

RICE/ ROBERT

From north to south, the corridor begins in Little Canada, continues south to downtown Saint Paul via Rice Street, and ends at the Northern Dakota County Service Center in West St. Paul via Robert Street. Today, the corridor is primarily served by Route 62 along Rice Street and Route 68 along Robert Street. The arterial BRT concept would operate on Robert Street in downtown Saint Paul, with a shared station with the planned Rush Line at 10th Street. Also in downtown Saint Paul, the Rice Robert BRT would connect with the METRO Green Line and planned METRO Gold and B lines.

Within the Corridor

- **50,100** people – 56,800 by 2040
- **26,100** people of color
- **21,100** low-income people
- **26,900** renters
- **74,300** jobs, including 26,900 low-wage jobs
- **43%** of Route 62 and Route 68 riders are people of color or live in low-income households

Concept Service Plan

The Rice/ Robert arterial BRT concept would operate every 10 minutes for most of the day, seven days per week. Route 62 would be replaced by the BRT and a modified Route 68; the latter would serve areas south of Marie Avenue, to the west of the corridor (e.g., Smith Avenue, today served by Route 62), and east of the corridor (e.g., Jackson Street north of downtown Saint Paul). Modified Route 68 would operate approximately every 15-20 minutes throughout most of the day, seven days per week. Additionally, a new Route 222 would connect the BRT's northern terminal station at Little Canada Transit Center to the Shoreview Community Center about four miles north via Rice Street and Hodgson Road, similar to the existing Route 62C branch. Route 222 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
68	20	15	20	15	30	-
222	-	30	30	30	30	-

BRT Concept by the Numbers

- **11.5 miles** long
- **30** station intersections
- **0.38 miles** on average between stations
- **81%** of existing Route 62 and 68 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)*	2.0
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	\$46.2
Fleet	\$15.9
Other (e.g., right of way, professional svcs., etc.)	\$15.9
Total capital costs	\$77.9

Annual Operations Cost (\$ Millions, Year 2025)	
Cost to operate BRT service	\$15.8
Savings from local service changes	+\$3.9
Net service costs	\$19.7
BRT improvement costs (e.g., maint., TSP, etc.)	\$6.7
Net total annual operations costs*	\$26.4

*Expenses alone; excludes passenger revenue

