

CHAPTER FOUR: PROPOSED SERVICE CHANGES

RECOMMENDED PLAN TRANSIT SERVICE NETWORK

The primary emphasis of the Recommended Plan is to reduce service on those bus routes whose service will be replaced by Green Line 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.

Under this plan, Route 50 is eliminated and service on Route 16 and 94 is reduced. A new route is introduced on Lexington Parkway (Route 83). At the same time, frequency is 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). Frequencies will be compatible with those of the METRO Green Line during every hour of service to provide reliable and consistent connections to the greatest extent possible. **Figures 8, 9 and 10** present maps of the Recommended Plan. **Figure 11** is a summary of existing and proposed service frequencies by route.

The Central Corridor Transit Service Study Recommended Plan includes the following proposed service changes:

University Avenue Corridor (Routes 16, 50, 94)

The METRO 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 METRO Green Line, at a reduced frequency, providing local access for those who have difficulty traveling longer distances to a rail station. Route 16 will operate every 20 minutes at most times of the day. For most of the day, Route 16 will only operate between downtown St. Paul and Oak Street on the east end of the University of Minnesota campus. Route 16 will be re-routed via Marion Street and the St. Paul College area, no longer directly serving the capitol building. From approximately 1:00 a.m. to 5:00 a.m., when rail service is not operating, Route 16 will be extended to downtown Minneapolis, operating hourly.

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 METRO Green Line begins operations, Route 94 will operate only during weekday peak periods and midday hours (5:00 a.m. - 7:00 p.m.). The route will operate non-stop between the two downtowns and will no longer stop at Snelling Avenue or serve Marion Street and the Capitol area. Route 94 will follow 5th/6th streets in St. Paul and 6th/7th streets in Minneapolis. Peak service will operate every 10 minutes, with alternating trips serving River Park Plaza across the river from downtown St. Paul and Union Depot every 20 minutes. Midday service will operate every 30 minutes between Minneapolis and Union Depot in St. Paul.

East-West Connections (Routes 3, 8, 63, 67)

East-west routes that parallel the University Avenue corridor will be adjusted to improve connections with the METRO Green Line.

Route 3 will be re-routed westbound via Minnesota Street instead of Wabasha Street from Kellogg Boulevard to 10th Street to better serve the center of downtown St. Paul. Passengers will benefit from the improved waiting facilities on Minnesota Street.

Route 63 will continue to operate on East 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 Raymond Avenue station via Cretin Avenue. Service will be improved on the entire route to operate every 20 minutes at most times, including weekends.

Route 8 will be combined with **Route 67**. New Route 67 will serve Franklin Avenue between Hiawatha Avenue (METRO Blue Line) and University Avenue, University Avenue between Raymond Avenue Station and Fairview Avenue Station, and then the existing route on Fairview and Minnehaha avenues to downtown St. Paul. Since the segment of University Avenue between Raymond and Fairview Avenue stations is the longest non-stop METRO Green Line segment, extending Route 67 to Raymond Avenue station via University Avenue will help supplement Route 16 local service in this segment of University Avenue. Route 67 will end in downtown St. Paul. 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. On Sundays, most Route 67 trips will end at Fairview Avenue and only the hourly service to Franklin Avenue will serve Raymond Avenue station.

North-South Connections (Routes 62, 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 METRO Green Line, and a new route on Lexington Parkway will be reintroduced.

Route 62, which serves Rice Street, will be extended to West St. Paul, replace that section of Route 67, and operate an improved frequency of service on Sundays.

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 serve downtown St. Paul via Selby Avenue and instead will continue on Dale Street, terminating at Grand Avenue. Route 65 will operate every 20 minutes at most times, including weekends. This new routing

will restore a desired connection to Grand Avenue. Alternate service to downtown St. Paul will be available via the METRO Green Line, and along Selby Avenue via Route 21.

New **Route 83** will operate on Lexington Parkway between Jefferson and Horton/Como Avenue at Como Park. The new service on Lexington Parkway enhances the grid network, filling a two-mile gap between Snelling and Dale. South of Jefferson Avenue, Route 83 will travel via Jefferson Avenue- Edgumbe Road – Randolph Avenue – I-35E – W. 7th Street and Montreal Avenue, an alignment that was recommended by the community. North of Como Avenue, Route 83 will be extended via Hamline Avenue to Larpenteur and Lexington avenues. Route 83 will operate every 30 minutes at all 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 every 30 minutes using current routings. Service to 46th Street Station (METRO Blue Line) on Ford Parkway will continue to operate every 30 minutes.

Future arterial bus rapid transit service on Snelling Avenue may operate a limited-stop service every 10 minutes with stations every quarter- to half-mile on Snelling Avenue and Ford Parkway between Rosedale and the 46th Street station (METRO Blue Line). If Rapid Bus service exists by the time METRO Green Line operations begin, this service would replace much of Route 84 service on Snelling Avenue.

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 20 minutes at most times, including new evening and weekend service. The current routing via Cleveland, Gilbert, Prior and University avenues will be maintained.

Limited Stop Commuter Routes (Routes 134, 144)

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

Route 134 provides 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. The current routing via Cleveland, Summit and Cretin avenues will be maintained. Reverse-commute service will be eliminated. Alternative service will be available via Route 87 and the METRO Green Line.

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

No Significant Changes (Routes 2, 6, 21, 53, 68, 71, 262)

No significant changes are proposed for routes 2, 6, 21, 53 and 262. These routes were included in the study because they make connections with METRO Green Line 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, 21 and 53. There will be a minor route extension on **Route 6** from Oak Street and Washington Avenue to Stadium Village Station, which will provide a more direct connection between the Marcy Holmes neighborhood and the METRO Green Line.

Routes 68 and 71, while not included in the Central Corridor Transit Service Study Existing Conditions Report, are included in this plan because they will be re-routed via 14th St. between Jackson and Robert streets to make a direct connection with the METRO Green Line at Robert Street Station.

Huron Station (Routes 50U, 94, 134, 353, 355, 365, 375, 452)

Currently, select westbound express routes serve Huron Station at I-94 and Huron Boulevard between 7:30 a.m. and 9:20 a.m., offering a direct connection with Route 50 to the U of M campus, East Bank and West Bank. Since the METRO Green Line will replace Route 50, a new local bus connection between Huron Station and the U of M main campus will be provided. Service is recommended between the hours of 7:30 and 8:40 a.m., the hours when the service is most consistently used.

FUTURE CONSIDERATIONS

In addition to the baseline bus service improvements proposed here, the Recommended Plan includes a list of additional service improvements that merit consideration for implementation if funding allows. The list has not been prioritized at this time.

- Route 21: Improve frequency in St. Paul on Selby Avenue, Hamline Avenue to University Avenue.
- Improve night frequencies on more St. Paul bus routes to preserve connections between Minneapolis and St. Paul now made in downtown via Route 94. Likely routes for improvement: 62, 68, 71, 74.
- Route 30: Establish a new cross-town route on Broadway Avenue serving north and northeast Minneapolis and the U of M, connecting to the METRO Green Line at the U of M.
- Route 62: Improve frequency on Rice Street.
- Route 67: Extend Sunday service from Fairview Avenue to Raymond Avenue Station on all trips.
- Route 83: Improve frequency and hours of service to match other routes in the Study Area. Extend service to Rosedale via Lexington Avenue, County Road B and Snelling Avenue.

Figure 8 Recommended Plan

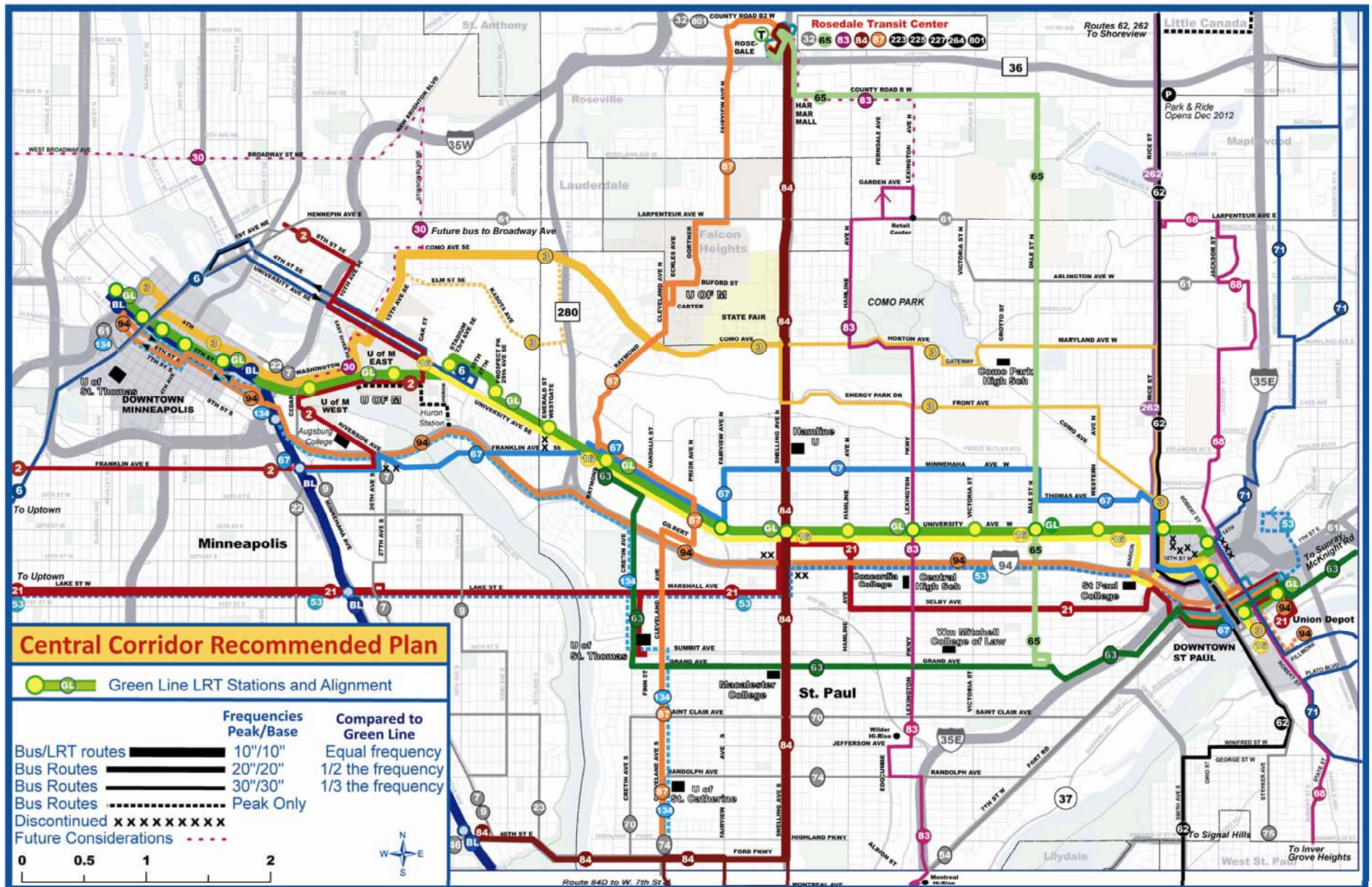


Figure 9 Downtown St. Paul Recommended Plan

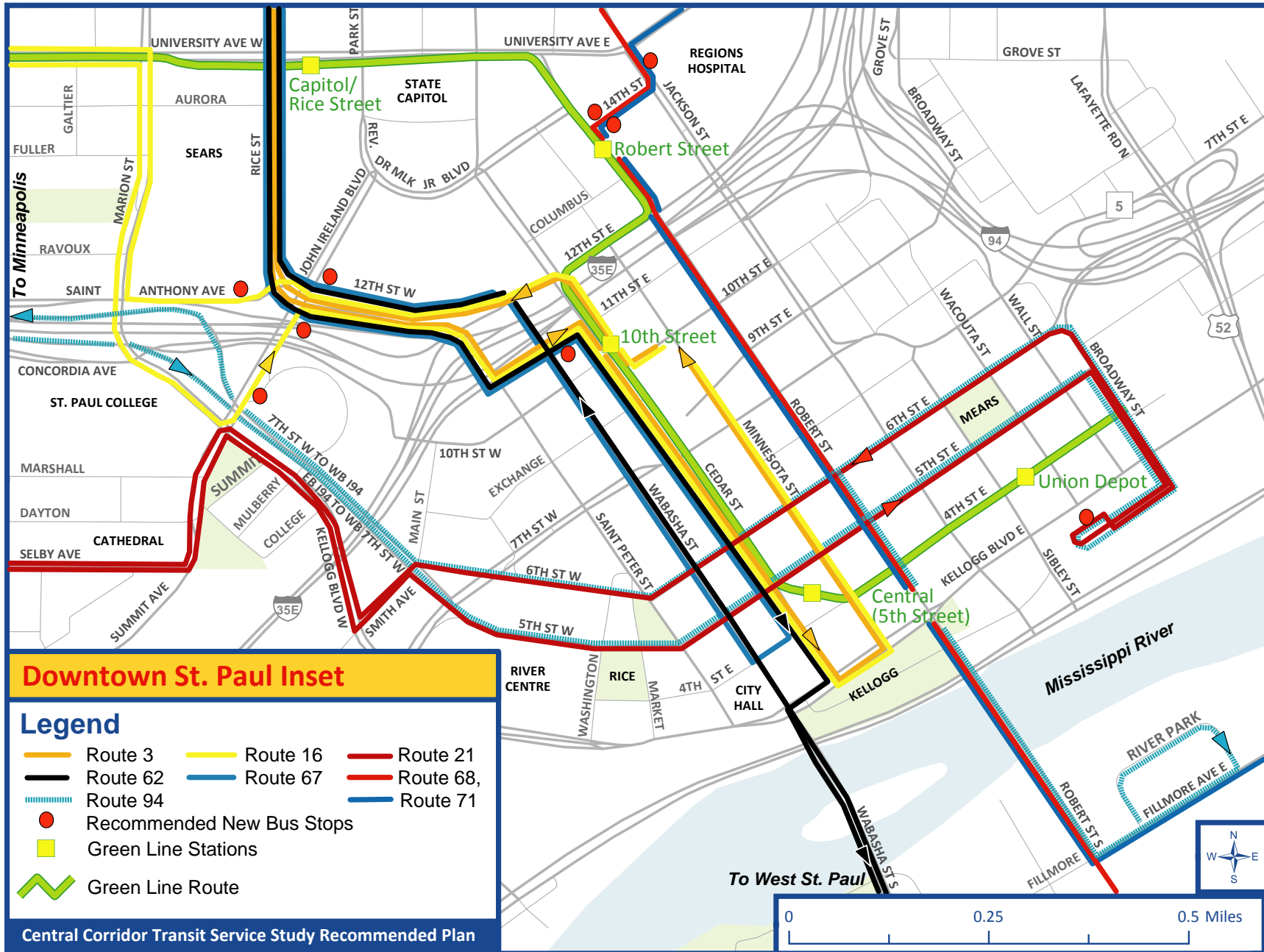


Figure 10 Recommended Plan Downtown Minneapolis



Figure 11 Existing and Recommended Plan Trunk Frequency Comparison Table

Existing and Proposed Routes	Weekday Off-peak		Weekday Peak		Saturday		Sunday	
	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
METRO Green Line -Mpls/U of M/University Av/St. Paul LRT	0	10	0	10	0	10	0	10
2 - Franklin/Riverside/U of M/4 th /8 th St	5 to 15	5 to 15	5 to 15	5 to 15	20 to 30	20	20 to 30	20
3 - Mpls/U of M/Como/Front/Maryland/St. Paul	10 to 15	10 to 15	5 to 15	5 to 15	30	30	30	30
6 - Mpls/U of M/4 th St/Univ. Av/Stadium Village	30	30	20	20	30	30	30	30
8 - Mpls/Franklin Av/Univ. Av (See Route 67)	30 to 40	0	30	0	0	0	0	0
16 - Mpls/U of M/University Av/St. Paul	10	20	8 to 12	20	10 to 15	20	15 to 30	20
21 -Marshall Av/Selby Av/St. Paul end only	20 to 30	20	15	15	20	20	20	20
50 - Mpls/U of M/University Av/St. Paul (See Green Line)	0	0	6 to 12	0	0	0	0	0
53 - Mpls/Lake St/Marshall Av/I-94/St. Paul	0	0	20 to 30	20 to 30	0	0	0	0
62 - Shoreview/Rice St /St. Paul	30	30	30	30	30	30	60	30
62 - St. Paul/ Smith Av/Signal Hills/W. St Paul	0	30	0	30	0	60	0	60
63 - Maplewood/E. 3 rd St /St. Paul/Grand Av	20 to 30	20	13 to 30	10 to 20	30	20	60	20
63 – Raymond Av/University/Cretin Av	0	20	0	20	0	20	0	20
65 - Roseville/Dale St /St. Paul	30	20	30	20	75	20	75	20
67 – Smith /Signal Hills/W. St Paul (See Rt 62)	30	0	30	0	60	0	60	0
67 – Fairview/Minnehaha/Thomas Av/St Paul	30	20	20 to 30	20	60	20	60	20
67 – Mpls/Franklin Av/University Av/St Paul	0	20	0	20	0	20	0	60
68 – St. Paul/Robert St//Jackson St	30	30	10 to 30	10 to 30	30 to 60	30 to 60	30 to 60	30 to 60
71 – St. Paul/Arkwright St/Concord St	15 to 30	15 to 30	15 to 30	15 to 30	30 to 60	30 to 60	60	60
83 – Como Av/Energy Park/Lexington/W 7 th St	0	30	0	30	0	30	0	30
84 - Roseville/Snelling Av/St. Paul/46 th St/Mpls	15	10	15	10	15 to 30	10	30 to 60	10
87 - Roseville/Raymond Av/Cleveland/St Paul	30	20	30	20	0	20	0	20
94 - Mpls/ I-94 Express/St. Paul (See Green Line)	15	30	5 to 10	10 to 15	30	0	30	0
134 - St. Paul/Cleveland/Cretin Av/I-94/Mpls	0	0	10 to 20	10 to 20	0	0	0	0
144 - St. Paul /Snelling Av/I-94/ U of M/Mpls (See Green Line)	0	0	15 to 30	0	0	0	0	0
Routes via Huron Blvd Station:								
Local U of M Connection – Huron Blvd/Washington Ave	0	0	10	10	0	0	0	0
353 – Woodbury/St Paul/ I-94 Express /Mpls	0	0	1 trip	1 trip	0	0	0	0
355 – Woodbury/ I-94 Express/ Mpls	0	0	10 to 15	10 to 15	0	0	0	0
365 – Cottage Grove/ I-94 Express/ Mpls	0	0	15 to 30	15 to 30	0	0	0	0
375 – Oakdale/ I-94 Express/ Mpls	0	0	10 to 20	10 to 20	0	0	0	0
452 – Mendota/ I-94 Express/ Mpls	0	0	30	30	0	0	0	0