

T Transportation Committee

Metropolitan Council meeting of May 23, 2012

Date

Prepared: May 16, 2012

Subject: Central Corridor Transit Service Study Concept Plan

Proposed Action:

That the Metropolitan Council adopts the Central Corridor Transit Service Study Concept Plan for public review.

Summary of Committee Discussion / Questions:

Scott Thompson presented.

Council Member Schreiber asked how many transit users will be affected by the bus service changes. Thompson answered that many Route 16, 50 and 94 riders will instead use the new Green Line service. There are about 86,000 rides each weekday in the Study Area. The Central Corridor ridership will increase due to the improved bus service and connections to the Green Line. An estimated 40% of the Green Line ridership is expected to come from bus connections.

Chair Elkins asked how many routes will serve the Union Depot. Thompson answered that most routes that currently terminate at the Kellogg and Lafayette bus layover site on the east end on downtown Saint Paul will move to the Union Depot. Route 16 is proposed to terminate at the Union Depot during the over-night period.

Council Member Munt asked if we are investing more in better service or are we making better use of existing resources. Thompson answered that we are reinvesting the saved resources in more service within a corridor that deserves improved bus service.

Council Member Brimeyer asked if the amount of bus and LRT resources in the corridor with this service plan is more or less than the current resources. Brian Lamb answered that the current bus service resources will remain at about today's level and about \$25M will be added to the corridor to operate the new Green Line service. Chair Elkins added that the funding for the Green Line service will come from the State and CTIB funding representing a net increase in funding in the corridor.

Council Member Munt asked about what communities and traditionally underrepresented groups of people such as the new immigrant communities have we heard from. Thompson answered that he believed that staff has received comments from all neighborhoods along the Central Corridor. Metro Transit staff will be meeting with the District Council Collaborative's Trusted Advocates on May 15th to discuss the Concept Plan and to better understand all of the input that we have received through that program.

Motion by Council Member Munt, seconded by Council Member Duininck and passed unanimously.

T Transportation Committee
Meeting date: May 14, 2012
For the Council Meeting of May 23, 2012

ADVISORY INFORMATION

Date: May 8, 2012
Subject: Central Corridor Transit Service Study Concept Plan
District(s), Member(s): District 8-Adam Duininck, District 10-John Doan, District 13-Richard Kramer, District 14-Jon Commers
Policy/Legal Reference: Public Accountability Policy 2-1, Public Hearings Procedure 2-1b; Transportation Service Changes and Restructuring 1-3a; 1-3b Public Involvement in the Transportation Planning Process
Staff Prepared/Presented: Brian Lamb, General Manager 612-349-7510
John Levin, Director Service Development, 612-349-7789
Adam Harrington, Assistant Director Route & System Planning, 612-349-7779
Cyndi Harper, Manager Route Planning, 612-349-7723
Scott Thompson, Senior Transit Planner, 612-349-7774
Division/Department: Metro Transit

Proposed Action

That the Metropolitan Council adopt the Central Corridor Transit Service Study Concept Plan for public review.

Background

The Central Corridor Transit Service Study project includes Metro Transit and Metropolitan Council contracted service in the area bounded by I-35E on the east, the Mississippi River on the south, downtown Minneapolis, Hiawatha Avenue and Lake Street on the west and Larpenteur Avenue / East Hennepin Avenue on the north.

Service in this area carries over one third of system ridership today and is expected to grow with the introduction of the Green Line LRT line. The Concept Plan seeks to maximize the effectiveness and efficiency of transit service in the study area and integrate the current bus service network with the new Green Line service.

Overview

Staff has received significant public input to guide development of a concept service plan. Stakeholders indicated they are mostly satisfied with the structure of the bus route network but would like to see this service run more often over a wider span of time. Frequency and hours of service improvements are key features of the concept plan. Attached is a summary of the major changes proposed in the concept plan, which includes:

- University Avenue Corridor: The Green Line will be the primary east-west service in the corridor, supplemented by Route 16 local service along University and Route 94 express service between downtown Minneapolis and downtown St. Paul during peak periods.

- East-West Connections: Routes that parallel the University Avenue corridor along Minnehaha and Grand avenues will connect with the Green Line at Raymond Avenue Station.
- North-South Connections: The frequency on routes that currently intersect the Green Line at Dale Street, and Snelling and Raymond avenues will be improved, and a new route on Lexington Parkway will be introduced.
- Limited-Stop Commuter Routes: The span of service on Route 134 on Cleveland and Cretin avenues will be reduced on the fringe of the rush hours. Route 144 on Snelling Avenue will be eliminated in the Concept Plan.

Rationale

The Central Corridor Transit Service Study Concept Plan is a major transportation service change as defined by Metropolitan Council policy. Major service changes must include public involvement in the transportation planning process and require a public hearing to receive comments on the proposed changes. Attached is a list of dates and locations of planned public meetings and public hearings. In addition to providing comments at these hearings, the public will be invited to submit comments via telephone, fax, mail, e-mail and the Council website.

Funding

This Concept Plan was developed within Metro Transit and Metropolitan Council existing transit service resources. Additional service enhancement concepts will be identified in the Concept Plan report. The additional enhancements will be considered if additional funding becomes available.

Known Support / Opposition

None known at this time.

Central Corridor Transit Service Study Public Outreach

Public Meetings

Tuesday, June 19, 4-6:30 p.m.

Brian Coyle Center

Multipurpose Room

420 15th Ave S, Minneapolis

Served by Metro Transit Routes 22 and Hiawatha Line Cedar-Riverside Station

Thursday, June 21, 4-6:30 p.m.

Central Corridor Resource Center

1080 University Ave. W., St. Paul

Served by Metro Transit Routes 16 and 50

Saturday, June 23, 1-3 p.m.

Goodwill Easter Seals

Community Meeting Room

553 Fairview Ave. N., St. Paul

Served by Metro Transit Routes 16 and 67

Public Hearings

Tuesday, June 26, 11 a.m.-1 p.m.

Hennepin County Central Library

Doty Board Room

300 Nicollet Mall, Minneapolis

Served by multiple Metro Transit routes.

Thursday, June 28, 4-6:30 p.m.

Rondo Community Outreach Library

Multipurpose Room

461 Dale Street North, St. Paul

Served by Metro Transit Routes 16 and 65

Central Corridor Transit Service Study **2012 Concept Plan Summary**

The bus route network will play an important role in contributing to the success of the Central Corridor (Green Line) light rail service. Nearly 40 percent of the LRT customers are expected to ride buses to access the train station. Two primary goals of the Central Corridor Transit Service Study are to strengthen the bus route network grid in the study area and connect bus routes with the LRT at key Green Line stations.

The Concept Plan for the Study was developed with a significant amount of public input. Planners held open houses, attended community meetings, distributed surveys and solicited the assistance of trusted advocates from the community to learn about how people use transit today and what opportunities and challenges they see. This input indicates that transit users and other stakeholders are generally satisfied with the structure of the bus route network. However, they would like to see the bus routes run more often, especially during off-peak periods, and operate service earlier in the morning and later at night.

The primary emphasis of the Concept Plan is to reduce service on those bus routes whose trips will be served by the new rail service and to shift those resources into improved coverage, frequency and hours of service on bus routes connecting with rail. Improving the frequency of service will improve the reliability of the routes and the transfer connections between routes. Frequency will be improved on four core local routes on weekdays (Routes 65, 67, 84 and 87), five on Saturdays (Routes 63, 65, 67, 84 and 87) and six routes on Sundays (Routes 62, 63, 65, 67, 84 and 87).

The Central Corridor Transit Service Study Concept Plan includes the following service proposals:

University Avenue Corridor (Routes 16, 50, 94)

The Green Line will be the primary east-west service in the corridor, running every ten minutes most of the day, seven days a week. This service will replace the existing Route 50 limited stop bus service. Local Route 16 will continue to operate parallel to the Green Line, providing local access for those who have difficulty traveling longer distances to a rail station. Route 16 will operate every twenty minutes at most times of the day between downtown St. Paul and Oak Street on the east end of the University of Minnesota campus. Between approximately 1:00 a.m. and 5:00 a.m., when rail service will not operate, Route 16 will be extended to downtown Minneapolis.

Route 94 currently provides express service on I-94 between downtown Minneapolis and downtown St. Paul. Select trips also serve Snelling Avenue and/or Marion Street and the State Capitol area. After the Green Line begins operations, Route 94 will operate only during weekday peak periods (5:00 a.m.-9:00 a.m. and 3:00 p.m.-7:00 p.m.). The route will operate non-stop between the two downtowns and will not stop at Snelling Avenue or serve Marion Street and the Capitol area. Route 94 will continue to serve River Park Plaza across the river from downtown St. Paul.

East-West Connections (Routes 8, 63, 67)

East-west routes that parallel the University Avenue corridor will be adjusted to improve connections with the Green Line. Route 63 will continue to operate on E. 3rd Street east of downtown St. Paul and on Grand Avenue west of downtown St. Paul. The route will be extended from the University of St. Thomas area to the Raymond Avenue station via Cretin Avenue. Service will be improved on the entire route to operate every twenty minutes at most times, including weekends.

Route 8 will be combined with Route 67. The new Route 67 will serve Franklin Avenue between Hiawatha Ave (Blue Line LRT) and University Ave, University Avenue between Raymond Avenue Station and Fairview Avenue Station, and then the existing route on Fairview and Minnehaha avenues to downtown St. Paul. Route 67 will end in downtown St. Paul and the existing Route 67 service south of downtown St. Paul will become part of Route 62 and will maintain current levels of frequency and span of service. Route 67 will no longer operate on Gilbert and Prior avenues south of University. On Franklin Avenue, service will operate via Riverside Avenue and 25th/26th Avenue to better serve Augsburg College and the Fairview University Medical

Center. Between downtown St. Paul and Raymond Avenue Station, Route 67 will operate every twenty minutes at most times. On Franklin Avenue, service will operate every 20 minutes on weekdays and Saturdays and every hour on Sundays.

North-South Connections (Routes 65, 83, 84, 87)

The north-south routes that currently intersect the University Avenue corridor at Dale Street, Snelling Avenue and Raymond Avenue will be improved to make more frequent connections with the Green Line, and a new route on Lexington Parkway will be reintroduced.

Route 65 will continue to operate from Rosedale Transit Center via County Road B and Dale Street to Selby Avenue. Route 65 will no longer directly serve downtown St. Paul via Selby Avenue and instead will continue on Dale Street to Grand Avenue. Route 65 will operate every 20 minutes at most times, including weekends.

New Route 83 will operate on Lexington Parkway between West 7th Street and Energy Park Drive, and on Energy Park and Snelling Avenue to Como Avenue. The new service on Lexington Parkway enhances the grid network, filling in a two-mile gap between Snelling and Dale. Route 83 will operate every 30 minutes at most times including weekends.

Route 84 on Snelling Avenue will be improved to operate every 10 minutes between Rosedale and Ford Parkway. South of Ford Parkway, the two local routings (D and H branches) will be combined into one branch serving both Montreal Avenue and the West 7th and Davern Street area using current routings. Service to the 46th Street station (Blue Line) on Ford Parkway will continue to operate every 30 minutes.

Rapid Bus service on Snelling Avenue is proposed to open in 2014. This service would operate high-frequency limited stop service with stations every ¼ to ½ mile on Snelling Avenue and Ford Parkway between Rosedale and the 46th Street station (Blue Line). If Rapid Bus is open by the time Green Line operations begin, then this service would replace much of Route 84 service on Snelling.

Route 87, which serves Rosedale, Raymond and Cleveland avenues and the U of M's St. Paul campus, will also operate an improved frequency of service. Trips will operate every twenty minutes at most times, including new evening and weekend service. Route 87 will be rerouted across I-94 to allow it to more directly serve the Raymond Avenue Station. Service will operate via Cleveland, Marshall and Cretin avenues to University Avenue instead of Gilbert and Prior avenues.

Limited Stop Commuter Routes (Routes 134, 144)

In addition to all-day local service, Metro Transit currently operates peak-period only commuter-oriented service on both Snelling and Cleveland/Cretin avenues.

Route 134 carries nearly 650 daily rides between Highland Park and downtown Minneapolis via Cleveland and Cretin avenues and I-94. The span of service on this route will be reduced on the fringe of the rush hours but will remain unchanged for the most popular work start and ends times. A minor reroute using Marshall Avenue between Cleveland and Cretin is proposed to match Route 87 service. Reverse commute service on Route 134 will be eliminated.

Route 144 carries about 160 rides a day on between Highland Park, the U of M and downtown Minneapolis via Snelling Avenue and I-94. This route will be eliminated, with alternative service available via Route 84 and the Green Line.

No Significant Changes (Routes 2, 3, 6, 21, 53)

No significant changes are proposed for routes 2, 3, 6, 21 or 53. These routes were included because they make connections with Green Line LRT stations outside of downtown Minneapolis or downtown St. Paul. Based on the results of the study, no route structure or major change in frequency or span of service is planned on Routes 2, 3, 21 and 53. There will be a minor route extension on Route 6 from Oak Street and Washington Avenue to the Stadium Village station, which will provide a more direct connection between the Marcy Holmes neighborhood and the Green Line.

Huron Station Service

Currently select westbound express routes serve the Huron Station at I-94 and Huron Boulevard between 7:30 a.m. and 9:20 a.m., offering a connection with Route 50 to the U of M campus. Since the Route 50 bus will be replaced by the Green Line, Metro Transit will no longer provide a local bus connection between the Huron Station and campus. The U of M is considering having one of its campus circulator routes serve the station and provide this link. Otherwise, Routes 94, 134, 353, 355, 365, 375 and 452 will not serve Huron Station.

Future Considerations

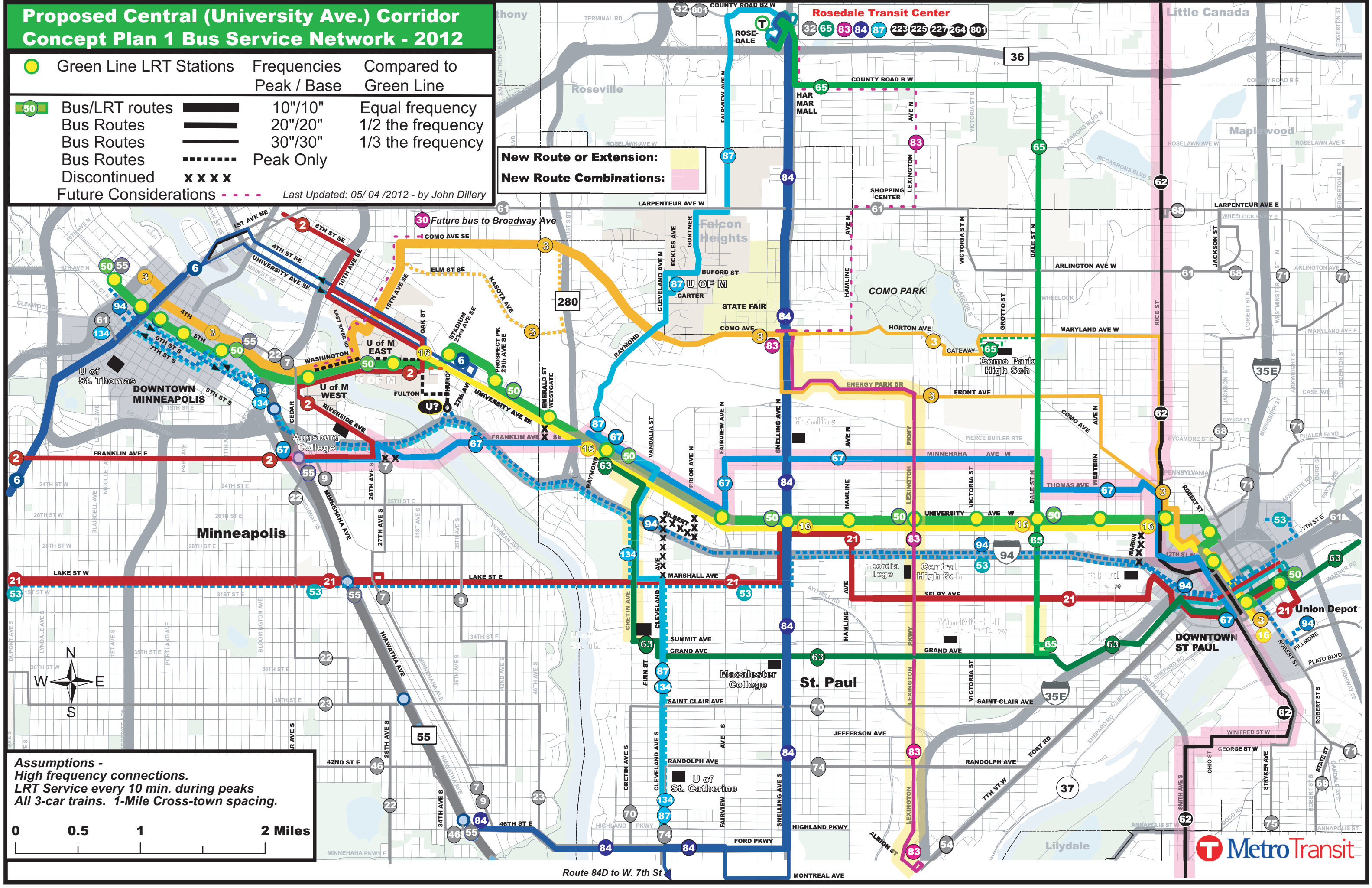
The Concept Plan will include a list of additional service improvements that merit consideration for implementation if funding allows.

Proposed Central (University Ave.) Corridor Concept Plan 1 Bus Service Network - 2012

Green Line LRT Stations	Frequencies	Compared to Green Line
Bus/LRT routes	10"/10"	Equal frequency
Bus Routes	20"/20"	1/2 the frequency
Bus Routes	30"/30"	1/3 the frequency
Bus Routes	Peak Only	
Discontinued	X X X X	
Future Considerations	- - - - -	

Last Updated: 05/04/2012 - by John Dillery

New Route or Extension: [Yellow box]
New Route Combinations: [Pink box]



Assumptions -
 High frequency connections.
 LRT Service every 10 min. during peaks
 All 3-car trains. 1-Mile Cross-town spacing.

Route 84D to W. 7th St



Concept Plan - 1 Draft - Summary of Proposed Service Frequency by Route									
Route # Part of Study:	Weekday					Saturday		Sunday/Holiday	
	Peak AM Freq.	Midday Freq.	Peak PM Freq.	Evening Freq.*	Night Freq.	Midday Freq.	Evening Freq.*	Midday Freq.	Evening Freq.*
Green Line	10	10	10	10	30	10	10	10	10
2	5 to 15	15	12 to 15	20	30	20	30	20 to 30	30
3	5 to 15	10 to 15	5 to 15	15	30	30	30	30	60
6 (U)	20	30	20	30	30	30	30	30	30
8	0	0	0	0	0	0	0	0	0
16	20	20	20	20	30	20	20	20	20
21-Selby	15	20	15	20	30	20	30	20	30
50	0	0	0	0	0	0	0	0	0
53	20 to 30	0	20 to 30	0	0	0	0	0	0
62	30	30	30	30	60	30	60	30	60
63	20	20	10 to 20	30	60	20	20	20	20
65	20	20	20	30	30	20	30	20	30
67	20	20	20	30	30	20	30	20	30
83	30	30	30	30	30	30	30	30	30
84	10	10	10	10&20	30	10	15	10	15
87	20	20	20	30	60	20	30	20	30
94	10 to 15	0	10 to 15	0	0	0	0	0	0
134	10&20	0	10&20	0	0	0	0	0	0
144	0	0	0	0	0	0	0	0	0
353	1 trip	0	1 trip	0	0	0	0	0	0
355	10 to 15	0	10 to 15	0	0	0	0	0	0
365	15 to 30	0	15 to 30	0	0	0	0	0	0
375	10 to 20	0	10 to 20	0	0	0	0	0	0
452	3 trips	0	3 trips	0	0	0	0	0	0

23 bus route #s

*Evening Frequency is that from approximately 6:30 pm to 10:00 pm weekdays, 6:00 to 9:00 pm weekends.

J. Dillery 5/3/2012