

RANDOLPH/ EAST 7TH

From west to east, the corridor runs through Saint Paul from the Ford & Finn METRO A Line station near the future Highland Bridge Development (“Ford Site”) and ends at the Sun Ray Transit Center, connecting to the METRO Gold Line. Today, the corridor is primarily served by Route 74.

The arterial BRT concept would operate on 5th Street and 6th Street, a one-way pair, in downtown Saint Paul. The Randolph/ East 7th BRT would share six stations with the planned METRO Gold and B lines in downtown Saint Paul; and connect with the METRO Green Line and planned Rush Line and Riverview Corridor Modern Streetcar.

Within the Corridor

- **67,800** people – 74,600 by 2040
- **27,200** people of color
- **20,900** low-income people
- **27,700** renters
- **82,500** jobs, including 26,300 low-wage jobs
- **46%** of Route 74 riders are people of color or live in low-income households

Concept Service Plan

The Randolph/ East 7th arterial BRT concept would operate seven days per week, with service every 10 minutes for most of the day. Route 74 would be eliminated and replaced by the arterial BRT service between Ford & Finn and Sun Ray Transit Center. A new Route 324 would be introduced to cover areas north and east of Sun Ray Transit Center currently served by Route 74. Route 324 would operate between the Sun Ray Transit Center and Ivey Avenue & Century Avenue in Maplewood via Ruth Street, East Minnehaha Avenue, Stillwater Avenue, Nokomis Avenue, and East Maryland Avenue. 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
324	-	30	30	30	30	-

BRT Concept by the Numbers

- **11.5 miles** long
- **36** station intersections
- **0.32 miles** on average between stations
- **75%** of existing Route 74 riders in the corridor would be directly served by a station in this concept

Ridership Potential

Existing Weekday Corridor Ridership (Fall 2019)	3,800
Corridor Ridership Propensity (out of 5.0)*	3.1
Corridor Weekday Forecast Ridership (2040)	5,900

*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	\$40.0
Fleet	\$15.9
Other (e.g., right of way, professional svcs., etc.)	\$13.8
Total capital costs	\$69.7

Annual Operations Cost (\$ Millions, Year 2025)	
Cost to operate BRT service	\$15.9
Savings from local service changes	-\$8.2
Net service costs	\$7.7
BRT improvement costs (e.g., maint., TSP, etc.)	\$7.1
Net total annual operations costs*	\$14.8

*Expenses alone; excludes passenger revenue

