

# LOWRY

From west to east, the corridor begins in downtown Robbinsdale and ends at the Rosedale Transit Center, where it would connect with the METRO A Line. Today, the corridor is primarily served by Route 32.

In addition to the METRO A Line, the arterial BRT concept would connect to METRO C and D lines, and the future METRO Blue Line Extension near the Robbinsdale 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

- **40,700** people – 41,800 by 2040
- **19,400** people of color
- **14,400** low-income people
- **17,900** renters
- **24,300** jobs, including 17,900 low-wage jobs
- **53%** of Route 32 riders are people of color or live in low-income households

## Concept Service Plan

The Lowry arterial BRT concept would operate seven days per week with service every 10 minutes for most of the day. The arterial BRT service would replace the existing Route 32, which today operates along the same streets as the arterial BRT concept.

## Proposed Service Headways in Corridor

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

## BRT Concept by the Numbers

- **10.5 miles** long
- **24** station intersections
- **0.44 miles** on average between stations
- **83%** of existing Route 32 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)*	2.7
Corridor Weekday Forecast Ridership (2040)	2,300

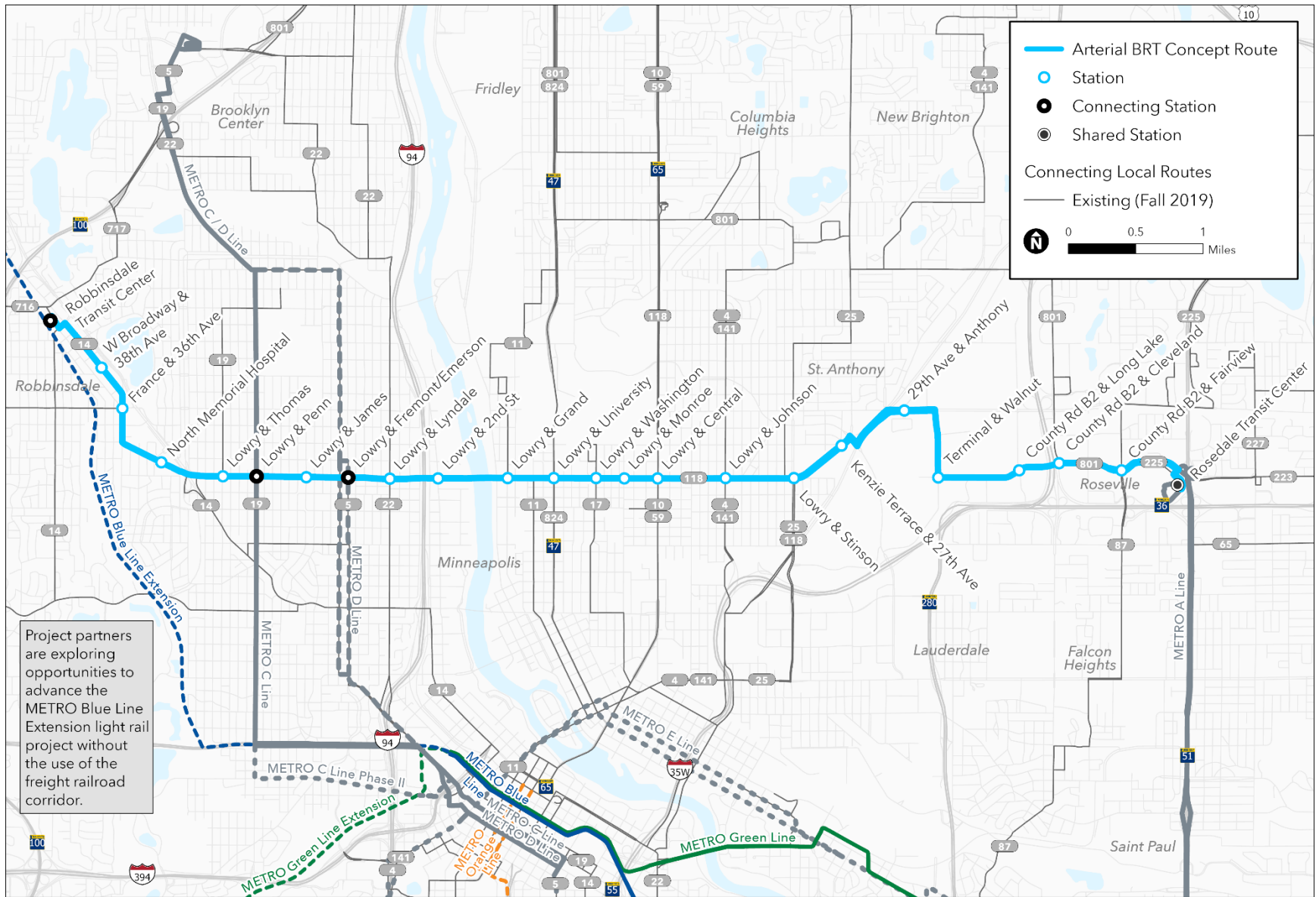
\*Calculated using a statistical demand model based on demographic and land use predictors of Metro Transit's existing bus ridership. For additional details, see the Arterial BRT Corridor Evaluation and Prioritization memorandum at [metrotransit.org/network-next](https://metrotransit.org/network-next).

## Cost Estimates

Capital Costs (\$ Millions, Year 2024)	
Stations and construction	\$36.0
Fleet	\$10.9
Other (e.g., right of way, professional svcs., etc.)	\$7.4
<b>Total capital costs</b>	<b>\$59.4</b>

Annual Operations Cost (\$ Millions, Year 2025)	
Cost to operate BRT service	\$11.7
Savings from local service changes	-\$3.5
Net service costs	\$8.2
BRT improvement costs (e.g., maint., TSP, etc.)	\$5.3
<b>Net total annual operations costs*</b>	<b>\$13.5</b>

\*Expenses alone; excludes passenger revenue



Project partners are exploring opportunities to advance the METRO Blue Line Extension light rail project without the use of the freight railroad corridor.