

# CENTRAL

From north to south, the corridor begins at the Northtown Mall in Blaine and ends in downtown Minneapolis. The arterial BRT concept would partially operate on a new Washington Avenue transit spine in downtown Minneapolis. The BRT would connect to or be near multiple existing and planned METRO routes in downtown Minneapolis, including Blue, Green, Orange, C, D, and E lines.

## Within the Corridor

- **64,900** people – 75,600 by 2040
- **21,100** people of color
- **18,900** low-income people
- **31,000** renters
- **157,500** jobs, including 50,200 low-wage jobs
- **46%** of Route 10 riders are people of color or live in low-income households

## Concept Service Plan

The corridor is served today primarily by Route 10, which operates three main patterns (or branches) based out of downtown Minneapolis. Additionally, Route 59 serves this corridor, providing peak-only limited stop service on Central Avenue between 53rd Avenue and downtown Minneapolis. Route 10 would continue to operate on a path similar to the existing Route 10N, maintaining service through Spring Lake Park and Fridley along Central and Monroe Avenues north of 53rd Avenue. Modified Route 10 would operate approximately every 30 minutes throughout most of the day, seven days per week. Route 59 would be eliminated and replaced by BRT as part of the Central arterial BRT concept plan.

The Central arterial BRT concept route mirrors the structure of existing Route 10U and would operate between downtown Minneapolis and Northtown Transit Center via Central Avenue to 53rd Avenue and via University Avenue north of 53rd Avenue. The arterial BRT concept would operate every 10 minutes for most of the day, seven days per week.

## Proposed Service Headways in Corridor

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

## BRT Concept by the Numbers

- **13.0 miles** long
- **30** station intersections
- **0.43 miles** on average between stations
- **85%** of existing Route 10 riders in the corridor would be directly served by a station in this concept

## Ridership Potential

Existing Weekday Corridor Ridership (Fall 2019)	7,200
Corridor Ridership Propensity (out of 5.0)*	4.8
Corridor Weekday Forecast Ridership (2040)	12,100

\*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	\$47.3
Fleet	\$17.8
Other (e.g., right of way, professional svcs., etc.)	\$16.2
<b>Total capital costs</b>	<b>\$81.3</b>

Annual Operations Cost (\$ Millions, Year 2025)	
Cost to operate BRT service	\$17.4
Savings from local service changes	-\$8.8
Net service costs	\$8.6
BRT improvement costs (e.g., maint., TSP, etc.)	\$7.0
<b>Net total annual operations costs*</b>	<b>\$15.5</b>

\*Expenses alone; excludes passenger revenue

