



Bus Transit Operations Plan (Technical Memorandum)

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1 Introduction

This technical memorandum presents a summary of existing bus transit service in the Southwest corridor and the No Build and Build Alternative transit service plans for the Southwest LRT Project. Bus and rail service plans in the original Draft Environmental Impact Statement (DEIS) for the Southwest LRT (METRO Green Line Extension) are several years old. This plan incorporates recent changes in the bus network and is updated to reflect changes to development patterns in the corridor.

1.1 Corridor Description

The Southwest LRT (METRO Green Line Extension) is approximately 14.5 miles of new double track proposed as an extension of the METRO Green Line (Central Corridor LRT) which will operate from downtown Minneapolis through the communities of St. Louis Park, Hopkins, Minnetonka, and Eden Prairie, passing in close proximity to Edina (see Figure 1-1).

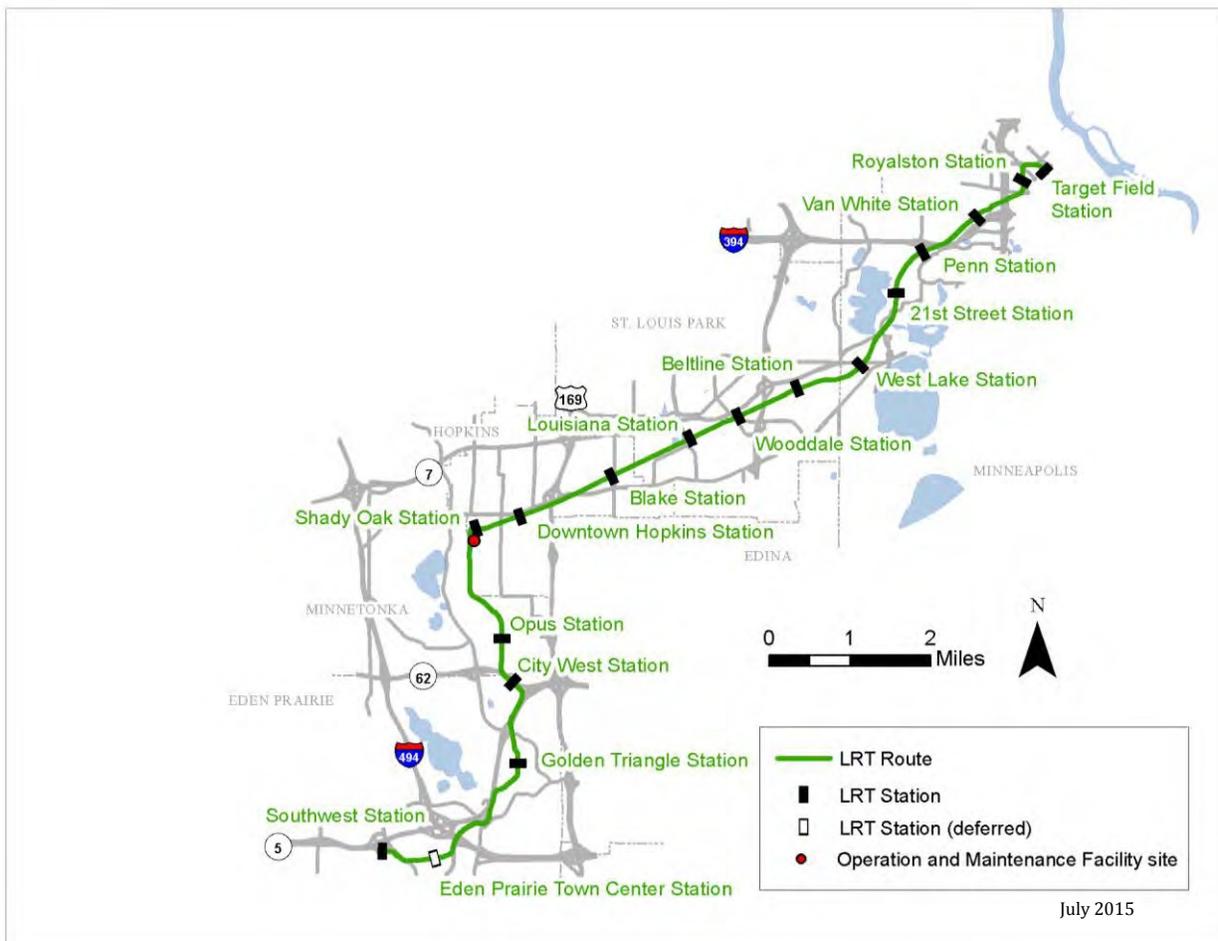


Figure 1-1: Southwest Study Area Existing Service

The proposed alignment includes 16 new stations (including Eden Prairie Town Center Station that is deferred for construction at a later date), approximately 2,500 additional park-and-ride spaces, accommodations for passenger drop-off (kiss-and-ride), bicycle and pedestrian access, as well as new or restructured local bus routes connecting stations to nearby residential, commercial and educational destinations. Major activity centers from Eden Prairie to St. Paul, including UnitedHealth Group campuses, the Opus/Golden Triangle employment area, Park Nicollet Methodist Hospital, the Minneapolis Chain of Lakes, downtown Minneapolis and St. Paul, the University of Minnesota, and the State Capitol area, will be accessible by a one-seat ride. Passengers will be able to connect to the greater METRO system, including METRO Blue Line (Hiawatha LRT), METRO Orange Line (I-35W BRT), Northstar Commuter Rail, METRO Red Line (Cedar Ave BRT) via Blue Line, and the planned METRO Blue Line Extension (Bottineau LRT) as well as future commuter rail, planned Arterial Bus Rapid Transit lines connecting at multiple locations on the METRO system. See Figure 1-2.

2040 regional map

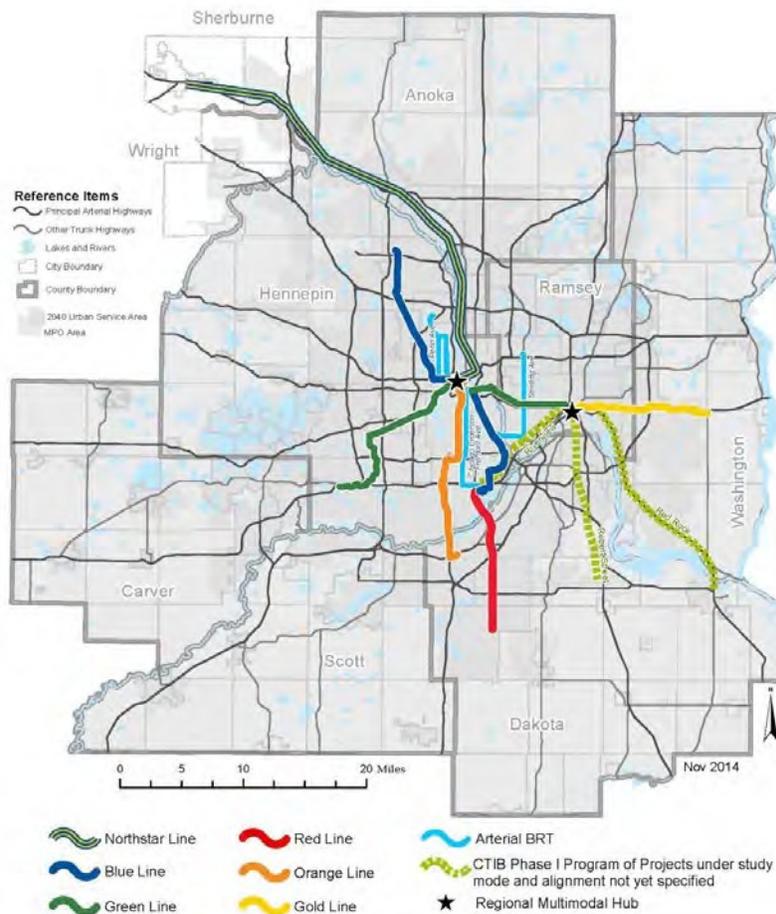


Figure 1-2: Southwest Study Area Existing Service

The Metropolitan Council (Council) is the FTA grantee and will serve as the owner-operator of the completed Southwest LRT Line.

The Southwest LRT will operate primarily at-grade and with structures providing grade separation of LRT crossings, roadways and water bodies at specified locations. For just under one half mile, it will operate in a shallow LRT tunnel in the Kenilworth Corridor south of the channel with an at-grade LRT bridge over the channel.

The western most station on the line will be located at Southwest Station in Eden Prairie, providing rail/bus connections at the existing transit center. Between Southwest Station and Glenwood Avenue in Minneapolis, the line will operate in dedicated right-of-way (ROW). From Target Field Station through downtown Minneapolis, the University of Minnesota, and downtown St. Paul, Southwest LRT service will be interlined/through-routed with the Green Line, sharing tracks on South 5th Street in downtown Minneapolis with the Blue Line.

The 16 planned stations along the Southwest LRT line are: Southwest, Eden Prairie Town Center(deferred), Golden Triangle, and City West Stations in Eden Prairie; Opus Station in Minnetonka; Shady Oak, Downtown Hopkins, and Blake Stations in Hopkins; Louisiana, Wooddale, and Beltline Stations in St. Louis Park; and West Lake, Penn, 21st St., Van White, and Royalston Stations in Minneapolis.

An additional 27 light rail vehicles (LRVs) will be added to the Green Line fleet for the operation of the Southwest LRT line. The additional LRVs will be stored and maintained in a new Operations and Maintenance Facility (OMF) to be located in Hopkins.

Additional project requirements include traction power substations (TPSS) to supply electrical power to the LRVs and signal bungalows housing equipment needed to operate and monitor train signals. The Council will identify specific sites for TPSS and signal bungalows during the Project Development and Engineering phases of the Project.

1.2 Purpose and Organization of the Bus Transit Operations Plan

The Bus Transit Operations Plan is intended to identify bus network operating characteristics and requirements for the No Build and Built LRT project alternatives.

The remaining sections of the Bus Transit Operations Plan are organized as follows:

Section 2 provides a description of existing bus service within the study area, including route alignments and service levels.

Section 3 provides a detailed description of the proposed Southwest bus networks for the No Build and Build alternatives, including the primary corridor and connecting bus service network, frequencies, and bus connections at stations.

Section 4 identifies operating requirements (i.e., miles, hours, peak vehicles, etc.) for each alternative bus service plan.

2 Existing Service

The Southwest LRT study area includes several local and express route services. Following is a brief description of the existing bus transit services (as of December 2014) within the study area. Two of the routes within the corridor are considered “primary corridor routes” because they are the routes that run parallel to significant segments of LRT in the corridor and provide all day local service seven days a week. “Connecting corridor routes” are those routes within the corridor that provide connections to the primary corridor routes or service, as in the No Build and Build Alternatives. “Express corridor routes” provide weekday peak period express service between the corridor and downtown Minneapolis. “Other affected routes” are routes not in the immediate corridor but directly impacted in the No-Build or Build alternatives. The “Other operators” section outlines the service provided by SouthWest Transit in the Eden Prairie portion of the corridor. Figure 2-1 illustrates these routes as well as other existing transit in this study area not directly affected in the No-Build or Build alternatives.

2.1 Primary Routes

The primary corridor routes within the Southwest Corridor are Routes 12 and 17. Below is a brief description of existing service on these routes.

Route 12

Route 12 operates Monday through Sunday between the Opus office park in Minnetonka and Minneapolis via 11th Avenue South, Mainstreet in downtown Hopkins, Excelsior Boulevard in St. Louis Park and Lake Street and the Uptown Transit Station in Minneapolis. It currently serves the Opus, Shady Oak, Downtown Hopkins, Blake Road and West Lake station areas. Weekday peak-period, peak-direction trips operate on a limited-stop basis between Uptown and downtown Minneapolis, providing a faster alternative to the other local routes on Hennepin Avenue. Midday, evenings, and weekends, Route 12 operates only between Minnetonka and the Uptown Transit Center. Weekday peak periods it runs every 15 to 20 minutes and midday every 30 minutes Monday through Saturday and every 45 minutes Sunday. Service hours are approximately 5:00 AM to 12:30 AM weekdays, 5:30 AM to 12:00 AM Saturday and 5:30 AM to 12:00 AM Sunday.

Route 17

Route 17 operates Monday through Sunday between Hopkins’ Ramsgate area and downtown Minneapolis via Knollwood Mall, Minnetonka Boulevard, Lake Street, Hennepin Avenue and Nicollet Avenue. North of downtown it operates to Washington Street Northeast. It currently serves the Blake Road, Wooddale, Belt Line and West Lake station areas. Between downtown and the West Lake station area it runs every 10 minutes weekday peak periods and every 15 minutes midday Monday through Sunday. West of the West Lake station area it runs every 15 minutes weekday peak periods and every 30 minutes midday Monday through Sunday. Service hours are approximately 5:00 AM to 2:00 AM weekdays and 5:00 AM to 2:00 AM Saturday and Sunday.

2.2 Connecting Routes

Route 5

Route 5 operates Monday through Sunday between the Brooklyn Center Transit Center and downtown Minneapolis via Brooklyn Boulevard, 44th Avenue and Fremont/Emerson Avenues. South of downtown it operates to the Mall of American via Chicago/Portland Avenues and American Boulevard. It serves the Royalston station area and is one of the region's Hi-Frequency routes. Weekday peak periods and midday it runs every 10 minutes or better and midday Saturday and Sunday it runs every 10 minutes. It provides service 24 hours a day 7 days a week.

Route 9

Route 9 operates Monday through Sunday between the Minnetonka's Greenbrier area and downtown Minneapolis via Cedar Lake Road, Wayzata Boulevard and Glenwood Avenue. South of downtown it operates to the 46th Street METRO Blue Line Station via Franklin Avenue and the Longfellow neighborhood of south Minneapolis. It serves the Royalston station area. Weekday peak periods it runs every 15 to 20 minutes, and every 30 minutes midday Monday through Sunday. Service hours are approximately 5:00 AM to 1:00 AM weekdays, Saturday 5:30 AM to 1:00 AM, and 6:00 AM to 11:30 PM Sunday.

Route 19

Route 19 operates Monday through Sunday between the Brooklyn Center Transit Center and downtown Minneapolis via Brooklyn Boulevard, Penn Avenue and Olson Highway. It serves the Royalston station area and is one of the region's Hi-Frequency routes. Weekday peak periods it runs every 10 minutes or better and midday every 10 minutes, every 15 minutes Saturday and every 20 minutes Sunday. It provides service 24 hours a day 7 days a week.

Route 22

Route 22 operates Monday through Sunday between the Brooklyn Center Transit Center and downtown Minneapolis via southeast Brooklyn Center and Lyndale Avenue. South of downtown it operates to the METRO Blue Line's VA Medical Center Station via Cedar Avenue, 28th Avenue South and 58th Street. It serves the Royalston station area. Weekday peak periods it runs every 15 minutes and midday every 20 minutes weekdays and Saturday and every 30 minutes Sunday. Service hours are approximately 4:30 AM to 1:30 AM Monday through Saturday and 5:30 AM to 1:30 AM Sunday.

Route 25

Route 25 operates Monday through Friday between Lake Street and France and downtown Minneapolis via the Cedar Lake and Kenwood neighborhoods of south Minneapolis. North of downtown it operates Monday through Saturday to the Northtown Transit Center via Stinson Boulevard and Silver Lake Road. It serves the 21st Street station area. Weekday peak-period only service is provided to the Kenwood and Cedar Lake neighborhoods of south Minneapolis with five AM and two PM inbound trips and four AM and five PM outbound trips

Route 604

Route 604 operates Monday through Friday between the Excelsior & Grand and West End mixed use developments in St. Louis Park via Excelsior Boulevard, Louisiana Avenue and Wayzata Boulevard. It currently serves the Louisiana station area. It runs every 60 minutes. Service hours are approximately 7:00 AM to 5:00 PM.

Route 615

Route 615 operates Monday through Saturday between the Excelsior & Grand mixed use development and the Ridgedale Shopping Center in Minnetonka via Excelsior Boulevard, 36th Street, the Knollwood Mall area, downtown Hopkins, County Road 73 and Fairfield Road. It currently serves the Wooddale, Blake Road and Hopkins station areas. Weekday it runs every 60 minutes and every two hours on Saturdays. Service hours are approximately 7:00 AM to 7:30 PM weekdays and 7:00 AM to 5:30 PM Saturday.

Route 755

Route 755 operates peak periods Monday through Friday between New Hope's Science Industry Park and downtown Minneapolis via Winnetka Avenue and limited stop on Olson Highway. It serves the Royalston station area. It provides twelve southbound and thirteen northbound trips.

2.3 Express Routes

Route 664

Route 664 operates peak periods Monday through Friday between the Opus development in Minnetonka and downtown Minneapolis via 11th Avenue South in Hopkins, Mainstreet in downtown Hopkins and Excelsior Boulevard in St. Louis Park prior to operating non-stop on Highway 100 and I-394 to downtown Minneapolis. It serves the downtown Hopkins and Blake Road Station areas. It provides four eastbound and five westbound trips.

Route 667

Route 667 operates peak periods Monday through Friday between Minnetonka and downtown Minneapolis via County Road 101, Highway 7 in Minnetonka and Hopkins and Minnetonka Boulevard in St. Louis Park prior to operating non-stop on Highway 100 and I-394 to downtown Minneapolis. It provides ten eastbound and ten westbound trips. Three of the trips in each direction are long line trips to the Highway 7 corridor in Hopkins and Minnetonka.

Route 668

Route 668 operates peak periods Monday through Friday between northeast Hopkins and downtown Minneapolis via Cambridge Street, Blake Road in Hopkins and Lake Street in St. Louis Park prior to operating non-stop on Highway 100 and I-394 to downtown Minneapolis. It provides five eastbound and four westbound trips.

Route 670

Route 670 operates peak periods Monday through Friday between the City of Excelsior and downtown Minneapolis via downtown Excelsior, Highway 7 in Shorewood, Excelsior Boulevard in Minnetonka and Mainstreet in Hopkins prior to operating non-stop on Highway 169 and I-394 to

downtown Minneapolis. It serves the downtown Hopkins Station area. It provides three eastbound and three westbound trips.

Route 671

Route 671 operates peak periods Monday through Friday between Orono and downtown Minneapolis via County Road 19 in Tonka Bay and Shorewood, downtown Excelsior and Minnetonka Boulevard in Greenwood, Deephaven and Minnetonka prior to operating non-stop on Highway 169 and I-394 to downtown Minneapolis. It provides three eastbound and three westbound trips.

2.4 Other Affected Routes

Route 6

Route 6 operates Monday through Sunday between the Southdale area of Edina and downtown Minneapolis via France and Xerxes Avenues, 36th Street and Hennepin Avenue. North of downtown it operates to the METRO Green Line's Stadium Village Station at the University of Minnesota via Hennepin Avenue SE, 4th Street/University Avenues SE. In addition to serving the Stadium Village Station it serves the METRO Green and METRO Blue Lines' Warehouse Station in downtown Minneapolis. South of downtown it is one of the region's Hi-Frequency routes with peak period service south of downtown running every 6 minutes and midday weekday every 10 minutes. Saturday and Sunday midday service runs every 15 minutes. Service hours are approximately 4:30 AM to 2:30 AM Monday through Saturday and 5:30 AM to 1:30 AM Sunday. In the Build Plan its peak frequency between the Uptown Transit Station and downtown is increased slightly to cover for Route 12, which would be eliminated.

Route 21

Route 21 operates Monday through Sunday between downtown St. Paul and Minneapolis' Uptown Transit Station via Selby Avenue, the Midway Shopping Center and Lake Street. It serves the METRO Blue Line's Lake St/Midtown Station and the METRO Green Line's Snelling and Union Depot Stations. It is one of the region's Hi-Frequency routes with peak period, midday and Saturday service running every 6 to 15 minutes and Sunday service running every 8 to 20 minutes. Service hours are approximately 4:00 AM to 2:00 AM Monday through Sunday. In the Build Plan it is extended from the Uptown Transit Station to serve the West Lake Station. In the Build Plan it is extended to serve the West Lake Station.

Route 614

Route 614 operates Monday through Saturday between Minnetonka Heights and Ridgedale via County Road 101, Minnetonka Boulevard and Plymouth Road. It currently does not serve a station area. It runs hourly and service hours are approximately 5:00 AM to 7:00 PM weekdays and 9:00 AM to 4:00 PM Saturday. In the Build Plan it is rerouted and extended to serve the Hopkins downtown station.

2.5 Other Operators

In the Eden Prairie portion of the corridor, SouthWest Transit operates routes focused on express service from the cities of Chaska, Chanhassen and Eden Prairie to downtown Minneapolis and the

University of Minnesota's Minneapolis campus. Below is a brief description of existing service on these routes.

Route 684 Reverse Commute Express

Route 684 operates peak period Monday through Friday between the University of Minnesota (U of M), downtown Minneapolis, Southdale, SouthWest Station and employment/activity centers in Eden Prairie, Chanhassen and Chaska. It operates as a reverse commute service. Between the U of M and the Eden Prairie area it provides seven westbound and six eastbound trips, with additional connections offered starting in Eden Prairie.

Route 687 Crosstown Express

Route 687 operates peak period Monday through Friday between Eden Prairie, SouthWest Station and the Target North campus in Brooklyn Park. It provides two eastbound and two westbound trips.

Route 690 Express

Route 690 operates peak period Monday through Friday between Chanhassen Transit Station, SouthWest Station and downtown Minneapolis and the University of Minnesota. It provides twenty-four eastbound and twenty-three westbound trips.

Route 691 Express

Route 691 operates an early AM trip Monday through Friday between downtown Chaska, SouthWest Station and downtown Minneapolis.

Route 692 Express

Route 692 operates peak period Monday through Friday between Chanhassen Transit Station and downtown Minneapolis. It provides four eastbound and four westbound trips.

Route 694 Crosstown Express

Route 694 operates Monday through Friday between Chaska, Chanhassen, SouthWest Station and Normandale Community College in Bloomington and the Best Buy headquarters in Richfield. It provides nine round trips with service hours from approximately 7:00 AM to 6:00 PM.

Route 695 University of Minnesota Express

Route 695 operates peak period Monday through Friday between Chaska, Chanhassen, Eden Prairie and the University of Minnesota. It provides six eastbound and four westbound trips.

Route 697 Express

Route 697 operates peak period Monday through Friday between Chaska and downtown Minneapolis. It provides six eastbound and five westbound trips.

Route 698 Express

Route 698 operates Monday through Friday between Chaska, Chanhassen, Eden Prairie and downtown Minneapolis and the University of Minnesota. It provides fourteen eastbound and eighteen westbound trips with service hours from approximately 5:30 AM to 10:30 PM.

Route 699 Express

Route 699 operates peak period Monday through Friday between Chaska, Chanhassen and downtown Minneapolis. It provides eleven eastbound and eleven westbound trips.

3 Description of No-Build Alternative Bus Network Service Plans

As noted in the introduction, the proposed No-Build service plan is similar to the original DEIS service plan, but has some network modifications to reflect recent changes in the bus network and development patterns. Figure 3-1 illustrates the proposed route alignments in the corridor.

3.1 No Build Alternative

The No-Build Alternative reflects a “likely growth” scenario for Metro Transit and SouthWest Transit bus service that is based on near-term and long-range service plans. Annual hours and miles for the entire corridor increase by nearly 1% per year between the existing level of service in the fall of 2013 and the target year of 2030. While most routes in the corridor see no change, Routes 5, 12, 17, 19 and 604 see significant changes. Additionally, new crosstown Route 620 is added to connect Hopkins and Eden Prairie, and new Route 26 is added as a one-direction loop route that serves the Penn and Van White station areas. The proposed No Build service characteristics for these and the other corridor routes are described in the following sections.

3.1.1 Primary Routes

Route 12

Route 12 would operate between Hopkins, Uptown, and downtown Minneapolis during the peak, midday, and evening periods, Monday through Saturday. Between Uptown and downtown it would operate as a limited stop. On Sunday, the route would shuttle between Hopkins and Uptown, as it does currently. Service frequency would increase, with buses running every 15 minutes during peak periods and every 20 minutes during the midday period. Service hours would be extended slightly. Weekday through Sunday the route would operate from 5:00 AM to 1:00 AM.

Route 17

West of the West Lake Station area weekday frequency would be increased to every 10 minutes during the peak periods as compared to the existing 15 minutes. Weekday midday and Saturday frequency would increase to every 15 minutes as compared to the existing 30 minutes. Sunday service frequency would not change. Service to Beltline Boulevard would be reduced. All weekday and Saturday service to the Knollwood Mall area would be extended via Blake Road to Excelsior Boulevard for convenient connections with Route 12. The extension would improve cross-town connections in Hopkins and St. Louis Park. Service hours would remain the same, approximately 5:00 AM to 2:00 AM weekdays and 5:00 AM to 2:00 AM Saturday and Sunday.

3.1.2 Connecting Routes

Route 5

Route 5, with the implementation of the Chicago/Emerson-Fremont BRT (see BRT below in ‘Other Affected Routes’), would operate its current route from Brooklyn Center Transit Center through downtown and south of downtown to 66th Street. It would serve the Royalston station area. Route 5F would be eliminated with the introduction of route 26. Peak periods and midday Monday

through Sunday it would run every 30 minutes. It would provide service 24 hours a day 7 days a week.

Route 9

Route 9 would remain the same in the No Build Alternative as it operates in December 2014.

Route 19

Route 19, with the implementation of the Penn Avenue BRT (see BRT below in 'Other Affected Routes'), would operate its current route and run every 30 minutes peak periods and midday Monday through Sunday. It would provide service 24 hours a day 7 days a week.

Route 22

Route 22 would remain the same in the No Build Alternative as it operates in December 2014.

Route 25

Route 25 would remain the same in the No Build Alternative as it operates in December 2014.

Route 26

Route 26 will be a new North Minneapolis circulator route. It is a one-direction loop route in a clockwise direction. Starting at Van White Boulevard and I-394 it would operate via westbound I-394, northbound Penn Avenue, eastbound 26th Avenue, southbound Lyndale Avenue, westbound Plymouth Avenue and southbound Van White Blvd. It would operate 7 days a week every 30 minutes between 6:00 AM and 11:00 PM.

Route 604

Saturday and Sunday service would be added and Route 604 would run every 30 minutes Monday through Sunday. Service hours would be approximately 6:00 AM to 9:00 PM weekdays and 7:00 AM to 9:00 PM weekends.

Route 615

Route 615 would remain the same in the No Build Alternative as it operates in December 2014.

Route 620

The proposed new crosstown Route 620 for the No-Build Alternative would operate between Eden Prairie's SouthWest Station and Hopkins via Eden Prairie Center, Golden Triangle, Opus' United Health complex and Opportunity Court, Smetana Road and 11th Avenue South. The route would make timed connections with Route 12 in Hopkins and with other services provided by SouthWest Transit at Southwest Station in Eden Prairie. Monday through Saturday it would run every 30 minutes till approximately 6:00 PM and evenings it would run every 60 minutes. Service hours would be from approximately 6:00 AM to 12:00 AM Monday through Saturday. No Sunday service is proposed.

Route 755

Route 755 would remain the same in the No Build Alternative as it operates in December 2014.

3.1.3 Express Routes

Route 664

Route 664 would remain the same in the No Build Alternative as it operates in December 2014.

Route 667

Route 667 would remain the same in the No Build Alternative as it operates in December 2014.

Route 668

Route 668 would remain the same in the No Build Alternative as it operates in December 2014.

Route 670

Route 670 would remain the same in the No Build Alternative as it operates in December 2014.

Route 671

Route 671 would remain the same in the No Build Alternative as it operates in December 2014.

3.2 Other Affected Routes

Route 6

Route 6 would remain the same in the No Build Alternative as it operates in December 2014.

Route 21

Route 21 would remain the same in the No Build Alternative as it operates in December 2014.

Route 614

Route 614 would remain the same in the No Build Alternative as it operates in December 2014.

Bus Rapid Transit (BRT)

The Metropolitan Council is building out a system of arterial bus rapid transit (BRT) lines in high density, mixed-use corridors that foster strong existing and potential transit ridership

Arterial BRT will improve travel speed, increase reliability, enhance the ride and create faster connections by cutting the time it takes to board, reducing the time buses wait at traffic lights and lessening time spent in traffic congestion.

Vehicles will feature low floors and allow boarding from any door. Fares will be paid before boarding – just as on light rail – so more time is spent moving rather than at bus stops. Trips will be frequent with fewer stops per mile. Stations will have enhanced information displays, better lighting, security features and radiant heat.

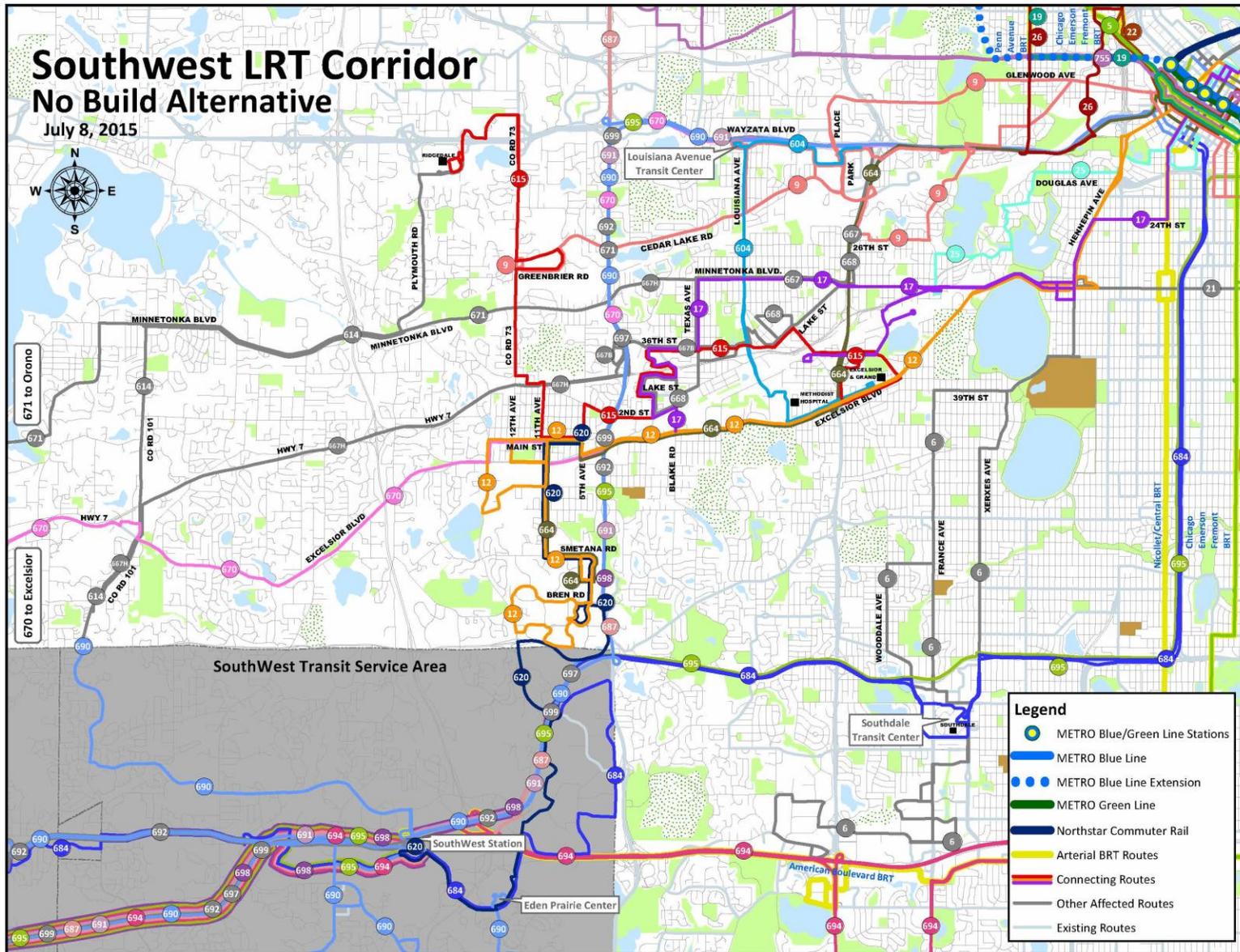
The A Line, the first part of the arterial BRT system, will be implemented in 2016 on Snelling Avenue, followed by the C Line on Penn Avenue North and another line on Chicago/Emerson-Fremont Avenues. Future potential lines also include Hennepin Avenue, Lake Street, West Broadway Avenue, Nicollet Avenue, Central Avenue, American Boulevard, East 7th Street, and Robert Street.

The Penn and Chicago/Emerson-Fremont, lines are included in the No-Build Alternative.

3.2.1 Other Operators

In the Eden Prairie portion of the corridor, SouthWest Transit operates routes focused on express service from the cities of Chaska, Chanhassen and Eden Prairie to downtown Minneapolis and the University of Minnesota's Minneapolis campus. It is anticipated that these routes would remain the same in the No Build Alternative as they operate in December 2014. Service expansion will be implemented as dictated by demand.

Figure 3-1: Southwest No Build Alternative



3.3 Build Alternative

The Build Alternative reflects the introduction of LRT service in the Southwest LRT study area. The following sections describe LRT and bus operating plans for the Build Alternative.

3.3.1 Primary Routes

LRT Service

The proposed Southwest LRT line would run every 10 minutes during peak periods and midday. Refer to the Light Rail Operations Plan for service definition, proposed schedule by time period and day of week, and annual operating requirements.

Route 17

Route 17 service in the Build Alternative would be the same as in the No Build Alternative, with the exception of the 17F – this branch service to 36th & Wooddale would be eliminated. Connections to the LRT would be possible at Blake Station and West Lake Station.

Route 612

Route 612 is proposed in the Build Alternative to replace Route 12 and operate from Mainstreet and 17th Avenue in Hopkins to the West Lake Station via Mainstreet and Excelsior Boulevard. It would serve the downtown Hopkins, Blake, and West Lake Station areas. Peak period, weekday midday and Saturday it would run every 15 minutes and Sunday every 30 minutes. Weekday through Sunday the route would operate from approximately 5:00 AM to 1:00 AM.

3.3.2 Connecting Routes

Route 5

As in the No Build, Route 5, with the implementation of the Fremont/Chicago BRT (see BRT below in 'Other Affected Routes'), would operate its current route from Brooklyn Center Transit Center through downtown and south of downtown to 66th Street. It would serve the Royalston station area. Peak periods and midday Monday through Sunday it would run every 30 minutes. It would provide service 24 hours a day 7 days a week.

Route 9

Route 9 would be simplified in the Build Alternative. The Route 9H branch would be discontinued, and service on 26th Street and Ewing Avenue would be covered by the proposed Route 601. Route 601 service would also replace Route 9 service on Wayzata Boulevard west of Park Place Boulevard. It would serve the Royalston Station area. Peak period it would run every 15 to 20 minutes and midday every 30 minutes Monday through Sunday. Service hours remain the same as existing and No Build, approximately 5:30 AM to 12:30 AM weekdays and Saturday and 7:00 AM to 11:00 PM Sunday.

Route 19

As in the No Build, Route 19, with the implementation of the Penn Avenue BRT (see BRT below in 'Other Affected Routes'), would operate its current route serving the Royalston Station area, and run every 30 minutes peak periods and midday Monday through Sunday. It would provide service 24 hours a day 7 days a week.

Route 21

Route 21 trips would be extended from the Uptown Transit Station to the West Lake Station via Lake Street/Lagoon Avenue. The extended trips would run every 20 minutes Monday through Sunday. Service hours would be approximately 7:00 AM to 12:00 AM. Trunk frequency east of Uptown Transit Station would remain the same as in the Existing and No Build alternatives.

Route 22

Route 22 would remain the same in the Build Alternative as it operates in December 2014. It would serve the Royalston Station area.

Route 25

Route 25 would be the same in the Build Alternative as the Existing Service and No Build Alternative. It serves the 21st Street and West Lake Station areas.

Route 26

As in the No Build Alternative, Route 26 will be a new North Minneapolis circulator route. It is a one-direction loop route in a clockwise direction. Starting at Van White and I-394 it would operate via westbound I-394, northbound Penn Avenue, eastbound 26th Avenue, southbound Lyndale Avenue, westbound Plymouth Avenue and southbound Van White Blvd. It would operate 7 days a week every 30 minutes between 6:00 AM and 11:00 PM. It will serve the Penn and Van White Stations.

Route 601

The proposed Route 601 would be a new crosstown route in the Build Alternative operating between West Lake Station and the Louisiana Transit Center via France Avenue, Ewing Avenue, Cedar Lake Parkway, Wayzata Boulevard, and 26th Street. The route would operate counter-clockwise in the morning and clockwise in the afternoon. Peak periods and midday Monday through Sunday it would run every 30 minutes. Service hours would be approximately 4:30 AM to 1:00 AM weekdays, 5:00 AM to 1:00 AM Saturdays and 6:00 AM to 1:00 AM Sunday.

Route 602

The proposed Route 602 would be a new crosstown route in the Build Alternative operating between West Lake Station and Southdale Transit Center via Excelsior Boulevard and France Avenue. Peak periods and midday Monday through Sunday it would run every 30 minutes. Service hours would be approximately 4:30 AM to 1:00 AM weekdays, 5:00 AM to 1:00 AM Saturdays and 6:00 AM to 1:00 AM Sunday.

Route 604

Route 604 would be extended in the Build Alternative from Excelsior and Grand to the Belt Line Boulevard Station while on the west end the route would end at Louisiana Transit Center rather than Park Place Boulevard and Wayzata Boulevard. Frequency and service hours would remain the same as in the No Build Alternative.

Route 605

The proposed Route 605 would be a new route in the Build Alternative. This route would cover eastern half of the area previously served by Route 615 and would operate from the downtown Hopkins Station to Beltline Station via 2nd Street and the Blake Station area and 36th Street and the Wooddale Station area. It would run every 30 minutes throughout the day, Monday through Sunday. Service hours would be approximately 6:00 AM to 12:00 AM Monday through Sunday.

Route 614

As part of the Build Alternative, Route 614 would operate the east segment of Route 670 between Vine Hill Road and Hopkins Station via Excelsior Boulevard. The segment of Route 670 from downtown Excelsior to Vine Hill Road would be discontinued as well as the segment between Downtown Hopkins Station and downtown Minneapolis. Peak periods Route 614 would run every 30 minutes and midday every 60 minutes Monday through Sunday. Service hours would be approximately 6:00 AM to 12:00 AM Monday through Sunday.

Route 615

Route 615 would be modified in the Build Alternative and would operate as a combination of parts of the current Route 12 south of downtown Hopkins and Route 615 north of downtown Hopkins. Weekdays it would operate between Carlson Parkway and Opus Station via Ridgedale, County Road 73, downtown Hopkins and Downtown Hopkins Station, 11th Avenue South and Opus during peak periods. Off-peak and weekends it would not operate west of Ridgedale. Peak periods and midday Monday through Sunday it would run every 30 minutes. Service hours would be approximately 6:00 AM to 12:00 AM Monday through Sunday.

Route 616

The proposed Route 616 would be a new suburban circulator in the Build Alternative operating between the Opus Station and the Minnetonka Corporate Center via Bren Road, Rowland Road and Clearwater Drive. It would operate only weekday peak periods and would run every 30 minutes.

Route 755

Route 755 would remain the same in the Build Alternative as it operates in December 2014.

3.3.3 Express Routes

Route 664

Route 664 would remain the same in the Build Alternative as it operates in December 2014.

Route 667

Route 667 would remain the same in the Build Alternative as it operates in December 2014.

Route 668

In the Build Alternative, Route 668 would be eliminated. Much of the current service area of this route will be covered by improved service connecting to stations, such as the extension of Route 17 to the Blake Station and the rerouting of Route 605 to the Beltline Station.

Route 670

Route 670 would be discontinued in the Build Alternative. The segment of Route 670 between Vine Hill Road and Hopkins Station would be covered by a rerouting and extension of Route 614.

Route 671

Route 671 would remain the same in the Build Alternative as it operates in December 2014.

3.3.4 Other Affected Routes

Route 6

With the elimination of Route 12 service, Route 6 between the Uptown Transit Station and downtown Minneapolis would increase service in the Build Alternative. Route 12 will be replaced by Route 612 which will terminate at the West Lake Station and will not operate the current Route 12 routing between Uptown and downtown Minneapolis via Hennepin Avenue. The elimination of these Route 12 trips along Hennepin Avenue will require a slight increase in the number of Route 6 trips serving this section of Hennepin Avenue during the weekday peak periods.

Bus Rapid Transit (BRT)

As noted in the No Build section, the Metropolitan Council is building out a system of arterial bus rapid transit (BRT) lines in high density, mixed-use corridors that foster strong existing and potential transit ridership

Arterial BRT will improve travel speed, increase reliability, enhance the ride and create faster connections by cutting the time it takes to board, reducing the time buses wait at traffic lights and lessening time spent in traffic congestion.

Vehicles will feature low floors and allow boarding from any door. Fares will be paid before boarding – just as on light rail – so more time is spent moving rather than at bus stops. Trips will be frequent with fewer stops per mile. Stations will have enhanced information displays, better lighting, security features and radiant heat.

The A Line, the first part of the arterial BRT system, will be implemented in 2016 on Snelling Avenue, followed by the C Line on Penn Avenue North and another line on Chicago/Emerson-Fremont Avenues. Future potential lines also include Hennepin Avenue, Lake Street, West Broadway Avenue, Nicollet Avenue, Central Avenue, American Boulevard, East 7th Street, and Robert Street.

The Penn and Chicago/Emerson-Fremont, lines are included in the Build Alternative.

3.3.5 Other Operators

In the Eden Prairie portion of the corridor, SouthWest Transit operates routes focused on express service from the cities of Chaska, Chanhassen and Eden Prairie to downtown Minneapolis and the

University of Minnesota's Minneapolis campus. It is anticipated that existing routes would remain the same in the Build Alternative as they operate in December 2014. In addition, it is anticipated that several new suburban circulators and feeder routes would be added to SouthWest Transit's operation in the Build Alternative. A brief description of these new routes is provided below.

Golden Triangle (GTA) South Circulator-Route 630S

The GTA South Circulator would operate Monday through Friday between the Golden Triangle Station and southern portion of the Golden Triangle business/employment center. Service would run every 15 minutes peak period and every 30 minutes midday. Service hours would be approximately 6:00 AM to 7:00 PM.

Golden Triangle (GTA) North Circulator-Route 630N

The GTA North Circulator would operate Monday through Friday between the Golden Triangle Station and northern portion of the Golden Triangle business/employment center. Service would run every 15 minutes peak period and every 30 minutes midday. Service hours would be approximately 6:00 AM to 7:00 PM.

Hennepin Tech Circulator-Route 631

The Hennepin Tech Circulator would operate Monday through Saturday between the Southwest Station, Eden Prairie Town Center Area, and Hennepin Technical College. Service would run weekday every 30 minutes peak period and every 60 minutes midday. Saturday service would run every 60 minutes. Weekday service hours would be approximately 6:00 AM to 10:00 PM and Saturday 8:30 AM to 10:00 PM.

Eden Prairie Center Circulator-Route 632

The Eden Prairie Center Circulator would operate Monday through Sunday between the Southwest Station and the Eden Prairie Shopping Center complex. Service would run every 30 minutes. Service hours would be approximately 6:00 AM to 10:00 PM weekdays and 8:30 AM to 10:00 PM weekends.

Northeast Feeder-Route 633

The Northeast feeder route would operate peak periods Monday through Friday between the intersection of County Roads 60/62 and the Southwest Station. Service would run every 20 minutes with approximately nine AM and nine PM trips.

Northwest Feeder-Route 634

The Northwest feeder route would operate peak periods Monday through Friday between the intersection of Dell Road/County Road 62 and the Southwest Station. Service would run every 20 minutes with approximately nine AM and nine PM trips.

Southeast Feeder 1-Route 635A

The Southeast Feeder 1 route would operate peak periods Monday through Friday between the intersection of Franlo Road/Buckingham Drive and the Southwest Station. Service would run every 20 minutes with approximately nine AM and nine PM trips.

Southeast Feeder 2-Route 635B

The Southeast Feeder 2 route would operate peak periods Monday through Friday between the Homewards Hills neighborhood of Eden Prairie and the Southwest Station. Service would run every 20 minutes with approximately nine AM and nine PM trips.

Southwest Feeder 1-Route 636A

The Southwest Feeder 1 route would operate peak periods Monday through Friday between the intersection of Spring Road/Charlson Road and the Southwest Station. Service would run every 20 minutes with approximately nine AM and nine PM trips.

Southwest Feeder 2-Route 636B

The Southwest Feeder 2 route would operate peak periods Monday through Friday between the intersection of Junegrass Lane/Liatris Lane and the Southwest Station. Service would run every 20 minutes with approximately nine AM and nine PM trips.

North Circulator-Route 637

The North Circulator route would operate hourly off-peak (8:30 AM-3:30 PM and 7:00 PM-10:00 PM) Monday through Friday serving the area of Eden Prairie north of Highway 5 and west of I-494. In addition, it would provide connections to the Southwest Station.

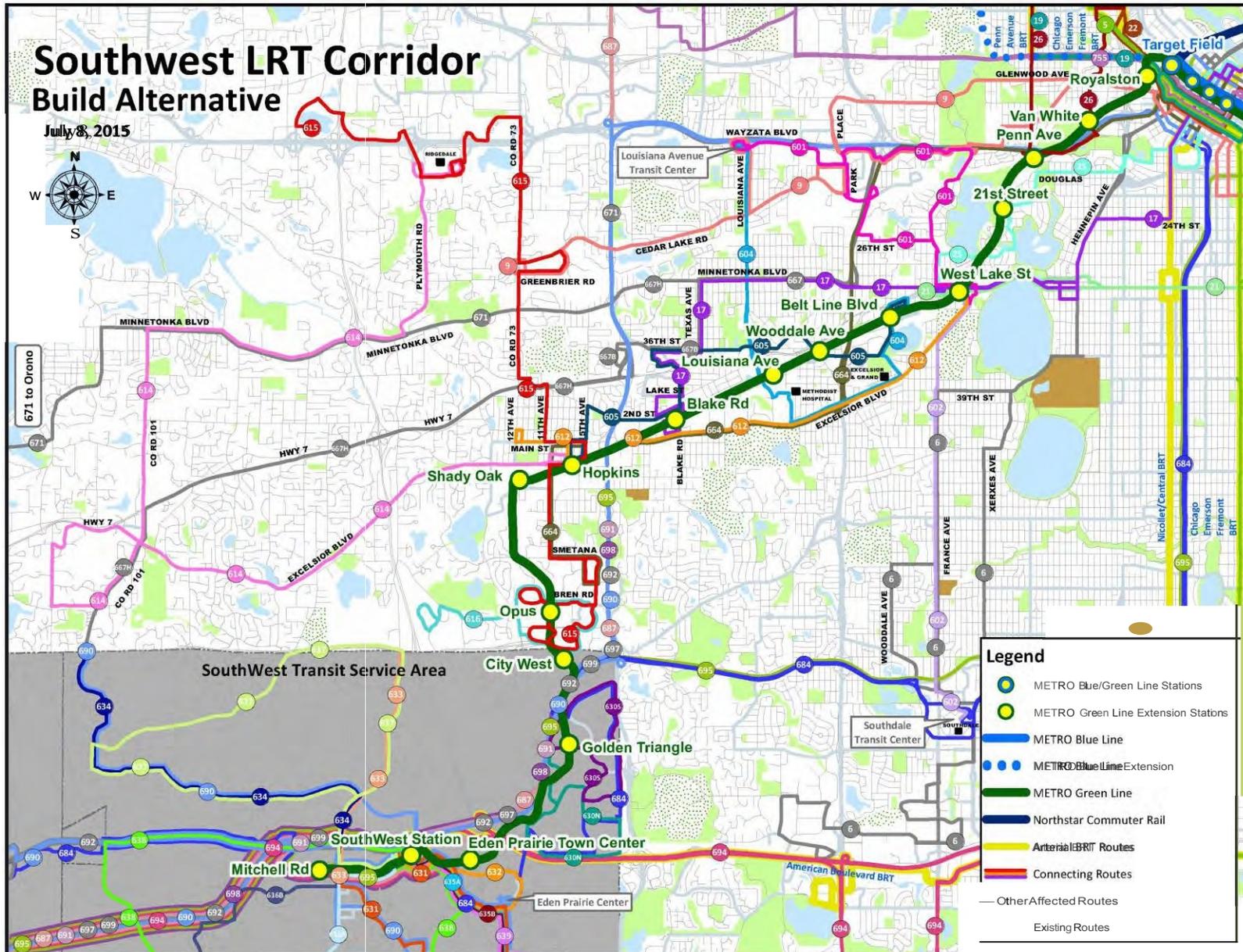
Southwest Circulator-Route 638

The Southwest Circulator route would operate hourly off-peak (8:30 AM-3:30 PM and 7:00 PM-10:00 PM) Monday through Friday serving the area of Eden Prairie south of Highway 5 and west of County Road 61. In addition, it would provide connections to the Southwest Station.

Southeast Circulator-Route 639

The Southeast Circulator route would operate hourly off-peak (8:30 AM-3:30 PM and 7:00 PM-10:00 PM) Monday through Friday serving the area of Eden Prairie east of County Road 61 and south of Eden Prairie Mall. In addition, it would provide connections to the Southwest Station.

Figure 3-2: Southwest Build Alternative



4 Operating Requirements

Annual bus service operating statistics were calculated for the No Build and Build Alternatives. Figure 4-1 identifies annual in-service miles, in-service hours and peak buses.

Figure 4-1: Annual Operating Statistics

FIGURE 4-1
COMPARISON OF ANNUAL OPERATING STATISTICS

Service Scenario	Day of Service	Annual							
		Revenue Miles	Platform Miles	Revenue Hours	In-Service Hours	Platform Hours	Trips	Peak Buses	
Existing (Fall 2014) Service	Weekday	3,966,602	5,145,645	325,380	272,009	397,112	297,330	148	
2035 No Build Alternative	Weekday	4,508,655	5,787,382	375,870	309,413	437,576	342,975	153	
2035 Build Alternative	Weekday	4,999,367	6,397,533	426,105	341,457	503,395	478,635	165	
Existing (Fall 2014) Service	Saturday	370,935	406,952	38,168	30,376	39,959	34,632	49	
2035 No Build Alternative	Saturday	446,472	504,888	45,188	33,387	43,391	42,536	52	
2035 Build Alternative	Saturday	535,473	636,814	54,057	41,819	53,520	59,124	62	
Existing (Fall 2014) Service	Sunday	319,754	359,658	31,494	25,172	33,814	29,986	39	
2035 No Build Alternative	Sunday	348,116	393,874	33,930	26,892	36,627	33,698	39	
2035 Build Alternative	Sunday	475,003	576,923	45,646	35,573	50,108	54,288	51	
Existing (Fall 2014) Service	Grand Total	4,657,291	5,912,255	395,042	327,556	470,885	361,948		
2035 No Build Alternative	Grand Total	5,303,243	6,686,144	454,988	369,692	517,594	419,209		
2035 Build Alternative	Grand Total	6,009,843	7,611,270	525,808	418,848	607,023	592,047		

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Appendix A: Southwest Existing Bus Transit Service Statistics

Appendix A: Southwest LRT Corridor-Existing Fall 2014-Weekday Regular Route Service Statistics

Route	Frequency (mins) of Route in Corridor			Statistics for the Whole Route							
	Peak Freq	Midday Freq	Evening Freq	Revenue Miles	Platform Miles	Revenue Hours	In-service Hours	Platform Hours	Trips	Peak Buses	
6	4 to 6	10	15	2,654	3,361	270	222	304	227	23	
9	15 to 20	30	30	1,262	1,514	107	89	119	92	9	
12	15 to 20	30	30	969	1,130	85	69	94	87	9	
17	10 to 20	15 to 30	30	1,570	1,854	176	144	193	158	17	
21	6 to 15	6 to 15	10 to 15	2,346	2,676	298	244	320	260	21	
25	30 to 60	0	0	673	868	56	48	66	42	6	
26	-	-	-	-	-	-	-	-	-	-	
601	-	-	-	-	-	-	-	-	-	-	
602	-	-	-	-	-	-	-	-	-	-	
604	60	60	0	121	159	10	8	11	20	1	
605	-	-	-	-	-	-	-	-	-	-	
612	-	-	-	-	-	-	-	-	-	-	
614	60	60	0	215	274	13	10	15	25	1	
615	60	60	0	320	378	25	21	26	25	2	
616	-	-	-	-	-	-	-	-	-	-	
620	-	-	-	-	-	-	-	-	-	-	
630N	-	-	-	-	-	-	-	-	-	-	
630S	-	-	-	-	-	-	-	-	-	-	
631	-	-	-	-	-	-	-	-	-	-	
632	-	-	-	-	-	-	-	-	-	-	
633	-	-	-	-	-	-	-	-	-	-	
634	-	-	-	-	-	-	-	-	-	-	
635A	-	-	-	-	-	-	-	-	-	-	
635B	-	-	-	-	-	-	-	-	-	-	
636A	-	-	-	-	-	-	-	-	-	-	
636B	-	-	-	-	-	-	-	-	-	-	
637	-	-	-	-	-	-	-	-	-	-	
638	-	-	-	-	-	-	-	-	-	-	
639	-	-	-	-	-	-	-	-	-	-	
664	30	0	0	116	233	9	7	13	9	3	
667	15 to 30	0	0	244	476	17	15	26	20	6	
668	30	0	0	93	173	7	7	10	9	2	
670	30	0	0	127	301	6	6	11	6	3	
671	30	0	0	146	317	7	7	11	6	3	
684	30 to 60	0	0	344	434	19	18	27	12	4	
687	30	0	0	165	215	5	5	13	5	2	
690	5 to 10	0	0	1,134	1,552	46	44	88	47	15	
691	1 trip	0	0	33	44	1	1	3	1	-	
692	30	0	0	190	293	7	6	15	8	3	
694	30	120	0	296	354	14	11	18	24	2	
695	30	0	0	398	671	14	13	31	15	4	
697	20	0	0	354	546	12	11	26	11	4	
698	30 to 60	30 to 60	30 to 60	1,136	1,390	50	41	70	35	2	
699	10 to 20	0	0	649	966	22	21	47	22	6	
	Per Weekday Total			15,555	20,179	1,276	1,067	1,557	1,166	148	
	Annual Weekday Total			3,966,602	5,145,645	325,380	272,009	397,112	297,330		

Appendix A: Southwest LRT Corridor-Existing Fall 2014-Saturday Regular Route Service Statistics

Route	Frequency of Route in Corridor			Statistics for the Whole Route						
	Peak Freq	Midday Freq	Evening Freq	Revenue Miles	Platform Miles	Revenue Hours	In-service Hours	Platform Hours	Trips	Buses
6	-	15	15	1,767	2,008	179	142	189	146	11
9	-	30	30	1,063	1,127	86	70	90	74	5
12	-	30	30	628	664	52	39	54	71	3
17	-	30	30	1,215	1,310	129	103	135	120	9
21	-	6 to 15	15	2,205	2,381	270	217	281	230	19
25	*	*	*	*	*	*	*	*	*	*
26	-	-	-	-	-	-	-	-	-	-
601	-	-	-	-	-	-	-	-	-	-
602	-	-	-	-	-	-	-	-	-	-
604	-	-	-	-	-	-	-	-	-	-
605	-	-	-	-	-	-	-	-	-	-
612	-	-	-	-	-	-	-	-	-	-
614	-	60	-	121	171	7	5	8	14	1
615	-	120	-	134	165	11	9	11	11	1
616	-	-	-	-	-	-	-	-	-	-
620	-	-	-	-	-	-	-	-	-	-
630N	-	-	-	-	-	-	-	-	-	-
630S	-	-	-	-	-	-	-	-	-	-
631	-	-	-	-	-	-	-	-	-	-
632	-	-	-	-	-	-	-	-	-	-
633	-	-	-	-	-	-	-	-	-	-
634	-	-	-	-	-	-	-	-	-	-
635A	-	-	-	-	-	-	-	-	-	-
635B	-	-	-	-	-	-	-	-	-	-
636A	-	-	-	-	-	-	-	-	-	-
636B	-	-	-	-	-	-	-	-	-	-
637	-	-	-	-	-	-	-	-	-	-
638	-	-	-	-	-	-	-	-	-	-
639	-	-	-	-	-	-	-	-	-	-
664	-	-	-	-	-	-	-	-	-	-
667	-	-	-	-	-	-	-	-	-	-
668	-	-	-	-	-	-	-	-	-	-
670	-	-	-	-	-	-	-	-	-	-
671	-	-	-	-	-	-	-	-	-	-
680	-	-	-	-	-	-	-	-	-	-
684	-	-	-	-	-	-	-	-	-	-
690	-	-	-	-	-	-	-	-	-	-
691	-	-	-	-	-	-	-	-	-	-
695	-	-	-	-	-	-	-	-	-	-
698	-	-	-	-	-	-	-	-	-	-
Per Saturday Total				7,133	7,826	734	584	768	666	49
Annual Saturday Total				370,935	406,952	38,168	30,376	39,959	34,632	

*There is no Route 25 service in the study area on Saturdays. Route 25 is available on Saturdays outside of the study area.

	Frequency of Route in Corridor			Statistics for the Whole Route							
	Peak Freq	Midday Freq	Evening Freq	Revenue Miles	Platform Miles		Platform Hours	Trips	Buses		
6		15	15	1,613	1,876		121	165	133	10	
Appendix A: Southwest LRT Corridor-Existing Fall 2014-Sunday Regular Route Service Statistics											
12		45	45	401	421		24	35	45	2	
17		30	30	1,015	1,145		81	107	94	5	
21		S to 20	15 to 30	1,489	1,647		145	191	174	13	
25											
26											
601											
602											
604											
605											
612											
614											
615											
616											
620											
630N											
6305											
631											
632											
633											
634											
635A											
6358											
636A											
6368											
637											
638											
639											
664											
667											
668											
670											
671											
680											
684											
690											
691											
695											
698											
		Per Sunday Total		5,513	6,201		543	434	583	517	39
		Annual Sunday Total		319,754	359,658		31,494	25,172	33,814	29,986	

Appendix B: Southwest No Build Alternative Bus Transit Service Statistics

Appendix B: Southwest LRT Corridor-2035 No Build Alternative-Regular Route Weekday Service Statistics

Route	Frequency (mins) of Route in Corridor			Statistics for the Whole Route								
	Peak Freq	Midday Freq	Evening Freq	Revenue Miles	Platform Miles	Revenue Hours	In-service Hours	Platform Hours	Trips	Peak Buses		
6	4 to 6	10	15	2,654	3,361	270	222	304	227	20		
9	15 to 20	30	30	1,263	1,514	107	89	119	92	9		
12	15	20	30	1,717	1,997	150	122	167	116	12		
17	10	15	30	1,864	2,193	213	175	234	172	17		
21	6 to 15	6 to 15	10 to 15	2,346	2,676	298	244	320	260	21		
25	30 to 60	0	0	673	868	56	48	66	42	6		
26	30	30	30	250	287	28	18	32	36	1		
601	-	-	-	-	-	-	-	-	-	-		
602	-	-	-	-	-	-	-	-	-	-		
604	30	30	30	342	450	30	23	33	60	2		
605	-	-	-	-	-	-	-	-	-	-		
612	-	-	-	-	-	-	-	-	-	-		
614	60	60	0	215	276	13	10	15	25	1		
615	60	60	0	320	381	25	21	26	25	2		
616	-	-	-	-	-	-	-	-	-	-		
620	30	30	60	612	729	48	39	50	60	3		
630N	-	-	-	-	-	-	-	-	-	-		
630S	-	-	-	-	-	-	-	-	-	-		
631	-	-	-	-	-	-	-	-	-	-		
632	-	-	-	-	-	-	-	-	-	-		
633	-	-	-	-	-	-	-	-	-	-		
634	-	-	-	-	-	-	-	-	-	-		
635A	-	-	-	-	-	-	-	-	-	-		
635B	-	-	-	-	-	-	-	-	-	-		
636A	-	-	-	-	-	-	-	-	-	-		
636B	-	-	-	-	-	-	-	-	-	-		
637	-	-	-	-	-	-	-	-	-	-		
638	-	-	-	-	-	-	-	-	-	-		
639	-	-	-	-	-	-	-	-	-	-		
664	30	0	0	116	233	9	7	13	9	3		
667	15 to 30	0	0	244	476	17	15	26	20	6		
668	30	0	0	93	173	7	7	10	9	2		
670	30	0	0	127	301	6	6	11	6	3		
671	30	0	0	146	317	7	7	11	6	3		
684	30 to 60	0	0	344	434	19	16	24	12	4		
687	30	0	0	165	215	5	5	12	5	2		
690	5 to 10	0	0	1,134	1,552	46	41	72	47	15		
691	1 trip	0	0	33	44	1	1	2	1	-		
692	30	0	0	190	293	7	12	20	8	3		
694	30	120	0	296	354	14	8	13	24	2		
695	30	0	0	398	671	14	7	14	15	4		
697	20	0	0	354	546	12	11	21	11	4		
698	30 to 60	30 to 60	30 to 60	1,136	1,390	50	40	65	35	2		
699	10 to 20	0	0	649	966	22	21	36	22	6		
Per Weekday Total				17,681	22,696	1,474	1,213	1,716	1,345	153		
Annual Weekday Total				4,508,655	5,787,382	375,870	309,413	437,576	342,975			

*Information for SouthWest Transit is based on June 2014

Appendix B: Southwest LRT Corridor-2035 No Build Alternative-Regular Route Saturday Service Statistics

Route	Frequency of Route in Corridor			Statistics for the Whole Route						
	Peak Freq	Midday Freq	Evening Freq	In-Service Miles	Platform Miles	Revenue Hours	In-service Hours	Platform Hours	Trips	Buses
6	-	15	15	1,767	2,008	179	142	188	146	11
9	-	30	30	1,063	1,127	86	69	90	74	5
12	-	20	30	628	664	52	-	54	71	3
17	-	15	30	1,498	1,611	161	128	135	122	6
21	-	6 to 15	15	2,205	2,381	270	218	227	230	19
25	*	*	*	*	*	*	*	*	*	*
26	30	30	30	250	287	28	18	32	36	1
602	-	-	-	-	-	-	-	-	-	-
604	-	30	30	308	434	27	21	32	54	2
605	-	-	-	-	-	-	-	-	-	-
612	-	-	-	-	-	-	-	-	-	-
614	-	60	-	121	170	7	5	8	14	1
615	-	120	-	134	165	11	9	11	11	1
616	-	-	-	-	-	-	-	-	-	-
620	-	30	60	612	862	48	32	57	60	3
630N	-	-	-	-	-	-	-	-	-	-
630S	-	-	-	-	-	-	-	-	-	-
631	-	-	-	-	-	-	-	-	-	-
632	-	-	-	-	-	-	-	-	-	-
633	-	-	-	-	-	-	-	-	-	-
634	-	-	-	-	-	-	-	-	-	-
635A	-	-	-	-	-	-	-	-	-	-
635B	-	-	-	-	-	-	-	-	-	-
636A	-	-	-	-	-	-	-	-	-	-
636B	-	-	-	-	-	-	-	-	-	-
637	-	-	-	-	-	-	-	-	-	-
638	-	-	-	-	-	-	-	-	-	-
639	-	-	-	-	-	-	-	-	-	-
664	-	-	-	-	-	-	-	-	-	-
667	-	-	-	-	-	-	-	-	-	-
668	-	-	-	-	-	-	-	-	-	-
670	-	-	-	-	-	-	-	-	-	-
671	-	-	-	-	-	-	-	-	-	-
680	-	-	-	-	-	-	-	-	-	-
684	-	-	-	-	-	-	-	-	-	-
690	-	-	-	-	-	-	-	-	-	-
691	-	-	-	-	-	-	-	-	-	-
695	-	-	-	-	-	-	-	-	-	-
698	-	-	-	-	-	-	-	-	-	-
	Per Saturday Total			8,586	9,709	869	642	834	818	52
	Annual Saturday Total			446,472	504,888	45,188	33,387	43,391	42,536	

*There is no Route 25 service in the study area on Saturdays. Route 25 is available on Saturdays outside of the study area.

Appendix B: Southwest LRT Corridor-2035 No Build Alternative-Regular Route Sunday Service Statistics

Route	Frequency of Route in Corridor			Statistics for the Whole Route						
	Peak Freq	Midday Freq	Evening Freq	Revenue Miles	Platform Miles	Revenue Hours	In-service Hours	Platform Hours	Trips	Buses
6	-	15	15	1,613	1,876	153	121	165	133	10
9	-	30	30	995	1,118	79	63	85	71	6
12	-	45	45	401	421	33	24	35	45	2
17	-	30	30	946	1,063	86	70	92	68	5
21	-	8 to 20	15 to 30	1,489	1,654	179	146	190	174	13
25	-	-	-	-	-	-	-	-	-	-
26	30	30	30	250	287	28	18	32	36	1
602	-	-	-	-	-	-	-	-	-	-
604	-	30	30	308	372	27	21	32	54	2
605	-	-	-	-	-	-	-	-	-	-
612	-	-	-	-	-	-	-	-	-	-
614	-	-	-	-	-	-	-	-	-	-
615	-	-	-	-	-	-	-	-	-	-
616	-	-	-	-	-	-	-	-	-	-
620	-	-	-	-	-	-	-	-	-	-
630N	-	-	-	-	-	-	-	-	-	-
630S	-	-	-	-	-	-	-	-	-	-
631	-	-	-	-	-	-	-	-	-	-
632	-	-	-	-	-	-	-	-	-	-
633	-	-	-	-	-	-	-	-	-	-
634	-	-	-	-	-	-	-	-	-	-
635A	-	-	-	-	-	-	-	-	-	-
635B	-	-	-	-	-	-	-	-	-	-
636A	-	-	-	-	-	-	-	-	-	-
636B	-	-	-	-	-	-	-	-	-	-
637	-	-	-	-	-	-	-	-	-	-
638	-	-	-	-	-	-	-	-	-	-
639	-	-	-	-	-	-	-	-	-	-
664	-	-	-	-	-	-	-	-	-	-
667	-	-	-	-	-	-	-	-	-	-
668	-	-	-	-	-	-	-	-	-	-
670	-	-	-	-	-	-	-	-	-	-
671	-	-	-	-	-	-	-	-	-	-
680	-	-	-	-	-	-	-	-	-	-
684	-	-	-	-	-	-	-	-	-	-
690	-	-	-	-	-	-	-	-	-	-
691	-	-	-	-	-	-	-	-	-	-
695	-	-	-	-	-	-	-	-	-	-
698	-	-	-	-	-	-	-	-	-	-
		Per Sunday Total		6,002	6,791	585	464	632	581	39
		Annual Sunday Total		348,116	393,874	33,930	26,892	36,627	33,698	

Appendix C: Southwest Build Alternative Bus Transit Service Statistics

Appendix C: Southwest LRT Corridor-Build Alternative-Regular Route Weekday Service Statistics

Route	Frequency of Route in Corridor			Statistics for the Whole Route						
	Peak Freq	Midday Freq	Evening Freq	Revenue Miles	Platform Miles	Revenue Hours	In-service Hours	Platform Hours	Trips	Peak Buses
6	5	10	15	2,723	3,447	277	227	311	233	23
9	15 to 20	30	30	1,189	1,433	101	84	112	87	8
12	-	-	-	-	-	-	-	-	-	-
17	10	15	30	1,864	2,193	213	175	234	172	17
21	6 to 15	6 to 15	10 to 15	2,509	2,851	315	258	339	260	22
25	30 to 60	0	0	673	863	56	48	66	42	6
26	30	30	30	250	287	28	18	32	36	1
601	30	30	60	415	546	39	28	43	77	2
602	30	30	60	412	542	39	27	43	77	2
604	30	30	30	342	450	30	23	33	60	2
605	30	30	30	437	575	36	29	40	72	2
612	15	15	30	719	946	62	48	68	124	4
614	30	60	60	550	705	36	29	41	48	3
615	30	30	30	808	962	60	48	63	72	4
616	30	0	0	107	127	7	5	7	28	1
620	-	-	-	-	-	-	-	-	-	-
630N	15	30	0	157	186	20	13	21	38	2
630S	15	30	0	151	180	17	11	18	38	2
631	30	60	60	147	175	17	11	18	22	1
632	30	30	30	87	104	14	8	15	32	1
633	20	0	0	64	76	7	4	7	19	1
634	20	0	0	118	140	10	6	10	19	1
635A	20	0	0	105	125	11	7	12	19	2
635B	20	0	0	92	110	8	5	8	19	1
636A	20	0	0	76	90	8	5	8	19	1
636B	20	0	0	108	128	11	7	12	19	2
637	0	60	60	104	124	9	6	9	10	0
638	0	60	60	121	144	9	6	9	10	0
639	0	60	60	73	87	8	5	8	10	0
664	30	0	0	116	234	9	7	13	9	3
667	15 to 30	0	0	244	476	17	15	26	20	6
668	-	-	-	-	-	-	-	-	-	-
670	-	-	-	-	-	-	-	-	-	-
671	30	0	0	146	317	7	7	11	6	3
684	30 to 60	0	0	344	434	19	18	27	12	4
687	30	0	0	165	215	5	5	13	5	2
690	5 to 10	0	0	1,134	1,552	46	44	88	47	15
691	1 trip	0	0	33	44	1	1	3	1	-
692	15 to 30	0	0	190	293	7	6	15	8	3
694	30	120	0	296	354	14	11	18	24	2
695	30 to 60	0	0	398	671	14	13	31	15	4
697	15 to 20	0	0	354	546	12	11	26	11	4
698	30 to 60	30 to 60	30 to 60	1,136	1,390	50	41	70	35	2
699	10 to 20	0	0	649	966	22	21	47	22	6
Per Weekday Total				19,605	25,088	1,671	1,339	1,974	1,877	165
Annual Weekday Total				4,999,367	6,397,533	426,105	341,457	503,395	478,635	

Appendix C: Southwest LRT Corridor-Build Alternative-Regular Route Saturday Service Statistics

	Frequency of Route in Corridor			Statistics for the Whole Route						
	Peak Freq	Midday Freq	Evening Freq	Revenue Miles	Platform Miles	Revenue Hours	In-service Hours	Platform Hours	Trips	Buses
6		15	15	1,714	1,948	179	142	188	146	11
9		30	30	1,049	1,116	85	69	89	73	5
12										
17		15	30	1,498	1,611	161	128	135	122	6
21		6 to 15	15	2,368	2,546	287	231	241	230	20
25				*		•				*
26	30	30	30	250	287	28	18	32	36	1
601		30	60	410	571	38	28	45	76	2
602		30	60	407	573	38	28	45	76	2
604		30	30	308	434	27	20	32	54	2
605		30	30	438	617	36	26	43	72	2
612		15	30	638	899	55	40	65	110	4
614		60	60	413	582	27	20	32	36	2
615		30	30	644	795	51	42	53	66	3
616										
620										
630N										
630S										
631		60	60	87	142	14	7	15	13	1
632		30	30	74	120	14	7	15	27	1
633										
634										
635A										
635B										
636A										
636B										
637										
638										
639										
664										
667										
668										
670										
671										
680										
684										
690										
691										
695										
698										
	Per Saturday Total			10,298	12,246	1,040	804	1,029	1,137	62
	Annual Saturday Total			535,473	636,814	54,057	41,819	53,520	59,124	

"There is no RCM/te25 service in the study area on Saturdays. Route 25 is available on Saturdays outside of the study area."

Appendix C: Southwest LRT Corridor-Build Alternative-Regular Route Sunday Service Statistics

Route	Frequency of Route in Corridor			Statistics for the Whole Route							
	Peak Freq	Midday Freq	Evening Freq	Revenue Miles	Platform Miles	Revenue Hours	In-service Hours	Platform Hours	Trips	Buses	
6	-	15	15	1,574	1,830	153	121	165	133	10	
9	-	30	30	981	1,102	78	62	84	70	6	
12	-	-	-	-	-	-	-	-	-	-	
17	-	30	30	946	1,063	86	70	92	68	5	
21	-	8 to 20	15 to 30	1,653	1,837	196	159	209	174	14	
25	-	-	-	-	-	-	-	-	-	-	
26	-	30	30	250	287	28	18	32	36	1	
601	-	30	60	388	546	36	26	43	72	2	
602	-	30	60	385	542	36	25	43	72	2	
604	-	30	30	308	434	27	21	32	54	2	
605	-	30	30	438	617	36	29	43	72	2	
612	-	30	60	325	458	28	21	33	56	2	
614	-	60	60	224	315	18	14	21	36	1	
615	-	30	30	644	795	51	39	53	66	3	
616	-	-	-	-	-	-	-	-	-	-	
620	-	-	-	-	-	-	-	-	-	-	
630N	-	-	-	-	-	-	-	-	-	-	
630S	-	-	-	-	-	-	-	-	-	-	
631	-	-	-	-	-	-	-	-	-	-	
632	-	30	30	74	120	14	7	15	27	1	
633	-	-	-	-	-	-	-	-	-	-	
634	-	-	-	-	-	-	-	-	-	-	
635A	-	-	-	-	-	-	-	-	-	-	
635B	-	-	-	-	-	-	-	-	-	-	
636A	-	-	-	-	-	-	-	-	-	-	
636B	-	-	-	-	-	-	-	-	-	-	
637	-	-	-	-	-	-	-	-	-	-	
638	-	-	-	-	-	-	-	-	-	-	
639	-	-	-	-	-	-	-	-	-	-	
664	-	-	-	-	-	-	-	-	-	-	
667	-	-	-	-	-	-	-	-	-	-	
668	-	-	-	-	-	-	-	-	-	-	
670	-	-	-	-	-	-	-	-	-	-	
671	-	-	-	-	-	-	-	-	-	-	
680	-	-	-	-	-	-	-	-	-	-	
684	-	-	-	-	-	-	-	-	-	-	
690	-	-	-	-	-	-	-	-	-	-	
691	-	-	-	-	-	-	-	-	-	-	
695	-	-	-	-	-	-	-	-	-	-	
698	-	-	-	-	-	-	-	-	-	-	
		Per Sunday Total		8,190	9,947	787	613	864	936	51	
		Annual Sunday Total		475,003	576,923	45,646	35,573	50,108	54,288		

**FIGURE 4-1
COMPARISON OF ANNUAL OPERATING STATISTICS**

		Annual						
Service Scenario	Day of Service	Revenue Miles	Platform Miles	Revenue Hours	In-Service Hours	Platform Hours	Trips	Peak Buses
Existing (Fall 2014) Service	Weekday	3,966,602	5,145,645	325,380	272,009	397,112	297,330	148
2035 No Build Alternative	Weekday	4,508,655	5,787,382	375,870	309,413	437,576	342,975	153
2035 Build Alternative	Weekday	4,999,367	6,397,533	426,105	341,457	503,395	478,635	165
Existing (Fall 2014) Service	Saturday	370,935	406,952	38,168	30,376	39,959	34,632	49
2035 No Build Alternative	Saturday	446,472	504,888	45,188	33,387	43,391	42,536	52
2035 Build Alternative	Saturday	535,473	636,814	54,057	41,819	53,520	59,124	62
Existing (Fall 2014) Service	Sunday	319,754	359,658	31,494	25,172	33,814	29,986	39
2035 No Build Alternative	Sunday	348,116	393,874	33,930	26,892	36,627	33,698	39
2035 Build Alternative	Sunday	475,003	576,923	45,646	35,573	50,108	54,288	51
Existing (Fall 2014) Service	Grand Total	4,657,291	5,912,255	395,042	327,556	470,885	361,948	
2035 No Build Alternative	Grand Total	5,303,243	6,686,144	454,988	369,692	517,594	419,209	
2035 Build Alternative	Grand Total	6,009,843	7,611,270	525,808	418,848	607,023	592,047	

Appendix A: Southwest LRT Corridor-Existing Fall 2014-Weekday Regular Route Service Statistics

Route	Frequency (mins) of Route in Corridor			Statistics for the Whole Route						
	Peak Freq	Midday Freq	Evening Freq	Revenue Miles	Platform Miles	Revenue Hours	In-service Hours	Platform Hours	Trips	Peak Buses
6	4 to 6	10	15	2,654	3,361	270	222	304	227	23
9	15 to 20	30	30	1,262	1,514	107	89	119	92	9
12	15 to 20	30	30	969	1,130	85	69	94	87	9
17	10 to 20	15 to 30	30	1,570	1,854	176	144	193	158	17
21	6 to 15	6 to 15	10 to 15	2,346	2,676	298	244	320	260	21
25	30 to 60	0	0	673	868	56	48	66	42	6
26	-	-	-	-	-	-	-	-	-	-
601	-	-	-	-	-	-	-	-	-	-
602	-	-	-	-	-	-	-	-	-	-
604	60	60	0	121	159	10	8	11	20	1
605	-	-	-	-	-	-	-	-	-	-
612	-	-	-	-	-	-	-	-	-	-
614	60	60	0	215	274	13	10	15	25	1
615	60	60	0	320	378	25	21	26	25	2
616	-	-	-	-	-	-	-	-	-	-
620	-	-	-	-	-	-	-	-	-	-
630N	-	-	-	-	-	-	-	-	-	-
630S	-	-	-	-	-	-	-	-	-	-
631	-	-	-	-	-	-	-	-	-	-
632	-	-	-	-	-	-	-	-	-	-
633	-	-	-	-	-	-	-	-	-	-
634	-	-	-	-	-	-	-	-	-	-
635A	-	-	-	-	-	-	-	-	-	-
635B	-	-	-	-	-	-	-	-	-	-
636A	-	-	-	-	-	-	-	-	-	-
636B	-	-	-	-	-	-	-	-	-	-
637	-	-	-	-	-	-	-	-	-	-
638	-	-	-	-	-	-	-	-	-	-
639	-	-	-	-	-	-	-	-	-	-
664	30	0	0	116	233	9	7	13	9	3
667	15 to 30	0	0	244	476	17	15	26	20	6
668	30	0	0	93	173	7	7	10	9	2
670	30	0	0	127	301	6	6	11	6	3
671	30	0	0	146	317	7	7	11	6	3
684	30 to 60	0	0	344	434	19	18	27	12	4
687	30	0	0	165	215	5	5	13	5	2
690	5 to 10	0	0	1,134	1,552	46	44	88	47	15
691	1 trip	0	0	33	44	1	1	3	1	-
692	30	0	0	190	293	7	6	15	8	3
694	30	120	0	296	354	14	11	18	24	2
695	30	0	0	398	671	14	13	31	15	4
697	20	0	0	354	546	12	11	26	11	4
698	30 to 60	30 to 60	30 to 60	1,136	1,390	50	41	70	35	2
699	10 to 20	0	0	649	966	22	21	47	22	6
		Per Weekday Total		15,555	20,179	1,276	1,067	1,557	1,166	148
		Annual Weekday Total		3,966,602	5,145,645	325,380	272,009	397,112	297,330	

Appendix A: Southwest LRT Corridor-Existing Fall 2014-Saturday Regular Route Service Statistics

Route	Frequency of Route in Corridor			Statistics for the Whole Route							
	Peak Freq	Midday Freq	Evening Freq	Revenue Miles	Platform Miles	Revenue Hours	In-service Hours	Platform Hours	Trips	Buses	
6	-	15	15	1,767	2,008	179	142	189	146	11	
9	-	30	30	1,063	1,127	86	70	90	74	5	
12	-	30	30	628	664	52	39	54	71	3	
17	-	30	30	1,215	1,310	129	103	135	120	9	
21	-	6 to 15	15	2,205	2,381	270	217	281	230	19	
25	*	*	*	*	*	*	*	*	*	*	
26	-	-	-	-	-	-	-	-	-	-	
601	-	-	-	-	-	-	-	-	-	-	
602	-	-	-	-	-	-	-	-	-	-	
604	-	-	-	-	-	-	-	-	-	-	
605	-	-	-	-	-	-	-	-	-	-	
612	-	-	-	-	-	-	-	-	-	-	
614	-	60	-	121	171	7	5	8	14	1	
615	-	120	-	134	165	11	9	11	11	1	
616	-	-	-	-	-	-	-	-	-	-	
620	-	-	-	-	-	-	-	-	-	-	
630N	-	-	-	-	-	-	-	-	-	-	
630S	-	-	-	-	-	-	-	-	-	-	
631	-	-	-	-	-	-	-	-	-	-	
632	-	-	-	-	-	-	-	-	-	-	
633	-	-	-	-	-	-	-	-	-	-	
634	-	-	-	-	-	-	-	-	-	-	
635A	-	-	-	-	-	-	-	-	-	-	
635B	-	-	-	-	-	-	-	-	-	-	
636A	-	-	-	-	-	-	-	-	-	-	
636B	-	-	-	-	-	-	-	-	-	-	
637	-	-	-	-	-	-	-	-	-	-	
638	-	-	-	-	-	-	-	-	-	-	
639	-	-	-	-	-	-	-	-	-	-	
664	-	-	-	-	-	-	-	-	-	-	
667	-	-	-	-	-	-	-	-	-	-	
668	-	-	-	-	-	-	-	-	-	-	
670	-	-	-	-	-	-	-	-	-	-	
671	-	-	-	-	-	-	-	-	-	-	
680	-	-	-	-	-	-	-	-	-	-	
684	-	-	-	-	-	-	-	-	-	-	
690	-	-	-	-	-	-	-	-	-	-	
691	-	-	-	-	-	-	-	-	-	-	
695	-	-	-	-	-	-	-	-	-	-	
698	-	-	-	-	-	-	-	-	-	-	
Per Saturday Total				7,133	7,826	734	584	768	666	49	
Annual Saturday Total				370,935	406,952	38,168	30,376	39,959	34,632		

*There is no Route 25 service in the study area on Saturdays. Route 25 is available on Saturdays outside of the study area.

Appendix A: Southwest LRT Corridor-Existing Fall 2014-Sunday Regular Route Service Statistics

Route	Frequency of Route in Corridor			Statistics for the Whole Route							
	Peak Freq	Midday Freq	Evening Freq	Revenue Miles	Platform Miles	Revenue Hours	In-service Hours	Platform Hours	Trips	Buses	
6	-	15	15	1,613	1,876	153	121	165	133	10	
9	-	30	30	995	1,112	79	63	85	71	6	
12	-	45	45	401	421	33	24	35	45	2	
17	-	30	30	1,015	1,145	99	81	107	94	8	
21	-	8 to 20	15 to 30	1,489	1,647	179	145	191	174	13	
25	-	-	-	-	-	-	-	-	-	-	
26	-	-	-	-	-	-	-	-	-	-	
601	-	-	-	-	-	-	-	-	-	-	
602	-	-	-	-	-	-	-	-	-	-	
604	-	-	-	-	-	-	-	-	-	-	
605	-	-	-	-	-	-	-	-	-	-	
612	-	-	-	-	-	-	-	-	-	-	
614	-	-	-	-	-	-	-	-	-	-	
615	-	-	-	-	-	-	-	-	-	-	
616	-	-	-	-	-	-	-	-	-	-	
620	-	-	-	-	-	-	-	-	-	-	
630N	-	-	-	-	-	-	-	-	-	-	
630S	-	-	-	-	-	-	-	-	-	-	
631	-	-	-	-	-	-	-	-	-	-	
632	-	-	-	-	-	-	-	-	-	-	
633	-	-	-	-	-	-	-	-	-	-	
634	-	-	-	-	-	-	-	-	-	-	
635A	-	-	-	-	-	-	-	-	-	-	
635B	-	-	-	-	-	-	-	-	-	-	
636A	-	-	-	-	-	-	-	-	-	-	
636B	-	-	-	-	-	-	-	-	-	-	
637	-	-	-	-	-	-	-	-	-	-	
638	-	-	-	-	-	-	-	-	-	-	
639	-	-	-	-	-	-	-	-	-	-	
664	-	-	-	-	-	-	-	-	-	-	
667	-	-	-	-	-	-	-	-	-	-	
668	-	-	-	-	-	-	-	-	-	-	
670	-	-	-	-	-	-	-	-	-	-	
671	-	-	-	-	-	-	-	-	-	-	
680	-	-	-	-	-	-	-	-	-	-	
684	-	-	-	-	-	-	-	-	-	-	
690	-	-	-	-	-	-	-	-	-	-	
691	-	-	-	-	-	-	-	-	-	-	
695	-	-	-	-	-	-	-	-	-	-	
698	-	-	-	-	-	-	-	-	-	-	
Per Sunday Total				5,513	6,201	543	434	583	517	39	
Annual Sunday Total				319,754	359,658	31,494	25,172	33,814	29,986		

Appendix B: Southwest LRT Corridor-2035 No Build Alternative-Regular Route Weekday Service Statistics

Route	Frequency (mins) of Route in Corridor			Statistics for the Whole Route						
	Peak Freq	Midday Freq	Evening Freq	Revenue Miles	Platform Miles	Revenue Hours	In-service Hours	Platform Hours	Trips	Peak Buses
6	4 to 6	10	15	2,654	3,361	270	222	304	227	20
9	15 to 20	30	30	1,263	1,514	107	89	119	92	9
12	15	20	30	1,717	1,997	150	122	167	116	12
17	10	15	30	1,864	2,193	213	175	234	172	17
21	6 to 15	6 to 15	10 to 15	2,346	2,676	298	244	320	260	21
25	30 to 60	0	0	673	868	56	48	66	42	6
26	30	30	30	250	287	28	18	32	36	1
601	-	-	-	-	-	-	-	-	-	-
602	-	-	-	-	-	-	-	-	-	-
604	30	30	30	342	450	30	23	33	60	2
605	-	-	-	-	-	-	-	-	-	-
612	-	-	-	-	-	-	-	-	-	-
614	60	60	0	215	276	13	10	15	25	1
615	60	60	0	320	381	25	21	26	25	2
616	-	-	-	-	-	-	-	-	-	-
620	30	30	60	612	729	48	39	50	60	3
630N	-	-	-	-	-	-	-	-	-	-
630S	-	-	-	-	-	-	-	-	-	-
631	-	-	-	-	-	-	-	-	-	-
632	-	-	-	-	-	-	-	-	-	-
633	-	-	-	-	-	-	-	-	-	-
634	-	-	-	-	-	-	-	-	-	-
635A	-	-	-	-	-	-	-	-	-	-
635B	-	-	-	-	-	-	-	-	-	-
636A	-	-	-	-	-	-	-	-	-	-
636B	-	-	-	-	-	-	-	-	-	-
637	-	-	-	-	-	-	-	-	-	-
638	-	-	-	-	-	-	-	-	-	-
639	-	-	-	-	-	-	-	-	-	-
664	30	0	0	116	233	9	7	13	9	3
667	15 to 30	0	0	244	476	17	15	26	20	6
668	30	0	0	93	173	7	7	10	9	2
670	30	0	0	127	301	6	6	11	6	3
671	30	0	0	146	317	7	7	11	6	3
684	30 to 60	0	0	344	434	19	16	24	12	4
687	30	0	0	165	215	5	5	12	5	2
690	5 to 10	0	0	1,134	1,552	46	41	72	47	15
691	1 trip	0	0	33	44	1	1	2	1	-
692	30	0	0	190	293	7	12	20	8	3
694	30	120	0	296	354	14	8	13	24	2
695	30	0	0	398	671	14	7	14	15	4
697	20	0	0	354	546	12	11	21	11	4
698	30 to 60	30 to 60	30 to 60	1,136	1,390	50	40	65	35	2
699	10 to 20	0	0	649	966	22	21	36	22	6
	Per Weekday Total			17,681	22,696	1,474	1,213	1,716	1,345	153
	Annual Weekday Total			4,508,655	5,787,382	375,870	309,413	437,576	342,975	

*Information for SouthWest Transit is based on June 2014

Appendix B: Southwest LRT Corridor-2035 No Build Alternative-Regular Route Saturday Service Statistics

Route	Frequency of Route in Corridor			Statistics for the Whole Route							
	Peak Freq	Midday Freq	Evening Freq	In-Service Miles	Platform Miles	Revenue Hours	In-service Hours	Platform Hours	Trips	Buses	
6	-	15	15	1,767	2,008	179	142	188	146	11	
9	-	30	30	1,063	1,127	86	69	90	74	5	
12	-	20	30	628	664	52	-	54	71	3	
17	-	15	30	1,498	1,611	161	128	135	122	6	
21	-	6 to 15	15	2,205	2,381	270	218	227	230	19	
25	*	*	*	*	*	*	*	*	*	*	
26	30	30	30	250	287	28	18	32	36	1	
602	-	-	-	-	-	-	-	-	-	-	
604	-	30	30	308	434	27	21	32	54	2	
605	-	-	-	-	-	-	-	-	-	-	
612	-	-	-	-	-	-	-	-	-	-	
614	-	60	-	121	170	7	5	8	14	1	
615	-	120	-	134	165	11	9	11	11	1	
616	-	-	-	-	-	-	-	-	-	-	
620	-	30	60	612	862	48	32	57	60	3	
630N	-	-	-	-	-	-	-	-	-	-	
630S	-	-	-	-	-	-	-	-	-	-	
631	-	-	-	-	-	-	-	-	-	-	
632	-	-	-	-	-	-	-	-	-	-	
633	-	-	-	-	-	-	-	-	-	-	
634	-	-	-	-	-	-	-	-	-	-	
635A	-	-	-	-	-	-	-	-	-	-	
635B	-	-	-	-	-	-	-	-	-	-	
636A	-	-	-	-	-	-	-	-	-	-	
636B	-	-	-	-	-	-	-	-	-	-	
637	-	-	-	-	-	-	-	-	-	-	
638	-	-	-	-	-	-	-	-	-	-	
639	-	-	-	-	-	-	-	-	-	-	
664	-	-	-	-	-	-	-	-	-	-	
667	-	-	-	-	-	-	-	-	-	-	
668	-	-	-	-	-	-	-	-	-	-	
670	-	-	-	-	-	-	-	-	-	-	
671	-	-	-	-	-	-	-	-	-	-	
680	-	-	-	-	-	-	-	-	-	-	
684	-	-	-	-	-	-	-	-	-	-	
690	-	-	-	-	-	-	-	-	-	-	
691	-	-	-	-	-	-	-	-	-	-	
695	-	-	-	-	-	-	-	-	-	-	
698	-	-	-	-	-	-	-	-	-	-	
	Per Saturday Total			8,586	9,709	869	642	834	818	52	
	Annual Saturday Total			446,472	504,888	45,188	33,387	43,391	42,536		

*There is no Route 25 service in the study area on Saturdays. Route 25 is available on Saturdays outside of the study area.

Appendix B: Southwest LRT Corridor-2035 No Build Alternative-Regular Route Sunday Service Statistics

Route	Frequency of Route in Corridor			Statistics for the Whole Route						
	Peak Freq	Midday Freq	Evening Freq	Revenue Miles	Platform Miles	Revenue Hours	In-service Hours	Platform Hours	Trips	Buses
6	-	15	15	1,613	1,876	153	121	165	133	10
9	-	30	30	995	1,118	79	63	85	71	6
12	-	45	45	401	421	33	24	35	45	2
17	-	30	30	946	1,063	86	70	92	68	5
21	-	8 to 20	15 to 30	1,489	1,654	179	146	190	174	13
25	-	-	-	-	-	-	-	-	-	-
26	30	30	30	250	287	28	18	32	36	1
602	-	-	-	-	-	-	-	-	-	-
604	-	30	30	308	372	27	21	32	54	2
605	-	-	-	-	-	-	-	-	-	-
612	-	-	-	-	-	-	-	-	-	-
614	-	-	-	-	-	-	-	-	-	-
615	-	-	-	-	-	-	-	-	-	-
616	-	-	-	-	-	-	-	-	-	-
620	-	-	-	-	-	-	-	-	-	-
630N	-	-	-	-	-	-	-	-	-	-
630S	-	-	-	-	-	-	-	-	-	-
631	-	-	-	-	-	-	-	-	-	-
632	-	-	-	-	-	-	-	-	-	-
633	-	-	-	-	-	-	-	-	-	-
634	-	-	-	-	-	-	-	-	-	-
635A	-	-	-	-	-	-	-	-	-	-
635B	-	-	-	-	-	-	-	-	-	-
636A	-	-	-	-	-	-	-	-	-	-
636B	-	-	-	-	-	-	-	-	-	-
637	-	-	-	-	-	-	-	-	-	-
638	-	-	-	-	-	-	-	-	-	-
639	-	-	-	-	-	-	-	-	-	-
664	-	-	-	-	-	-	-	-	-	-
667	-	-	-	-	-	-	-	-	-	-
668	-	-	-	-	-	-	-	-	-	-
670	-	-	-	-	-	-	-	-	-	-
671	-	-	-	-	-	-	-	-	-	-
680	-	-	-	-	-	-	-	-	-	-
684	-	-	-	-	-	-	-	-	-	-
690	-	-	-	-	-	-	-	-	-	-
691	-	-	-	-	-	-	-	-	-	-
695	-	-	-	-	-	-	-	-	-	-
698	-	-	-	-	-	-	-	-	-	-
		Per Sunday Total		6,002	6,791	585	464	632	581	39
		Annual Sunday Total		348,116	393,874	33,930	26,892	36,627	33,698	

Appendix C: Southwest LRT Corridor-Build Alternative-Regular Route Weekday Service Statistics

Route	Frequency of Route in Corridor			Statistics for the Whole Route						
	Peak Freq	Midday Freq	Evening Freq	Revenue Miles	Platform Miles	Revenue Hours	In-service Hours	Platform Hours	Trips	Peak Buses
6	5	10	15	2,723	3,447	277	227	311	233	23
9	15 to 20	30	30	1,189	1,433	101	84	112	87	8
12	-	-	-	-	-	-	-	-	-	-
17	10	15	30	1,864	2,193	213	175	234	172	17
21	6 to 15	6 to 15	10 to 15	2,509	2,851	315	258	339	260	22
25	30 to 60	0	0	673	863	56	48	66	42	6
26	30	30	30	250	287	28	18	32	36	1
601	30	30	60	415	546	39	28	43	77	2
602	30	30	60	412	542	39	27	43	77	2
604	30	30	30	342	450	30	23	33	60	2
605	30	30	30	437	575	36	29	40	72	2
612	15	15	30	719	946	62	48	68	124	4
614	30	60	60	550	705	36	29	41	48	3
615	30	30	30	808	962	60	48	63	72	4
616	30	0	0	107	127	7	5	7	28	1
620	-	-	-	-	-	-	-	-	-	-
630N	15	30	0	157	186	20	13	21	38	2
630S	15	30	0	151	180	17	11	18	38	2
631	30	60	60	147	175	17	11	18	22	1
632	30	30	30	87	104	14	8	15	32	1
633	20	0	0	64	76	7	4	7	19	1
634	20	0	0	118	140	10	6	10	19	1
635A	20	0	0	105	125	11	7	12	19	2
635B	20	0	0	92	110	8	5	8	19	1
636A	20	0	0	76	90	8	5	8	19	1
636B	20	0	0	108	128	11	7	12	19	2
637	0	60	60	104	124	9	6	9	10	0
638	0	60	60	121	144	9	6	9	10	0
639	0	60	60	73	87	8	5	8	10	0
664	30	0	0	116	234	9	7	13	9	3
667	15 to 30	0	0	244	476	17	15	26	20	6
668	-	-	-	-	-	-	-	-	-	-
670	-	-	-	-	-	-	-	-	-	-
671	30	0	0	146	317	7	7	11	6	3
684	30 to 60	0	0	344	434	19	18	27	12	4
687	30	0	0	165	215	5	5	13	5	2
690	5 to 10	0	0	1,134	1,552	46	44	88	47	15
691	1 trip	0	0	33	44	1	1	3	1	-
692	15 to 30	0	0	190	293	7	6	15	8	3
694	30	120	0	296	354	14	11	18	24	2
695	30 to 60	0	0	398	671	14	13	31	15	4
697	15 to 20	0	0	354	546	12	11	26	11	4
698	30 to 60	30 to 60	30 to 60	1,136	1,390	50	41	70	35	2
699	10 to 20	0	0	649	966	22	21	47	22	6
	Per Weekday Total			19,605	25,088	1,671	1,339	1,974	1,877	165
	Annual Weekday Total			4,999,367	6,397,533	426,105	341,457	503,395	478,635	

Appendix C: Southwest LRT Corridor-Build Alternative-Regular Route Saturday Service Statistics

Route	Frequency of Route in Corridor			Statistics for the Whole Route						
	Peak Freq	Midday Freq	Evening Freq	Revenue Miles	Platform Miles	Revenue Hours	In-service Hours	Platform Hours	Trips	Buses
6	-	15	15	1,714	1,948	179	142	188	146	11
9	-	30	30	1,049	1,116	85	69	89	73	5
12	-	-	-	-	-	-	-	-	-	-
17	-	15	30	1,498	1,611	161	128	135	122	6
21	-	6 to 15	15	2,368	2,546	287	231	241	230	20
25	-	*	*	*	*	*	*	*	*	*
26	30	30	30	250	287	28	18	32	36	1
601	-	30	60	410	577	38	28	45	76	2
602	-	30	60	407	573	38	28	45	76	2
604	-	30	30	308	434	27	20	32	54	2
605	-	30	30	438	617	36	26	43	72	2
612	-	15	30	638	899	55	40	65	110	4
614	-	60	60	413	582	27	20	32	36	2
615	-	30	30	644	795	51	42	53	66	3
616	-	-	-	-	-	-	-	-	-	-
620	-	-	-	-	-	-	-	-	-	-
630N	-	-	-	-	-	-	-	-	-	-
630S	-	-	-	-	-	-	-	-	-	-
631	-	60	60	87	142	14	7	15	13	1
632	-	30	30	74	120	14	7	15	27	1
633	-	-	-	-	-	-	-	-	-	-
634	-	-	-	-	-	-	-	-	-	-
635A	-	-	-	-	-	-	-	-	-	-
635B	-	-	-	-	-	-	-	-	-	-
636A	-	-	-	-	-	-	-	-	-	-
636B	-	-	-	-	-	-	-	-	-	-
637	-	-	-	-	-	-	-	-	-	-
638	-	-	-	-	-	-	-	-	-	-
639	-	-	-	-	-	-	-	-	-	-
664	-	-	-	-	-	-	-	-	-	-
667	-	-	-	-	-	-	-	-	-	-
668	-	-	-	-	-	-	-	-	-	-
670	-	-	-	-	-	-	-	-	-	-
671	-	-	-	-	-	-	-	-	-	-
680	-	-	-	-	-	-	-	-	-	-
684	-	-	-	-	-	-	-	-	-	-
690	-	-	-	-	-	-	-	-	-	-
691	-	-	-	-	-	-	-	-	-	-
695	-	-	-	-	-	-	-	-	-	-
698	-	-	-	-	-	-	-	-	-	-
Per Saturday Total				10,298	12,246	1,040	804	1,029	1,137	62
Annual Saturday Total				535,473	636,814	54,057	41,819	53,520	59,124	

*There is no Route 25 service in the study area on Saturdays. Route 25 is available on Saturdays outside of the study area.

Appendix C: Southwest LRT Corridor-Build Alternative-Regular Route Sunday Service Statistics

Route	Frequency of Route in Corridor			Statistics for the Whole Route						
	Peak Freq	Midday Freq	Evening Freq	Revenue Miles	Platform Miles	Revenue Hours	In-service Hours	Platform Hours	Trips	Buses
6	-	15	15	1,574	1,830	153	121	165	133	10
9	-	30	30	981	1,102	78	62	84	70	6
12	-	-	-	-	-	-	-	-	-	-
17	-	30	30	946	1,063	86	70	92	68	5
21	-	8 to 20	15 to 30	1,653	1,837	196	159	209	174	14
25	-	-	-	-	-	-	-	-	-	-
26	-	30	30	250	287	28	18	32	36	1
601	-	30	60	388	546	36	26	43	72	2
602	-	30	60	385	542	36	25	43	72	2
604	-	30	30	308	434	27	21	32	54	2
605	-	30	30	438	617	36	29	43	72	2
612	-	30	60	325	458	28	21	33	56	2
614	-	60	60	224	315	18	14	21	36	1
615	-	30	30	644	795	51	39	53	66	3
616	-	-	-	-	-	-	-	-	-	-
620	-	-	-	-	-	-	-	-	-	-
630N	-	-	-	-	-	-	-	-	-	-
630S	-	-	-	-	-	-	-	-	-	-
631	-	-	-	-	-	-	-	-	-	-
632	-	30	30	74	120	14	7	15	27	1
633	-	-	-	-	-	-	-	-	-	-
634	-	-	-	-	-	-	-	-	-	-
635A	-	-	-	-	-	-	-	-	-	-
635B	-	-	-	-	-	-	-	-	-	-
636A	-	-	-	-	-	-	-	-	-	-
636B	-	-	-	-	-	-	-	-	-	-
637	-	-	-	-	-	-	-	-	-	-
638	-	-	-	-	-	-	-	-	-	-
639	-	-	-	-	-	-	-	-	-	-
664	-	-	-	-	-	-	-	-	-	-
667	-	-	-	-	-	-	-	-	-	-
668	-	-	-	-	-	-	-	-	-	-
670	-	-	-	-	-	-	-	-	-	-
671	-	-	-	-	-	-	-	-	-	-
680	-	-	-	-	-	-	-	-	-	-
684	-	-	-	-	-	-	-	-	-	-
690	-	-	-	-	-	-	-	-	-	-
691	-	-	-	-	-	-	-	-	-	-
695	-	-	-	-	-	-	-	-	-	-
698	-	-	-	-	-	-	-	-	-	-
		Per Sunday Total		8,190	9,947	787	613	864	936	51
		Annual Sunday Total		475,003	576,923	45,646	35,573	50,108	54,288	