



Transit Priority Implementation Workplan

AUGUST 2025

Table of Contents

Executive Summary	03
Introduction	05
Purpose	05
Plan & Policy Foundation	06
Funding Allocation	06
Transit Advantage Treatments	07
Treatment types	07
Cost estimates	08
Project Prioritization	09
Quantitative Criteria & Methodology	09
Qualitative Criteria & Methodology	13
Prioritized Transit Priority Projects	14
Appendices	19
Appendix A: Policy Background	19
Appendix B: Acknowledgments.....	22

Executive Summary

Transit Priority Implementation Workplan (TPIW)

The Transit Priority Implementation Workplan (TPIW) prioritizes transit improvement projects over the next 5 years and aligns projects with available funding through the **City’s Capital Improvement Program (CIP)** to advance the City’s goal of increasing the number of trips taken in the city by transit. The City will focus attention on addressing transit priority implementation on City-owned streets and collaborating with Hennepin County and the Minnesota Department of Transportation on streets under partner agency jurisdiction.

TPIW provides a framework of how to fulfill **Transit Action 2.2** and fulfills **Transit Action 2.3** of the **Transportation Action Plan (TAP)** in support of the City’s equity, mode shift, and climate goals. These actions include evaluating and installing transit priority lanes and other transit advantages on high priority transit corridors.

Using a data driven process, the City of Minneapolis partnered with Metro Transit to evaluate 26 corridors identified through the City’s TAP Actions 2.2 and 2.3 and other efforts by Metro Transit. Quantitative and qualitative metrics for each corridor were evaluated, and corridors were ranked based on these metrics:

- Quantitative metrics include: passenger delay, **Transportation Equity Priority (TEP) score, mobility fare use**, high frequency transit network and **High Injury Street** designation;
- Qualitative considerations include: overlap with existing CIP year, overlap with studies/plans, potential treatment options, length of those treatments options, jurisdiction and cost consideration.

While the goal of this workplan was not to design each corridor and identify particular treatments for transit advantages, which will occur at a later time when the project is programmed, the workplan did make some base cost assumptions in order to identify a program year. These assumptions include:

- Assumes a 50/50 cost share split for future transit priority projects between the City and Metro Transit on City streets;
- Assumes up to the annual expenditure of \$500,000 through the City’s PV074 cooperative program.

Of the 26 corridors, 20 are currently programmed and slated for broader street improvements through the City, County and State CIPs. Therefore, transit advantages will be explored in coordination with these respective projects which will include concept layout development and community engagement. The status of these projects range from early concept development layouts to nearing concept layout approval, while others are slated for near-term construction or are in active construction at the release of this workplan. The full list of corridors can be found in Table 2 on page 10.

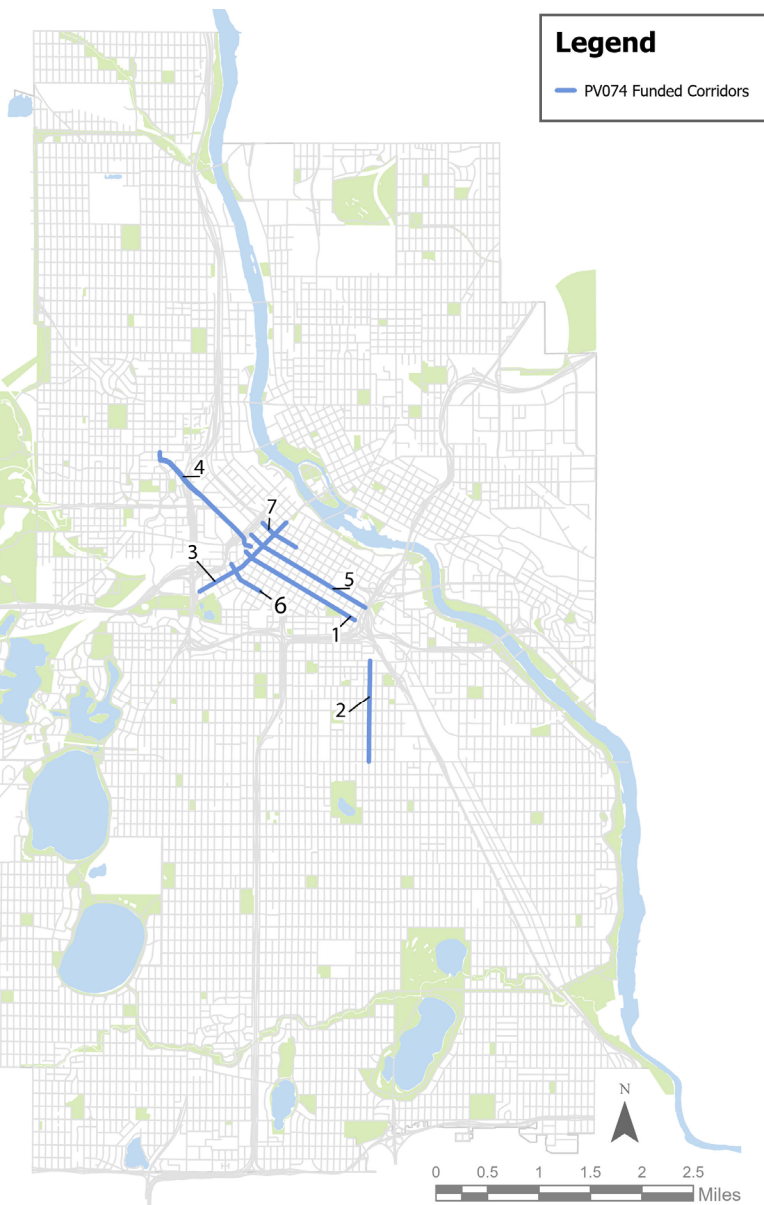


Executive Summary

Transit Priority Implementation Workplan (TPIW)

A near-term project list was developed that links the City’s PV074 fund with the top scoring transit priority corridor projects. Table 1 lists the the corridors in order of near-term project priority, while Figure 1 identifies the location of these corridors.

Figure 1: Transit Priority Corridors Using PV074 Transit Priority Funding, 2026 - 2030.



In summary, the Transit Priority Implementation Workplan:

1. Outlines a 5-year program of projects to implement in partnership with Metro Transit and in coordination with other plans, projects and policies;
2. Accounts for anticipated annual capital expenditures for transit advantages on standalone projects and projects already in flight through the CIP;
3. Reflects a proactive approach to planning done in partnership with Metro Transit;
4. Aligns with proposed and upcoming projects from partner agencies, MnDOT and Hennepin County;
5. Identifies potential design treatments to improve speed and reliability and assign projects based on high level cost expectations;

Table 1: Transit Priority Corridors Using PV074 Transit

Standalone Transit Priority Corridors (2026-2030)	
1	8th Street N/S (PV074-2026) (1st Avenue N to 13th Avenue S)
2	Bloomington Ave (PV074/SS4A*-2026) (Franklin Avenue to Lake Street)
3	Hennepin Downtown (PV074-2027) (Washington Avenue to Dunwoody Boulevard)
4	7th Street N/W (PV074-2028) (10th to 1st Avenue N)
5	6th Street N/S (PV074/SS4A-2028) (1st Avenue N to 13th Avenue S)
6	11th Street (PV074/SS4A-2029) (Hennepin Avenue to Marquette Avenue)
7	4th Street (PV074-2030) (2nd Avenue N Marquette/2nd Avenue S)

*SS4A indicates coordinated work with project funded through the Safe Streets for All federal grant award.

Introduction

Transit Priority Implementation Workplan (TPIW)

Through the **Transportation Action Plan (TAP)**, Minneapolis has established a policy directive to invest in transit. The focus of this Transit Priority Implementation Workplan (TPIW) is to prioritize where and when the City will make standalone investments in partnership with Metro Transit, apart from transit priority investments happening via separate capital projects.

1. Purpose

The purpose of the TPIW is to prioritize transit improvement projects over the next 5 years, by prioritizing and aligning projects and funding available through the Capital Improvement Program (CIP) to advance the City’s goal of increasing the number of trips taken in the city by transit. This is a planning level document. Further coordination, collaboration and considerations with other agencies, as well as public engagement will be undertaken for each project. Design decisions on non-City corridors will be finalized by the jurisdictional owner. This workplan also recognizes that other considerations will be evaluated on each corridor for transit advantages, including the Complete Streets Policy, as well as other transportation modes and curbside uses.



The City of Minneapolis partnered with Metro Transit to develop a data driven evaluation and prioritization process with support from Hennepin County and MnDOT.

The primary two objectives were to:

1. Prioritize corridors for implementation, taking into consideration equity, ridership and delay statistics with an overlap of planned and existing City, County and State projects to narrow down which corridor investments will have the greatest benefit for transit riders.
2. Identify a recommended program year reflective of programmed capital projects, funding realities and agency partner coordination.



Introduction

Transit Priority Implementation Workplan (TPIW)

2. Plan & Policy Foundation

Transit is a critical foundation for the City’s multimodal transportation network and a central component of **Minneapolis 2040** and the **TAP**. Our region’s transit network is integral to fostering economic development, helping provide economic stability for people without access to a private car, reducing traffic congestion, and mitigating environmental impact by providing efficient and sustainable transportation options for communities.

Implementing the recommended transit priority projects laid out in this workplan will move us closer towards the goals outlined in Minneapolis 2040 and the TAP. Transit frequency, speed, and reliability strategies promote **Minneapolis 2040 goals** of more residents and jobs, complete neighborhoods and climate change resilience. Similarly, these strategies also support **TAP goals** of implementing transit advantages along all high frequency transit corridors and reaching a mode share goal in pursuit of our climate goals where 3 of every 5 trips are taken walking, rolling, bicycling or transit (25 percent of all trips taken by public transit) by 2030.

The TPIW provides a framework of how to fulfill **Transit Action 2.2** and fulfills **Transit Action 2.3** of the TAP in support of the City’s equity, mode shift, and climate goals. The Transit Actions described in the TAP include installing transit priority lanes and other transit advantages on 7 corridors and evaluating the potential for installation on 8 other corridors, for a total of 15 corridors. Corridors prioritized through the TPIW include these 15 corridors along with 11 additional key transit corridors identified by Metro Transit’s speed and reliability work for a final total of 26 corridors.

Additional policy directives related to transit priority from both the City of Minneapolis and Metro Transit are outlined in Appendix A: Policy Background.

3. Current Funding Allocation

There are several ways transit priority projects are funded, including:

- **CIP Cooperative Agreement (PV074)** – the City has allocated funding through the cooperative project fund with an anticipated annual capital expenditure for transit priority projects of \$500,000.
- **Value capture district (VCD; found on line 110.1)**

authorizes the City to use funds from a defined district for a transit line and supporting pedestrian and bicycle improvements within a 1 block radius of the transit line. The transit line is located on Central Avenue from the City’s northern limit, runs through downtown, and ends on Nicollet Avenue at the City’s southern limit. The VCD was first authorized in 2013 legislation and established by the City that year. The taxing district consists of parcels of property specified in the enabling law.
- Standalone street capital projects identified in the City’s **Capital Budget Requests 2025-2030**, Hennepin County’s **Transportation Capital Projects** and MnDOT’s **2024-2033 10-Year Capital Highway Investment Plan**. These projects are already programmed and/or substantially into the design process. Transit priority treatments will be identified through that design and engagement process.

Transit Advantage Treatments

Transit Priority Implementation Workplan (TPIW)

1. Treatment types

Transit service must be convenient, reliable, and frequent to effectively reduce trips made by single occupancy vehicles. In 2021 people took transit for 3 percent of their trips (including trips by school bus).¹ The City’s goal is to increase that to 1 in 4 trips (25 percent) by 2030.² To achieve these goals, the City partners with Metro Transit to invest in transit projects to make riding transit more appealing to both current and potential riders. A central aspect of this effort is providing faster and more reliable service, as identified in TAP **Transit Strategy 2**.

While red transit only lanes are a clear transit advantage treatment that is used throughout the city, there are a number of other treatments that can improve the speed and reliability of transit. Tools and examples of improving speed and reliability include:

- **Transit priority lanes.** In the City of Minneapolis and across the Twin Cities, urban local buses typically share the same travel lanes as general traffic. In congested areas, bus speeds can significantly decline as surrounding vehicles also slow down. In addition, queued vehicles may block a bus from entering a bus stop or clearing an intersection. A transit priority lane allows buses to travel with less interference from general traffic congestion. Transit priority lanes can be exclusive or shared with turning traffic; lanes may also be transit-only all day or during specific hours. This treatment is most effective on street segments with high bus and general traffic volumes, and especially where high frequency transit routes operate.
- **Transit signal priority (TSP).** Adjustments to traffic signal timing can favor passage for transit vehicles. As a bus approaches a traffic signal, onboard equipment triggers a request to alter the signal timing to prioritize the transit vehicle’s movement through the intersection. Requests can include holding a green light or shortening a red light to reduce the amount of time a bus is stopped at a traffic light. TSP reduces variability in bus travel time by creating more consistent operating conditions at intersections. Implementation may

potentially reduce overall travel time and passenger delay. TSP is less effective where highly congested conditions prevent buses from taking advantage of signal priority. For example, a bus may be granted signal priority but be unable to move through the intersection due to cross-traffic congestion or queued traffic ahead.

- **Signal phase design.** A traffic signal phase controls a specific movement or a set of complementary movements through an intersection. Local government agencies manage signal operations and must arrange phases in a cycle to coordinate all permitted movements. Changing the phase pattern may help buses progress through an intersection, and strategies include serving a phase twice in a cycle or modifying an existing phase.
- **Passive traffic signal timing.** Optimizing traffic signal timing can reduce bus delays at intersections. Passive timing applies to general traffic and does not require communication with bus equipment. To better serve bus movement, lengthening green time and/or adjusting cycle time can aid bus progression through intersections. Adjustments to signal timing must account for other road users, especially those on other approaches whose green time is reduced. This includes other buses that use cross-streets. Pedestrian crossing time also limits changes to signal timing. Where multiple intersections are coordinated, maintaining grid synchrony is another challenge to manage.
- **Queue jump lanes.** These increase the speed and reliability of transit by allowing buses to move around backed-up traffic at intersections. A shared bus through turn lane allows the bus to avoid backed-up traffic and cross the intersection before other vehicles. Queue jumps may use an exclusive transit lane or share a lane where general traffic is restricted to right-hand turns. The queue jump can extend beyond the intersection and may also use bus-only signal phasing to facilitate progression.

¹ <https://lms.minneapolismn.gov/file/2025-00461>

² <https://go.minneapolismn.gov/final-plan/transit>

Transit Advantage Treatments

Transit Priority Implementation Workplan (TPIW)

- Intersection geometry.** Some intersections provide insufficient space for turning buses, which may cross into the oncoming lane or drive over the curb. Modifying the geometry of an intersection can improve bus turning movements. Expanding a turn radius, relocating a stop bar further behind the intersection, and shifting street centerlines can all help buses safely maneuver narrow turns. This can be especially useful for routes that experience turning delays at multiple locations. Application can reduce travel time and travel time variability. Important tradeoffs may include: 1. modifying a turn radius may lengthen the pedestrian crossing, which may have a negative impact to safety, and 2. enabling higher speeds on turns may also present safety concerns.
- Curb extensions/in-lane transit stops.** A typical curbside bus stop requires buses to exit the travel lane and pull up to the curb lane to facilitate passenger loading/unloading and then merge back into traffic. There are time costs associated with these movements, especially where traffic volumes and queuing in the travel lane impede the bus's ability to pull in and out of the stop. Extending the curb across the width of the parking lane creates an in-lane stop where no merging movements are required to serve the stop. Street redesign that allows buses to serve stops in the travel lane eliminates merging and promotes faster movement between stops.
- Bus stop consolidation (initiated/led by Metro Transit).** Local bus routes typically have 1/4-mile stop spacing, about the length of two long blocks or four short blocks. However, some routes have segments of 1/8-mile stop spacing, which may result in the bus stopping every 1-2 blocks. **Metropolitan Council's Transportation Policy Plan (TPP 2040)** design guidelines allow for stop spacing of 1/8- to 1/4-mile on urban local routes. Consolidating bus stops that are narrowly spaced reduces the number of times a bus stops while still providing reasonable access to stops.

Eliminating frequent stopping allows the bus to stay in motion longer between bus stops. This makes travel times shorter, as well as more reliable, by reducing delays associated with accessing the curb, dwell, and passenger loading/unloading at the bus stop.

These transit enhancements benefit both community members utilizing transit and transit providers, including Metro Transit and suburban transit operators; riders enjoy faster and more reliable transit service, and Metro Transit saves resources through more efficient service delivery. Tradeoffs for each should be discussed throughout the project planning and design process with community members and stakeholders to determine the right solution.

2. Cost Estimates

For each corridor, a high level cost estimate was developed to understand magnitude of effort. These estimates were determined based on anticipated speed and reliability improvements, expected cost, and complexity of project. Each corridor will undergo a planning and engagement process to determine selected transit advantage treatments and develop final cost estimates.

Physical, capital improvements for transit priority projects are typically the highest cost treatment. Factors that influence the cost estimate include: corridor length and highest potential treatment scenario, which would be transit priority lanes where possible. Other infrastructure related transit advantages available include transit signal priority (TSP), passive traffic signal timing, signal phase design, queue jump design, intersection geometry, turn restrictions, curb extensions or in-lane transit stops, and stop consolidation.

Each treatment type has distinct attributes that lend themselves to best supporting different routes and operating conditions. Cost estimates are defined in three tiers and reflect only the City's portion of the 50/50 assumed cost split between the City and Metro Transit:

- \$ - Less than \$100K
- \$\$ - \$100K to \$300K
- \$\$\$ - Over \$300K

Project Prioritization

Transit Priority Implementation Workplan (TPIW)

The transit corridors evaluated in this workplan total 49 miles across 9 wards of the city. The corridors were identified through the TAP and **Metro Transit Speed and Reliability Program**. Some of the corridors evaluated as part of this workplan are already programmed; this evaluation serves as a guide for transit advantage treatment needs regardless of funding source for the transit priority corridor.

The list of criteria used to prioritize transit priority corridors was developed with guidance from a Technical Advisory Committee, consisting of partner agency staff and relevant divisions within the Minneapolis Public Works Department (see Appendix B: Acknowledgments). The TAP Steering Committee, an internal committee of Public Works and CPED directors advising on the implementation of the TAP, approved the transit priority projects to prioritize over the next 5 years, in alignment with available CIP funding.

The prioritization list for the transit corridors was developed through a 5-step process:

1. Corridor identification
2. Filtering out corridors with recently completed improvements to speed and reliability
3. Quantitative analysis
4. Weight assignments and distribution
5. Qualitative analysis

The process to prioritize the transit corridors is described in more detail in the remainder of this section.

1. Corridor identification: As a first step to the prioritization process, 26 corridors from the TAP and corridors from previous prioritization efforts between Metro Transit, City of Minneapolis, and Hennepin County were combined into a list (Table 2). The identified corridors account for approximately 49 miles of transit routes within Minneapolis and range from short

segments of less than one mile long, to longer corridors nearing 4 miles in length. The corridors include local, high frequency transit routes and Bus Rapid Transit (BRT) routes.

2. Corridor filter: The next step in the process included filtering out corridors with recently completed transit speed and reliability projects. Using this filter, the following corridors were eliminated from further analysis as they are either currently under construction or had been recently completed:

1. 7th Street North/South between 1st Avenue North and 13th Avenue S – completed from Chicago Ave to 1st Ave N (2021)
2. 12th Street South between I-35W and Marquette Avenue S – completed from I35W to 2nd (2022)
3. Lake Street and Lagoon Avenue from the western city boundary to the eastern city boundary – transit priority lanes implemented as part of the METRO B Line (2023/2024)
4. Hennepin/Lyndale Commons from Franklin Avenue to Dunwoody Boulevard (2024)

3. Quantitative analysis: In partnership with Metro Transit, data was analyzed for the remaining transit priority corridors to identify which have the greatest need for transit priority advantages to inform the development of a project list.



Table 2: Transit Corridors Evaluated and Routes Served (as of 12/2024)

	Corridor	Limits	Routes Served
1	8th Street N/S	1st Avenue N to 13th Avenue S	METRO C Line, METRO D Line, Route 9, Route 22
2	Nicollet Avenue	Grant Street to Lake Street	Route 17, Route 18
3	Washington Avenue	Plymouth Avenue to Washington Street SE	Route 3, Route 7, Route 14, Route 22
4	7th Street N	Plymouth Avenue N to 1st Avenue N	METRO C Line, METRO D Line, Route 22
5	Hennepin Uptown	Lake Street to Franklin Avenue	Route 4, Route 6
6	Hennepin NE	Washington Avenue to 8th Street SE	Route 4, Route 6, Route 61
7	Hennepin Downtown	Washington Avenue to Spruce Street	Route 4, Route 6, Route 61
8	Nicollet Mall	Washington Avenue to Grant Street E	Route 10, Route 11, Route 17, Route 18, Route 25
9	4th Street	2nd Avenue N to Marquette and 2nd Avenue S	Route 7, N commuter express
10	Franklin Avenue	Pleasant Avenue to Cedar Avenue	Route 2, Route 9, Route 14
11	6th Street N/S	2nd Avenue N to 13th Avenue S	Route 14, Route 94, commuter express
12	Central Avenue	3rd Avenue bridge to North city boundary	Route 10
13	West Broadway	West city boundary to Washington Avenue	Route 14, Route 30
14	Bloomington Avenue	Franklin Avenue to Lake Street	Route 14
15	Olson Highway	Penn Avenue N to 7th Street N	METRO C Line, Route 755
16	Cedar Avenue	Washington Avenue to Lake Street	Route 22
17	Lyndale Avenue S	Franklin Avenue to Lake Street	Route 4, Route 113
18	11th Street S	Hennepin Avenue to Marquette Avenue	S and SW commuter express
19	5th Avenue S	Washington Avenue to 10th Street S	Route 22, commuter express
20	4th Avenue S	Washington Avenue to 10th Street S	Route 22, commuter express
21	Lowry Avenue N	Vincent Avenue to Lyndale Avenue N	Route 32
22	Lowry Avenue NE	Marshall Street NE to Stinson Parkway	Route 32
23	NE Broadway	Washington Avenue to East city boundary	Route 30
24	University Avenue/4th Street	Hennepin/1st Avenue NE to East city boundary	Route 2, Route 6, commuter express
25	12th Street S	Hawthorne to 2nd Avenue S	S and SW commuter express
26	46th Street/Ford Parkway	36th Avenue S to East city boundary	METRO A Line, Route 23, Route 74

Project Prioritization

Transit Priority Implementation Workplan (TPIW)

Quantitative metrics evaluated for each corridor include passenger delay, Transportation Equity Priority (TEP) score, mobility fare use, high frequency transit network and High Injury Street designation; all scores were normalized for each corridor.

Details on quantitative metrics include:

- **Passenger delay:** Passenger delay identifies where the most riders are experiencing the slowest speeds. Daily vehicle and passenger delay for all routes on a corridor are used to get total daily vehicle and passenger delay by averaging total daily delay by service type (e.g., Weekday, Saturday, Sunday). Metro Transit ridership data from Fall 2023 was used for this analysis.
- **Transportation Equity Priority (TEP) score:** The 2023 TEP scores for areas within a 10-minute walk of stops on any route serving the corridor were weighted by the frequency of trips at those stops and averaged for each corridor.
- **Mobility fare use:** The **Limited Mobility Program** offers discounted transit fares to encourage customers who have a qualifying disability to use transit services. Metro Transit ridership data from Fall 2023 was used to identify the number of times someone used their mobility card by tapping it as they boarded transit and on which routes and which corridors. Mobility fare use for all routes on a corridor are obtained by averaging total daily mobility fare use by service type (e.g., Weekday, Saturday, Sunday).
- **High frequency transit corridors:** Routes with service every 15 minutes (or better) and those with existing or planned arterial BRT lines are classified as high frequency and are given points as investment on these routes will benefit from a faster and more reliable corridor.
- **Traffic safety:** Points were given to streets identified as **High Injury Streets** to give weight to opportunities

for shared safety improvements by leveraging transit investments. A recent example of this coordination is the **Lake Street improvements**.

4. Point assignments: As a final step in the quantitative process, points were assigned to each metric. Passenger delay and TEP metrics were weighted more heavily to reflect the importance of addressing slow and unreliable transit service in areas of transportation equity priority. Passenger delay accounts for the highest percent (40%) of total points, because it is the single-most effective measure for evaluating transit performance, while taking into account high ridership corridors. Equity, which is measured by the TEP score, received the second highest percent of points (30%). The remaining three metrics, mobility fare use, frequency of transit/BRT corridor and High Injury Streets, received an equal distribution of 10% of total points each. Details can be found in Table 3 and Figure 2. At the time of the project development, the best design for individual corridors will be informed by technical data, adopted plans and policies, and community engagement.



Figure 2: Transit Priority Implementation Score

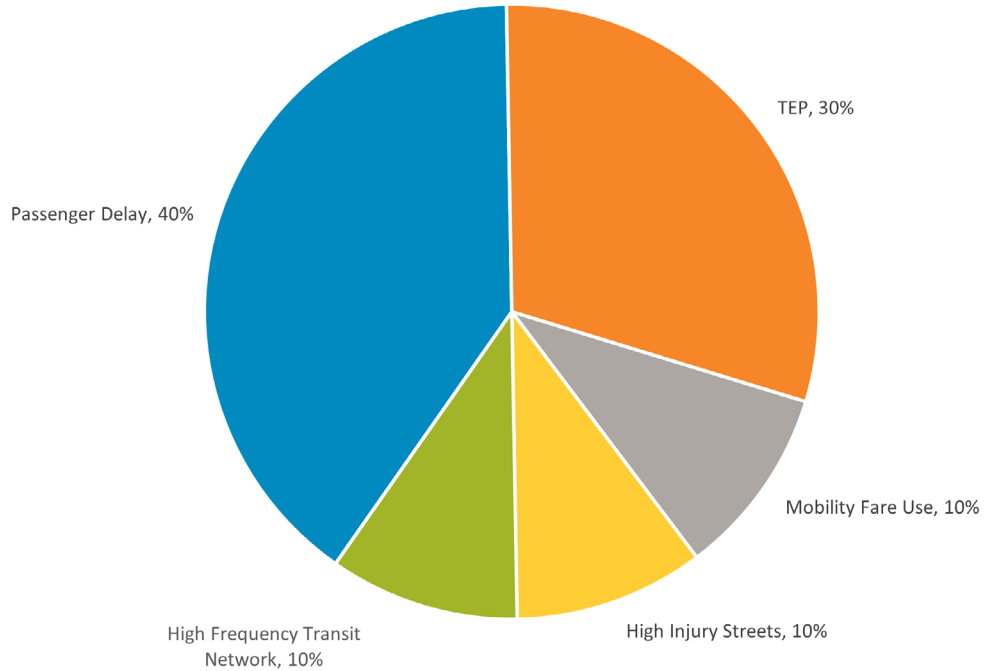


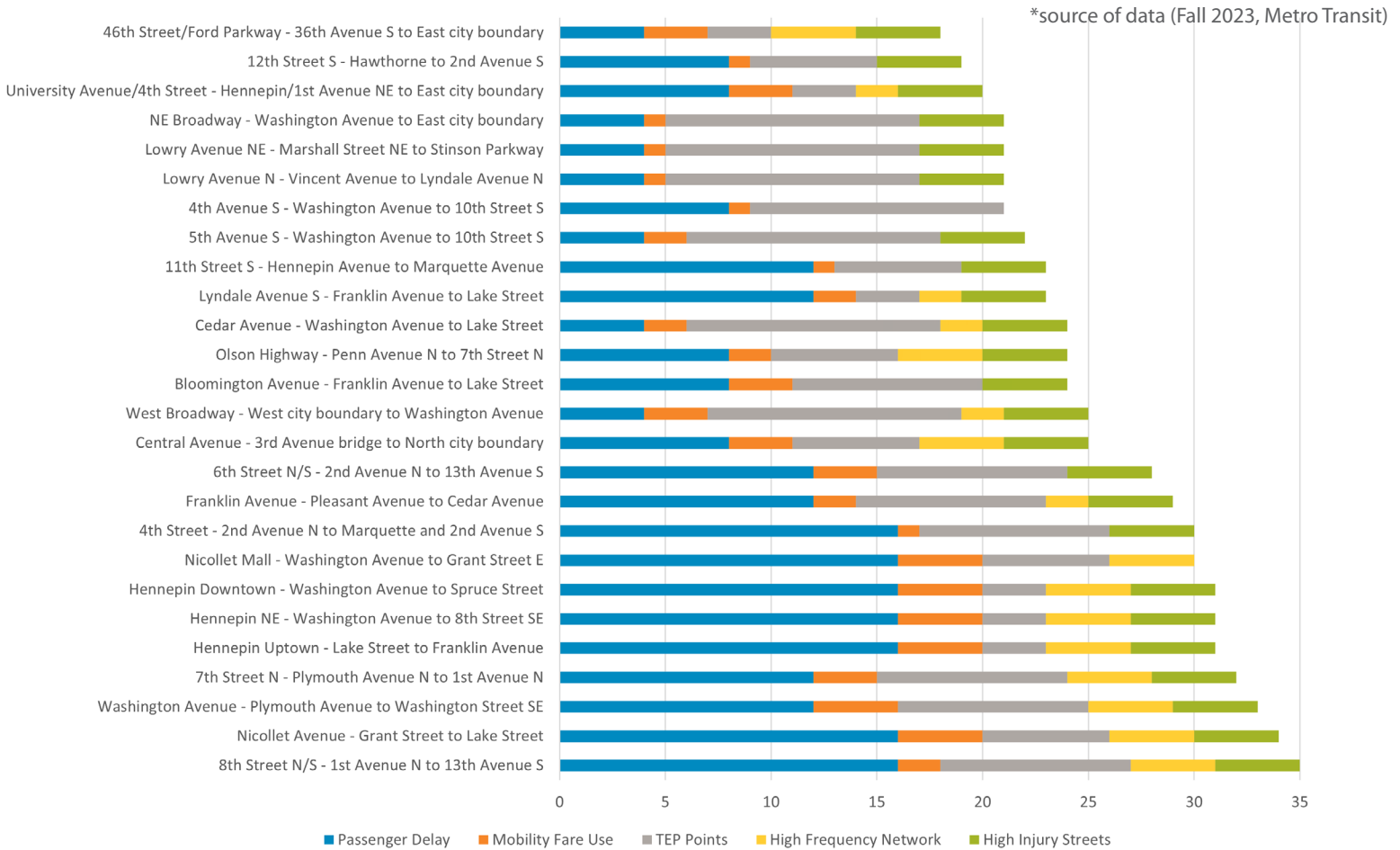
Table 3: Weighted Distribution

Category	Score Distribution	Points
Passenger Delay – by quartile/split evenly between all corridors	0-25%, or least delay	4
	26-50%	8
	51-75%	12
	76-100%, or most delay	16
TEP score – by quartile/split evenly between all corridors	0-25%, or lowest TEP scores	3
	26-50%	6
	51-75%	9
	76-100%, or highest TEP scores	12
Mobility Fare Use – by quartile/split evenly between all corridors	0-25%, or fewest mobility fare users	1
	26-50%	2
	51-75%	3
	76-100%, or most mobility fare users	4
High Frequency Transit Corridors – service every 15 minutes or better and existing or future BRT (mid-term routes 2030-2035)	Neither	0
	High frequency or future BRT or existing BRT	2
	High frequency and future BRT or existing BRT	4
High Injury Street	No	0
	Yes	4
Max Total Points		40

Project Prioritization

Transit Priority Implementation Workplan (TPIW)

Figure 3. Transit Priority Corridor Prioritization*



5. Qualitative Analysis: Following the application of quantitative metrics, a qualitative analysis was applied to each of the 26 corridors. Qualitative metrics to determine relative priority include:

- Are there other City or County projects on the corridor and if so, what year?
 - CIP year and jurisdiction – **City of Minneapolis** or Hennepin County, or MnDOT projects
- Can the projects be combined to reduce disruption or cost?
- What level of coordination is needed to deliver the project?
- Is there overlap with other studies/plans?
- What is the potential cost for the City’s local share of the project?
 - \$ = less than \$100K
 - \$\$ = \$100K to \$300K
 - \$\$\$ = Over \$300K



Prioritized Transit Priority Projects

Transit Priority Implementation Workplan (TPIW)

Prioritized Transit Priority Projects

The prioritized list of transit priority projects was informed by a data-driven analysis, as identified in the previous chapter. Current and upcoming City, County, and State projects were considered to identify opportunities for integrating transit priority advantages into other programmed efforts or to identify areas where significant infrastructure investment is already underway. The prioritized list of projects is contingent on PV074 funding and accounts for adequate planning time and coordination with agency partners. We anticipate updates as needed to the prioritized list of projects to account for any changes in the CIP, funding, and jurisdictional coordination.

Table 4 identifies transit priority corridors for consideration to program the City's PV074 fund, as well as those that are part of programmed projects in the City CIP, County CIP and State STIP. For stand-alone transit priority projects, the City maintains a [webpage of transit priority projects](#) that are completed or are actively in the planning and public engagement process.



Prioritized Transit Priority Projects

Transit Priority Implementation Workplan (TPIW)

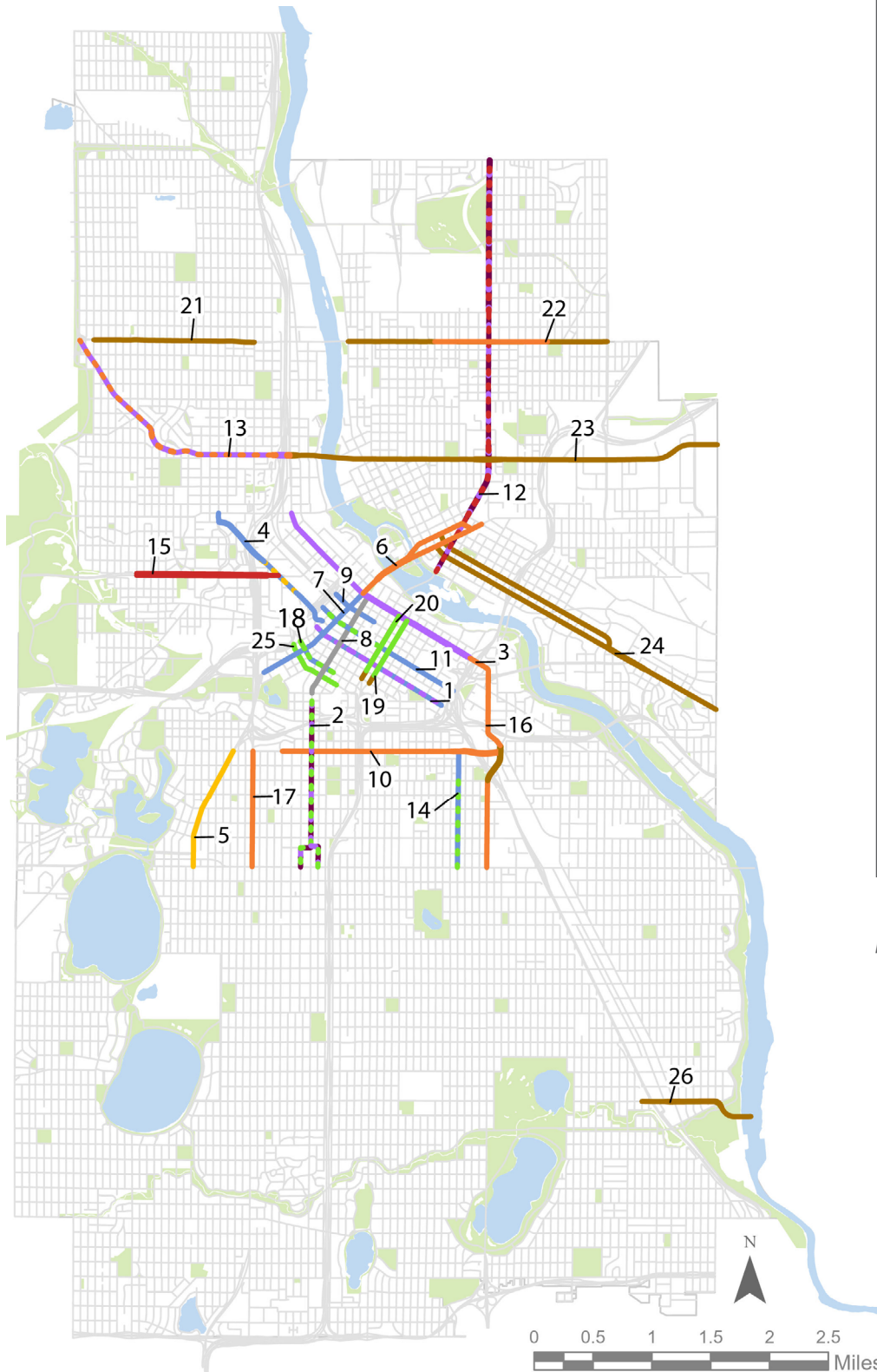
Table 4: Currently Programmed Projects (2025-2030)

Year	Transit Priority Corridor	Transit Priority Corridor Limits	Potential Funding Source
2025	Franklin Avenue	Pleasant Avenue to Cedar Avenue	County CIP-2025
	Lowry Avenue NE	Marshall Street NE to Stinson Parkway	County CIP-2025
2026	8th Street N/S	1st Avenue N to 13th Avenue S	PV074-2026
	Bloomington Avenue	Franklin Avenue to Lake Street	PV074-2026, SS4A-2026
	Cedar Avenue	Washington Avenue to Lake Street	County CIP-2026
	Hennepin NE	Washington Avenue to 8th Street SE	County CIP-2026
	Hennepin Uptown	Lake Street to Franklin Avenue	City CIP-2026
2027	Hennepin Downtown	Washington Avenue to Spruce Street	PV074-2027
	Lyndale Avenue S	Franklin Avenue to Lake Street	County CIP-2027
	West Broadway	West city boundary to Washington Avenue	County CIP-2027
2028	4th Avenue S	Washington Avenue to 10th Street S	SS4A-2028
	5th Avenue S	Washington Avenue to 10th Street S	SS4A-2028
	6th Street N/S	2nd Avenue N to 13th Avenue S	PV074-2028, SS4A-2028
	7th Street N	Plymouth Avenue N to 1st Avenue N	PV074-2028, City CIP-2028
	Central Avenue	3rd Avenue bridge to North city boundary	State TIP, VCD-2028
	Olson Highway	Penn Avenue N to 7th Street N	State TIP-2028
2029	11th Street S	Hennepin Avenue to Marquette Avenue	PV074-2029, SS4A-2029
	12th Street S	Hawthorne to 2nd Avenue S	SS4A-2029
	Nicollet Avenue	Grant Street to Lake Street	VCD-2029, SS4A-2029
	Washington Avenue	Plymouth Avenue to Washington Street SE	Metro Transit BRT-2029
2030	4th Street	2nd Avenue N to Marquette and 2nd Avenue S	PV074-2030
To be determined	Nicollet Mall	Washington Avenue to Grant Street E	To be determined
No programmed year	46th Street/Ford Parkway	36th Avenue S to East city boundary	No funding programmed
	Lowry Ave N	Vincent Avenue to Lyndale Avenue N	No funding programmed
	NE Broadway	Washington Avenue to East city boundary	No funding programmed
	University Avenue/4th Street	Hennepin/1st Avenue NE to East city boundary	No funding programmed

Project Prioritization

Transit Priority Implementation Workplan (TPIW)

Figure 4: Map of Transit Priority Corridors



- Legend**
1. 8th Street N/S*
 2. Nicollet Avenue
 3. Washington Avenue
 4. 7th Street N*
 5. Hennepin Uptown
 6. Hennepin NE
 7. Hennepin Downtown*
 8. Nicollet Mall
 9. 4th Street*
 10. Franklin Avenue
 11. 6th Street N/S*
 12. Central Avenue
 13. West Broadway
 14. Bloomington Avenue*
 15. Olson Highway
 16. Cedar Avenue
 17. Lyndale Avenue S
 18. 11th Street S*
 19. 5th Avenue S
 20. 4th Avenue S
 21. Lowry Ave N
 22. Lowry Avenue NE
 23. NE Broadway
 24. University Avenue/4th Street
 25. 12th Street S
 26. 46th Street/Ford Parkway

**denotes standalone transit priority projects using PV074*

Prioritized Transit Priority Projects

Transit Priority Implementation Workplan (TPIW)

Of the 26 corridors evaluated as part of this workplan, only 4 corridors are not identified as projects in an existing funding program over the next 5 years. Due to the majority of corridors fully or partially identified in existing funding programs, 7 corridors were identified for near-term (2025-2030) transit priority projects using the City's PV074 fund, which are denoted with an * in the legend of Figure 4.



Appendix A: Policy Background

Transit Priority Implementation Workplan (TPIW)

The Transit Priority Implementation Workplan (TPIW) is informed by several City and Metro Transit key guiding documents, policies and plans.

Related City of Minneapolis Programs, Policies, and Plans

Transportation Action Plan, 2020

The **Transportation Action Plan (TAP)** was adopted in 2020 and is the 10-year action plan to guide future planning, design and implementation of transportation projects for all people however they choose to move around. Transit was a major focus of the plan; multiple strategies and actions to improve the speed and reliability of service and expand access to transit were included in the TAP.

The TPIW advances multiple actions in the Transportation Action Plan, including:

- Transit Action 2.2, to install a bus-only lane and/or other transit advantages on the following high-priority corridors by 2027:
 - 4th Ave S between Washington Ave and 10th St S
 - 5th Ave S between Washington Ave and 10th St S
 - 6th St N/S between 1st Ave N and 13th Ave S
 - 7th St N/S between 1st Ave N and 13th Ave S
 - 8th St N/S downtown between 1st Ave N and 13th Ave S
 - 4th St from the freeway connections on the west to Marquette and 2nd Aves
 - 12th St S between I-35W and Marquette Ave S
- Transit Action 2.3, to evaluate the potential for a bus-only lane and/or other transit advantages on the following corridors, considering partnerships with other jurisdictions by 2023.
 - Hennepin Ave between Washington Ave S and 12th St S
 - Hennepin Ave between Franklin Ave and 12th St S
 - West Broadway Ave from western city boundary to eastern city boundary

- Central Ave from 3rd Ave bridge to northern city boundary
- University Ave/4th St from Hennepin/1st Ave NE to eastern city boundary
- 11th St South between Hennepin and Marquette
- 12th St South between Hawthorne to 2nd Ave

Racial Equity Framework for Transportation, 2023

The **Racial Equity Framework for Transportation (REF)** replaces the ACP50 designation as geographic-based way to consider equity related to transportation initiatives and replaces with transportation-specific factors that allow for more nuanced approach to defining equity, called **Transportation Equity Priority (TEP)** areas. This score is a major contributing factor to the prioritization methodology in this workkplan.

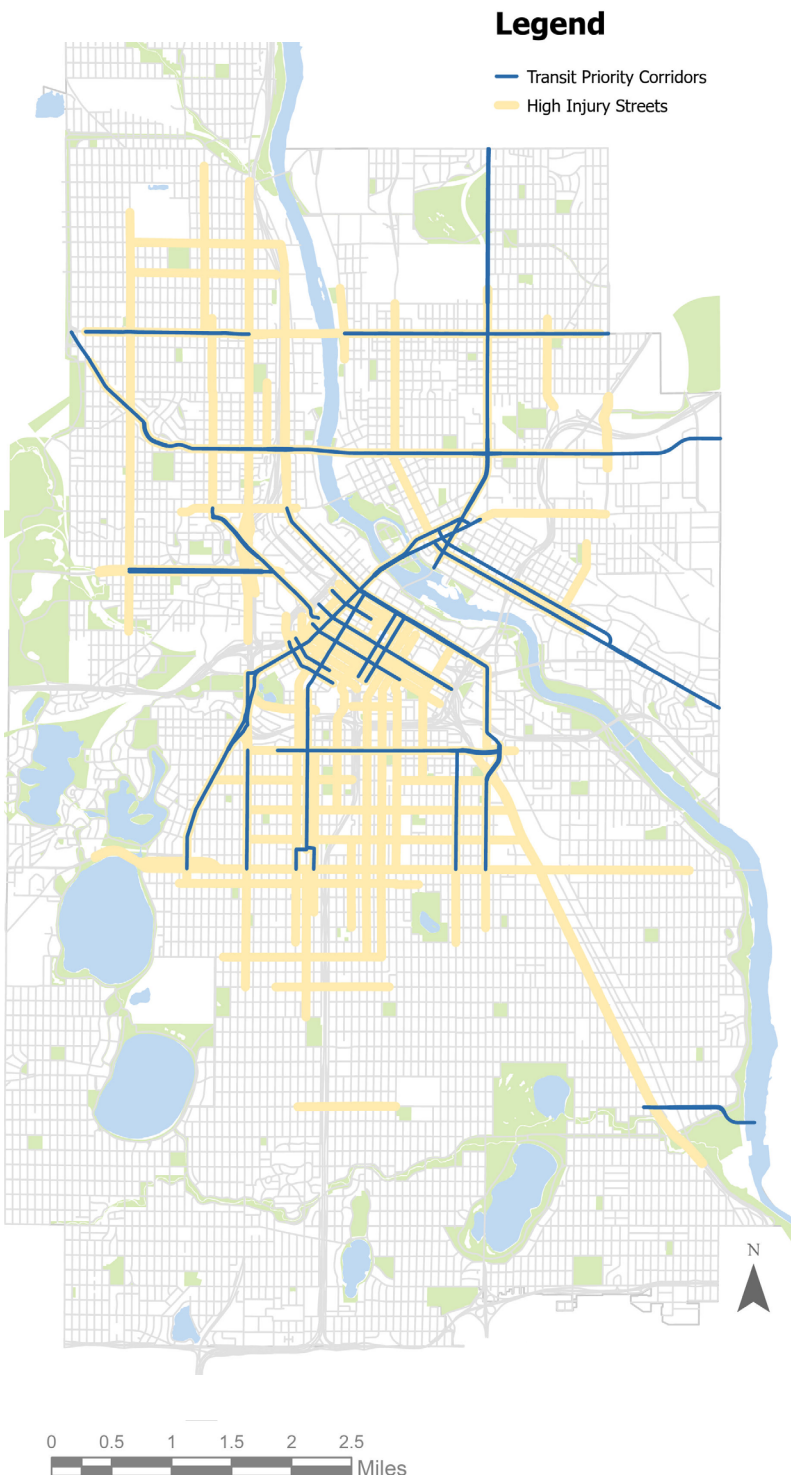
Vision Zero Action Plan, 2023-2025

Transit priority also supports the **Vision Zero** safety objective of eliminating all traffic fatalities and severe injuries on City streets by 2027. We often find competing demands of our High Injury Streets (HIS) and corridors for transit priority, so it is important to look at the two collectively. A recent example of this coordination are the **Lake Street improvements**, which was recently implemented on Lagoon and Lake Street in conjunction with the B Line BRT project. The scope of the project, which was initially slated for BRT upgrades was broadened to include overall Lake Street improvements to address this as the highest crash street in the city. Treatments and improvements included transit priority lanes, 4-3 lane conversion, left turn lanes and curb extension or in lane stops and turn restrictions. See Figure 5: Map of transit corridors with overlap of the HIS.

Appendix A: Policy Background

Transit Priority Implementation Workplan (TPIW)

Figure 5: Map of transit corridors with overlap with of the HIS



Related Metro Transit Programs, Policies, and Plans

Metro Transit has invested in a growing network of arterial bus rapid transit (BRT) lines. Like the **Speed and Reliability Program**, the **Arterial BRT Program** focuses on improving high-ridership local bus corridors that connect major destinations. BRT lines achieve these improvements by:

- Significantly speeding up travel time and helping the bus to stay better in sync with traffic flow
- Ticket machines at stations allow customers to purchase tickets before boarding, so there's no need to line up at the farebox, reducing boarding time
- Low-floor buses and raised curbs at stations, plus wider bus doors and boarding from the front and back, speed up boarding
- Extending the curb at stations saves time. Buses can merge more easily into traffic after serving a station
- Signal priority allows buses to move through traffic lights faster

There are currently four completed arterial BRT projects in Minneapolis – the METRO A Line (2016), METRO C Line (2019), and METRO D Line (2022) and METRO B Line (2025). There are three additional corridors programmed for implementation:

- The METRO E Line on Hennepin and France Avenues and University and Fourth Street is advancing through construction and is scheduled to open in 2025.
- The METRO F Line will serve the Central Avenue corridor, largely replacing Route 10 from downtown Minneapolis to Northtown Mall via Central and University Avenues, and is scheduled to begin construction in 2028.
- The METRO H Line will travel between downtown Minneapolis and Sun Ray Transit Center in St. Paul, which is actively in planning through 2026 and will be followed by design of stations and other improvements in 2026 – 2027.

Appendix A: Policy Background

Transit Priority Implementation Workplan (TPIW)

BRT investments in these corridors will improve travel speed, increase reliability, enhance the ride, and create faster connections. The BRT routes are identified and accounted for within the quantitative metrics and analysis by allocating points to corridors that serve a high frequency transit network.

Better Bus Route Program

The **Better Bus Route program** aims to improve high ridership local bus routes not identified for future BRT investments. These projects take a holistic approach to improving service through stop adjustments and bus stop consolidation, with goals to:

- Make substantial improvements to speed and reliability of service
- Improve the customer experience by ensuring that all bus stops are ADA-accessible and by installing shelters at all stops that are eligible based on boarding requirements
- Where possible, simplify the route alignment and schedule to make the service more intuitive for everyday riders
- Increase operator satisfaction through more consistent travel times and better recovery times at both ends of the route

Since 2018 Metro Transit has completed six Better Bus Route projects – Route 2, Route 63, Route 3, Route 22, Route 17, and Route 4 – with a goal of implementing at least one new project annually. Routes 7, 61, and 11 will be improved in coming years.

Better Bus Stops

The Better Bus Stops program improves bus stops that are not along a Better Bus Route by improving the customer experience. Metro Transit is committed to providing

customers a safe, secure, and comfortable experience at the bus stop. Methods to improve bus stops include:

- Clear and accurate transit information through both static and real-time information sources
- ADA-compliant concrete pads at the front of the bus stop to make it easier to get on and off the bus
- Improvements for pedestrians near the bus stop
- Installing shelters at new locations
- Improving existing shelters with light or radiant heat
- Replacing aged shelters
- On-going shelter cleaning and maintenance
- Snow removal at bus stops with shelters

Network Now

The **Network Now Framework** was endorsed by the Metropolitan Council on March 26, 2025. The Network Now Framework will be implemented through quarterly service changes. To develop the framework Metro Transit engaged with stakeholders, analyzed network performance, and reviewed policy guidance. The plan includes options to improve service and propose what our transit network should be today, given changes to travel patterns since 2020.

Appendix B: Acknowledgments

Transit Priority Implementation Workplan (TPIW)

A Technical Advisory Committee of City and partner agency staff helped develop and guide this workplan. The members below were critical to the development of the criteria used to prioritize transit corridors and develop a list of short-term project recommendations. Technical Advisory Committee:

- Jonathan Ahn, Metro Transit
- Amy Barnstorff, City of Minneapolis – Public Works
- Peter Behnk, City of Minneapolis – Public Works
- Ben Brasser, City of Minneapolis – Public Works
- Steve Collin, City of Minneapolis – Public Works
- Spencer Evert, City of Minneapolis – Public Works
- Jake Krukowski, Hennepin County
- Michael Mechtenberg, Metro Transit
- Kyle O’Donnell Burrows, Metro Transit
- Joseph Reid, Metro Transit
- Clare Riley, Hennepin County
- Kimberly Zlimen, MnDOT

The Transportation Action Plan Steering Committee served as the approval body of this workplan. Transportation Action Plan Steering Committee:

- Angie Craft, Director, Surface Water & Sewers
- Bryan Dodds, Deputy Director/City Engineer, Public Works
- Don Elwood, Director, Transportation Engineering & Design
- Jenifer Hager, Director, Transportation Planning & Programming
- Brette Hjelle, Interim Director, Public Works
- Allan Klugman, Director, Traffic & Parking Services
- Joe Paumen, Director, Transportation Maintenance & Repair
- Jim Voll, Long Range Planning Manager, Community Planning & Economic Development

Workplan Development and Content Contributors

Transportation Planning and Programming Project Management Team:

- Jasna Hadzic-Stanek
- Jessica Hyink
- Kathleen Mayell

Metro Transit:

- Michael Mechtenberg
- Joseph Reid

Additional staff contributors:

- Kaitlyn Denten
- Alexandria (Lexi) Cormier
- Aldric Martinez-Olson
- Abdullahi Sahal

Images:

All images, unless sourced, are taken by City of Minneapolis staff and depict streets in Minneapolis.

Appendix C: Transit Priority Corridors Summary

Transit Priority Implementation Workplan (TPIW)

Legend for Table 5.

38

Technical score: The technical score was assigned based on the quantitative metrics, which included passenger delay, Transportation Equity Priority (TEP) score, mobility fare use, high frequency transit network and High Injury Street designation. Out of a possible technical score of 40, the corridors were ranked in priority from highest cumulative corridor priority score to the lowest. The 8th Street N/S corridor was the highest ranking corridor with a technical score of 35, and the lowest ranking corridor was Ford Pkwy/46th St with a technical score of 18.

2024

Programmed projects: This identifies a year that the project corridor is already programmed in the City’s CIP, Hennepin County’s CIP, which is approved out to 5 years, or MnDOT’s STIP. These projects are programmed, and some of them are far into the design and planning process. Transit advantages may be identified through that design and engagement process. CIP project years are based off the 2024 CIP. Priorities may change, therefore, the years listed are subject to change.

N/A

This means that the particular corridor is currently not identified in the CIP.

Yes

Coordinated with other planning efforts?

This means the City has already coordinated with another project and will make an effort to consolidate disruption and plan for greater outcomes by coordinating the projects with those projects being completed together.

N/A

Will not have any impact on other projects.

City

County

State

Jurisdiction: City, County, and State.



Recommended PV074 projects: This means that the particular corridor is recommended for funding from the City’s PV074 transit fund.

Table 5: Transit Priority Corridors by Technical Score with Potential Funding Sources



Corridor & Technical Score	CIP Project Year*	Coordinated with other planning efforts?	Jurisdiction	Notes	Potential Funding Source
1 TAP 8th St N/S 1st Ave N to 13th Ave S – (0.87 mi)	35 2019	Yes	City	Future Gold Line extension; existing C & D Lines	PV074-2026
2 Nicollet Ave Grant St to Lake St – (1.81 mi)	34 2025	Yes	City	Future Nicollet BRT; Lake at Nicollet Redevelopment	VCD-2029, SS4A-2029
3 Washington Ave Plymouth Ave to Washington Ave SE – (3.3 mi)	33 2028/29	Yes	County	H Line Construction and Better Bus Route 7	Metro Transit BRT-2029
4 7th St N Plymouth Ave N to 1st Ave N – (1.86 mi)	32 2027	N/A	City	(E Lyndale Ave N to 10th St N) 2027 CIP	PV074-2027, City CIP-2027
5 Hennepin Uptown Lake St to Franklin Ave – (1.07 mi)	31 2024	N/A	City	Funded via PV158	PV074-2028, City CIP-2028
6 Hennepin NE Washington Ave to 8th St SE – (2.16 mi)	31 2024/26	N/A	County	E Line construction and transit priority gap: Main St NE to Washington	County CIP-2026
7 TAP Hennepin Downtown Washington Ave to Spruce St – (0.75 mi)	31 2022	Yes	City	Part of downtown transit corridor evaluation as part of Nicollet Mall	PV074-2027
8 Nicollet Mall Washington Ave S to Grant St E – (0.95 mi)	30 2015	Yes	City	existing C & D Lines	TBD/NA
9 TAP 4th St 2nd Ave N to Marquette and 2nd Ave S – (0.4 mi)	30 2022	N/A	City	Commuter Route	PV074-2030
10 Franklin Ave Pleasant Ave to Cedar Ave – (2.28 mi)	29 2025	N/A	County	D Line Station at Franklin and Chicago. LRT Station at Franklin and Cedar. HC Reconstruction 2025	County CIP-2025
11 TAP 6th St N/S 2nd Ave N to 13th Ave S – (1.32 mi)	28 N/A	Yes	City	More service, one-way, could be easier to implement, SS4A	PV074-2028, SS4A-2028
12 TAP Central Ave 3rd Ave bridge to North city boundary – (5.2 mi)	25 By 2030	Yes	State	VCD	State TIP, VCD-2028
13 TAP West Broadway West city boundary to Washington Ave – (2.44 mi)	25 2027-2030	Yes	County	F Line Station at Broadway and Central Ave. HC Reconstruction 2027-30	County CIP-2027
14 Bloomington Ave Franklin Ave to Lake St – (0.99 mi)	24 2023/26	Yes	City	SS4A	PV074-2026, SS4A-2026
15 Olson Highway Penn Ave N to 7th St N – (2.33 mi)	24 2028	Yes	State	Ongoing study, concepts to be shared in 2024	State TIP-2028
16 Cedar Ave Washington Ave to Lake St – (1.28 mi)	24 2025/26	N/A	County	Washington Ave to 20th Ave S, M&O – 2025 Lake St to E 24th St recon. – 2026	County CIP-2026
17 Lyndale Ave S Franklin Ave to Lake St – (0.99 mi)	23 2027	N/A	County	High use corridor that has many multi-modal desires. B Line Station at Lake and Lyndale	County CIP-2027
18 TAP 11th St S Hennepin Ave to Marquette Ave – (0.4 mi)	23 N/A	Yes	City	SS4A	PV074-2029, SS4A-2029
19 TAP 5th Ave S Washington Ave to 10th St S – (0.55 mi)	22 N/A	Yes	City	SS4A	SS4A-2028
20 TAP 4th Ave S Washington Ave to 10th St S – (0.55 mi)	21 N/A	Yes	City	SS4A	SS4A-2028
21 Lowry Ave N Vincent Ave N to Lyndale Ave N – (1.37 mi)	21 N/A	N/A	County	C Line station at Lowry and Penn. D Line Station at cross streets Fremont and Emerson	No funding programmed
22 Lowry Ave NE Marshall St NE to Stinson Pkwy – (2.2 mi)	21 2025	N/A	County	HC Reconstruction 2025. High use multi-modal corridor.	County CIP-2025
23 TAP NE Broadway Washington Ave to East city boundary – (3.2 mi)	21 2024	N/A	County City		No funding programmed
24 TAP University Ave/4th St Hennepin/1st Ave NE to East boundary – (4.2 mi)	20 2024/25	N/A	County State	MnDOT Reconstruction 2026. High use multi-modal corridor	No funding programmed
25 TAP 12th St S Hawthorne to 2nd Ave S – (0.53 mi)	19 N/A	Yes	City	SS4A	SS4A-2029
26 46th St/Ford Parkway 36th Ave S to eastern City border – (3.9 mi)	18 2023/24	N/A	County	A Line BRT along this segment to 46th Blue line LRT Station	No funding programmed

*CIP project years are based off of 2024 CIP. Priorities may change, so the years are subject to change.