Three Cities Transit Restructuring Plan

Hopkins

Minnetonka

St. Louis Park

Revised Service Plan

December 2000

Metro Transit

a service of the Metropolitan Council

12/5/2000

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Overview

Study's Background and Goals

The Transit Restructuring Study for Hopkins, Minnetonka and St. Louis Park, which Metro Transit refers to internally as the 3 Cities Service Plan, aims to update the design of Metro Transit bus services to improve service in a way that reflects community needs and goals. Service in these cities currently includes 16 bus routes and one dial-a-ride providing 1,657,000 rides annually.[1] The cities of Hopkins, Minnetonka and St. Louis Park undertook a joint Phase I Transit Feasibility Study in 1997 to quantify and describe existing transit services and facilities within their communities and to identify opportunities for improvement. They then joined with Metro Transit to study specific opportunities to improve transit services and facilities through a Phase II Transit Improvements Study. In part, the studies have been prompted by increased congestion within the communities, changes in travel patterns that emphasize suburb-to-suburb movement and the need to maintain and improve economic vitality.

The studies identified four key areas for improvement. Of these four key areas, an emphasis has been placed on improving community connections and reverse commute service. The four key areas are:

Community Connection Improvements

Develop and strengthen community to community and intra-community transit connections by creating a network of community-based, cross-town routes that better serve the needs of all residents – including transit-dependent individuals. This system will be developed, in part, by creating and enhancing connections to community and regional transit centers.

Reverse Commute Service Improvements

Improve and expand reverse commute services to employment centers in the three cities; serve earlier and later shifts.

Express Service Improvements

Improve the efficiency and effectiveness of express service to downtown Minneapolis. Add midday express trips, establish bus shoulder lanes and other priority measures in areas of congestion.

Facility Improvements

Over both the near-term and long-term, develop and improve the transit infrastructure, including Transit Centers, park and ride lots, transfer and boarding points necessary to support service improvements, and to enhance passenger safety, security and comfort.

[1] *Routes 75, 672, 673 and 674 on I-394 were not included as part of the study.*

The Regional Transit Challenge

The 3 Cities Study is set within the context of the regional goal of doubling transit system capacity by 2020. In adopting this goal, the Metropolitan Council laid down an extraordinary challenge to transit providers in the region, as well as to the State and other transit funding agencies. Public transit in the Twin Cities region faces a dramatic change in public expectations. Transit is no longer just a service for the transit dependent, or even just a specialized service for the rush-hour commuter. Instead, transit must become an intrinsic part of civic infrastructure, one that can assist the region in meeting its goals for more compact, walkable, and efficient development forms.

The current system falls short of this goal. For years, the system, including the 3 Cities study area, has been modified in small ways to address individual concerns, but it has been decades since a comprehensive review was done. This study finally conducts such a review for Hopkins, Minnetonka and St. Louis Park. The study confirms the existing system is antiquated in many ways and that there are opportunities for improvement that would increase the relevance of transit to the community and support more sustainable patterns of growth.

Metro Transit can achieve substantial improvement in overall ridership and the relevance of the system even without deploying new resources. However, Metro Transit operates the most meager level of service (measured in revenue hours per capita) of any comparable city in the United States. If the Legislature and other funding agencies choose to hold Metro Transit's resources constant, the intensity of service will decline compared to a growing population.

This report considers both the performance of existing transit services and the nature of the communities they serve. Much of this work confirms the findings of Metro Transit's 1996 study Transit Redesign, which contains the agency's most recent detailed analysis of transit markets and appropriate transit strategies to effectively and efficiently meet the demands of those markets.

Features of the Study Area

More than any other variable, the density of housing and activities governs transit demand. In addition to density, the more pedestrian friendly an environment, the more conducive it is to transit ridership. The study area ranges from medium-high density areas with pedestrian friendly grid street patterns in eastern St. Louis Park and downtown Hopkins to lower density areas and more traditionally auto orientated suburban developments patterns in Minnetonka and sections of St. Louis Park and Hopkins. Transit's performance varies accordingly. Where service is run at low densities in auto orientated developments, productivity is almost always lower than on the same service in high-density areas of pedestrian orientated developments.

Current Service and Performance

This study addresses all general public transit services in which the Metropolitan Council has a financial stake, including routes operated by Metro Transit, contracted operations by the Met Council and paratransit services that receive Metropolitan Council subsidy.

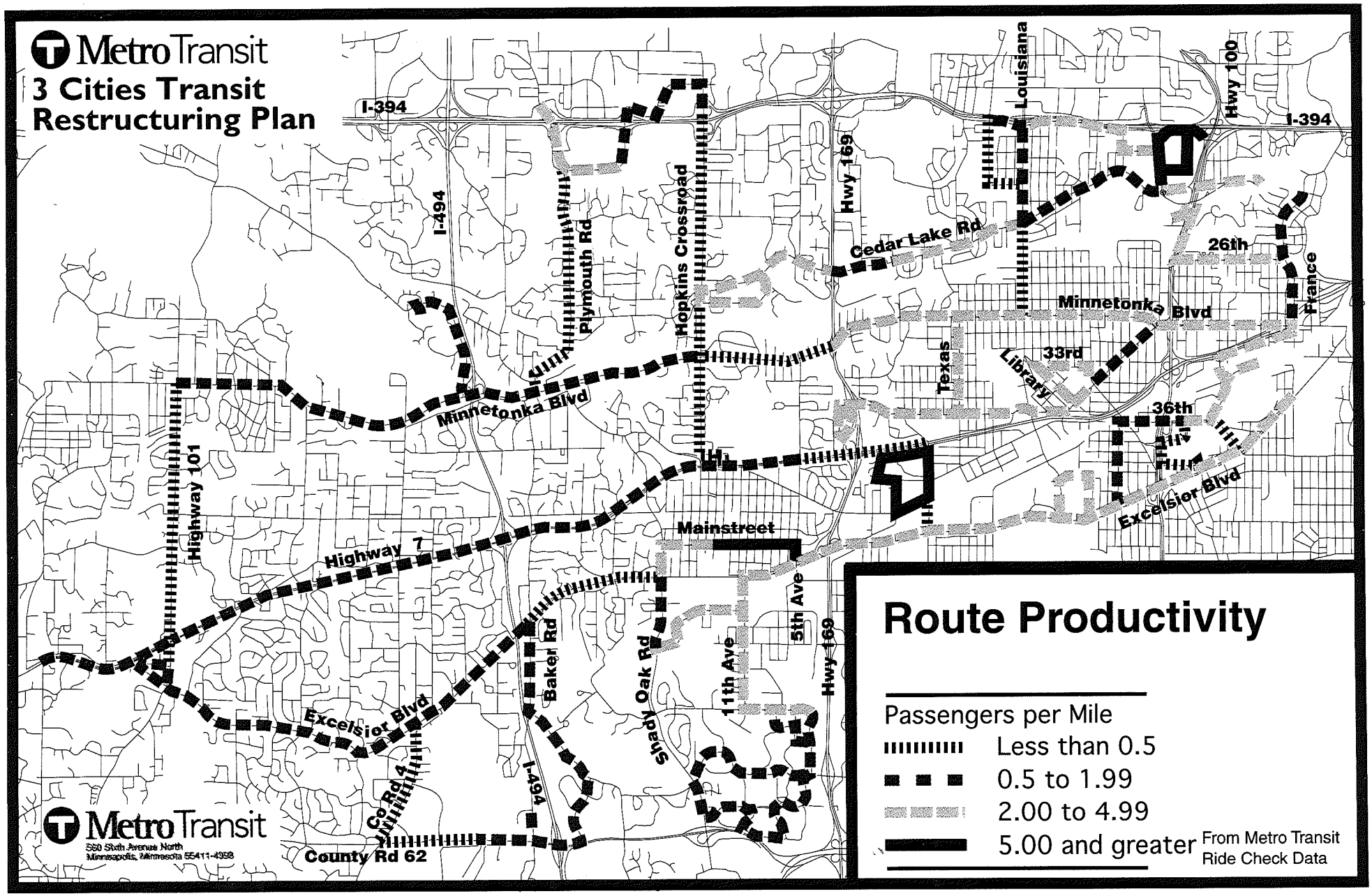
Metro Transit staff rode 98% of all trips on routes serving St. Louis Park, Hopkins and Minnetonka to gather detailed ridership information by bus stop. Figure 1 presents a general picture of route productivity based on the data. Analysis of the route ridership lead to several key observations:

- Service in low-density areas is configured in a way that fails to maximize convenience and efficiency. Services in these areas tend to be infrequent and very limited by time of day. Most low-density areas simply do not support fixed route service at any reasonable level of productivity. As a result, several other similar low-density areas in the region are served by general-public paratransit type of services. However, the lowest density market area of this study, Minnetonka, does not have a general-public paratransit service.

- The system is overly complex, with far too many variations, branches and other subtleties, often geographically entangled. The branches are principally oriented to serve downtown Minneapolis and are poorly designed for cross-town or intra-community travel. The current structure discourages riders from using the system for new purposes, and limits them instead to the one or two trips that they have learned how to complete.

- It is usually difficult to transfer in the existing system, because most frequencies are poor and schedules at most transfer points are not coordinated for easy connections. Nobody likes to transfer, but in a region with many destinations of interest scattered throughout the area, it is impossible to run direct service from every possible origin to all of the desired destinations. Convenient, fast and safe transfers can significantly increase and improve travel options within the study area. The benefits of timed transfers are especially great for non-downtown oriented trips, including suburb-to-suburb trips and local trips within a community – many of which the current system does not provide.

Figure 1


Metro Transit
3 Cities Transit
Restructuring Plan
I-394
I-494
Plymouth Rd
Hopkins Crossroad
Hwy 169
Louisiana
Hwy 100
Cedar Lake Rd
26th
France
Minnetonka Blvd
Texas
Library
33rd
36th
Excelsior Blvd
Highway 101
Highway 7
Mainstreet
5th Ave
11th Ave
Shady Oak Rd
Baker Rd
Co Rd 4
County Rd 62
Route Productivity
Passengers per Mile
Less than 0.5
0.5 to 1.99
2.00 to 4.99
5.00 and greater
From Metro Transit
Ride Check Data
Metro Transit
560 Sixth Avenue North
Minneapolis, Minnesota 55411-4398

Based on an analysis of the ridership patterns, community input and a study of current and projected development, Metro Transit staff has developed a proposed redesign of the public transit system in the study area. The redesign seeks to address the critical problems outlined above, while also providing a network that better fits the travel patterns of the region. This document presents a summary of that redesign.

Service Scenario

The Phase I Service Plan (Limited Growth scenario) March 2001. Using a combination of federal CMAQ dollars,[2] regional dollars and reinvesting hours of low productivity service, service hours in the 3 Cities study area would increase by more than 30%. The focus of the service improvements would be on local cross-town circulator services, improved reverse commute service, increased frequency on Minnetonka Boulevard and a new midday express service.

The Phase II Service Plan (Full Service scenario). This plan increases service hours an additional 15%. Under the current legislative funding structure for transit, funding is not currently available to provide this expansion. If additional funding were available, the proposed investment of added service hours would be used to increase the frequency and extend the hours of cross-town service, new midday express service and to increase the frequency of the Excelsior Boulevard trunk service.

Few Riders Impacted Negatively

For the majority of riders, the Phase I Service Plan will mean either no change or a clear improvement. However, the plan will increase the number of riders transferring and will eliminate service in a few areas where even minimal coverage is simply too costly for such low ridership.

The line segments deleted are listed both under "Key Service Issues by City" and are shown in red on the peak and off-peak system maps.

Only 1% of current riders will be further than 1/4 mile away from the proposed route network.

Ridership Growth of the Proposed Changes

The proposed restructuring concentrates more service on meeting intra-community and suburb to suburb demand. In the short run, service changes of any kind sometimes cause brief ridership losses – usually of only a few months duration – due to the inevitable period of passenger adjustment. After a year of operation, however, a well-managed and well-marketed service improvement plan is virtually guaranteed to increase ridership. Under the proposed 3 Cities Plan ridership is expected to increase by 16% or 270,000 annual weekday trips.

[2] *An application for Congestion Mitigation Air Quality (CMAQ) grant demonstration dollars has been approved at the regional level. Federal approval is expected later this year. The grant will provide approximately $600,000 annually for service improvements over a three year period beginning in March 2001.*

Design Parameters

Principles of Service Design

The shortcomings of the existing transit network have been outlined above. However, it is important to note that the existing regional network has many strong features, features that are incorporated into the 3 Cities Service Transit Restructuring Plan:

- Wide Route Spacing. In the existing system, it is rare to find two parallel trunk lines running less than half a mile apart. This wide spacing means that lines are each serving their own markets, rather than overlapping and competing with each other for the same riders.

- Paratransit. Limited door-to-door service, such as the Hop-a-Ride, can replace, in part, low productivity regular route branches in low density areas and provide a more effective service.

- High-Frequency Service Where Demand Warrants. Service every 15 minutes or better offers a psychologically different experience than less frequent service. If a bus comes every 15 minutes or less, passengers need not consult a schedule – just go to the stop and a bus will be along soon. High frequency is expensive, so it can only be offered to areas of high demand, which typically means high density development corridors and major activity centers. The investment pays off, however, because transit becomes so easy to use that people begin using it for a wider range of trips. Frequencies of 15 minutes or better also make it much easier to transfer from one line to another, so this service level broadens the range of places that can be reached conveniently by transit.

- Fast Connections between Routes at Major Transfer Points. If service is less frequent than every 15 minutes, a passenger may encounter two long waits, one to board the first bus and again at a transfer point for the bus to their destination. To reduce transfer waits where frequencies are longer than 15 minutes, we recommend the timed transfer method.

  Timed transfer means that buses from various lines arrive at the same place at the same time each hour, sit together for a few minutes to allow for easy connections between any two routes, then depart. This method ensures a fast and safe connection even if the routes involved are only running once an hour.

Hard Choices: Productivity versus Coverage

Over the last two years Metro Transit has worked with Hopkins, Minnetonka and St. Louis Park to identify what transit needs they would like addressed and determine how to allocate finite transit resources. When evaluating potential improvements, two operational models were used: the Productivity Model and the Coverage Model. Transit services typically operate by attempting to strike a balance between the two models. On the one hand, transit should maximize the number of people it serves (productivity model). On the other hand, transit should serve as much area as possible (coverage model). Another way to think of productivity versus coverage models is in terms of "bringing people to transit" versus "bringing transit to people". Figure 2 graphically illustrates the two models.

When we bring people to transit, through park and ride facilities, focused boarding points, or ultimately through intensified land use, productivity increases and costs per passenger drop. On the other hand, when we bring transit to people by covering a larger area in a more door-to-door fashion, productivity drops as more time is spent serving passengers in dispersed locations. As a result,

costs and subsidies increase.

While bringing people to transit is an important element of the plan, the 3 Cities Transit Restructuring Plan emphasizes an increase in service coverage. This is reflected, in part, by the proposed new and expanded cross-town circulator services. The hours for these services, designated as "suburban locals" in Tables 1 and 2, increase significantly under the proposed plan.

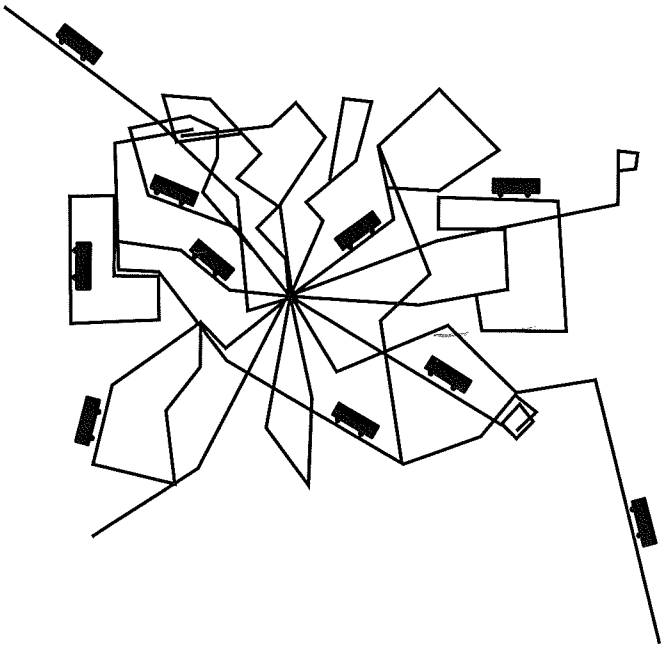
Figure 2

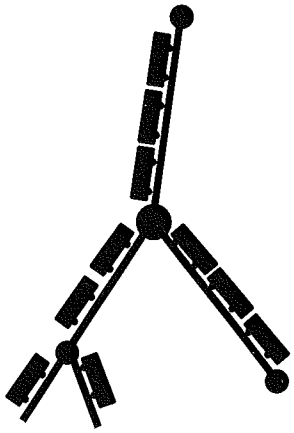
What is transit for?

Coverage ⟷ **Productivity**

Dispersed Service Everywhere

Frequency and Speed
Where There's Demand





Low Ridership

but really important to
the people who use it.
Few transfers.

High Ridership

but no service
in many places.

Guidelines for Change

An aggressive strategy to maximize ridership on all services must do the following:

- **Simplify the System.** Metro Transit operates one of the nation's most complicated route structures. Routes have so many branches and variants that it is difficult to keep them straight. It is also virtually impossible to draw a map of the existing system that avoids creating the impression of chaos. The simple portions of lines almost always perform better than the complex portions.

- **Anchor Lines at Major Destinations.** All other things being equal, ridership will tend to drop off toward the ends of lines because as a line approaches its end it serves fewer destinations and therefore attracts fewer riders. Good service design combats this tendency by "anchoring" lines, that is, ending them at major destinations such as downtown, malls, universities, and other activity centers, so that there is a reason for strong ridership along the full length of the line. Anchored ends-of-lines are always more productive than unanchored ones.

- **Maximize Frequency where Demand Warrants.** The many branches that have been created to provide coverage have been done at the expense of frequency. Lines that leave downtown running every 30 minutes or better have branches running every 60 minutes or worse, and the branches inevitably perform poorly. Even though frequency is expensive, some of the most productive services – measured in ridership per unit of cost – are the frequent ones.

- **Account for the High Costs of One-Way Service.** The study area has many commuter services aimed at a one-way market – into downtown Minneapolis in the morning and out in the afternoon. These services perform well when productivity is measured in riders per revenue hour – that is, per hour that the bus is available to passengers. However, the cost of these revenue hours is very high – often over $150 compared to $50 or less for local services – because every driver must be paid to run the entire trip empty in the reverse direction – often referred to as "deadhead mileage". Productivity must therefore be measured either in riders per vehicle hour (that is, counting these "deadhead" hours) or in cost per rider. It also is important to create routes and services that reduce or eliminate unproductive "deadhead mileage".

- **Enhance Suburban Trunk Line Service in Dense Areas.** Where density is higher and anchors are available, suburban trunk lines can perform very well, especially if they are operated frequently enough.

- **Enhance Connectivity.** Because travel patterns are so dispersed, and include so many destinations beside downtown Minneapolis, it is essential that it be convenient to transfer between lines, because it is impossible to run direct service from everywhere to everywhere else. The challenge of connectivity is to make it easy to connect from one bus to another without a long wait. The existing system already provides timed connections – most notably at transit hub facilities along I-394.

  The proposed network provides an expanded and more consistent network of fast, timed connections. New and expanded timed connections are proposed for routes radiating in all directions from the following nodes:

  - Plymouth Road Transit Center (Plymouth & I-394)
  - Louisiana Transit Center (Louisiana & I-394)
  - Park Commons Transit Center (Excelsior Blvd)
  - Hopkins Station (one of two proposed locations: 8th & Main, or 8th & Hwy 3)

By following these principles the service plan aims to:

- Simplify the system for greater passenger comprehension, and to make the service easier for a person to use for all their travel needs.
- Eliminate low productivity route branches.
- Increase coverage while retaining service to more than 99% of current customers.
- Improve intra-community and suburb to suburb service with new cross-town circulator routes
- Improve frequency on Minnetonka Boulevard.
- Provide, if desired, "paratransit" type of service in the lowest density markets. Limited door-to-door service such as the Hop-a-Ride will be maintained and offered on a demonstration basis in Minnetonka.
- Provide faster travel times for trips throughout the area, where travel time considers the sum of walking, waiting, riding, and transferring time.
- Enhance reverse commute opportunities on express routes.

Service Statistics

The following two tables show weekday service statistics for the current and proposed service by route. Table 1 shows the transit service statistics for bus routes in Hopkins, Minnetonka and St. Louis Park as of June 2000. Routes that are shown in gray were not in service as of June 2000 but are proposed for March 2001. See Table 2 on the next page for the March 2001 statistics.

Table 1 –June 2000

		Service Levels			Resources				
Type	Routes	Peak Freq (Mins)	Midday Freq (Mins)	Hours of Service	AM Peak Buses	Midday Buses	PM Peak Buses	Night Buses	Rev Hrs
Urban Local	**8**	15	60	530a-1230a	4	2	3	1	9.2
Urban Local	**9**	30	30	530a-1230a	4	3	3	2	14.4
Urban Local	**12**	12	30	500a-100a	9	5	10	5	53.2
Urban Local	**17**	9	30	500a-200a	7	4	7	3	39.1
Limited Stop	**59**	30	0	630a-1030p	2	0	3	1	3.9
Express	**64**	30	0	600a-600p	3	0	3	0	8.1
Suburban Local	**66**	0	60	930a-330p	0	1	0	0	5.1
Express	**67**	25	0	530a-630p	7	0	6	0	17.0
Express	**70**	30	0	630a-500p	6	0	6	0	7.2
Express	**71**	30	150	600a-600p	3	1	3	0	7.9
Suburban Local*	604	na	na	na	0	0	0	0	0.0
Suburban Local*	605	na	na	na	0	0	0	0	0.0
Suburban Local	607	na	na	na	0	0	0	0	0.0
Suburban Local	609	na	na	na	0	0	0	0	0.0
Suburban Local	612	na	na	na	0	0	0	0	0.0
Suburban Local	**614**	90	90	730a-800p	1	1	1	1	10.0
Suburban Local	618	na	na	na	0	0	0	0	0.0
Limited Stop	**643**	15	0	600a-630p	2	0	1	0	8.4
Express	660	na	na	na	0	0	0	0	0.0
Express*	662	na	na	na	0	0	0	0	0.0
Express	**663**	15	0	600a-630p	2	0	4	0	11.1
Express	665	na	na	na	0	0	0	0	0.0
Express	670	na	na	na	0	0	0	0	0.0
Paratransit	Mtka	na	na	na	0	0	0	0	0.0
					50	**17**	**50**	**13**	**195**

*This service was implemented in September 2000.

Table 2 shows the proposed revised weekday transit service statistics for bus routes in Hopkins, Minnetonka and St. Louis Park as of March 2001. New routes on this table largely replace routes that are shown in gray. Individual route maps are shown in the appendix.

Table 2 –March 2001 Service Proposal

		Service Levels			Resources				
Type	Routes	Peak Freq (Mins)	Midday Freq (Mins)	Hours of Service	AM Peak Buses	Midday Buses	PM Peak Buses	Night Buses	Rev Hrs
Urban Local	8	na	na	na	0	0	0	0	0.0
Urban Local	9	30	60	530a-1230a	7	4	5	3	21.4
Urban Local	12	15	30	500a-100a	8	3	9	5	41.0
Urban Local	17	15	15	500a-200a	6	4	5	3	33.5
Express	59	30	0	630a-1030p	2	0	3	0	4.7
Express	64	30	0	600a-600p	3	0	3	0	8.2
Suburban Local	66	na	na	na	0	0	0	0	0.0
Express	67	25	0	530a-630p	7	0	6	0	18.2
Express	70	na	na	na	0	0	0	0	0.0
Express	71	30	150	600a-600p	3	0	3	0	8.3
Suburban Local	604	60	60	600a-800p	1	1	1	0	11.6
Suburban Local	605	60	60	600a-1000p	1	1	1	1	14.8
Suburban Local	607	60	60	600a-600p	1	1	1	0	6.8
Suburban Local	609	30	30	600a-1000p	1	1	1	1	16.7
Suburban Local	612	0	60	500a-1000p**	0	1	0	1	5.9
Suburban Local	614	60	60	600a-900p	1	1	1	1	12.5
Suburban Local	618	30	30	530a-1130p*	1	0	1	1	5.9
Urban Local	643	15	0	600a-630p	2	0	1	0	8.4
Express	660	0	60	900a-330p	0	1	0	0	3.9
Express	662	30	0	530a-430p	0	0	0	0	3.6
Express	663	15	0	600a-630p	2	0	4	0	11.1
Express	665	30	0	630a-500p	3	0	3	0	3.8
Express	670	30	0	630a-500p	3	0	3	0	3.4
Paratransit	Mtka	na	na	830a-430a	0	2	0	0	16.0
					52	**20**	**51**	**16**	**260**

Key Service Improvements by City

This chapter provides, by city, a general overview of the key elements in the service improvement plan. In summary the key service improvement are as follows:

- Service hours increase by 30%
- The route structure is simplified – with branch service replaced by cross-town circulator services operated in many cases with neighborhood friendly small buses
- Numerous new intra-community and suburb to suburb connections are created
- Service between numerous community locations becomes more direct and quick
- Passengers shelters will be added at key transfer locations and high volume boarding stops

St. Louis Park

Proposed Restructuring – Key Improvement Elements

- Midday frequency on the trunk portion of Route 17, Minnetonka Boulevard to Knollwood Target will double from 30 minutes to 15 minutes
- Route 17 will be simplified – with branch service being replaced by the already implemented Route 605, and new Routes 607 and 609
- Peak hour service will be added to Routes 604 and 605
- Route 604 will be extended to the Parkdale employment park
- New Route 607 will provide direct connections between Parkdale, the Jewish Community Center, 26th Street, the Recreation Center and the Park-Nicollet/Park Commons complex
- New Route 660 will provide midday express connections from Park-Nicollet/Park Commons and the City Hall area to downtown Minneapolis – reducing midday travel time to downtown by up to 50%

Hopkins

Proposed Restructuring – Key Improvement Elements

- Route 12 midday service to the Westbrook area will double – going from 60 minute frequency to 30 minute frequency
- Route 12 will be simplified – with branch service being replaced by new Routes 612 and 618
- A new cross-town circulator route, 609, will provide 30 minute midday connections between Ramsgate, downtown Hopkins and Knollwood
- Route 614 providing connections from downtown Hopkins to the Hopkins Community Center, Hopkins High School and the Ridgedale area will increase in frequency from 90 minutes to 60 minutes

- Routes serving Hopkins and the surrounding area will be scheduled for timed transfers at the new Hopkins Station – increasing the opportunity for faster travel among numerous community destinations
- With connections at Park Commons in St. Louis Park, the new midday express service on Route 660 will reduce travel time to downtown Minneapolis by up to 25%

Minnetonka

Proposed Restructuring – Key Improvement Elements

- Route 12 midday service to the South Hampton and Elmbrooke area of Opus will double – from 60 minute frequency to 30 minute frequency
- Route 12 will be simplified – with branch service being replaced by new Routes 612 and 618
- Route 612 service will provide connections from Minnetonka Heights to the Glen Lake area of Minnetonka and to downtown Hopkins and the new Hopkins Station
- Route 614, providing connections from the Ridgedale area, Hopkins High School, Greenbrier Condominiums, downtown Hopkins and the new Hopkins Station will increase in frequency – from 90 minutes to 60 minutes
- New Route 662 (implemented early in September 2000) provides express service from downtown Minneapolis to the Opus employment complex. In March, Route 662 will connect at the Hopkins Station with new Route 618 serving Minnetonka Corporate Center
- Working with the City, it is anticipated that up to 16 hours of new midday paratransit service will be added

Potential Future Service Improvements

Expanding and Enhancing the Network

As previously noted, future service improvements after March 2001 would focus on increasing frequency and expanding service hours. Additionally, Metro Transit working with Minnetonka and the cities of Plymouth and Eden Prairie will establish a new north/south route linking Plymouth and Eden Prairie to Minnetonka employment centers. Metro transit And city staff will work together to determine the routing and scheduling with an anticipated implementation of service in September 2001.

Southwest Transitway

A regional process is currently underway to determine the location of future transitway corridors. A Southwest Transitway which would serve the 3 Cities study area is one of the corridors being examined. The 3 Cities Transit Restructuring Plan has been developed with consideration of a potential Southwest Transitway.

Key Service Issues by City

This chapter provides, by city, a general overview of the key service issues. In summary the key issues are:

- Some route segments with low ridership will be discontinued
- 1% of current riders will be 1/4 mile from proposed service
- Branch service will in many cases be replaced by cross-town routes. As a result, direct trips via branch service to destinations such as Uptown will require connecting from a cross-town circulator to trunk line service
- There will be slight reductions in peak frequency on service now provided by Routes 8, 9, 12 and 17

For route-by-route descriptions see the following chapter.

St. Louis Park

Proposed Restructuring – Key Service Issues

- Service on the following low ridership route segments will be discontinued: Lake Street between Library Lane and Minnetonka Boulevard (off-peak); Alabama Avenue between Excelsior Boulevard and 36th Avenue; Monterey between Belt Line and Excelsior; and the Franklin/Pennsylvania loop of Route 9C
- Route 8 service will be replaced by the new Route 607 and a revised Route 9. Midday connections to downtown from the 26th Street area will be replaced by a connection from Route 607 to Route 9 at Park Place and Wayzata Boulevard
- Connections to Uptown and downtown on the Route 17EFLM branches will be replaced by service on Routes 604, 605, 607 and 609 with connections to Routes 12, 17, 67 and 660 on Minnetonka Boulevard and Excelsior Boulevard
- There will be slight reductions in current peak service provided by Routes 8, 9, 12 and 17 as well as midday reductions on current service provided by Routes 8 and 9
- Off peak Route 12 service will terminate at Hennepin and Lagoon – connecting with service to/from downtown Minneapolis on Routes 6, 17 and 28

Hopkins

Proposed Restructuring – Key Service Issues

- Service on the following low ridership route segment will be discontinued: Blake Road between Excelsior Boulevard and Lake Street NE; Highway 7 between Blake Road and 12th Avenue
- The 17E peak service will be replaced by service on Route 609 and 67
- There will be slight reductions in current peak service provided by Route 12
- Service from west of 17th Avenue to points east of Hopkins will be replaced by service on Routes 64, 612 and 618 to connecting routes at the Hopkins Station
- Off peak Route 12 service will terminate at Hennepin and Lagoon – connecting with service to/from downtown on Routes 6, 17 and 28

Minnetonka

Proposed Restructuring – Key Service Issues

- Service on these low ridership route segments will be discontinued: Shady Oak Road between K-Tel Drive and County Road 3; Baker Road between Excelsior Boulevard and Culligan Way; Rowland Road between Baker Road and Clearwater Drive; County Road 62 between Baker Road and County Road 4; and County Road 4 between County Road 62 and Excelsior Boulevard
- Service to points east of Hopkins via Route 12DEKL branches will be replaced by service on Routes 64, 612 and 618 to connecting routes at the Hopkins Station

Route by Route Description

This chapter describes the proposed service changes by route. Route maps are contained in the Appendix.

ROUTE 8

Structure

- West end of the route in St. Louis Park and North Minneapolis will be provided by a revised Route 9 and a new Route 607
- Off-peak service discontinued on following segments:
  - France/Ewing/Cedar Lake Parkway between 26th Street and Wayzata Boulevard
  - East Frontage Road of Highway 100 between Cedar Lake Road and Wayzata Boulevard
- Route 607 scheduled to connect with Route 9 and 59 at Park Place and Wayzata Boulevard
- Midday Route 607 connects 26th Street, Jewish Community Center, Parkdale to Recreation Center, Byerly's and Park-Nicollet/Park Commons

Frequency and Service Hours

- Peak service levels west of downtown Minneapolis reduced from 15 minutes to 30 minutes
- Midday frequency reduced from 30 minutes to 60 minutes on the following segments
  - Cedar Lake Road between Glenwood and Penn Avenue
  - Wayzata Boulevard west of Target Financial Services
- 26th Street service hours reduced – proposed service from 6:00 AM to 6:00 PM

ROUTE 9 - Modified Based on Public Comment

Modifications

- Peak service through 22nd and Ewing reinstated
- Midday frequency between Penn and Target Financial Services reinstated to 30 minutes

Structure

- West end revised to include the current Route 8EG service
- Service on Louisianna will be provided by Routes 59 and 604
- St. Louis Park's Franklin Avenue and Pennsylvania service discontinued
- Harold Avenue Service is replaced by service on a revised route 59

Frequency and Service Hours

- Slight reduction of peak frequency

- Midday frequency west of Penn Avenue reduced from 30 minutes to 60 minutes

ROUTE 12

Structure

- Restructured and simplified to focus on the new Hopkins Station
- Service discontinued on following segments:
  - Shady Oak Road between County Road 3 and K-Tel Drive
  - Baker Road between Excelsior Boulevard and Culligan Way
  - Rowland Road between Baker Road and Clearwater Drive
  - County Road 62 between Baker Road and County Road 4
  - County Road 4 between County Road 62 and Excelsior Boulevard
- CDEKL branch service replaced by revised Route 12 and Route 612 and 618
- Off peak service terminates at Hennepin and Lagoon with downtown connections via Routes 6, 17 and 28
- Midday express connections to downtown provided by Route 660

Frequency and Service Hours

- Slight reductions in peak frequency
- Midday frequency to Westbrook area and Opus South Hampton and Elmbrooke area increases – 60 minutes to 30 minutes

ROUTE 17 - Modified Based on Public Comment

Modification

- Hourly service to Ramsgate reinstated

Structure

- Restructured and simplified
- Major segments of EL branches replaced by Routes 605 and 609
- FM branches replaces by Routes 604, 605, and 607
- Midday express connections to downtown provided by Route 660
- Hourly off-peak service to Ramsgate provided by Minnetonka/Texas/36th Street trunk
- Service discontinued on following segments:
  - Lake Street between Library Lane and Minnetonka Boulevard (with the exception of 1am and 1 pm trip for the high school)
  - Alabama Avenue between Excelsior Boulevard and 36th Avenue
- Service to Knollwood Place discontinued

Frequency and Service Hours

- Midday frequency on trunk, Minnetonka Boulevard to Target, increases from 30 minute to 15 minute
- Slightly reduced peak frequency

ROUTE 59

Structure

- Revised to include Harold Avenue branch of Route 9
- Service to Target Financial Services and Wayzata Boulevard west of Wirth Parkway discontinued; replaced by Route 9
- Service discontinued on Wayzata Boulevard east of Wirth Parkway
- Renumbered to Route 649

Frequency and Service Hours

- December 2000, reverse commute night service reduced
- Additional reduction of reverse commute trips

ROUTE 64 (renumbered to Route 664 on 12/9/00)

Structure

- Service discontinued on following segments:
  - Baker Road between Excelsior Boulevard and County Road 62
  - County Road 62 between Baker Road and County Road 4
  - County Road 4 between County Road 62 and Excelsior Boulevard

Frequency and Service Hours

- 6:52 AM outbound trip from Hennepin and Washington eliminated
- 7:33 AM inbound trip from Main and 17th Avenue extended to Porter and Hutchins

ROUTE 66

Structure

- Replaced by Routes 604 and 605 – September 2000

Frequency and Service Hours

- See above

ROUTE 67 (renumbered to Route 667 and 668 on 12/9/00)

Structure

- No change proposed

Frequency and Service Hours

- Add AM and PM trip

ROUTE 70

Structure

- Renumbered 9/16/00 – see Routes 665 and 670

Frequency and Service Hours

- Renumbered 9/16/00 – see Routes 665 and 670

ROUTE 71 (renumbered to Route 639, 641 and 671 on 12/9/00)

Structure

- August 2000 – 71M service added to Minnetonka Heights

Frequency and Service Hours

- August 2000 – 71M service added to Minnetonka Heights

ROUTE 604

Structure

- Extended to the Parkdale office complex

Frequency and Service Hours

- Extend hours to include peak service

ROUTE 605

Structure

- Service on Monterey between Belt Line and Excelsior eliminated

Frequency and Service Hours

- Extend hours from 6:00 AM to 10:00 PM

ROUTE 607

Structure

- New community circulator serves the 26th Street area connecting to Parkdale office complex
- Midday service connects 26th Street, Jewish Community Center, Parkdale, Recreation Center and Park-Nicollet/Park Commons areas

Frequency and Service Hours

- Peak and midday frequency of 60 minutes
- Service hours 6:00 AM to 6:00 PM

ROUTE 609

Structure

- New community circulator serves Ramsgate, downtown Hopkins, Hopkins Station and Target/Knollwood complex

Frequency and Service Hours

- Peak frequency 30 minutes
- Off-peak frequency 30 minutes
- Service hours 6:00 AM to 10:00 pm

ROUTE 612

Structure

- Community circulator service replaces Route 12 branch serving Glen Lake and Highway 101 and County Road 3
- Serves Minnetonka Heights and Hopkins Station

Frequency and Service Hours

- Frequency and hours reflect the current 12E branch service

ROUTE 614

Structure

- Service to Target/Knollwood discontinued – replaced by Route 609

Frequency and Service Hours

- Increased from 90 minutes to 60 minutes
- Hours extended 6:00 AM to 9:00 PM

ROUTE 618

Structure

- Replaces Route 12 branch services to K-Tel Drive and Minnetonka Corporate Center

Frequency and Service Hours

- Frequency and service hours set to closely match the current service to K-Tel Drive and Minnetonka Corporate Center

ROUTE 643

Structure

- No change proposed

Frequency and Service Hours

- No change proposed

ROUTE 660

Structure

- New midday express service between downtown Minneapolis and the Park Commons area of St. Louis Park
- Schedule to connect with Route 604 and 605 on Excelsior
- Connections also to Route 17 on Minnetonka Boulevard

Frequency and Service Hours

- 60 minutes
- 9:00 AM to 3:30 PM

ROUTE 662

Structure

- New reverse commute, express service to Opus employment – established September 2000

Frequency and Service Hours

- Two outbound AM trips, two inbound PM trips

ROUTE 663

Structure

- No changes proposed

Frequency and Service Hours

- No changes proposed

ROUTE 665

Structure

- No changes proposed

Frequency and Service Hours

- No changes proposed

ROUTE 670

Structure

- Eliminate reverse commute service via Louisiana Transit Center

Frequency and Service Hours

- See above

Minnetonka Paratransit

Structure

- Discussions are currently in process with the City of Minnetonka regarding the structure and form of new paratransit service.

Public Outreach Process

During the public outreach period over 300 comments were received. Comments included 78 phone calls, 210 e-mail messages, 6 comment cards and 25 faxes or letters. As listed below, 115 individuals attended the three public hearing and one open house that were held to present the plan and solicit public comments. In addition, the plan was presented to and has received the support of the city councils of St. Louis Park, Hopkins and Minnetonka.

Open House

Monday, October 23, 2000
Minneapolis Public Library (downtown) – 36 attendees

Public Hearings

Thursday, October 26, 2000
Hopkins City Hall – 23 attendees

Monday, October 30, 2000
St. Louis Park City Hall – 38 attendees

Thursday, November 2, 2000
Minnetonka City Hall – 18 attendees

In addition to the above meetings, Metro Transit staff attended a November 8, 2000 of the Bryn Mawr Neighborhood Association to listen to and address neighborhood concerns regarding proposed service changes. Approximately 25 individuals attended the Bryn Mawr meeting.

A general concern expressed during the public outreach process was regarding the increase in two seat rides. This concern will be addressed by timed-transfer between routes at the new Hopkins Station and Park Commons Station.

Of the 20 proposed routes, the majority of the comments received were regarding the proposed changes to 2 routes—Route 8 and Route 17. These two routes have been revised based on comments received.

Timeline for Implementation

This section lists the steps of public outreach, revising the plan and implementing service.

October-November 2000 – Public outreach to take comments, suggestions and plan critique

November 2000 – Plan modifications

December 2000 – Metropolitan Council approval of plan and modifications

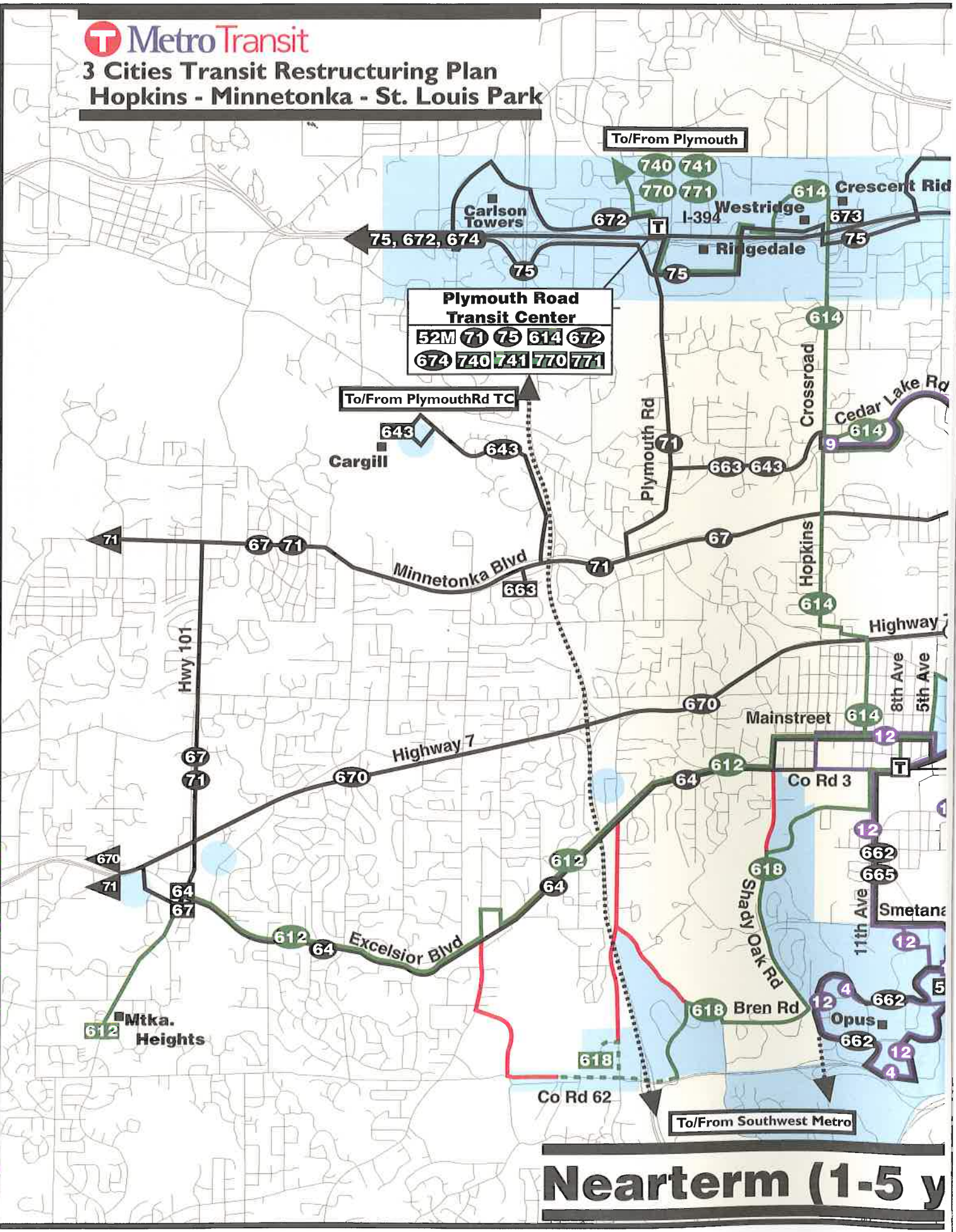
March 2001 – Implementation of the approved service plan.

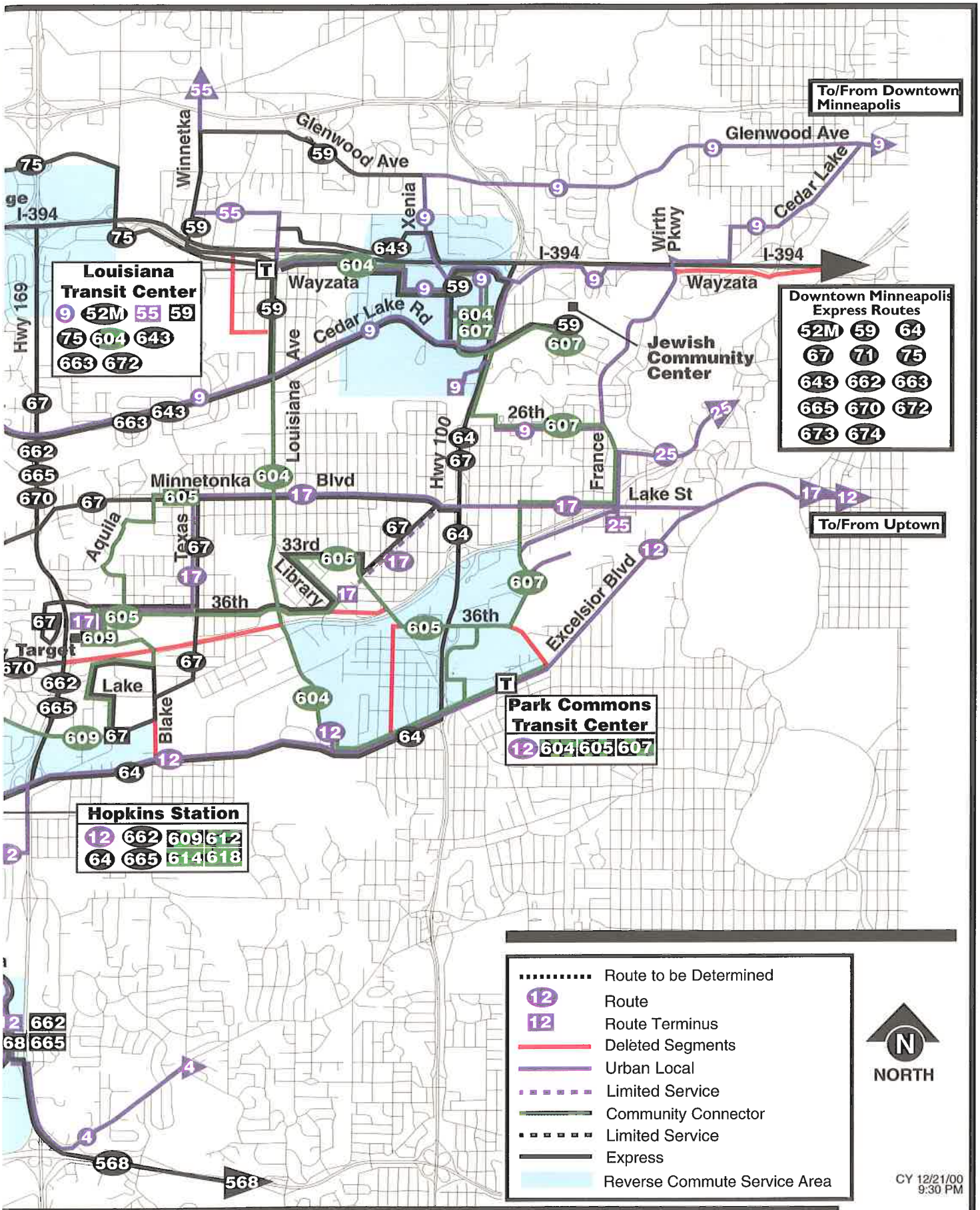
Appendix

Proposed March 2001 Peak System Map

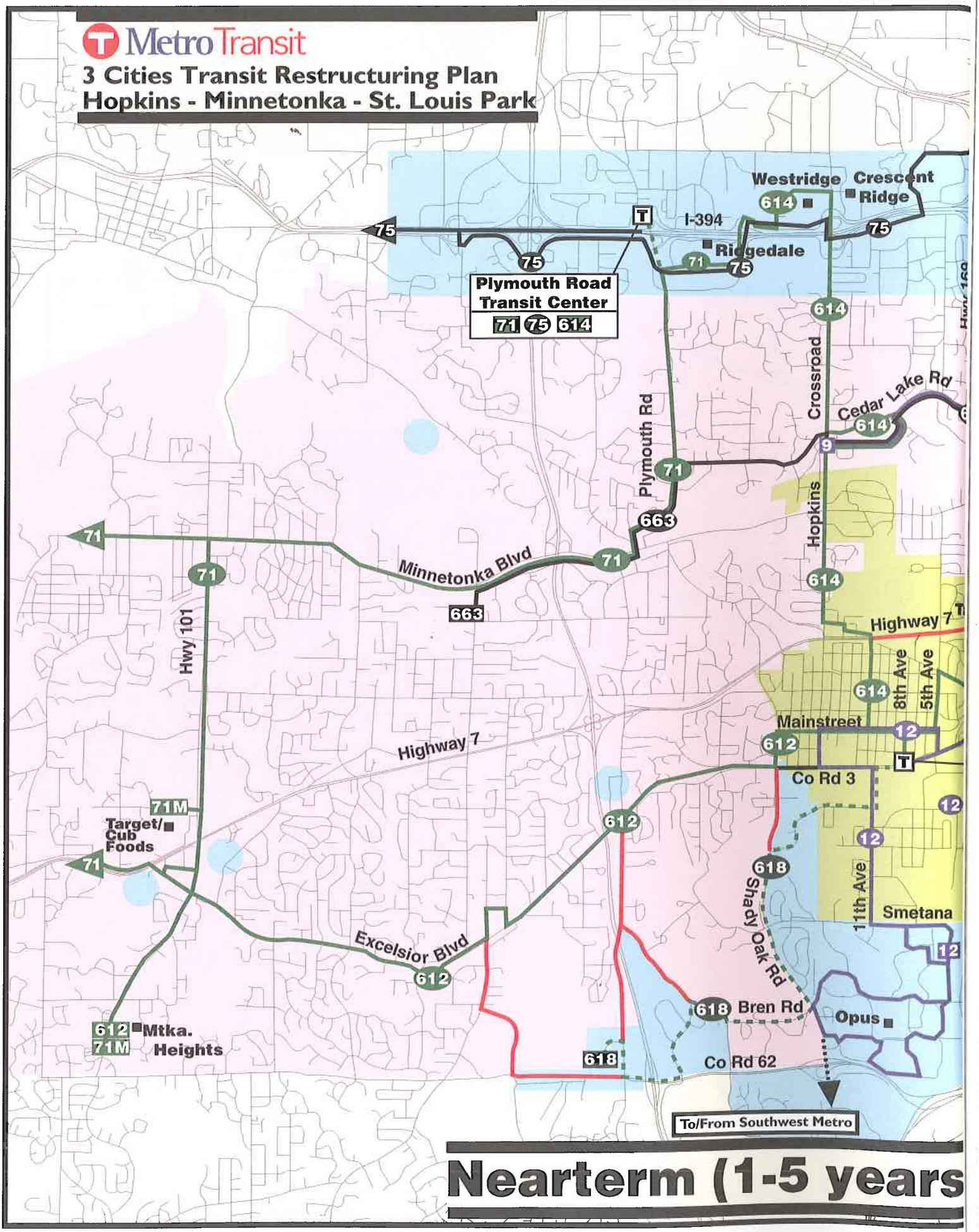
Proposed March 2001 Off-Peak System Map

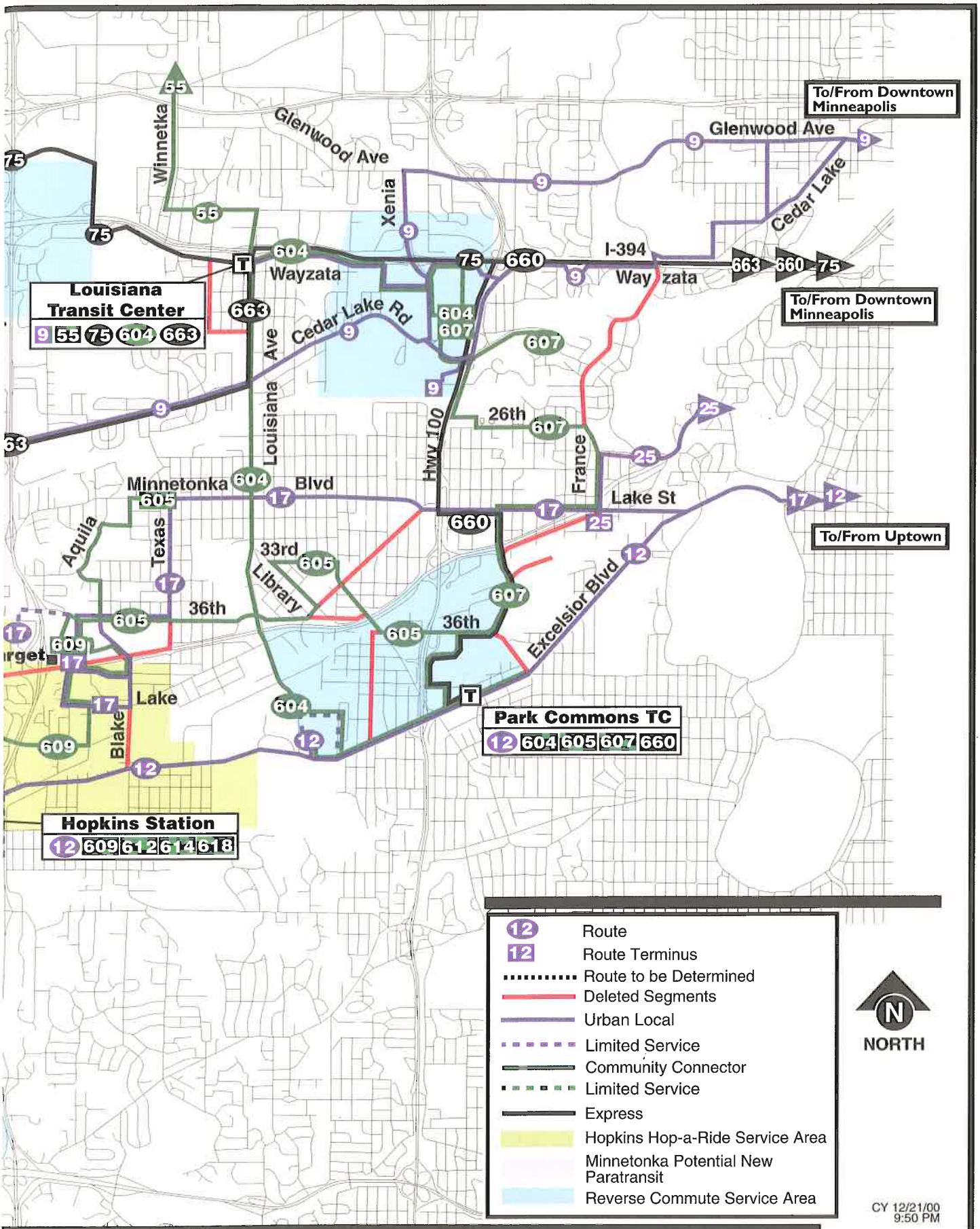
Maps of Proposed Bus Routes


Metro Transit
3 Cities Transit Restructuring Plan
Hopkins - Minnetonka - St. Louis Park
To/From Plymouth
740 741
770 771
Carlson Towers
672
I-394
Westridge
614
Crescent Rid
673
75, 672, 674
Ridgedale
75
Plymouth Road Transit Center
52M 71 75 614 672
674 740 741 770 771
To/From PlymouthRd TC
643
Cargill
Plymouth Rd
71
663
Crossroad
Cedar Lake Rd
9
Hwy 169
67
662
665
670
Minnetonka Blvd
Hopkins
Highway
Hwy 101
8th Ave
5th Ave
Mainstreet
12
Co Rd 3
Highway 7
64
612
Shady Oak Rd
618
11th Ave
Smetana
Excelsior Blvd
Bren Rd
Opus
4
Mtka. Heights
Co Rd 62
To/From Southwest Metro
Nearterm (1-5 y

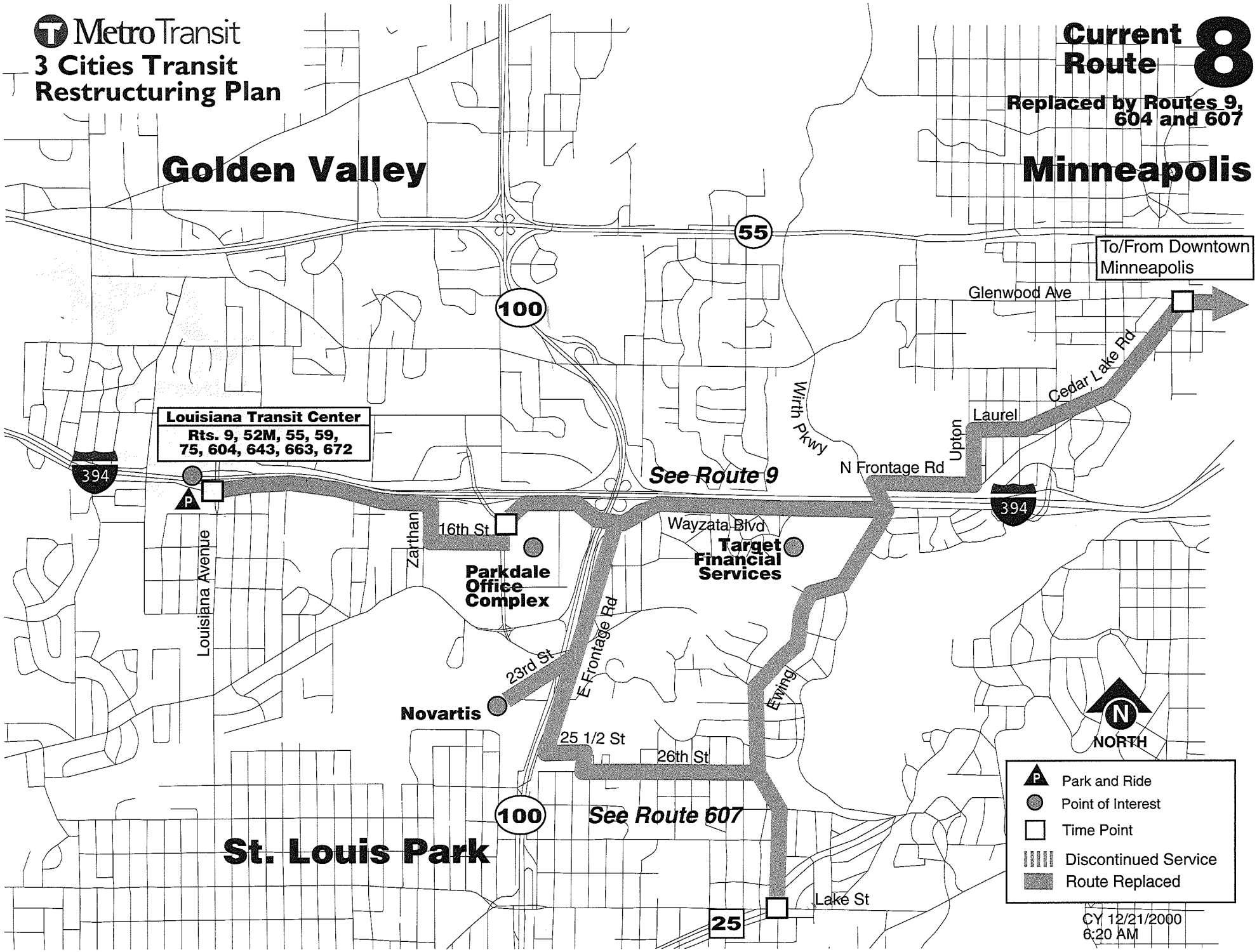


ears) Peak Hours System Map


Metro Transit
3 Cities Transit Restructuring Plan
Hopkins - Minnetonka - St. Louis Park
Westridge
Crescent Ridge
614
I-394
Ridgedale
75
71
Plymouth Road Transit Center
71 75 614
Plymouth Rd
Crossroad
Cedar Lake Rd
9
63
Hopkins
663
Minnetonka Blvd
Highway 7
8th Ave
5th Ave
Mainstreet
612
12
Co Rd 3
Hwy 101
71M
Target/ Cub Foods
Highway 7
618
Shady Oak Rd
11th Ave
Smetana
Excelsior Blvd
Bren Rd
Opus
612 71M Mtka. Heights
Co Rd 62
To/From Southwest Metro
Nearterm (1-5 years)



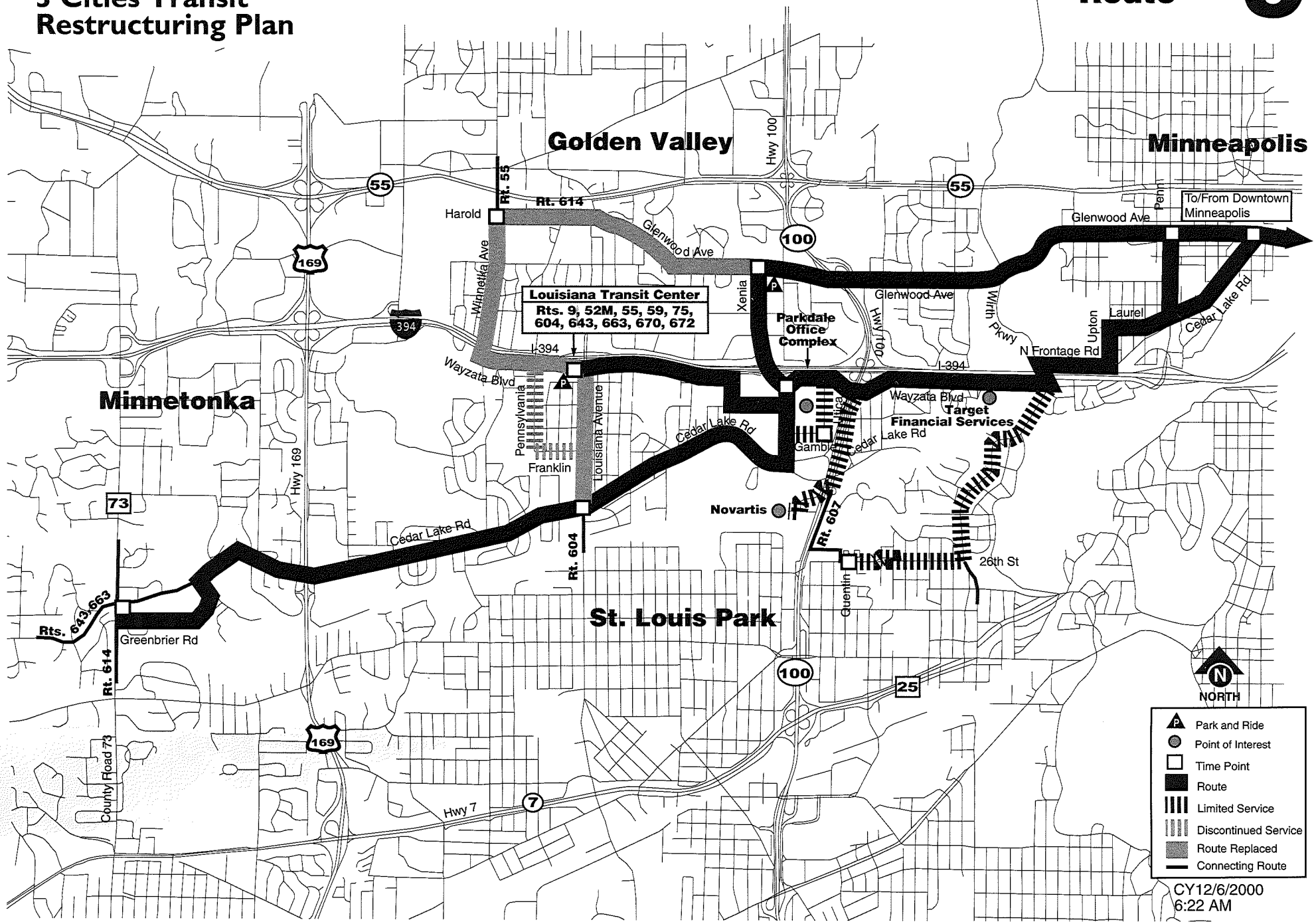
) Off-Peak Hours System Map


Metro Transit
3 Cities Transit
Restructuring Plan
Current
Route 8
Replaced by Routes 9,
604 and 607
Golden Valley
Minneapolis
St. Louis Park
55
100
100
25
394
394
To/From Downtown
Minneapolis
Glenwood Ave
Cedar Lake Rd
Laurel
Upton
Wirth Pkwy
N Frontage Rd
Louisiana Transit Center
Rts. 9, 52M, 55, 59,
75, 604, 643, 663, 672
See Route 9
See Route 607
Louisiana Avenue
Zarthan
16th St
Parkdale
Office
Complex
Wayzata Blvd
Target
Financial
Services
E Frontage Rd
23rd St
Novartis
Ewing
25 1/2 St
26th St
Lake St
NORTH
Park and Ride
Point of Interest
Time Point
Discontinued Service
Route Replaced
CY 12/21/2000
6:20 AM

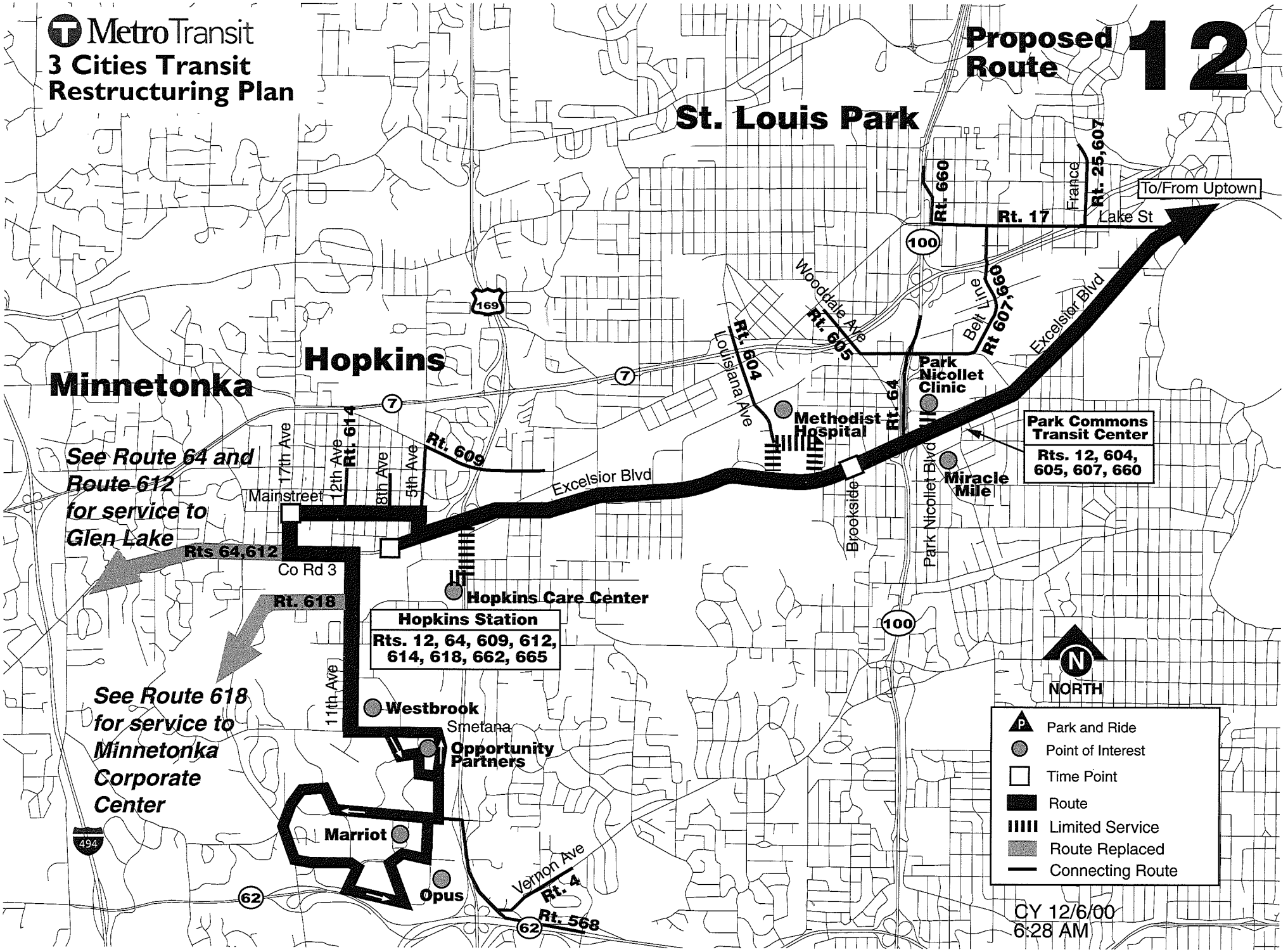
Metro Transit

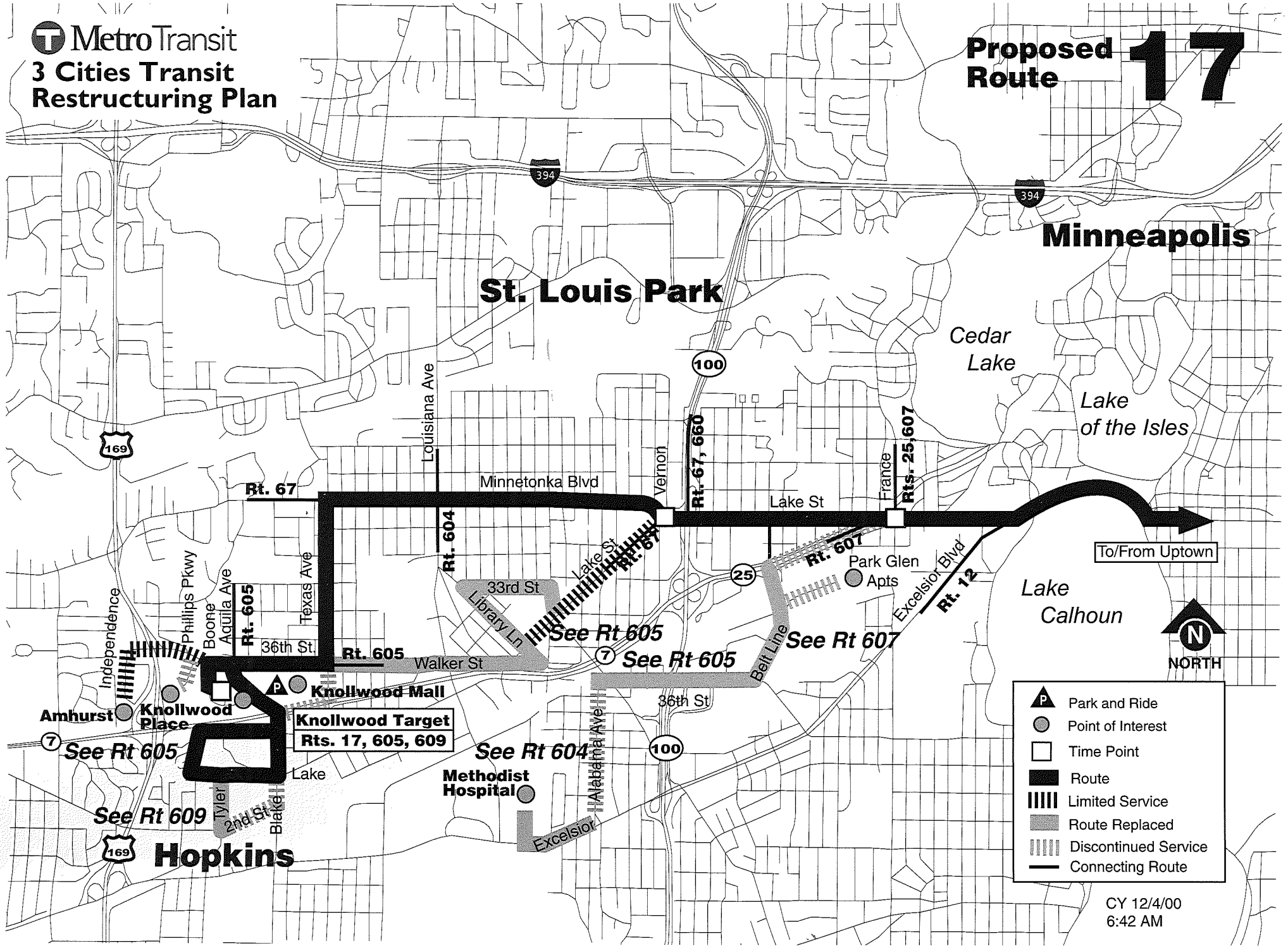
3 Cities Transit Restructuring Plan

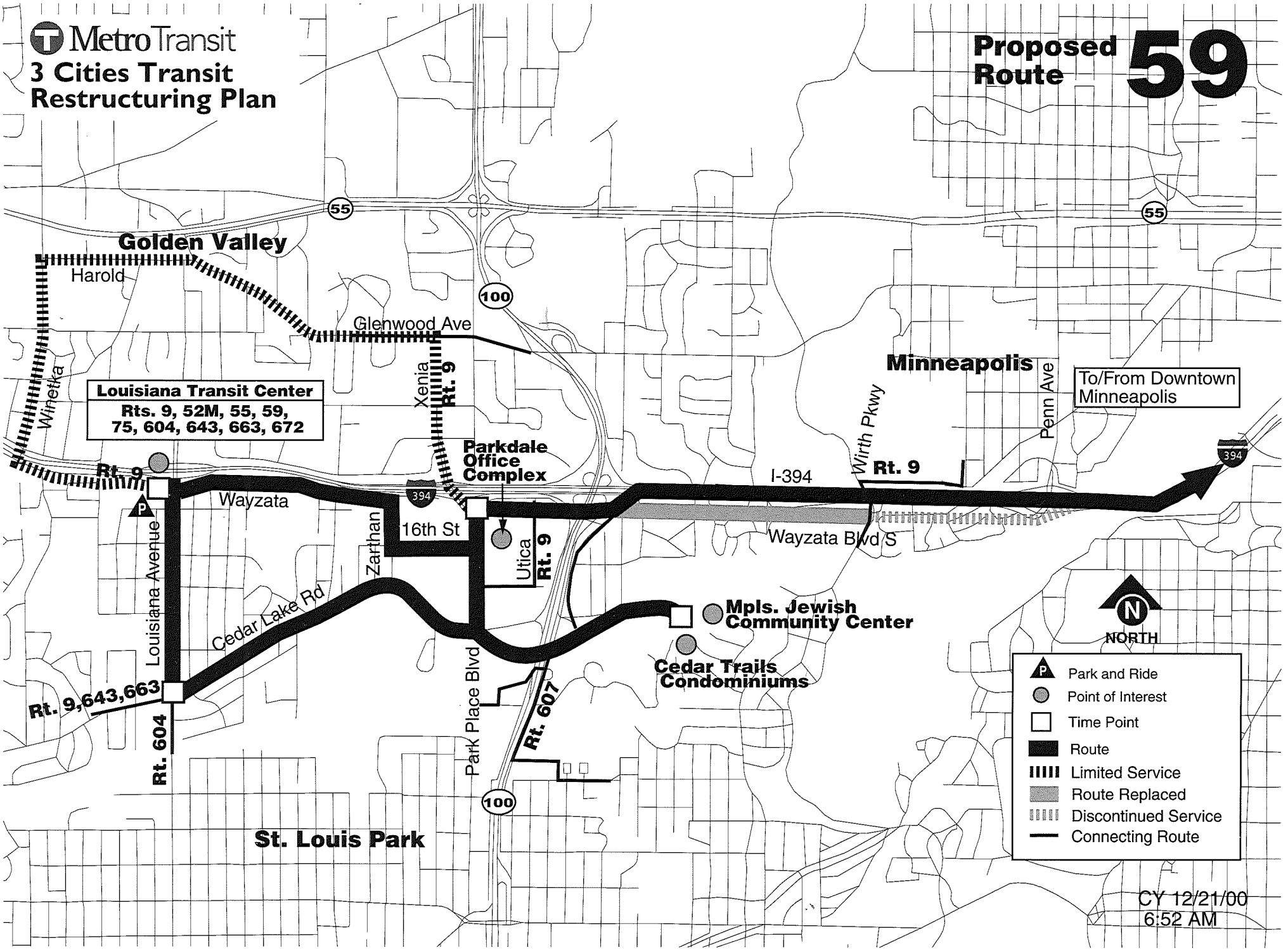
Proposed Route 9

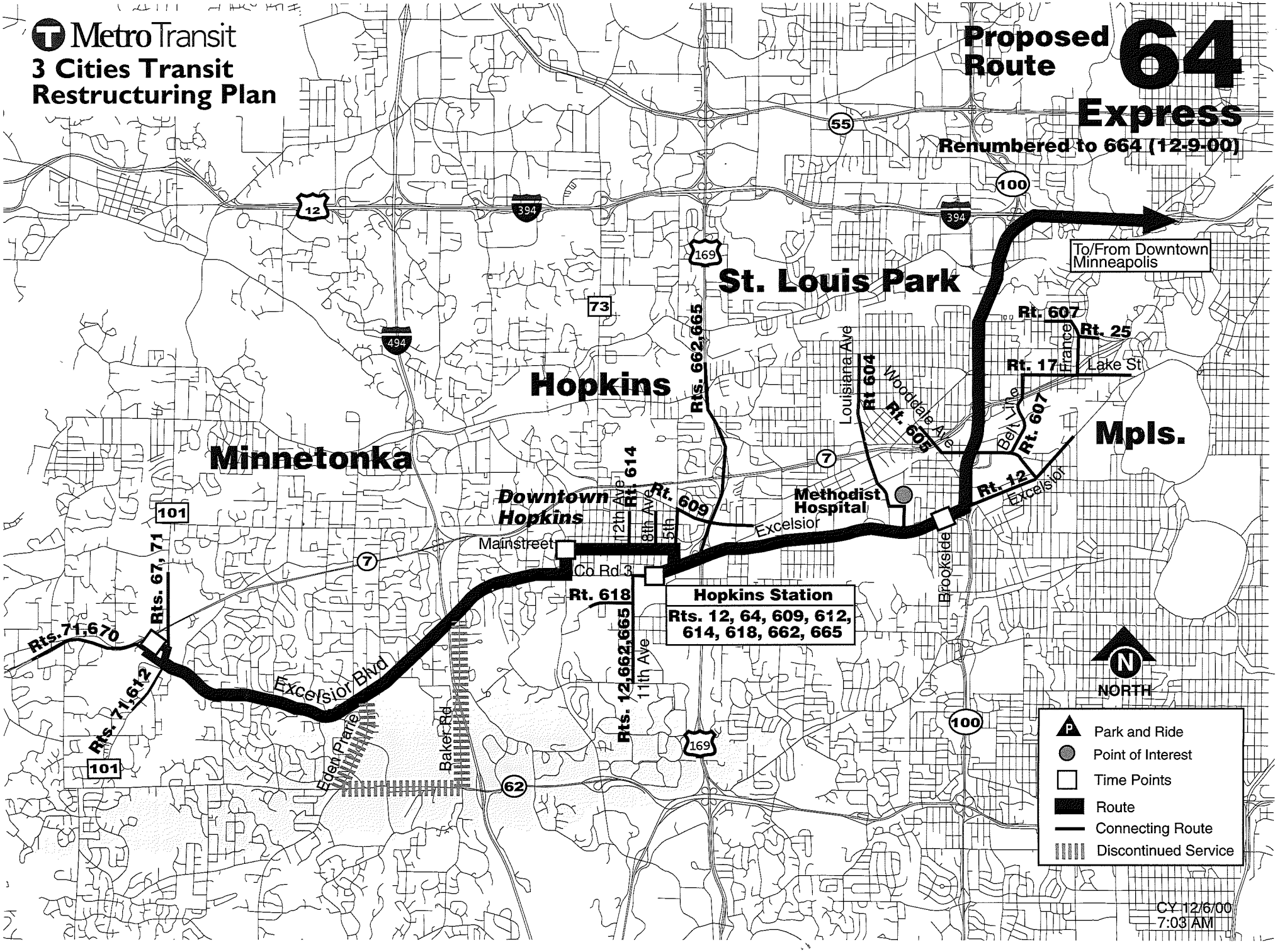


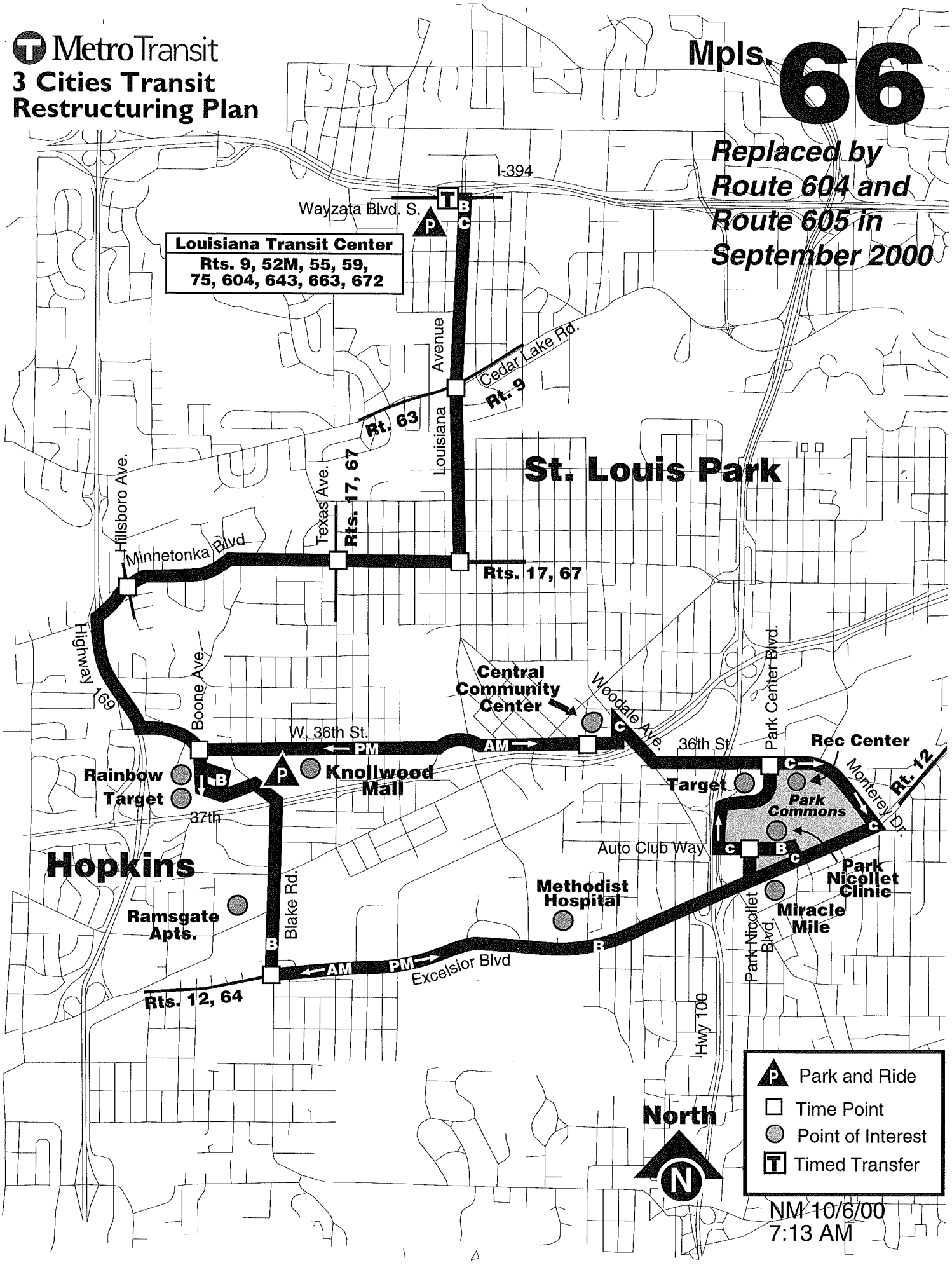
CY12/6/2000
6:22 AM

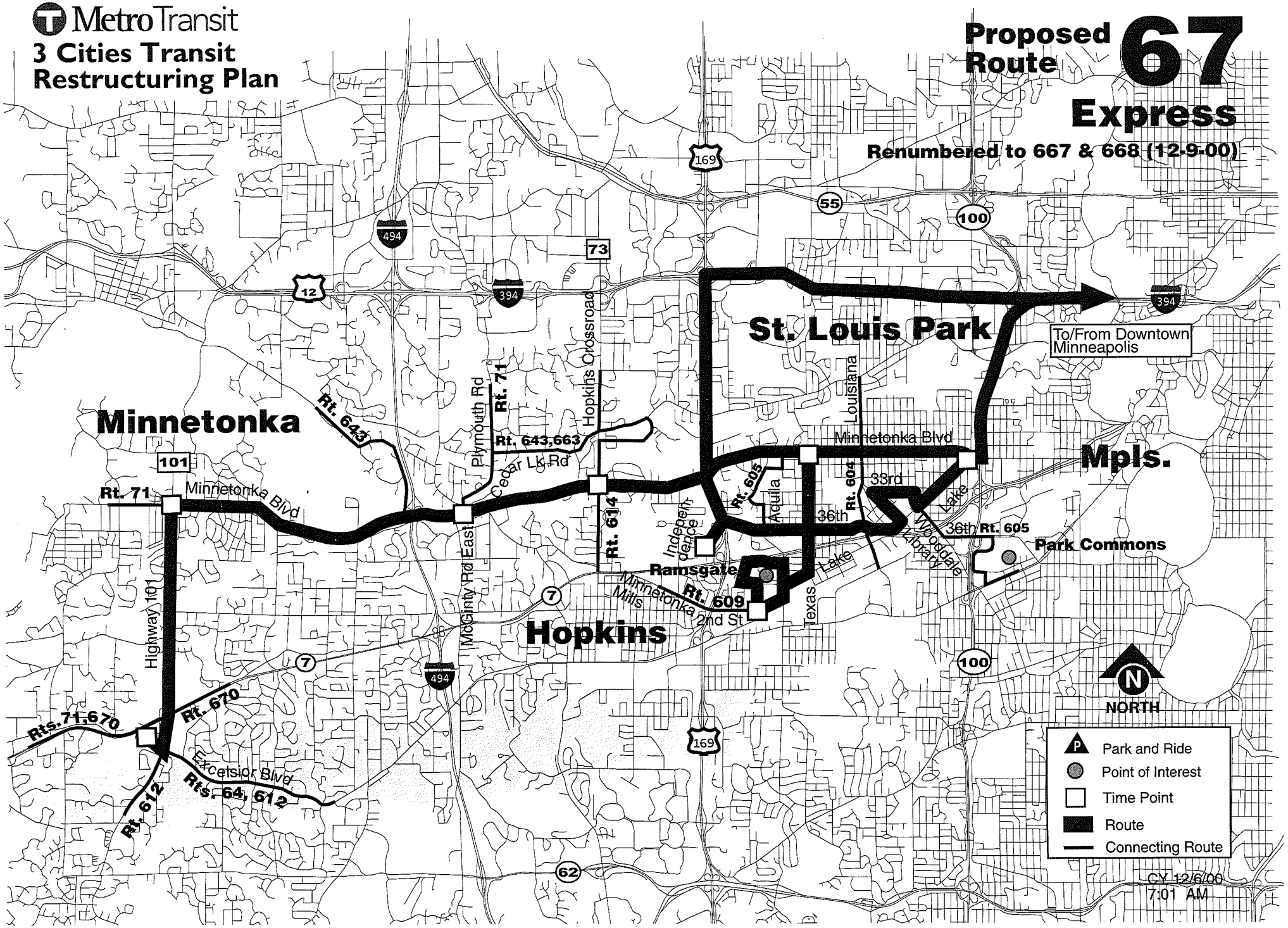

Metro Transit
3 Cities Transit
Restructuring Plan
Proposed
Route 12
St. Louis Park
Minnetonka
Hopkins
To/From Uptown
Rt. 660
Rt. 17
France
Rt. 25,607
Lake St
100
Wooddale Ave
Rt. 605
Belt Line
Rt 607, 660
Excelsior Blvd
169
Rt. 604
Louisiana Ave
Park Nicollet Clinic
Rt. 64
Methodist Hospital
Park Commons Transit Center
Rts. 12, 604, 605, 607, 660
Miracle Mile
Park Nicollet Blvd
Brookside
7
Rt. 609
17th Ave
12th Ave
Rt. 614
8th Ave
5th Ave
Mainstreet
See Route 64 and Route 612 for service to Glen Lake
Rts 64,612
Co Rd 3
Rt. 618
Hopkins Care Center
Hopkins Station
Rts. 12, 64, 609, 612, 614, 618, 662, 665
11th Ave
See Route 618 for service to Minnetonka Corporate Center
Westbrook
Smetana
Opportunity Partners
Marriot
Opus
494
62
Vernon Ave
Rt. 4
Rt. 568
NORTH
Park and Ride
Point of Interest
Time Point
Route
Limited Service
Route Replaced
Connecting Route
CY 12/6/00
6:28 AM

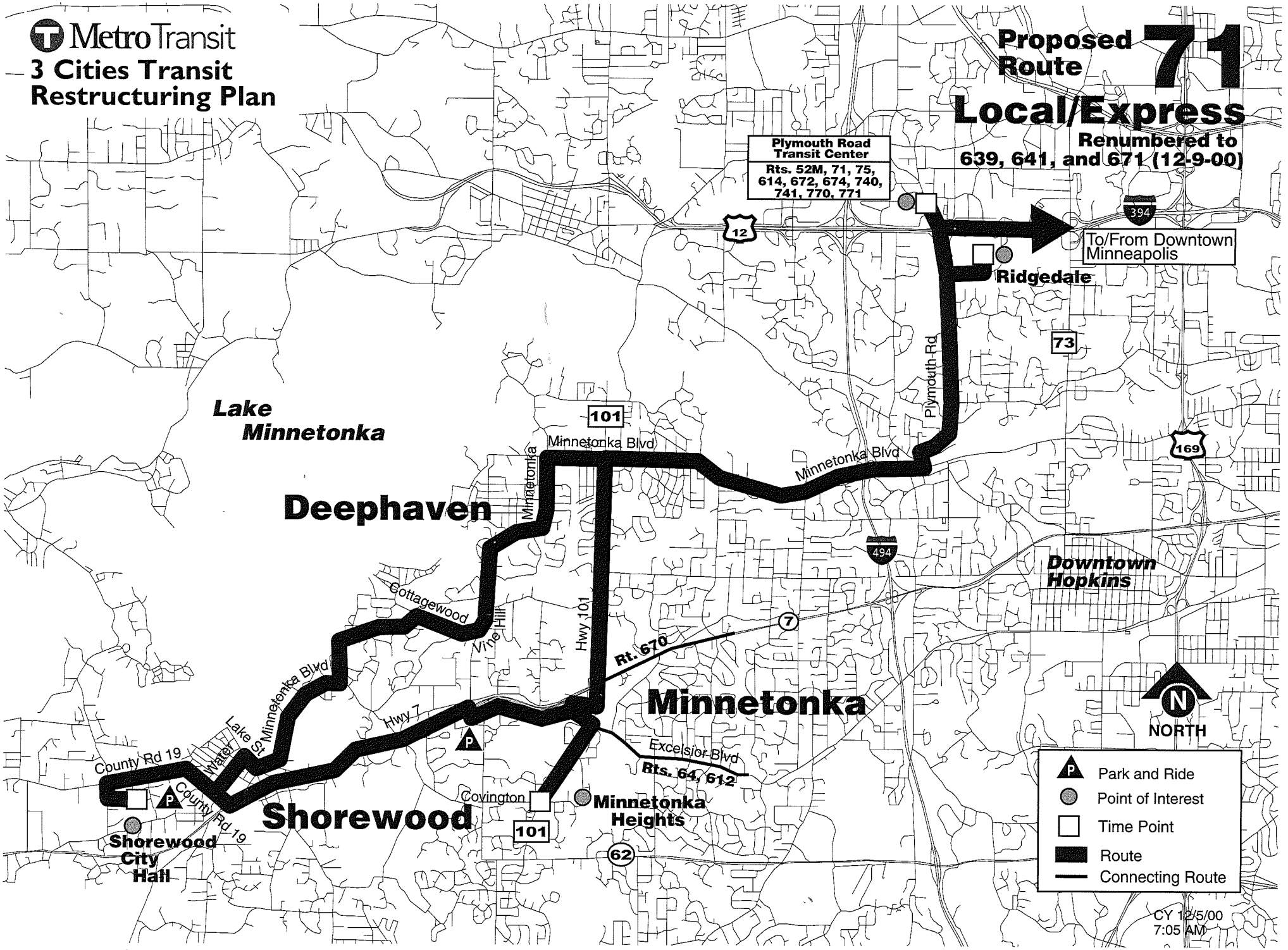

Metro Transit
3 Cities Transit Restructuring Plan
Proposed Route 17
Minneapolis
St. Louis Park
Cedar Lake
Lake of the Isles
Lake Calhoun
394
100
169
25
7
Louisiana Ave
Minnetonka Blvd
Rt. 67
Rt. 604
Rt. 67, 660
Vernon
Lake St
France
Rts. 25, 607
Rt. 607
Rt. 12
Excelsior Blvd
To/From Uptown
Park Glen Apts
Phillips Pkwy
Independence
Boone
Aquila Ave
Rt. 605
Texas Ave
36th St
Rt. 605
Walker St
33rd St
Library Ln
See Rt 605
See Rt 605
See Rt 607
Beit Line
36th St
Alabama Ave
Knollwood Mall
Knollwood Target
Rts. 17, 605, 609
Amhurst
Knollwood Place
See Rt 605
See Rt 604
Methodist Hospital
Lake
Tyler
2nd St
Blake
See Rt 609
Excelsior
Hopkins
NORTH
Park and Ride
Point of Interest
Time Point
Route
Limited Service
Route Replaced
Discontinued Service
Connecting Route
CY 12/4/00
6:42 AM


Metro Transit
3 Cities Transit Restructuring Plan
Proposed Route 59
Golden Valley
Harold
Glenwood Ave
Winnetka
Xenia
Rt. 9
100
55
Louisiana Transit Center
Rts. 9, 52M, 55, 59, 75, 604, 643, 663, 672
Parkdale Office Complex
Minneapolis
To/From Downtown Minneapolis
Penn Ave
Wirth Pkwy
Rt. 9
I-394
394
Wayzata
16th St
Zarthan
Utica
Wayzata Blvd S
Louisiana Avenue
Cedar Lake Rd
Mpls. Jewish Community Center
Cedar Trails Condominiums
Park Place Blvd
Rt. 607
Rt. 9,643,663
Rt. 604
St. Louis Park
NORTH
Park and Ride
Point of Interest
Time Point
Route
Limited Service
Route Replaced
Discontinued Service
Connecting Route
CY 12/21/00
6:52 AM


Metro Transit
3 Cities Transit
Restructuring Plan
Proposed
Route 64
Express
Renumbered to 664 (12-9-00)
St. Louis Park
Hopkins
Minnetonka
Mpls.
To/From Downtown
Minneapolis
Rt. 607
Rt. 25
Rt. 17
Lake St
France
Louisiana Ave
Rt 604
Woodedale Ave
Rt. 605
Bel View
Rt. 607
Rt. 12
Excelsior
Rts. 662,665
Rt. 614
12th Ave
8th Ave
5th
Rt. 609
Downtown
Hopkins
Mainstreet
Co Rd 3
Rt. 618
Methodist
Hospital
Excelsior
Brookside
Hopkins Station
Rts. 12, 64, 609, 612,
614, 618, 662, 665
Rts. 12,662,665
11th Ave
Rts. 67, 71
Rts. 71,670
Rts. 71,612
Excelsior Blvd
Eden Prairie
Baker Rd
NORTH
Park and Ride
Point of Interest
Time Points
Route
Connecting Route
Discontinued Service
CY 12/6/00
7:03 AM


Metro Transit
3 Cities Transit Restructuring Plan
Mpls. 66
Replaced by Route 604 and Route 605 in September 2000
I-394
Wayzata Blvd. S.
Louisiana Transit Center
Rts. 9, 52M, 55, 59, 75, 604, 643, 663, 672
Louisiana Avenue
Cedar Lake Rd.
Rt. 9
Rt. 63
Rts. 17, 67
St. Louis Park
Hillsboro Ave.
Texas Ave.
Minnetonka Blvd
Rts. 17, 67
Highway 169
Boone Ave.
Central Community Center
Woodale Ave.
Park Center Blvd.
W. 36th St.
PM
AM
36th St.
Rec Center
Rainbow
Target
Knollwood Mall
Target
Park Commons
Monterey Dr.
Rt. 12
37th
Auto Club Way
Hopkins
Blake Rd.
Methodist Hospital
Park Nicollet Clinic
Ramsgate Apts.
Miracle Mile
Park Nicollet Blvd.
Excelsior Blvd
Rts. 12, 64
Hwy 100
North
Park and Ride
Time Point
Point of Interest
Timed Transfer
NM 10/6/00
7:13 AM


Metro Transit
3 Cities Transit
Restructuring Plan
Proposed
Route 67
Express
Renumbered to 667 & 668 (12-9-00)
St. Louis Park
To/From Downtown
Minneapolis
Minnetonka
Mpls.
Hopkins
Minnetonka Blvd
Rt. 71
Rt. 643
Rt. 643,663
Plymouth Rd
Cedar Lk Rd
Hopkins Crossroad
Louisiana
Aquila
33rd
36th
Rt. 605
Rt. 604
Rt. 614
Independence
Ramsgate
Park Commons
Lake Minnetonka Mills
Rt. 609
2nd St
Texas
Lake Wooddale
Library
McGinty Rd East
Highway 101
Rt. 670
Rts. 71,670
Excelsior Blvd
Rts. 64, 612
Rt. 612
NORTH
Park and Ride
Point of Interest
Time Point
Route
Connecting Route
CY 12/6/00
7:01 AM

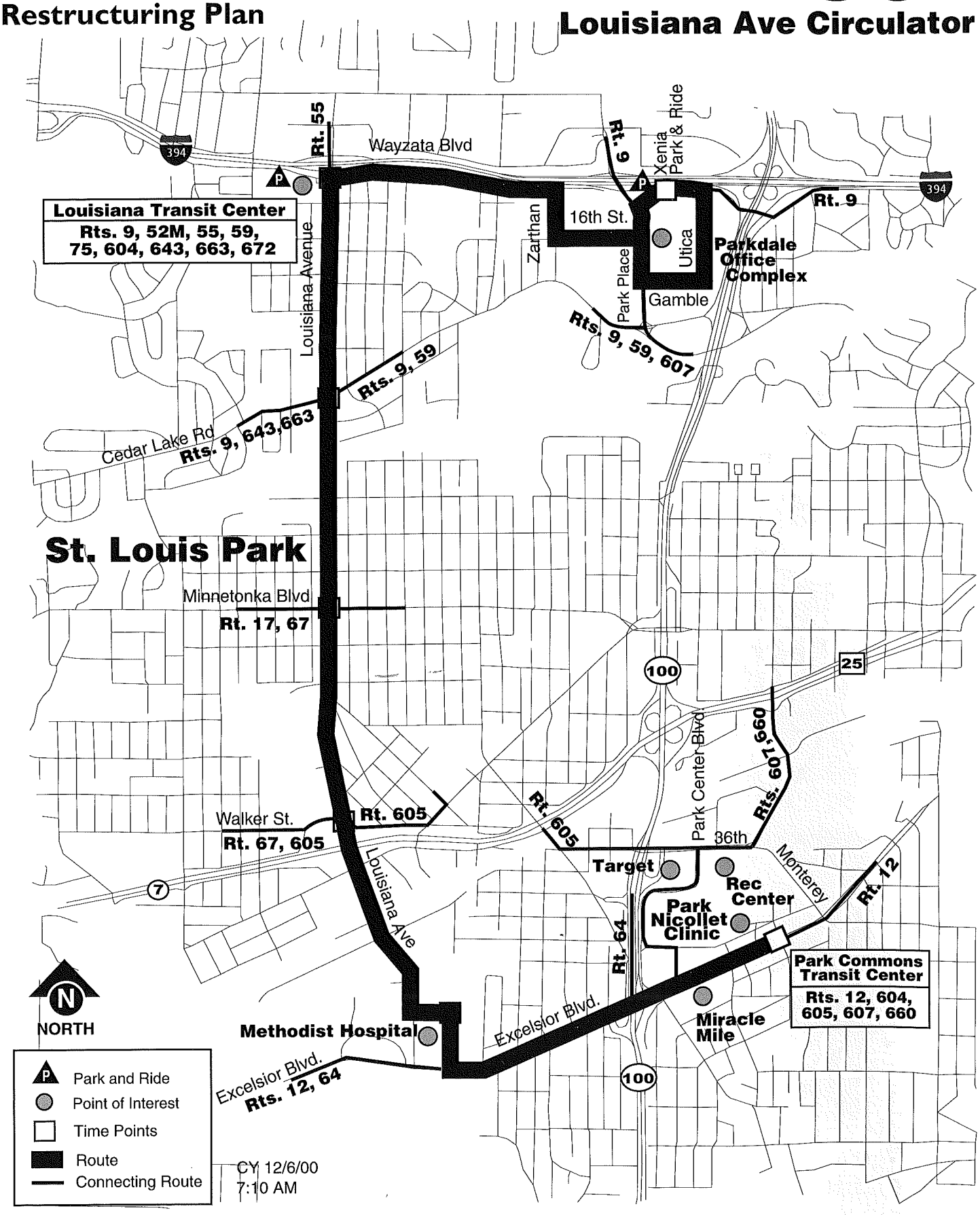

Metro Transit
3 Cities Transit Restructuring Plan
Proposed Route 71
Local/Express
Renumbered to 639, 641, and 671 (12-9-00)
Plymouth Road Transit Center
Rts. 52M, 71, 75, 614, 672, 674, 740, 741, 770, 771
To/From Downtown Minneapolis
Ridgedale
Plymouth Rd
Lake Minnetonka
Deephaven
Minnetonka Blvd
Minnetonka
Hwy 101
Cottagewood
Vine Hill
Rt. 670
Minnetonka
Downtown Hopkins
Hwy 7
Lake St
Water
County Rd 19
Excelsior Blvd
Rts. 64, 612
Covington
Minnetonka Heights
Shorewood
Shorewood City Hall
NORTH
Park and Ride
Point of Interest
Time Point
Route
Connecting Route
CY 12/5/00
7:05 AM

Metro Transit

3 Cities Transit Restructuring Plan

Proposed Route 604

Louisiana Ave Circulator



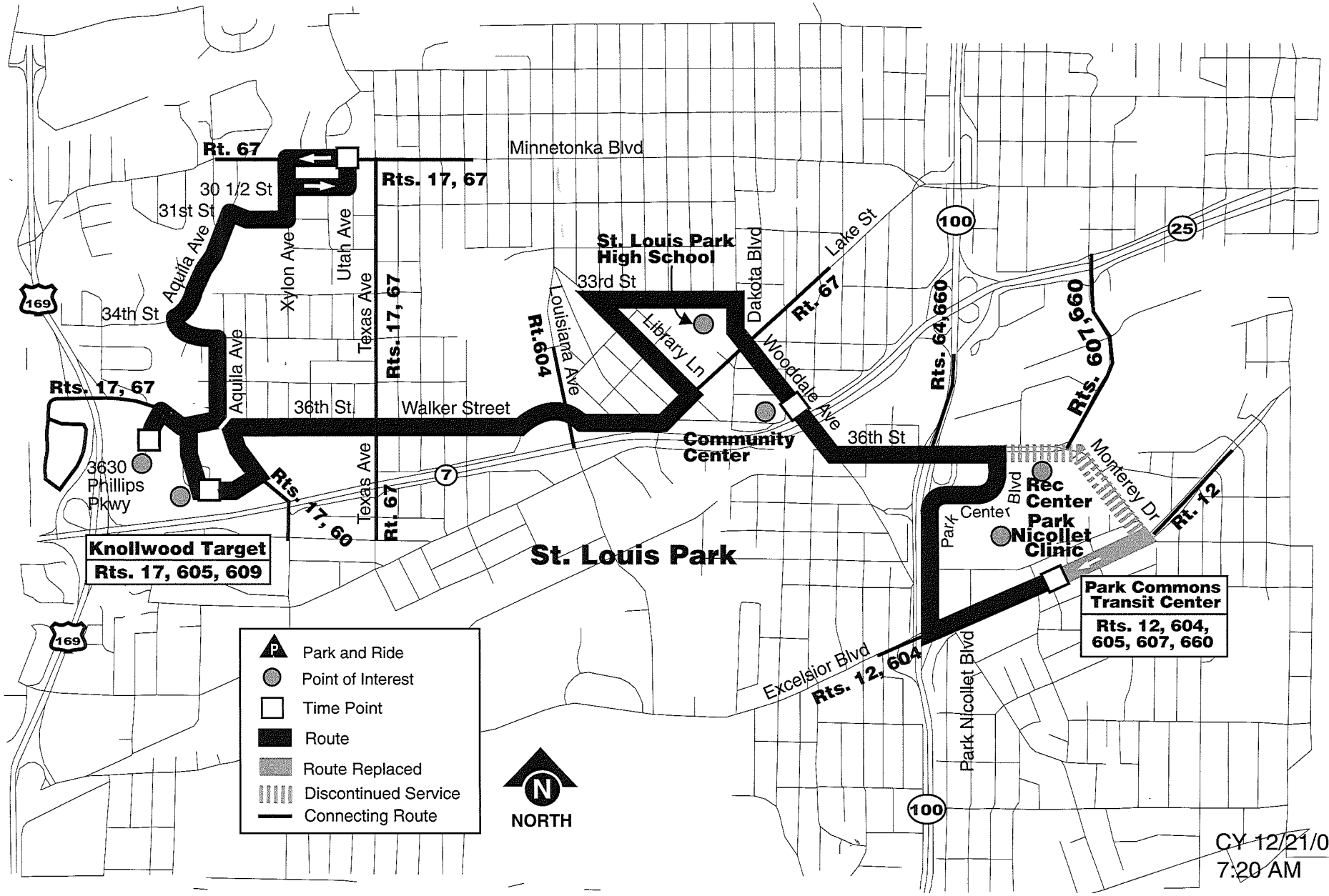
CY 12/6/00
7:10 AM

Metro Transit

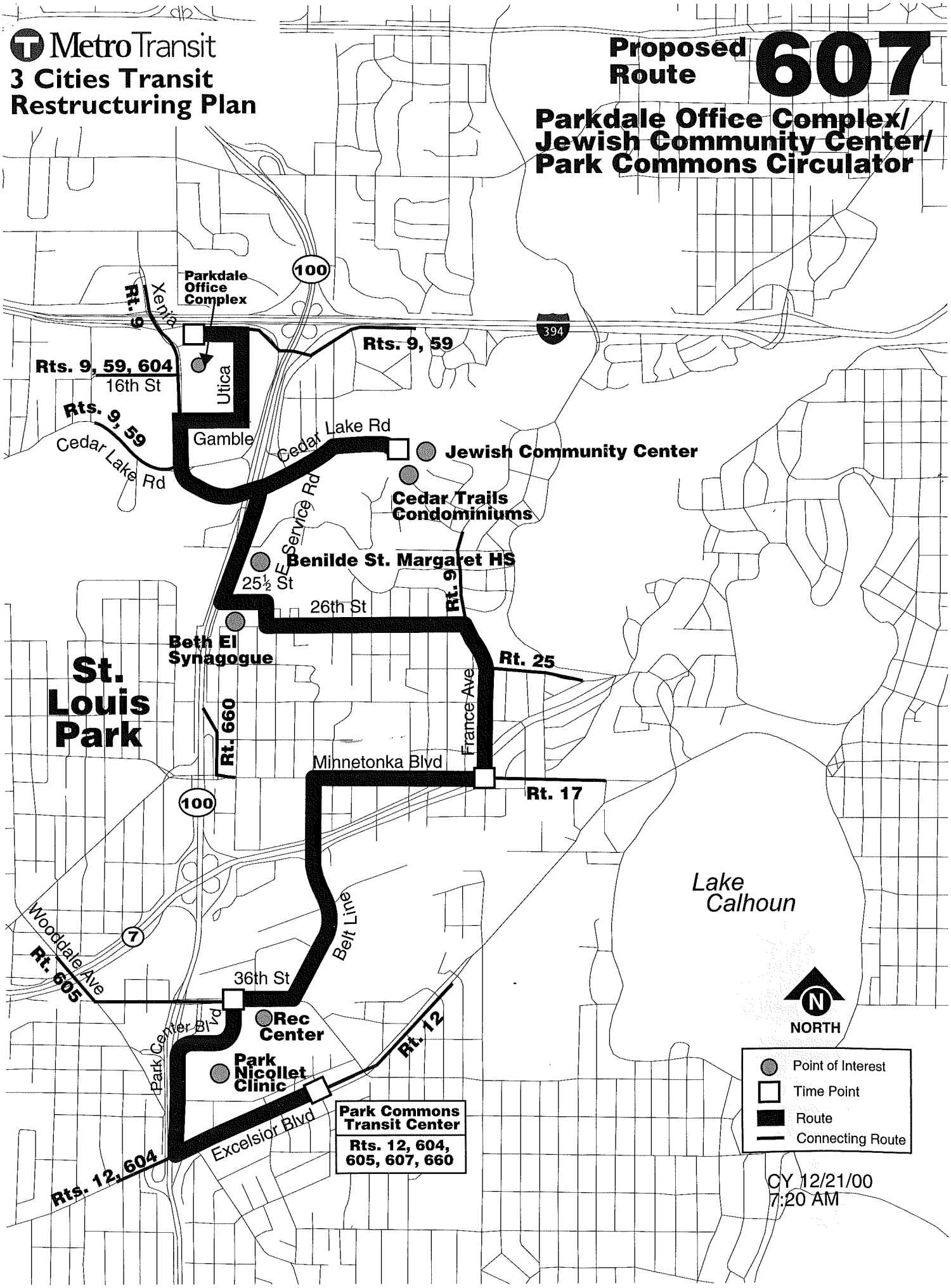
3 Cities Transit Restructuring Plan

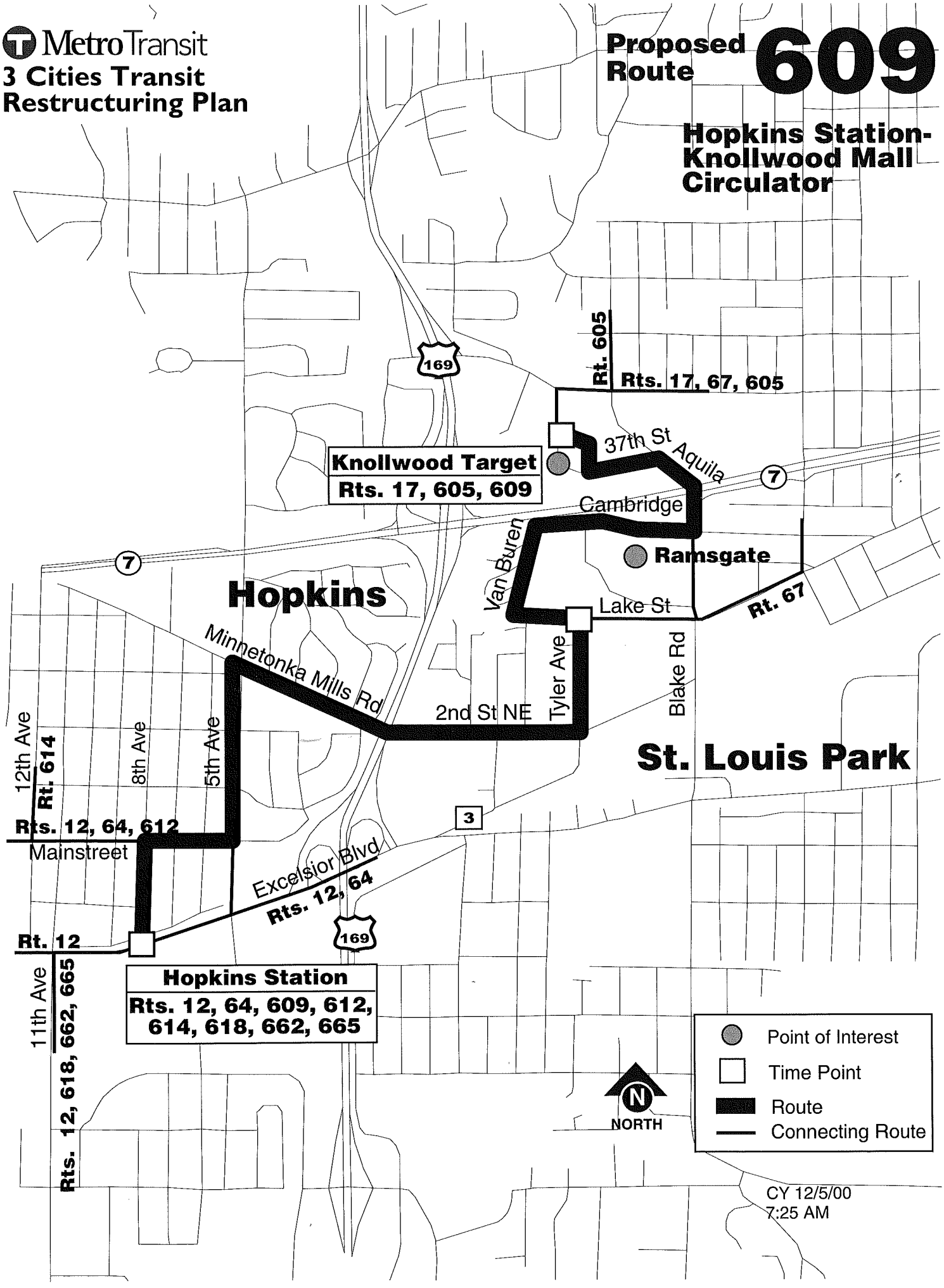
Proposed Route 605

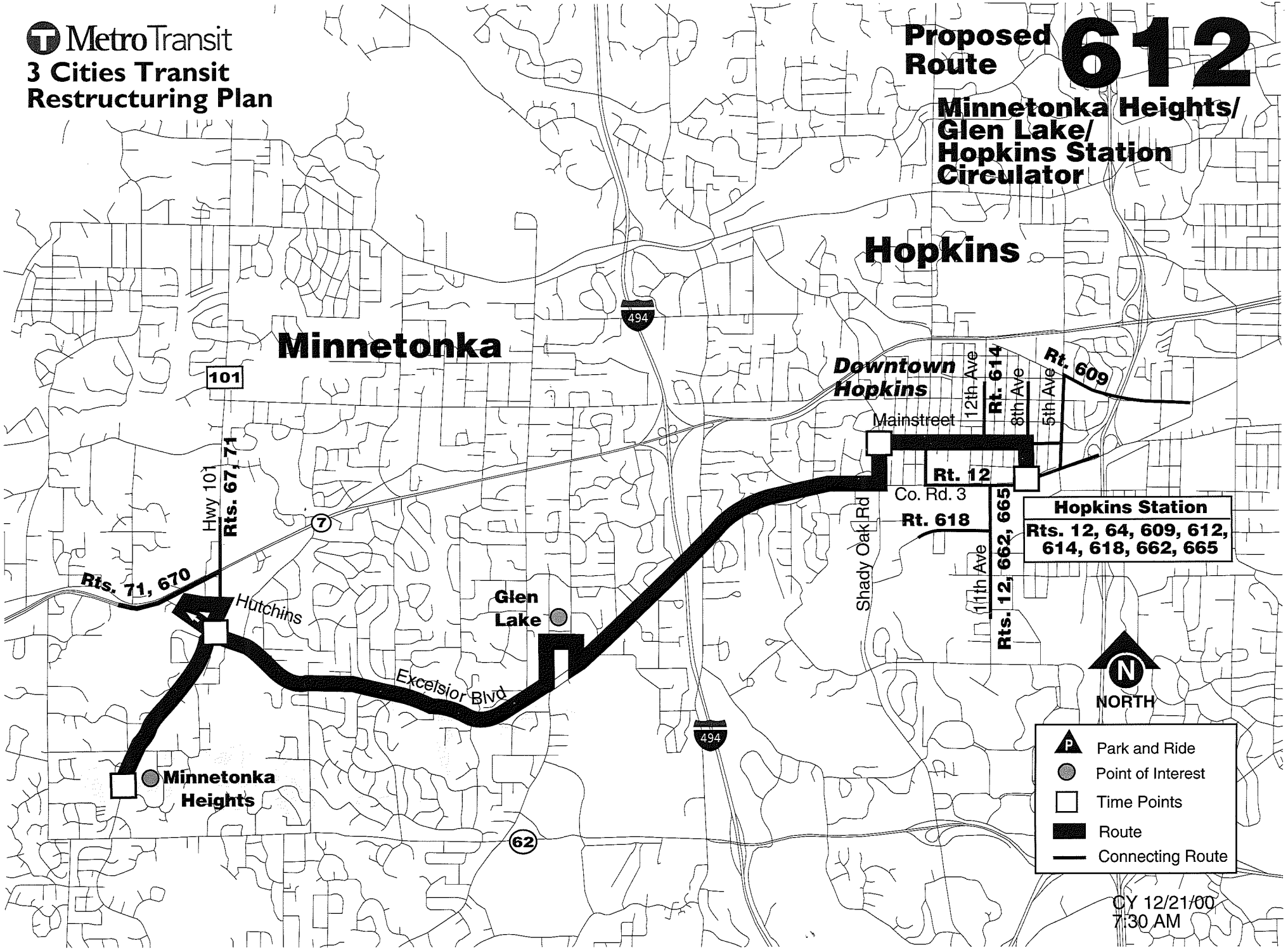
Walker/36th St Circulator



CY 12/21/00
7:20 AM


Metro Transit
3 Cities Transit Restructuring Plan
Proposed Route 607
Parkdale Office Complex/ Jewish Community Center/ Park Commons Circulator
Parkdale Office Complex
Xenia
Rt. 6
100
394
Rts. 9, 59
Rts. 9, 59, 604
16th St
Utica
Gamble
Rts. 9, 59
Cedar Lake Rd
Cedar Lake Rd
Jewish Community Center
Cedar Trails Condominiums
E Service Rd
Benilde St. Margaret HS
25½ St
26th St
Rt. 9
Beth El Synagogue
St. Louis Park
Rt. 660
Rt. 25
France Ave
Minnetonka Blvd
Rt. 17
100
Lake Calhoun
Belt Line
Wooddale Ave
7
Rt. 605
36th St
Rec Center
Park Center Blvd
Park Nicollet Clinic
Rt. 12
Park Commons Transit Center
Rts. 12, 604, 605, 607, 660
Excelsior Blvd
Rts. 12, 604
NORTH
Point of Interest
Time Point
Route
Connecting Route
CY 12/21/00
7:20 AM


Metro Transit
3 Cities Transit
Restructuring Plan
Proposed
Route
609
Hopkins Station-
Knollwood Mall
Circulator
Rt. 605
Rts. 17, 67, 605
169
37th St Aquila
7
Knollwood Target
Rts. 17, 605, 609
Cambridge
Van Buren
Ramsgate
Hopkins
Lake St
Rt. 67
Minnetonka Mills Rd
2nd St NE
Tyler Ave
Blake Rd
St. Louis Park
12th Ave
Rt. 614
8th Ave
5th Ave
Rts. 12, 64, 612
Mainstreet
3
Excelsior Blvd
Rts. 12, 64
Rt. 12
169
Hopkins Station
Rts. 12, 64, 609, 612,
614, 618, 662, 665
11th Ave
Rts. 12, 618, 662, 665
N
NORTH
Point of Interest
Time Point
Route
Connecting Route
CY 12/5/00
7:25 AM

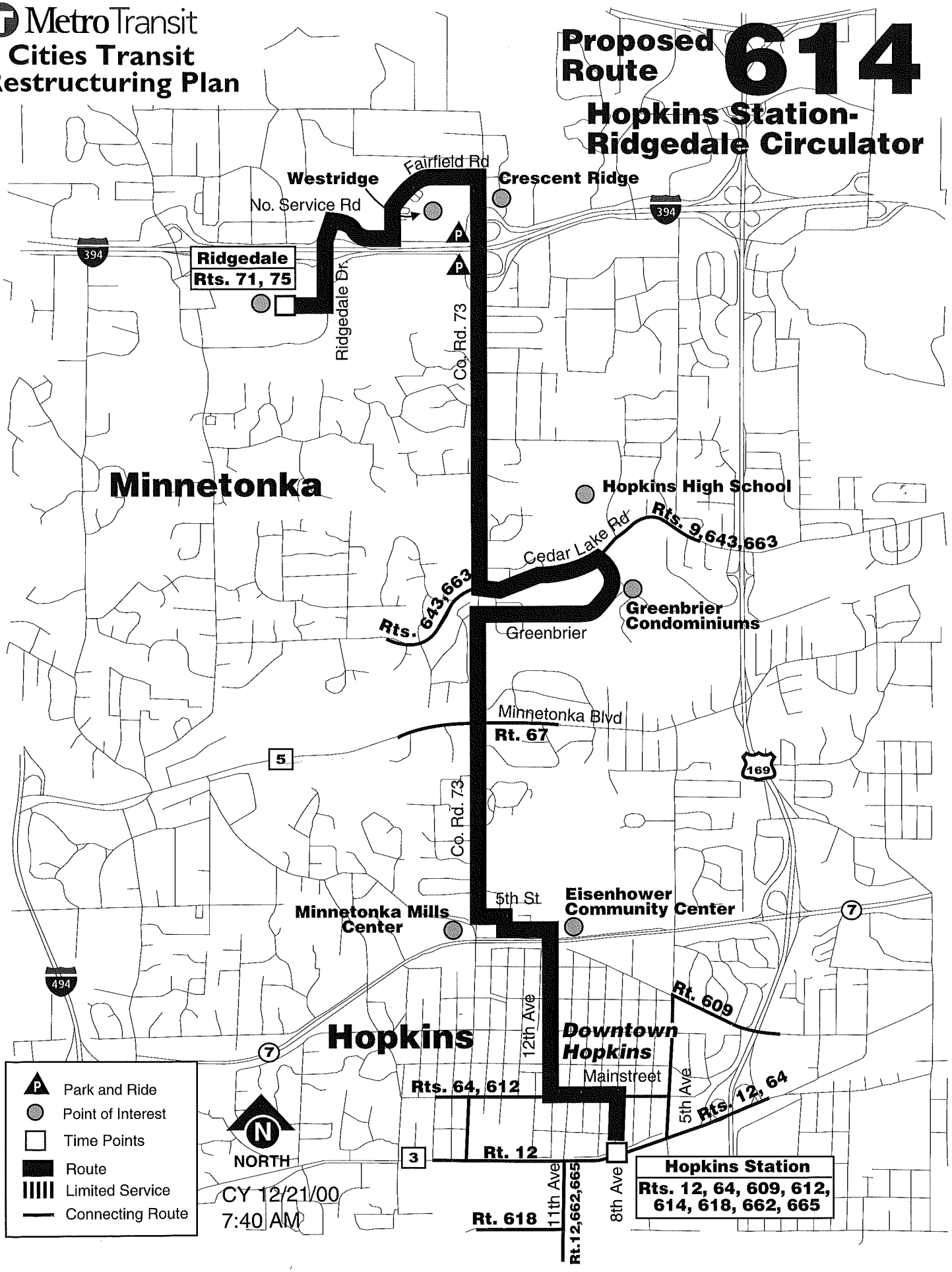

Metro Transit
3 Cities Transit
Restructuring Plan
Proposed
Route 612
Minnetonka Heights/
Glen Lake/
Hopkins Station
Circulator
Hopkins
Minnetonka
494
101
Hwy 101
Rts. 67, 71
7
Rts. 71, 670
Hutchins
Glen
Lake
Excelsior Blvd
494
Minnetonka
Heights
62
Downtown
Hopkins
Mainstreet
12th Ave
Rt. 614
8th Ave
5th Ave
Rt. 609
Rt. 12
Co. Rd. 3
Rt. 618
Shady Oak Rd
11th Ave
Rts. 12, 662, 665
Hopkins Station
Rts. 12, 64, 609, 612,
614, 618, 662, 665
N
NORTH
P
Park and Ride
Point of Interest
Time Points
Route
Connecting Route
CY 12/21/00
7:30 AM

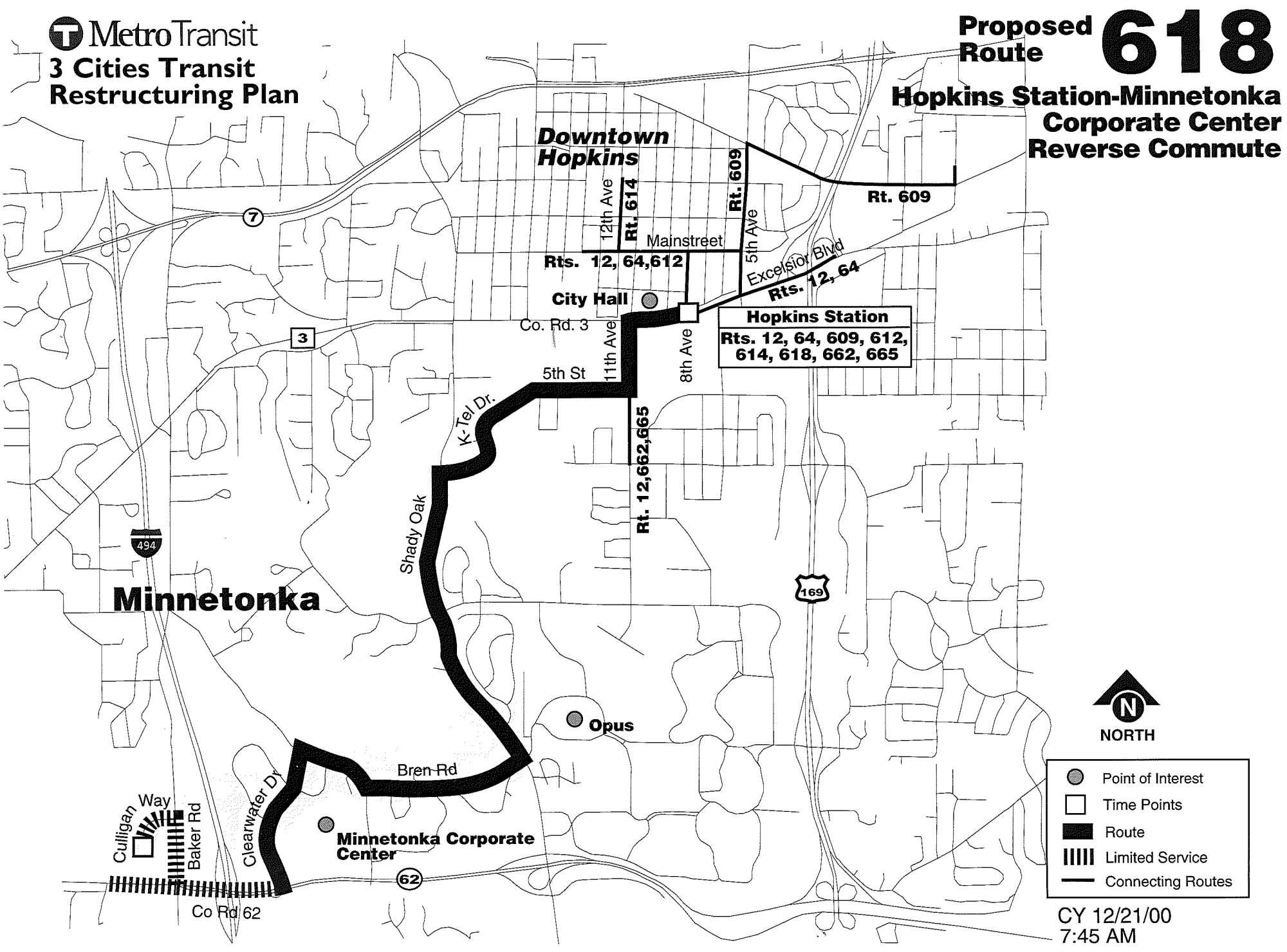
Metro Transit

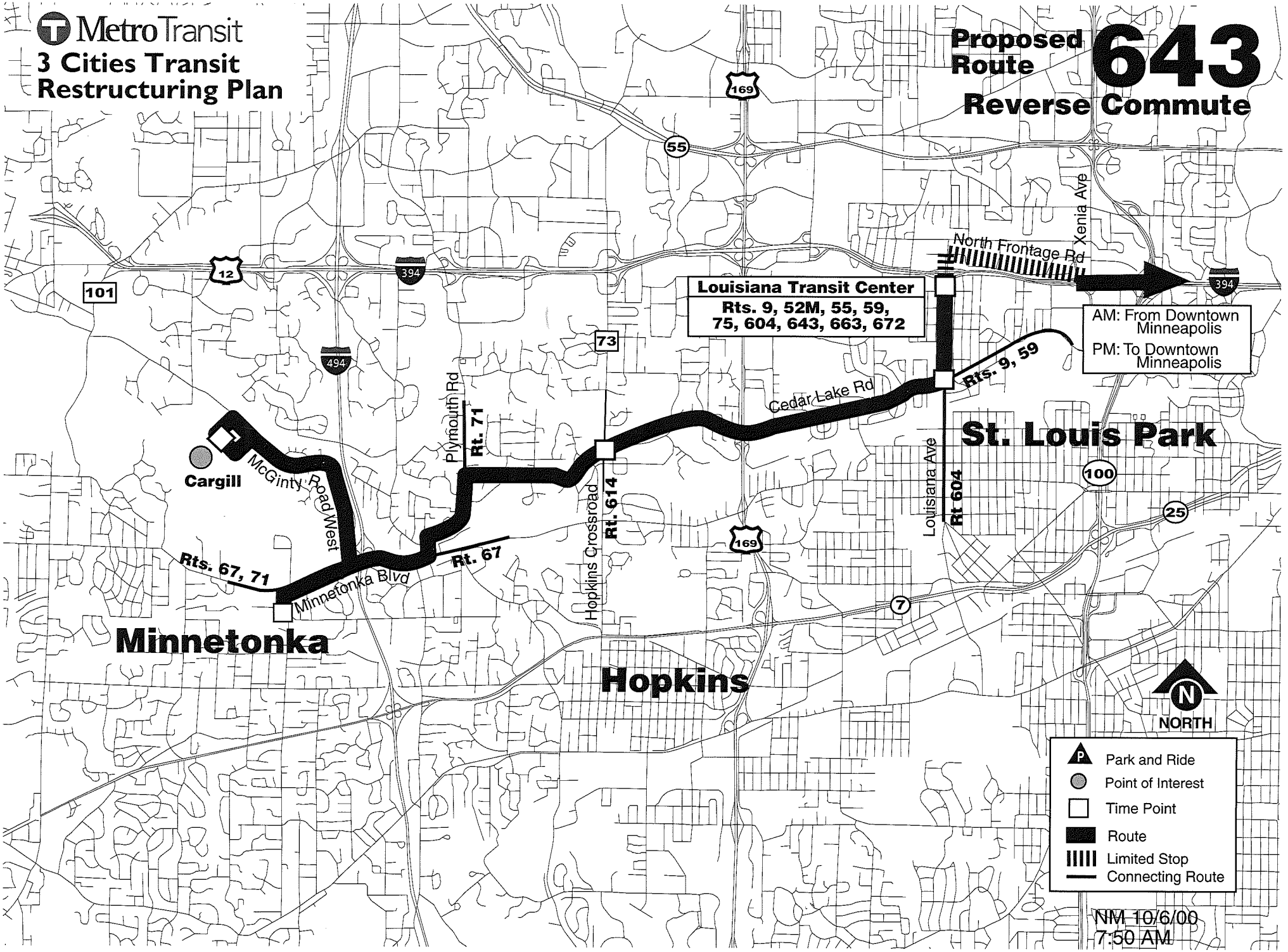
3 Cities Transit Restructuring Plan

Proposed Route 614

Hopkins Station-Ridgedale Circulator




Metro Transit
3 Cities Transit
Restructuring Plan
Proposed
Route 618
Hopkins Station-Minnetonka
Corporate Center
Reverse Commute
Downtown
Hopkins
12th Ave
Rt. 614
Rt. 609
Mainstreet
5th Ave
Rt. 609
Rts. 12, 64,612
Excelsior Blvd
Rts. 12, 64
City Hall
Co. Rd. 3
11th Ave
8th Ave
Hopkins Station
Rts. 12, 64, 609, 612,
614, 618, 662, 665
5th St
K-Tel Dr.
Rt. 12,662,665
Shady Oak
494
Minnetonka
169
Opus
Bren Rd
Culligan Way
Baker Rd
Clearwater Dr
Minnetonka Corporate
Center
62
Co Rd 62
NORTH
Point of Interest
Time Points
Route
Limited Service
Connecting Routes
CY 12/21/00
7:45 AM

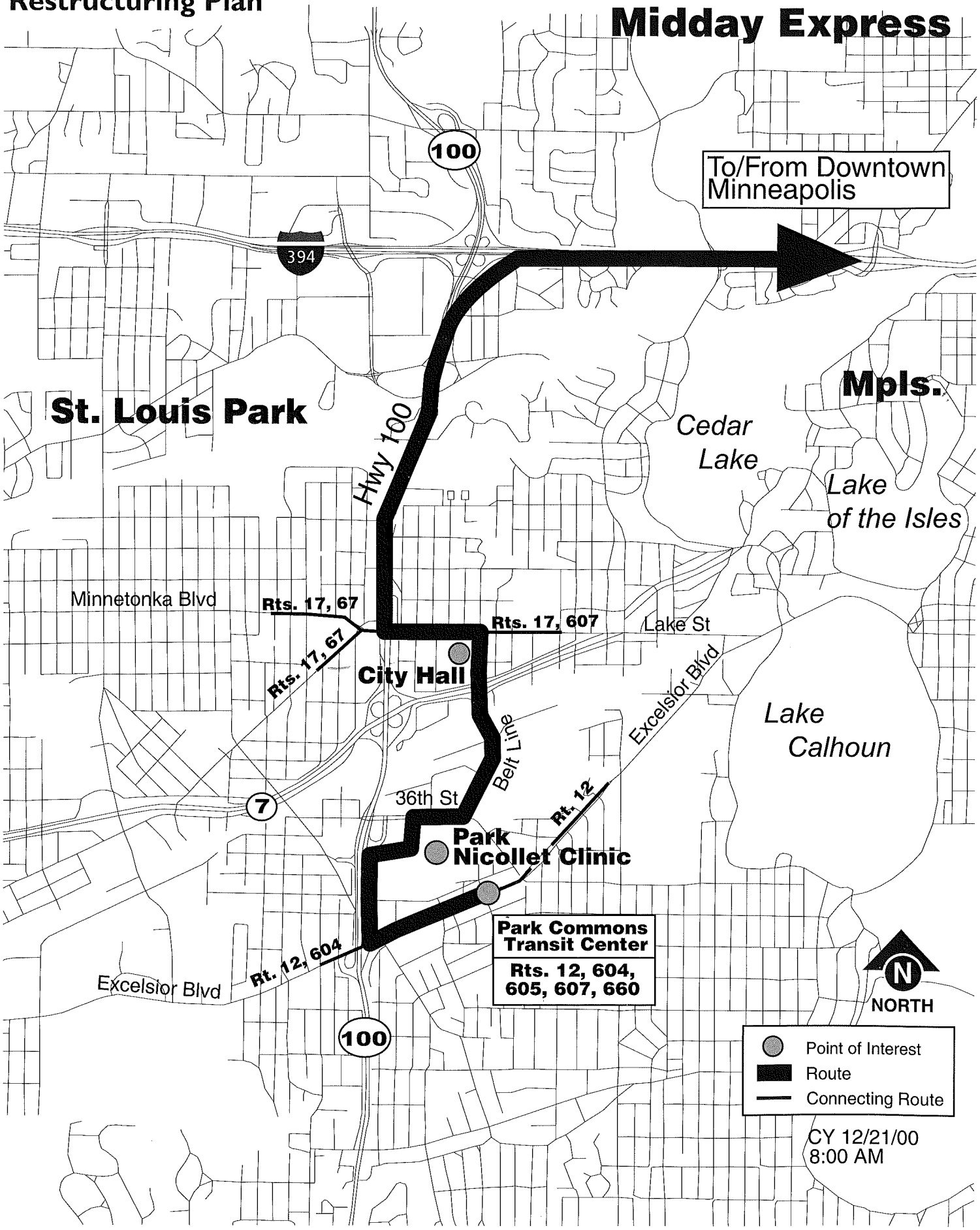

Metro Transit
3 Cities Transit
Restructuring Plan
Proposed
Route 643
Reverse Commute
Louisiana Transit Center
Rts. 9, 52M, 55, 59,
75, 604, 643, 663, 672
AM: From Downtown Minneapolis
PM: To Downtown Minneapolis
Rts. 9, 59
Cedar Lake Rd
North Frontage Rd
Xenia Ave
Louisiana Ave
Rt 604
St. Louis Park
Cargill
McGinty Road West
Plymouth Rd
Rt. 71
Hopkins Crossroad
Rt. 614
Rts. 67, 71
Minnetonka Blvd
Rt. 67
Minnetonka
Hopkins
101
12
394
494
55
169
73
100
25
7
NORTH
Park and Ride
Point of Interest
Time Point
Route
Limited Stop
Connecting Route
NM 10/6/00
7:50 AM

Metro Transit

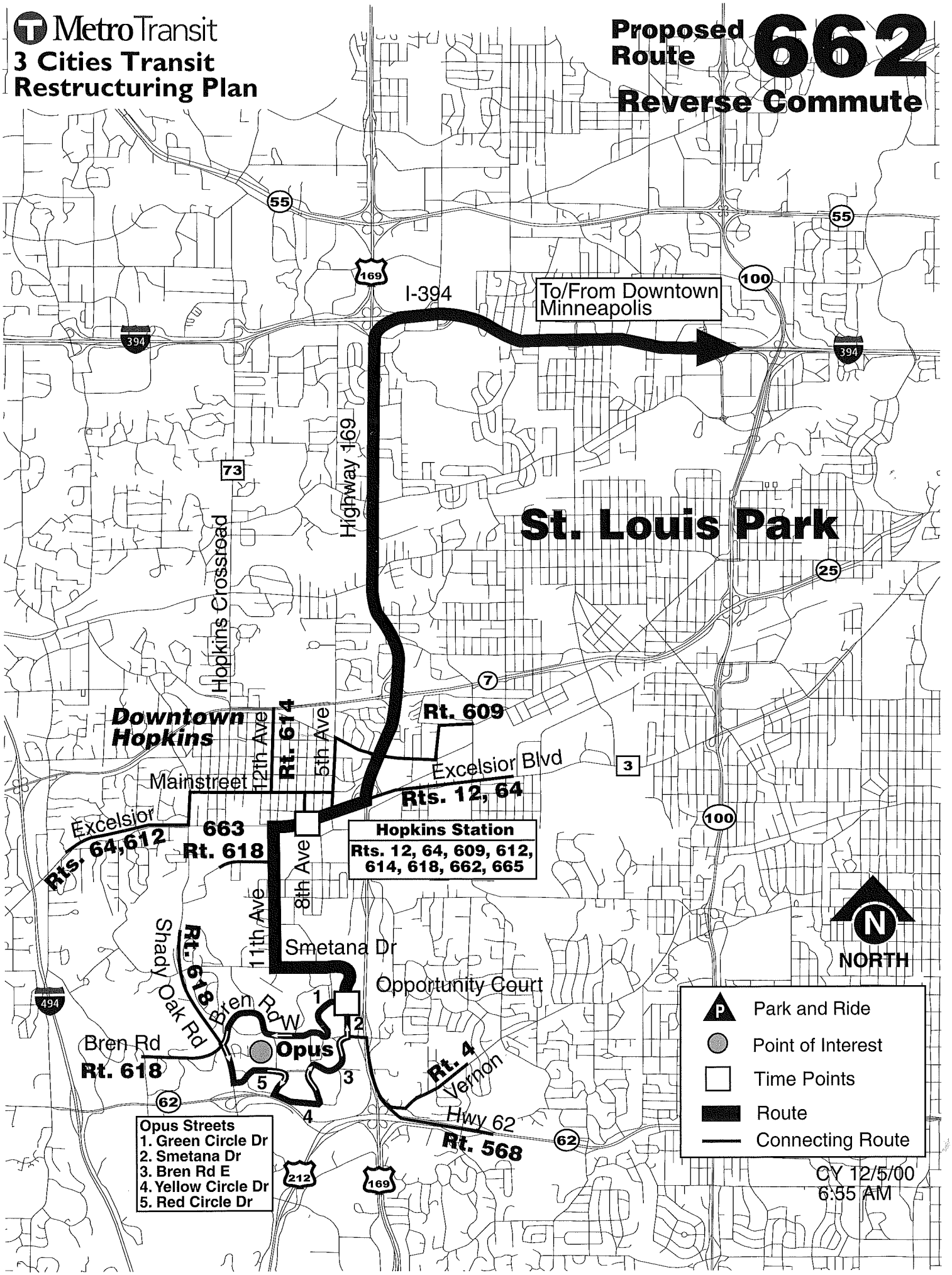
3 Cities Transit Restructuring Plan

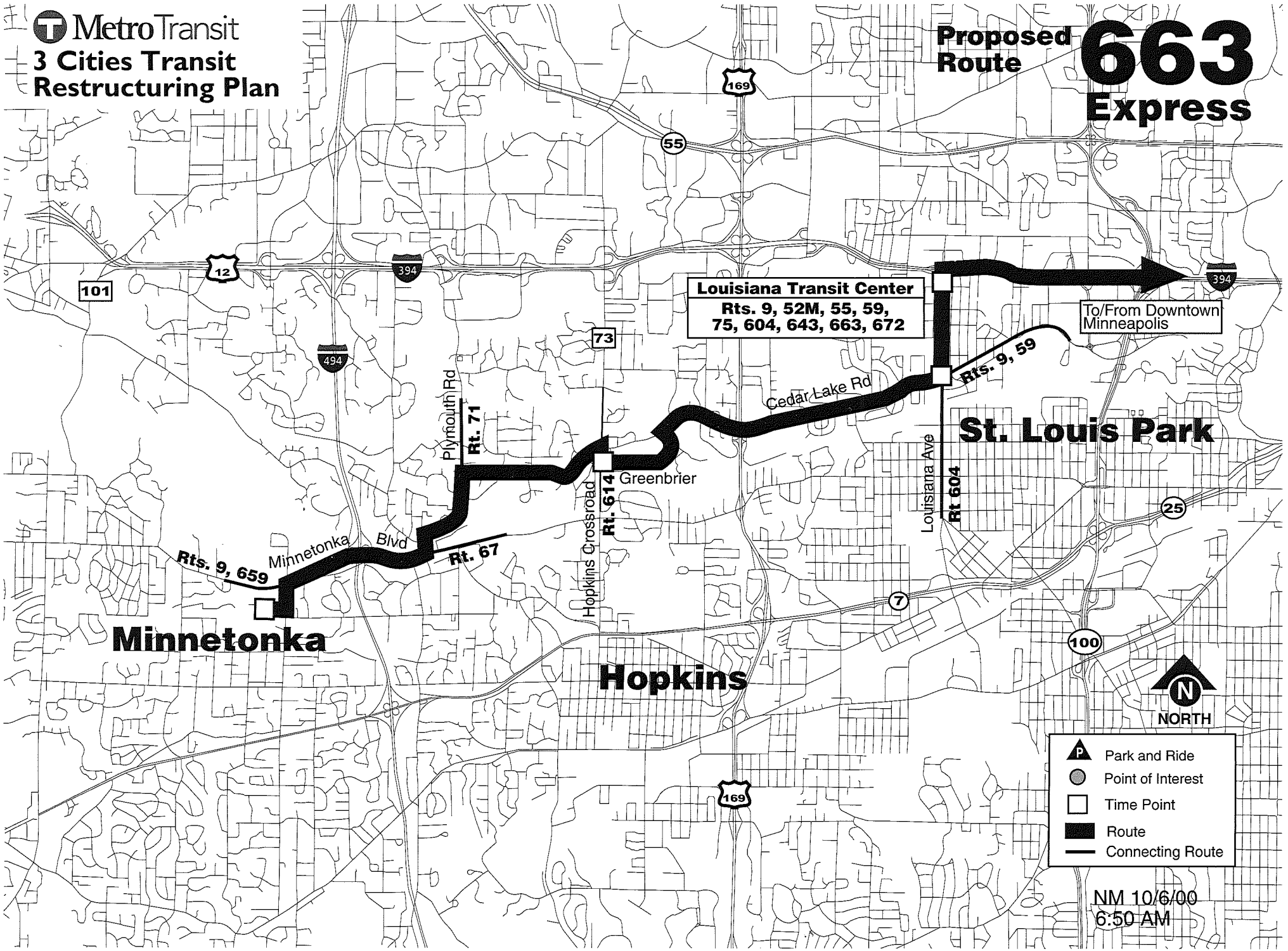
Proposed Route 660

Midday Express

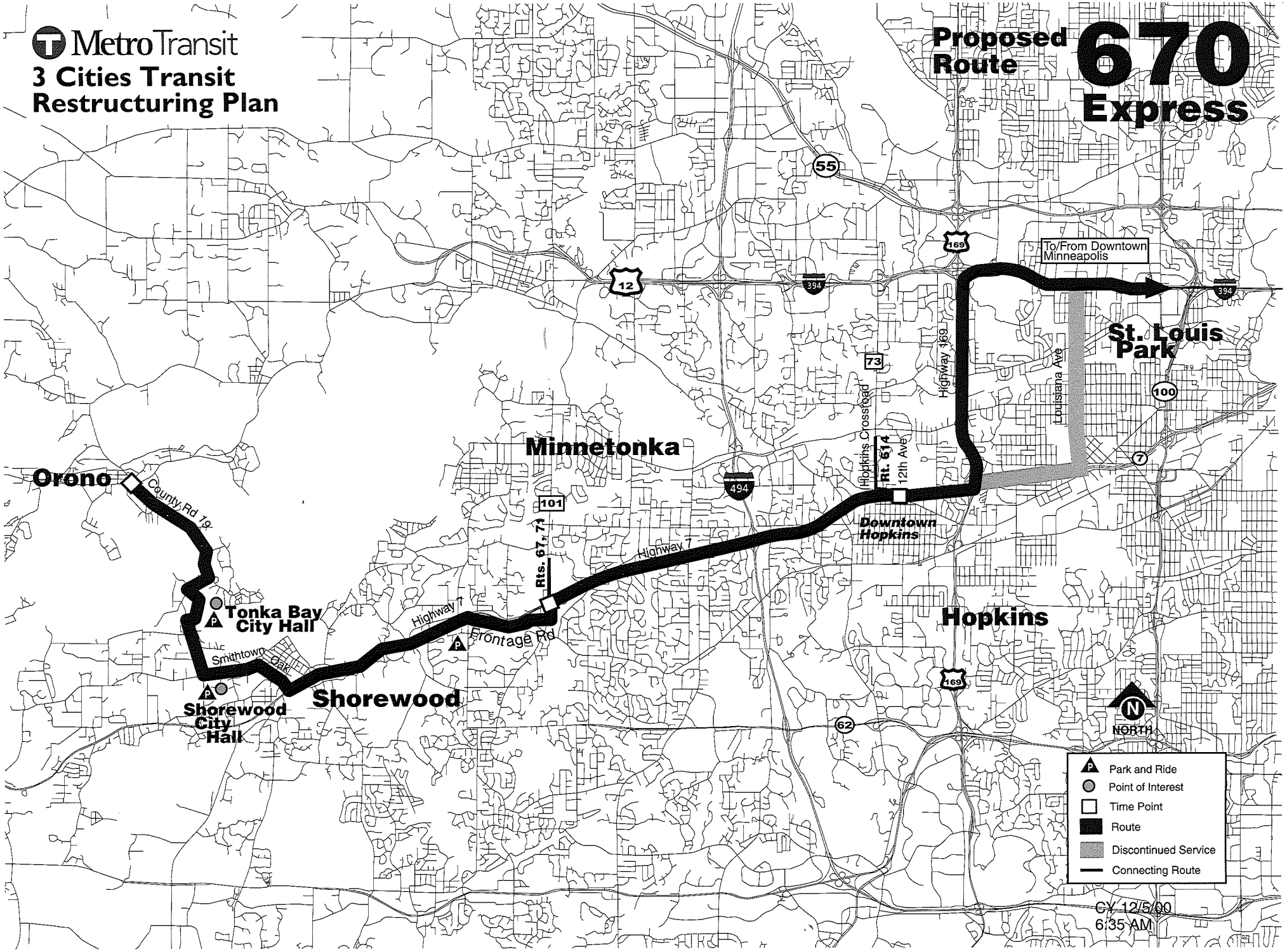


CY 12/21/00
8:00 AM


Metro Transit
3 Cities Transit
Restructuring Plan
Proposed
Route 662
Reverse Commute
I-394
To/From Downtown
Minneapolis
Highway 169
St. Louis Park
Hopkins Crossroad
Downtown
Hopkins
Mainstreet
12th Ave
Rt. 614
5th Ave
Rt. 609
Excelsior Blvd
Rts. 12, 64
Excelsior
Rts. 64,612
663
Rt. 618
Hopkins Station
Rts. 12, 64, 609, 612,
614, 618, 662, 665
8th Ave
11th Ave
Smetana Dr
Opportunity Court
Shady Oak Rd
Rt. 618
Bren Rd W
Bren Rd
Rt. 618
Opus
Rt. 4
Vernon
Hwy 62
Rt. 568
Opus Streets
1. Green Circle Dr
2. Smetana Dr
3. Bren Rd E
4. Yellow Circle Dr
5. Red Circle Dr
NORTH
Park and Ride
Point of Interest
Time Points
Route
Connecting Route
CY 12/5/00
6:55 AM


Metro Transit
3 Cities Transit
Restructuring Plan
Proposed
Route
663
Express
Louisiana Transit Center
Rts. 9, 52M, 55, 59,
75, 604, 643, 663, 672
To/From Downtown
Minneapolis
Rts. 9, 59
Cedar Lake Rd
St. Louis Park
Louisiana Ave
Rt. 604
Plymouth Rd
Rt. 71
Greenbrier
Hopkins Crossroad
Rt. 614
Minnetonka Blvd
Rts. 9, 659
Rt. 67
Minnetonka
Hopkins
NORTH
Park and Ride
Point of Interest
Time Point
Route
Connecting Route
NM 10/6/00
6:50 AM


Metro Transit
3 Cities Transit
Restructuring Plan
Proposed
Route
665
Express
To/From Downtown
Minneapolis
St. Louis Park
Hopkins
Highway 169
Downtown
Hopkins
Mainstreet
12th Ave
Rt. 614
5th Ave
Rt. 609
Excelsior Blvd
Rts. 12, 64
Excelsior
Rts. 64,612
Rt. 12
Rt. 618
Hopkins Station
Rts. 12, 64, 609, 612,
614, 618, 662, 665
8th Ave
11th Ave
Smetana Dr
Opportunity Court
Rts. 12, 662
Mtka
Opus
Rt. 4
Vernon
Hwy 62
Rt. 568
NORTH
Park and Ride
Point of Interest
Time Points
Route
Connecting Route
CY 12/5/00
6:45 AM


Metro Transit
3 Cities Transit
Restructuring Plan
Proposed
Route 670
Express
To/From Downtown
Minneapolis
St. Louis
Park
Minnetonka
Orono
County Rd 19
Tonka Bay
City Hall
Smithtown Bay
Shorewood
Shorewood
City
Hall
Highway 7
Frontage Rd
Rts. 67, 71
Hopkins Crossroad
Rt. 614
12th Ave
Highway 169
Louisiana Ave
Downtown
Hopkins
Hopkins
55
12
394
169
73
494
101
100
7
62
NORTH
Park and Ride
Point of Interest
Time Point
Route
Discontinued Service
Connecting Route
CY 12/5/00
6:35 AM