

CENTRAL CORRIDOR TRANSIT SERVICE STUDY PLAN – CHANGES AND CLARIFICATIONS

The Central Corridor Transit Study concept plan was the subject of a formal public outreach and review period in June and July 2012. The plan was available online and at public libraries in the study area. There were numerous ways for customers and other stakeholders to learn about and comment on the concept plan. Metro Transit hosted five public meetings and distributed a brochure describing the plan on buses and at schedule distribution locations throughout the study area. In addition, comments were accepted via email, postage-paid comment cards, Customer Relations, letter, fax, petition, Twitter and Facebook. Metro Transit received about 800 comments, which were very informative and provided insight on necessary changes to the concept plan.

As a result of the feedback received, these modifications are recommended to the service plan:

Route 3

In downtown St. Paul, Route 3 will travel westbound on Minnesota Street (instead of Wabasha Street) and take advantage of the new station at Minnesota Street & 6th Street. This change will improve waiting facilities for about 700 customers boarding in downtown. Capacity is available on Minnesota Street due to the changes planned on Routes 16, 50 and 94.

Route 16

In response to requests for service to Ravoux Hi-Rise, Route 16 will serve Marion Street, providing a direct connection with destinations along University Avenue and in the Midway area. There will be no bus service in front of the State Capitol on MLK Boulevard or on Cedar Street north of 12th Street. Customers will be able to transfer between Route 16 and Rice Street bus routes at John Ireland Boulevard.

Route 63

On the route extension to Raymond Avenue Station, buses will travel via Grand Avenue instead of Cleveland and Summit avenues to Cretin Avenue.

Routes 68/71

Both routes will be modified to travel on 14th Street between Robert and Jackson streets to make better connections at Robert Street Station.

Route 83

Because of a lack of support from residents to new bus service on south Lexington Parkway, Route 83 south of Jefferson Avenue will be rerouted via Jefferson, Edgumbe and Randolph to I-35E, W. 7th Street and Montreal Avenue. This will provide more frequent service to Wilder Hi-Rise, use existing bus stops on Randolph Avenue and allow an efficient transfer connection with Route 54.

In response to strong support from residents for a connection between the Green Line and Como Park, Route 83 north of University Avenue will be extended to serve Como Park and the shopping area near Larpenteur and Lexington avenues. Buses will travel via Lexington Parkway, Horton Avenue, Hamline Avenue and Larpenteur Avenue. A small shuttle-style bus will be used on Route 83.

Route 87

The current routing via Cleveland, Gilbert, Prior and University avenues will be maintained to provide coverage of the neighborhood north of Marshall Avenue and to avoid traffic congestion and the railroad

grade crossings on Cleveland Avenue. Frequent alternate service will be provided on Cretin Avenue by routes 63 and 134.

Route 94

Route 94 will operate every 10 minutes during rush hours and every half hour during the midday in response to customer requests. All trips will operate non-stop between the downtowns. New routings in both downtown Minneapolis (6th and 7th streets) and downtown St. Paul (5th and 6th streets) are planned. Half of the rush-hour trips will continue to serve River Park Plaza in St. Paul; all other trips will terminate at Union Depot.

Route 134

The current routing via Cleveland, Summit and Cretin will be maintained to provide continuity and avoid turn movement delays at Marshall Avenue.

Huron Station and east metro express routes

Westbound buses on routes 94, 134, 353, 355, 365, 375 and 452 will continue to stop at Huron Station during the AM rush hour between 7:30 and 8:40 a.m. A local connection between Huron Station and the U of M campus will be provided.

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