

# 63RD AVENUE/ ZANE

From north to south, the corridor begins at the Starlite Transit Center in Brooklyn Park and ends at the Brooklyn Center Transit Center. The 63rd Avenue/ Zane preliminary concept identifies 15 station intersections over the approximately 6.0-mile corridor. Today, the corridor is primarily served by Route 724.

The arterial BRT concept would share a station with the existing METRO C Line and future METRO D Line at the Brooklyn Center Transit Center and connect to the future METRO Blue Line Extension near Starlite Transit Center. The Metropolitan Council is committed to working closely with community and city partners to determine the best course forward for the METRO Blue Line Extension project.

### Within the Corridor

- **24,000** people – 27,400 by 2040
- **16,300** people of color
- **8,100** low-income people
- **10,200** renters
- **7,800** jobs, including 5,600 low-wage jobs
- **65%** of Route 724 riders are people of color or live in low-income households

### Concept Service Plan

The 63rd Avenue/ Zane arterial BRT concept would operate every 10 minutes for most of the day. The arterial BRT service would replace the existing limited stop Route 724 that operates within the corridor today. The proposed Route 724 would be modified to instead operate between the Starlite Transit Center (the proposed northern terminal BRT station) and the Target North Campus. Modified Route 724 would operate approximately every 30 minutes throughout most of the day, seven days per week (comparable to existing service).

### Proposed Service Headways in Corridor

Route	Early	AM Peak	Midday	PM Peak	Evening	Night
BRT	20	10	10	10	20	30
724	-	30	30	30	30	-

### BRT Concept by the Numbers

- **6.0 miles** long
- **15** station intersections
- **0.40 miles** on average between stations
- **90%** of existing Route 724 riders in the corridor would be directly served by a station in this concept

### Ridership Potential

Existing Weekday Corridor Ridership (Fall 2019)	1,700
Corridor Ridership Propensity (out of 5.0)*	1.7
Corridor Weekday Forecast Ridership (2040)	2,000

\*Calculated using a statistical demand model based on demographic and land use predictors of Metro Transit's existing bus ridership. For additional details, see the Arterial BRT Corridor Evaluation and Prioritization memorandum at [metrotransit.org/network-next](http://metrotransit.org/network-next).

### Cost Estimates

Capital Costs (\$ Millions, Year 2024)	
Stations and construction	\$21.8
Fleet	\$5.9
Other (e.g., right of way, professional svcs., etc.)	\$7.6
<b>Total capital costs</b>	<b>\$35.3</b>

Annual Operations Cost (\$ Millions, Year 2025)	
Cost to operate BRT service	\$6.7
Savings from local service changes	-\$2.2
Net service costs	\$4.5
BRT improvement costs (e.g., maint., TSP, etc.)	\$3.2
<b>Net total annual operations costs*</b>	<b>\$7.8</b>

\*Expenses alone; excludes passenger revenue

