



Minnesota Regional Transit
Board: Records.

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REGIONAL TRANSIT BOARD
Mears Park Centre, 230 East 5th Street
St. Paul, Minnesota 55101

Meeting of the
REGIONAL TRANSIT BOARD
Mears Park Centre Chambers
Monday, March 1, 1993
4 p.m.

AMENDED AGENDA

A. CALL TO ORDER AND ROLL CALL

B. APPROVAL OF AGENDA

C. APPROVAL OF MINUTES:

- 1 Administration and Finance Committee Meeting, February 8, 1993
2. Regional Transit Board Meeting, February 16, 1993

D. CHAIR'S REPORT

E. MEMBERS' REPORTS

F. EXECUTIVE DIRECTOR'S REPORT

G. REPORT OF THE POLICY COMMITTEE

Val Higgins, Vice Chair

1. Final Recommendations for High-Subsidy Routes:

- MTC St. Paul Route 10-Sunday
- MTC St. Paul Route 20-Weekday
- MTC St. Paul Route 31-Weekday

H. OTHER BUSINESS

1. Resolution of Appreciation, Michael J. Ehrlichmann, Res. No. 93-01
2. Resolution of Appreciation, Tom Workman, Res. No. 93-02
3. Resolution of Appreciation, Don Scheel, Res. No. 93-03
- ✕ 4. Authorization to Contract with Additional Metro Mobility Providers
5. Travel Behavior Inventory Overview by Metropolitan Council Staff

I. PUBLIC COMMENT

John H. Riley
Chairman

mff
3/1/93



REGIONAL TRANSIT BOARD
Mears Park Centre, 230 East 5th Street
St. Paul, Minnesota 55101
612/229-2700

**Minutes of the Meeting of the
REGIONAL TRANSIT BOARD
March 1, 1993**

MEMBERS PRESENT: John H. Riley, Chair; Maryann Campo; Doris Caranicas; Sharon Feess; Ruth Franklin; Val Higgins

MEMBERS EXCUSED: Tom Sather and Ruby Hunt

OTHERS PRESENT: Esther Newcome and Steve Alderson, Metropolitan Council; Jo Higgins; Arnie Entzel, Amalgamated Transit Union; Gregory L. Andrews, Judy Hollander, Howard Blin, Dave Jacobson, Paul Moline, Mary Fitzgerald, RTB staff

CALL TO ORDER AND ROLL CALL

The chair called the meeting to order at 4 p.m. and roll was taken.

APPROVAL OF MINUTES

Feess moved and Caranicas seconded approval of the minutes of the Administration and Finance Committee meeting of February 8, 1993. The motion was unanimously approved.

Franklin moved and Caranicas seconded approval of the minutes of February 16, 1993. The motion was unanimously approved.

CHAIR'S REPORT

Riley reported on his trip to Washington D.C. last week, which focused on lobbying Minnesota priorities. He tried to get a sense of where the administration is going, but that is unclear because federal appointments have not been made below the secretary level. President Clinton's energy tax proposal would impose a different tax level per BTU on each form of energy, depending upon whether it is more or less favored. There is zero tax on solar energy and the highest tax is on petroleum derivatives (i.e., gasoline). The tax would be levied at the point of origin. The administration concluded the proposed tax, if approved, would add eight cents to the price per gallon, phased over three years, in addition to the two-and-a-half cents per gallon portion of the current federal gas tax scheduled to sunset next year, which they do not intend to allow. The administration will propose that the two and a half cents be made permanent. None of this money will go through the Highway Trust Fund. It will go directly to the general treasury for deficit reduction or any new spending programs. The existing twelve cents will go through the trust fund, but nothing will be added. Finally, the proposed tax would be indexed to the Gross National Product price deflator, not gas prices. That indexing is highly controversial. The cold weather states are breaking away and the legislation will have to move it through the process in the near future or suffer continued erosion of support.

There is \$750 million for additional funding for transit capital expenditures, two-thirds of which goes through Section 9. The rest goes to the discretionary bus program. The federal administration wants it committed within 60 days of the bill's passage. If we have not committed it, it will be drawn back. The same is true of the funds for buses. We are fortunate to have the "Vision" defined. Meetings will be scheduled with MTC quickly to work out a joint effort to get as much for Minnesota as possible. Beyond that, Riley said, he will try to contact some editorial boards in the next few days.

APPROVAL OF THE AGENDA

An amended agenda, adding Item H.4. Authorization to Contract with Additional Metro Mobility Providers, was distributed. Caranicas moved and Higgins seconded approval of the agenda as amended. The motion was unanimously approved.

MEMBERS' REPORTS

Feess reported on her meeting earlier in the day with MTC planners and Todd Paulson about restructuring Northwest Corridor. They are discussing setting up a transit summit and including RTB and representatives from the communities along the Northwest Corridor.

CONTRACT NEGOTIATIONS WITH METRO MOBILITY PROVIDERS

The chair said the RTB has taken the position with the providers that the Trip Assurance Program must be restored by April 1. Of the 12 providers, 10 providers have signed the contract, Ebenezer has indicated they are prepared to sign, and National School Bus withdrew. Staff is working as hard as they can to backfill. RTB had only two weeks' notice, but because of staff's extremely hard work, all but eight standing orders were covered as of 8:00 a.m. today, February 16. It was discovered that National has informally contracted for standing orders outside the system. Those riders are being accommodated when they are found. Of the 177 standing orders, all but 8 have been covered. There are some people who will feel the pain of the transition; however, rides declined per month have averaged approximately 2,500 and even with the transition pains, the new system will be a major improvement. Rides per month have declined by approximately 2,000, but this is a major improvement. Riley thanked staff members for their hard work in accomplishing the transition. Caranicas asked how National set up standing orders without the knowledge of the Metro Mobility Administrative Center (MMAC). The standing order fee was not collected by MMAC because the standing order was never registered. Riley said this is further evidence that we are moving toward a better system.

REPORT OF THE POLICY COMMITTEE

Acting Committee Chair Higgins reported on the committee's February 22 meeting. A quorum was not present throughout the meeting so the committee took no formal action and referred the staff recommendations, shown below, to the board without committee approval. Higgins recommended that the following recommendations be considered individually.

Final Recommendations on high-subsidy routes:

That the Regional Transit Board:

1. Eliminate Metropolitan Transit Commission (MTC) Route 10 Sunday service.
2. Restructure MTC St. Paul Route 20 weekday service to eliminate the Route 20 north of Maplewood Mall and consolidate MTC Route 15 and 20 services provided to Lakewood Community College and St. Paul Northeast Metro Technical College.
3. Restructure MTC Route 31 weekday service to:
 - a. Retain peak, express service in New Brighton, Arden Hills, and Roseville;
 - b. Eliminate route duplication in Falcon Heights and St. Paul; and
 - c. Re-route 31 to utilize the Rosedale Transit Hub and park-and-ride lot; and add one afternoon peak trip on Route 31 to provide a comparable level of bus service during peak times.

Higgins moved and Caranicas seconded approval of the staff recommendation regarding Route 20. Rosvold used slides to explain the proposal for restructuring Route 20 weekday service. The motion was unanimously approved.

Rosvold reviewed the proposed restructuring of Route 31. Higgins moved and Feess seconded approval of the staff recommendation to restructure Route 31. The motion was unanimously approved.

Rosvold displayed a map of the current Route 10 route of Sunday service. The current subsidy is \$3.40 per person as opposed to the standard of \$3.25 per person. Riley asked if there is any reconfiguration that would bring the route under the standard. If the last two eastbound and westbound trips were combined, Riley asked, would the savings bring the route under the standard? Rosvold said it would be closer; the annual subsidy is \$24,000. Higgins said people who favored the route are church-goers. He asked if the members feel obliged to keep it running. Feess said she would strongly encourage the board to maintain the route in some fashion because these are transit-dependent people. Franklin said an additional driver has to be brought in for the last two trips. Could a part-time driver be used for the 6 p.m. trip, which would make that the only return trip? Rosvold said staff will check with MTC. He pointed out that many stores close at 6 p.m. on Sunday and there may be some store employees using the bus.

Riley said that he believes in biting the bullet, but this route is only 15 cents away from the guidelines. He moved and Campo seconded:

That the Regional Transit Board refer the question of Metropolitan Transit Commission Route 10 Sunday service to the Policy Committee with instructions to develop a variety of options to bring the route's subsidy below the guidelines. The route will be re-evaluated in six months.

The route will be retained if performance improves, which may provide incentive to riders to help market the route. The motion was unanimously approved.

The final recommendations approved by the board are shown below.

That the Regional Transit Board:

1. That the Regional Transit Board refer the question of Metropolitan Transit Commission Route 10 Sunday service to the Policy Committee with instructions to develop a variety of options to bring the route's subsidy below the guidelines. The route will be re-evaluated in six months.
2. Restructure MTC St. Paul Route 20 weekday service to eliminate the Route 20 north of Maplewood Mall and consolidate MTC Route 15 and 20 services provided to Lakewood Community College and St. Paul Northeast Metro Technical College.
3. Restructure MTC Route 31 weekday service to:
 - a. Retain peak, express service in New Brighton, Arden Hills, and Roseville;
 - b. Eliminate route duplication in Falcon Heights and St. Paul; and
 - c. Re-route Route 31 to utilize the Rosedale Transit Hub and park-and-ride lot; and add one afternoon peak trip on Route 31 to provide a comparable level of bus service during peak times.

OTHER BUSINESS

Resolutions of Appreciation for Michael J. Ehrlichmann, Tom Workman and Don Scheel, Res. Nos. 93-01, 02 and 03

Sather moved and Higgins seconded approval of the above resolutions. The motions were unanimously approved.

Authorization to Contract with Additional Metro Mobility Providers

The chair said staff is seeking board authorization to contract with additional paratransit providers. Andrews added that staff met with Special Transportation Services (STS) and other taxi companies that have expressed interest in providing service. Staff is asking for authorization to allow contract with other companies for delivery of paratransit services.

Franklin moved and Caranicas seconded:

That the Regional Transit Board authorize the executive director to negotiate and enter into contracts with paratransit providers with new Metro Mobility providers for service to be rendered through October 1, 1993. Upon 30 days' notice to the contractor, RTB may extend the term for up to an additional 90 days.

The motion was unanimously approved.

Travel Behavior Inventory Overview

Steve Alderson of the Metropolitan Council distributed fact sheets on the council's 1990 Travel Behavior Inventory and discussed the major conclusions of the study.

The chair said this kind of data is absolutely critical to good planning. The inventory was last done in 1970, which provides a basis for comparison. There are eight fact sheets in all, which are backed up by technical reports. More detailed information is available upon request.

Overall, the transportation system kept up with demand and the transit system exceeded it. Riley noted the average length of time per trip has been cited as an example of why people do not use transit. Alderson said if some amenities are added you can compensate for the difference. The concept of freedom should be stressed in transit marketing.

Higgins suggested that Alderson be invited to make another presentation to the board. The chair agreed. This kind of information sheds light on why people don't ride as well as why they do.

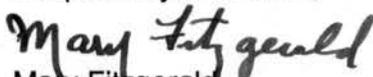
PUBLIC COMMENT

Lisa Lee noted that her testimony at the recent route hearing should be clarified. Before you can attract new customers you must retain the customers you already have. People at the Route 31 hearing expressed satisfaction with the service. She discussed the problems with transfers. Restructuring should be delayed until after First Bank moves 1,200 employees to Energy Park. She did not say money should not be spent on employees. MTC plans to hire 27 new employees to service the new fareboxes. She meant that on-the-road service should be the highest priority. Further, the feeder bus funds for light rail will come out of the regular budget, but it should come from LRT budgets of the counties or RTB. She emphasized in November 1992 that MTC's future is focused on the customer. It is important to consider door-to-door travel time, not just time spent actually on the bus. She now has to walk two blocks farther to catch the bus. That time does not show on a bus schedule but it is a factor for the customer. The chair thanked her for her interest and comments.

There being no other business, Caranicas moved and Sather seconded that the meeting be adjourned. The motion was unanimously approved and the meeting was adjourned at 5:25 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's meeting of March 1, 1993.

Respectfully submitted,


Mary Fitzgerald
Secretary

Approved by the Regional Transit Board on this fifteenth day of March 1993.

2/1/92

REGIONAL TRANSIT BOARD
ROLL CALL AND ATTENDANCE SHEET

DATE: 3/1

Member Name Present Vote Vote Vote Vote Vote Vote Vote Vote

ISSUE

John Riley ✓

Maryann Campo ✓

Doris Caranicas ✓

Sharon Feess ✓

Ruth Franklin ✓

Val M. Higgins ✓

Sandra Hilary

Ruby Hunt exc

Tom Sather ✓

Visitors

M. Robertson, Arnie Entzel, Carol Kummer, Bonnie _____

Featherstone, Geroge Bentley, _____

Eathu Newcome

Jo Higgin

S. Alderson

a. Entzel

Staff

GLA, JH, HB, EK, SH, SM, MF, JF, DJ, LS, MO

Pn

m f f



REGIONAL TRANSIT BOARD
Mears Park Centre, 230 East 5th Street
St. Paul, Minnesota 55101
612/229-2700

**Minutes of the Meeting of the
REGIONAL TRANSIT BOARD
February 16, 1993**

MEMBERS PRESENT: John H. Riley, Chair; Maryann Campo; Doris Caranicas; Sharon Feess; Ruth Franklin; Val Higgins; Ruby Hunt

MEMBERS EXCUSED: Tom Sather and Sandra Hilary

OTHERS PRESENT: Mike Robertson, legal counsel; Arnie Entzel, Amalgamated Transit Union, Beverley Miller, Minnesota Valley Transit Authority, Melanie Benson, Metropolitan Transit Commission (MTC); Ken Stevens, Hennepin County Regional Railroad Authority; Adam Josephson, Minnesota Department of Transportation (Mn/DOT); Lisa Lee, George Bentley; Sherry Munyon, Gregory L. Andrews, Judy Hollander, Len Simich, Dale Ulrich, Debra Nelles Sorenson; Stephanie Eiler, Randy Rosvold; Mary Fitzgerald, RTB staff

CALL TO ORDER AND ROLL CALL

The chair called the meeting to order at 4:05 p.m. and roll was taken.

APPROVAL OF AGENDA

Hunt asked if members will have an opportunity to discuss the Metropolitan Council's transit governance proposal. Franklin asked if the other members have received the letter regarding 1992 MTC bonuses. Riley said it is a serious matter, but he would prefer receiving a written response before the board discusses the issues. Caranicas moved and Feess seconded approval of the agenda. The motion carried unanimously.

APPROVAL OF MINUTES

Higgins moved and Feess seconded that the board approve the following minutes:

Legislative Committee Meeting, January 19, 1993
Regional Transit Board Meeting, January 19, 1993
Policy Committee Meeting, January 25, 1993
Regional Transit Board Meeting, February 1, 1993

The motion was unanimously approved.

CHAIR'S REPORT

Legislative Activity

Chair Riley reported on the four hearings he participated in at the Legislature. Two hearings were focused on funding and he has taken the stance that any mechanisms other than extending the sales tax to automobile repairs would be acceptable to RTB. He opposed the auto repair tax because of its regressive nature. There was a hearing on whether to force the opt-outs back into the system. Riley said they have been a successful part of the system and have generated a large portion of the ridership increases. Therefore, we should focus on making other parts of the system work better and not disrupt out-out services.

Metro Mobility Provider Contract Negotiations

The chair said he has been pleased with the Metro Mobility negotiations. Ten providers have signed contracts, we lost one provider, and one intends to sign. Everyone should feel good about this outcome but we now have a moral commitment to complete the restructuring of the service by the announced November deadline.

Transit Governance and Funding

Several proposals for transit governance have surfaced. There was an embargo against calling members until 2 p.m. on February 15 when the Metro Council proposal was announced in a press conference. He will prepare a summary of each of the three bills and circulate them to the board and staff. Responding to Hunt's question about authors, Riley said there is no author for the Metro Council proposal, and Rep. Carruthers will author his own legislation. Next week Mn/DOT will propose a transit funding bill calling for a five-cent gas tax, and a constitutional amendment allowing transit to utilize gas tax funds that would be placed on the ballot in 1994. At this time the board should not get between competing proposals and should be prepared to accept any of the bills. When there is consensus on the need, the details of a consensus solution can be worked out.

Minnesota Transportation Alliance Conference

The week of February 22 the chair will go to Washington for the Minnesota Transportation Alliance (formerly Good Roads) conference in order to meet with new Federal Transit administration people and make contacts with the congressional delegation.

Members' Expenses and Per Diems

The chair said he has taken a strict standard on expenses and per diems and will draft a proposal for new guidelines for the board. Tickets for special events will be approved only if they have a direct bearing on agency business. No social events will be approved. He will pay his own expenses for his activities that are not entirely agency-related.

MEMBERS' REPORTS

Franklin asked if there will be a workshop for members to discuss the various transit governance proposals and develop a position. Riley said the bill has not yet been written. Each member can take his or her own position. There is some wisdom in subtly steering the process. This initiative began with the belief that appointed boards lack accountability. Chair Rietow believes that when lines of authority are strengthened, accountability is also strengthened. The major change is the elimination of the RTB and MTC boards. Franklin said that she has served for a long time, first on MTC and from the beginning on RTB. Knowing the amount of work involved, if there is no board and only one person in charge, she questioned whether elderly people and people with disabilities will have enough places where they can get information and get their messages across.

Riley said he does not wish to oppose or defend any of these proposals, but if one of them is adopted, the board's system of communication will have to be strengthened. In handling tough issues, any system will work with the right people; without them, nothing work. The Legislative Audit Commission did not call for a change in the structure of the agencies. If there is one, it is important that policy development and execution be separated.

Hunt asked Riley to explain the council's proposal on LRT governance. Riley said it is the same as the legislation from last session with the three sentences that caused its veto omitted. The debate on who operates the system may not be over. One can question whether the people who run the bus system should run the train. Nationally, the common structure is one entity running both systems.

Higgins said, while it gets difficult sometimes with boards appointing boards that appoint boards, he would sorry to see them eliminated. The opt-out communities and providers look to this board as entrée into the system and a source of feedback. Two years ago it was not true, but today the opt-out communities would support continuation of the board. Campo asked if it would be appropriate for the board to take a formal position jointly with the MTC. Riley said members are not precluded from taking a different position but should proceed very carefully in order to be players at the table.

Franklin asked how other members feel about having a retreat to discuss the options and develop a position. Hunt said at this point she would prefer individual responses. Rep. Irv Anderson plans to schedule a hearing on all the proposals. The board could be seen as protecting its turf.

The chair said he will get information out to everyone and make arrangements for a special meeting. Responding to Hunt, he said the council plans to proceed with the appointment of new members. Even if the governance proposal passes, it would not be effective until July. There are three approaches on the table and they will provoke more.

Campo announced that in conjunction with the RTB's Bike Advisory Committee, which she chairs, the RTB will sponsor a coffee break at the upcoming CTS Bike Conference. The chair urged members to attend the conference.

EXECUTIVE DIRECTOR'S REPORT

Andrews reported that last week Howard Blin made a presentation to the Committee of the Whole of the Metropolitan Council on the RTB's Five-Year Plan. The council is expected to adopt the plan on February 25, 1993.

REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE:

Franklin reviewed the report of the committee's meeting on February 8, 1993.

1993 Provider Capital Funding and Contracts

Franklin moved and Feess seconded:

That the Regional Transit Board approve 1993 capital funding and authorize the executive director to enter into capital contracts with the following providers in amounts not to exceed:

Carver County	\$36,800
Scott County	\$35,102
Senior Transportation	\$28,000

The motion was unanimously approved.

Electronic Registering Fareboxes for Non-Metropolitan Transit Commission Providers

Franklin moved and Feess seconded:

That the Regional Transit Board direct RTB staff to coordinate with Metropolitan Transit Commission (MTC) staff to purchase electronic fareboxes, magnetic stripe readers, and computerized data collection and reporting systems for the purpose of leasing this equipment to non-MTC providers of regular route service. Staff shall also direct the MTC to amend their 1993 capital budget to fund these purchases.

Riley commented that for the same reasons that this is a good decision for regular route, it will be valuable for the opt-out communities; he joined in seconding the motion. The motion was unanimously approved.

Minnesota Valley Transit Authority Capital Funding Request

Franklin moved and Caranicas seconded:

That the Regional Transit Board enter into a capital agreement with the Minnesota Valley Transit Authority in an amount not to exceed \$90,000 for the development, preliminary engineering, and/or expansion of park-and-ride facilities in the Minnesota Valley Transit Authority's operating area.

The motion was unanimously approved.

Western Suburbs Route 55 Contract Extension

Franklin moved and Caranicas seconded:

That the Regional Transit Board authorize the executive director to amend the Western Suburbs Route 55 contract (Contract 92/20/04-14) with the Metropolitan Transit Commission by a maximum of \$101,306 to \$715,309 for the period of April 1, 1992 through May 31, 1993.

The motion was unanimously approved.

OTHER BUSINESS

Members concurred with the chair's suggestion that he arrange a special session and invite the authors of proposed legislation to brief the board on their funding proposals.

Munyon distributed a letter, dated February 16, concerning transit funding and governance legislative proposals.

Presentation by Minnesota Department of Transportation on the Preferred Alternative for I-35W Reconstruction

Adam Josephson, Mn/DOT Project Manager for I-35W, used slides to illustrate the major features of the reconstruction and answered questions from the members and the audience. Staging of these projects is increasingly a function of available funding.

PUBLIC COMMENT

Lisa Lee said Josephson has confirmed earlier figures showing that light rail transit will take as much space as four freeway lanes.

There being no other business, Higgins moved and Feess seconded that the meeting be adjourned. The motion was unanimously approved; the meeting adjourned at 5:25 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's meeting of February 16, 1993.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved by the Regional Transit Board on this sixteenth day of February 1993.

mff
2/18/93



REGIONAL TRANSIT BOARD
Mears Park Centre, 230 East 5th Street
St. Paul, Minnesota 55101
612/229-2700

**Minutes of the Meeting of the
ADMINISTRATION AND FINANCE COMMITTEE
February 8, 1993**

MEMBERS PRESENT: Ruth Franklin, Chair; Doris Caranicas; Sharon Feess; Tom Sather

OTHERS PRESENT: John H. Riley, RTB Chair Maryann Campo, RTB Member; Carol Kummer, Metropolitan Council; Allyson Hartle, Metropolitan Transit Commission (MTC); Arnie Entzel, Amalgamated Transit Union; Beverley Miller, Minnesota Valley Transit Authority; Gregory L. Andrews, Dale Ulrich, Dave Jacobson, Debra Sorenson Nelles, Mary Fitzgerald, RTB staff

CALL TO ORDER AND ROLL CALL

Committee Chair Franklin called the meeting to order at 4:10 p.m. and roll was taken.

APPROVAL OF AGENDA

Feess moved and Sather seconded that the agenda be approved. The motion carried unanimously.

1993 PROVIDER CAPITAL FUNDING AND CONTRACTS

Nelles presented the January 25 staff report. Sather moved and Caranicas seconded:

That the Regional Transit Board approve 1993 capital funding and authorize the executive director to enter into capital contracts with the following providers in amounts not to exceed those shown below:

Carver County	\$36,800
Scott County	\$35,102
Senior Transportation	\$28,000

The motion was unanimously approved.

Electronic Registering Fareboxes for Non-Metropolitan Transit Commission Providers

Simich reviewed the January 28 staff report. Riley added that this equipment will primarily benefit our consumers, but will also be useful for us. It will make it easier for bus drivers to handle the overwhelming stream of riders who board at busy bus-stops, speed up transfer transactions, and provide valuable data about the entire system. Feess moved and Caranicas seconded:

That the Regional Transit Board direct RTB staff to coordinate with Metropolitan Transit Commission (MTC) staff to purchase electronic fareboxes, magnetic stripe readers, and computerized data collection and reporting systems for the purpose of leasing this equipment to non-MTC providers of regular route service. Staff shall also direct the MTC to amend their 1993 capital budget to fund these purchases.

The motion was unanimously approved.

Minnesota Valley Transit Authority Capital Funding Request

Simich reviewed the February 1 staff report. Franklin said park-and-ride lots have proven themselves in the suburbs. It was a big step forward when the Metropolitan Council changed its policy to allow building the lots closer to the Metropolitan Urban Service Area (MUSA) line. There was discussion of whether the Minnesota Department of Transportation (Mn/DOT) should construct the facilities. Mn/DOT has the expertise needed for acquisition of rights-of-way and development. Riley said this was discussed at the last MTC meeting. He is interested in bidding out the work. The experience in Washington D.C. was that park-and-ride lot usage was greater than anticipated and the limited availability of park-and-ride facilities restrained use of the transit system. People will accept the practice of driving to a lot, parking their cars and riding to work, but they will drive alone rather than take a bus to a certain point and transfer to another bus. Campo asked if the board should discuss development of a policy on this kind of bidding. Mn/DOT does have the expertise but there is probably no policy that makes interacting with other agencies the first recourse. Riley said this will be placed on a Policy Committee agenda; RTB has to stretch dollars as far as possible. Sather moved and Caranicas seconded:

That the Regional Transit Board enter into a capital agreement with the Minnesota Valley Transit Authority in an amount not to exceed \$90,000 for the development, preliminary engineering, and/or expansion of park-and-ride facilities in the Minnesota Valley Transit Authority's operating area.

The motion was unanimously approved.

Western Suburbs Route 55 Contract Extension

Opatz reviewed the February 1 staff report. Caranicas moved and Feess seconded:

That the Regional Transit Board authorize the executive director to amend the Western Suburbs Route 55 contract (Contract 92/20/04-14) with the Metropolitan Transit Commission by a maximum of \$101,306 to \$715,309 for the period of April 1, 1992 through May 31, 1993.

The motion was unanimously approved.

Other Business

Andrews reported on Senator Chmielewski's tour of transit hubs at Rosedale and the Mall of America.

Rosvold reviewed the high-subsidy route public hearings scheduled for this week.

Riley reported on this week's Senate and House hearings. Last year there was good support in the Senate for permanent transit funding. This year he believes there is broader understanding of the issues and the RTB must show how the money will be spent. If highways and transit stay together there is a good chance of getting a bill through. This week's meetings are very important and by next week he will have a feel for the attitudes of the committees.

There being no other business, Feess moved and Sather seconded that the meeting be adjourned. The motion was unanimously approved and the meeting adjourned at 4:35 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's Administration and Finance Committee meeting of February 8, 1993.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved by the Regional Transit Board on this first day of March 1993.



RESOLUTION OF APPRECIATION

Resolution No. 93-02

- WHEREAS,** Donald Scheel was appointed to the Regional Transit Board on June 13, 1991; and
- WHEREAS,** As Vice Chair of the Regional Transit Board, member of its Administration and Finance Committee, Legislative Committee, Audit Advisory Committee, and liaison to the Metropolitan Council's Systems Committee, Mr. Scheel has tirelessly devoted his time and energy toward advancing public transit in the Seven-County Metropolitan Area, particularly in those outlying areas that have traditionally been under-served; and
- WHEREAS,** As Chair of the Washington County Board, Chair of the Metropolitan Inter-County Association and Mayor of the City of Afton, Mr. Scheel has honorably and ably served the citizens of Washington County and the State of Minnesota and has made important contributions to the quality of life in the community; and
- WHEREAS,** With his extensive knowledge and understanding of the needs of the citizens of the Metropolitan Area, Mr. Scheel has provided this board and policy-makers throughout the State of Minnesota with the benefit of his insight and vision in planning for the future of this community, the effects of which will be felt for decades to come.

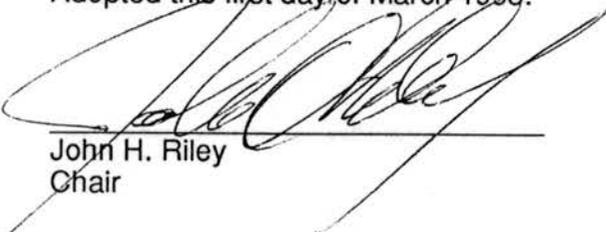
NOW, THEREFORE, BE IT RESOLVED:

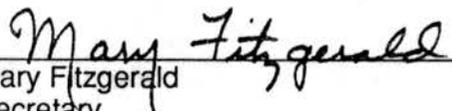
THAT the Regional Transit Board congratulates Donald Scheel on his very successful tenure as a member of the board and recognizes the outstanding contributions he has made to develop a transit system that best serves the needs of the people of this region.

BE IT RESOLVED:

THAT the members and staff of the Regional Transit Board extend our sincere appreciation to Mr. Scheel and our best wishes for success in his future endeavors.

Adopted this first day of March 1993.


John H. Riley
Chair


Mary Fitzgerald
Secretary



RESOLUTION OF APPRECIATION

Resolution No. 93-01

- WHEREAS,** Michael J. Ehrlichmann was appointed Chair of the newly restructured Regional Transit Board in August 1991; and
- WHEREAS,** Michael Ehrlichmann has been an informed and active leader in the policy decisions that have shaped the future of transit in the Twin Cities Metropolitan Area; and
- WHEREAS,** Michael Ehrlichmann developed a vision for transit that incorporates a multi-modal transit system, utilizing those modes appropriate to the individual corridors and commuters they serve; and
- WHEREAS,** Michael Ehrlichmann developed an aggressive marketing initiative directed at increasing transit ridership, decreasing congestion and air pollution, and developing a healthier economic environment; and
- WHEREAS,** With his extensive knowledge and understanding of the needs of the citizens of the Metropolitan Area, and as an advocate of full participation by persons with disabilities in the life of this community, Michael Ehrlichmann has provided this board with the benefit of his insight and vision in planning for the future of transit in this community, the effects of which will be felt well into the twenty-first century.

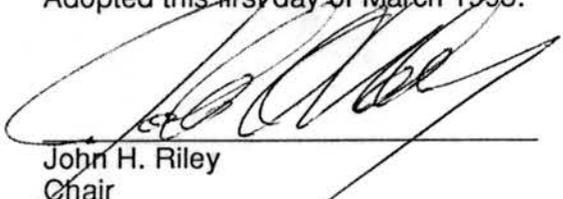
NOW, THEREFORE, BE IT RESOLVED:

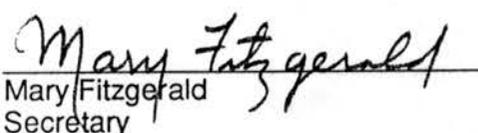
THAT the Regional Transit Board congratulates Michael J. Ehrlichmann on his very successful tenure as Chair of the Regional Transit Board and recognizes the outstanding contributions he has made toward development of a regional transit system that best serves the needs of the people of this region.

BE IT RESOLVED:

THAT the members and staff of the Regional Transit Board extend our sincere appreciation to Michael Ehrlichmann and our best wishes for success in his future endeavors.

Adopted this first day of March 1993.


John H. Riley
Chair


Mary Fitzgerald
Secretary



REGIONAL TRANSIT BOARD
Mears Park Centre
230 East 5th Street
St. Paul, Minnesota 55101
612/292-8789

RESOLUTION OF APPRECIATION

Resolution No. 93-03

- WHEREAS,** Tom Workman was appointed to the Regional Transit Board on June 13, 1991; and
- WHEREAS,** As a Member of the Regional Transit Board, Policy Committee, Marketing Committee, and Chair of the Legislative Committee, Representative Workman has demonstrated a strong commitment to serving the transit needs of the Seven-County Metropolitan Area, particularly in the suburban areas; and
- WHEREAS,** As a City Council Member of the City of Chanhassen, Board Member of the Southwest Corridor Transportation Coalition, and Member of the National League of Cities' Policy Committee on Transportation and Communications, Representative Workman has honorably and ably served the citizens of his district and the State of Minnesota and has made important contributions to the quality of life in the region; and
- WHEREAS,** With his extensive knowledge and understanding of the needs of the citizens of the Metropolitan Area, Representative Workman has been an informed and active participant in the policy decisions that have helped shape the future of transit in this area.

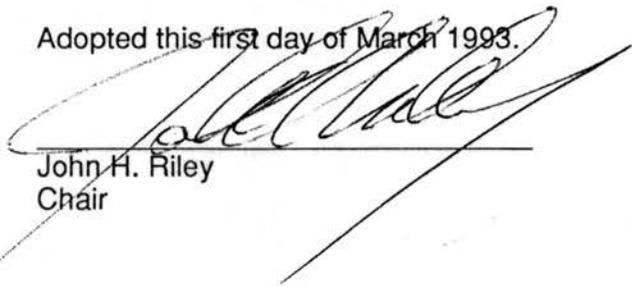
NOW, THEREFORE, BE IT RESOLVED:

THAT the Regional Transit Board congratulates Representative Workman on his very successful tenure as a member of this board and recognizes the outstanding contributions he has made in providing for the needs of the community, planning for its future; and developing a transit system that best serves the needs of the people of this region.

BE IT RESOLVED:

THAT the members and staff of the Regional Transit Board extend our sincere appreciation to Representative Workman and our best wishes for success in his future endeavors.

Adopted this first day of March 1993.


John H. Riley
Chair


Mary Fitzgerald
Secretary

REGIONAL TRANSIT BOARD

Mears Park Centre
230 East Fifth Street, St. Paul, Minnesota 55101
292-8789

DATE: February 12, 1993

TO: Chair and Members of the Policy Committee

FROM: Paul Moline, Planner *pm*
Randy Rosvold, Senior Planner *RR* *OR*

SUBJECT: Final Recommendations for High Subsidy Routes: MTC
St. Paul Route 10 Sunday, MTC St. Paul Route 20 Weekday, and
MTC St. Paul Route 31 Weekday

SUMMARY

This memorandum presents the results of public hearings on three of the ten 1992 high subsidy MTC routes that RTB authorized for public hearings. Included are copies of public testimony collected at each public hearing, findings and final recommendations for St. Paul 10 Sunday, St. Paul 20 weekday and St. Paul 31 weekday.

BACKGROUND

At the November 1992, December 1992 and January 1993 Policy Committee meetings, RTB staff presented the preliminary findings and recommendations on 17 routes identified as not meeting regular route performance standards during 1992. Upon review of RTB staff findings on high subsidy routes, the RTB authorized public hearings on 10 of the 17 high subsidy routes to gather public input on proposed elimination or restructuring of these 10 routes. To date, the public hearing process has been completed on seven of the 10 high subsidy routes. Public hearings on the remaining three routes will be conducted in March.

DISCUSSION

Final recommendations are presented for MTC Routes 10 Sunday, 20 weekday, and 31 weekday. RTB staff developed these final recommendations using the following data:

- Findings from public testimony received during the public hearings held in February 1993.
- Route-specific operating data (presented to the RTB in December 1992).
- Findings from public testimony received during the public meetings in October 1992.

Policy Committee--High Subsidy
February 12, 1993
Page 2

- Ongoing discussions with MTC planning staff to evaluate route and schedule restructuring options.
- Input with staff from communities served by the routes.

The findings of this process are summarized in information packets attached to this memorandum and are organized in the following format:

- One-page executive summary giving brief route description and final staff recommendation.
- Minutes from rider testimony given at February 1993 public meetings.
- Copies of public correspondence received by RTB Planning staff January 1993 to present date.

Note: Information packets presented at December 1992 meeting contained findings from October 1992 public meetings and all public comments received prior to December 1992.

Staff has prepared a summary of issues compiled from all information gathered on each route.

St. Paul Route 10 Sunday.

- Concern about total elimination of Sunday bus service along St. Clair Avenue. Major trip purpose: going to church in downtown St. Paul.
- High transit dependent population, especially seniors. Loss of service will cause hardship. Walk distances to other MTC routes are seen as an unreasonable transit option.

St. Paul Route 20 Weekday

- Current Route 20 peak-only service north of Maplewood Mall not well coordinated with class shifts at Lakewood Community College and Northeast Metro Technical College.
- MTC Route 15 also serves Maplewood Mall, Lakewood Community College, and NE Technical Center. Duplication of routes but not schedule times at both schools are confusing. Consensus for service consolidation endorsed by all parties.
- Early morning and late afternoon trips through McKnight Village apartments not well patronized. MTC staff recommending reduction of limited trips through this area.
- Strong public sentiment for continued service as is between Maplewood Mall and Sunray Shopping Center.

St. Paul Route 31 Weekday

- Strong public sentiment to continue 31 service, primary means of transportation for work-related trips.

- Residents of New Brighton, Arden Hills, and northern Roseville have no other transit alternative if Route 31 service eliminated.
- Imbalance in bus trips offered, two a.m. trips and one p.m. trip, not attractive to riders.
- Route 31 riders in Falcon Heights and St. Paul acknowledge that MTC local routes 4 and 12 are an alternative transit option but result in a longer bus travel time to downtown St. Paul.
- Rider concern raised about impending move of First Banks from downtown St. Paul to Energy Park. Plan for transit services to accommodate relocated workers.

RECOMMENDATIONS

That the Regional Transit Board:

1. Eliminate MTC St. Paul Route 10 Sunday service.
2. Restructure MTC St. Paul Route 20 weekday service to eliminate the Route 20 north of Maplewood Mall and consolidate MTC Route 15 and 20 services provided to Lakewood Community College and St. Paul Northeast Metro Technical College.
3. Restructure MTC St. Paul 31 weekday service to: retain peak-express service in New Brighton, Arden Hills and Roseville; eliminate route duplication in Falcon Heights and St. Paul; re-route 31 to utilize the Rosedale Transit Hub and park-and-ride lot; and add one p.m. peak-trip on Route 31 to provide comparable level of bus service during peak times.

EXECUTIVE SUMMARY

ST. PAUL ROUTE 10 SUNDAY SERVICE

SERVICE TYPE - LOCAL RADIAL

PERFORMANCE STANDARD - \$3.25 SUBSIDY PER PASSENGER

PROVIDER - METROPOLITAN TRANSIT COMMISSION

BACKGROUND

Route 10 Sunday service is provided in the Highland/St. Clair area of St. Paul to downtown St. Paul. (No Sunday service operates on the east half of Route 10--East Seventh - Forest/Phalen area). There are nine trips on Sunday arriving downtown from 9:53 a.m. to 5:53 p.m. and departing from 10:00 a.m. to 6:00 p.m. Service operates on a 60-minute frequency. Sunday Route 10 was identified as high subsidy service in 1990. The RTB directed the MTC to examine Route 10 connections with other MTC routes in downtown St. Paul. In June 1992, MTC re-routed route 10 Sunday service through downtown St. Paul via the Fifth Street/Sixth Street bus lanes. Unfortunately, no significant change in ridership or operating subsidy have occurred.

OPERATING DATA (March 1992)

DAILY BOARDINGS	110
SUBSIDY PER PASSENGER	\$3.40
ESTIMATED 1992 ANNUAL OPERATING SUBSIDY*	\$14,201
PERCENTAGE OF TRANSIT DEPENDENTS**	

17% SENIORS	0 YOUTH	37% LOW INCOME	26% ZERO CAR HOUSEHOLDS
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* Source: MTC

** Source: 1990 on-board survey

PUBLIC INPUT PROCESS

Meeting with City of St. Paul staff	-	October 6, 1992
Public meeting at Mears Park Centre downtown St. Paul (3 riders attended)	-	October 14, 1992
Public hearing at Mears Park Centre, St. Paul (3 riders attended)	-	February 10, 1993
Number of letters received	-	20
Number of phone calls received	-	10

RECOMMENDATION

Eliminate MTC St. Paul Route 10 Sunday service.

**MEETING MINUTES FROM
HIGH SUBSIDY HEARING
ROUTE 10**

February 10, 1993 - 12:00 noon
Mears Park Centre, St. Paul

Attending: Ruby Hunt, RTB Member; Jim Johnston, MTC; Paul Moline and Mike Kuehn RTB Staff; and three riders (see attached sign-up sheet)

1. Introductions were made. Moline then provided information on Route 10's past performance and ridership trends, as well as the changes being proposed.
2. Public Testimony

Margaret Austin. Change #5 6:00 p.m. to 5:35 p.m. Cannot catch bus after work because it comes too soon. MTC doesn't respond to the concerns. Has written to Mike Christenson three times with no response. Has also called customer complaint line. Believes that buses are run on money issue and not meeting peoples' needs. Don't put all the money in shelters in downtown--too expensive. Double the senior fare to \$.50 if it means keeping the bus service. Bus system with bus lanes in downtown St. Paul is confusing and you have to walk farther to your location. Need bus shelter at University and Prior. From St. Clair to Grand has steep hills in Prior Avenue area and is dangerous walking for seniors. If service on Route 10 was improved, more people would ride it. MTC/RTB is partially to blame because service is so poor, which is reason it isn't used more. Consideration should be given to extend Route 7 beyond Prior Avenue and extend down Cleveland Avenue.

Eleanor Ramler. Bus used to go on 8th Street and now goes on 5th Street. When she goes to church at Assumption Catholic Church she has to walk three blocks, and if she has to walk four more blocks from St. Clair to Grand, that means a 14 block walk to and from the bus to get to church.

Ruby Hunt. Questioned whether determinations are being made based on data more than a year old and said new COA information should be used. She would like to see information for time of day trips are made. Johnston said that the newest ridership figures for two separate weeks are 112 and 106.

There was support for keeping Sunday morning service because many trips are church-related. A letter from Father Malone from Assumption Church was read and is attached to these minutes.

Feb 10, 1994

Dear Sir

I strongly oppose the
elimination of The St. Clair
line # 10.

This will be a very grave
hard ship on the people of
our neighborhood.

Sincerely

Richard Koschka
1010 Lenwood Av
ST. PAUL MN 55105

ROBERT L. SMITH, 3RD

241 COLBORNE STREET
ST. PAUL, MINNESOTA 55102-3113

February 4, 1993

cc Board
cl record

(612) 228-1490
24 Hours

Mary Fitzgerald
Regional Transit Board
Mears Park Centre
230 East 5th Street
St. Paul, MN 55101

Re: Proposed cancellation of Sunday service on Route 10
St Paul, Public hearing February 10

Dear Ms. Fitzgerald:

This past Sunday as I took the 10 A.M. westerlybound #10 bus, I was greeted by the notice proposing the elimination of Sunday service. I also ran across the same notice when I took the 5:00 P.M. #10 westerly bus home from downtown. I also rode the #10 twice yesterday westbound and would have liked to ride it eastbound that evening but service ceases at Senling Ave. at 9:00 PM.

Your hearing on February 10th, unfortunately, is one hour after I leave for Texas. The plane reservations cannot be changed. Would you please, then, communicate my concerns to the Board for the February 10 hearing.

It is important to understand the context of what ceasing bus service does. It is not just simply that service no longer exists. What does it do to people? Who rides the bus on Sundays? What alternatives do they have?

From what I've observed, there seems to be elderly women and physically or emotionally hampered individuals. Others appear to be not very well off financially.

An alternative would be to drive a car. That's out of the question for most of the above. Another would be to walk further and take other combinations of buses and spend a lot more time at it. I could probably do that weather permitting but I doubt that it's a viable solution for the elderly.

Metro Mobility is another possibility for those that qualify including myself but it is not a pretty scene, has a number of drawbacks and I don't want to be relegated to that position.

Halting service on the #10 line Sundays is not the single issue nor does it exist in isolation. It raises a lot of other factors that should be considered. Let me address them from my perspective and needs.

I am a captive of the bus system. I'm unable to drive as my vision is extremely limited. I cannot read the bus signs.

If, for example, the #10 Sunday service is curtailed, I will not be able to get to church the regular way which is to ride the St. Clair bus westbound to Victoria and walk across to Grand-Summit. I take the 10:00 AM bus almost every Sunday morning to church except in the summertime when our church services start at 8:30 AM and I usually walk the 1.4 miles instead of transferring buses.

It is conceivable I could walk in the wintertime but the St. Clair hill is formidable with ice and snow and I can't take winds and low temperatures.

The alternative is for me to walk a few blocks and take an earlier eastbound 9 or 14, stop at the intersection of ~~W~~th where Grand Avenue crosses, cross ~~W~~ 7th and walk about two blocks to Smith and take the westbound #3 Grand bus.

On paper that's do-able. However, in my case, it has an element of danger. Crossing ~~W~~est 7th at the Grand intersection by the United Hospital radiation circle building isn't easy or too safe when you're working against a protected turn for cars that keep coming after the walk sign comes on.

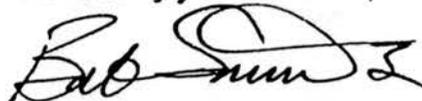
Why don't I go downtown or to the Kellogg/Seven Corners intersection to transfer? Again the West 7th-Kellogg intersection is not good for limited-vision people with its protected turns and traffic flow. It's do-able but then another factor comes into play, can I get on the right bus as three come at once? Try it sometime when you don't know which bus is which.

Why not go downtown to the traffic square-5th-6th/Cedar-Minnesota? For a visually-impaired person, that is a disaster.

So, stopping a bus line on Sunday creates many other forces for those who have little alternative but taking the bus. This surfaces the problem of bus signage, transferring and the transfer hub.

It is my personal position that I do not criticize without either admitting that I don't have a better answer or proposing an alternative solution that can be duly challenged. I know that the #10 ridership is very low on Sundays and I don't have an answer. I do have thoughts on signage that should be inexpensive and speed the flow. I have some ideas on the hub. I'll be back in town February 19 and would be pleased to work with any staff or appear before any committees or talk by phone with anyone where it might do some good. Thank you.

Sincerely,



Robert L. Smith 3rd

FEB 7 1993

St. Paul Minn.

Feb. 6, 1993

Regional Transit Board,

Regarding your public hearing to be held
on Feb. 10, 1993.

I live on St. Clair ave. and use the no. 10
bus quite often on Sundays to get to church,
there are other folks that use this line.

We depend on bus service

I am a senior citizen and it would be
difficult for me to walk to Grand ave.
and get the bus the no. 3 there.

So Please have the bus running at least
in the middle of the day, maybe take
some late afternoon ones off. Thank you.

Sincerely,

Mary Mc King

1796 St. Clair Ave

Fifth Sunday
in Ordinary Time
February 7, 1993

HELP

The Metropolitan Transit Commission (MTC) like most other governmental agencies is attempting to balance the interests of its constituency with the limited finances available to them. Not an easy job.

I have never seen the mission statement of the MTC, but it seems reasonable that the MTC is simultaneously serving very different constituent groups. Two broad categories immediately surface: those who use public transit as an alternative and those who are totally dependent upon bus service.

The alternative users are no doubt the larger group. Increasing the numbers of this category is no doubt the key to the MTC's financial security.

What a significant benefit to the whole community if the MTC is successful. Less congestion during peak periods of travel, less stress on public parking, conservation of exhaustible fuel, and in the end a better environment. Attracting this group is important.

Those who are dependent upon the system bring greater needs to the bargaining table and many fewer contributions. Special needs of some may in fact, require special equipment which in turn increases cost.

There is presently discussion about elimination of service on MTC bus route St. Paul #10. A number of people who worship at Assumption and other downtown churches will be affected by such elimination. These

also happen to be people who have no alternative transportation available.

If all users had alternatives the typical utilitarian criterion for decision might be appropriate: the greatest amount of good to the greatest number of people. However, this principle denies the dependency of one group. This is a justice issue, not just a budget consideration.

Some people in our community need special attention and consideration. Those who are totally dependent upon public transportation are such people. We can help them.

A public meeting is scheduled for 12:00 Noon on Wednesday, February 10, 1993, in Room A & B at Mears Park Centre, 230 E. 5th St., Lowertown, St. Paul, MN. Your presence and support would be extremely helpful.

Phone calls to the Regional Transit Board Offices - 292-8789 - would help if you cannot be present. Letters to the Regional Transit Board, 7th Floor, 230 E. 5th St., St. Paul 55101, will be accepted until March 1, 1993.

Voice your objection to the elimination of Sunday bus service on Route #10.

Recent events have shown the power of phone calls, letters and attendance at public meetings. Let's help those who look to us for a little help.

JMM



Assumption Parish

51 WEST 7th STREET, SAINT PAUL, MINNESOTA 55102, PHONE 224-7536

Father John Malone

Pastor

Shirley Donovan

Parish Secretary, Manager

Louis Sonnen

Director of Music

Ellie Getz

Pastoral Minister

Cletus Wittman

Cafeteria Manager

SUNDAY MASSES: (5:00 p.m. Saturday),
8:00, 9:30, 11:00 a.m. and 12:30 p.m.

WEEKDAY MASSES: 7:00 a.m., 12:00 Noon
and 5:15 p.m.

HOLY DAY MASSES: (5:15 p.m. evening
before), 7:00, 8:00, 11:00 a.m., 12:00 Noon
and 5:15 p.m.

SACRAMENT OF PENANCE:
Monday thru Saturday, 11:30 to 11:55 a.m.,
Saturday, 4:00 p.m.

BAPTISMS:
For Parishioners only.
By Appointment.

MATRIMONY:
Arrangements to be
made at least three
months in advance.
For those who have
been parishioners at
least one year.

DEVOTIONS:
**MOTHER OF
PERPETUAL HELP:**
Tuesdays after 12:00
Noon Mass and 5:05 p.m.

SACRED HEART: Fridays after 12:00 Noon
Mass.

EXPOSITION OF BLESSED SACRAMENT:
Fridays beginning after the Noon Mass,
concluding with Benediction at 5:00 p.m.



St. Paul, Minn.

Feb. 5, 1993

Regional Transit Board,

I live on St. Clair ave. and take the no. 10 bus to get to the Assumption Church at 11 a.m. on Sundays, if this line will be discontinued I won't be able to get to church, and some people go to Highland Village to church they won't be able to get there either.

I am a senior citizen and won't be able to walk to Grand ave. and get the no. 3 bus

Maybe discontinue some of the late afternoon buses? but Please keep some no. 10 operating on Sundays.

Thank you,

Sincerely,

Eleanor Ramlor

1796 St. Clair

St. Paul, Minn 55105

St. Paul Mission

Feb. 6 - 1993

Regional Transit Board:

In regards
to your public hearing to the Feb. 10
I'd need the bus service
to get to church on Sundays.
There are many seniors
on this line.

Grand Ave. would be
difficult to walk to on cold
days.

Sincerely

Fauline + Christine Jaskos

1796 St. Clair

Feb. 8/93

Please do not discontinue Bus
route St. Paul #10 - many
church going people use it
every Sunday

Thank you
Dorcas Wermers

FEB. 8, 1993

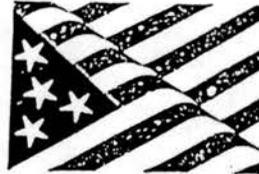
BY DISCONTINUING SUNDAY BUS
SERVICE ON ROUTE NO. 10, MANY
PEOPLE WOULD HAVE NO PRACTICAL
AFFORDABLE WAY OF GETTING TO CHURCH.
DO NOT DISCONTINUE THIS
SERVICE

Daniel Wermers

DAN & VERONICA WERMERS
1887 GRANITE AV. NO.
OAKDALE, MN. 55128

FEB 9 - 1993

H.I.B.



USA 19

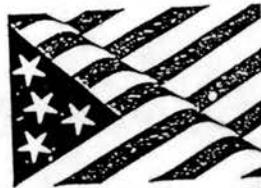
Attn: Randy Rosvold

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*Regional Transit Board
7th floor
230 E 5th St.
St Paul Mn. 55101*

DAN & VERONICA WERMERS
1887 GRANITE AV. NO.
OAKDALE, MN. 55128

FEB 9 - 1993



USA 19

*REGIONAL TRANSIT BOARD
7th FLOOR - RANDY ROSVOLD
230 E. 5th ST
ST. PAUL, MN. 55101*

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EXECUTIVE SUMMARY

ST. PAUL ROUTE 20 WEEKDAY SERVICE

SERVICE TYPE - LOCAL CROSSTOWN

PERFORMANCE STANDARD - \$4.00 SUBSIDY PER PASSENGER

PROVIDER - METROPOLITAN TRANSIT COMMISSION

BACKGROUND

The St. Paul Route 20 is a local crosstown serving the cities of Maplewood, St. Paul and White Bear Lake. The route follows White Bear Avenue from Sunray Shopping Center in St. Paul to Maplewood Mall. During the rush hour times, Route 20 operates into White Bear Lake serving White Bear Lake High School, Northeast Metro Technical College and Lakewood Community College. Service is provided every 30 minutes during the rush hour and every 60 minutes mid-day. An interesting observation about the performance of Route 20 is the marginal performance of weekday service, but the Saturday and Sunday service is performing well under the \$4.00 subsidy per passenger standards. One cause of this is the higher peak bus requirement than the mid-day bus requirement (three peak vs. one mid-day).

OPERATING DATA (March 1992)

DAILY BOARDINGS	246
SUBSIDY PER PASSENGER	\$5.04
ESTIMATED 1992 ANNUAL OPERATING SUBSIDY*	\$206,154
PERCENTAGE OF TRANSIT DEPENDENTS**	

4% SENIORS	4% YOUTH	26% LOW INCOME	14% ZERO CAR HOUSEHOLDS
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* Source: MTC

** Source: 1990 on-board survey

PUBLIC INPUT PROCESS

Meeting with White Bear Lake City staff	-	September 22, 1992
Meeting with Lakewood Community College and Northeast Metro Technical College Dean of Students	-	September 30, 1992
Public meeting at Maplewood City Hall (5 riders attended)	-	October 14, 1992
Public meeting at NE Metro Technical College (25 riders attended)	-	November 3, 1992
Public hearing at District 1 Conway Recreation Center, St. Paul (4 riders attended)	-	February 9, 1993
Public hearing at Lakewood Community College, White Bear Lake (4 representatives of public attended)	-	February 11, 1993
Number of letters received	-	33
Number of phone calls received	-	25

RECOMMENDATION

Restructure MTC St. Paul Route 20 weekday service to eliminate the Route 20 north of Maplewood Mall and consolidate MTC Route 15 and 20 services provided to Lakewood Community College and St. Paul Northeast Metro Technical College.

**PUBLIC HEARING MINUTES FROM
MTC ST. PAUL ROUTE 20 MEETING
WEEKDAY SERVICE**

February 11, 1993 - 12:00 pm
Lakewood Community College
White Bear Lake

Attending: Paul Moline, Elaine Bauer, Annete Keller ; RTB Staff , Karen Underwood(MTC),
0 riders

Representatives of the public:

Earl Brunberg - Dean of Student services N.E. Metro Technical College
Kathy Dushane - Assistant to the Dean of Students, Lakewood Community College
Kathy Matel - Lakewood Community College
Susan Scheelk - Staff Writer, Lakewood Leader

Paul Moline presented process of determining high subsidy routes, and the specific process of evaluating route 20 services. Karen Underwood discussed schedule changes being made on route 15 to accomodate route 20 trips proposed for elimination. Questions regarding specific bus arrival and departure times were also answered. Information was given on when route changes would go into effect. Hearing was concluded at 12:45pm.

No riders of the Route 26 Saturday service attended the Public Hearing

MEETING MINUTES FROM HIGH SUBSIDY HEARING ROUTE 20

February 9, 1993 - 12:00 noon
Conway Center, St. Paul

Attending: Ruby Hunt, RTB Member; Karen Underwood, MTC Staff; Randy Rosvold, Paul Moline, Mike Kuehn, and Julie Opsahl, RTB Staff; and four riders (see attached sign-up sheet)

1. Introductions were made by Rosvold. He then briefly explained the process and timetable that is followed as relates to high subsidy services. Moline then provided information on Route 20's past performance and ridership trends, as well as the changes being proposed.
2. Public Testimony

Leona Kircher. Strongly encouraged the RTB/MTC to keep the 9:02 a.m. trip. The 9:02 a.m. and 10:02 a.m. trips are the most used trips for getting to appointments and shopping; the 12:02 p.m. bus is commonly used for return trips. Elimination of the 4:02 p.m. trip is acceptable. While Route 3K is also available, the walk is much farther to get to the bus stop and, the line to get on at the downtown end is long and the wait excessive (often an hour or more), and the transfer connections between the 20 and Route 3 are difficult to coordinate.

Karen Underwood. Explained that elimination of the 9:02 a.m. and 4:02 p.m. trips is being proposed in order to provide drivers with the needed layover time that is currently unavailable on that route.

Frances Stensrud. It is very important to maintain both the 9:02 a.m. and 10:02 a.m. trips. Uses the 9:02 trip to get to appointments and the 10:02 when going shopping, since stores do not open until 10:00. Need to keep the 9:02 a.m. to allow adequate time to be at an appointment or shop before the 12:02 bus comes. The 10:02 a.m. trip does not always allow adequate time.

Mildred Feyereisa. Agreed with the need to keep the 9:02 a.m. route for the reasons covered by Kircher and Stensrud.

Lloyd E. Peterson. Commented on the importance of working with Lakewood officials and students to ensure their needs are met as route changes are made. Expressed considerable frustration with the perceived continued neglect in St. Paul's East Side relative to transit service. Has written comments on file at the RTB relative to the need to have hourly service, seven days a week, between the Sunray Shopping Center and Maplewood Mall areas. A circulator service is needed that would allow St. Paul East Side residents to be able to get to St. Johns Northeast hospital to visit friends and family. The hospital has grown considerably since it was originally built, and transit needs to get there have increased along with it. Suggested that the Northeast Suburban Transit (NEST) service be changed from dial-a-ride service to a regular route circulator service. Peterson then discussed problems encountered--particularly since the transit hub was established in St. Paul, with schedule availability. He said schedules need to be available in all shelters so people can easily find out when and where to get the rides they need. (Board Member Hunt said she would explore this issue further with the RTB and MTC). Peterson commended the MTC on the new schedule format that outlines peak and off-peak times, making the schedule much easier to read and understand.

- SIGN-UP SHEET -

ROUTE 20 PUBLIC HEARING

FEB 9, 1993 CONWAY CENTER ST. PAUL

NAME

ADDRESS

Frances Stensrud 171 N Mc Knight Rd # 217

Leona Girscher 167 N. McKnight Rd # 218

Lloyd E Peterson 1932 E 5th St

Mildred Feyereisen 1949-old Hudson Rd. #106

Feb 10 - 93

To Whom it May Concern:

I understand that you are going to run the # 20 Bus from Sunday to the College. What about the persons living in the Mc Knight Village. Don't we suppose to settle for the # 3 Bus and walk to Mc Knight Blvd to take a Bus. I do that every Saturday and Sunday, and I sure don't plan on doing it every day.

Lets get with it.

I would like to know why you can't run the # 49 around the Village or is that asking for too much.

Four years ago we had a good line, now you want to cut it off. I am sure you know we only have in the afternoon 3 pickups noon, 315, and 415. Lets work on it real hard.

(over)

Thank you.
Ray Reichoff
167 N. Mc Knight
St. Paul, Minn.
55119
CWA-214

P.S. I have talked to
someone in that office
the last time they try to
change it. I guess last fall

Thanks Again

FEB 11 1993

EXECUTIVE SUMMARY

ST. PAUL ROUTE 31 WEEKDAY SERVICE

SERVICE TYPE - PEAK EXPRESS

PERFORMANCE STANDARD - \$3.85 SUBSIDY PER PASSENGER

PROVIDER - METROPOLITAN TRANSIT COMMISSION

BACKGROUND

St. Paul Route 31 begins in New Brighton, travels through Arden Hills and Roseville. It proceeds to downtown St. Paul via Snelling Avenue, Energy Park Drive, and Como Avenue. Route 31 operates two a.m. trips and one p.m. trip. In recent years, with the continued marginal performance of Route 31, the MTC has tried route restructuring, cutting service, and even re-numbering Route 31 in efforts to sustain service. A small but loyal core of riders continue to use Route 31, but no significant additional ridership has been authorized to Route 31.

OPERATING DATA (March 1992)

DAILY BOARDINGS	72
SUBSIDY PER PASSENGER	\$4.90
ESTIMATED 1992 ANNUAL OPERATING SUBSIDY*	\$49,184
PERCENTAGE OF TRANSIT DEPENDENTS**	

0 SENIORS	0 YOUTH	0 LOW INCOME	0 ZERO CAR HOUSEHOLDS
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* Source: MTC

** Source: 1990 on-board survey

PUBLIC INPUT PROCESS

Meeting with City of St. Paul staff	-	October 6, 1992
Public meeting at Mears Park Centre downtown St. Paul	-	October 14, 1992
Public Hearing at Mears Park Centre downtown St. Paul	-	February 10, 1993

Number of people attending public meetings	-	20
Number of letters received	-	2
Petition with 59 signatures	-	
Number of phone calls received	-	3

RECOMMENDATION

Restructure MTC St. Paul 31 weekday service to: retain peak-express service in New Brighton, Arden Hills and Roseville; eliminate route duplication in Falcon Heights and St. Paul; re-route 31 to utilize the Rosedale Transit Hub and park-and-ride lot; and add one p.m. peak-trip on Route 31 to provide comparable level of bus service during peak times.

ROUTE 31 PUBLIC HEARING

The public hearing for Route 31 was held at 12:00 noon on Wednesday, February 10, 1993. Twenty people attended the public hearing.

Randy Rosvold gave a brief explanation of the RTB's recommendation of eliminating Route 31 and asked for public input on the recommendation.

Eunice Westby wrote the petition that was signed by 57 individuals. She relies on Route 31 to get to work. She suggested raising the fare and cutting one morning route and changing the time for compromise. She mentioned that new townhouses are going up in New Brighton.

Laura Fruth used #31 to #4G to get home. Works for First Banks. Two buses go by Energy Park, but are a longer commute (45 minutes). What are plans to accommodate First Banks move to Energy Park? Has MTC met with representatives of First Banks?

Mary Anderson has no other way to work. Ride sharing is not viable due to health problems.

Karolee Oraff lives 6-7 blocks from route and doesn't have a car. She supports a fare increase and dropping one morning route.

Barb Jeanetta, assistant to the city manager of New Brighton, mentioned a city survey which indicated more transit is needed. They are working on a proposal to reconstruct Silver Lake Road and suggested a route along Silver Lake Road. She suggested keeping #31 until the transit hubs at Apache Plaza and Rosedale are in place.

Lisa Lee handed out quotes from Mike Christianson, chief administrator of the MTC. She mentioned that she doesn't own a car and uses #31 to go to violin lessons. She said that service hasn't been great. She can take #94 and transfer to #4. Her door-to-door time is one hour. She said hubs are fine as long as service improves, not to restructure service. Notice of hearing should go in MTC newsletter. First Banks will have 1,200 people coming in March to Energy Park. She mentioned that money is being spent on non-transportation items such as employees and transit hubs. She said money for feeder bus planning could be used for transit operations instead.

Dave Beal questioned if the hearing was published in the St. Paul paper. He said RTB doesn't know what is going on. Suggests one AM trip. More advertising.

Rosvold asked that if there were one route in the morning, what time it should arrive in St. Paul. The group said 7:30 a.m.

Wayne Carlson said that New Brighton did not hear about the service cuts. He notified city officials regarding the hearing. He suggested rerouting #31 to Park & Ride at Apache Plaza. His alternate is to ride #25 to Minneapolis and transfer to #94 to St. Paul.

Theresa Rothman lives in Falcon Heights. She could take #12, but it would double her travel time. Discovered #31 by accident. Need more advertising.

Rita Anderson said that she gets on #31 at beginning of route in New Brighton. She depends on #31 to get to work.

Marcella Spears said she lives in Energy Park. Is aware of the new #95E. Why not pick up riders along Front Street?

Tim Kohler lives in Roseville and has access to #12, but it would double travel time. Supports combining two morning trips.

Becky Lehmans lives in Roseville and #31 is the only route within walking distance of her home.

Laurie Shellinger lives in Roseville and relies on the #31 bus. She could take #12, but it doubles her time. She doesn't like to drive. She commutes to Har Mar Mall. She asked why an average of riders isn't taken over a month instead of just one day. She is upset by the number of solo auto drivers driving on Hwy 36 and I-35E.

Mike Kuehn suggested that the riders contact their legislators about transit funding.

ROUTE 31

Sign Up to Testify

(please PRINT your name, address and phone number)

7TH Therese Rothman 1485 Idaho Ave. W. Falcon Hts. 647-0603

2ND Speaker Laura Smith 1729 3rd St SW New Brighton 228-7877
636-9065

1ST Speaker EUNICE WESTB 536 11TH AVENUE NW NEW BRITTON 633-4116
291-2335

Rebecca Lehman 47 Mid Oaks Ln, Roseville h-644-8253
w-227-6735

Don Koester 1739 W. Eldridge Roseville h-631-2381
w-225-7212

Yanni McMillin 1064 W Co Rd B-2 H-4103-0325
w-298-6249

NORA BUCKLEY BUCKLEY 1856 DRAPER DR - ROSEVILLE w-298-6109
h-644-6138

5TH Barbara Sawtill 803 5th Ave NW New Brighton 633
0056

4TH KAROLAE ORAFF 1690 Hwy 36 Roseville Mn.

Trin Koehler 1433 Rose Pl, Roseville, MN, 55113

ROUTE 31

Sign Up to Testify

(please PRINT your name, address and phone number)

3rd
sparky

Mary Anderson NEW CITY RD N New Brighton

Barbara Blakeley 1160 Cushing Circle 55108

Marcella Spears 1160 Cushing Circle #221 298-7198
~~1160~~

Nellie Davis 1150 Cushing Circle

JOHN PETERSON 370 1ST AVE SE. N.B. 633-3311

RITA Anderson 402 Tree St NW. New Brighton 633-3321

Sue Brill 1717 N Fry St 646-2364

Lisa Lee 181 Sherburne Ave. St. Paul MN 55103 222-6023

ROUTE 31

Sign Up to Testify

(please PRINT your name, address and phone number)

Patricia O'Connell *2/10/93*

Nora Buckley " *(speak about*

*promoting
the route,*

Blank lined area for additional sign-ups.

February 5, 1993

Regional Transit Board
Mears Park Centre - 7th Floor
230 E. 5th Street
St. Paul, MN 55101

To Whom It May Concern:

We, as riders of MTC's express bus route #31, in St. Paul, wish to express our concern and disappointment regarding the proposed elimination of this route.

Over the past three years, this route has been subjected to numerous changes. It has had its' original route changed to serve the Energy Park area. The bus times were also changed and one of the evening routes was eliminated. Older buses have been consistently used on this route, and consequently, they have experienced a greater percentage of mechanical problems than buses on other routes. Many of us have had to alter our hours of work, as well as our schedules, to accommodate these changes. We have done so for one simple reason, we need this bus route.

The elimination of route #31 will cause inconvenience for some of us and a great hardship for others. For some of us, this bus is the only way we have to get to work. For those who can find alternative routes, it will mean adding an extra hour or more of commuting time to each day. The recent addition of route #95E will help only those in the Energy Park area. Other riders from certain north and northwestern areas, will be left with virtually no bus service. Not everyone "parks and rides", some have to walk many blocks to bus stops. Reliable car and van pools are very hard to find. We are constantly being encouraged through the media, etc., to utilize public transportation. Why is the MTC making it so difficult to do so?

One of the main problems the MTC seems to have with this route is the level of ridership. Yet, if you look at other early routes, such as the #4 or #12, or routes running late at night from the Mall of America, the number of riders will be comparable. Not all busses are packed full of riders, standing room only, like routes #16 or #21, during rush hour. Why is our bus route being singled out for elimination?

The MTC is subsidized at state, city and county levels. Their purpose is to provide reliable and adequate transportation for citizens, whose taxes pay for public transportation. The riders of route #31 pay the same taxes as people who ride other routes to work. The MTC has the same obligation to provide service to us as it does to them. We pay taxes for public transportation. Is it fair to deny us access to it, and at the same time continue to offer service to a few riders coming home from the Mall of America at 12:30 at night? We don't fee it is.

We are asking that you reconsider the elimination of this route. We are, once again, willing to accept changes in the route. Please consider other options such as:

Changing it from an express route, so as to pick up additional riders.

Have the #31 follow a slightly different route, if you don't wish to duplicate service in the Energy Park area. There are many areas along the way that currently have limited or inaccessible bus service.

Eliminate one of the #31's morning bus routes, finding a happy medium between the two current times.

We appreciate you taking the time to listen to our concerns, review our ideas, and hopefully reconsider the proposed elimination of route #31. We are open to any other suggestions. We just wish to continue to have access to a service we pay for with our tax dollars. Isn't that what public transportation is all about? MTC has an obligation to meet the needs of the all the public.

Thank you for your consideration in this matter.

Sincerely,

The riders of express St. Paul express route #31:

- 1. Karolee M. Seal
1690 HWY 36 RSuite 111N
- 2. Eunice Westby
5TH & 11TH AVE. NW
NEW BRIGHTON
- 3. Mary LaChyelle
Energy Park Drive
- 4. Lorraine Withner
1006 W. Co. Rd. D
Sharon Om
1966 Birchwood Ln.
- 5. Laurie Berner
2960 ASBURY

CONTINUED ON NEXT PAGE

<u>Name</u>	<u>address</u>
6. Rebecca Lehman	47 Mid Oaks Lane
7. Mary Peterson	1160 Cushing Cir
8. Sue Bull	1717 N. Fry St. #B
9. Wayne E. Carlson	197 Himesen Lane NB 55112
10. Mary Ann Lamborn	2001 Brenner Ave, Roseville 55111
11. George Nazzy	3401-32 AVE. N.E. ST. ANTHONY
12. Donnie	398 1st Ave. S.E. NEW BRIGHTON
13. John Wygant	3050 02 Hwy 8 Roseville
14. Louis Spensky	1024 W. City Rd 11 NEW BRIGHTON
15. John Peterson	370 1st Ave SE. NEW BRIGHTON
16. Laura Kruth	1729 3rd St SW New Brighton
17. Don Keester	1739 W. Eldridge, Roseville
18. Bruce Aames	2554 ALDINE ST ROSEVILLE
19. Nora Buckley	1856 Graper Dr. Roseville
20. Christine Melby	8372 Greenwood Dr. St Paul
21. Christina A. David	1150 Cushing Circle, Emery
22. Judy Gardner	2221 N. Albert Roseville
23. Sharon O'Sell	691 1st Ave. N.W. New Brighton
24. George Kemmenegjsen	2529 Maple Lane Rose
25. Mitchell L Rothman	1485 Idaho Ave W. Falcon Heights

THE RIDERS OF ST. PAUL EXPRESS ROUTE # 31:

NAME

ADDRESS

- | | | |
|---------|------------------------------|---|
| 26. | Ann Kananich | 1150 Cushing Ct. |
| 27. | Mary M. Moran | 1535 W Hoyt Ave. St Paul MN 5510 |
| 28. | Marcelle Kay Sproul | 1160 Cushing Circle #221 |
| 29. | Barbara B. Bradley | 1166 Cushing Circle 55108 |
| 30. | Murray C. Anderson | 824 W. Taylor St D New Brighton 5511 |
| 31. | Zita Anderson | 402 True St N.W. - New Brighton 55113 |
| 32. | Pat O'Brien | 1833 Lake Lane Arden Hills 55112 |
| 33. | Walter Strickman | 2235 Nancy Place Rose 55113 |
| 34. | Glynn Seidel | 1975 C. Wood Ave Arden Hills 55111 |
| | Klone & Carlson | 197 Windsor Lane, NB 55112 |
| | Mary Kay Anderson | |
| #13 35. | John Wygant | 3050 680 Hwy 8 Roseville |
| 36. | Narayanaamma Madamath | 1000 W. COUNTY RD. D #106
New Brighton 55112 |
| 37. | John W. Eelholm | 1785 Stanbridge Roseville 55113 |
| 38. | Mike & Jo | 1720 W. Carpenter |
| 39. | Phyllis Orr | 2061 Friar Ave. Roseville |
| 40. | Rhona Halbin | 1604 17 th Ave New Brighton |
| (41) | TIM McLeary | 124 W. Logan av. West St. Paul |
| 42. | Joyce Kelley | 2820 No. Skelling Roseville |
| 43. | Alisa Kelley | 3130 No Ashbury Ave Arden Hills |
| 44. | Richard Dargis | 2910 Sheldon Roseville MN 55112 |
| 45. | Charles & Sherry | 1980 W. Skillman Ave, Roseville, 55111 |
| 46. | Paul A. Wilson | 254 Second Ave SE, New Brighton 55112 |
| 47. | Douglas R. Meier | 1392 Carling Dr #303 St Paul |
| 48. | Lisa Lee | 181 Sherburne Ave., St. Paul MN 55103-2038 |

THE RIDERS OF ST. PAUL EXPRESS ROUTE # 31:

<u>NAME</u>	<u>ADDRESS</u>
49. Audrey Toenniges	5026 - 42 nd St. (Robberid)
50. Christine Bigelow	St. Anthony
51. Marion Hoffman	1255 Imperial Lane New Brighton
52. Tracy Arnesen	1160 Cushing Circle St Paul
53. Dave Beel	1404 PRIMROSE CURVE ROSEVILLE
54. Jean Hoisington	1564 Randolph Ave. St. Paul
55. Jr Hoisington	1564 Randolph Ave St Paul
56. Therese Rothman	1485 Idaho Ave W. Falcon Hight
57. Carol Biesch	5257 W. Lake Beach Ct, Shoreview
58. Tim Koehler	1433 Rose PLACE, Roseville, MN
59. Gregg Sullivan	1433 10 th St. New Brighton

Voice your concerns at the
Public hearing on
proposed elimination of St. Paul route 31
Wednesday, February 10, 1993, 12:00 noon

Mears Park Centre, Rooms A and B,
 230 E. 5th Street, downtown St. Paul. Speak up
 and also bring in written comments if you can.

This hearing is on St. Paul routes 10 St. Clair
 Sunday service and 31 weekday service. Call
 Regional Transit Board 292-8789 for dates of
 hearings for other routes.

MTC plans to cut service on Route 31 downtown St. Paul/Energy Park/Har Mar/New Brighton
 and several other existing routes, in order to
 fund **increased** service to the Mall of America.

Mall of America is already getting Cadillac bus
 service. A dozen routes go to it, providing a
 level of service unknown to other destinations
 except for downtown St. Paul and downtown
 Minneapolis. Even on Sunday, buses to the
 megamall run every half hour.

Yet the Mall is tax increment financed, so it
 is not paying property taxes—the biggest
 source of funds for operating bus service.
 Excerpts from MTC's plans submitted to
 the Minnesota Legislature in January 1993
 document the planned changes:

Rev. 10/09/92

1993 Fixed Route Service Plan Narrative

...

Fixed route service miles are projected to increase 12.2% over the 1991 budgeted levels. In 1993, MTC is planning to operate 31,078,692 miles., compared with 27,698,276 budgeted in 1991. Over the two year period, the annualized increase in MTC mileage comes from four major components, including:

	1. Contract Services	544,606 miles
*	2. Mall of America	1,275,561 miles
	3. I-394 Corridor	811,347 miles
	4. Overload Correction	183,093 miles
	Subtotal of Increases	2,814,607 miles
**	5. High Subsidy Cuts	390,111 miles
	Net Increase '91-'93	2,424,496 miles

* MTC's ability to provide the additional non-contract miles shown above is directly dependent on its divestment of high subsidy service.

Table #1 - MTC High Subsidy Routes

City	Route	Days Affected
1. Mpls	35P	Wkday
2. Mpls	47	Sat
3. Mpls	26	Sat
4. Mpls	44A	Wkday
5. St. Paul	10	Sun
6. St. Paul	20	Wkday
7. St. Paul	35H	Wkday
8. St. Paul	35C	Wkday
9. St. Paul	31	Wkday
10. St. Paul	35FN	Wkday

The high subsidy routes eliminated primarily include service for which other local service options are available (albeit at the cost of customer convenience). Two of the routes on the high subsidy list will be restructured as a result of the I-394 or Mall of America developments (i.e., route 35P). Listed below are the summaries by corridor area for the high subsidy routes to be eliminated:

I- 11

5. New Brighton to St. Paul - Route #31 - There are not good alternatives to this service. Options include alternative service to Minneapolis and then connecting to St. Paul, or park and ride options at Rosedale.

I- 12

February 10, 1993
370 1st Ave. SE
New Brighton, MN 55112
(W) 298-5163

Michael J Ehrlichmann, Chair
Regional Transit Board
7th floor
Mears Park Centre
230 E. 5th Street
St. Paul, MN 55101

Comments on the proposed elimination of MTC route 31 in St. Paul

I am an infrequent rider of the bus from New Brighton to St. Paul. The bus picks me up very close to my home and drops me off very close to my work. The ride offers time for reading and is certainly less stressful than fighting traffic or weather. In spite of these benefits, I drive as often as I can because of the inconvenience of the bus. Specifically, I work from 7:30 to 4:00; for me to take the bus, I have to leave at 6:30 and don't arrive home until 5:30. However, when I drive, I leave at 6:45 and arrive home at 4:30. I simply cannot afford the extra hour and a quarter each day that taking the bus requires. Since I only own one car, I sometimes must take the bus because my wife occasionally needs the car. I am also bothered by the fact that the bus costs \$2.60 a day (since I use the discounted bus card) while gas for my car costs only about \$1.30 a day. I do not pay for parking because I park on Harriet Island (and walk across the river).

As you can guess, I would not be in favor of your discontinuing the 31 bus route. It would definitely cause inconvenience for me even though I am not a consistent user of the service.

I give my specific situation as a back-drop to some suggestions on how you might address the real issues of mass transportation. I am starting with the assumption that the RTB/MTC has a purpose of providing and/or coordinating transportation, and not just to provide bus services. I am aware from my reading that there are other options besides busses including Light Rail Transit, car/vanpooling, subway, trains, telecommuting, and branch offices (the latter two potentially decrease the need for transportation). I am also aware that our society values independence and the ability to come and go as we please, so there is a mind-set that counters the use of public transportation.

As I have been thinking over the issue of public transportation, I have been thinking about my immediate neighborhood. I live in a small section of New Brighton on the East side of 35W (typical suburbia). There are about 100 to 150 households in this section and the only bus that I am aware of going into St. Paul is the 31. However, within this section, there are only two of us that use the bus and we are not consistent. How do the rest of the people get to work? How many of them work in downtown St. Paul at a time that using the bus would be possible? If they didn't have a car, how would they want to get to work? What incentives would be adequate

to get them to switch from their car to other public transportation? Obviously, I am coming up with marketing research questions that would require a survey to deal with. That's where my thoughts stop because I don't have the time or inclination to follow through and get the answers.

On the other hand, you may already have done the research for these questions, or have the resources to do it. Anyway, I would like to think that you are dealing with the issue of this one bus route within the larger picture of what makes sense for the metropolitan area as a whole, and not just the micro-world of this one route. If you drop this route, it will create a hardship for my family when my wife has need of our one car. There is no other bus that comes near our house and goes to St. Paul. There is a bus that goes by for Minneapolis, but that would not be particularly convenient with transfers.

Here are some brainstorm suggestions for dealing with the larger issues of public transportation:

- Do some surveys to obtain a more clear picture of what people that are not using public transportation think. Why don't they, how do they get around now, what incentives would get them to, etc.
- Survey people using the current transit system for ideas in improvement, and other options.
- Talk with the employees of your organization about options. Since their livelihood is dependent on these systems working, they are likely to have a better motive for coming up with options and ideas that may work better.
- Work with employers in central areas (like downtown) to encourage their initiating pooling incentives within their companies, buildings, and blocks. The Rideshare databank is extremely small compared with the potential bodies of participants.
- Work with community groups to identify potential solutions or options.
- Create some real incentives for using some of the public transportation options. Some starting ideas might include adding trays for doing paperwork, storage above (or below) for carry-ons, closets for coats, vending machines for morning coffee, more comfortable seats for napping, quiet sections for reading, non-quiet sections for socializing. Obviously not all of these are practical, but brainstorming means you need to think extreme to stretch beyond our current thought limitations.

I hope that this feedback proves helpful as you continue to deal with the specific issue of Route 31 and the larger issues of public transportation.

Sincerely,


John Peterson

1535 West Hoyt Avenue
St. Paul, MN 55108

February 9, 1993

Regional Transit Board
Mears Park Center
230 East 5th Street
St. Paul, MN 55101

To whom it may concern:

I am writing to offer my comments on the proposed options for MTC Express Route 31, as I am unable to attend the Transit Board hearing.

I am strongly opposed to the elimination of Route 31 service. For many of the people who use it, this route is the only way to get to and from work each day. It is in the best interests of the Board to encourage commuters to use public transportation, and the elimination of this route will only frustrate them in their attempts to do so. For me personally, there are only two options: use the Route 31 service, or the Route 12 service. Route 12 is much less convenient for me. At least I have this option: for most of the riders, it is Route 31 or nothing.

I have observed buses on many different routes at different times of day carrying far fewer riders than Route 31 buses: both Routes 12 and 4 are mostly empty except at rush hour. Perhaps the number of daytime buses on some of these other routes could be cut, and the money saved be used to continue Route 31 service.

If changes must be made, changing the time schedule or the route to attract more riders would be a better option. Why not do a survey of present riders of Route 31, as well as people in the communities served by these bus routes, to find out what other options would work for them?

Please remember that many of us depend on public transportation to get to work; we should not be penalized for the fact that we live further from our jobs than those who live in the city, with easy access to good public transportation. Not everyone who lives in the suburbs is wealthy, or even middle-class: we need affordable, accessible, and dependable public transportation, too.

Thank you for your consideration of my comments.

Sincerely,


Mary M. Moran

Lisa Lee

181 Sherburne Avenue
Saint Paul, Minnesota 55109-2038
(612)222-6023 (h), 208-2028

Sunday, February 28, 1993

Mr. John Riley
Regional Transit Board
7th floor, Mears Park Centre
230 E. 5th Street
St. Paul, Minnesota 55101

TO: Regional Transit
Board
Attn: Randy Rosvold
Ext # 229-2739
From: Lisa Lee
tel # 296-2028

Dear Mr. Riley:

MTC route 31 (New Brighton-Arden Hills-Roseville-Har Mar Mall-Bandana Square-St. Paul)

Route 31 was slated to be eliminated. Now RTB has proposed to reroute route 31 to go from downtown St. Paul express on I-35E and Highway 36 to the Rosedale transit hub and on to New Brighton from there. I am uncertain whether this includes a transfer at Rosedale.

Though the bus will be on the freeway more than it is now, the rerouting will result in longer door to door travel time for the riders who currently walk home from Har Mar Mall and those riders who can no longer use route 31 at all. This includes me. Since the new route 31 would no longer serve the Capitol area, I would have to take the 94B to downtown Minneapolis and transfer to the 4 Johnson which stops much more than route 31. My door to door travel time from New Brighton to St. Paul is almost exactly one hour now, with the significant advantage of no transferring. It would be about 1 1/2 hours when I am no longer able to take route 31.

I am writing to ask that the route be retained as it currently exists until we see how many employees from First Bank in Energy Park can be recruited to ride it. At the end of March, there will be 1,200 First Bank employees at Energy Park. First Bank is actively trying to promote transit use among its employees. There is an opportunity for public-private collaboration here and positive PR.

The February 10 testimony of route 31 riders showed satisfaction, not dissatisfaction, with the current routing. Efforts to build a strong transit system need to build on what has gained customer loyalty rather than undoing it.

Sincerely,

Lisa Lee

Lisa Lee

cc: Howard Blin

METROPOLITAN COUNCIL
Mears Park Centre, 230 East Fifth Street, St. Paul, Minnesota 55101

DATE: March 1, 1993
TO: Files Home Interview
FROM: Steve Alderson
SUBJECT: Home Interview Data from the 1990 TBI

The attached charts provide a summary of some of the main findings of the 1990 Travel Behavior Inventory. The following are major conclusions about regional travel.

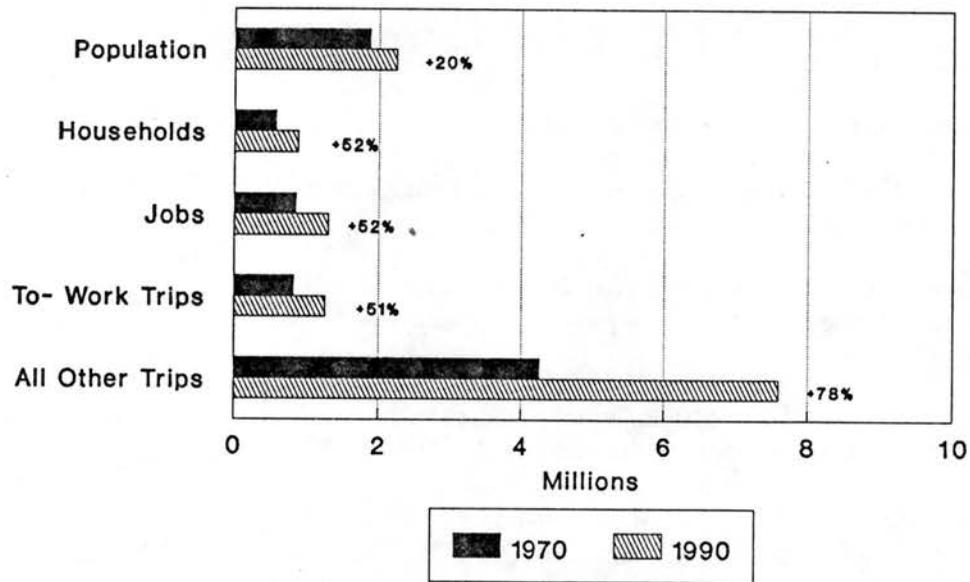
1. While work travel has increased in proportion to new jobs and households it is travel for other purposes that is causing the much larger overall increase in total travel. See chart REGIONAL CHANGE
2. The overall rate of travel, as measured by daily average trips per person, continues its long term (40+ years) increase in the metro region. See chart PER CAPITA TRIP RATE.
3. Autos with only the driver have become dominant as the way to travel especially in going to work. See charts PERCENT WORK TRIPS BY MODE and PERCENT ALL TRIPS BY MODE
4. While the central cities of Minneapolis and St. Paul both grew as travel destinations their growth was small in comparison to the rest of the region. The two cities still account for one in four destinations. See Charts TRIP DESTINATIONS
5. A remarkable result can be seen when comparing average travel times and average travel distances from the 1970 to 1990. Except for auto drivers going to work, all reported travel time averages have decreased. In addition, representing in part the spread of the region to its suburbs., all trip distances have increased. This is true for work travel as well showing that the drivers are going farther at about the same or slightly better average speeds, even though their total travel time increased. See charts AVERAGE TRIP DURATION and AVERAGE TRIP LENGTH

The following table compares long term trends from 1970 to 1990.

LONG TERM TRAVEL TRENDS: MINNEAPOLIS-ST. PAUL METRO AREA

REGIONAL TOTALS	1970	1982	1990
Trips by Residents	5,095,000	6,700,000	8,900,000
Trips Per Household	8.02	9.08	10.12
Households	573,580	740,340	875,500
Percent Transit	3.2%	3.8%	2.5%

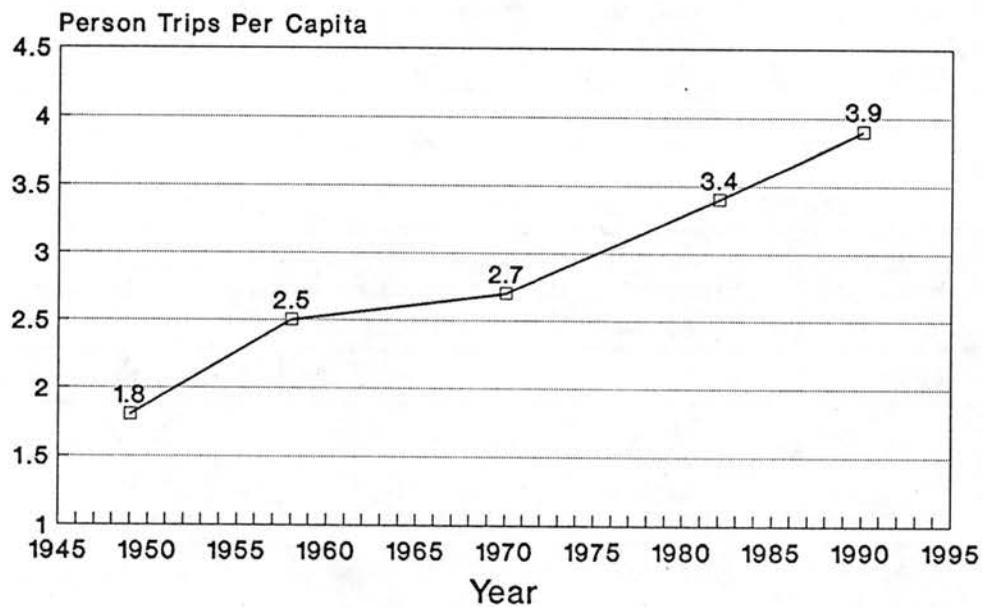
REGIONAL CHANGE HOUSEHOLDS, JOBS, TRIPS



Source: Metro Council, 1990 TBI

Work1B

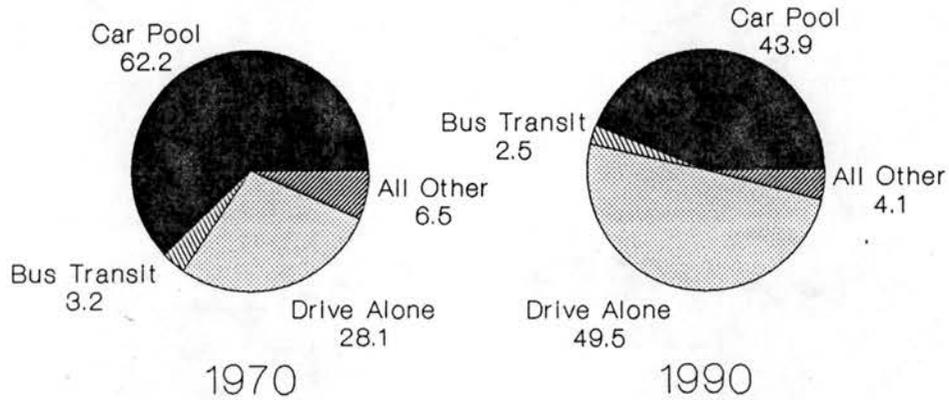
Per Capita Trip Rate Metropolitan Area



Source: Metropolitan Council

PerCap

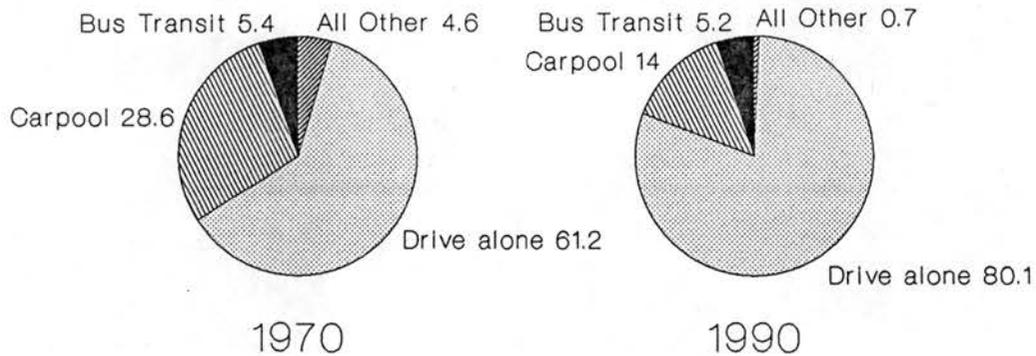
PERCENT ALL TRIPS BY MODE SEVEN COUNTY TWIN CITY AREA



Source: Metro Council 1990 TBI, 1970 TBI

MODEALL

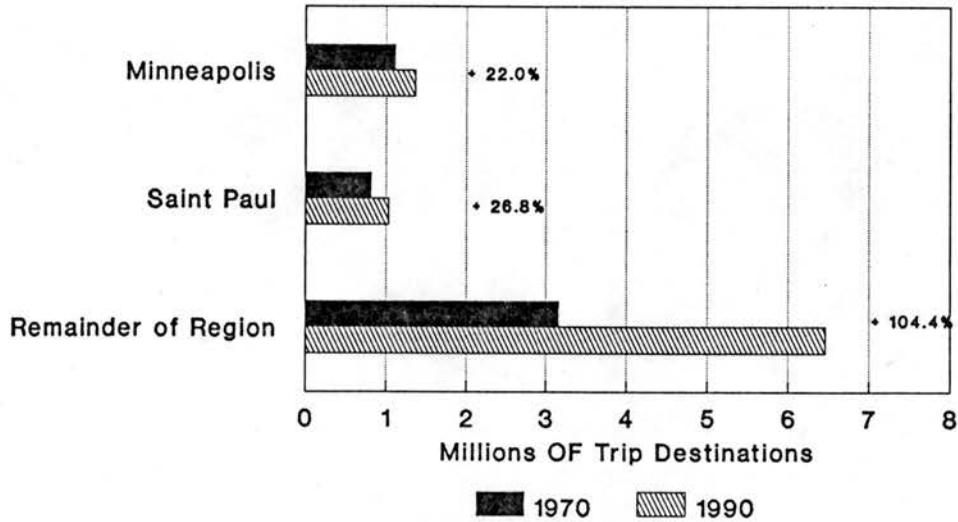
PERCENT WORK TRIPS BY MODE SEVEN COUNTY TWIN CITY AREA



Source: Metro Council 1990 TBI, 1970 TBI

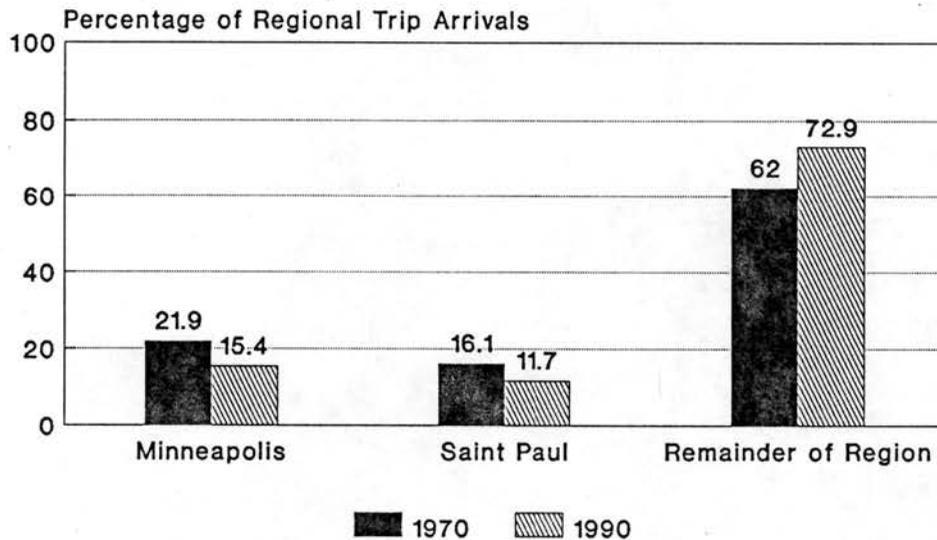
MODEWORK

TRIP DESTINATIONS CENTRAL CITIES VERSUS SUBURBS



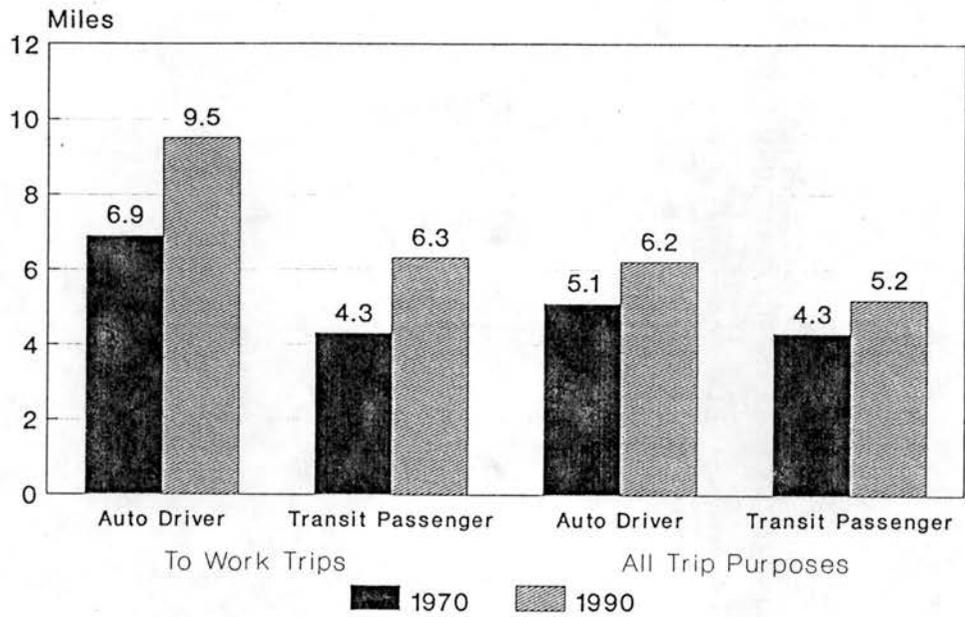
Source: Metro. Council 1990 TBI
ARRIVALS

TRIP DESTINATIONS CENTRAL CITIES VERSUS SUBURBS



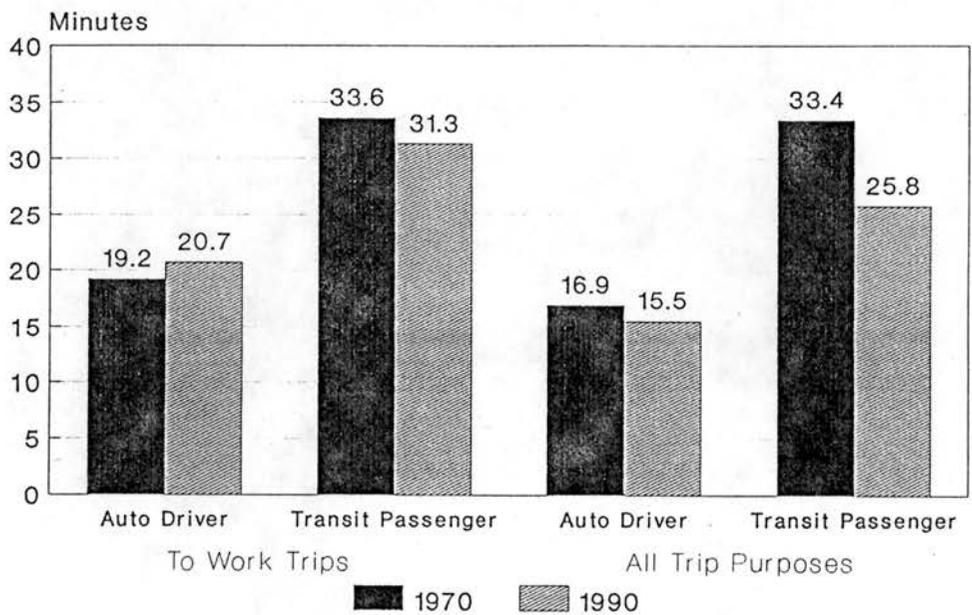
Source: Metro. Council 1990 TBI
ARRIVALS

TRIP LENGTH



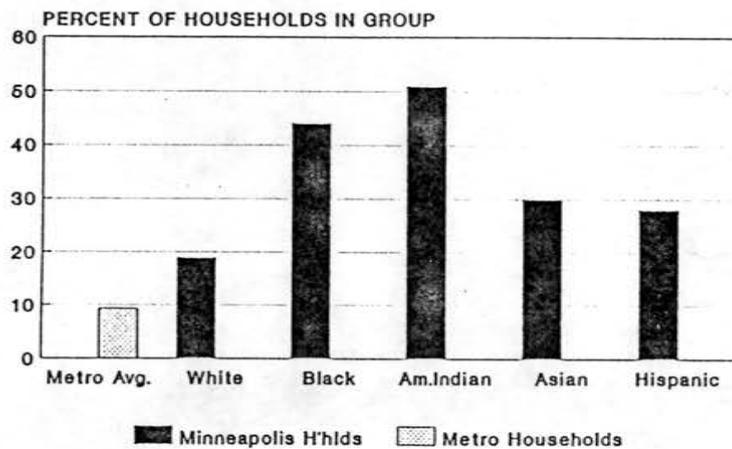
Source: Metro Council 1990 TBI
DISTCOMP

TRIP DURATION



Source: Metro Council 1990 TBI
TIMECOMP

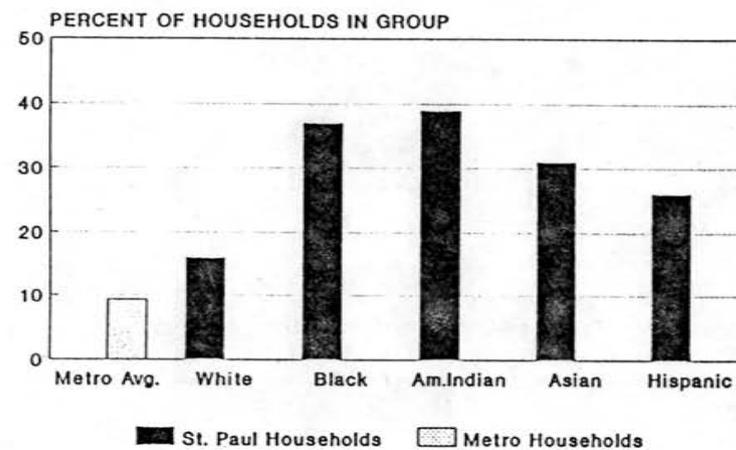
**Minneapolis Households Without Cars
PERCENT BY RACE OF HOUSEHOLDER**



Source: 1990 Census

MPLS0car

**St Paul Households Without Cars
PERCENT BY RACE OF HOUSEHOLDER**

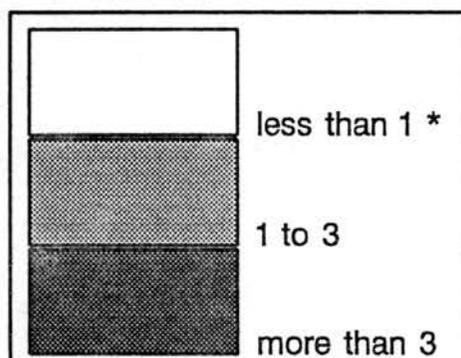
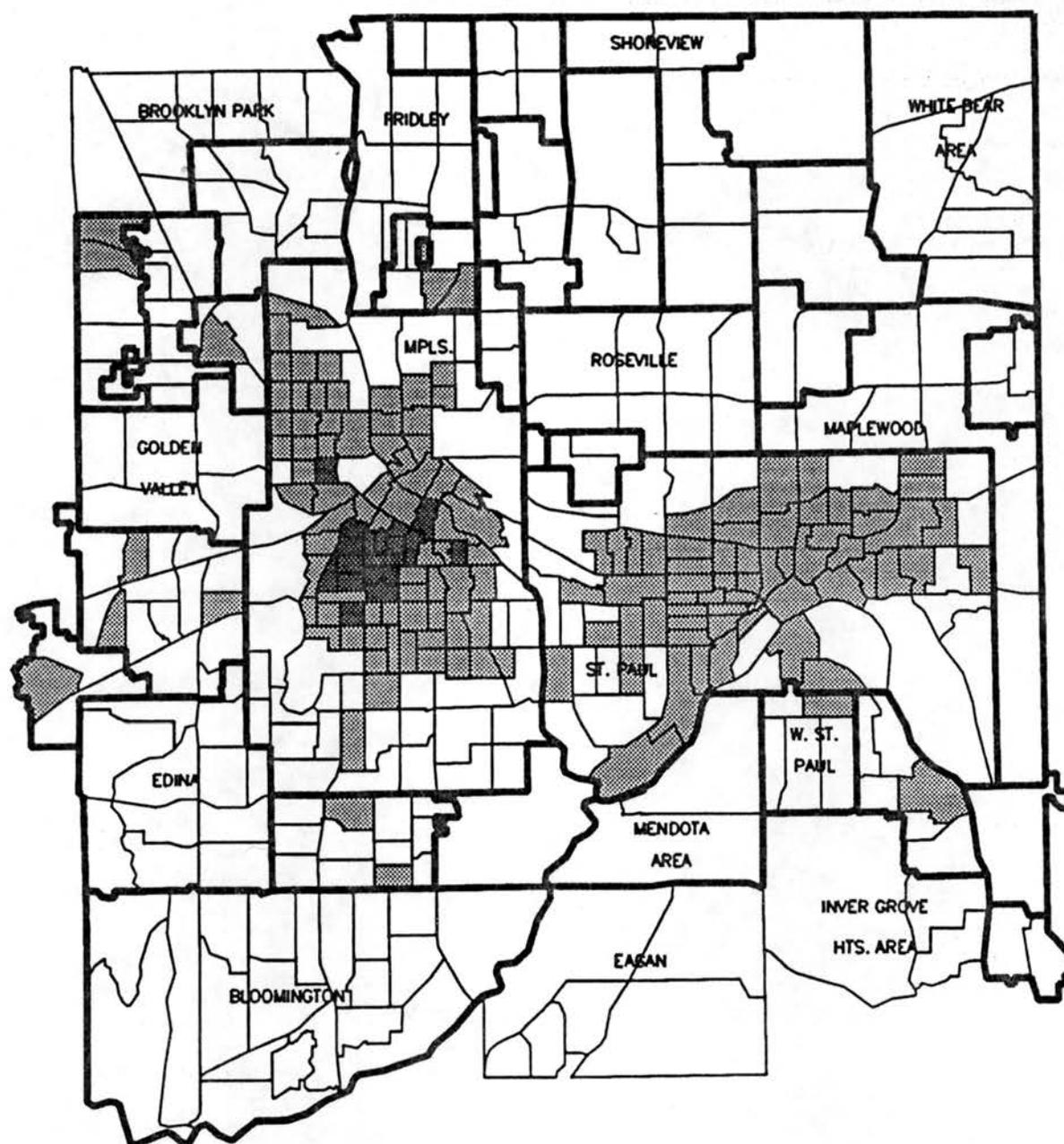


Source: 1990 Census

STPL0car

Zero Car Household Concentration, 1990 by census tract

(Minneapolis/St. Paul and adjacent suburban areas)



* denotes number of zero car households per gross acre

Source: U.S. Census Bureau



TRAVEL **B**EHAVIOR **I**NVENTORY

Twin Cities Metro Area

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1990-TRAVEL BEHAVIOR INVENTORY FACT SHEET

What is the 1990 Travel Behavior Inventory?

The 1990 Travel Behavior Inventory, also known as the TBI, is a series of major transportation surveys taken during 1990 in the Twin Cities Metropolitan Area. The TBI is the first major data-gathering effort of its kind since 1970. It documents how Metro Area residents and businesses use the streets, highways and transit service in the region, as well as what traffic comes into and leaves the seven-county area on a daily basis. The TBI is one of the most comprehensive one-time surveys of travel and land use ever undertaken. It was conducted by the Metropolitan Council in cooperation with the Minnesota Department of Transportation, the Regional Transit Board and the region's cities and counties through the Council's Transportation Advisory Board.

How will the information be used?

The information gathered in the TBI will help state, regional and local agencies to meet the transportation needs of the Metro Area. It will be used to:

- Combat congestion on the region's roads and highways.
- Determine where roadway and transit improvements are needed most.
- Evaluate current regional transportation policies and improve transportation plans.
- Decide how new development and transportation can best be related.
- Help local governments make land-use decisions.
- Develop tools to evaluate future transportation needs.

What kind of information does the TBI provide?

The TBI consists of eight separate transportation surveys and several associated land-use and demographic studies. Fact sheets are available describing the highlights of each survey. For those who need more in-depth information, copies of detailed technical reports on each survey are available. The following fact sheets and technical reports will be available by January 1993:

Home Interview Survey--This survey is the centerpiece of the 1990 TBI. Just over one percent of all households in the seven-county metropolitan area participated--a total of 9,756 households. Each household member over the age of five kept a travel diary for one assigned weekday. Those who kept diaries were asked to report all trips made, whether by car, light truck or transit bus--including work trips--during the assigned day. The survey period ran from June through November. The home interview survey provides a good picture of how residents use the transportation system, and how their daily activities affect their travel needs.

Screenline Traffic Counts--This survey counted traffic at all 33 bridges over the Minnesota and Mississippi Rivers in the seven-county metro area during a 48-hour period. Bridges were selected as control points for the counts because all trips across rivers must use bridges. The survey measured traffic volume, type of vehicle and number of car passengers. This data serves as a validity check on the home interview data.

External Origin/Destination Survey--Truck and auto travelers from outside the seven-county area were stopped as they entered the region during a 12-hour period and asked about travel purpose, trip origin and trip destination. Selected information about the contents of trucks was also gathered. Checkpoints were set up at 30 of the 40-plus roadways crossing the boundary of the seven-county area, covering about 90 percent of the outside trips coming here on a daily basis.

Transit Survey--About 20,000 bus riders on one-quarter of all bus routes in the Twin Cities Area were surveyed on the bus to gather information about both the kinds of trips being taken and the riders themselves. This 1990 survey was a follow-up to one done by the Regional Transit Board in 1988; it included new routes and an adjustment of 1988 ridership figures.

Special Generators--Four areas in the Twin Cities known for their high traffic volume--the two downtowns, Minneapolis-St. Paul International Airport and the University of Minnesota--were studied in order to determine the number and type of trips they generate.

Highway Speeds Survey--The speed of traffic was measured on a representative sample of roads and highways throughout the region at different times of the day. The goal of the survey was to determine how much time it takes to use different parts of the system.

Establishment Survey--A sample of 250 retail, manufacturing and office locations throughout the Metro Area were selected to determine the number and type of trips they generate. Both employee and customer trips were counted during a 12-hour period.

Highway/Transit Network--This study resulted in a complete update of information on all the transit routes, major highways and most of the arterial roads in the region. The data includes road and transit system capacities and typical travel speeds. This study made possible a complete update of traffic analysis zones in the region.

Employee Survey--Through the Minnesota Department of Jobs and Training, a survey was made of all work places in the region. This survey provides counts of 100 percent of workers in the seven-county area by place of work, summarized by city and traffic zones.

1990 Census/TBI Coordination--Data from each travel survey was coded geographically by census tract and traffic analysis zone so that detailed data on travel behavior can be obtained for small or large areas. In addition, aerial photographs of the seven-county area were taken to develop a detailed map of development patterns.

How can I get more information about the TBI?

Facts sheets and technical reports are available from the Metropolitan Council Data Center by calling 291-8140. A summary report of the 1990 TBI will be available by January 1993. For further information, call Steve Alderson at the Council, 291-6337.



TRAVEL BEHAVIOR INVENTORY

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1990 TBI FACT SHEET HOME INTERVIEW SURVEY

Residents surveyed about daily travel

The purpose of the home interview survey was to find out how many and what kind of trips residents of the Twin Cities Area take on weekdays. Just over one percent (9,746) of the households in the seven-county region kept a diary for one day, listing all of the trips made by everyone in the household age five and older. The diaries provide a snapshot of how and why the people in the region use roads and transit. Understanding travel and how it relates to people's lifestyles is critical to making the best use of transportation resources. Everyone requires some transportation services, usually daily. All residents have something to gain when highway and transit officials understand traveler needs.

Daily trips continue to increase

The last home interview survey of this magnitude, conducted in 1970, found that area residents made a total of 5,095,000 trips each day. The 1990 survey found that residents of the region made 8,860,600 trips each day, for an increase of just under 74 percent. In the same period, the population of the region rose from 1,874,380 people to 2,241,564 people, an increase of only about 19 percent. Several factors contributed to the different rates of increase. Probably the most important one is that in 1990, the area's population was older on average, held more jobs and owned more automobiles than in 1970.

The average vehicle occupancy (the average number of people riding in the automobiles on the region's roads) decreased between 1970 and 1990, from 1.50 to 1.29. The average occupancy of some types of trips varies, as shown in the following table:

AVERAGE AUTO OCCUPANCY 1970 - 1990

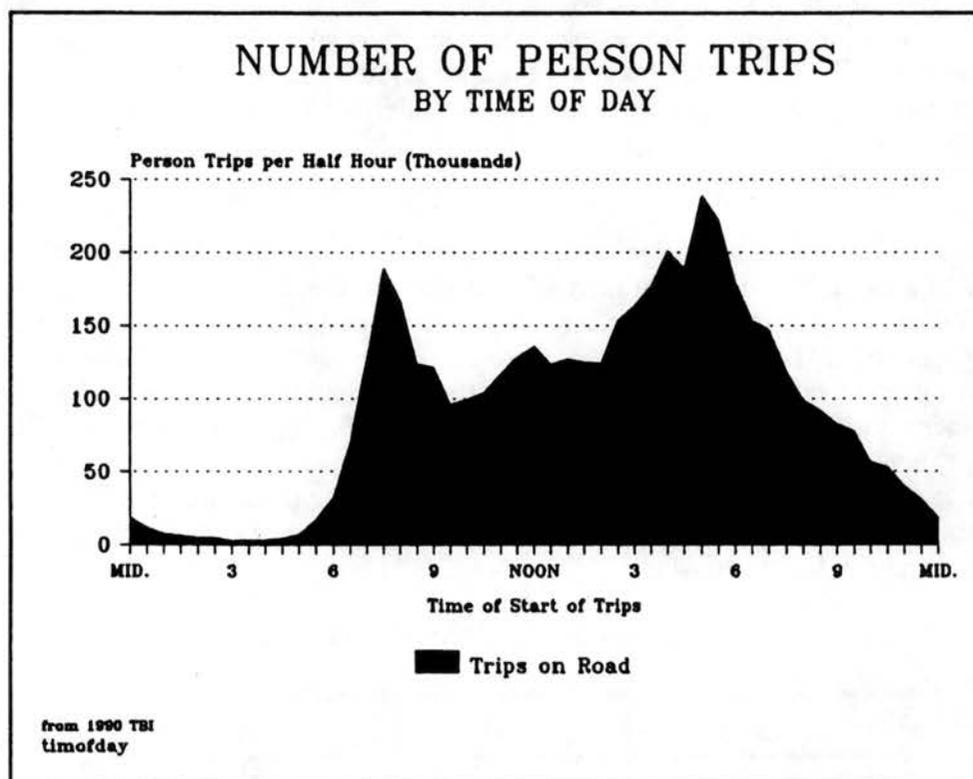
Trips to:	1970	1990
Home	1.52	1.30
Work	1.19	1.08
School	2.31	2.21
Shopping	1.48	1.31
All Auto Trips	1.50	1.29

On average, households in the region in 1990 made 10.12 trips each weekday (compared to 8.02 in 1970), or 3.95 trips per person. On average, more household trips were made on Friday than any other weekday; the fewest were made on Monday. Household trip rates varied greatly by income: households

with incomes of \$7,500 or less made an average of 3.6 trips per weekday; households in the highest income bracket, \$75,000 or greater, made 14.0 trips.

Other survey findings include:

- 77 percent of all households had at least one employed household member; 6 percent of the households had no licensed drivers; and 9 percent of the households didn't have a vehicle.
- Over 66 percent of all trips had home at one end of the trip.
- 32 percent of all automobile trips in 1990 had more than one person in the car, compared to 51 percent in 1970.
- 20 percent of the trips took more than 24 minutes, and this one-fifth of all trips accounted for more than 50 percent of all time spent traveling.
- The average travel time of all trips combined was 15.8 minutes; the average distance, 5.9 miles.
- Of all households surveyed, .9 percent included someone who biked to work; 2.4 percent who walked to work; and 6.4 percent who made a child care drop-off/pick-up stop.
- Households in the region in 1990 had 1.74 automobiles on average compared to 1.25 in 1970.



Want to learn more?

Additional information is available on the 1990 home interview survey. A report entitled *Home Interview Survey Data and Methodology* more fully details the study methodology and findings. Copies of the report may be viewed at the Metropolitan Council or purchased from the Council's Data Center. The Data Center may be contacted at (612) 291-8140 and is located at the Metropolitan Council on the third floor of Mears Park Centre, 230 E. Fifth St., St. Paul, MN, 55101.



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1990 TBI FACT SHEET EXTERNAL ORIGIN/DESTINATION SURVEY

Travelers coming into the region surveyed

The primary purpose of the external origin/destination survey was to inventory travelers coming into the seven-county Metropolitan Area. Trips crossing the Metro Area border are of two types: residents leaving the region, and nonresidents coming in or passing through. Both types represent only a small fraction of all regional travel, but are important nonetheless to the main roads providing outstate connections. This survey will be useful in studying linkages between the Metro Area, the state and the nation, as well as in predicting future demand for highways that cross into the region.

"Border" checkpoints set up

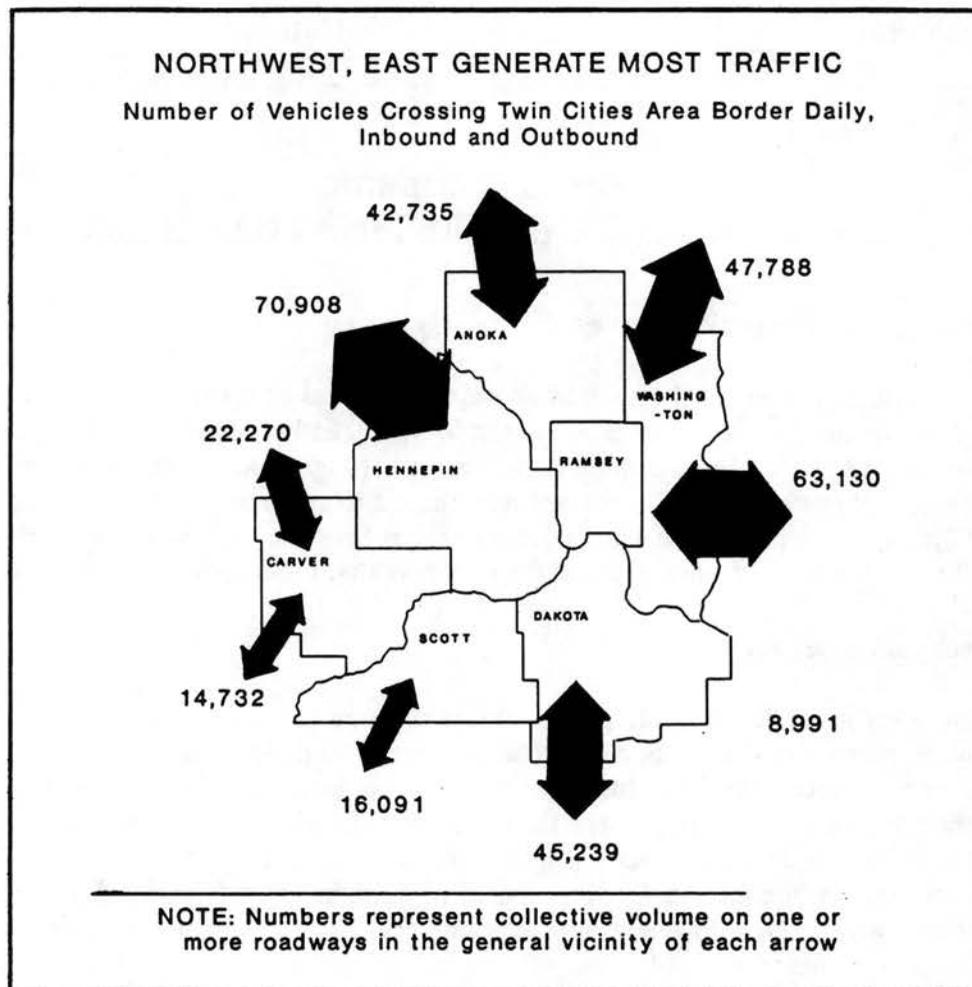
Checkpoints were set up at 30 of the 40-plus roadways crossing the boundary of the seven-county area, covering about 90 percent of the outside trips coming here on a daily basis. Truck and auto travelers from outside the area were stopped as they entered the region during a 12-hour period. They were asked about the purpose of their trip, where their trip started and where it would end. Selected information about the contents of trucks was also gathered. The survey was conducted from May to July, 1990. For safety reasons, the interviews were limited to daylight hours between 6 a.m. and 6 p.m. In addition, all roadways crossing into the region were equipped with mechanical counters to measure traffic volume on a 48-hour basis.

Work trips dominate inter-region travel

Trips crossing the Metro Area's "border" represent a very small proportion, only 3.7 percent, of the total daily travel in the Metro Area. About 43 percent of trips coming into the region are home-to-work trips; another 36 percent are trips from home for other purposes. The largest numbers of vehicles come from the northwest or from the east on Interstate Hwy. 94. Traffic coming into the region has a more constant day-long flow than internal traffic, which is characterized by heavy peak periods in the early morning and late afternoon. Other highlights from the 12-hour count include:

- Average vehicle occupancy was 1.47 persons/vehicle.
- Seven percent of the trips surveyed were trips passing entirely through the region.
- The morning peak hour occurs between 6 and 8 a.m., containing approximately 6.6 percent of the daily volume. The afternoon peak hour occurs between 4 and 5 p.m., containing 8.4 percent of the daily volume.
- Autos and light trucks represented 89.9 percent of the incoming vehicles; four- and six-tired single-unit trucks, 3.8 percent; six-plus-tired semis, 5.8; and other, .5.
- The most common trip purpose was home-to-work, 42.9 percent of all trips; home-to-other, 29.1; nonhome-based, 21.5; home-to-shopping, 6.1; and other, .4.
- Truck contents were as follows: empty, 24.3 percent; grain, seed or livestock, 17.6; food, 8.5;

oil or chemicals, 4.8; bulk, 2.7; autos, 1.6; and other, 30.4.



The 12-hour survey data was also integrated with the 48-hour automated vehicle count to determine the following:

- An estimated 328,460 vehicles enter or leave the region daily.
- Of the vehicles entering or leaving the region, automobiles account for approximately 293,840 vehicles, almost 90 percent of the total.
- These automobiles comprise just over 4.6 percent of the region's total automobile traffic.

Want to learn more?

Additional information is available on the 1990 External Survey. A report entitled *External Survey Data and Methodology* more fully details the methodology of the survey and its findings. Copies of the report may be viewed at the Metropolitan Council or purchased from the Metropolitan Council Data Center. The Data Center may be contacted at (612) 291-8140 and is located at the Metropolitan Council on the third floor of Mears Park Centre, 230 E. Fifth St., St. Paul, MN 55101.



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1990 TBI FACT SHEET TRANSIT SURVEY

Transit survey updates earlier study

The primary purpose of the transit survey was to determine who is using the bus system, where they get on and where they are going. A major survey of bus riders in the Twin Cities Area was first conducted in 1988 by the Regional Transit Board as part of its study of the potential for light-rail transit in the area. The 1990 survey updates the 1988 survey, and provides a needed cross-check for transit information gathered in the centerpiece survey of the 1990 TBI, the home interview. The sample of actual bus riders among participants in the home interview is very small--only 1,682 bus trips were recorded. The on-board transit survey provides a much larger sample--27,159 trip records--of transit use and users.

On-board riders surveyed

The survey randomly sampled bus patrons during their bus ride, asking questions about age, gender, household size and income, car ownership, and trip purpose. Riders were also asked where they got on and where they were going. Surveys were completed by about eight percent of all bus riders during the week of the survey.

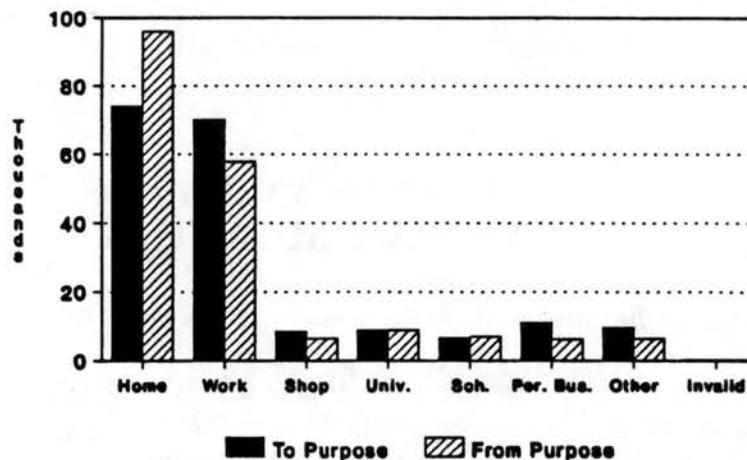
Buses used mostly for work trips

Transit is most heavily used in the Twin Cities during morning and late afternoon peak traffic times. In fact, about one-third of daily bus trips occurs in each peak period; the remaining one-third occurs primarily in daytime off-peak hours. The majority of bus trips have work as either a destination or a starting point. The typical bus rider is female, a central-city or inner-ring-suburb resident, and owns fewer cars than people who don't use transit. The average household income of bus riders in the survey was \$29,230, an estimated 20 percent lower than for households in the region overall.

Other significant survey results include:

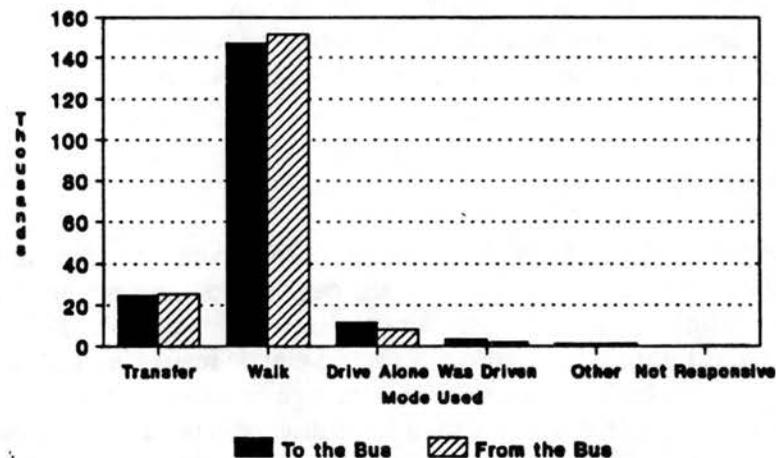
- Total daily boardings were 242,588.
- About 78 percent of riders walked to the bus stop, and about 80 percent walked from the bus stop once they get off.
- Twenty-seven percent of the trips transferred to one or more buses.
- Almost 31 percent of all bus riders were between 25 and 34 years old.
- Just under two-thirds of all trips were made by women.
- Approximately 27 percent of all riders had no vehicle available to make the trip.
- Almost 60 percent of transit travel is related to work: the work-to-home trip makes up the largest proportion of bus trips, about 33.5 percent; the home-to-work trip is second-most common at 26.1 percent.

WORK/HOME TRIPS DOMINATE BUS TRAVEL Trip Origin and Destination Purposes



1990 TMI
transit2

MOST PEOPLE WALK TO AND FROM BUSES How People Get to and From Bus Stop



1990 TMI
transit1

Want to learn more?

Additional information is available on the 1990 Transit Survey. A report entitled *Transit Survey Data and Methodology* more fully details the methodology of the survey and its findings. Copies of the report may be viewed at the Metropolitan Council or purchased from the Metropolitan Council Data Center. The Data Center may be contacted at (612) 291-8140 and is located at the Metropolitan Council on the third floor of Mears Park Centre, 230 E. Fifth St., St. Paul, MN, 55101.



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1990 TBI FACT SHEET HIGHWAY SPEEDS STUDY

Average driving speeds measured

The primary purpose of the highway speeds study was to determine average driving speeds on roadways in the seven-county Metropolitan Area. Speed data helps transportation planners predict where people will travel. As average speeds decline, people start to choose alternate routes for their trips. Speeds were tracked on a variety of roadway types including freeways, multi-lane divided and undivided highways, and high-volume, two-lane roadways. Speed variations by time of day and direction of travel were measured.

Data collected by test auto

Three routes covering a total of nearly 300 miles through the Metro Area were sampled. A test car equipped with an automatic recording device traveled with the flow of traffic to record average speed conditions. The test car drove each route three times during each of three time periods, and in each direction, to obtain an accurate sample. The three weekday time segments included the 6:30 to 9 a.m. peak period, the 9 a.m. to 3:30 p.m. midday period, and the 3:30 to 6 p.m. peak period. The study was completed between Oct. 8 and Nov. 26, 1990.

Traffic flows smoothly most of the time

Most people driving on roadways in the seven-county area travel at or near the posted limit except during the p.m. peak period. On interstate highways, however, speeds above the posted limit are common. Overall, the roadway system flows freely and speeds are high for most locations and most hours of the day. Delays occur at selected locations only at peak travel times.

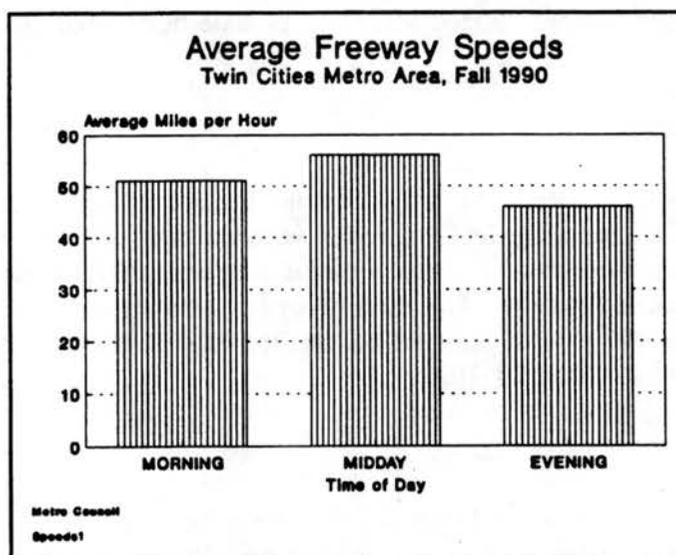
Average speeds of various roadway segments are:

- For all freeway segments, 51.1 miles per hour (mph).
- Average a.m. peak-period freeway speed is 51.2 mph; average midday freeway speed is 56 mph; and average p.m. peak-period freeway speed is 46 mph.
- For multi-lane divided highway segments, average speed is 33.8 mph in the a.m. peak period; 35.8 midday; and 29.9 in the p.m. peak-period.
- For multi-lane undivided highway segments, average speed is 25.4 mph in the a.m. peak period; 26.6 mph midday; and 22 mph in the p.m. peak period.
- For two-lane roadways, overall average speed is 36.5 mph.
- The average a.m. peak period speed for all roadway segments is 35 mph; the midday average is 34.9 mph; and the p.m. peak period average is 28.7 mph.

1990 AVERAGE DAILY SPEEDS
Twin Cities Area
Miles per hour, by road type and area

Roadway Type	Central City*	Developed Area	Developing Area
Unmetered Freeway	49	60	60
Divided Arterial	24	33	40
Undivided Arterial	23	30	33
Collector	23	30	41

* The central cities include St. Paul and Minneapolis; the developed area includes the central cities and the suburbs adjacent to the central cities, such as Golden Valley, Edina, Bloomington and South St. Paul; and the developing area includes suburbs farther from the center, such as Brooklyn Park, Maple Grove, Minnetonka, Eden Prairie, Burnsville and Inver Grove Heights.



Want to learn more?

Additional information is available on the 1990 Highway Speeds Study. A report entitled *Highway Speeds Study: Data and Methodology*, more fully details the methodology of the survey and its findings. Copies of the report may be viewed at the Metropolitan Council or purchased from the Council's Data Center. The Data Center may be contacted at (612) 291-8140 and is located at the Metropolitan Council on the third floor of Mears Park Centre, 230 E. Fifth St., St. Paul, MN, 55101.



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1990 TBI FACT SHEET SPECIAL GENERATORS: UNIVERSITY OF MINNESOTA EAST BANK CAMPUS

Region's biggest university campus is focus of traffic count

The 1990 Travel Behavior Inventory (TBI) included four special studies of areas in the region that have unique characteristics and generate a particularly heavy volume of traffic: the downtowns of Minneapolis and St. Paul, Minneapolis-St. Paul International Airport, and the University of Minnesota East Bank campus. The studies supplement the data gathered in the centerpiece survey of the 1990 TBI, the home interview. The university campus has several special characteristics: student schedules create different peak travel times than traffic region-wide; the university produces more trips than expected, given its job base, because of the large student enrollment; the University is a generator of the third-largest number of bus trips in the Twin Cities Area; and it has proportionately more bicycle and pedestrian traffic than other locations.

Bicycle and pedestrian traffic included in count

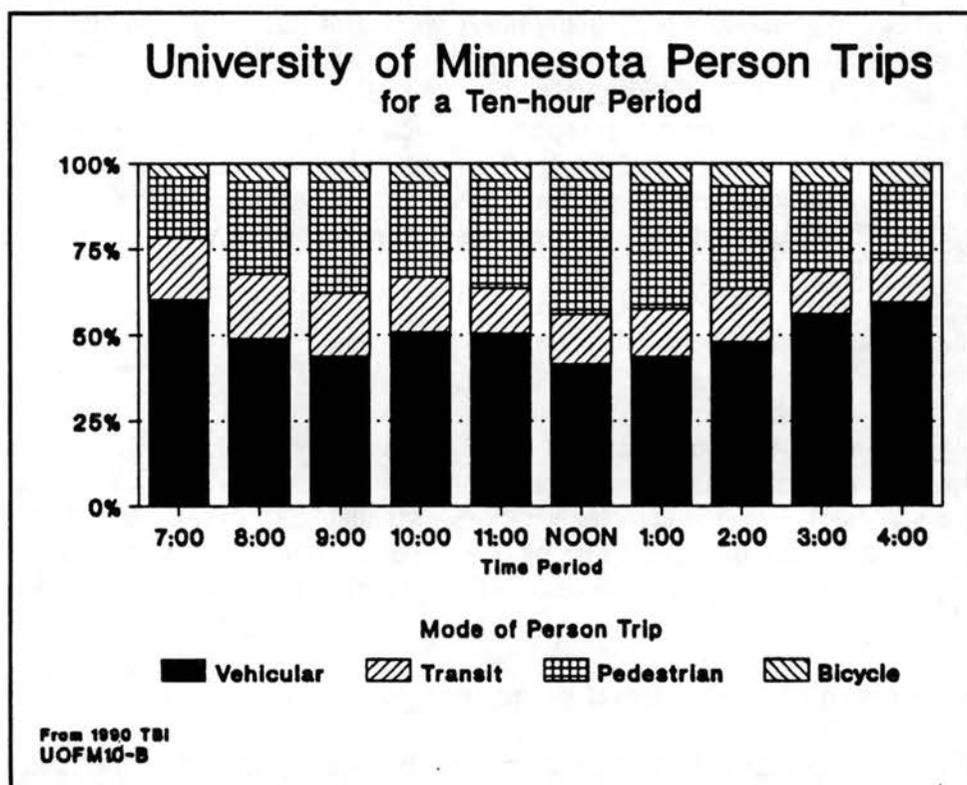
Traffic entering and leaving the U of M East Bank campus was measured both automatically and manually. During a 10-hour period on Oct. 31, 1990, data was collected on vehicle traffic and auto occupancy, and transit, pedestrian and bicycle traffic. Automatic counters were used to count and classify vehicle traffic for a 72-hour period at selected locations. Manual counts were taken at additional locations to allow identification of specific turning movements. Transit trips, pedestrian and bicycle traffic, occupancy counts and truck traffic were counted manually at specified locations for 15-minute intervals during the 10-hour period.

University is region's third largest travel generator

The University of Minnesota East Bank campus is the third largest generator of traffic in the seven-county Metro Area, surpassed only by the St. Paul and Minneapolis downtown areas. About 10 percent of all transit use in the region is focused at the U of M. Automobiles driving to, and parking at, the campus have lower occupancy rates than does university traffic as a whole; a significant number of car-pool commuters are dropped off on the campus, with the vehicles then leaving for another location. Other survey results included:

- During the 10-hour count period, people made a total of 64,882 trips to the East Bank campus, and 59,349 trips from the campus.
- Of those arriving, 50 percent came by car, 16 percent by transit, 29 percent by walking, and 6 percent by bicycle.
- During the 10-hour period, 28,900 vehicles entered the campus and 25,300 vehicles left, for a total of 54,200 vehicles.
- During a 24-hour period, 78,636 vehicles entered and left the campus.

- The a.m. peak hour occurred between 7:15 and 8:15, with 7,265 vehicles entering or leaving the campus.
- The p.m. peak hour occurred between 4:15 and 5:15, with 7,440 vehicles entering or leaving the campus.
- The auto-occupancy rate to the campus was 1.23 persons per vehicle inbound and 1.26 persons per vehicle outbound. Overall, the rate was 1.24 persons/vehicle.
- A total of 42,440 pedestrians and bicyclists entered or left the campus during the 10-hour count period.
- The peak of pedestrian and bicycle activity occurred between 11:45 a.m. and 12:45 p.m. This number (6,401 trips) is 15 percent of the 10-hour total.
- During the 10-hour count period, 19,119 people entered or left the campus by bus. The a.m. peak occurred between 7 and 8 a.m., with almost 19 percent of the 10-hour period total. The p.m. peak hour was between 2:15 and 3:15 with almost 10 percent of the 10-hour total.
- The 1990 East Bank student enrollment was 24,700 full-time students.
- An estimated 14,000 full and part-time nonstudent employees worked on the East Bank campus at the time of the survey.



Want to learn more?

Additional information is available on the 1990 TBI university survey. A report entitled *Special Generators: University of Minnesota--Data, Methodology and Results*, more fully details the methodology of the survey and its findings. Copies of this report may be viewed at the Metropolitan Council or purchased from the Council's Data Center. The Data Center may be contacted at (612) 291-8140 and is located at the Metropolitan Council on the third floor of Mears Park Centre, 230 E. Fifth St., St. Paul, MN, 55101.



TRAVEL BEHAVIOR INVENTORY

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1990 TBI FACT SHEET SPECIAL GENERATORS: MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Region's biggest airport is focus of traffic count

The 1990 Travel Behavior Inventory (TBI) included four special studies of parts of the Twin Cities Area that have unique characteristics and generate a particularly heavy volume of traffic: the downtowns of Minneapolis and St. Paul, the University of Minnesota East Bank campus and Minneapolis-St. Paul International Airport (MSP). The studies supplement the data gathered in the centerpiece survey of the 1990 TBI, the home interview. The airport has several special characteristics. Because of air passenger use, the number of daily trips made to the airport are more than expected given the airport's job base. The airport is also a focus of special transportation service by taxi and courtesy van. The time of day and the direction of travel are also different than typical travel in other parts of the region.

Vehicles counted and classified; nonresident travelers surveyed

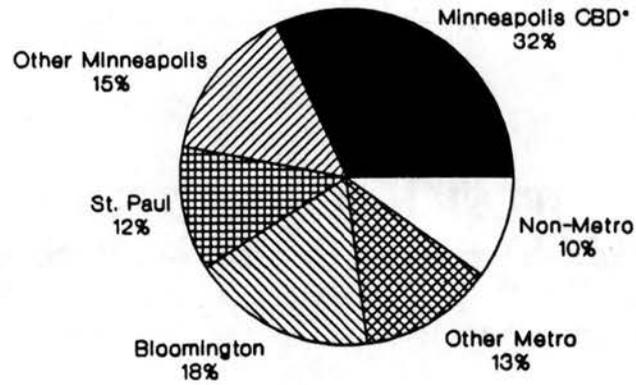
Vehicles entering and leaving the airport were counted by automatic counters during a 48-hour period in October 1990. Vehicle classification counts were also taken at selected locations. Vehicle-occupancy data was collected manually. In addition, personal interviews were conducted during a 12-hour period with a sample of nonresident travelers using rental cars, courtesy buses, taxis and limousines as they left the airport.

Airport generates significant automobile traffic

MSP attracts between 100,000 and 120,000 "person trips" on an average day. About 78 percent of the trips are made by automobile (private or rental), with the remaining 22 percent using special transportation services (taxis, buses and others). About the half of all airport trips are made by employees. Other significant survey results include:

- On the day of the survey, the airport study area generated 98,970 vehicles: 51,143 entered and 47,827 departed the area.
- The morning peak hour (7 to 8 a.m.) accounted for seven percent of the daily traffic.
- The afternoon peak hour (3 to 4 p.m.) accounted for eight percent of the daily traffic.
- Auto occupancy during a 10-hour daytime survey period ranged between 1.13 and 1.58.
- Of the nonresidents surveyed, 30 percent were leaving by taxi, 40 percent by rental car, 17 percent by courtesy bus, and 14 percent by limousine.
- Ninety percent of the surveyed visitors remained in the seven-county Metro Area.
- Downtown Minneapolis or St. Paul was the destination of 43 percent of surveyed visitors.
- As of the spring of 1990, there were 22,660 full-time employees in the airport area. This includes 15,830 employees at Northwest Airlines.

Destinations of Nonresident Travelers Arrivals at MSP Airport, Fall 1990



*Central Business District
Source: Metro Council
Arrivals

Want to learn more?

Additional information is available on this survey. A report titled *Special Generators: Minneapolis-St. Paul International Airport--Data, Methodology and Results*, more fully details the survey and its findings. Copies of the report may be viewed at the Metropolitan Council or purchased from the Council's Data Center. The Data Center is located in the Council offices on the third floor of Mears Park Centre, 230 E. Fifth St., St. Paul, 55101. The phone number is 291-8140.

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1990 TBI FACT SHEET SCREENLINE AUTO-OCCUPANCY, VEHICLE COUNTS

Traffic, number of passengers counted

The screenline auto-occupancy and vehicle counts were taken to determine the actual volume of traffic at selected locations in the seven-county Metropolitan Area. The types of vehicles using the roadways and the number of people traveling in those vehicles were also recorded.

Counts made at river crossings

Counts were made at the 33 bridge crossings on three designated "screenlines" located along the major Metro Area rivers. Because all traffic must use bridges to cross from one side of the river to the other, bridges provide excellent locations for determining daily traffic volumes. The results of these counts will be used as a cross-check on data gathered in the centerpiece survey of the TBI, the home interview.

Generally, traffic volumes were collected using automatic road-tube counters that recorded traffic volume and assigned traffic one of 13 classifications, based on axle configuration. Volumes and classifications were recorded for 15-minute intervals over a 48-hour period. At some locations, a machine was used to collect total traffic volume, while survey staff, using tally sheets, recorded vehicle classification. Auto occupancy was also tallied by survey staff. The number of passenger vehicles containing more than one occupant were manually recorded for 15-minute intervals over a six-hour period. The combined counts made it possible to calculate the number of single-occupant vehicles and the average auto occupancy.

Ridesharing more common than believed

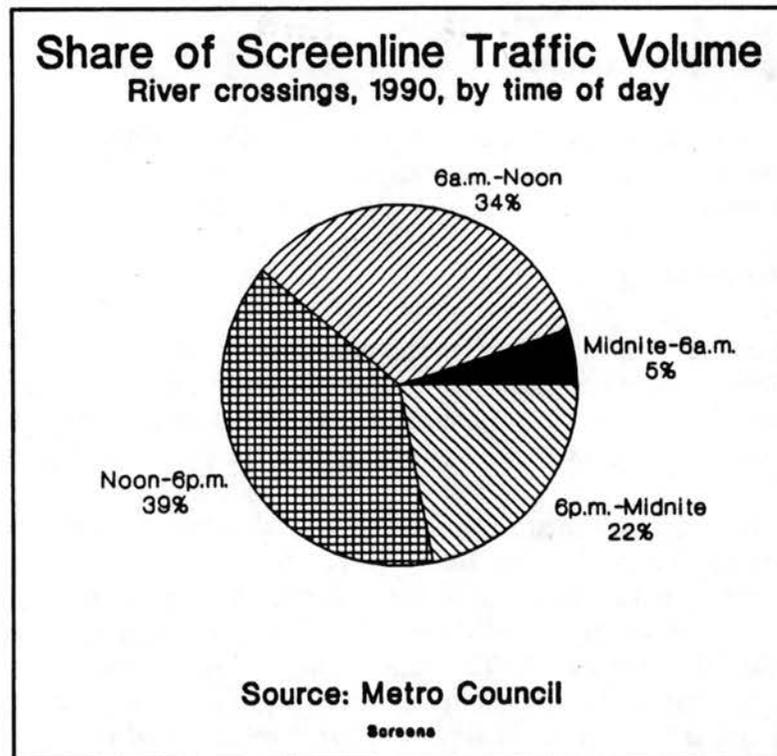
Auto occupancy averages between 1.2 and 1.4 passengers per vehicle at most river crossings. This suggests that ridesharing for most of the day is actually more common than has been assumed over the last 10 years. In addition, the survey reveals that interstate highways carry 41 percent of all vehicles crossing rivers in the Metro Area. Out of 33 river crossings only six are interstates, but they carry a considerable portion of the traffic.

Other survey findings include:

- The average six-hour occupancies are 1.29 occupants per vehicle for north-south travel across the Minnesota River; 1.27 for east-west travel across the Mississippi River; and 1.36 for north-south travel across the Mississippi.
- Over a 24-hour period, 45 percent of the traffic uses trunk-highway river crossings; 41 percent uses interstate crossings; nine percent uses county highway crossings; and five percent, city street crossings.

- Five highest 24-hour volumes (number of vehicles) observed:

I-94 at the Mississippi River	127,500
I-35W at the Mississippi River	126,500
I-694 at the Mississippi River	125,500
I-35W at the Minnesota River	99,500
I-494 at the Minnesota River	73,200



Want to learn more?

Additional information is available on the 1990 screenline auto occupancy, traffic volume and vehicle classification counts. Reports entitled *Screenline Auto Occupancy Study Data and Methodology* and *Screenline Traffic Volume and Vehicle Classification Study Data and Methodology* more fully detail the study methodologies and findings. Copies of the reports may be viewed at the Metropolitan Council or purchased from the Council's Data Center. The Data Center may be contacted at (612) 291-8140 and is located at the Metropolitan Council on the third floor of Mears Park Centre, 230 E. Fifth St., St. Paul, MN, 55101.