

5 SUMMARY OF DEFICIENCIES AND OPPORTUNITIES

The Study Area is dominated by Transit Market Area I in the core area that lies about one mile either side of University Avenue. In the City of St. Paul this is the area south of Como Avenue and north of St. Clair Avenue. This core area generally has existing transit service characteristics that fit the standards for Transit Market Area I, with the exception of *frequency and span*, which are substandard on evenings and weekends. On Sundays, the only consistently high frequency service (defined as every 15 minutes or better) is found on the University Avenue bus line itself. Examples of bus routes that do not meet Transit Market Area I standards are routes 8, 65 and 67.

Transit Market Area II is found in the Study Area between the University of Minnesota and the St. Paul City limits with Minneapolis, north of Pierce Butler Route and generally south of Grand Avenue in St. Paul. Route 87 is located mostly in Transit Market Area II in the Study Area. But it doesn't meet the service standards for Transit Market Area II, since it has no evening or weekend service.

Frequencies in Transit Market Area I should be no less than every 30 minutes every day, according to service design standards in the Transportation Policy Plan, but on many of the routes that serve the core part of the Study Area, hourly service is the rule on evenings and on weekends.

Similarly, service design standards call for span of service for Transit Market Area I of at least 18 hours, seven days per week, but most bus routes that closely parallel or cross University Avenue in the adjacent neighborhoods operate for eight to 10 hours on Saturday or Sunday. These bus routes usually begin service at 9:00 am and end service by 9:00 pm on Saturdays and as early as 6:00 pm on Sundays.

Service coverage is generally in compliance with service design standards, with the exception of urban cross-town route spacing. Dale Street and Snelling Avenue are two miles apart, but cross-town bus routes should be one mile apart in Transit Market Area I. Therefore, there should be another cross-town bus route added between Snelling and Dale, at least in Transit Market Area I from roughly Selby Avenue to Energy Park.

Opportunities will exist for a significant improvement in the connecting bus service network given a strong emphasis on providing frequent connecting bus service with Green Line trains at all times. Duplicative radial bus lines to the downtowns should be curtailed to the extent possible during the peak and off-peak hours. The resources should be reinvested in more frequent cross-town and feeder bus lines that operate at compatible frequencies to the Green Line for reliable connections every time. Bus hours should be added to fill in the gaps in bus service span daily. Priority should be placed on improving the frequencies of bus service operating in Transit Market Area I.

Connecting bus service will be much more critical to the success of the Green Line than has been the case with the Hiawatha or "Blue" Line. This is because the critical difference between the Central Corridor and the Hiawatha Corridor is that Hiawatha is not strictly an urban corridor, but a hybrid urban/suburban corridor with significant park & rides at most of its suburban stations. Access by automobile to the Hiawatha Corridor light-rail line is significant, but will be insignificant in the Central Corridor Study Area. Every effort should be made to achieve the ridership goals for the Green Line

without the undesirable impacts of unsanctioned park & riding (or “hide and riding”) near the Green Line stations along University Avenue. Access by foot, by bus, and by bicycle must be the rule along the Green Line.