



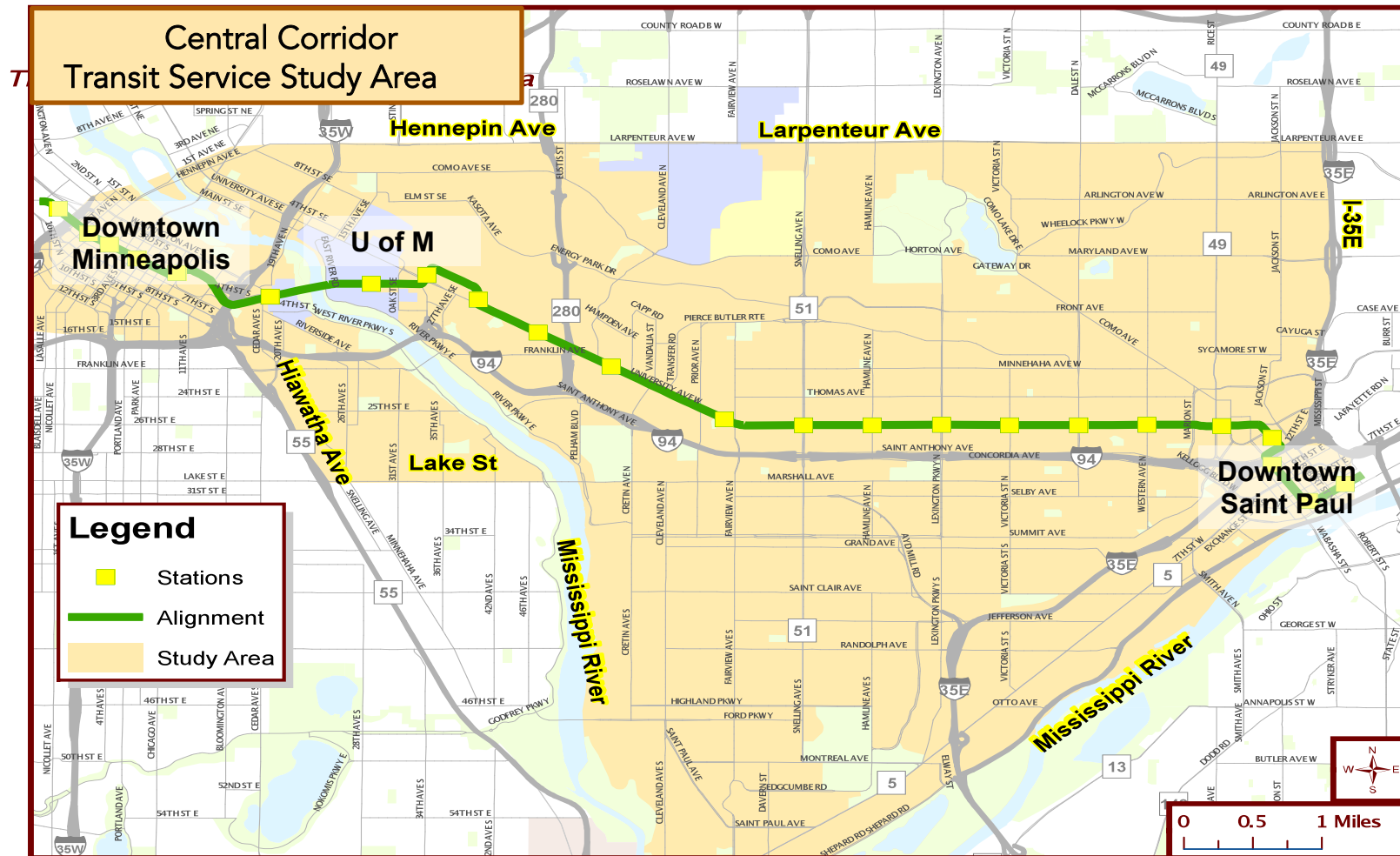
Central Corridor Transit Service Study Concept Plan



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Project Manager



Central Corridor Transit Service Study Area



Central Corridor Existing Conditions

- Service Assessment Results
 - Good existing route network design and coverage
 - Some gaps in grid network
 - Lack of adequate frequency and service hours on some routes

Existing conditions report online:
metrotransit.org/centralstudy



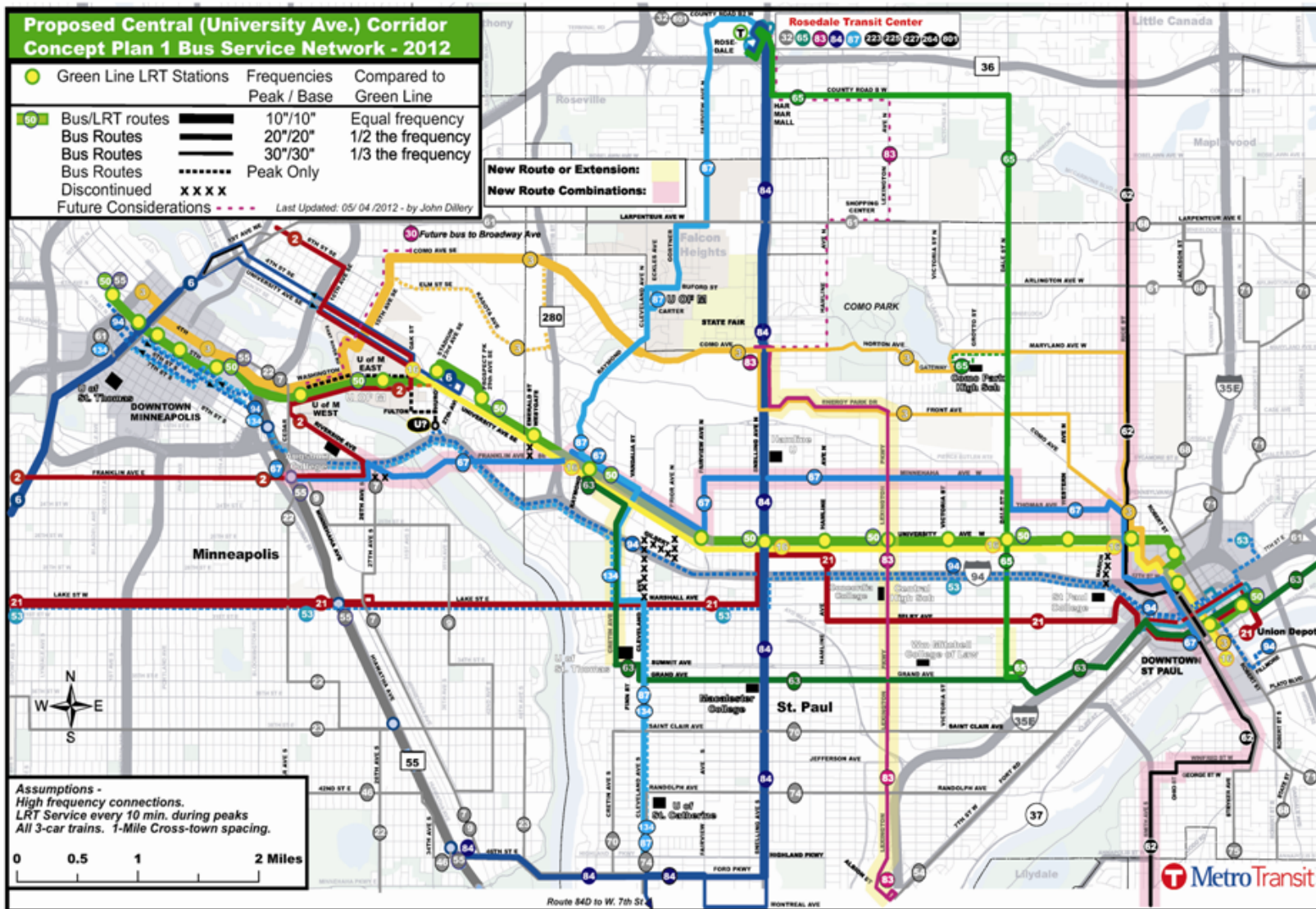
Public Input

- Concept Plan developed with significant public input
- Planners held open houses, community meetings, distributed surveys, assisted by Trusted Advocates
- Many comments highlight common themes
 - Loyalty to existing routes
 - Desire for more frequency and hours of service
 - Interest in additional service to fill gaps in route network
- Major destinations identified through surveys



Concept Plan Summary

- Strengthened bus route network and connect bus routes at Green Line stations
- Resources shifted from reduced bus service on University Avenue and I-94 to improve connecting bus service
- Connecting bus service frequencies and hours of service improved 7 days a week
- New route added and selected routes extended to Green Line stations





University Ave. Corridor (Routes 16, 50, 94)

- Green Line LRT service will be the primary east – west University Avenue corridor transit service
 - Rail service will run every 10 minutes 7 days a week
- Route 16 local service operates every 20 minutes only between St. Paul and Oak & University
 - Overnight service extends to downtown Minneapolis
 - Route 50 limited stop service eliminated
- Route 94 express service is peak-only non-stop between downtowns, no service to Capitol area



East – West Connections (Routes 8, 63, 67)

- Selected East-West bus routes parallel to University Avenue are extended to connect with the Green Line
- Route 63 extended from Cretin/Summit to Raymond Station via Cretin to University
- Routes 67 (Minnehaha) and 8 (Franklin Ave.) combined
 - Route 67 terminates in downtown St. Paul
 - West St. Paul portion of Route 67 combined with Route 62
- Route 63 and 67 frequency improved to every 20 minutes



North – South Connections (Routes 65, 83, 84, 87)

- Improve North-South routes on Dale, Lexington, Snelling and Raymond, 7 days a week
- Route 65 (Dale) frequency improved to every 20 min.
 - Restore service to Grand & Dale neighborhood
 - Route 65 service on Selby to downtown discontinued
- Reintroduce Route 83 on Lexington Parkway
 - Service between Como Avenue and West 7th Street
- Route 84 (Snelling) frequency improved to every 10 min.
- Route 87 (Raymond) frequency improved to every 20 min.



Limited Stop commuter service (Routes 134, 144)

- Route 134 (Cleveland) limited stop service reduced during the fringe of the peak period
 - Route 87 to Green Line is alternate service
- Route 144 (Snelling) limited stop service discontinued
 - Route 84 to Green Line is alternate service

No Significant Changes (Routes 2, 3, 6, 21, 53)

- Routes 2, 3, 6, 21 and 53
 - No major route structure changes
 - No frequency or span of service changes
 - Minor extension of Route 6 to Stadium Village Station



Transit Service Study Next Steps

- Continue public engagement to communicate plan
- Public meetings and hearings on Concept Plan in June
- Revised plan based on public input
 - Future considerations
- Final Plan approval late 2012



Public Meetings & Hearings

- Tuesday, June 19 – 4 to 6:30 p.m.
Brian Coyle Center
- Thursday, June 21 – 4 to 6:30 p.m.
Central Corridor Resource Center
- Saturday, June 23 – 1 to 3 p.m.
Goodwill Easter Seals
- Tuesday, June 26 – 11 a.m. to 1 p.m.
Minneapolis Public Library
- Thursday, June 28 – 4 to 6:30 p.m.
Rondo Community Library



Thank you.



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