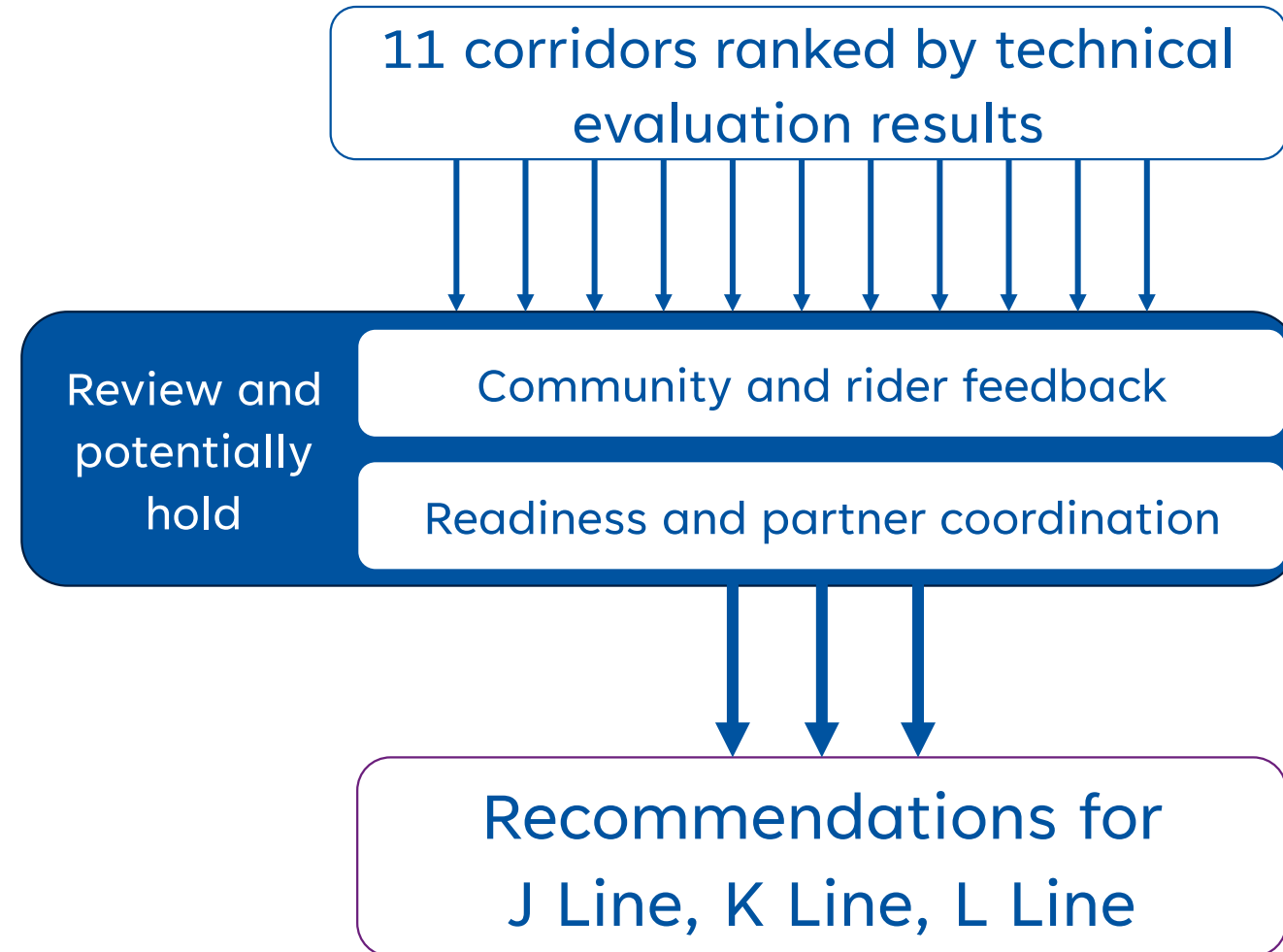
Step 3: Technical Evaluation Results



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

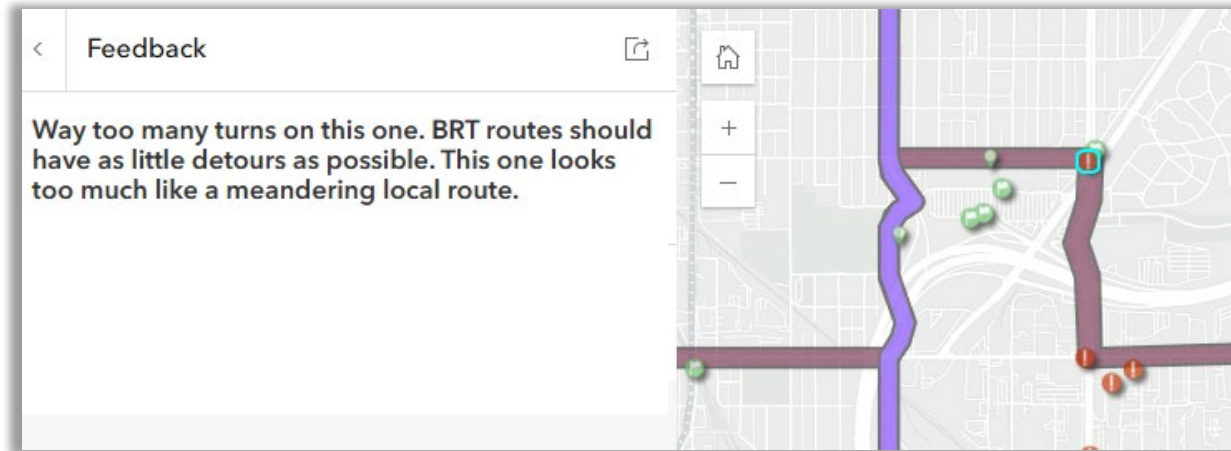
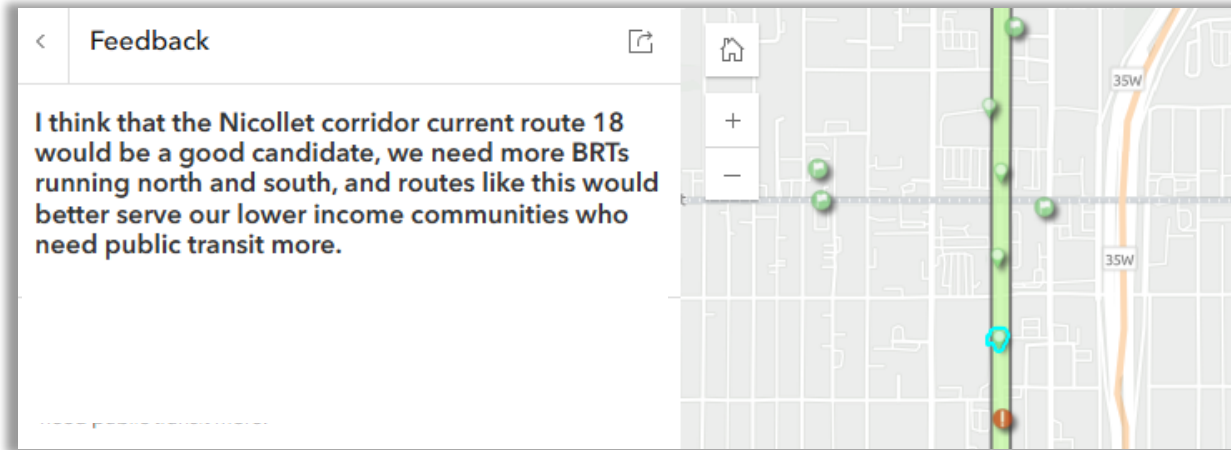
Step 4: Prioritization (Upcoming)

- Prioritize the J, K, and L 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**
- Partner coordination is key



How outreach and engagement will shape next steps

- Major feedback period spanned July-September 2025, focused on the universe of potential corridors
- Key activities:
 - ~400 conversations with riders at pop ups around the region and on buses
 - ~920 comments online through social media and online interactive map
 - Joined 24 community meetings or events
- How we will use the input received:
 - Identify corridor readiness considerations
 - Identify potential future planning questions
 - Rider and community corridor preferences
- Builds on broader themes from other recent customer & community engagement



Excerpted illustrations of feedback from the [interactive comment map](#)

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

Current activities and what's next

- Coordination discussions with agency partners
 - Ongoing coordination with partners to align planned and programmed projects
 - Confirm partner priorities for investment
- Complete prioritization to form recommendations
 - Build on technical evaluation scores with community and rider feedback and readiness considerations to prioritize next three lines
- January 2026: Information item with recommendations for J, K, L lines
- February/March 2026: Business item for Council adoption of J, K, L lines
- Spring 2026: Submit J Line corridor for 2026 Regional Solicitation
- Spring 2026: TPP amendment