

CHAPTER FIVE: IMPACTS OF CENTRAL CORRIDOR TRANSIT CONCEPT 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 Concept 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 Green Line trains are shifted to improve coverage, frequency and hours of service on bus routes connecting with rail. Operating funds for the Green Line LRT are not being redirected from the bus service.

EFFICIENCY AND EFFECTIVENESS MEASURES

A principal goal in developing the Concept Plan is to improve the efficiency and effectiveness of transit service to enable the mobility of transit riders. The Concept 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 Concept Plan seeks to maintain this high productivity through service frequency improvements and reliable connections between bus and Green Line service and improved bus-to-bus connections. The improved Central Corridor Transit Service Concept 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:

- Marion Street between Concordia Avenue and University Avenue
- Franklin Avenue between Riverside Avenue and 27th Avenue South
- Emerald Street between Franklin Avenue and University Avenue/Eustis Street
- Grand Avenue between Cleveland Avenue and Cretin Avenue
- Cleveland Avenue between Marshall Avenue and Gilbert Avenue
- Gilbert Avenue between Cleveland Avenue and Prior Avenue
- Prior Avenue between Gilbert Avenue and University Avenue
- The bus stop on St Anthony Avenue west of Snelling

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 Concept 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. Review of the proposed fixed-route service changes indicates that no changes will be required for either Metro Mobility or Transit Link services.

CHAPTER SIX: TITLE VI ANALYSIS OF POTENTIAL DISPARATE IMPACT

The Federal Transit Administration (FTA) issued Circular 4702.1A in 2007, which defines Title VI and Environmental Justice compliance procedures for recipients of FTA-administered transit program funds. Specifically, the FTA requires recipients, including Metro Transit, to “evaluate significant system-wide service changes and proposed improvements at the planning and programming stages to determine whether those changes have a discriminatory impact.”

Definitions

Minority: The FTA defines a minority person as one who self-identifies as American Indian/Alaska Native, Asian, Black or African American, Hispanic or Latino, and/or Native Hawaiian/Pacific Islander. In other words, minority population is defined as non-white persons, or those of Hispanic origin. Minority and non-minority persons in the Green Line Service Study Area are mapped in Figure 10.

Low Income: The FTA defines a low-income individual as one whose household income is at or below the poverty guidelines set by the Department of Health and Human Services (DHHS). DHHS poverty thresholds are based on household size and income,