

WEST BROADWAY/ CEDAR

From north to south, the corridor begins at the Robbinsdale Transit Center and ends at the METRO Blue Line 38th Street Station in Minneapolis. Today, the corridor is primarily served by Route 14 along West Broadway and Route 22 along Cedar Avenue. In addition to the METRO Blue Line, the arterial BRT concept would connect to METRO Green, B, C, D, and E lines, and the future METRO Blue Line Extension near 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

- **80,800** people – 90,800 by 2040
- **43,700** people of color
- **32,200** low-income people
- **40,300** renters
- **141,400** jobs, including 46,600 low-wage jobs
- **54%** of Route 14 and Route 22 riders are people of color or live in low-income households

Concept Service Plan

The BRT route would operate every 10 minutes for most of the day, seven days per week. The service plan includes a modified Route 22, representing a combination of existing Routes 14 and 22, to maintain service coverage parallel to and beyond the corridor. Modified Route 22 would travel between 66th Street in Richfield and Brooklyn Center Transit Center via Bloomington Avenue, 7th and 8th Streets in downtown, North Lyndale Avenue, and 57th Avenue North. The route would operate approximately every 10 minutes throughout most of the day, seven days per week. Additionally, a new Route 24 would connect the BRT's southern terminal station at 38th Street to the VA Medical Center via 28th Avenue South. This area is served today by Route 22. The new Route 24 would operate approximately every 30 minutes throughout 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
22	30	10	10	10	30	30
24	-	30	30	30	30	-

BRT Concept by the Numbers

- **10.5 miles** long
- **27** station intersections
- **0.39 miles** on average between stations
- **77%** of existing Route 14 and Route 22 riders in the corridor would be directly served by a station in this concept

Ridership Potential

Existing Weekday Corridor Ridership (Fall 2019)	4,100
Corridor Ridership Propensity (out of 5.0)*	4.3
Corridor Weekday Forecast Ridership (2040)	16,100

*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.

Cost Estimates

Capital Costs (\$ Millions, Year 2024)	
Stations and construction	\$42.3
Fleet	\$16.9
Other (e.g., right of way, professional svcs., etc.)	\$14.6
Total capital costs	\$73.7

Annual Operations Cost (\$ Millions, Year 2025)	
Cost to operate BRT service	\$16.4
Savings from local service changes	-\$5.0
Net service costs	\$11.4
BRT improvement costs (e.g., maint., TSP, etc.)	\$6.3
Net total annual operations costs*	\$17.7

*Expenses alone; excludes passenger revenue

