

CHAPTER FIVE: IMPACTS OF CENTRAL CORRIDOR TRANSIT RECOMMENDED PLAN

As part of the overall process of planning bus service changes, Metro Transit considers the impacts of the proposed changes on a variety of areas including the operating budget, overall service efficiency and productivity, service coverage, and coordination with Metro Mobility paratransit and Transit Link dial-a-ride services.

OPERATING BUDGET

The cost of bus service proposed in this Recommended Plan, not including Future Considerations, is generally equivalent to existing bus costs in the Study Area. Resources saved from reduced service on bus routes whose trips will be operated by METRO Green Line trains are shifted to improve coverage, frequency and hours of service on bus routes connecting with rail. Operating funds for the METRO Green Line are not being redirected from the bus service.

EFFICIENCY AND EFFECTIVENESS MEASURES

A principal goal in developing the Recommended Plan is to improve the efficiency and effectiveness of transit service to enable the mobility of transit riders. The Recommended Plan route network is more efficient, operating more in-service hours within the same number of total platform hours as operated today.

Bus routes in the Central Corridor Transit Service Study Area currently operate effectively, with an average productivity on weekdays ranging between 18.5 to 78.2 passengers per in-service hour and ranging between 19.7 to 73.5 passengers per in-service hours on weekends. The Recommended Plan seeks to maintain this high productivity through service frequency improvements and reliable connections between bus and METRO Green Line service and improved bus-to-bus connections. The improved Central Corridor Transit Service Recommended Plan routes are estimated to have an average productivity equivalent to the current ranges.

ROUTE COVERAGE

Analysis of existing service identifies some route segments and network elements that are unproductive and ineffective. While maintaining good coverage within the Study Area, selected route segments were restructured or abandoned. The abandoned segments include:

- Franklin Avenue between Riverside Avenue and 27th Avenue South
- Emerald Street between Franklin Avenue and University Avenue/Eustis Street
- The bus stop on St. Anthony Avenue west of Snelling Avenue
- Martin Luther King Boulevard between University Avenue and Cedar Street

Planners worked extensively to refine the proposed plan to minimize significant negative rider impacts while maintaining proposed effectiveness and efficiency improvements. In the end, very few customers in the Study Area will not have service within a quarter-mile of the final network.

METRO MOBILITY AND TRANSIT LINK

Metro Mobility is a shared public transportation service for certified riders who are unable to use regular fixed-route buses due to a disability or health condition. Metro Mobility services within the study area may be impacted by changes outlined in the Central Corridor Transit Service Study Recommended Plan. This door-to-door service is mandated by the Americans with Disabilities Act and is provided by the Metropolitan Council. Since Metro Mobility service hours and areas are determined by the fixed-route transit network, changes to fixed-route service hours or routing will affect Metro Mobility's complementary paratransit services as well.

Transit Link is the Twin Cities dial-a-ride service for the general public, where regular route transit service is not available. Transit Link service is provided for those trips that are beyond a specific distance from fixed-route service. As the coverage or hours of service of the fixed route network change, the coverage of the Transit Link service may change.

The majority of fixed routes in the Central Corridor Transit Service Study Area operate in areas that already have full coverage with Metro Mobility service and no coverage by Transit Link service.