

COMO/ MARYLAND

From west to east the corridor begins in downtown Minneapolis and ends at the Sun Ray Transit Center in Saint Paul, near the planned METRO Gold Line station. Today, the corridor is served primarily by Route 3, but also by Route 64 and Route 80 east of Payne Avenue in Saint Paul.

The arterial BRT concept would operate on a new Washington Avenue transit spine in downtown Minneapolis, as opposed to the current operation of Route 3 on 3rd Street and 4th Street, a one-way pair. 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; as well as METRO A and Gold lines and Rush Line in Saint Paul.

Within the Corridor

- **99,800** people – 105,200 by 2040
- **51,300** people of color
- **42,700** low-income people
- **60,600** renters
- **170,400** jobs, including 60,600 low-wage jobs
- **45%** of Route 3 riders are people of color or live in low-income households

Concept Service Plan

Route 3 would be eliminated and replaced with arterial BRT service and a new Route 66. The Como/ Maryland arterial BRT concept would operate every 10 minutes for most of the day, seven days per week.

Route 66 would provide connecting local service from the State Fairgrounds at Como Avenue just west of Snelling Avenue to downtown Saint Paul, via Energy Park Drive, Front Avenue, and Como Avenue. This area is served today by the Route 3B branch. Route 66 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
66	-	30	30	30	30	-

BRT Concept by the Numbers

- **16.6 miles** long
- **40** station intersections
- **0.42 miles** on average between stations
- **65%** of existing Route 3 riders in the corridor would be directly served by a station in this concept

Ridership Potential

Existing Weekday Corridor Ridership (Fall 2019)	5,700
Corridor Ridership Propensity (out of 5.0)*	5.0
Corridor Weekday Forecast Ridership (2040)	11,600

*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	\$61.5
Fleet	\$21.8
Other (e.g., right of way, professional svcs., etc.)	\$21.1
Total capital costs	\$104.5

Annual Operations Cost (\$ Millions, Year 2025)	
Cost to operate BRT service	\$22.6
Savings from local service changes	-\$10.6
Net service costs	\$12.0
BRT improvement costs (e.g., maint., TSP, etc.)	\$9.0
Net total annual operations costs*	\$21.0

*Expenses alone; excludes passenger revenue.

