

NICOLLET

From north to south, the corridor begins in downtown Minneapolis near Washington Avenue and 3rd Avenue South and ends in Bloomington near American Boulevard. The arterial BRT concept would connect to METRO Blue, Green, Orange, B, C, and D lines. South of downtown, most Nicollet BRT stations would be parallel to those of the METRO D Line. Today, the corridor is primarily served by Route 18.

Within the Corridor

- **77,300** people – 84,500 by 2040
- **27,900** people of color
- **23,200** low-income people
- **39,300** renters
- **148,300** jobs, including 47,400 low-wage jobs
- **50%** of Route 18 riders are people of color or live in low-income households

Concept Service Plan

The Nicollet arterial BRT concept would operate every 10 minutes for most of the day, seven days per week. The BRT concept incorporates multiple existing Route 18 branches. Existing Route 18 service headways diminish as the alignment travels south. In general, average weekday service headways are 8 minutes north of 46th Street, 15 minutes between 46th Street and American Boulevard, and 30 minutes between American Boulevard and south Bloomington.

Route 18 would be eliminated and replaced by the arterial BRT service between downtown Minneapolis and American Boulevard. A new Route 518 would be introduced to cover areas south of American Boulevard currently served by Route 18. Route 518 would begin at the planned METRO Orange Line station at Knox Avenue & 76th Boulevard, connect with Nicollet arterial BRT at 77th Avenue & Nicollet Avenue, then continue south on Nicollet Avenue to terminate at 104th St & W Bloomington Freeway Road. The route 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
518	-	30	30	30	30	-

BRT Concept by the Numbers

- **9.2 miles** long,
- **24** station intersections
- **0.38 miles** on average between stations
- **78%** of existing Route 18 riders in the corridor would be directly served by a station in this concept

Ridership Potential

Existing Weekday Corridor Ridership (Fall 2019)	9,900
Corridor Ridership Propensity (out of 5.0)*	4.1
Corridor Weekday Forecast Ridership (2040)	9,100

*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	\$39.7
Fleet	\$15.9
Other (e.g., right of way, professional svcs., etc.)	\$13.0
Total capital costs	\$66.8

Annual Operations Cost (\$ Millions, Year 2025)	
Cost to operate BRT service	\$14.7
Savings from local service changes	-\$15.1
Net service costs	-\$0.4
BRT improvement costs (e.g., maint., TSP, etc.)	\$5.6
Net total annual operations costs*	\$5.2

*Expenses alone; excludes passenger revenue

