



**West End & Route 9 Transit Study Recommended Plan**  
**Transportation Committee**  
**March 13, 2017**  
**Steve Mahowald, Senior Transit Planner**

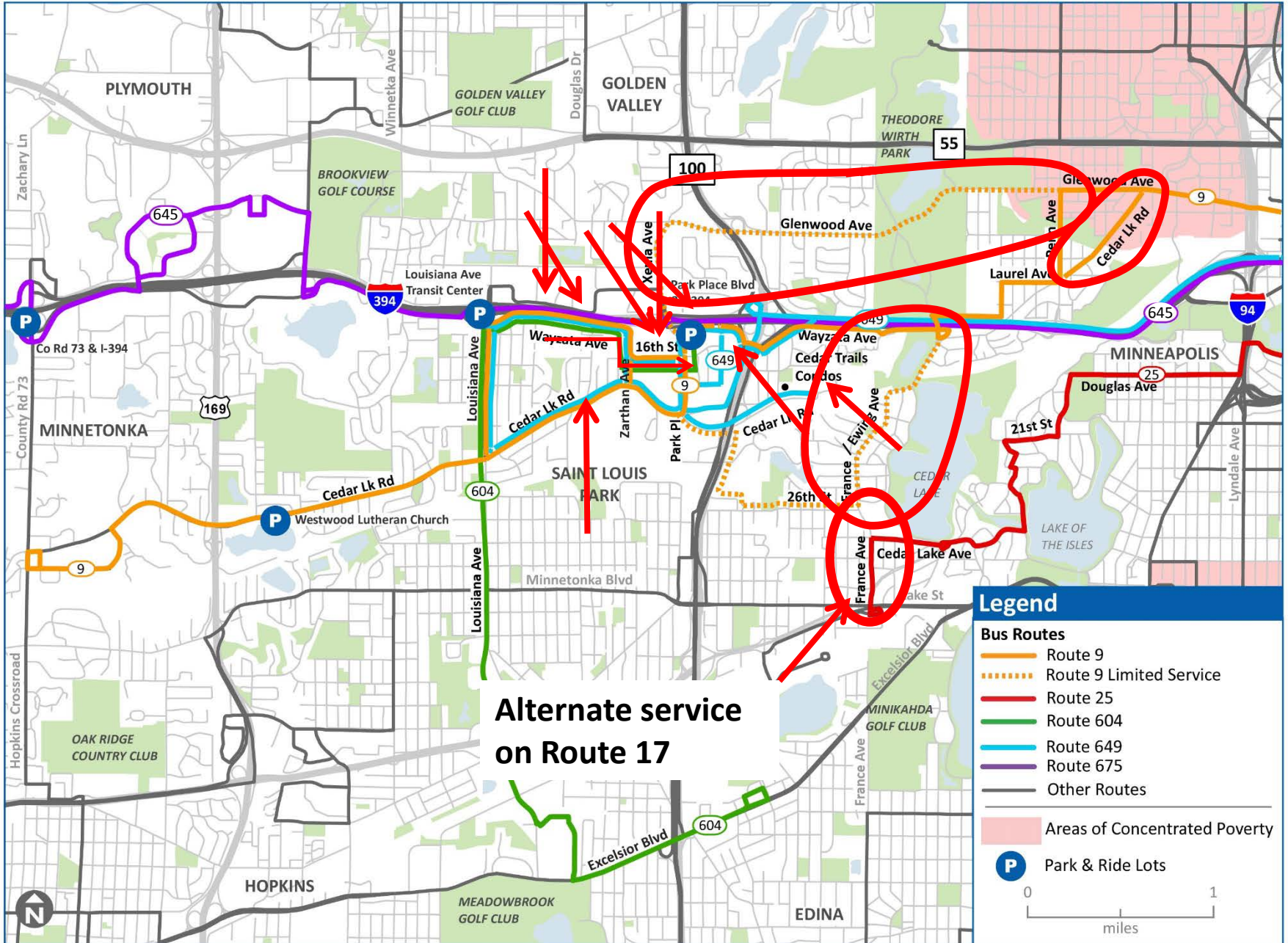
- Simplifies route structure, easier for customer to understand
  - Reduces Route 9 branches from 6 to 2 on west side
- Improves schedule reliability
- Serves growing jobs & retail in West End
  - Improves access from downtown Minneapolis
    - 16 minute reduction in travel time
    - 32% increase in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

- 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

- 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 26<sup>th</sup> 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



<u>Thrive Lens</u>	<u>West End and Route 9 Recommended Plan</u>
<b>Stewardship</b>	Leverages transit investment in TOD areas
<b>Prosperity</b>	Encourages redevelopment and infill development
<b>Equity</b>	Uses investment to build more equitable region and improves access to low-wage jobs
<b>Livability</b>	Supports TOD development
<b>Sustainability</b>	Reduces need to drive

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- Title VI service equity analysis—no potential for disparate impact

- 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



- Outreach and Public Engagement
  - Open House March 21<sup>st</sup> 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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