



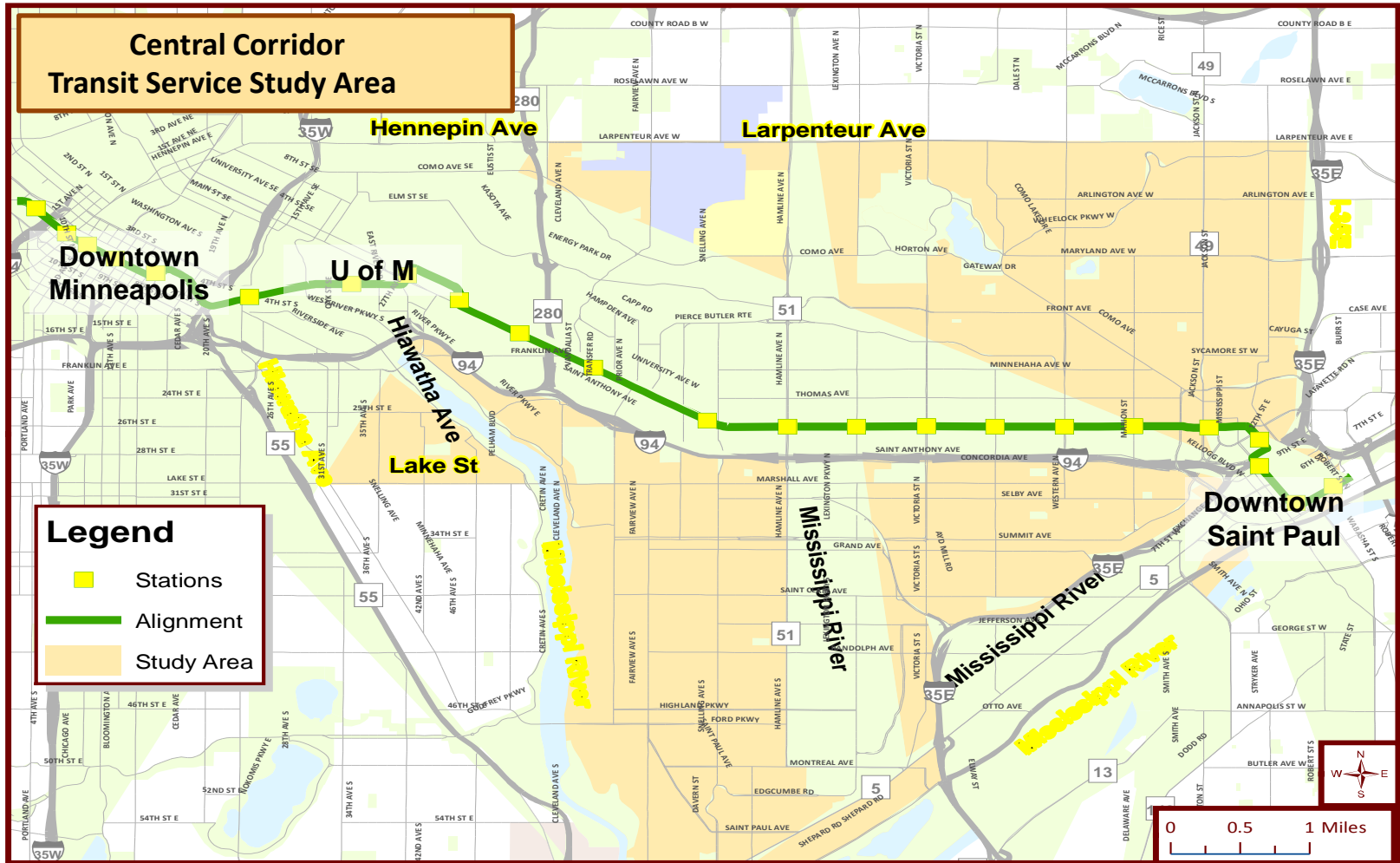
Central Corridor Transit Service Study Recommended Plan



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Central Corridor Transit Service Study Area

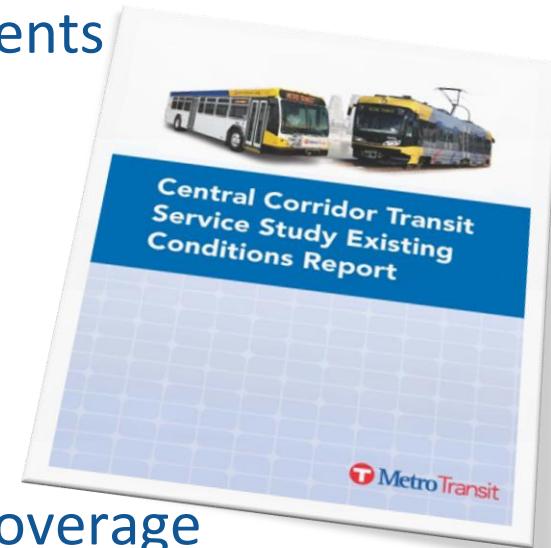


Transit Service Study Objectives

- Comprehensive review of the transit network
- Integrate new facilities & future plans
- Improve service
 - Improve connections & reliability
 - Faster service to major destinations
 - Optimize efficiency of routes & schedules
- Encourage public engagement throughout the project

Cornerstone Concepts

- Demographics
 - **250,000** residents, **358,000** jobs
 - **14** colleges and universities, **95,000+** students
- Existing Service
 - **14** local, **9** express routes
 - **86,000** average weekday rides
- Service assessment
 - Good existing route network design and coverage
 - Some gaps in the grid route network
 - Lack of adequate frequency and span of service on some



Concept Plan Summary

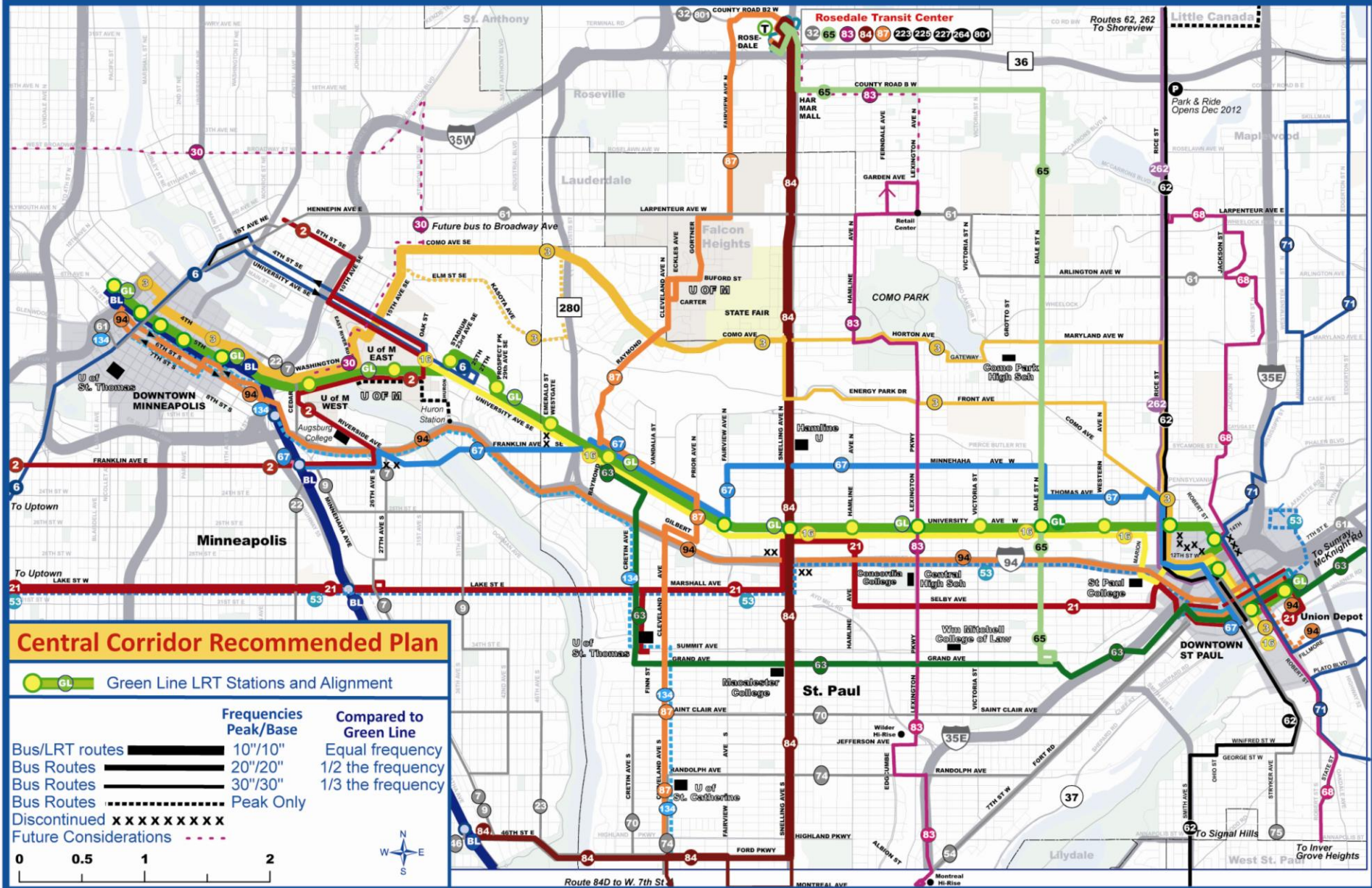
- Strengthened bus route network and connect bus routes at Green Line stations
- Resources shifted from reduced bus service on University Avenue and I-94 to improve connecting bus service
- Connecting bus service frequencies and hours of service improved 7 days a week
- New route added and selected routes extended to Green Line stations

Feedback

- Over 800 comments received from 650 contacts
- Ways to Comment
 - Email, comment cards, Customer Relations, letter, fax, public hearings, Twitter, and Facebook
- Most comments on new Route 83 (176 comments) and Route 94 (85 comments)
- Feedback has been mostly positive
 - “This will help me and my family”
 - “This will decrease my automobile dependence”
 - “This will make it a lot easier to get to my college”

Common Themes

- Route 83
 - Mix of support and opposition
 - Requests to extend to Como Zoo/Park and neighborhood north of Como
 - Opposition to service south of Jefferson
- Requests to retain Route 94 midday service and service on Marion Street
- Support for extension of Route 65 to Grand, but concern about potential loss of parking
- Concern about the Huron Station closure



Central Corridor Recommended Plan

- Green Line LRT Stations and Alignment
- Bus/LRT routes 10"/10"
- Bus Routes 20"/20"
- Bus Routes 30"/30"
- Bus Routes Peak Only
- Discontinued
- Future Considerations



University Ave Corridor (Rts. 16, 50, 94)

- Green Line LRT service will be the primary east-west University Avenue corridor transit service
 - Rail service will run every 10 minutes 7 days a week
- Route 16 local service operates every 20 minutes between downtown St. Paul and Oak Street/University Avenue
 - New routing via Marion Street to serve Ravoux Hi-Rise area
 - No bus service to the Capitol area
- Route 94 express service weekday peak period and non-stop between downtowns, no service to Capitol area
 - Add weekday midday service
 - Half of peak and all midday service extended to Union Depot

East – West Connections (Rts. 3, 8, 63, 67)

- Route 3 will be rerouted northbound in downtown Saint Paul via Minnesota instead of Wabasha
- Selected east-west bus routes parallel to University Avenue are extended to connect with the Green Line
- Route 63 extended to Raymond Station via Grand and Cretin avenues to University Avenue
- Routes 67 (Minnehaha) and 8 (Franklin Avenue) combined
- Route 63 and 67 frequency improved to every 20 minutes

North – South Connections (Rts. 65, 68, 71, 83, 84, 87)

- Route 65 frequency improved to every 20 minutes
 - Restore service to Grand & Dale neighborhood
- Routes 68 and 71 rerouted via 14th Street to serve Robert Street Station
- Reintroduce Route 83 on Lexington Parkway
 - Route changed via W. 7th Street, I-35E, Randolph, Edgcumbe, Jefferson, Lexington
 - Route changed and extended to the Como Park and Como Neighborhood via Lexington, Horton, Hamline, Larpenteur
- Route 84 frequency improved to every 10 minutes
- Route 87 frequency improved to every 20 minutes
 - Maintain current routing via Gilbert and Prior avenues

Limited Stop Commuter Service (Rts. 134, 144, Huron Station)

- Route 134 (Cleveland) limited stop service reduced during the fringe of the peak period
 - Route 87 to Green Line is alternative service
 - **Maintain current routing via Summit Avenue**
- Route 144 (Snelling) limited stop service discontinued
 - Route 84 to Green Line is alternative service
- **Huron Station continues to be served during the morning peak period**

No Significant Changes (Rts. 2, 6, 21, 53)

- Routes 2, 6, 21, and 53
 - No major route structure changes
 - No frequency or span of service changes
 - Minor extension of Route 6 to Stadium Village Station

Title VI Review

- Analyzed proposed bus and LRT service changes to identify potential for disparate impacts to low-income or minority populations
- Most areas will have an increase in transit service
- Results: No potential for disparate impacts. The benefits of redistributing transit service do not disproportionately benefit non-low-income and non-minority populations

Summary

- Strengthened bus route network and connect bus routes at Green Line stations
- Sought public input before, during, and after the plan development
- Responded to public comments with a bus service plan that:
 - Improved frequency and service hours 7 days a week
 - Filled in service coverage gaps

Next Steps

- Sept. 24: Transportation Committee info item
- Oct. 10: Rondo Library Open House
- Oct. 22: Transportation Committee approval
- Nov. 14: Met Council approval
- 2014: Service changes implemented with the opening of the Green Line



Thank you.



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