



Sector 5 Planning Study

Existing Conditions Report Overview

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Weekday Ridership Maps for Sector 5 Services

Technical Appendix¹

¹ The Technical Appendix is available on request by contacting the Metro Transit.

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Metro Transit Sector 5 Planning Study

Existing Conditions Report Overview

1 Introduction

Metro Transit is faced with providing flexible, efficient, and safe public transportation service to the Minneapolis and St. Paul Twin Cities metropolitan area. Furthermore, the region is currently experiencing (and has been experiencing) significant growth resulting in new residential areas, employment, and retail centers. Like most urban areas this growth has now led to increased traffic congestion and new activity centers, thus calling for an evaluation of the current transit being provided to determine new market opportunities, service and facility needs.

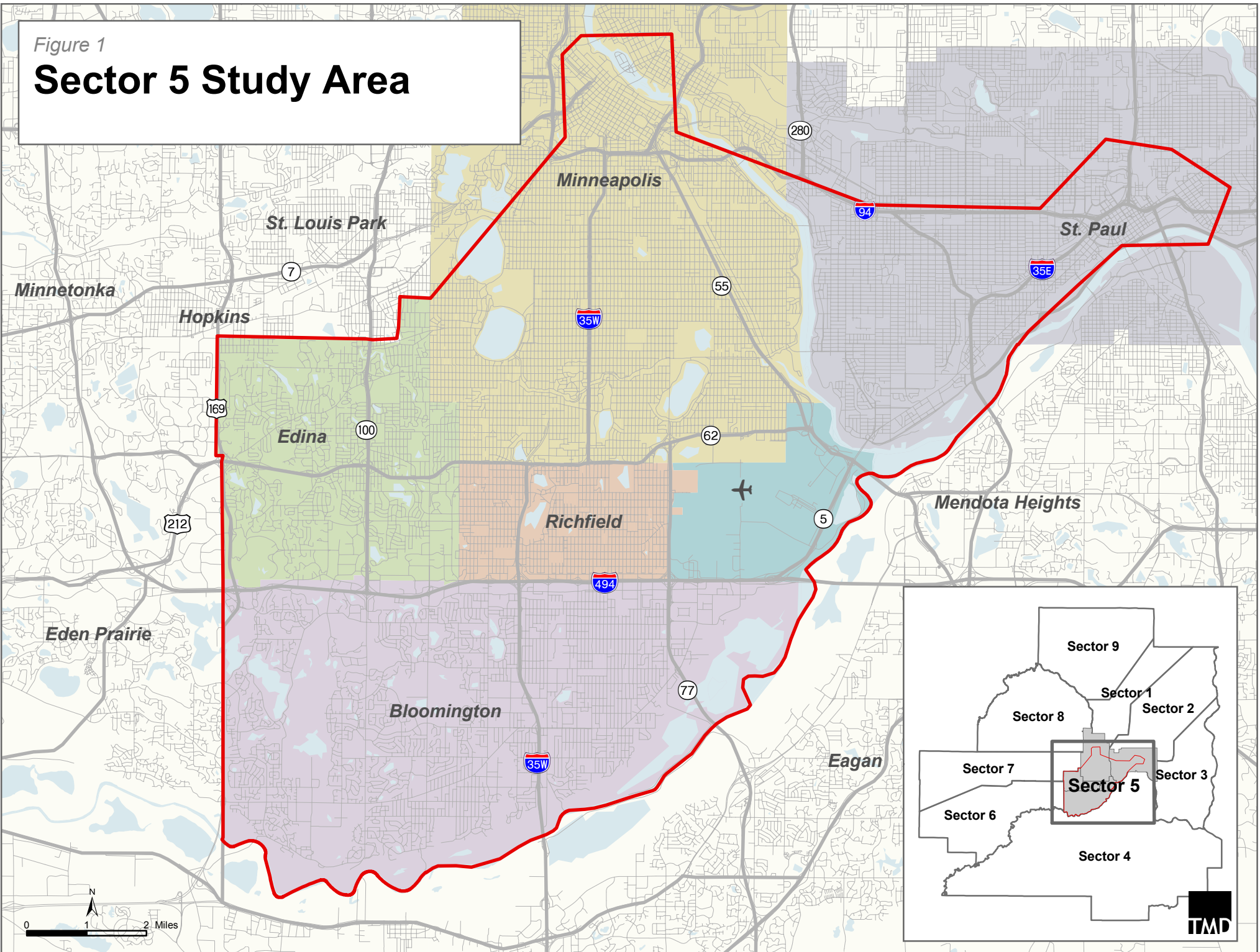
The Metropolitan Council and Metro Transit have opted to take a sector-based approach to addressing the emerging transit needs and routing improvements within the region. This is quite sensible in light of the large network of services operated and the phased implementation of major system changes. Currently, Sectors 1, 2, 7 and 8 have undergone planning studies similar to the one underway for Sector 5 (See Figure 1) with positive results when implemented.

Sector 5 encompasses the downtown areas for both Minneapolis and St. Paul and extends south. Its eastern/southern boundary is the Mississippi and Minnesota Rivers and the western boundary is US Highway 169. The cities of Edina, Richfield and Bloomington are also included within the sector as well as the International Airport and Fort Snelling.

This report will address the existing conditions of Sector 5 examining the markets that exist for transit, development patterns, and major attractions and destinations in the region as well as current and future travel patterns and the current transit services being provided. In addition, several previous plans and studies that have reference to Sector 5 have been summarized and will be used to further develop the framework used in developing the transit service recommendations. Furthermore, a technical appendix also accompanies this report providing a more detailed discussion on the topics outlined in this document.

Figure 1

Sector 5 Study Area



2 Transit Ridership Propensity

For the purposes of this study, population and employment density will be analyzed in terms of transit propensity as well as the youth and elderly markets and households in poverty.

2.1 Population and Employment Density

The Twin Cities Metro area has maintained a very dense urban core of both residential and employment land uses. Residential density gradually lessens as you move out farther into the suburbs however there are several pockets of moderate and high employment density positioned along major corridors outside of the urban core.

Population Density

Sector 5 (the area including downtown St. Paul and Minneapolis spanning south to the Minnesota River) appears to be one of the densest areas in the region (See Figure 2). Within Minneapolis, there is continuous high residential density extending from downtown to as far south as 35th Street, with smaller pockets of high-density residential extending as far south as 46th Street. The majority of the residential density within St. Paul extends east/west due to the geographical nature of the area. The higher residential density extends as far west as Lexington and north of Summit within the Sector. There are additional pockets of residential density centered on Cleveland and Marshall (near the University of St. Thomas) and along the west end of 7th Street near St. Paul Avenue.

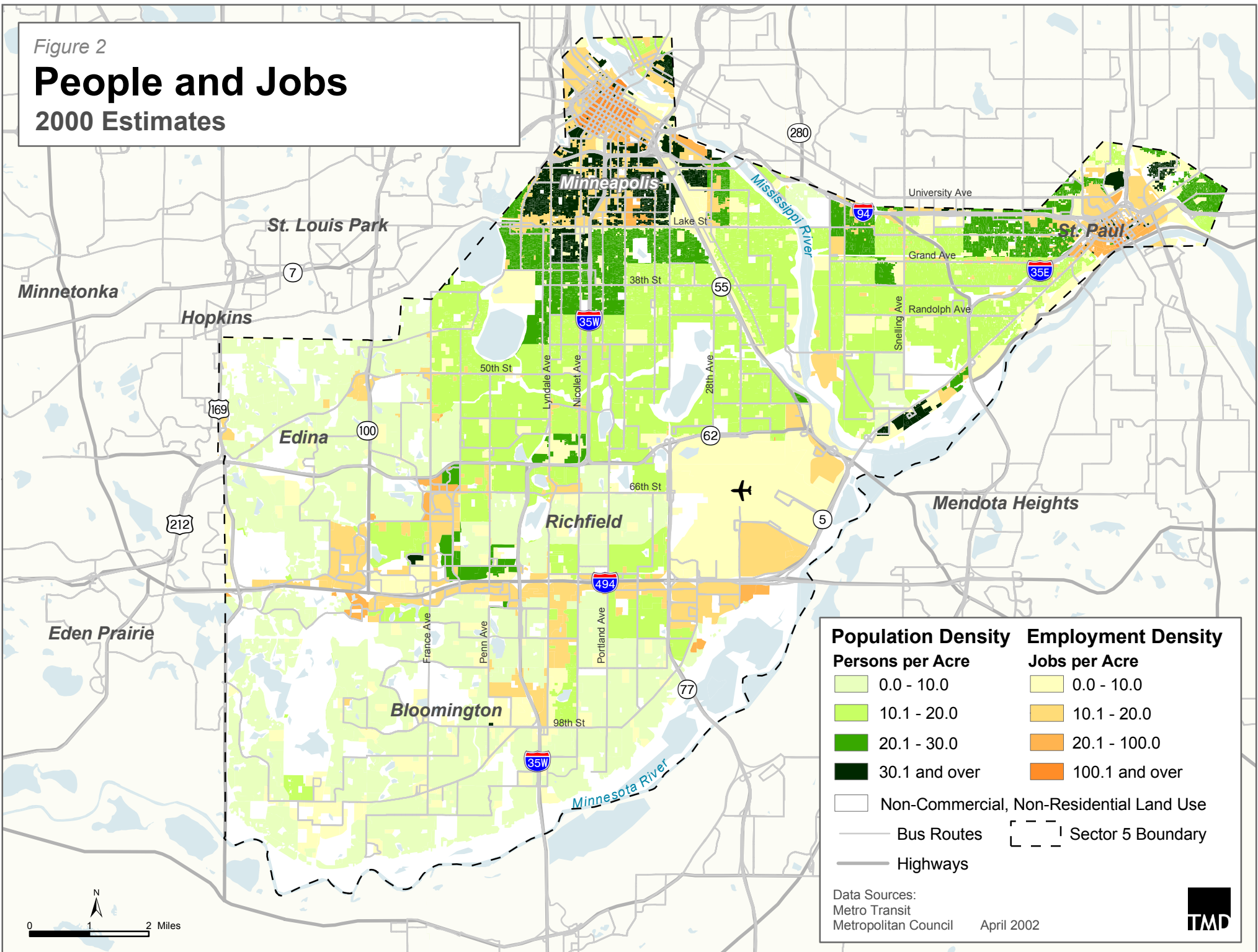
Outside of Minneapolis and St. Paul there is significant pocket residential density between I-35W and Hwy 100 on the I-494 corridor in Richfield and Edina. Furthermore, there are two other small areas on the Highway 62 corridor, one at Xerxes and the other at Lyndale.

Employment Density

The majority of the employment density in the region focuses on downtown Minneapolis and St. Paul and the I-494 corridor. Outside of these areas the employment density is concentrated among several corridors in a linear fashion. Within Sector 5 the corridors with significant employment density are Lake Street in Minneapolis, 7th Street in St. Paul, France at Highway 62, the westside of Hwy 100 in Edina, and Lyndale south of I-494 in Bloomington.

Figure 2

People and Jobs 2000 Estimates



Population Density		Employment Density	
Persons per Acre		Jobs per Acre	
	0.0 - 10.0		0.0 - 10.0
	10.1 - 20.0		10.1 - 20.0
	20.1 - 30.0		20.1 - 100.0
	30.1 and over		100.1 and over
	Non-Commercial, Non-Residential Land Use		Sector 5 Boundary
	Bus Routes		Highways

Data Sources:
Metro Transit
Metropolitan Council April 2002



Retail Geography

The geography of retail shopping (See Figure 3) is quite polarized with much of the regional shopping concentrated south of Hwy 62 with heavy concentrations along the I-494 corridor, including Mall of America, and extending west to Eden Prairie. However, both downtown Minneapolis and Saint Paul have subregional retail as well as the University/Snelling area. Highland Village has a concentration of community retail.

Also interesting is where significant retail is not located. The area from Lake Street south to Hwy 62 is missing subregional and regional retail, as is the area between Mall of American and downtown Saint Paul. This has significant implications for persons living in these neighborhoods in terms of both major shopping and access to retail service jobs via transit. Currently, most of the connecting transit service is local in nature and, given the stop on every corner, represents fairly slow travel and therefore difficult access.

2.2 Youth Population

The youth market (those 5-15 years of age) is particularly important to transit in both the short term and long term. In the short term, youth are dependent on others for mobility making them a prime opportunity market for transit, especially with after-school travel. The long term potential is based on retaining them as continuing riders into their adult lives by providing superior service that meets their changing mobility needs. Furthermore, the Minneapolis school district has decided to discontinue school bus service to middle and high school students living within two miles of school. The St. Paul school district is considering a reduction in school bus service and is requesting Metro Transit to carry more students.

Within Sector 5, Edina and Bloomington appear to have the greatest concentrations of youth as well as the neighborhoods just north and northeast of downtown St. Paul (See Figure 4). In Minneapolis proper there is one large pocket with a high youth population and it is located between Franklin and 46th Street, north-south and I-35W and Highway 55, east-west. School enrollment in Sector 5 is also shown and it is clear that as expected, enrollment tracks youth population well. A key element for refining Sector 5 transit service will be consideration that universities, colleges, and junior/senior high schools have good connections to their student communities.

Figure 3

Shopping Centers 26,000 Sq. Ft. and Larger, 1998

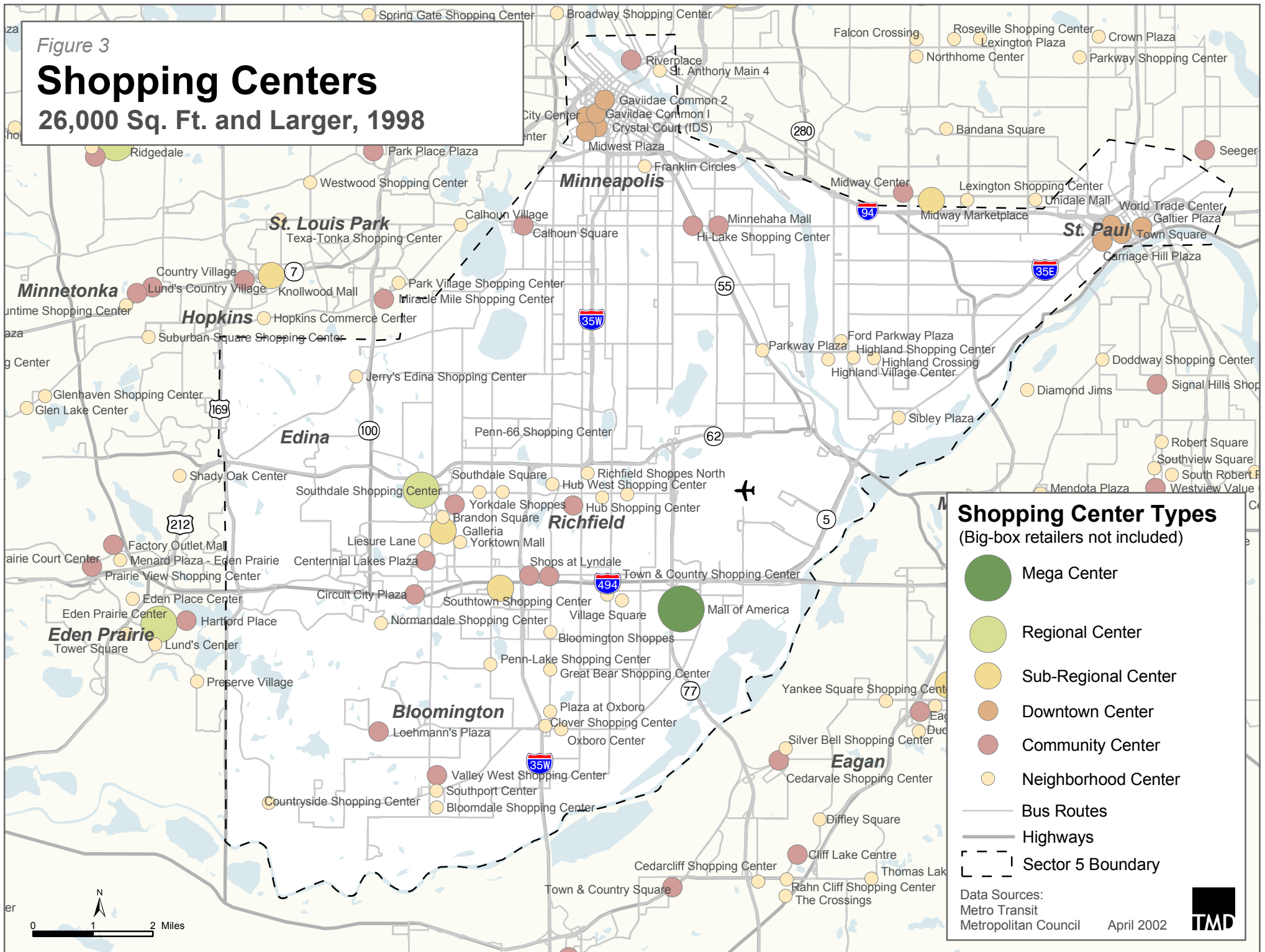
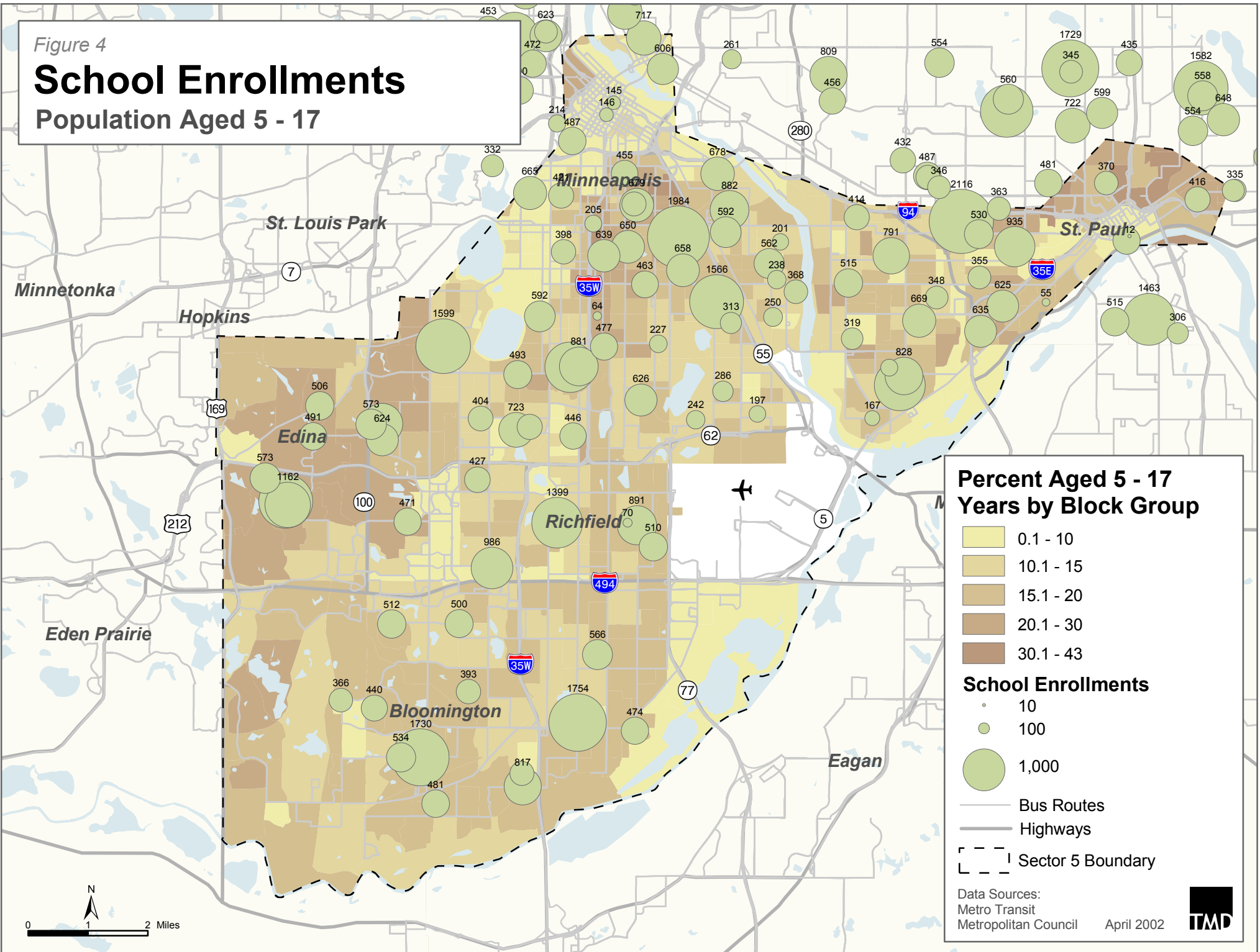


Figure 4

School Enrollments

Population Aged 5 - 17



2.3 Senior Population

Like the youth population, the senior population is a market segment that has special mobility needs that can be served well by transit. Transit can replace the personal vehicle when driving is no longer possible or available and transit is much less costly for those on limited fixed incomes.

The areas with the greatest senior population density are primarily in the more suburban areas of the region. Figure 5 shows the senior population concentrations within Sector 5 as well as senior housing sites. It is evident that the majority of these housing sites account for much of the senior population density in a given location. Both Bloomington and Richfield have a significant amount of senior housing sites within their jurisdictions. Furthermore, Richfield has several more new senior housing sites currently under development. Additionally, there are concentrations in Saint Paul along the southern end of Lexington Parkway in high-rise residential centers as well as south of the West 7th Street corridor and west of I-35E. The principal mobility focuses for seniors are good access to community circulation transit and good connections to regional transit in secure, reliable circumstances.

2.4 Households in Poverty

The areas with greatest amount of poverty are situated near the downtown/urban core of both Minneapolis and St. Paul. In terms of Sector 5 (Figure 6) the greatest concentrations are located just south of downtown Minneapolis as well as north of downtown Saint Paul and along the 7th Street and I-94 corridors in St. Paul. These areas of high poverty, especially south of downtown Minneapolis, are also those that are known for their ethnic diversity and are often homes to first generation immigrants. A secondary concentration is along the I-494 corridor in Bloomington, Edina, and Richfield where there is low cost higher density housing close to the major employment centers. This is possibly a result of the existing transit network's lack of fast, convenient connections to these job sites from the traditional urban neighborhoods in Minneapolis and Saint Paul. As a result, these connections should be a key priority for the Sector 5 transit improvements.

Figure 5

Population Aged 65+ Census 2000 Block Groups

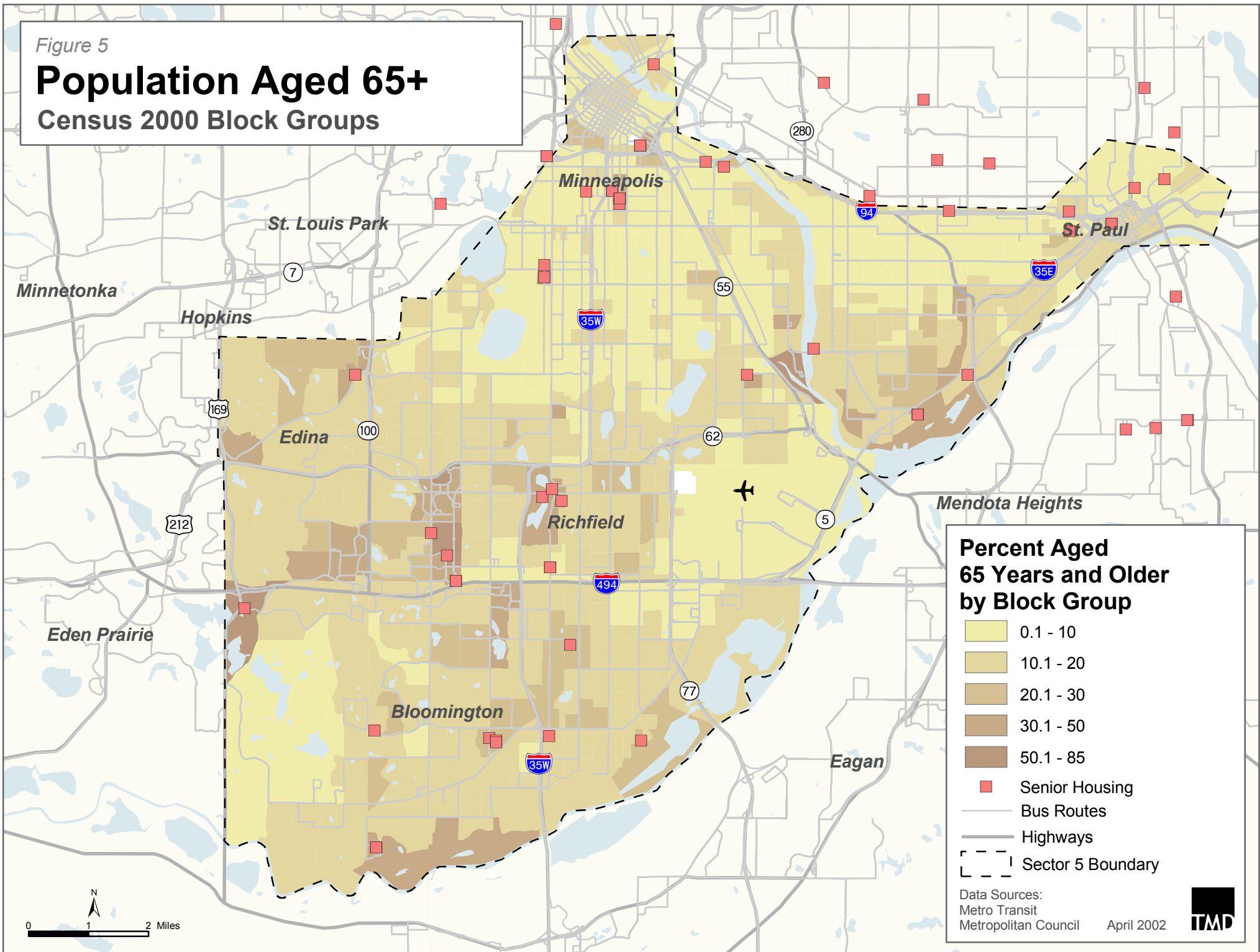
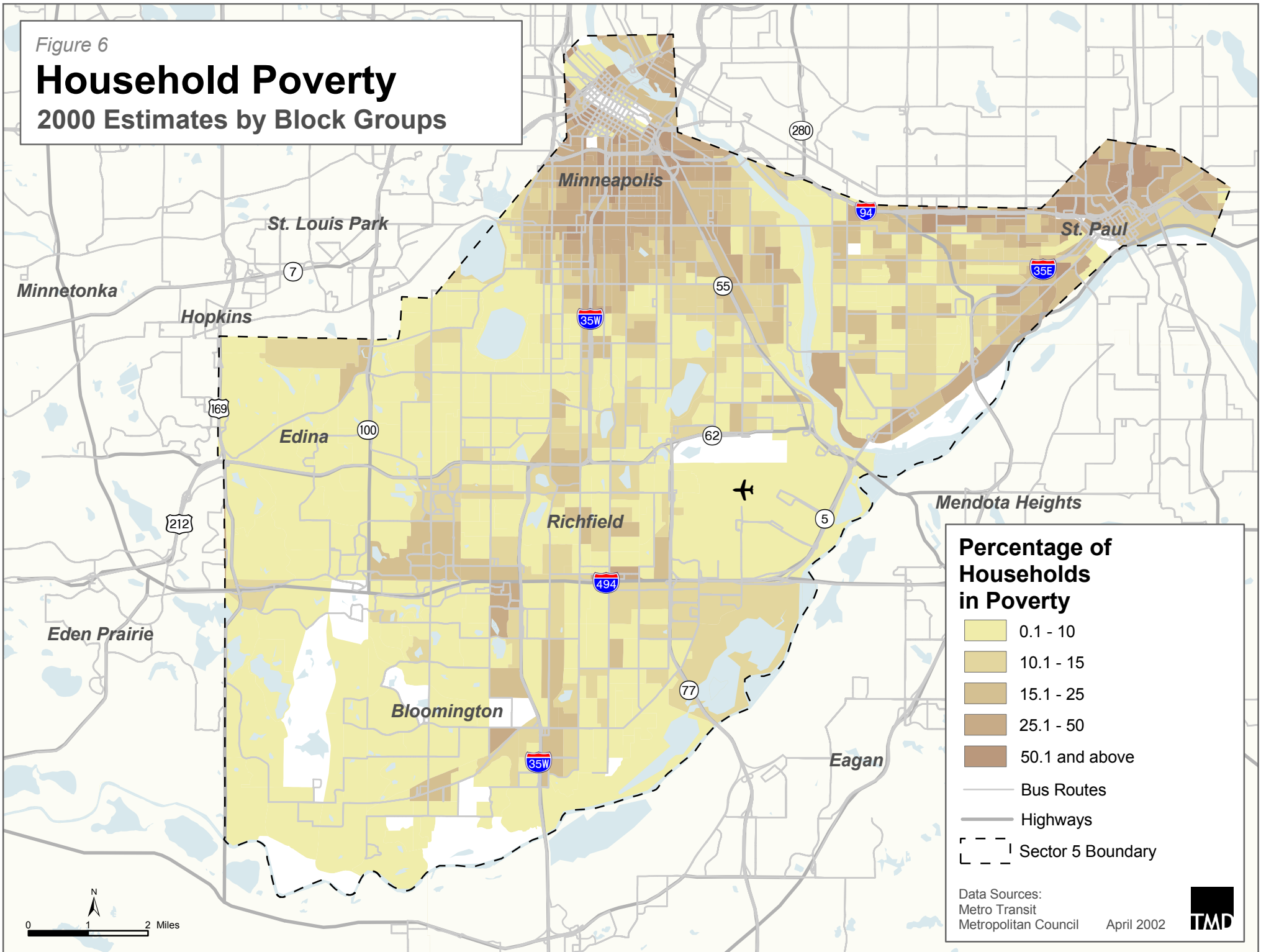


Figure 6

Household Poverty

2000 Estimates by Block Groups



3 Travel Demand

This section summarizes the travel demand for the areas within Sector 5 using MetroCouncil’s travel demand model. Key travel patterns for the sector were identified for both the private automobile and transit commute and non-commute trips in the Years 2000 and 2010. Figure 7 outlines the areas examined as part of the travel demand analysis.

Figure 8 summarizes the commute travel while Figure 9 summarizes the non-commute trips for Sector 5 as a whole. It is apparent that downtown Minneapolis attracts the largest percentage of transit trips in both directions for both commute and non-commute trips. However, Bloomington/Edina/Richfield has the greatest number of bi-directional trips and it attracts the least amount of transit trips. This is especially relevant given that outside of Downtown Minneapolis it has some of the more prominent destinations in the region (e.g., Mall of America, Southdale Shopping, Minneapolis-St. Paul International Airport, Best Buy). Other areas, such as southwest Saint Paul, that attract few transit trips are less surprising due to the fact that the area is predominately single-family in nature, with low population density and few employment destinations.

Between the Years 2000 and 2010 there is a slight decrease of the transit share of the total trips going to and from the sector, but there is still an increase in 2010 of the total number of transit trips. On the other hand, the transit share of the non-commute trips increases from 4 percent in the Year 2000 to 6 percent in 2010, a change of nearly 57 percent or an additional 44,000 daily transit trips.

Figure 8 –Sector 5 Bi-Directional Daily Commute Trips 2000 and 2010

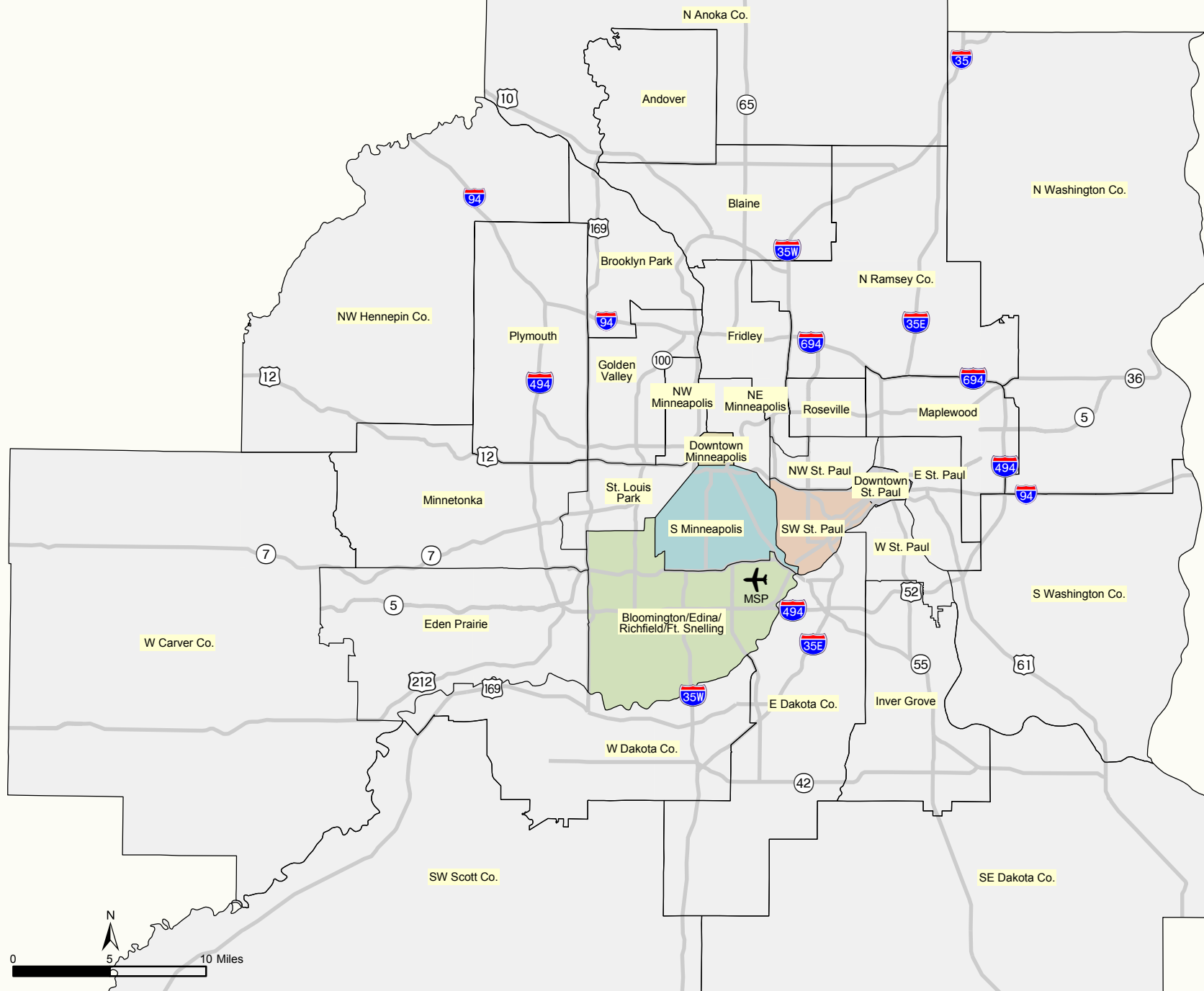
Sector 5 Area	DAILY COMMUTE TRIPS					
	2000			2010		
	Auto	Transit	% Transit	Auto	Transit	% Transit
Bloomington/Edina/Richfield	458,842	10,643	2.3%	513,669	15,626	3.0%
Downtown Minneapolis	195,344	101,451	34.2%	200,606	104,591	34.3%
Downtown St. Paul	91,885	21,567	19.0%	102,743	23,374	18.5%
South Minneapolis	186,184	38,271	17.1%	213,760	40,431	15.9%
Southwest St. Paul	106,276	10,680	9.1%	120,673	14,649	10.8%
SECTOR 5 TOTAL	1,038,531	182,612	15.0%	1,151,451	198,671	14.7%

Figure 9– Sector 5 Bi-Directional Daily Non-Commute Trips 2000 and 2010

Sector 5 Area	DAILY NON-COMMUTE TRIPS					
	2000			2010		
	Auto	Transit	% Transit	Auto	Transit	% Transit
Bloomington/Edina/Richfield	778,031	3,496	0.4%	788,338	17,590	2.2%
Downtown Minneapolis	355,166	38,460	9.8%	326,378	43,537	11.8%
Downtown St. Paul	190,359	7,948	4.0%	191,750	18,356	8.7%
South Minneapolis	362,007	22,292	5.8%	359,839	28,808	7.4%
Southwest St. Paul	186,638	4,934	2.6%	190,121	12,746	6.3%
SECTOR 5 TOTAL	1,872,201	77,130	4.0%	1,856,426	121,037	6.1%

Figure 7

Travel Demand Origin and Destination Zones



Data Sources:
Metro Transit
Metropolitan Council
March 2002



4 Summary of Sector 5 Transit Service Network

4.1 Current Network Structure

The transit services within Sector 5 are primarily a radial grid oriented towards downtowns St. Paul and Minneapolis. On the Minneapolis side of the river the grid is well developed and functions reasonably well as far south as Lake Street. Between Lake Street and Highway 62 there appears to be sufficient transit demand to complete a network of routes with service frequencies adequate for unscheduled street transfers characteristic of a grid system. The network in South Minneapolis has a limited differentiation of service types with some limited-stop peak-hour overlays and the express service on I-35W (serving just the Lake freeway station) to complement basic local bus service. Many routes have complex multiple branches and shortlines that make use of the service daunting to understand, especially to new riders or for current riders making new or occasional trips.

South of Highway 62 in Minneapolis the residential and commercial development becomes less dense and is unlikely to be able to support a complete grid system in the east-west direction. The existing routes are largely radially oriented to downtown Minneapolis and although some transit centers exist the schedules are not fully coordinated.

The I-494 corridor from Eden Prairie to the Airport provides the major concentration of employment in the region outside of the downtowns, but the existing network of transit routes largely ignores the development. Some specific routes have been superimposed on the radial pattern to partially meet specific demands, but this I-494 service has not been well integrated into the network. South of the I-494 corridor Sector 5 becomes a lower density suburban residential area with a typical suburban street network; it is largely served by very low frequency express service with an infrequent local community circulator connecting the area with major retail destinations to the north and east.

The network in St. Paul is strongly radial to the west and southwest study area, usually separated by the Mississippi River from direct connection to the South Minneapolis grid. The service crosses south of the I-94 at Lake Street, Ford Parkway, and West 7th Street. Currently, only the Snelling service provides significant direct north-south connections within the St. Paul area.

4.2 Park & Ride Lots

Sector 5 in suburban Minneapolis has a large number of widely dispersed, small park & ride lots. This network consists largely of small lots that are served by a single route, often with peak hour-only service and few transfer opportunities. This strategy fails to help develop a critical mass of ridership for major corridors that will support the frequencies necessary to attract a large market share. A network of commuter services that focus on large park & ride lots (and potentially integrated with transit centers), which properly intercept travelers, has been proven widely successful elsewhere in the Twin Cities area.

4.3 Transit Centers

The transit centers at Uptown, Southdale, Southtown, 82nd Street Station and Mall of America function as transfer points for the majority of the all day transit services in Sector 5. However, the services are generally not well coordinated to facilitate transfers and make more destinations available. It is not a significant issue at Uptown due to the high frequency of most of the routes serving the center. Conversely, at Southdale, Southtown, 82nd Street Station, and Mall of America this is a larger concern for those customers traveling to or from Downtown Minneapolis due to the infrequent nature of the routes. In particular, the operating requirements for the Southtown and 82nd Street Station detract significantly from its utility as a transit center; through-passengers are taken on a time-consuming circuitous trip for a handful of passengers to connect at basic passenger shelters.

4.4 Service Frequency

Within Sector 5, frequencies and span of service decrease as you get farther out of the downtown /urban core areas of Minneapolis and St. Paul. Figures 10, 11, 12 show the transit service levels for weekday, Saturday, and Sunday respectively in terms of number of trips servicing each corridor. It is evident that all of the major corridors leaving both downtown Minneapolis and St. Paul (Nicollet, Hennepin, Lyndale, Chicago, West 7th, Lake, Grand and Randolph) have very frequent service, with most above 100 trips per weekday. The majority of the suburban services in Sector 5 have moderate (26 – 100 trips/day) to low (less than 25 trips/day) frequencies on weekdays. On Saturday, many of the major corridors still maintain the high frequencies however, much of the suburban services do not operate, as is also the case on Sunday. Very few of the major corridors continue to operate high frequency service on Sunday (only Nicollet, Chicago, Lake and West 7th in St. Paul). The other corridors drop to moderate frequency.

Figure 10

Transit Service Levels Weekdays

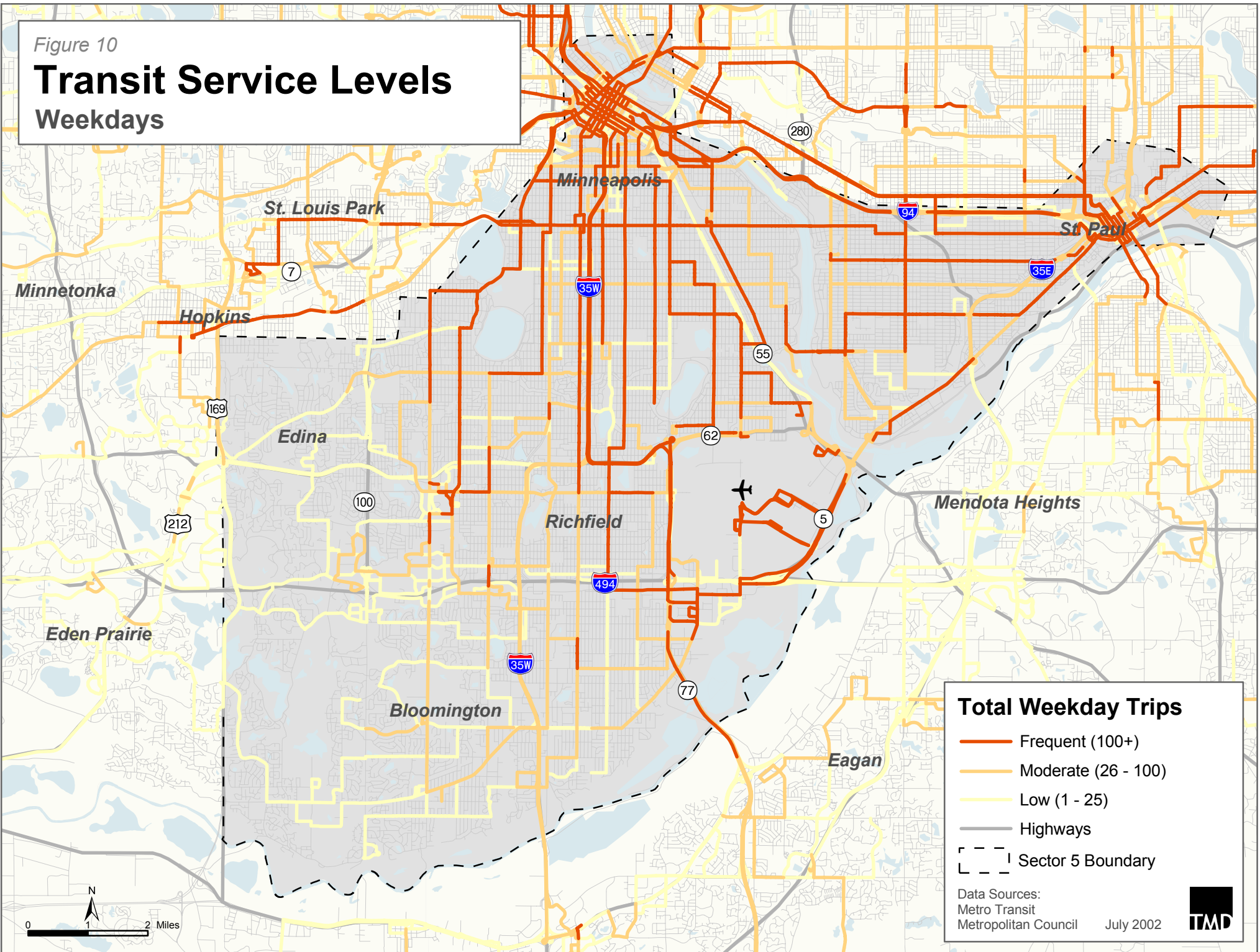


Figure 11

Transit Service Levels Saturdays

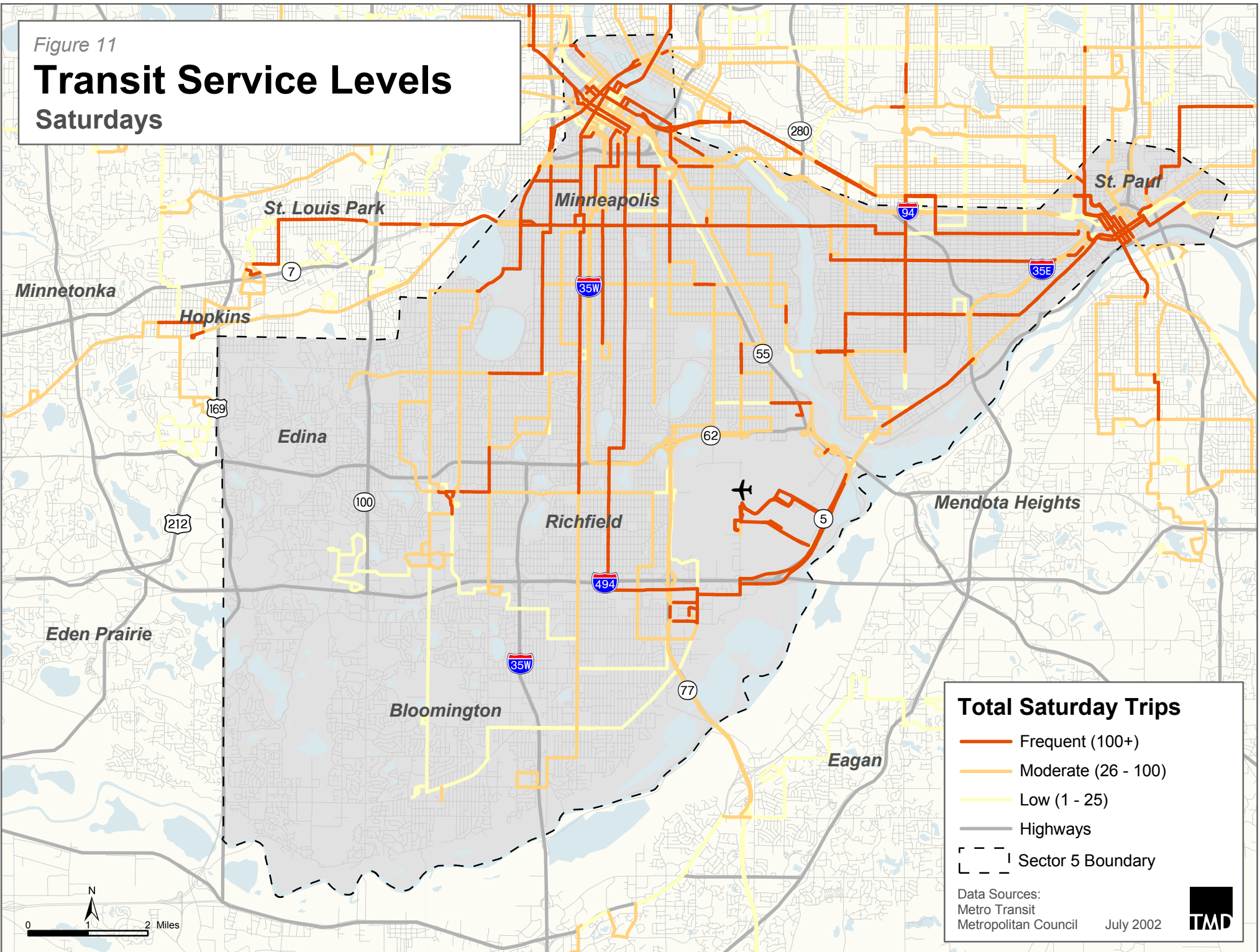
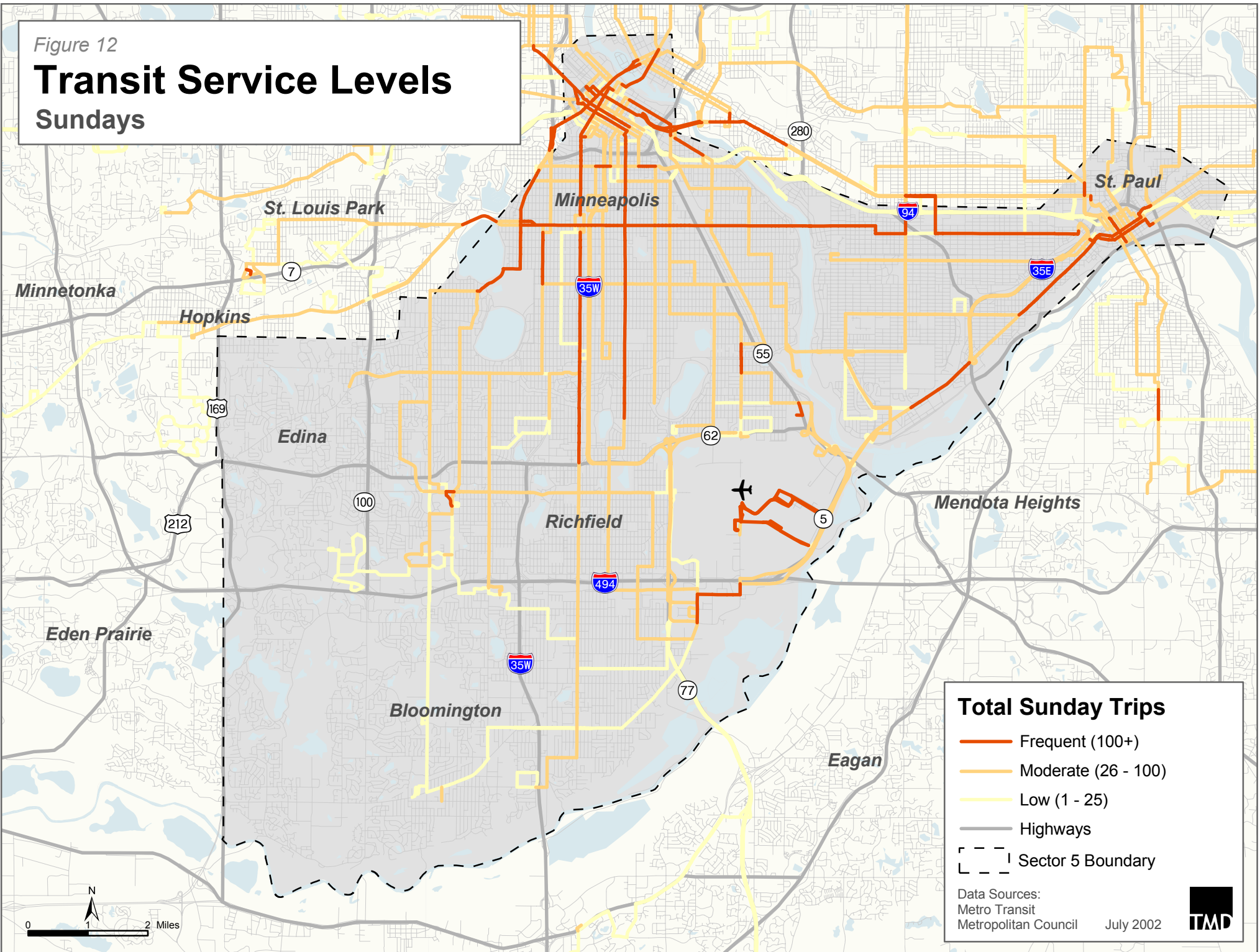


Figure 12

Transit Service Levels Sundays



When comparing the population and employment density maps presented earlier it is clear that the areas of Sector 5 with the most frequent service are also have the highest residential and employment densities. This correlation is even more obvious when looking at the aggregated ridership and service by corridor for weekday, Saturday and Sunday (See Figures 13, 14 and 15). The areas with the greatest ridership are those with high population and employment densities and high frequency service.

4.5 Network Productivity

To determine whether the transit network in Sector 5 is under and over performing, a *predictive regression model* was used. The model correlated population and employment density as well as transit boardings within Sector 5. The model determined that transit is doing a good job of serving downtown Minneapolis and the neighborhoods north of Lake Street in Minneapolis as well as several neighborhoods in the Highland Village area of southwest St. Paul. However, transit could be doing a much better job in the I-494 and parts of the I-35W corridors. Boardings particularly in the I-494 corridor were significantly lower than predicted and it is one of the most congested corridors in the region with significant number of jobs. As well, the area of South Minneapolis south of the greater Lake Street corridor continuing to the southern border of Sector 5 has significant opportunities for increased transit use, as does the area just southwest of downtown St. Paul.

Lastly, when examining the system-wide ridership it is clear that there are a great number of bus stops with just 1 to 2 block spacing on most corridors. This stop spacing, while improving access to service (only one element in a successful transit product), is also contributing to unattractive travel times and high resource requirements that significantly impact overall success. Project team service riding confirmed that the service operating speeds are very slow in both rider perception and reality.

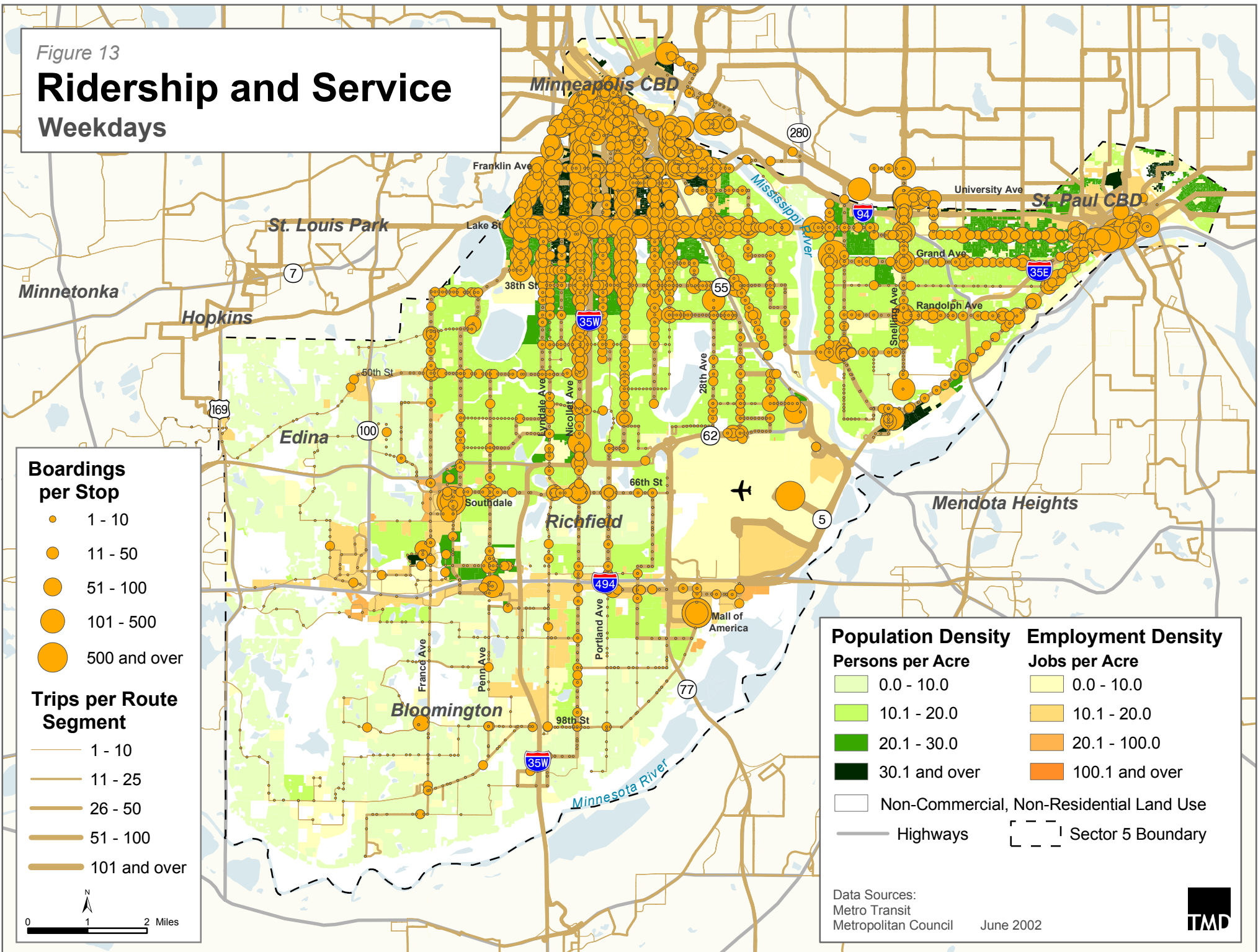
4.6 Opportunities for Network Enhancements

There are several opportunities that exist for improving the transit network within Sector 5. These include:

- 1) Improve east-west grid connections north of Highway 62, including taking advantage of the opportunities to strengthen linkages to the Hiawatha LRT and the University corridor and providing faster transit travel along the very high ridership Lake Street corridor.

Figure 13

Ridership and Service Weekdays



- Boardings per Stop**
- 1 - 10
 - 11 - 50
 - 51 - 100
 - 101 - 500
 - 500 and over

- Trips per Route Segment**
- 1 - 10
 - 11 - 25
 - 26 - 50
 - 51 - 100
 - 101 and over

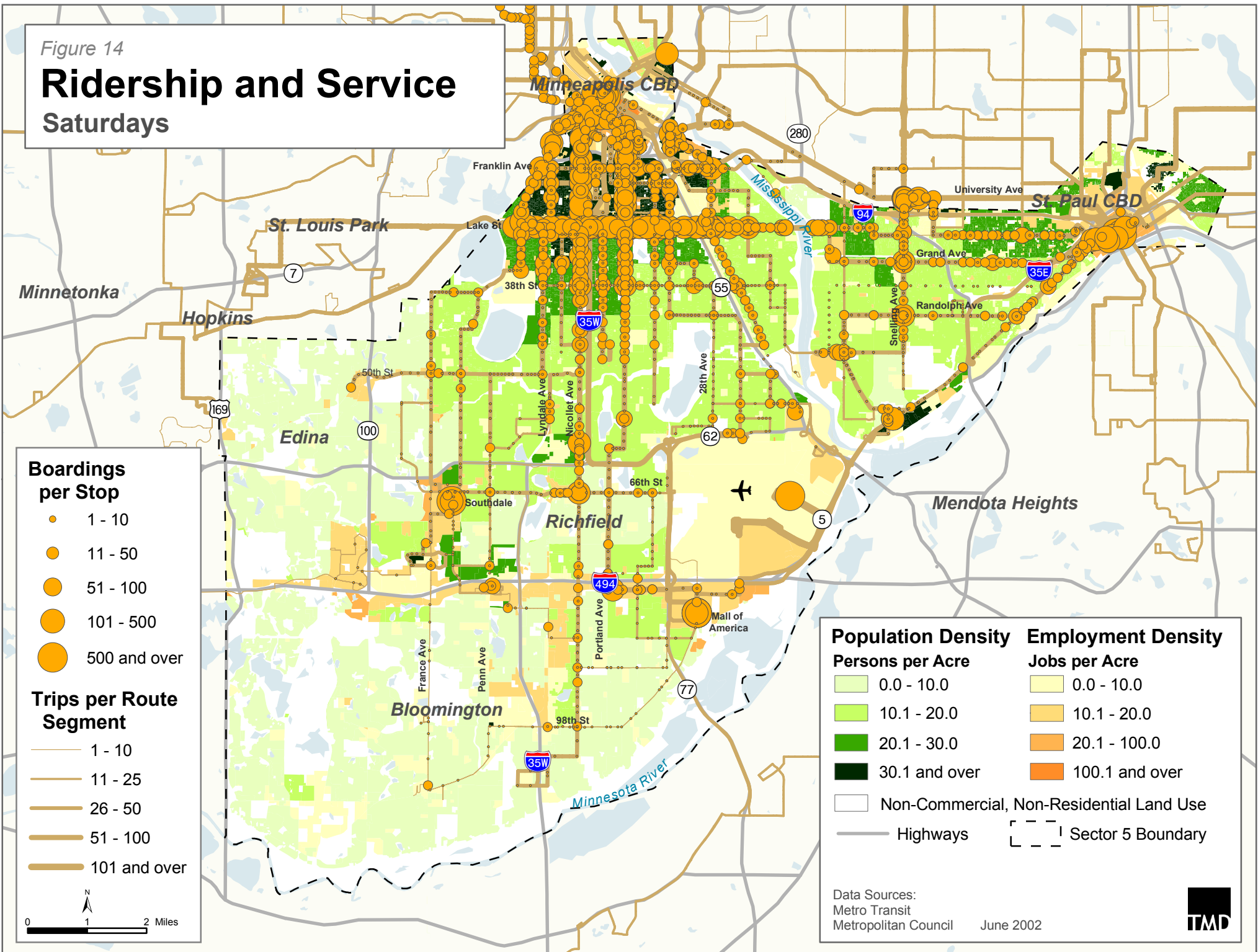
Population Density		Employment Density	
Persons per Acre		Jobs per Acre	
	0.0 - 10.0		0.0 - 10.0
	10.1 - 20.0		10.1 - 20.0
	20.1 - 30.0		20.1 - 100.0
	30.1 and over		100.1 and over
	Non-Commercial, Non-Residential Land Use		Sector 5 Boundary
	Highways		



Data Sources:
 Metro Transit
 Metropolitan Council
 June 2002

Figure 14

Ridership and Service Saturdays



- Boardings per Stop**
- 1 - 10
 - 11 - 50
 - 51 - 100
 - 101 - 500
 - 500 and over

- Trips per Route Segment**
- 1 - 10
 - 11 - 25
 - 26 - 50
 - 51 - 100
 - 101 and over

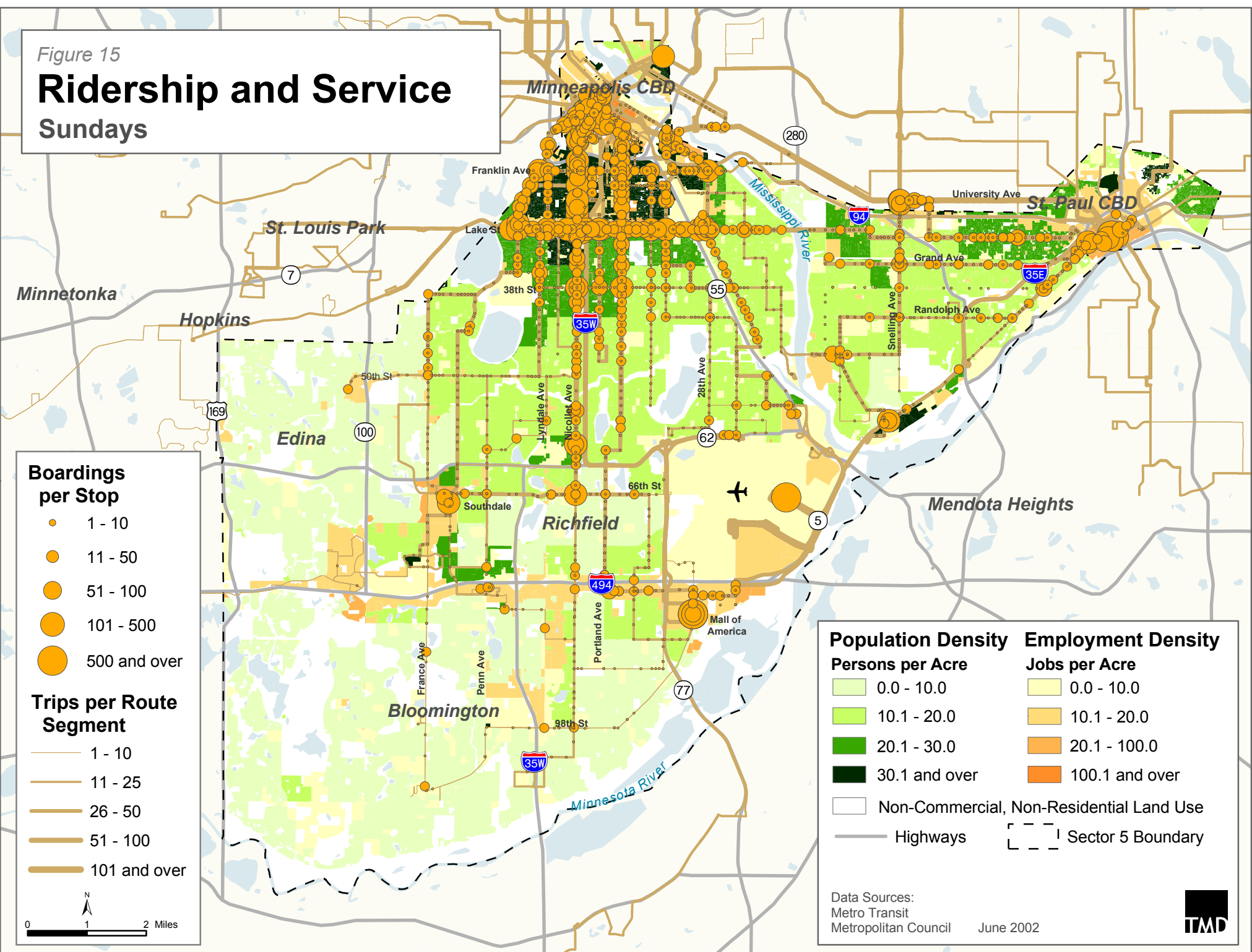
Population Density		Employment Density	
Persons per Acre		Jobs per Acre	
	0.0 - 10.0		0.0 - 10.0
	10.1 - 20.0		10.1 - 20.0
	20.1 - 30.0		20.1 - 100.0
	30.1 and over		100.1 and over
	Non-Commercial, Non-Residential Land Use		Sector 5 Boundary
	Highways		



Data Sources:
 Metro Transit
 Metropolitan Council
 June 2002

Figure 15

Ridership and Service Sundays



- 2) Enhance midday and weekend service from Highway 62 south to the I-494 corridor and improve timed-transfer connection at transit centers. South of the I-494 corridor consider new transit center opportunities that provide improved transition from traditional transit services to more flexible and less costly options for the lower density areas of the suburbs.
- 3) Strengthen faster transit options with higher frequencies on I-35W and I-494 with on-line station access; and provide more attractive and comfortable on-line stations including upgrades to existing facilities like I-35/Lake. Also consider options for limited-stop services on major arterials like Lake, Chicago, Nicollet, Hennepin, and Snelling where they do not duplicate other fast transit services.
- 4) Use the “Foley Blvd.” model (with its 50% mode share) for commuter express services with large park & ride lots located in suburbs along high-speed transit corridors, rather than a “spaghetti-like” network of individual trips accessing people at their homes.
- 5) Reduce the complexity of individual routes and the network in terms of multiple branches and shortlines, improve “straight-lining” (e.g., stay on the major corridors), and improve differentiation of various types of service through potential “branding.” Encourage use of the system by new riders and by current riders making new trips and improve service reliability by simplification.
- 6) Reduce unproductive route competition by seeking an optimal route spacing of ½ mile in areas with high population and employment density, providing very good access without unnecessary overlap.
- 7) Consider opportunities to consolidate the separate University of Minnesota network of Metro Transit routes efficiently and effectively into the overall network where possible while maintaining high quality access to U of M.
- 8) Develop better bus stop spacing to improve the operating speed of the system and increase efficiency.

5 Summary of Metro Transit Sector 5 Services

This section analyzes the individual Metro Transit services being offered within Sector 5. Total route performance in comparison to Metro Transit's performance standards is evaluated.

The Sector 5 transit services include the following 54 routes:

- M-2
- M-4
- M-5
- M-6
- M-7
- M-8
- M-9
- M-14
- M-15
- M-18
- M-19
- M-20
- M-21
- M-22
- M-23
- M-28
- M-35BD
- M-35JK
- M-35LSU
- M-39
- M-43
- M-52A
- M-52B
- M-52CLU
- M-54
- M-63
- M-64
- M-67
- M-69
- M-70
- M-84
- M-134
- M-135
- M-156
- M-180
- M-191
- M-194
- P-538 (formerly 88)
- P-539 (formerly 89)
- M-540
- M-541 (formerly 41)
- M-547 (formerly 47)
- M-551
- M-552-553
- M-556-586
- M-566-576
- M-568
- M-587
- M-588
- M-594-597

5.1 Sector 5 Route Performance in Comparison to Metro Transit Service Standards

Performance measurement for transit services are defined in the 1996 Transit Redesign document, prepared by the Metropolitan Council, and include:

- Subsidy per Passenger
- Passengers per Revenue Hour

Services are evaluated quarterly by line and day of week. Performance standards have been developed for categories of service and are shown in Figures 16 and 17. The Subsidy per Passenger standard shown below has been updated each year since approval of the 1996 Transit Redesign plan.

Figure 16 – Metro Transit’s Subsidy per Passenger Performance Standard

Type of Service	Subsidy Per Passenger Standard	Minor Modifications 20% Over Standard	Major Changes 35% Over Standard	Restructure or Eliminate 60% Over Standard
Urban Local	\$2.11	\$2.53	\$2.85	\$3.38
Express Bus	\$3.71	\$4.45	\$5.01	\$5.94
Suburban Local	\$5.25	\$6.30	\$7.09	\$8.40

Figure 17 – Metro Transit’s Passenger per Revenue Hour Performance Standard

Type of Service	Average Passengers Per Revenue Hour	Minimum Passengers Per Revenue Hour
Big Bus Fixed Route All Day	20+	>15
Big Bus Fixed Route Peak Only	20+	NA
Small Bus Fixed Route	9+	>5
Small Bus Non-Fixed Route	3+	>2

These performance standards were used to evaluate Metro Transit Sector 5 services. Figure 18 summarizes those services that provide opportunities for improvement and warrant further analysis as part of this assignment. The primary factor used to evaluate routes is the Subsidy Per Passenger standard. Routes 39, 43, 70, 540, 541, 551, 552, and 588 all were over 60 percent higher than the standard and are therefore subject to restructure or elimination under the guidelines. In general, the worst performing routes may also fail to meet the 20 Passengers Per Hour standard.

Figure 18 – Metro Transit Routes with Improvement Opportunities

Route Number	Type of Service	No Change	Minor Change	Major Change	Restructure or Eliminate
9	UL	WKDY & SAT	---	SUN	---
20	UL	WKDY	SAT	SUN	---
23	UL	WKDY & SAT	---	---	SUN
28	UL	WKDY & SAT	SUN	---	---
39	UL	---	---	---	WKDY
43	UL	---	---	---	SAT
52A	UL	---	WKDY	---	---
67	UL	---	WKDY	---	SAT & SUN
70	UL	---	---	---	WKDY
540	SL	---	---	---	WKDY
541	SL	---	---	---	WKDY
35JK	EX	---	WKDY	---	---
551	EX	---	---	---	WKDY
552	EX	---	---	WKDY	---
566	EX	---	---	WKDY	---
588	EX	---	---	---	WKDY
594	EX	---	WKDY	---	---

Of a possible 104 Route/Day of Week combinations evaluated, 74 percent fall within the Subsidy Per Passenger performance standard.

Figures 19, 20 and 21 present Route/Day of Week performance results grouped by type of service and sorted by Subsidy Per Passenger. Route groupings include:

- Urban Local (UL)
- Express Bus (EX)
- Suburban Local (SL)

Route level performance statistics by day of week indicate that Saturday service on some routes outperforms weekday service using the subsidy per passenger performance indicator. For example, Route 21 in the Urban Local category has Sunday and Saturday service ranked as the top two performers in terms of subsidy per passenger. Weekend service has a subsidy per passenger of \$0.60 and \$0.61, respectively with passengers per hour at 64. This compares to weekday service on Route 21 with a

subsidy per passenger of \$0.70 and passengers per hour of 70. However, the weekday service requires a higher peak vehicle requirement and higher peak-to-base ratio that contribute to less efficient service compared with weekends.

The tables that follow are based on Metro's own cost allocation methodology using farebox data for December 2001. Information reported is for the entire route and has not been pro-rated for the route segment that is in Sector 5 as is reflected in the route profiles and ridership maps.

Figure 19 – Performance Statistics for Sector 5 Urban Local Bus Service

Type of Service	Route Number	Route Letter	Route Description	Day	Subsidy Per Passenger	Passengers Per Hour
UL	21		Selby - Lake - Uptown - Downtown St Paul	Sun	\$0.60	64
UL	21		Selby - Lake - Uptown - Downtown St Paul	Sat	\$0.61	64
UL	5		Mall of America - Chicago - Fremont - Penn Av N	Sun	\$0.63	61
UL	2		Franklin - Dinkytown	Wkdy	\$0.70	63
UL	21		Selby - Lake - Uptown - Downtown St Paul	Wkdy	\$0.73	70
UL	5		Mall of America - Chicago - Fremont - Penn Av N	Wkdy	\$0.75	64
UL	5		Mall of America - Chicago - Fremont - Penn Av N	Sat	\$0.78	55
UL	18		Nicollet Av - Grand Av - 2nd St. NE	Sat	\$0.86	52
UL	18		Nicollet Av - Grand Av - 2nd St. NE	Sun	\$0.86	54
UL	18		Nicollet Av - Grand Av - 2nd St. NE	Wkdy	\$0.93	58
UL	2		Franklin - Dinkytown	Sat	\$1.00	49
UL	6		Dinkytown - Hennepin - France -Southdale	Wkdy	\$1.17	49
UL	14		Bloomington Av - W Broadway - Robbinsdale	Wkdy	\$1.23	50
UL	52	CLU	Grand Av - Lyndale Av - Hennepin Av - U of M	Wkdy	\$1.33	67
UL	22		Brklyn Ctr - Lyndale Av N - Cedar Av - 34th Av	Sat	\$1.38	38
UL	6		Dinkytown - Hennepin - France -Southdale	Sat	\$1.41	38
UL	2		Franklin - Dinkytown	Sun	\$1.41	40
UL	8		Franklin Av - Prospect Park	Wkdy	\$1.43	40
UL	22		Brklyn Ctr - Lyndale Av N - Cedar Av - 34th Av	Wkdy	\$1.46	43
UL	14		Bloomington Av - W Broadway - Robbinsdale	Sat	\$1.51	37
UL	64		Randolph - Payne - Maplewood Mall	Sun	\$1.54	37
UL	9		Glenwood - 4th Av S	Wkdy	\$1.54	38
UL	22		Brklyn Ctr - Lyndale Av N - Cedar Av - 34th Av	Sun	\$1.58	38
UL	14		Bloomington Av - W Broadway - Robbinsdale	Sun	\$1.60	35
UL	63		Grand Av - E 3rd St	Wkdy	\$1.60	41
UL	19		Robbinsdale - Cedar Av - 28th Av - Mall of America	Wkdy	\$1.67	42
UL	64		Randolph - Payne - Maplewood Mall	Sat	\$1.69	34
UL	7		Minnehaha Av - Ft. Snell. - Airport - Mall of America	Sat	\$1.70	34
UL	4		Bryant - Penn - 50th St. - Southtown	Wkdy	\$1.73	39
UL	19		Robbinsdale - Cedar Av - 28th Av - Mall of America	Sat	\$1.78	34
UL	64		Randolph - Payne - Maplewood Mall	Wkdy	\$1.80	39
UL	28		Xerxes - 44th - Hennepin - Southdale - Edina	Wkdy	\$1.84	38
UL	19		Robbinsdale - Cedar Av - 28th Av - Mall of America	Sun	\$1.85	33
UL	63		Grand Av - E 3rd St	Sun	\$1.89	32
UL	7		Minnehaha Av - Ft. Snell. - Airport - Mall of America	Wkdy	\$1.95	34
UL	69		Ft. Snell.-Highland Pk - 7th St - E. Minnehaha Av	Sun	\$1.98	29

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Figure 19 – Performance Statistics for Sector 5 Urban Local Bus Service cont.

Type of Service	Route Number	Route Letter	Route Description	Day	Subsidy Per Passenger	Passengers Per Hour
UL	135		Lyndale Av S - Dntn Mpls. - U of Mn Limited Stop	Wkdy	\$2.02	47
UL	69		Ft. Snell-Highland Pk - 7th St - E. Minnehaha Av	Wkdy	\$2.03	34
UL	84		Mall of America - Airport - Snelling Ave - Rosedale	Sun	\$2.03	35
UL	134		Cretin Av - Downtown Mpls. Limited Stop	Wkdy	\$2.04	57
UL	54		Mall of America -W. 7th St. - St. Paul Limited Stop	Sat	\$2.06	38
UL	28		Xerxes - 44th - Hennepin - Southdale - Edina	Sat	\$2.10	31
UL	6		Dinkytown - Hennepin - France -Southdale	Sun	\$2.14	31
UL	20		Plymouth Av - 36th Ave S - Highland Park	Wkdy	\$2.14	33
UL	54		Mall of America -W. 7th St. - St. Paul Limited Stop	Sun	\$2.20	34
UL	4		Bryant - Penn - 50th St. - Southtown	Sat	\$2.21	30
UL	84		Mall of America - Airport - Snelling Ave - Rosedale	Sat	\$2.23	35
UL	8		Franklin Av - Prospect Park	Sat	\$2.23	27
UL	7		Minnehaha Av - Ft. Snell. - Airport - Mall of America	Sun	\$2.23	28
UL	52	B	Southdale - France Av - W 50th St - U of M	Wkdy	\$2.25	49
UL	63		Grand Av - E 3rd St	Sat	\$2.26	27
UL	54		Mall of America -W. 7th St. - St. Paul Limited Stop	Wkdy	\$2.27	37
UL	8		Franklin Av - Prospect Park	Sun	\$2.29	27
UL	23		Uptown - 38th St - Highland Park	Wkdy	\$2.31	32
UL	23		Uptown - 38th St - Highland Park	Sat	\$2.33	28
UL	69		Ft. Snell-Highland Pk - 7th St - E. Minnehaha Av	Sat	\$2.48	25
UL	9		Glenwood - 4th Av S	Sat	\$2.48	26
UL	35	BD	Cedar Av - E 52nd - W 50th St - Dntn. Mpls. Limited Stop	Wkdy	\$2.49	44
UL	84		Mall of America - Airport - Snelling Ave - Rosedale	Wkdy	\$2.49	40
UL	4		Bryant - Penn - 50th St. - Southtown	Sun	\$2.51	27
UL	52	A	Mall of Amer. - Cedar Av - U of M	Wkdy	\$2.55	49
UL	28		Xerxes - 44th - Hennepin - Southdale - Edina	Sun	\$2.75	25
UL	67		Cleveland Av - Minnehaha Av - Smith - W St. Paul	Wkdy	\$2.75	27
UL	20		Plymouth Av - 36th Ave S - Highland Park	Sat	\$2.76	23
UL	9		Glenwood - 4th Av S	Sun	\$2.96	24
UL	20		Plymouth Av - 36th Ave S - Highland Park	Sun	\$3.18	20
UL	23		Uptown - 38th St - Highland Park	Sun	\$3.41	20
UL	67		Cleveland Av - Minnehaha Av - Smith - W St. Paul	Sun	\$3.86	18
UL	70		St. Clair - Burns Av - Sunray Center	Wkdy	\$4.18	21
UL	67		Cleveland Av - Minnehaha Av - Smith - W St. Paul	Sat	\$4.46	15
UL	43		Phillips Shopping Shuttle	Sat	\$6.74	11
UL	39		Phillips - So Minneapolis Employers Limited Stop	Wkdy	\$7.17	22

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Figure 20 – Performance Statistics for Sector 5 Suburban Local Bus Service

Type of Service	Route Number	Route Letter	Route Description	Day	Subsidy Per Passenger	Passengers Per Hour
SL	539		Southdale - France Av - Mall of America Crosstown	Wkdy	\$1.76	21
SL	538		Southdale - Southtown - Mall of America Crosstown	Sat	\$2.19	19
SL	538		Southdale - Southtown - Mall of America Crosstown	Wkdy	\$2.44	17
SL	15		Southdale - 66th St - Mall of America - E 54th St.	Sat	\$2.50	32
SL	539		Southdale - France Av - Mall of America Crosstown	Sat	\$2.83	16
SL	568		Opportunity Partners - Dntr. Mpls. Limited Stop	Wkdy	\$3.28	25
SL	15		Southdale - 66th St - Mall of America - E 54th St.	Wkdy	\$3.44	28
SL	15		Southdale - 66th St - Mall of America - E 54th St.	Sun	\$3.71	23
SL	538		Southdale - Southtown - Mall of America Crosstown	Sun	\$4.13	11
SL	547		Old Shakopee - Lyndale Av Feeder	Wkdy	\$4.39	27
SL	539		Southdale - France Av - Mall of America Crosstown	Sun	\$5.09	9
SL	541		Norman Center - 82nd/80th St. Crosstown	Wkdy	\$9.65	16
SL	540		W. 78th/E. 79th St. - Mall of America Crosstown	Wkdy	\$13.47	18

Figure 21 – Performance Statistics for Sector 5 Express Bus Service

Type of Service	Route Number	Route Letter	Route Description	Day	Subsidy Per Passenger	Passengers Per Hour
EX	180		Mall of America - Dntr. Mpls. Express	Sat	\$0.96	51
EX	180		Mall of America - Dntr. Mpls. Express	Sun	\$1.17	46
EX	180		Mall of America - Dntr. Mpls. Express	Wkdy	\$1.62	43
EX	587		Parklawn Av - Valley View Rd. - Dntr. Mpls. Express	Wkdy	\$2.27	44
EX	194		Snelling Ave - Downtown Mpls. Express	Wkdy	\$2.63	58
EX	156		W 56th St - Dntr. Mpls. Express	Wkdy	\$3.14	42
EX	35	LSU	Bloomington - Nicollet Av - Dntr. Mpls. Express	Wkdy	\$3.18	37
EX	191		Lake St - Downtown St. Paul Express	Wkdy	\$3.69	40
EX	556		Loehmann's - Penn - Lyndale Av - Dntr. Mpls. Express	Wkdy	\$3.88	24
EX	553		E Bloomington - Portland Av - Dntr. Mpls. Express	Wkdy	\$3.95	33
EX	35	JK	York Av -W 70th St - Southdale - Dntr. Mpls. Express	Wkdy	\$4.46	32
EX	594		Bloomington Ferry Rd - 102nd St - Dntr. Mpls. Express	Wkdy	\$4.97	30
EX	552		E Bloomington - 12th Av S - Dntr. Mpls. Express	Wkdy	\$5.33	29
EX	566		Penn Av - 66th St. - Dntr. Mpls. Express	Wkdy	\$5.79	28
EX	588		Norman Ctr - Tracy Av - Benton - Dntr. Mpls. Express	Wkdy	\$6.35	28
EX	551		W Bloomington Employers - Dntr. Mpls. Express	Wkdy	\$10.28	17