



**West End & Route 9 Transit Study Recommended Plan
Public Meeting
March 21, 2017
Steve Mahowald, Senior Transit Planner**

- Simplifies route structure, easier for customer to understand
 - Reduces Route 9 branches from 6 to 2 on west side
- Improves schedule reliability
- Serves growing jobs & retail in West End
 - Improves access from downtown Minneapolis
 - 16 minute reduction in travel time
 - 32% increase in trips
- Improves access for areas of concentrated poverty in Minneapolis and St. Paul
- Improves performance by reducing low-ridership branches

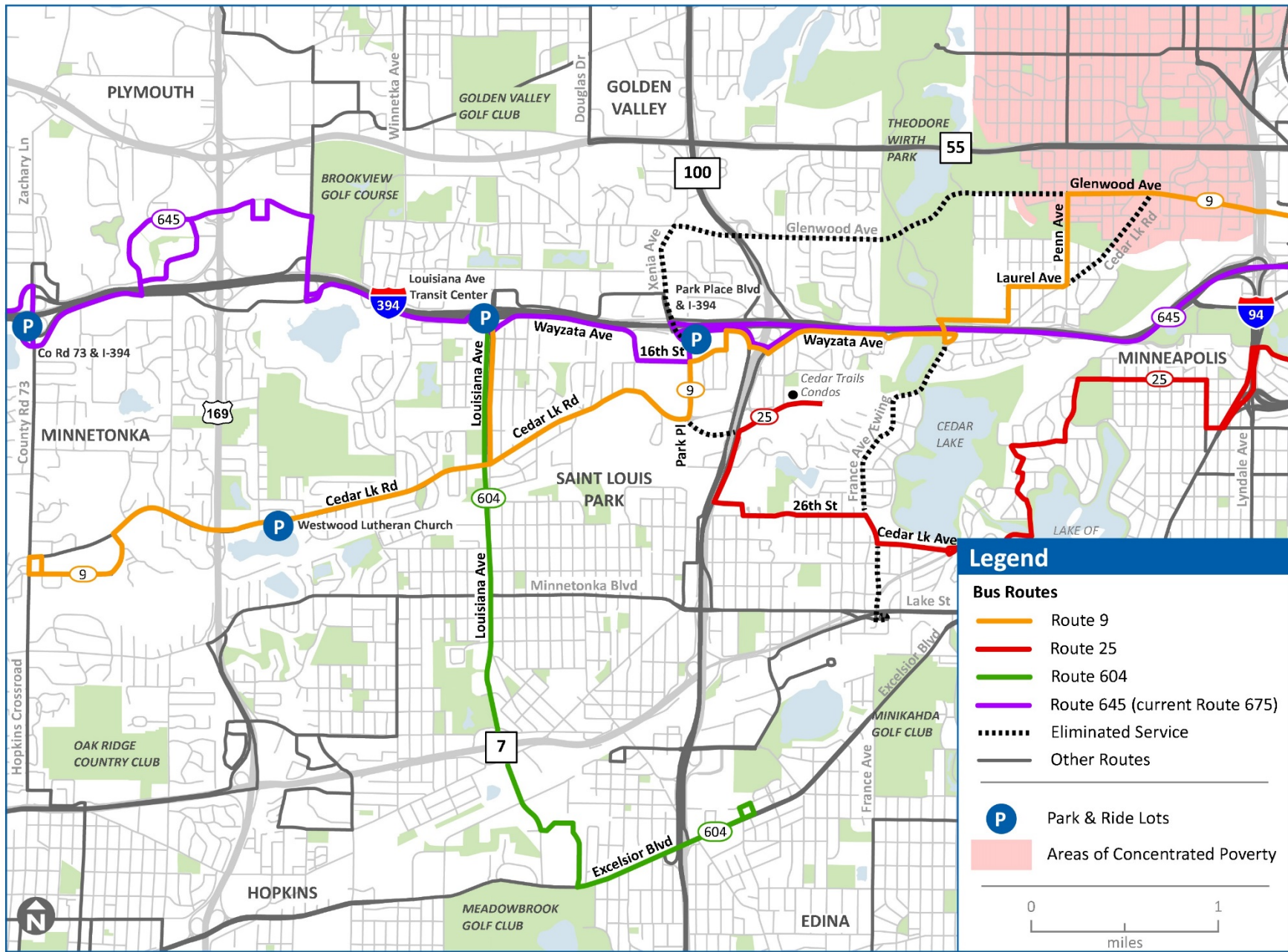
- Review existing and projected conditions
 - Customer contacts and Operator concerns
 - Survey of riders in Greenbrier area west of Hwy 169
 - Land use (existing and projected), demographics, auto ownership, transit market areas
 - Ridership—past, existing and projected
- Evaluate concept scenarios to meet goals and objectives
 - Improved route structure and network
 - Service and operational performance
 - Ridership growth potential
 - Equity and market considerations
- Compatibility with other regional plans
 - C Line, Green Line extension
 - Blue Line extension

- 157 comments from 127 individuals
 - 27 opposed eliminating 9H
 - 23 opposed eliminating 9B
 - 6 opposed eliminating Cedar Lk Rd between Glenwood and Penn
 - 7 concerned about increased travel time on Route 675 (new Route 645)
 - 4 concerned about elimination of Route 649
- Reviewed several options for retaining 9B and 9H service while staying within budget & project goals
 - Addresses 9H most concerns
 - Achieves overall project goals
 - While being sensitive to existing budget realities

- Route 9 modifications
 - Peak frequency reduced on entire route
 - From 15 to 20 minutes during rush hour
 - From 20 to 30 minutes during fringe of rush hour
 - Route 9 will not be rerouted to serve Cedar Trails segment of eliminated Route 649 as initially proposed

- Route 25 modifications
 - Service on France Ave between Cedar Lake Ave and Lake St. will be eliminated
 - Alternative service available at Lake St on Route 17
 - Route 25 will be rerouted to cover 26th St (Route 9H) and Cedar Lake Rd east of Hwy 100 (Route 649)
 - Majority of 9H's 15 riders retain service on 8 trips with 4 min. increase in travel time
 - Majority of Cedar Trails' 12 riders retain service on 8 trips; 18 min. increase in travel time
 - Six reverse commute trips with a total of 6 riders eliminated

Recommended Plan—Routes



- 4 segments proposed for elimination
 - 9B west of Penn—25 riders, less than 4 riders per trip
 - Ewing/France/Cedar Lk Rd—6 riders, less than 1 rider per trip
 - Cedar Lake Rd between Glenwood & Penn—8 at the one bus stop more than ¼ mile from alternative stops
 - France Ave between Cedar Lk Ave and Lake St
- Route 604 between LTC and West End replaced
 - 12 riders will need transfer
 - AM & PM trip added for Methodist work start/end

- Route 649 replaced
 - Alternative service provided on Route 9, 25 and new Route 645
 - 73% of riders have comparable or better replacement service
 - As fast or faster, as many trips or more trips
 - 27% of riders have service that's slower, however riders west of Zarthan will see a threefold increase in trips

- Route 675 renumbered to Route 645 and extended to run local service between LTC and West End
 - Travel time increases by 2-4 minutes
 - Fare is reduced from express to local
- Faster service West End to downtown
 - 8 minutes as compared to 24 today
- 40% more weekday trips to West End
- An easier to understand Route 9
 - 2 branches as compared to 6

- Simplifying done by taking branches of a route and creating new routes out of the branches, or covering branches with another route
- Eliminating service is based on past, existing and projected ridership
- Scenarios retaining 9B considered, but not recommended due to
 - Impacts on riders of existing routes considered as replacement of the 9B branch
 - Existing and projected low ridership west of Penn
 - Cost of replacing 9B branch with new service

- Existing vs. Recommended Plan
 - Weekday
 - 1% decrease in platform hours (from 294 to 290)
 - Decrease in peak buses (from 26 to 25)
 - Saturday
 - 5% increase in platform hours (from 120 to 126)
 - Increase in buses (from 7 to 8)
 - Sunday
 - No change in platform hours or buses
- Anticipated increase of 50,000 annual rides by 2019
- Title VI service equity analysis—no potential for disparate impact

- Outreach and Public Engagement
 - Open House March 21st ICON Theatres community room from 5:00-7:00pm
 - Informed customers, Fall outreach participants, elected officials/city staff of revisions
 - Posted Recommended Plan on website March 1
 - Boarded buses and distributed project summary on affected routes
 - Posted information in online *Connect*, city newsletters
- April 10: Recommended Plan to Transportation Committee for approval
- April 26: Full Council for approval
- Implementation August 2017



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