### Existing Conditions

#### Corridor Demographics

<table>
<thead>
<tr>
<th>Within ¼ Mile of Rapid Bus Stations</th>
<th>Within ½ Mile of Rapid Bus Stations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population (2010)</td>
<td>43,300</td>
</tr>
<tr>
<td>Housing Units (2010)</td>
<td>10,600</td>
</tr>
<tr>
<td>Total Jobs (2008)</td>
<td>21,200</td>
</tr>
</tbody>
</table>

#### Current Bus Service

<table>
<thead>
<tr>
<th>Route</th>
<th>Frequency (Rush Hours)</th>
<th>On-time Performance</th>
</tr>
</thead>
<tbody>
<tr>
<td>21</td>
<td>20/30 Minutes</td>
<td>88.4%</td>
</tr>
<tr>
<td></td>
<td>10 Minutes</td>
<td>86.1%</td>
</tr>
</tbody>
</table>

#### Current Bus Travel Time

- **Route 21** UPTOWN TRANSIT STATION TO LAKE/ MIDTOWN LRT
  - **In Motion** 18%
  - **Dwell Time** 6%
  - **Traffic Hold/Others** 46%
  - **Signal** 25%

### Rapid Bus Concept

#### Overview
- Corridor Length: 8.5 Miles
- Number of Stations: 24
- Stations per Mile: 2.8

#### Frequency and Stop Spacing

**Weekday Rush Hours**
- Rapid Bus: 7.5-minute Service
- Route 21: 20-minute Service
- Route 53: Replaced by Rapid Bus

#### Rapid Bus Travel Time

- **Proposed Rapid Bus Route** LAKE & LYNDALE TO SNELLING & UNIVERSITY
  - **In Motion** 65%
  - **Dwell Time** 10%
  - **Traffic Hold/Others** 15%
  - **Signal** 10%

#### Travel Time Savings

<table>
<thead>
<tr>
<th>Route</th>
<th>Current Bus Travel Time</th>
<th>Rapid Bus Travel Time</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>48 Minutes</td>
<td>33 Minutes</td>
<td>30% Faster</td>
</tr>
</tbody>
</table>

**In Motion** 65%
**Dwell Time** 10%
**Traffic Hold/Others** 15%
**Signal** 10%