

JOHNSON/ LYNDALE

From north to south, the corridor begins at Silver Lake Village in St. Anthony and ends in Bloomington near the METRO Orange Line station at Knox Avenue & American Boulevard. Today, the corridor is primarily served by Route 4. The arterial BRT concept would operate on Hennepin Avenue in downtown Minneapolis and share nine station intersections with the METRO E Line. Additionally, the concept would connect to METRO Blue, Green, Orange, B, C, and D lines.

Within the Corridor

- **121,000** people – 134,500 by 2040
- **28,800** people of color
- **28,800** low-income people
- **58,300** renters
- **170,600** jobs, including 56,100 low-wage jobs
- **33%** of Route 4 riders are people of color or live in low-income households

Concept Service Plan

Existing Route 4 operates multiple patterns (or branches) from New Brighton to south Minneapolis and Bloomington via downtown Minneapolis. The Johnson/ Lyndale arterial BRT concept mirrors the structure of the existing Route 4P and 4B variants, with service between Silver Lake Village in St. Anthony and Knox Avenue & American Boulevard in Bloomington via Penn Avenue in south Minneapolis, Richfield, and Bloomington. The BRT concept would operate every 10 minutes for most of the day, seven days per week.

A modified Route 4 would operate between downtown Minneapolis and Knox Avenue & American Boulevard via Lyndale Avenue south of 46th Avenue. A new Route 804 shuttle would connect the BRT's northern terminal station in St. Anthony to 1st Avenue Northwest & Old Highway 8 in New Brighton; this shuttle serves as a replacement for existing Route 4 branch G and Route 141, which would be eliminated. Modified Route 4 and new Route 804 would both 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
4	-	30	30	30	30	-
804	-	30	30	30	30	-

BRT Concept by the Numbers

- **17.1 miles** long
- **42** station intersections
- **9** shared station intersections with existing or planned METRO lines
- **0.41 miles** on average between stations
- **79%** of existing Route 4 riders in the corridor would be directly served by a station in this concept

Ridership Potential

Existing Weekday Corridor Ridership (Fall 2019)	5,200
Corridor Ridership Propensity (out of 5.0)*	4.8
Corridor Weekday Forecast Ridership (2040)	13,200

*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	\$51.7
Fleet	\$23.8
Other (e.g., right of way, professional svcs., etc.)	\$17.9
Total capital costs	\$93.4

Annual Operations Cost (\$ Millions, Year 2025)	
Cost to operate BRT service	\$24.2
Savings from local service changes	-\$7.7
Net service costs	\$16.5
BRT improvement costs (e.g., maint., TSP, etc.)	\$9.3
Net total annual operations costs*	\$25.8

*Expenses alone; excludes passenger revenue

