

- *Particularly heavy concentration of north-south service.* Bus service to and from downtown is concentrated in three primary directions: north-south, east-west, and from the southwest (Hennepin Avenue). These transit spines are illustrated in Figure 8. Nearly half of the peak period bus trips in downtown are concentrated in the north-south spine. Recommended strategies for improving transit service in downtown are organized around serving these three major transit service spines.

Key Strategies for Downtown Transit Service

The recommended downtown transit strategy (illustrated in Figure 9) reflects four basic principles for serving the multiple transit markets in downtown:

- Consolidate commuter service onto streets where transit is given modal priority and resources for transit services and facilities can be concentrated.
- Re-configure Primary Transit Network and local service routes to take advantage of designated transit spines.
- Provide an intra-downtown circulation service focused on Nicollet Mall.
- Re-arrange bus stops so that buses stop no more frequently than every other block

The concept of consolidating transit service on transit spines (see Figure 8) as a means of organizing service delivery and making the transit network easier to understand and use is a new approach that has worked well in other metropolitan downtowns (Seattle and Portland). Transit priority on streets serving as transit spines optimizes opportunities to improve transit services and facilities for riders. It also frees other streets for different modes of transportation that also need accommodation.

Since there are fewer stops to maintain, it allows for investments in higher quality facilities, such as lighted shelters, real-time information, police services and wayfinding. It also uses security resources more effectively by clustering transit riders and security operations in fewer corridors. With respect to speed and reliability, focusing transit on fewer streets optimizes stop and line spacing, which results in fewer transit stops downtown and protects transit speed and reliability as automobile congestion grows. In addition this offers great value for systems and facility investment including better bus stop amenities with better spacing, on-street transit lanes/advantages and traffic signal improvements.

Number of People Carried per Hour

