

Minnetonka Transit Study Open House

Existing Conditions and Preliminary Service Concepts

May 23, 2012

Metro Transit
a service of the Metropolitan Council

City of minnetonka
Where quality is our nature

NELSON NYGAARD

LSA

Agenda

- Key objectives of the study
- Overview of Existing Conditions Report
- Review of peer city evaluation
- Conceptual service alternatives
- Questions and answers
- Next steps

Project Goals

- Provide a concept plan for a local and regionally integrated transit route network.
- Ensure local service plan includes cost effective service reflective of the Minnetonka market area and its current and projected travel demands.
- Determine appropriate off-peak and local service to best meet the needs of Minnetonka transit market.
- Determine appropriate peak service to best meet the needs of Minnetonka transit market.

Study Timeline

Task	Feb	Mar	Apr	May	Jun	Jul
I. Existing Conditions						
II. Analysis of Service Options						
III. Service Recommendations						
Draft/Final Report						
Public Outreach						
- Community Survey						
- Open House						
Presentations						
- Met Council and City Council						



Deliverable or meeting date

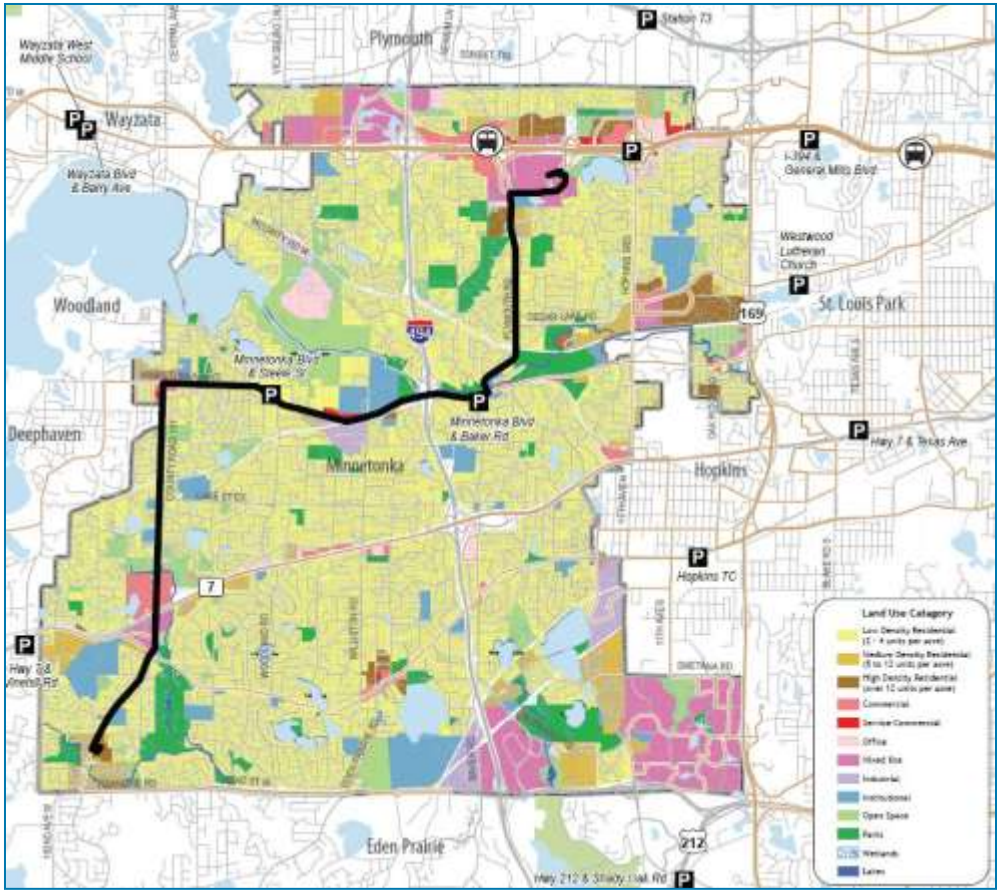
EXISTING CONDITIONS

Existing Conditions Outline

- Literature review
  - Context and relevant studies
- Demographic overview
  - Understanding the market
  - Future demographic changes
- Review of Existing Services
  - Performance of existing services
- Community Feedback
  - 2011 Residential Survey (comparison to 2012 – forthcoming)
  - 2012 Community Survey (forthcoming)

Literature Review

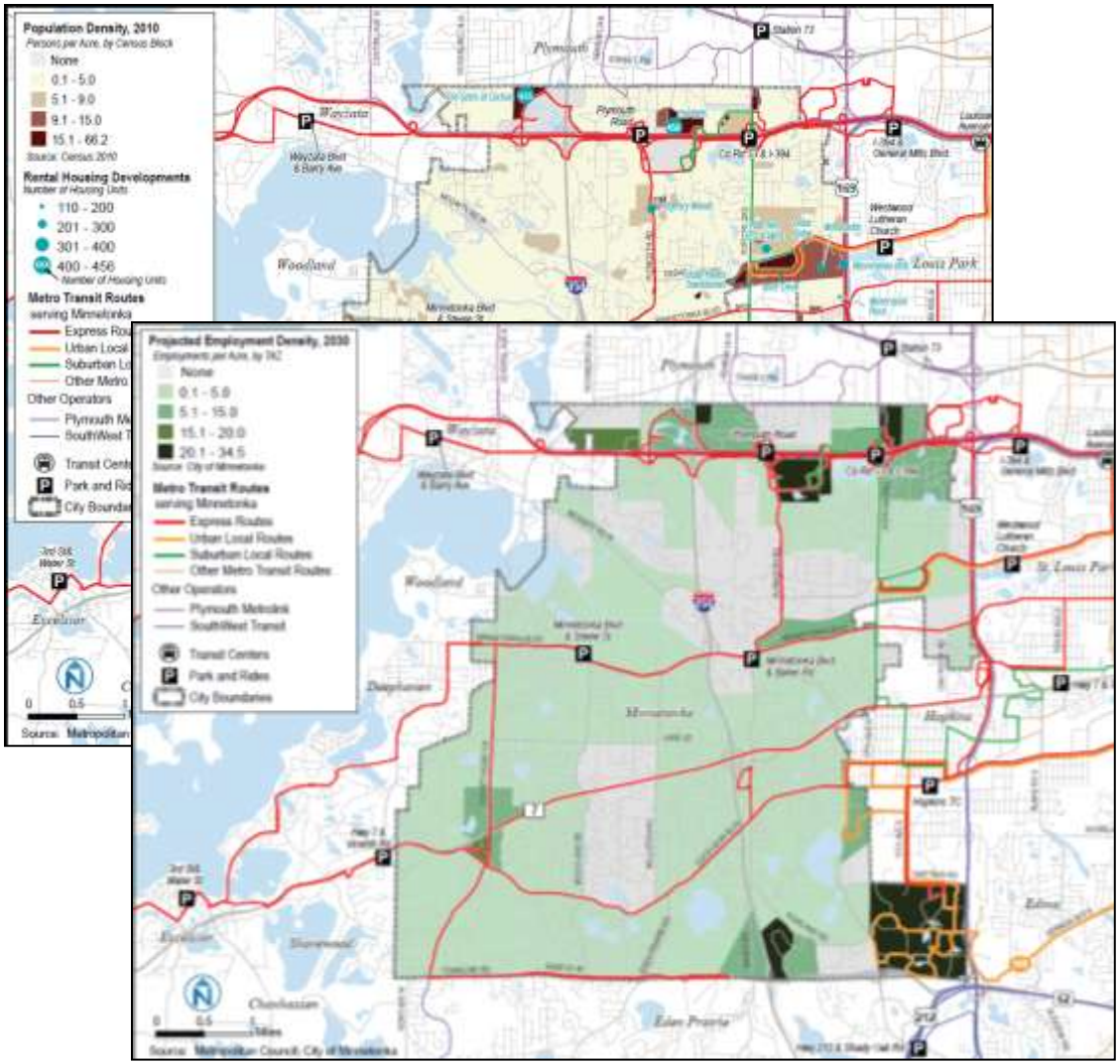
- Minnetonka 2030 Comprehensive Guide Plan
- Minnetonka 2010 Transit Study
- Metropolitan Council 2030 Transportation Policy Plan
- Southwest Corridor LRT Plan
- MnPASS Phase II Study
- Three Cities Transit Restructuring Plan



Conceptual Community Route from 2010 Minnetonka Transit Study

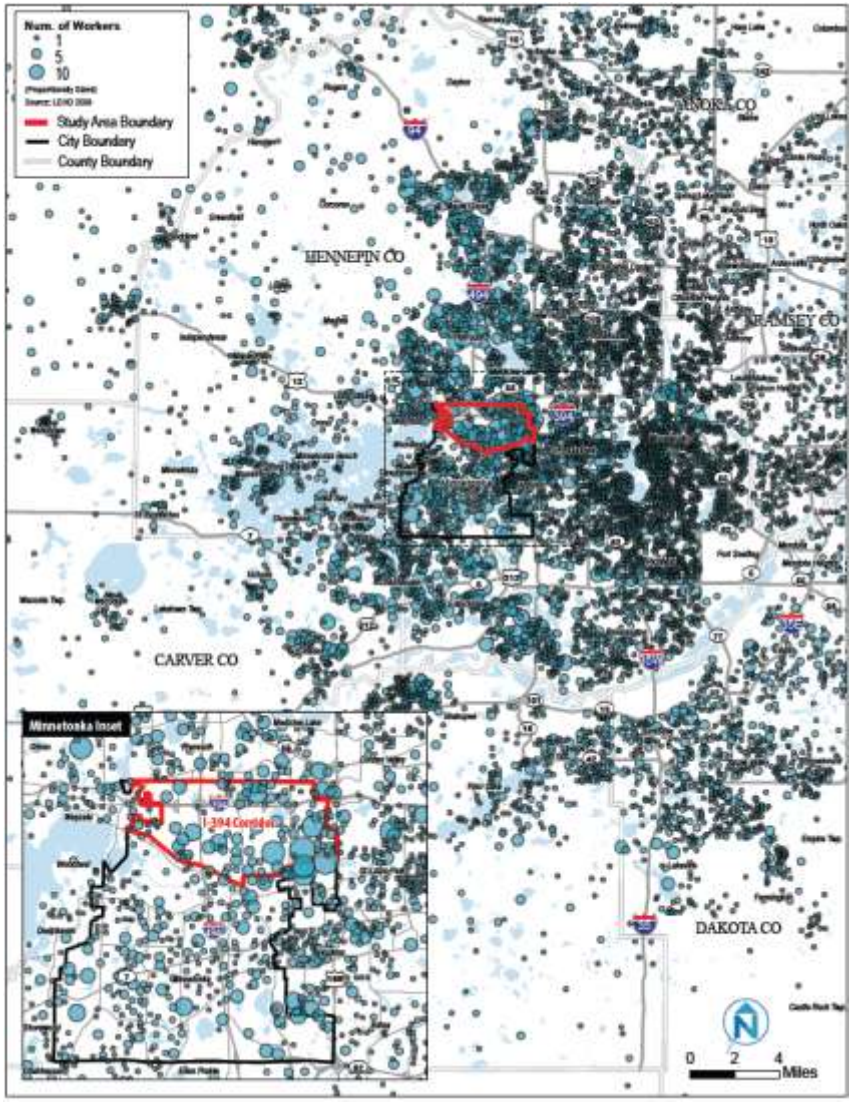
Demographic Overview

- Total and projected population and employment
- Seniors
- Youth
- Households without a vehicle
- Very low income households

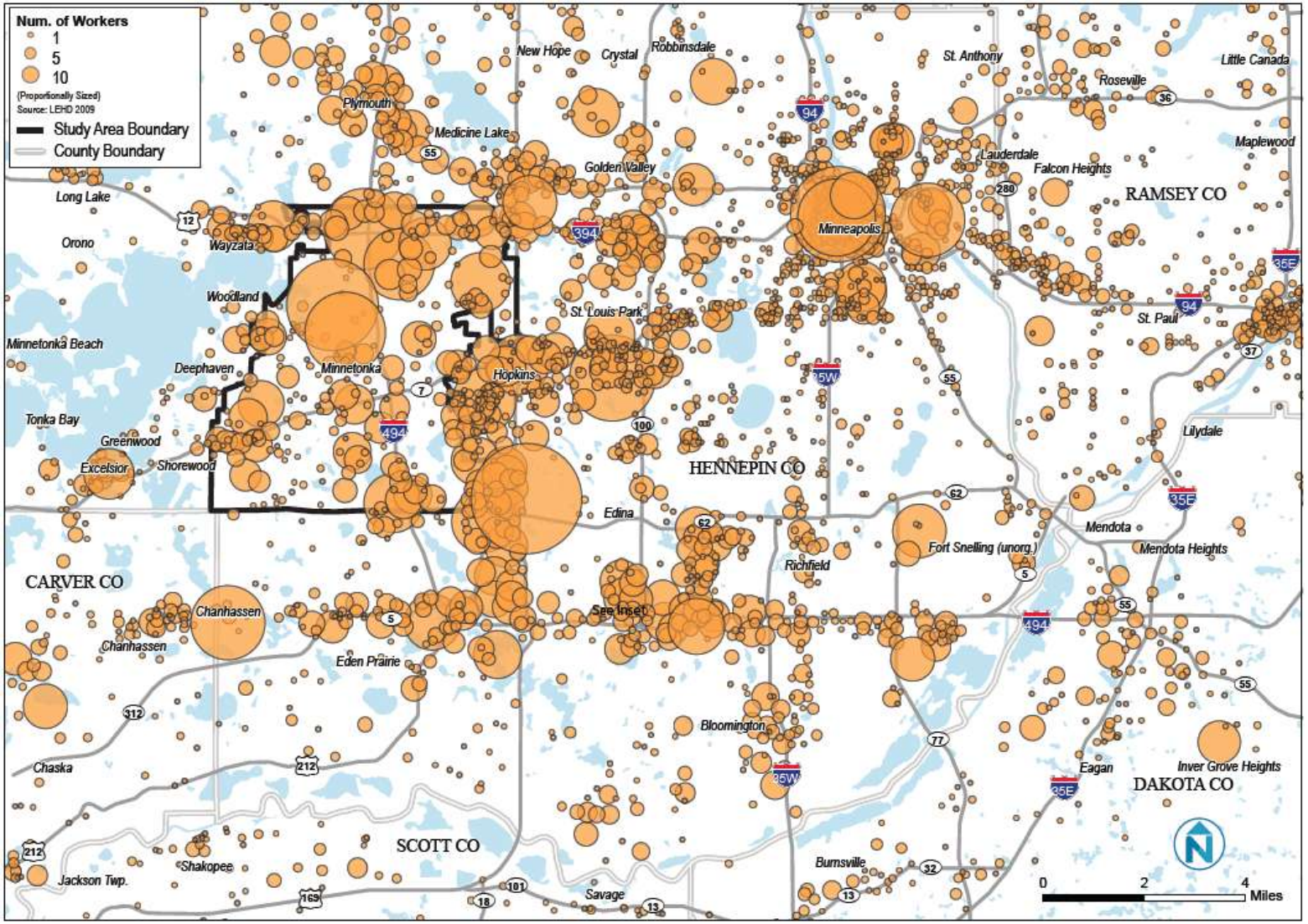


Worker Flows

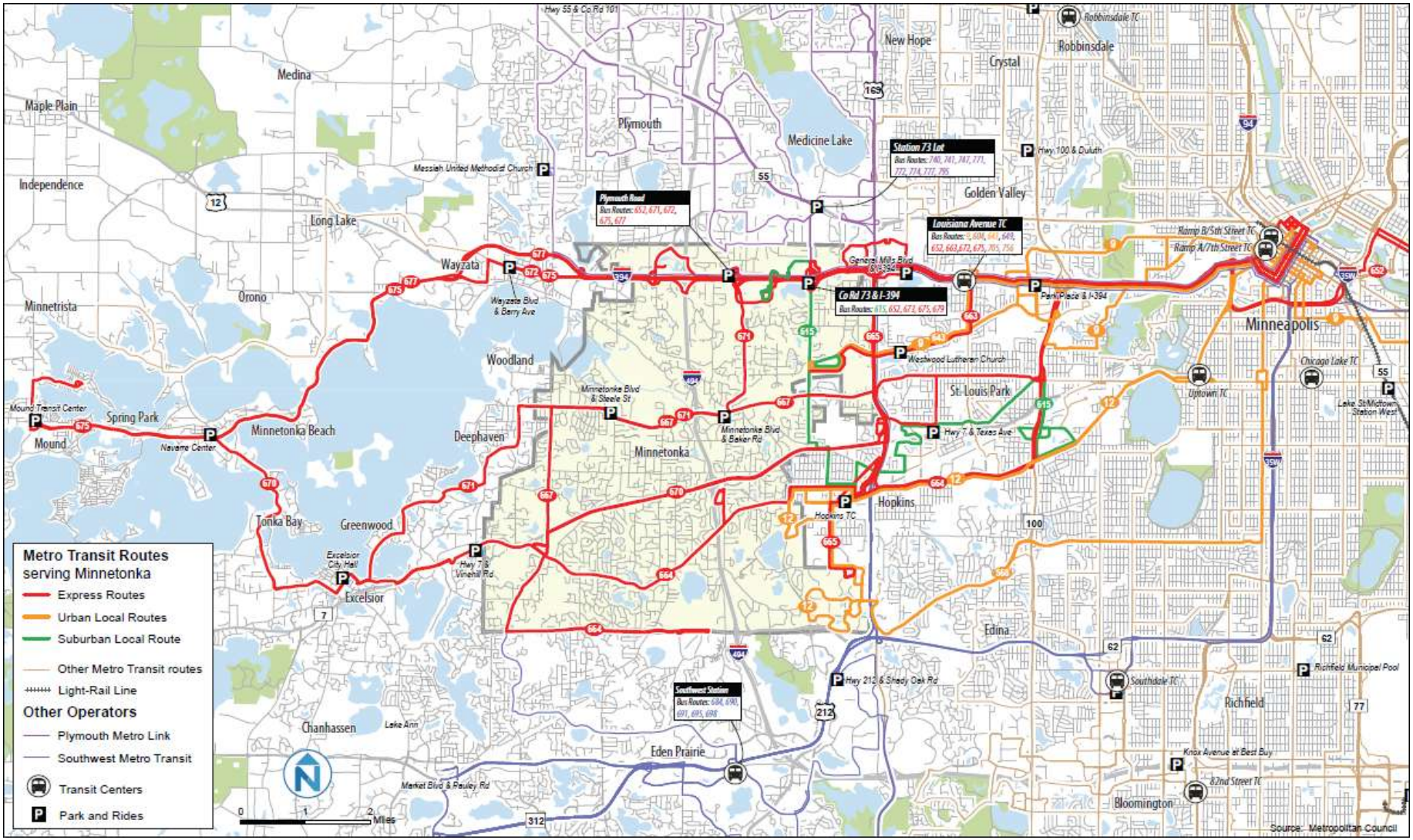
- Where Minnetonka workers live:
  - Minneapolis - 10%
  - Minnetonka - 8%
  - Eden Prairie - 5%
  - Plymouth - 5%
  - Maple Grove - 3%
  - Bloomington - 3%
  - St. Louis Park - 3%
  - St. Paul - 3%
  - Edina - 2%
  - Chanhassen - 2%



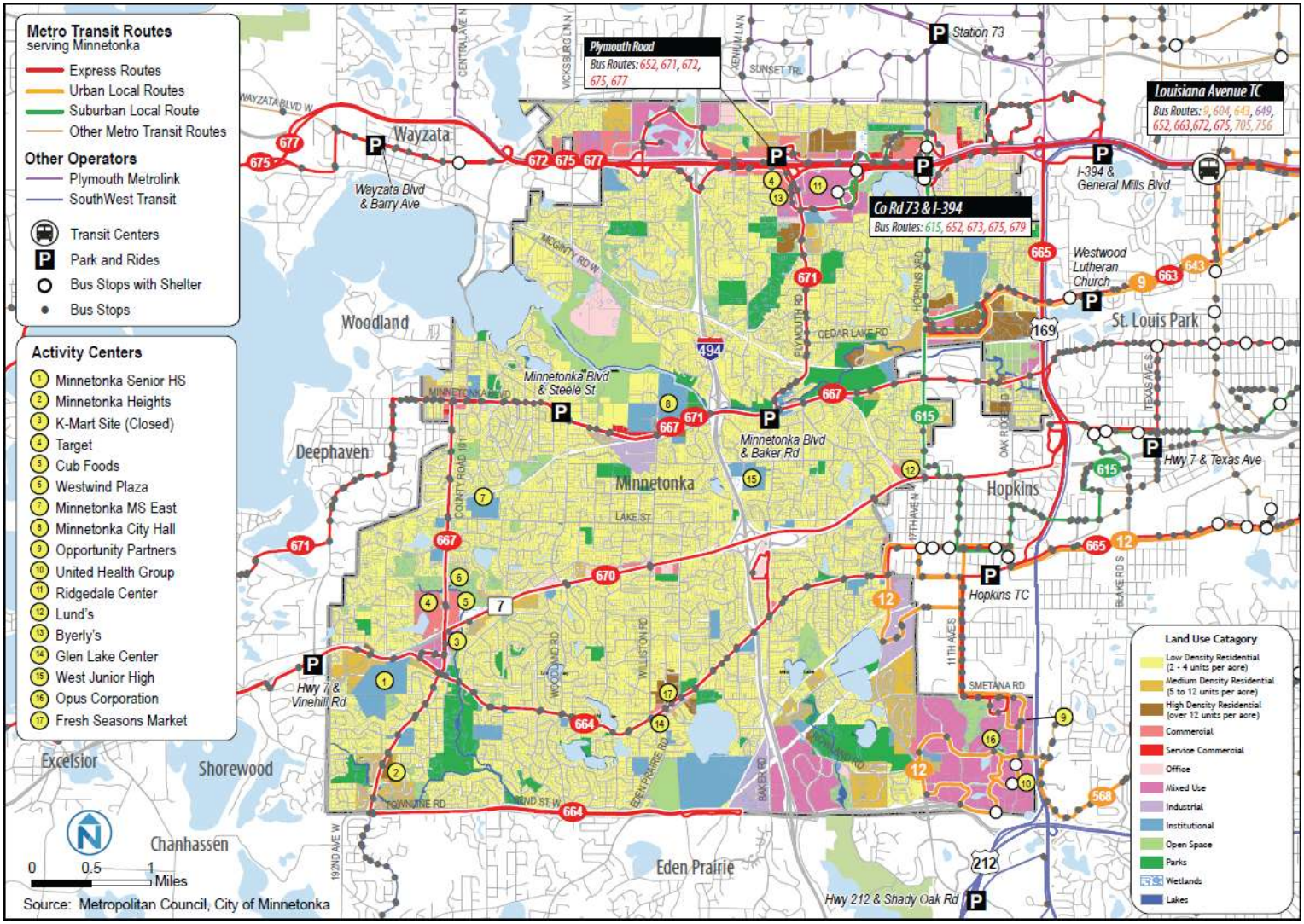
Where Minnetonka residents work



Fixed Routes serving Minnetonka (Regional)



Fixed Routes serving Minnetonka (Local)



PEER CITY REVIEW

Peer Review

- Overall Goals:
  - Better understand how Minnetonka compares to other communities in terms of type of transit service provided
  - Provide insight into the elements that make a local, midday transit service successful
  - Assist in the development of a local service model that might be successful in Minnetonka
- Two approaches:
  - Compare transit service in local communities that are similar to Minnetonka (with or without local midday service)
  - Best practices of comparable communities to Minnetonka that have local, midday service

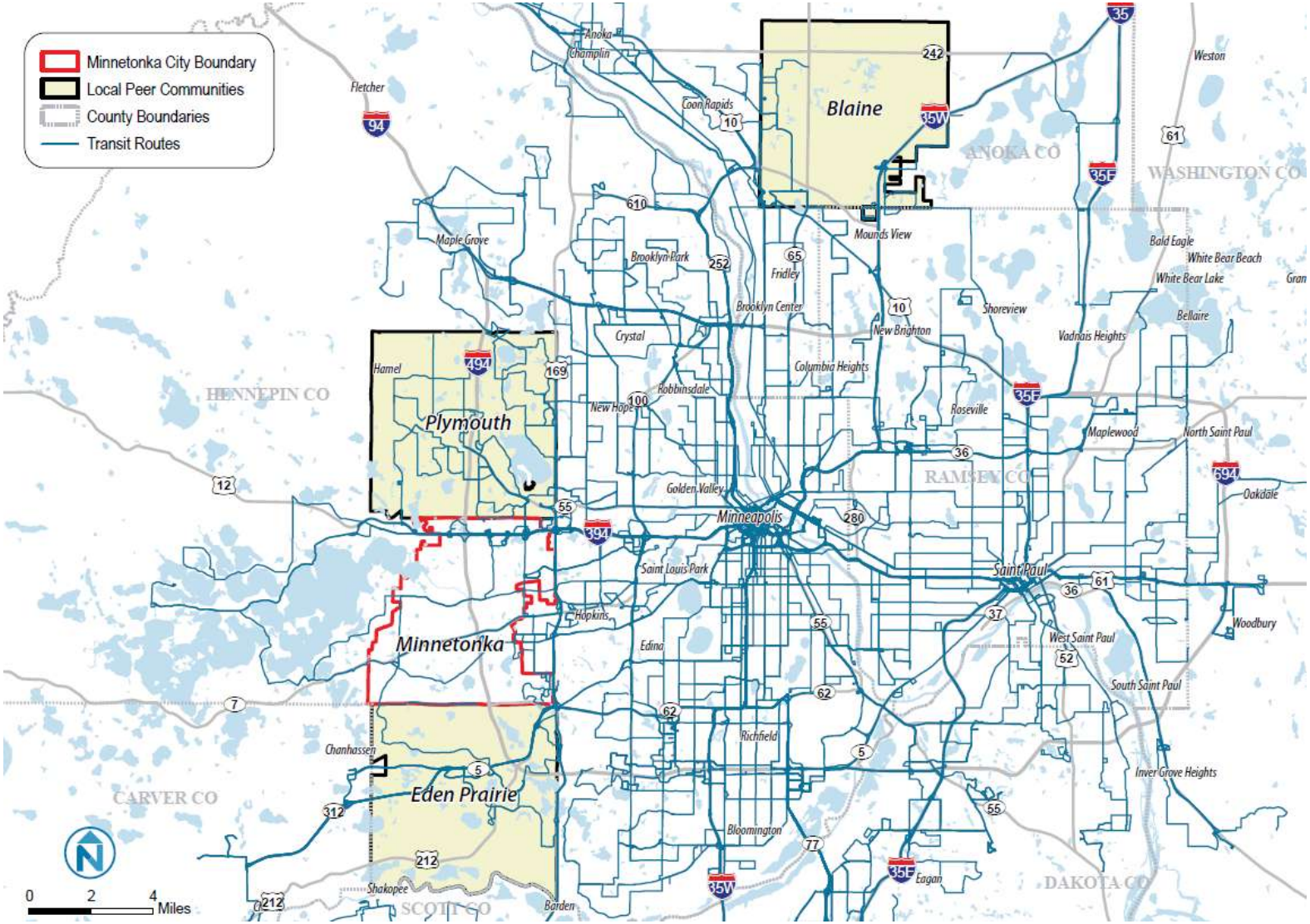
Selection of Peer Cities

- Local Peers (out of 7):
  - Plymouth
  - Eden Prairie
  - Blaine
- National Peers (out of 19):
  - Broomfield, CO (Denver)
  - Thousand Oaks, CA (LA)
  - Shoreline, WA (Seattle)
  - Westlake, OH (Cleveland)
  - Burlington, MA (Boston)
  - Braintree, MA (Boston)

Evaluation Criteria
Population
Population Density (persons/sq mi)
Household Income (median, 2010)
Presence of Town Center
Overall Land Use
Employment Density (persons/sq mi)
Retail Employment Density (persons/sq mi)
Presence of Large Employment Center
No Major University
Approximate Distance to CBD (miles)
% of Residents Working in CBD (City)
Presence of Midday Transit Service

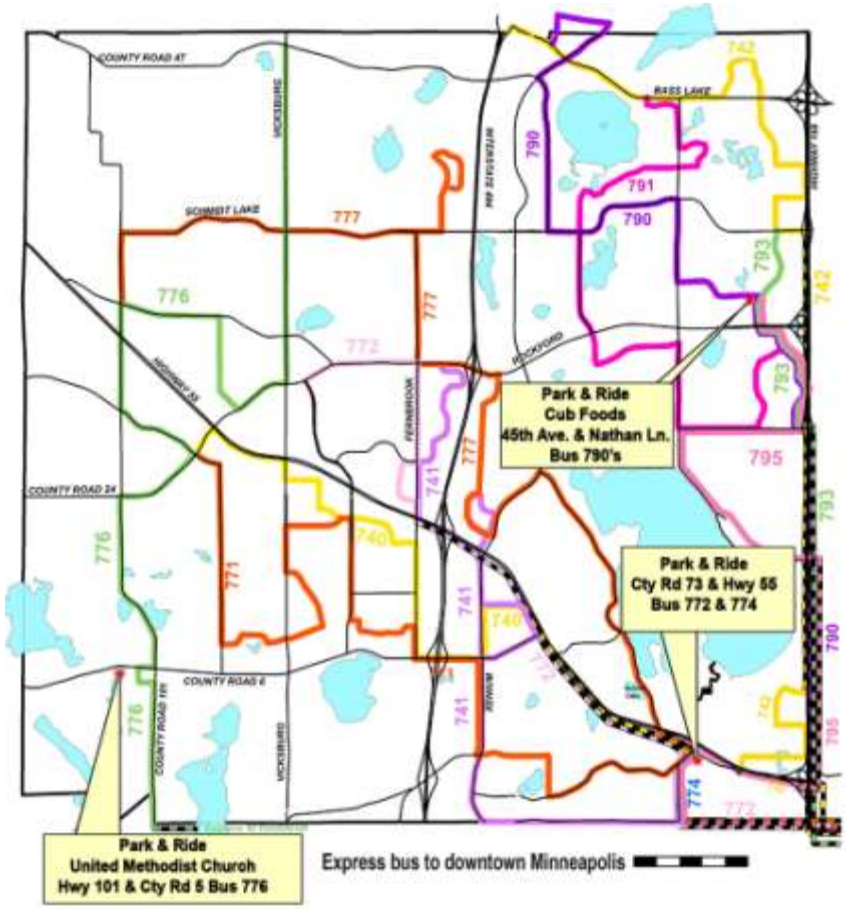
Required for national peers

Local Peer Review



Local Peer Review - Plymouth

- General characteristics
  - Closest peer geographically; similar employment, population, and HH income
- Transit service overview
  - Mostly peak-period express
  - Limited midday service to/from downtown
  - Local dial-a-ride



Plymouth Metrolink

Local Peer Review – Eden Prairie

- General characteristics
  - Similar geography, income, population, employment and HH income
- Transit service overview
  - Mostly peak-period express
  - Limited midday service to/from downtown



SW SOUTHWEST TRANSIT

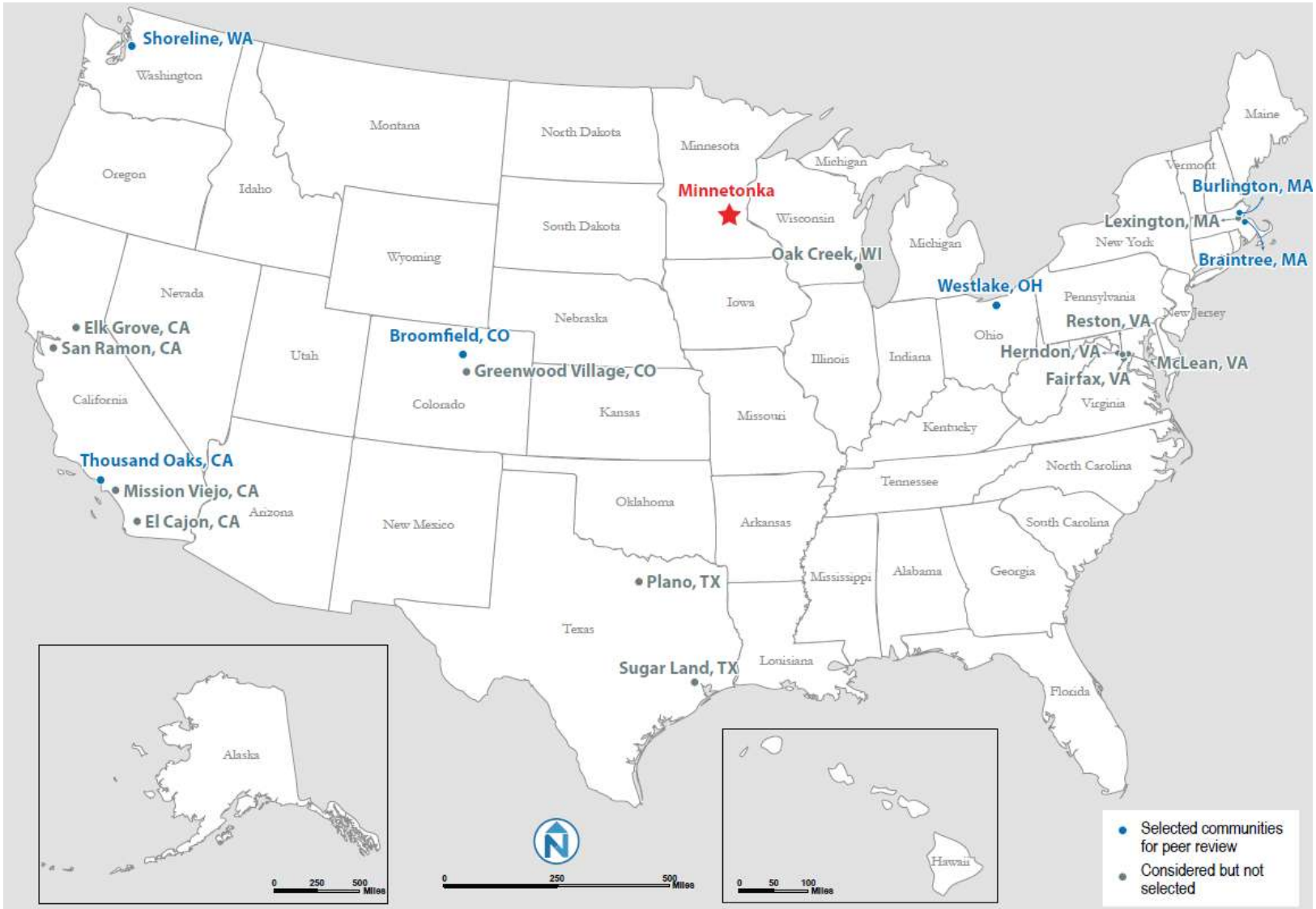
Local Peer Review - Blaine

- General characteristics
  - Not as similar in terms of population, employment, HH income, but closest good peer within Metro Transit service area
- Transit service overview
  - Mostly peak-hour express
  - Limited local service – primary hub is at Northtown Mall in SW quadrant of city



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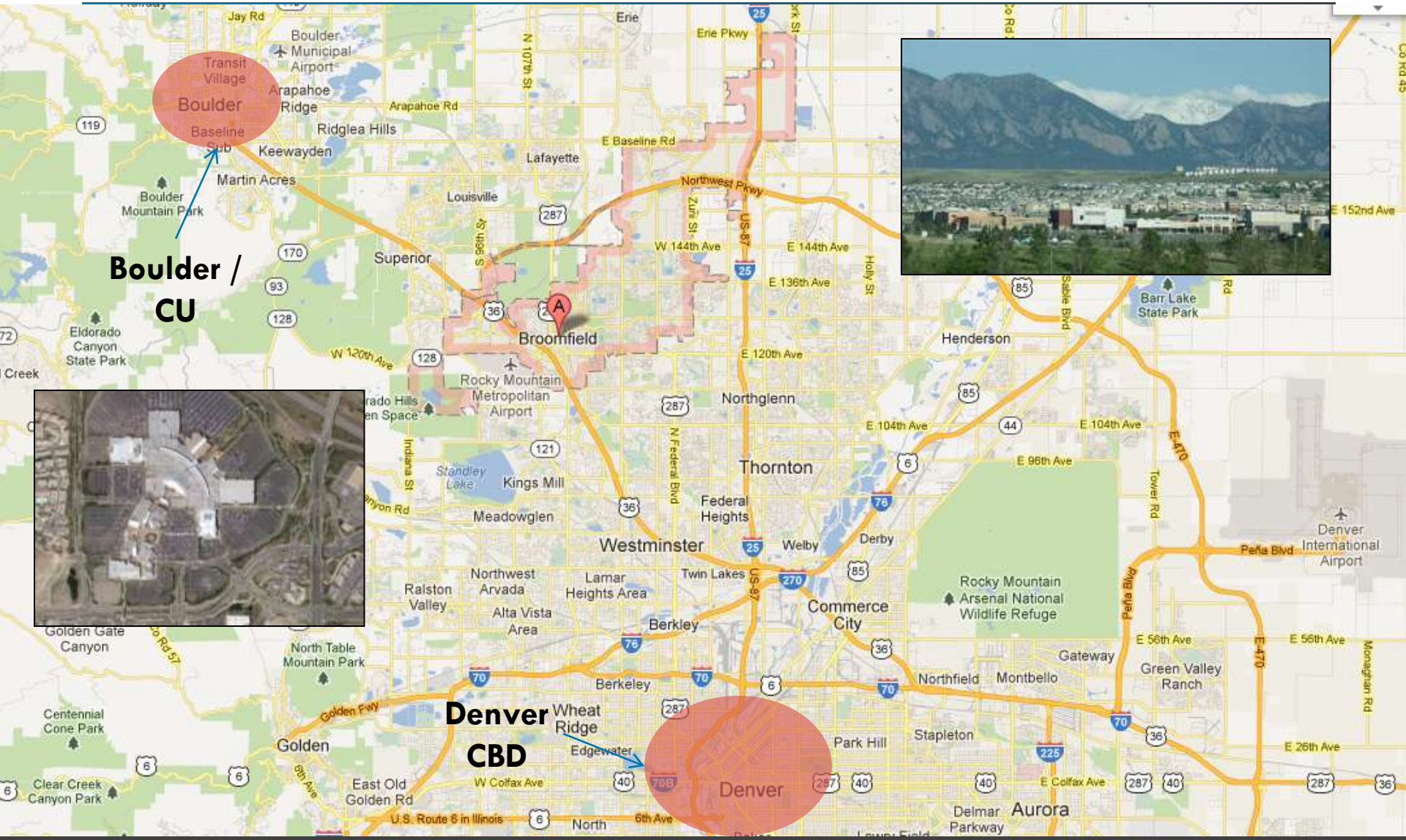
National Peer Review



National Peer Review – Minnetonka

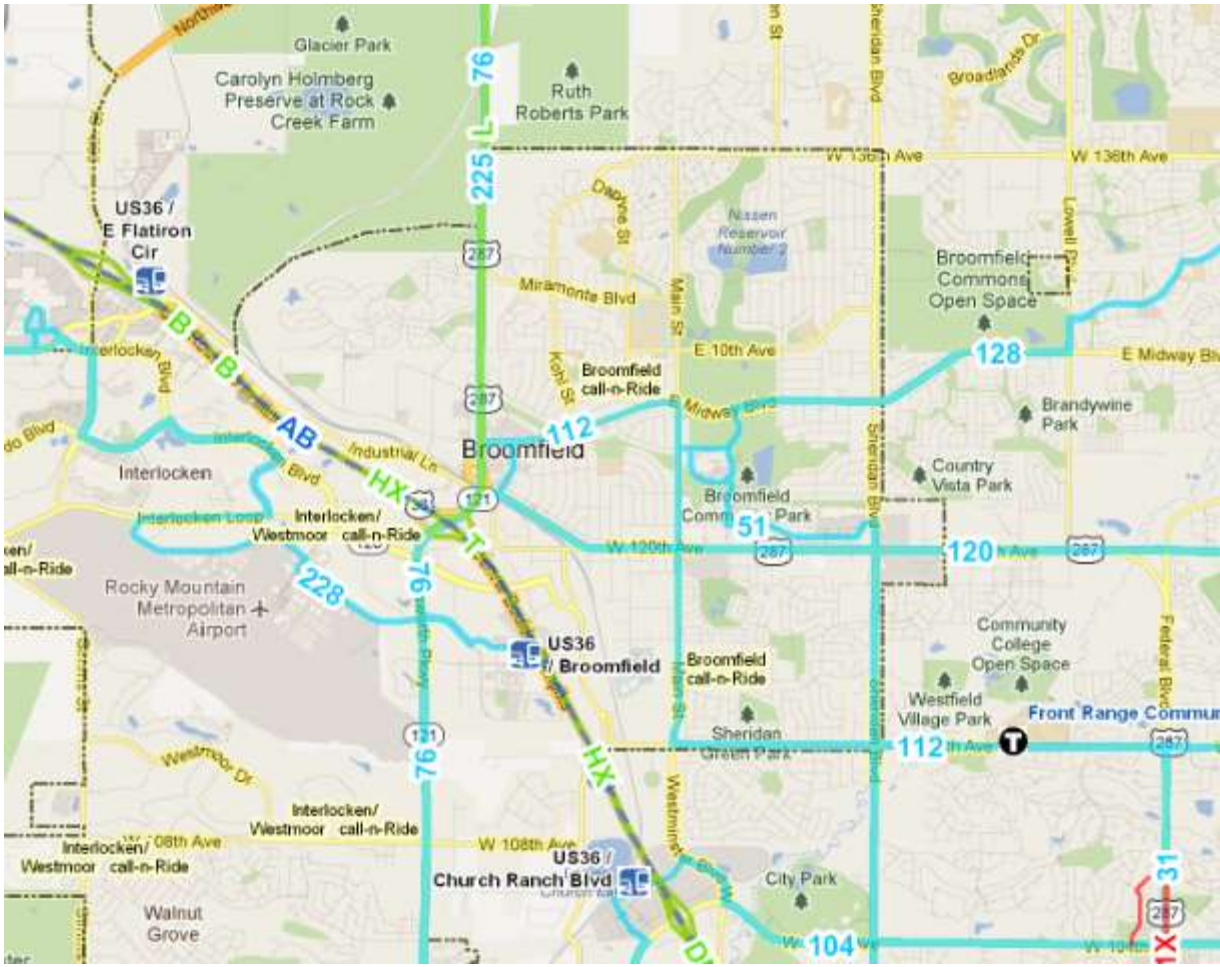


National Peer Review – Broomfield, CO



National Peer Review – Broomfield, CO

- 1 urban and 3 suburban local routes through city connect to adjacent municipalities
  - 30-60 min midday
  - 5 am – 11 pm
  - Seven days a week
- Regional routes serve major corridors, P&Rs



National Peer Review – Shoreline, WA

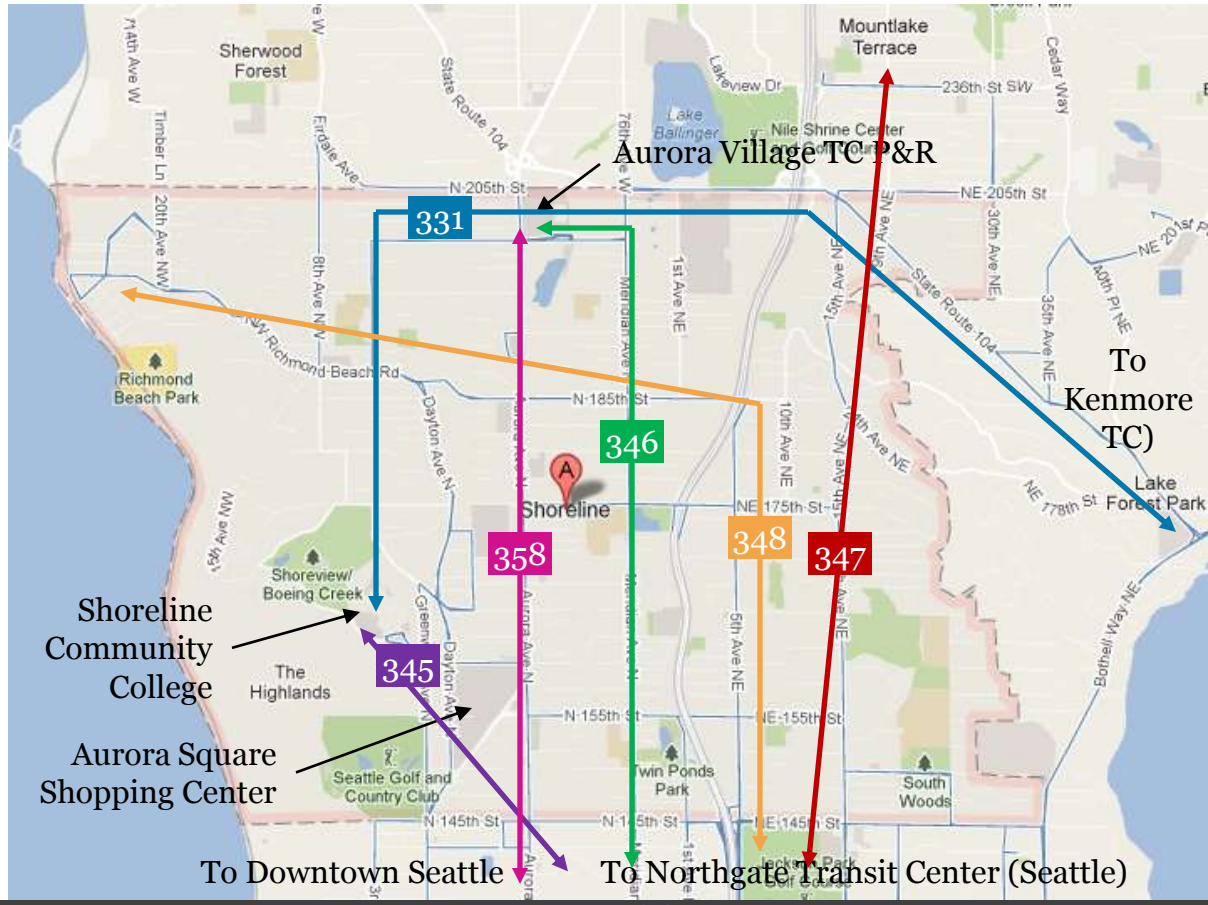




Seattle CBD

National Peer Review – Shoreline, WA

- 6 regional routes provide local service
  - Generally 30 min midday
  - 5 am – midnight (or later)
  - Seven days a week
  - Connect major anchors and TCs in adjacent cities



National Peer Review – Westlake, OH



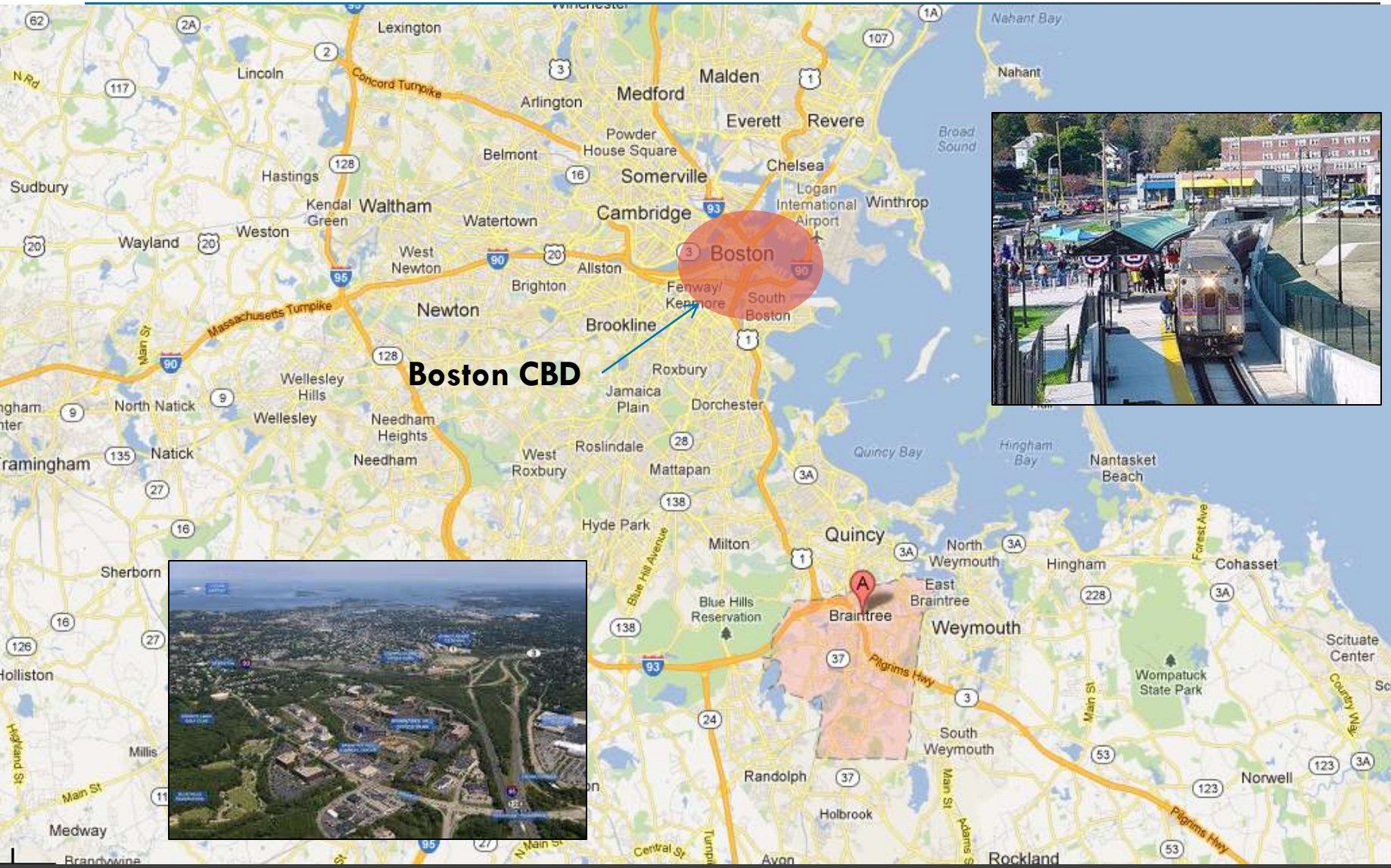


National Peer Review – Westlake, OH

- 60 min midday service
- 1 local route to adjacent municipality
  - 5:30 am - 6:30 pm
  - Weekdays only
- 1 regional local route, with rail connection (Red Line)
  - 5:30 am - 11:00 pm
  - seven days a week
- Also has regional peak-hour local and express routes

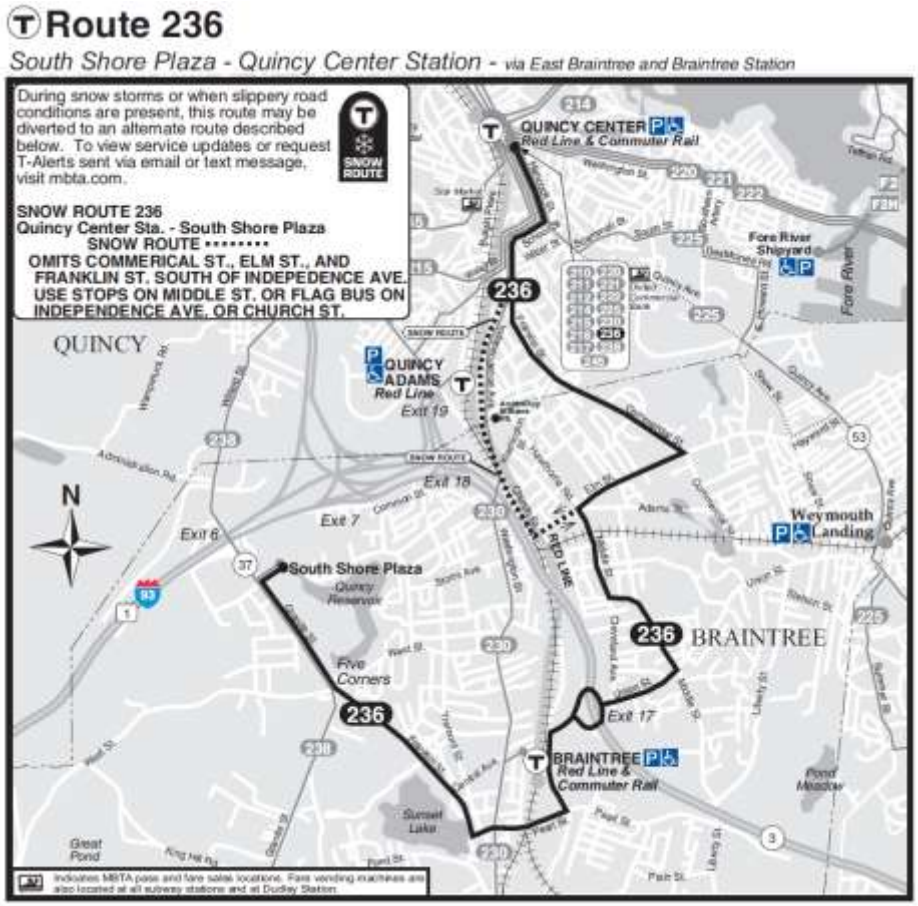


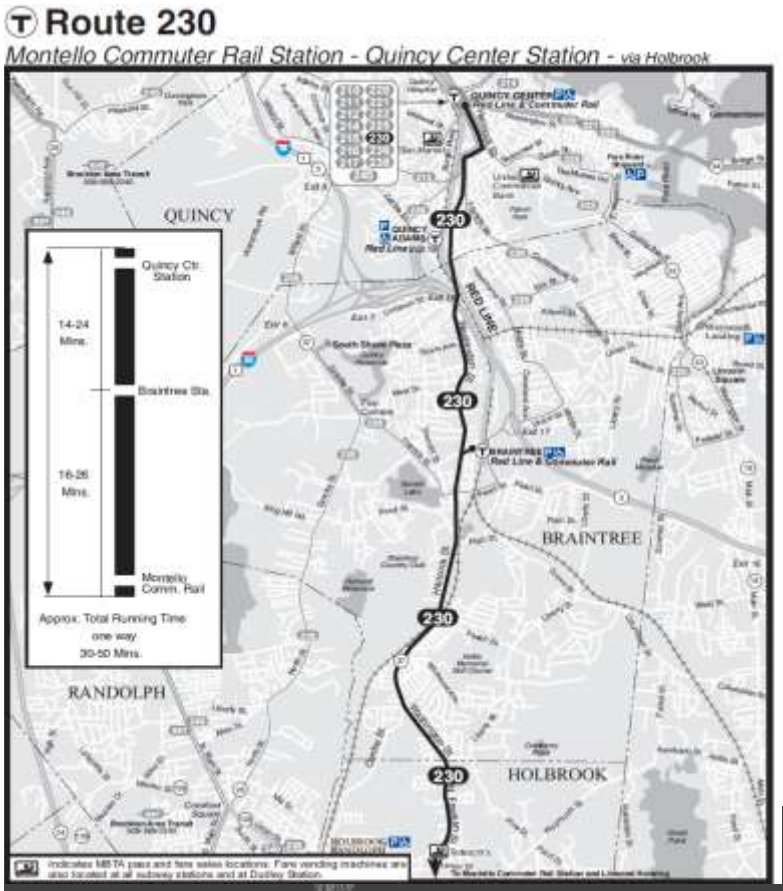
National Peer Review – Braintree, MA



National Peer Review – Braintree, MA

- Two MTBA routes with local service (adjacent municipalities or regional), 5:30 am – 9:00 pm or 11:30 pm, seven days a week
- Rail and commuter rail connections





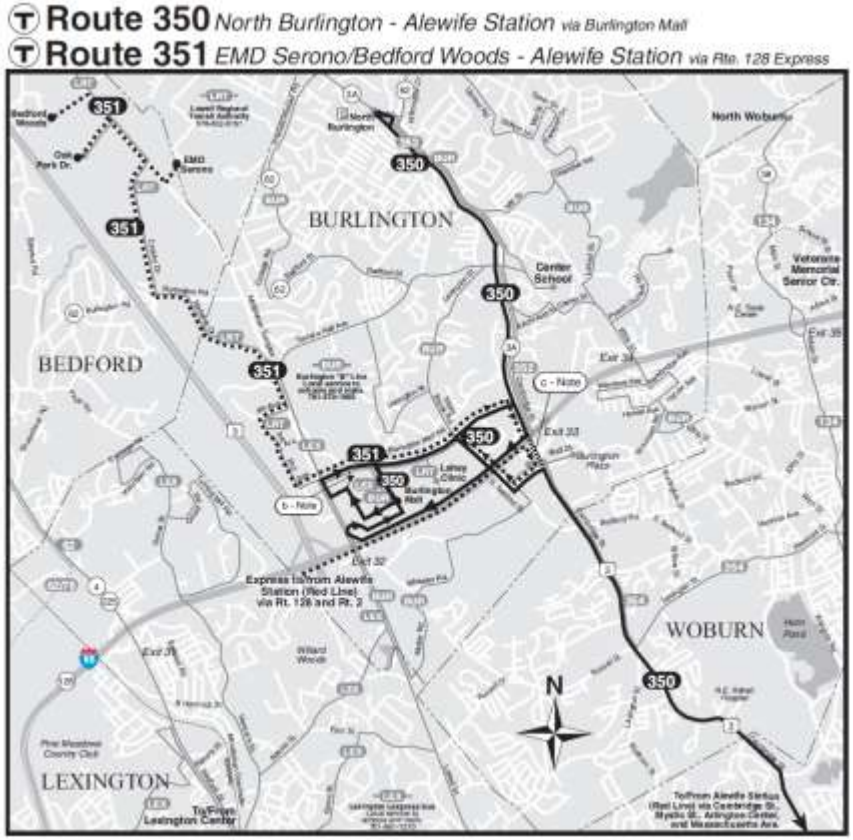
National Peer Review – Burlington, MA



National Peer Review – Burlington, MA

- Coverage-oriented local overlay service, up to 60 min or 2-3 trips midday, weekdays only
- One regional local serving Red line (rail), 60 min, seven days a week





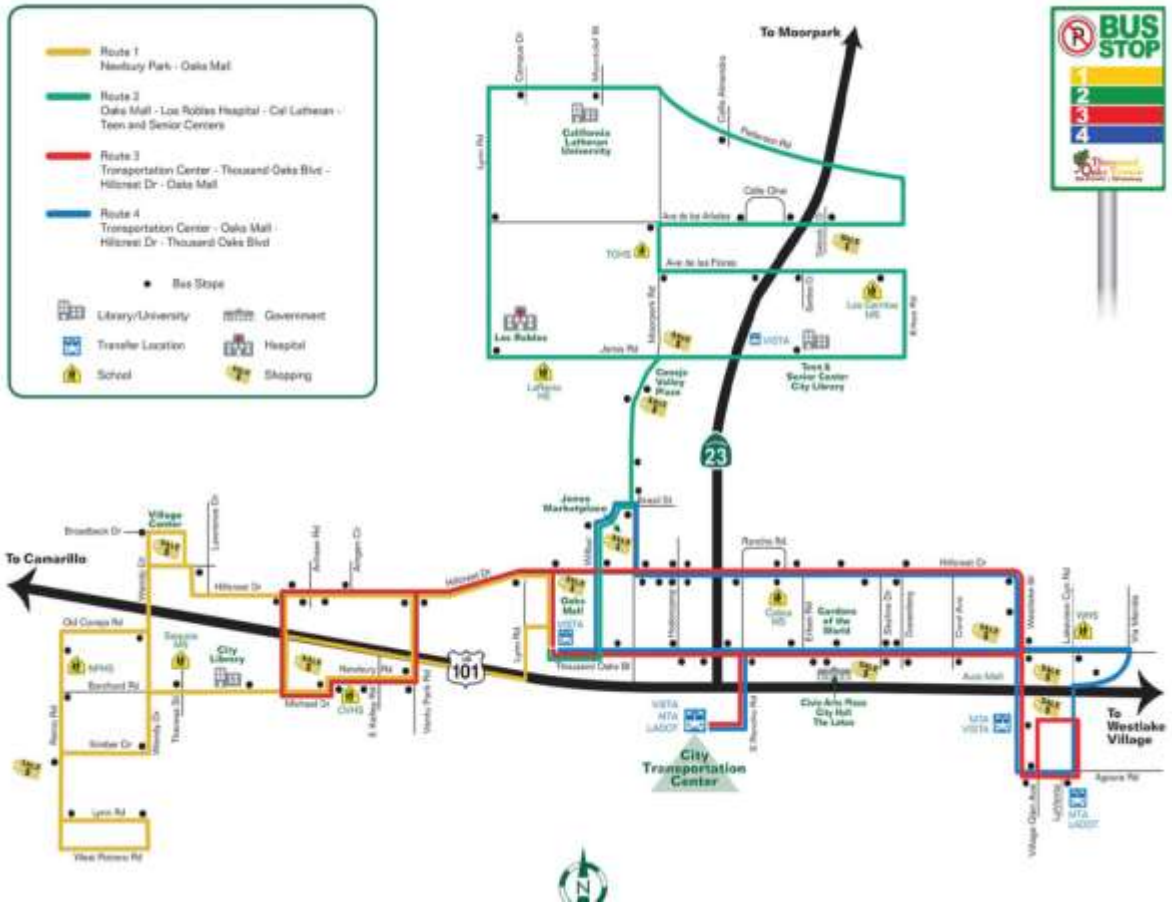
National Peer Review – Thousand Oaks, CA





National Peer Review – Thousand Oaks, CA

- City operates 4 local routes
  - 55-90 min midday
  - 5 am - 8 pm
  - Weekday only
- Regional transit agency routes connect to local service, but do not operate through city



Peer Review – Key Themes

- National peers typically have 1-2 routes with midday service, often a local and a regional route
  - Local peers have limited or no midday service
- In Broomfield and Shoreline, regional agencies provide more extensive local and regional midday service
- Thousand Oaks and Burlington have local service (weekdays) in addition to other regional services
  - Supported by local funding
- Peer service design characteristics:
  - Shorter, local suburban routes connecting adjacent municipalities
    - Strong anchors (such as P&R) on both ends of the route
  - Longer, regional routes connecting other suburbs in a region
    - Some with limited or less frequent "tails"
  - Connections (feeder) to rail or BRT service

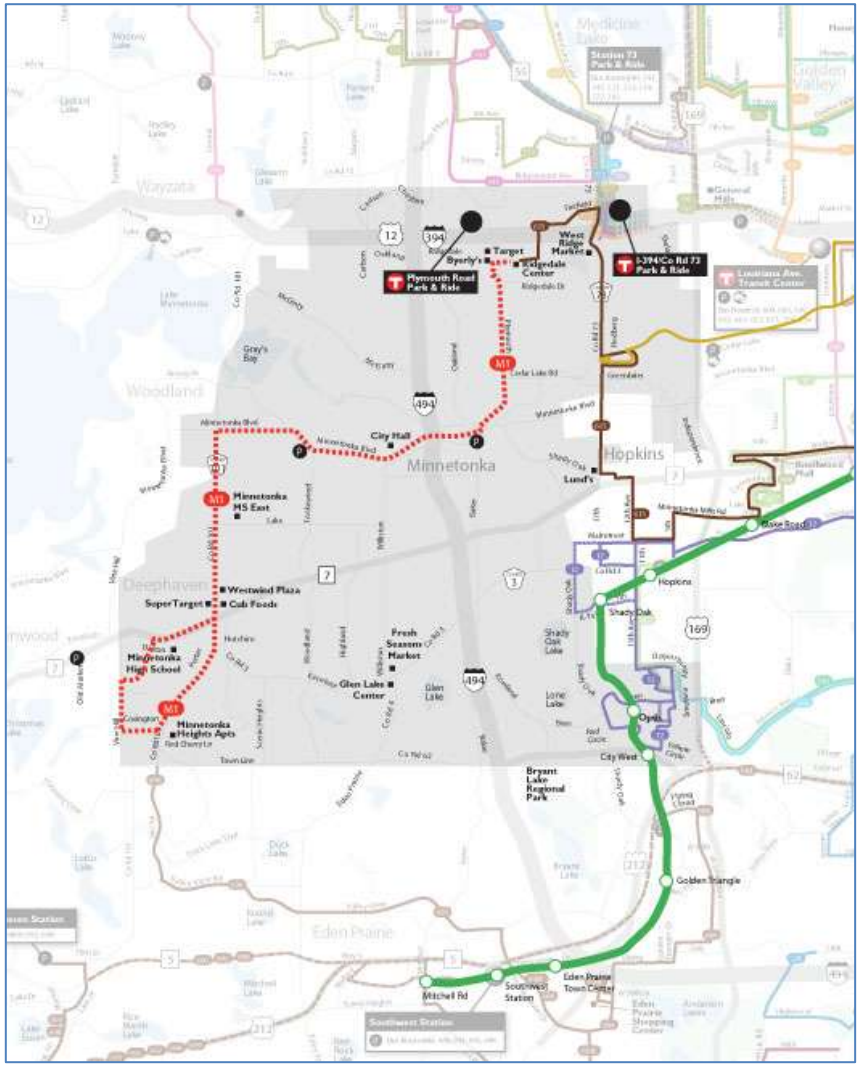
CONCEPTUAL SERVICE ALTERNATIVES

Service Models and Considerations

- Possible Service Models
  - New, local fixed route
  - Extension of an existing route (Route 9, 12 or 615)
  - Potential for route deviations on new routes
- Consider existing and future express network
  - High level of satisfaction with existing network but low productivity in southern Minnetonka
  - Will explore potential changes to express network and impacts from potential local route and future SW LRT
- Key issues/questions:
  - What happens with TransitLink? Assumes this remains in place.
  - Should service stay within the city? What are the market demands?
  - Timing with Southwest LRT – should this be in place first?
  - Will a new local service be able to meet established "productivity" standards?
  - Would land use changes trigger new service?

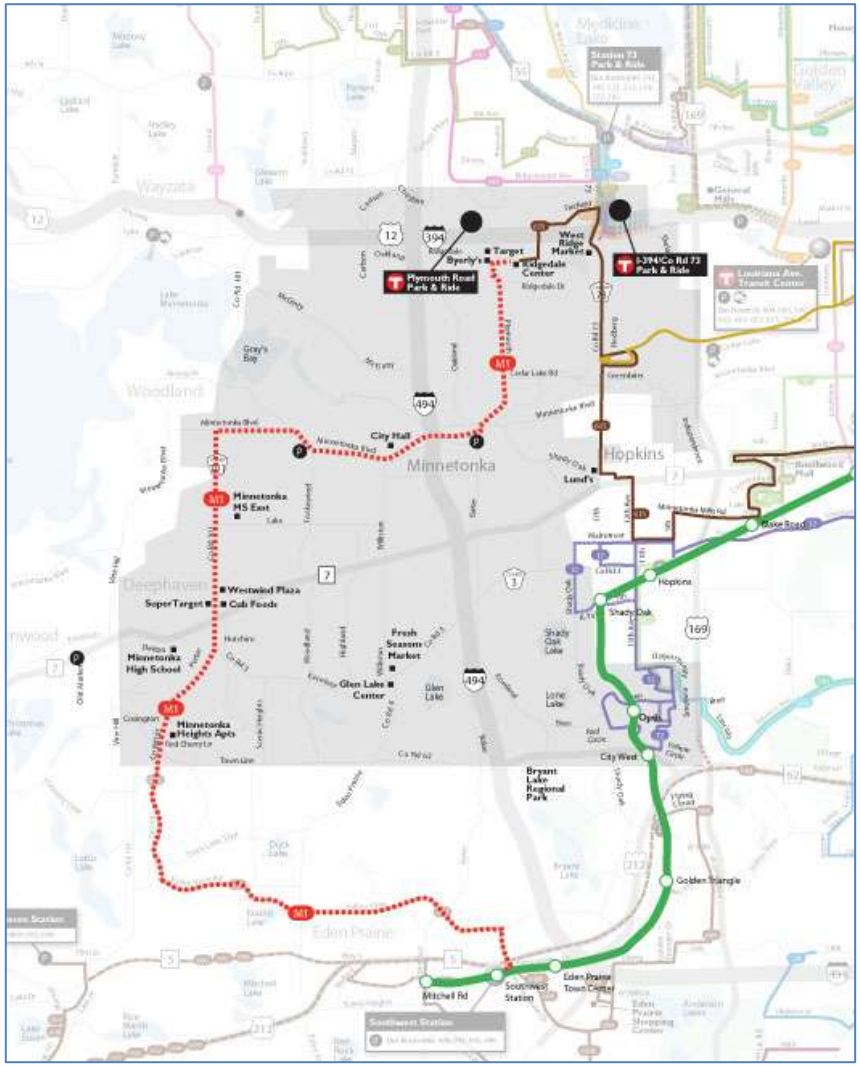
Options: M1 Short Ridgedale Center – 7-Hi

- Ridgedale Center – Minnetonka Heights/7-Hi
- Connections to Route 615 and 675
- Serves most large activity centers
- Fixed-route or route deviation



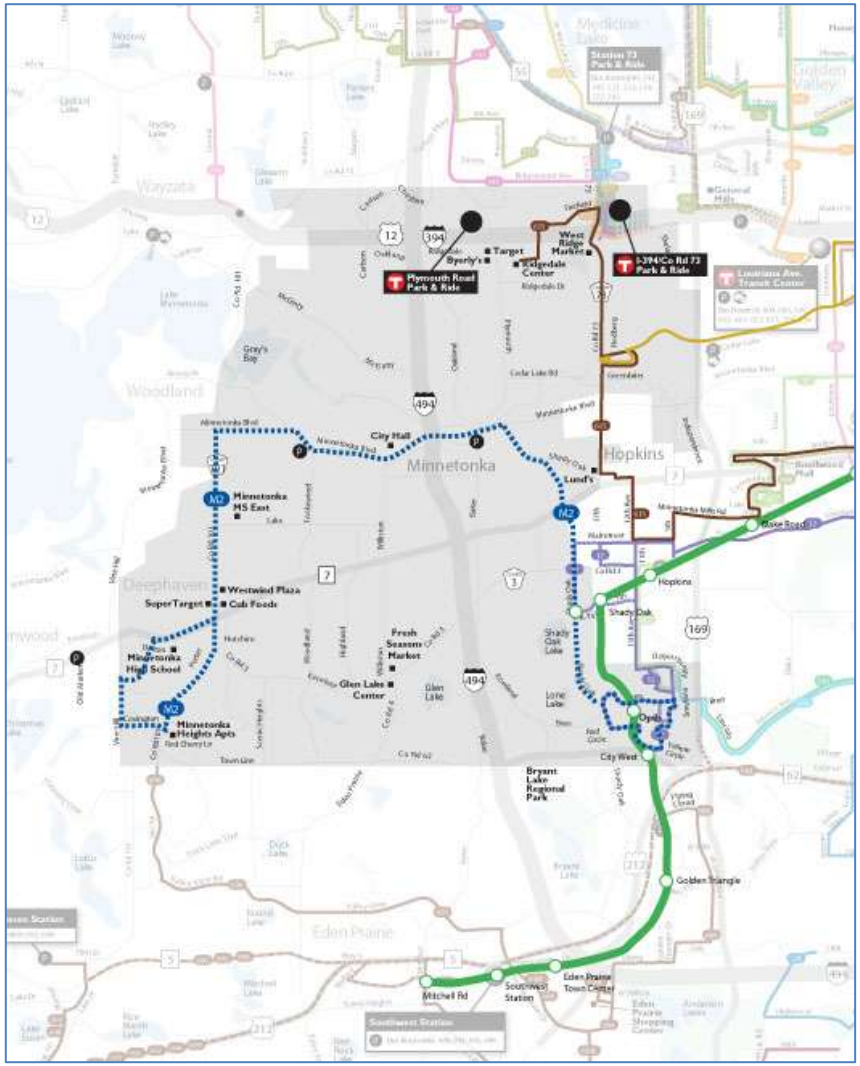
Options: M1 Long Ridgedale Center – SW Station

- Ridgedale Center – SW Station / SW LRT
- Same as Minnetonka Short Local but extended through Eden Prairie to SW Station
- Connections to:
  - Route 615 and 675
  - SW Transit
  - SW LRT (2018)
- Serves most large activity centers
- Fixed-route or route deviation



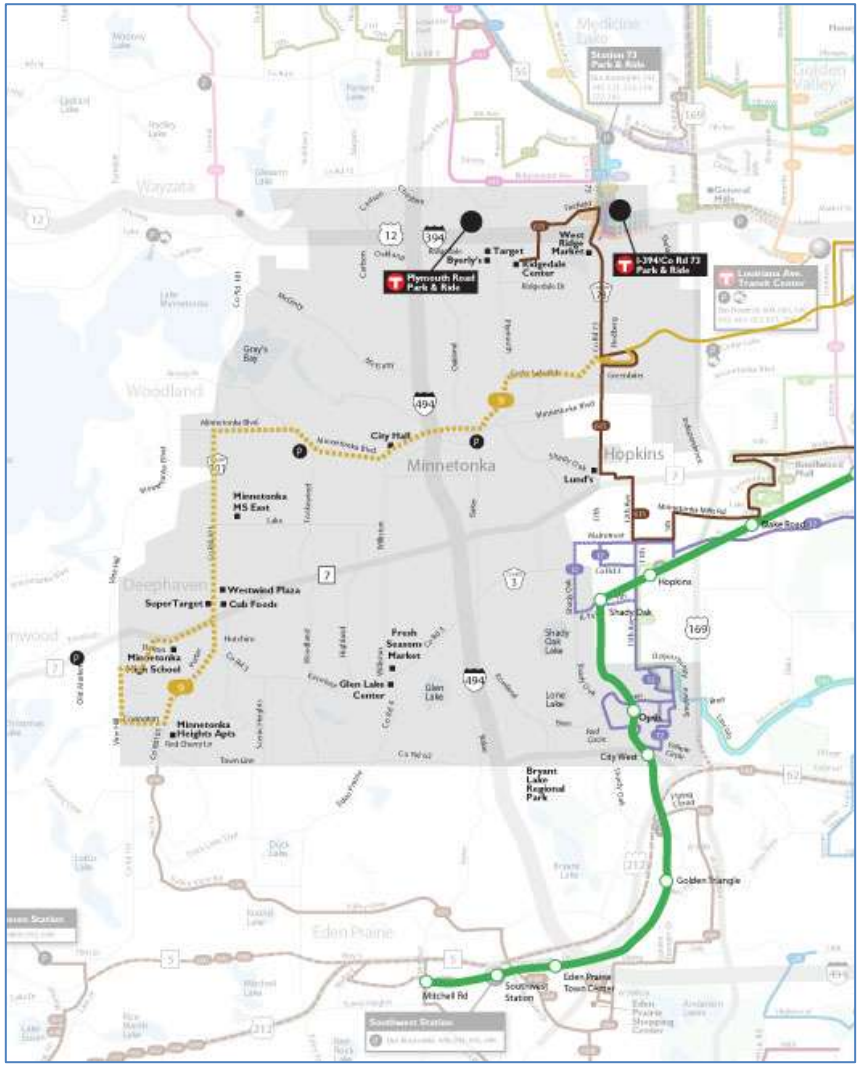
Options: M2 7-Hi – Opus

- 7-Hi/Minnetonka Heights - Opus
- Serves middle and SW Minnetonka
- Connections to SW LRT at Shady Oak or Opus stations (2018)
- Fixed-route or route deviation



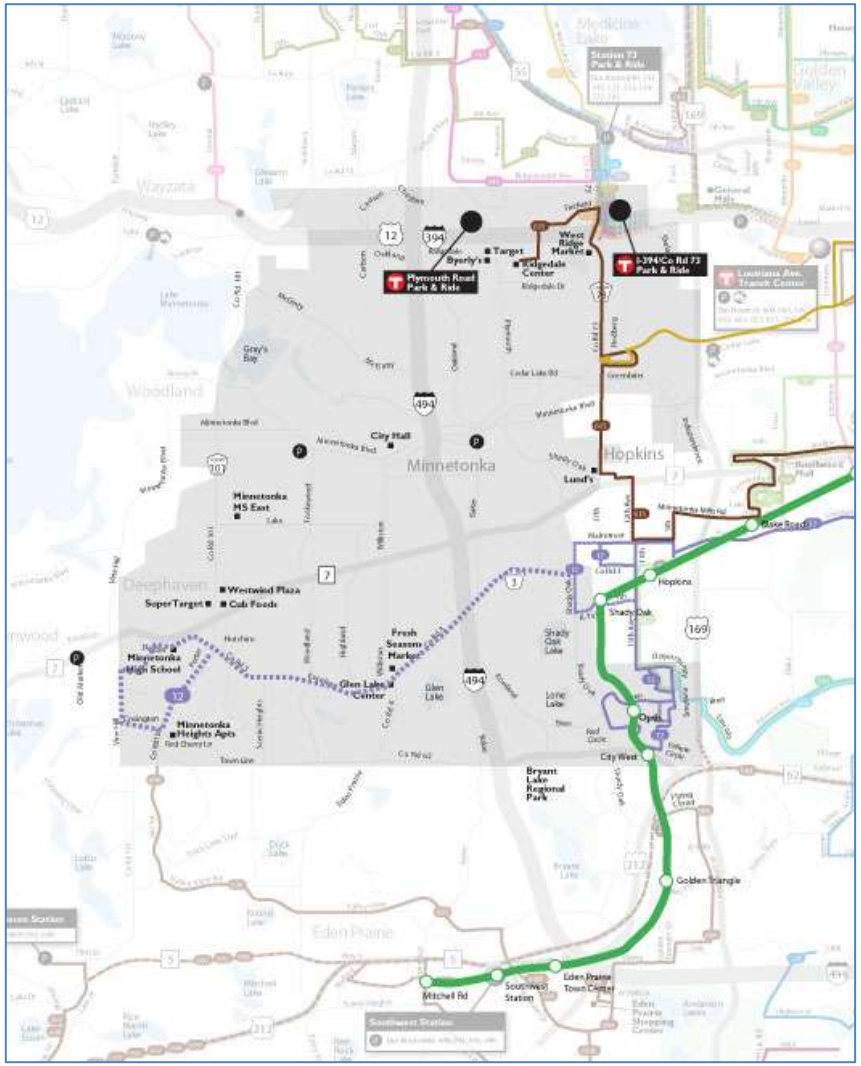
Options: Route 9 Extension to 7-Hi

- Extension from Greenbrier to 7-Hi area
- Local service plus direct service to Minneapolis
- Serves middle and SW Minnetonka
- Fixed-route
- Service levels:
  - Extend Greenbrier trips (limited service)
  - Extend add'l trips from Louisiana Ave (where most service ends)



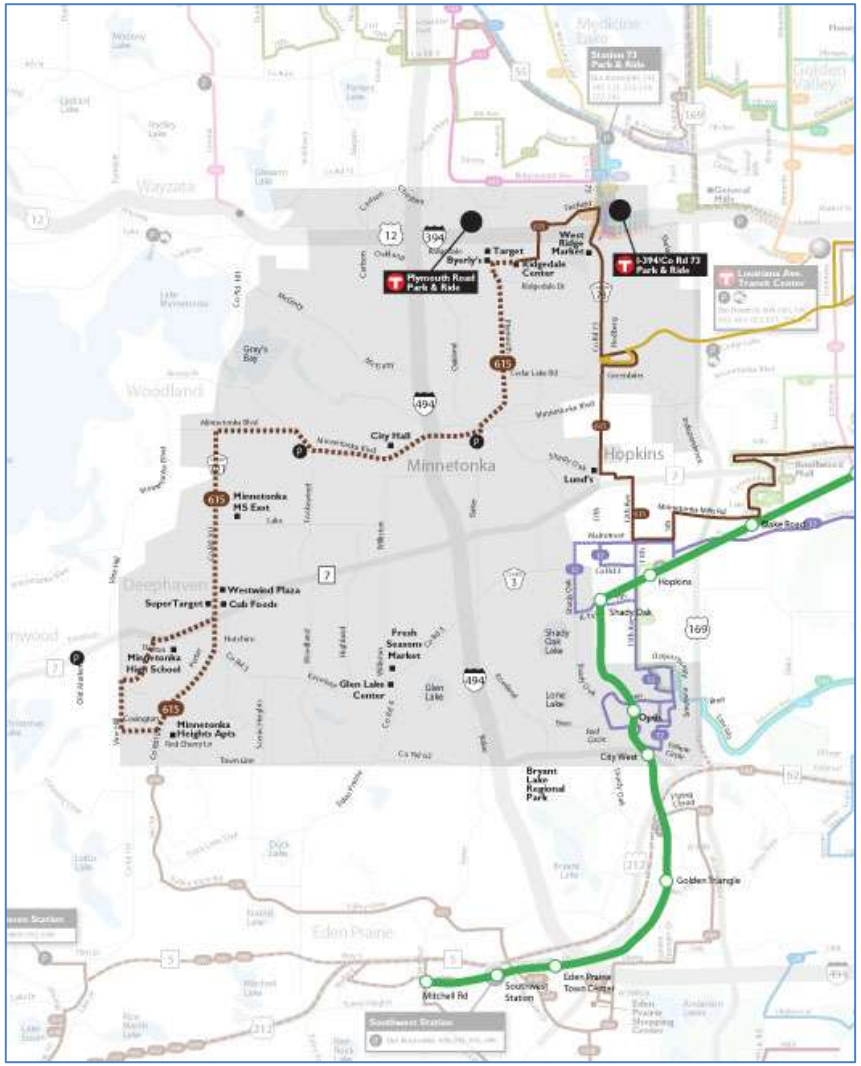
Options: Route 12 Extension to 7-Hi

- Extension from Hopkins to Highway 7/Co. Rd. 101 area
- Local service plus direct service to Minneapolis
- Serves southern 1/3 of Minnetonka
- Fixed-route
- Service levels:
  - Extend trips (limited service)
  - Some difficulty with existing schedules



Options: Route 615 Extension

- Extension from Ridgedale Center to 7-Hi
- Local service plus direct service to Hopkins/St. Louis Park
- Could provide SW LRT connections in Hopkins (2018)
- Serves most major activity centers
- Fixed-route
- Service every 60 minutes
- Could also extend to SW Station





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