

## **CHAPTER SEVEN: FACILITY IMPROVEMENTS**

Metro Transit intends to conduct a comprehensive assessment of existing and potential transit related facilities in the Central Corridor Transit Service Study Area. From this assessment, a facility improvement plan will be developed that builds on the existing facilities and supports the improved bus service plan. Several of the potential improvements are listed below:

### **DOWNTOWN ST. PAUL BUS STOP IMPROVEMENT PLAN**

In 2009, the City of Saint Paul developed the 6th + 5th Street Capital Improvement Plan, which defines a vision for improving the physical environment of 6th and 5th streets between Rice Park and Mears Park. One of the recommendations of this plan was to improve the physical environment of the four highest-volume downtown bus stops on 5th Street, Minnesota Street, 6th Street and Cedar Street.

In response to this need, Metro Transit applied for and was awarded a \$2.6 million Federal Transit Administration grant to upgrade these four bus stops. The upgrades will improve the safety, function, amenities and aesthetics of the facilities and will maximize the benefits of other transit investments currently underway in downtown St. Paul, including the introduction of the Green Line service in 2014.

Improvements to all four bus stop facilities will include the following:

- Transit shelters/waiting area improvements
- Safety and security upgrades
- Signage (real-time departure, transit and way finding information)
- Sidewalk and street modifications
- Integration of benches, plantings, waste receptacles, public art, lighting, bicycle amenities and other streetscape elements
- Vertical connection to Green Line (partial funding)

Metro Transit and the City of Saint Paul are committed to pursuing implementation of these bus stop improvements in late 2012 through 2014 so they will be in place when the Green Line is operational in 2014.

### **ROSEDALE TRANSIT CENTER**

Rosedale Transit Center is located at the Rosedale Center shopping mall in Roseville. Currently the facility can accommodate up to eight buses at a time. Since the Concept Plan improves the frequency of many routes that terminate at Rosedale Transit Center, the peak bus space requirement could increase to nine buses in the future.

To accommodate the increase in bus service, the existing transit center bus parking area may need to be expanded. If this expansion is necessary, staff will work with the City of Roseville and the Rosedale Center property owner.

### **RAYMOND AVENUE STATION BUS LAYOVER FACILITY**

A total of four bus routes will meet near Raymond Avenue Station. Two of the planned routes will terminate at this location, requiring a dedicated bus layover area and access to a restroom for bus operators.

### **WEST 7<sup>TH</sup> STREET BUS LAYOVER FACILITY**

The Lexington Parkway cross-town bus route will meet Route 54 on West 7<sup>th</sup> St. A new dedicated bus layover area and access to a restroom for bus operators is required near Albion Street and West 7<sup>th</sup> Street.

### **FUTURE SNELLING ARTERIAL TRANSITWAY “RAPID BUS” TRANSIT SERVICE AND FACILITIES**

The Metropolitan Council’s 2030 Transportation Policy Plan identifies 11 high-demand local bus corridors to develop a facility and service plan that would enhance efficiency, speed, reliability, customer amenities and transit market competitiveness. These Rapid Bus corridors include stations with heat, improved lighting, security cameras, ticket vending machines and NexTrip electronic signs that announce the actual departure times for the next bus.

A recent study ranks the Snelling Avenue corridor as one of the best corridors in which to implement this type of service. At this time, Metro Transit has established a goal of implementing Rapid Bus service on Snelling Avenue in 2014. Achieving this goal will require close coordination with many and the same stakeholders that are involved in the Central Corridor Transit Service Study.

## **CHAPTER EIGHT: STUDY TIMELINE AND IMPLEMENTATION SCHEDULE**

This report outlines a Concept Plan for improved bus service plan in Central Corridor Study Area. On May 23, 2012, the Metropolitan Council adopted this Concept Plan for public review. Once public review is completed, service change proposals will be revised and a final plan adopted by the Council in late 2012 for implementation in 2014.

### **TIMELINE**

June 2012 – Public meetings and public hearings

July 9, 2012- Public comment period closes

Summer/Fall 2012 – Revise Concept Plan

Late 2012 – Final Plan approval

2014 – Implementation with the opening of the Green Line