

GRAND

From west to east, the corridor begins at Berry Street by the Westgate METRO Green Line station and planned METRO E Line and ends in downtown Saint Paul. Today, the corridor is primarily served by Route 63.

The arterial BRT concept would operate on 5th Street and 6th Street, a one-way pair, in downtown Saint Paul. The Grand BRT would share stations with 10 planned METRO Gold Line and B Line stations in downtown Saint Paul; the three stations furthest east (around Union Depot) would also be served by the planned Rush Line. Outside of downtown Saint Paul, the concept would connect to the METRO Green, A, and E lines.

Within the Corridor

- **48,200** people – 54,200 by 2040
- **8,500** people of color
- **9,400** low-income people
- **19,300** renters
- **73,100** jobs, including 30,000 low-wage jobs
- **35%** of Route 63 riders are people of color or live in low-income households

Concept Service Plan

The Grand arterial BRT concept would operate every 10 minutes for most of the day, seven days per week. The arterial BRT service would replace the existing Route 63, which operates today from Berry Street & University Avenue through downtown Saint Paul to the Sun Ray Transit Center before terminating at McKnight Road and Lower Afton Road. As part of the concept service plan, Route 63 would be modified to operate between the Smith Ramp on the western edge of downtown Saint Paul and Sun Ray Transit Center via East 3rd Street, with service 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
63	-	30	30	30	30	-

BRT Concept by the Numbers

- **8.5 miles** long
- **24** station intersections
- **11** shared station intersections with existing or planned METRO lines
- **0.35 miles** on average between stations
- **85%** of existing Route 63 riders in the corridor would be directly served by a station in this concept

Ridership Potential

Existing Weekday Corridor Ridership (Fall 2019)	2,800
Corridor Ridership Propensity (out of 5.0)*	1.7
Corridor Weekday Forecast Ridership (2040)	5,400

*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	\$21.2
Fleet	\$10.9
Other (e.g., right of way, professional svcs., etc.)	\$7.4
Total capital costs	\$39.4

Annual Operations Cost (\$ Millions, Year 2025)	
Cost to operate BRT service	\$12.0
Savings from local service changes	-\$7.7
Net service costs	\$4.3
BRT improvement costs (e.g., maint., TSP, etc.)	\$4.6
Net total annual operations costs*	\$8.9

*Expenses alone; excludes passenger revenue

