

3 EXISTING SERVICE SUMMARY

FIXED-ROUTE SERVICES

Fixed-route transit is the predominant form of transit service in Minnetonka. Seventeen fixed routes operate within city limits, as identified in Figure 3-1. These routes represent four different service types, which are defined as follows:

- **Urban local.** Regular-route bus service that is provided mostly within Minneapolis and/or St. Paul. The vehicles stop frequently to pick up and drop off passengers at designated locations.
- **Limited Stop.** Limited stop service operates on a similar path to a local route but only serves a subset of stops to improve travel time. Limited stop routes may serve all local stops over a portion of the route and then operate closed door over a portion of the route, or serve only major stops resulting in wider spacing between stops.
- **Suburban local.** Regular-route bus service that is provided within suburban communities. The vehicles stop frequently to pick up and drop off passengers at designated locations.
- **Express.** Regular-route bus service with limited stops. These are typically longer routes designed for commuter travel.

Metro Transit, an operating division of the Metropolitan Council, is responsible for the planning and scheduling of the 17 routes serving Minnetonka. Fourteen of the 17 routes are operated by Metro Transit while three routes (615, 664 and 670) are contracted out to private providers through the Council's Metropolitan Transportation Services Division. Thirteen of the routes provide only peak-hour weekday service. With the exception of Route 568, weekday peak period service frequency on all 17 routes ranges from three or more round trips to as often as every 10 minutes during the peak hour. Four of the routes (9, 12, 615 and 675) provide weekday midday and Saturday service while three (9, 12 and 675) provide Sunday service as well as evening service seven days a week. Additional service details for each of the 17 routes can be found in Figure 3-1 and in Appendix A.

Figure 3-2 illustrates transit services to Minnetonka in a regional context. Most routes provide peak-hour express service between Minnetonka (or communities further west) and downtown Minneapolis. One route (652) also provides service directly to the University of Minnesota, and two routes are designed specially for reverse commute service between downtown Minneapolis and Minnetonka (568 and 643). The only all-day express route (675) operates along the I-394 corridor

The two urban local routes (9 and 12) provide service between downtown Minneapolis and eastern portions of Minnetonka, as well as local connections to the neighboring communities of St. Louis Park, Hopkins, Golden Valley. Route 615 provides suburban local service between St. Louis Park, Hopkins, and the northeastern part of Minnetonka.

Figure 3-3 provides the local context for transit services to Minnetonka, illustrating transit routes and stops along with local land use and key activity centers. With the exception of the I-394 corridor and the far eastern portion of the city, service is limited to peak hours.

Minnetonka Transit Study | Existing Conditions Report
Metropolitan Council

Figure 3-1 Summary of Fixed Routes Serving Minnetonka

Route	Route Name	Service Type	Days of Service	Minnetonka Service Period	Frequency in minutes(") of service in Minnetonka					Provider	Vehicle Size Used
					Weekday Peak Hour	Weekday Midday	Weekday Evening	Saturday Midday	Sunday Midday		
9	Glenwood Av - Wayzata Blvd - Cedar Lake Rd – 46 th St LRT	Urban Local	Mon-Sun	515a-845p (M-F) 820a-720p (Sat) 805a-720p (Sun)		3 trips	1 trip	60"	60"	Metro Transit	Large
12	Uptown - Excelsior Blvd - Opus	Urban Local	Mon-Sun	500a-1200a (M-F) 500a-100a (Sat) 550a-1120p (Sun)	15"	30"	30"	30"	45"	Metro Transit	Large
568	Nicollet Av - 50 th St - Opportunity Partners (Reverse Commute)	Urban Local	Mon-Fri	Peak only	60"					Metro Transit	Large
615	Ridgedale - Co Rd 73 - Excelsior & Grand	Suburban Local	Mon-Sat	750a-540p (M-F) 830a-440p (Sat)	60"	60"		120"		MTS ¹	Small
643	Cedar Lake Rd – Minneapolis (Reverse Commute)	Limited Stop	Mon-Fri	Peak only	30"					Metro Transit	Large
652	Plymouth Rd - Co Rd 73 P&R – Univ. of Minnesota	Express	Mon-Fri	Peak only	20"					Metro Transit	Large
663	Cedar Lake Rd - Minneapolis	Express	Mon-Fri	Peak only	20"					Metro Transit	Large
664	Co Rd 3 - Excelsior Blvd - Minneapolis	Express	Mon-Fri	Peak only	30"					MTS ¹	Large
665	Smetana Dr - 11th Ave - Minneapolis	Express	Mon-Fri	Peak only	30"					Metro Transit	Large
667	Co Rd 101 - Minnetonka Blvd - Minneapolis	Express	Mon-Fri	Peak only	30"					Metro Transit	Large
670	Co Rd 19 - Hwy 7 - Minneapolis	Express	Mon-Fri	Peak only	30"					MTS ¹	Large

Minnetonka Transit Study | Existing Conditions Report
Metropolitan Council

Route	Route Name	Service Type	Days of Service	Minnetonka Service Period	Frequency in minutes(") of service in Minnetonka					Provider	Vehicle Size Used
					Weekday Peak Hour	Weekday Midday	Weekday Evening	Saturday Midday	Sunday Midday		
671	Excelsior - Deephaven - Minnetonka Blvd - Plymouth Rd - Minneapolis	Express	Mon-Fri	Peak only	30"					Metro Transit	Large
672	Wayzata - Carlson Pkwy - Plymouth Rd P & R - Minneapolis	Express	Mon-Fri	Peak only	45"					Metro Transit	Large
673	Co Rd 73 P&R - Minneapolis	Express	Mon-Fri	Peak only	10"					Metro Transit	Large
675	Mound - Wayzata - Ridgedale - Louisiana Transit Center - Minneapolis	Express	Mon-Sun	530a-1030p (M-F) 645a-930p (Sat) 930a-730p (Sun)	30"	60"	60"	60"	60"	Metro Transit	Large
677	Mound – Orono – Plymouth Rd - Minneapolis	Express	Mon-Fri	AM Peak only	60"					Metro Transit	Large
679	Co Rd 73 P & R – Minneapolis ²	Express	Mon-Fri	PM Peak only	20"					Metro Transit	Large

Notes: (1) Metropolitan Transportation Services. (2) Additional service provided to Target Field for Twins home games.

Figure 3-4 provides overall operating statistics for all routes that serve Minnetonka, including daily passengers, in-service hours⁵, and passengers per in-service hour. Passengers per in-service hour, also known as productivity, is a key performance indicator used to assess the performance of individual routes or route segments. The table also shows farebox recovery, the share of operating costs recovered from fares, and the subsidy required per passenger to cover the balance of operating costs.

In general, the peak-hour express routes are the most productive and have the highest cost recovery (up to 54 passengers per in-service hour and up to nearly 89% of costs recouped from fares), since ridership is focused on a relatively small number of service hours. The local all-day routes to Minnetonka have reasonable weekday productivity (greater than 30 passengers per in-service hour) and cost recovery (about 25-30%). These routes have reasonable weekend productivities as well, but farebox recovery is lower and the required subsidy per passenger is greater than on weekdays.

It is important to note that because all routes that operate in Minnetonka also serve other cities in the region, the data does not solely reflect performance just within Minnetonka. Data are provided separately for routes that operate on weekdays, Saturday and Sunday.

⁵ In-Service Hours do not include any recovery, layover time or “deadhead” time.

Figure 3-4 Total Route Operating Data and Performance Indicators, 2011

Route	Service Type	Service Day	Passengers / Day	In-Service Hours/Day	Passengers / In-Service Hour	Farebox Recovery	Subsidy / Passenger
9	Urban Local	Weekday	2,978	87	34	24.9%	\$3.27
9	Urban Local	Saturday	1,720	69	25	14.2%	\$5.04
9	Urban Local	Sunday	1,255	60	21	11.8%	\$6.51
12	Urban Local	Weekday	2,469	73	34	26.0%	\$3.25
12	Urban Local	Saturday	1,059	40	26	15.1%	\$4.93
12	Urban Local	Sunday	634	23	28	15.6%	\$5.09
568	Urban Local	Weekday	54	2	27	11.2%	\$5.81
615	Suburban Local	Weekday	158	18	9	19.2%	\$4.32
615	Suburban Local	Saturday	84	10	8	18.4%	\$4.87
643	Limited Stop	Weekday	118	5	24	17.6%	\$5.66
652	Express	Weekday	209	5	42	41.1%	\$2.64
663	Express	Weekday	426	9	47	64.6%	\$1.38
664	Express	Weekday	205	9	23	40.8%	\$3.53
665	Express	Weekday	137	4	34	44.1%	\$3.36
667	Express	Weekday	572	16	36	48.4%	\$2.76
670	Express	Weekday	111	7	16	29.3%	\$5.99
671	Express	Weekday	143	6	24	35.8%	\$4.84
672	Express	Weekday	286	13	22	30.1%	\$5.29
673/679 *	Express	Weekday	756	14	54	88.8%	\$0.35
675	Express	Weekday	1,558	57	27	33.2%	\$3.66
675	Express	Saturday	494	27	18	18.4%	\$5.85
675	Express	Sunday	256	17	15	14.4%	\$7.81
677	Express	Weekday	231	6	38	43.8%	\$3.28

Note: * For 673/679, does not include Twins' Season (April-September).

Figure 3-5 provides operating statistics for the service actually provided *within* Minnetonka, including the number of trips provided, boardings (ons) and alightings (offs) in both directions, and total in-service hours per day. The vast majority of trips are inbound (eastbound) ons and outbound (westbound) offs—nearly 3,300 compared to slightly more than 200 inbound (eastbound) offs and outbound (westbound) ons. This illustrates that transit trips in Minnetonka are oriented to the east (e.g., downtown Minneapolis) and in turn it reflects that there is very little commuting within Minnetonka or commuting to Minnetonka from locations to the west of Minnetonka. Routes 615 and 675 account for most the transit trips made within Minnetonka or to Minnetonka from locations to the west of Minnetonka.

Minnetonka Transit Study | Existing Conditions Report
Metropolitan Council

Figure 3-5 Trips, Riders and In-Service Hours per Day in Minnetonka, September 2011

Route	Service Day	Trips per Day (inbound and outbound)	Minnetonka Daily IB Ons & OB Offs	Minnetonka Daily IB Offs & OB Ons	Minnetonka Total In-Service Hours
9	Weekday	11	37	1	0.7
9	Saturday	22	47	2	1.2
9	Sunday	22	49	1	1.2
12	Weekday	82	236	14	6.0
12	Saturday	71	75	0	2.5
12	Sunday	45	51	1	1.6
568	Weekday	2	23	1	0.1
615	Weekday	20	68	21	6.1
615	Saturday	10	35	28	3.1
643	Weekday	7	16	0	0.5
652	Weekday	9	111	4	1.4
663	Weekday	16	125	7	1.2
664	Weekday	9	39	4	2.3
665	Weekday	6	28	1	0.3
667	Weekday	10	63	8	3.3
670	Weekday	6	68	4	2.0
671	Weekday	6	102	3	2.1
672	Weekday	19	187	12	4.6
673/679	Weekday	33	756	0	4.8
675	Weekday	52	534	77	17.3
675	Saturday	30	306	36	10.0
675	Sunday	21	182	20	7.0
677	Weekday	1	6	0	0.1
Total		510	3,144	245	79.4

Source: Metro Transit

Regional Transit Fares and Payment Methods

All regional transit providers use the same fare structure and payment methods which include cash payments and fare cards with a regional focus moving away from cash payment to payment via electronic, discounted fare cards. The basic cash fare for regular service outside of peak periods is \$1.75 with discounts for youth, seniors and persons with disabilities. Surcharges are added for peak period service and express service. Detail information regarding regional transit fares can be found at <http://www.metrotransit.org/Data/Sites/1/media/pdfs/guidelinesproceduresjuly2011.pdf>.

Boarding Activity

Figure 3-6 illustrates average weekday boarding activity for each transit route serving Minnetonka, based on data from Fall 2011. The locations with the highest boarding activity include the two park and rides along I-394 where express services are concentrated (Co. Rd. 73/I-394 and Plymouth Road Park & Ride). Other areas with high levels of boarding activity include the Opus area and Greenbrier Drive and Cedar Lake Road.

Park and Ride Facilities

There are currently four park and ride facilities in the City of Minnetonka with a total capacity of 884 spaces:

- I-394 & Co. Rd. 73 South is the largest park and ride is a multi-level parking ramp with 732 spaces. The facility is located in southwest quadrant of I-394 and Co. Rd. 73 and provides full amenities including ADA accessibility, interior and exterior waiting areas, and real time signage. Bus routes 615, 652, 673, 675 and 679 serve this facility.
- The Plymouth Road Park & Ride is the second largest park and ride with 111 surface parking spaces. The facility is located in the northwest quadrant I-394 and Plymouth Road and provides bus shelters, bike lockers and ADA accessibility. Bus routes 652, 671, 672, 675, and 677 serve the facility.
- Minnetonka Boulevard & Steele Street provides 25 park and ride spaces. The facility is located on the north side of Minnetonka Boulevard and is an unpaved surface lot and the stop is not ADA accessible. Bus routes 667 and 671 serve the facility.
- Minnetonka Boulevard and Baker Road provides 16 park and ride spaces. The facility is located at the southwest corner of Minnetonka Boulevard and Baker Road. The facility is not ADA accessible and has a gravel sidewalk to the bus stop. Bus routes 667 and 671 serve the facility.

Based on the 2030 Park and Ride Study prepared by the Metropolitan Council, the Plymouth Road Park & Ride facility is too small for expansion and is expected to be replaced by 2030 with a new facility along I-394 that would add up to 400 additional park and ride spaces. Potential locations include I-394 at Carlson Parkway or at another unspecified location in the northwest quadrant of I-394 and Co. Rd. 73. Other expansion plans by 2030 include 288 spaces on the north side of I-394 at Co. Rd. 73, 240 spaces at the Shady Oak Southwest Transitway station, and 80 new spaces at an unspecified location in the Opus area. The 288 spaces in the northwest quadrant of I-394 and Co. Rd. 73 are spaces that were used prior to the completion of the park and ride ramp in the southwest quadrant of I-394 and Co. Rd. 73. The spaces are currently being held in reserve for special events service (e.g., Twins ballgames and State Fair) as well as projected growth in commuter service and associated growth in park and ride demand. Figure 3-7 provides a table summarizing existing and planned park and ride facilities.

Figure 3-7 Existing and Planned Park and Ride Facilities in Minnetonka Serving the I-394 Express Corridor

Facility Location	Routes	2011 Capacity	2011 Usage	Expansion	2030 Capacity
Minnetonka Blvd. & Steele St.(North side of Mtka Blvd)	667,671	25	8	0	25
Minnetonka Blvd. & Baker Rd. (SW corner)	667,671	16	6	0	16
Opus (Bren Rd E between Bren Rd W and Red Circle Dr)	12, 661, SW LRT	0	0	80	80
Shady Oak (on Mntka/Hopkins border – SW LRT)	12, SW LRT	0	0	240	240
Co. Rd. 73 & I-394 South	615, 652,673, 675, 679	732	518	0	732
Co. Rd. 73 & I-394 North	615, 673, 675, 679	0	0	288	288
Plymouth Road Park & Ride (I-394 & Plymouth Rd)	652, 671, 672, 675, 677	111	79	0	0
I-394 Facility Expansion (location unspecified)		0	0	400	400
Total		884	611	1,008	1,781

Source: Route and 2011 capacity/usage from Metro Transit, 2011. 2030 capacity is from Chapter 3 of the 2030 Park-and-Ride Plan, Metropolitan Council, May 2010.

Bus Stops and Shelters

Figure 3-8 shows all approximately 340 bus stops and seven bus shelters in Minnetonka, along with the distance in feet between each stop. Overall, the bus stops are appropriately spaced throughout the city, which generally corresponds to access points along the fixed routes. For example, there are only a few stops along Highway 7, which corresponds to locations where passengers can access the bus.

DEMAND RESPONSIVE SERVICES

Metro Mobility

As a service provided by the Metropolitan Council, Metro Mobility is the demand response, door-to-door service provided to individuals who are unable to use the regular fixed route service due to a disability or health condition. Users of Metro Mobility must be certified to use the service through an eligibility process that complies with the Americans with Disabilities Act (ADA). People are generally able to use Metro Mobility if any of the following conditions apply:

- They are physically unable to get to the regular fixed-route bus
- They are unable to navigate regular fixed-route 'bus system' once they are on board
- They are unable to board and exit the bus at some locations

There are six Metro Mobility service areas throughout the Twin Cities but passengers can travel throughout the region for any trip purpose. Minnetonka is located in the Transit Team West service area. Metro Mobility service in Minnetonka is available from 5:00 AM – 1:15 AM weekdays, 5:00 AM – 1:00 AM Saturdays, and 5:30 AM – 11:30 PM Sundays.

Figure 3-9 lists the number of Metro Mobility trips within Minnetonka and between Minnetonka and other cities in May 2011. Bloomington is the top regional origin/destination among passengers starting or ending their trip in Minnetonka, comprising nearly 17% of all trips. Other major origin/destinations were Minneapolis (14%), Eden Prairie (10%) and Plymouth (9%). Only about 8% of all trips both started and ended in Minnetonka. Overall, this data demonstrates the regional nature of Metro Mobility service, and that most passengers need to travel outside of Minnetonka.

Figure 3-9 Metro Mobility Passenger Trips to/from Minnetonka by Community, May 2011

City	May 2011 Trips to or from Minnetonka	% of May 2011 Trips to or from Minnetonka
Bloomington	3,353	17.0%
Minneapolis	2,737	13.9%
Eden Prairie	1,912	9.7%
Plymouth	1,814	9.2%
Minnetonka	1,499	7.6%
Richfield	1,142	5.8%
St Louis Park	1,091	5.5%
Golden Valley	991	5.0%
Hopkins	797	4.0%
Edina	730	3.7%
Robbinsdale	574	2.9%
New Hope	547	2.8%
Brooklyn Park	361	1.8%
Crystal	299	1.5%
Wayzata	213	1.1%
Mound	199	1.0%
Maple Grove	192	1.0%
St Paul	119	0.6%
Chanhassen	104	0.5%
All Other	514	2.6%
May 2012 Trips	19,702	100.0%

Source: Metro Mobility

Transit Link

Transit Link is a shared-ride, curb-to-curb service available to the general public for travel throughout the Twin Cities where regular fixed-route transit service is not available. If a passenger has to walk more than a quarter-mile to a stop in the winter, or a half-mile in the summer, all or a portion of the trip will qualify for Transit Link service. ADA-certified passengers are eligible for door-to-door service and are not be required to walk to a regular route transit stop.

There are five distinct Transit Link service areas throughout the region and Minnetonka is located in the Hennepin County service area. If a trip involves a combination of Transit Link and regular transit route service, transfers occur at designated transit hubs; there are two such hubs in Minnetonka: Ridgedale Shopping Center and Plymouth Road Park & Ride.

Trips must be reserved at least two hours in advance and up to five business days in advance. One-way fares on Transit Link are based on mileage traveled. For trips under 10 miles, one-way fares are \$2.25. One-way fares for trips between 10-20 miles are \$4.50 and beyond 20 miles are \$6.75, ADA-certified passengers pay a maximum of \$4.50 per one-way trip, regardless of distance. Transfers from Transit Link to other services are typically free except an additional fare must be paid on Northstar Commuter Rail and to express services during peak periods when the fare for these services exceed the Transit Link fare.

Transit Link service is generally available from 6:00 AM – 7:00 PM, Monday through Friday, but in Minnetonka, service is available from 6:00 AM – 9:00 PM Monday through Friday and Saturday from 8:00 AM – 4:00 PM.

Transit Link provides an estimated about 10,400 trips annually that originate and/or terminate in Minnetonka, based on data from October 2011. Figure 3-10 provides estimated annual ridership on Transit Link by community. Just over 39% of trips both originate and end in Minnetonka. Trips between Minnetonka and Deephaven (23%) or Minnetonka and Hopkins (15%) account for a combined over 38% of trips.

Figure 3-11 provides a map of all passenger trips that started or ended their trip in Minnetonka, based on trips taken in October 2011. This map shows some strong origin-destination pairs, such as between Minnetonka Heights and the Minnetonka Community Education Center, but it is important to note that this data reflects an entire months worth of trips. As such, the thicker lines could be one or two individuals making the same trip frequently throughout the month.

Plymouth Metrolink Dial-A-Ride

Plymouth Metrolink Dial-A-Ride offers demand responsive service mostly within the Plymouth city limits. However, trips are also provided to several locations just outside of the Plymouth city limits, including to the Ridgedale Mall in Minnetonka. More information on Plymouth Metrolink Dial-A-Ride can be found at: <http://plymouthmn.gov/index.aspx?page=251>.

Figure 3-10 Estimated Annual Transit Link Passenger Trips to/from Minnetonka by Community, October 2011

City	Estimated Annual Trips to or from Minnetonka	% of Annual Trips to or from Minnetonka
Minnetonka	4,080	39.1%
Deephaven	2,388	22.9%
Hopkins	1,524	14.6%
Excelsior	600	5.8%
Eden Prairie	528	5.1%
Mound	252	2.4%
Rogers	192	1.8%
St Louis Park	180	1.7%
Shorewood	144	1.4%
Long Lake	132	1.3%
Maple Grove	132	1.3%
Plymouth	84	0.8%
Hassan Twp	48	0.5%
Maple Plain	48	0.5%
Wayzata	36	0.3%
Crystal	24	0.2%
Golden Valley	24	0.2%
Bloomington	12	0.1%
TOTAL	10,428	100%

Source: Metro Council; Based on October 2011 data