



# Dakota County **Eastern Transit Study**

Dakota County Planning Commission ♦ March 28, 2019



# Background

- County and DCRRA active in regional transit planning
  - Focus has been more on transitways (BRT, light rail)
  - Often not the right fit for conditions in the County
- Completed East-West Transit Study in 2017
  - Addressed generally local needs



# Eastern Transit Study

## Purpose

- Address several issues and needs identified through other work
  - Commuter needs in TH 52 and TH 61 corridors
  - Hastings
  - Connections between service areas (MVTA, Metro Transit)
  - High activity areas with little or no service today



# Oversight

- Technical Advisory Committee
  - Dakota County
  - South St. Paul
  - West St. Paul
  - Inver Grove Heights
  - Rosemount
  - Hastings
  - Metro Transit
  - MVTA



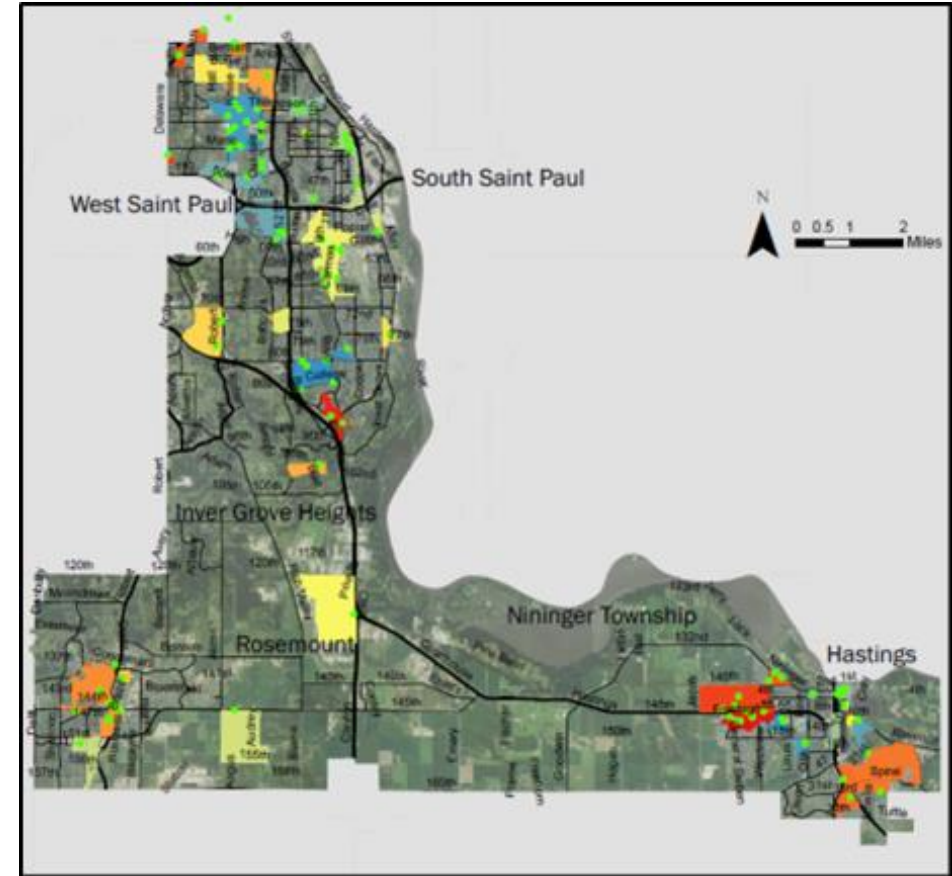
# Public Involvement

- Challenging for planning-level work
- Primarily through online means
  - Study website
  - Social media and Nextdoor
- Stakeholder forum
  - Held two workshops in September to gain direction on needs
  - Another planned for April/May to discuss recommendations



# Approach

- Refine general needs from other work completed
- Evaluate conditions in study area
  - Demographics
  - Employment concentrations
  - Pedestrian accessibility
  - Travel patterns and volumes
  - Future projections where possible
- Form recommendations based on distinct travel markets and needs



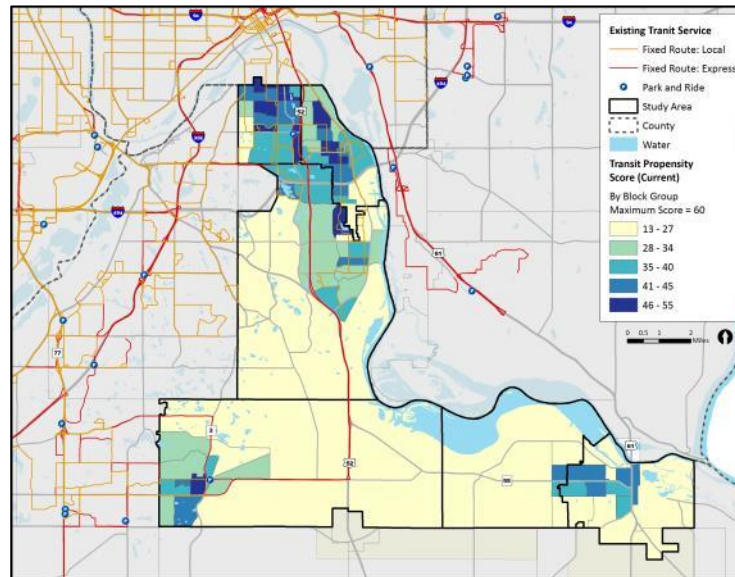
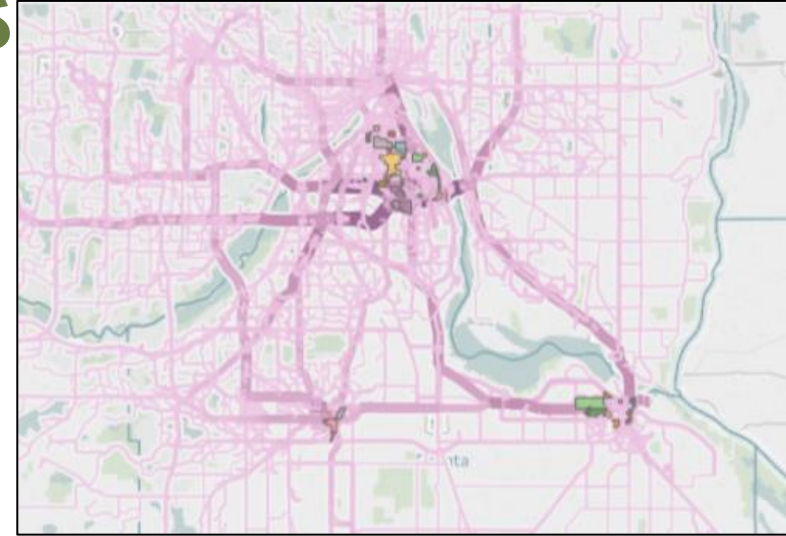
# Developing Recommendations

## Inputs

- Previous studies and regional policy
- Public and stakeholder input
- Transit need and market analysis
- TAC guidance

## Considerations

- Existing service
- Near-term vs. long-term demand
- Local vs. regional connections
- Mode
- Feasibility

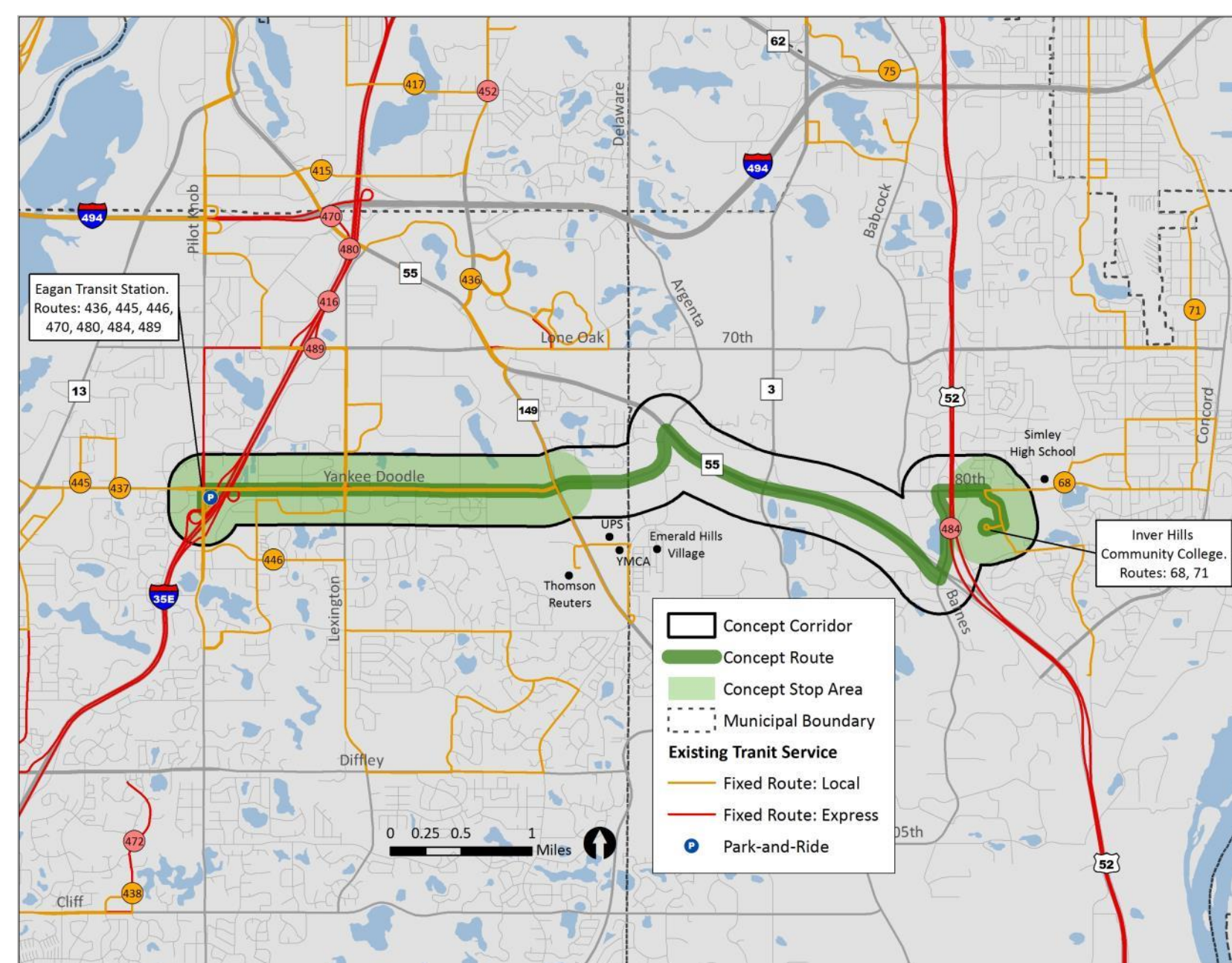




# Service Concept 1

## Overview, Purpose and Need

- Eagan Transit Station to Inver Hills Community College (IHCC) via Yankee Doodle, MN-55
- Bidirectional, limited stop service
- Increases transit access to IHCC and retail centers in Eagan
- Addresses missing link between MVTA and Metro Transit fixed route networks
- Yankee Doodle identified as a priority in E-W Study

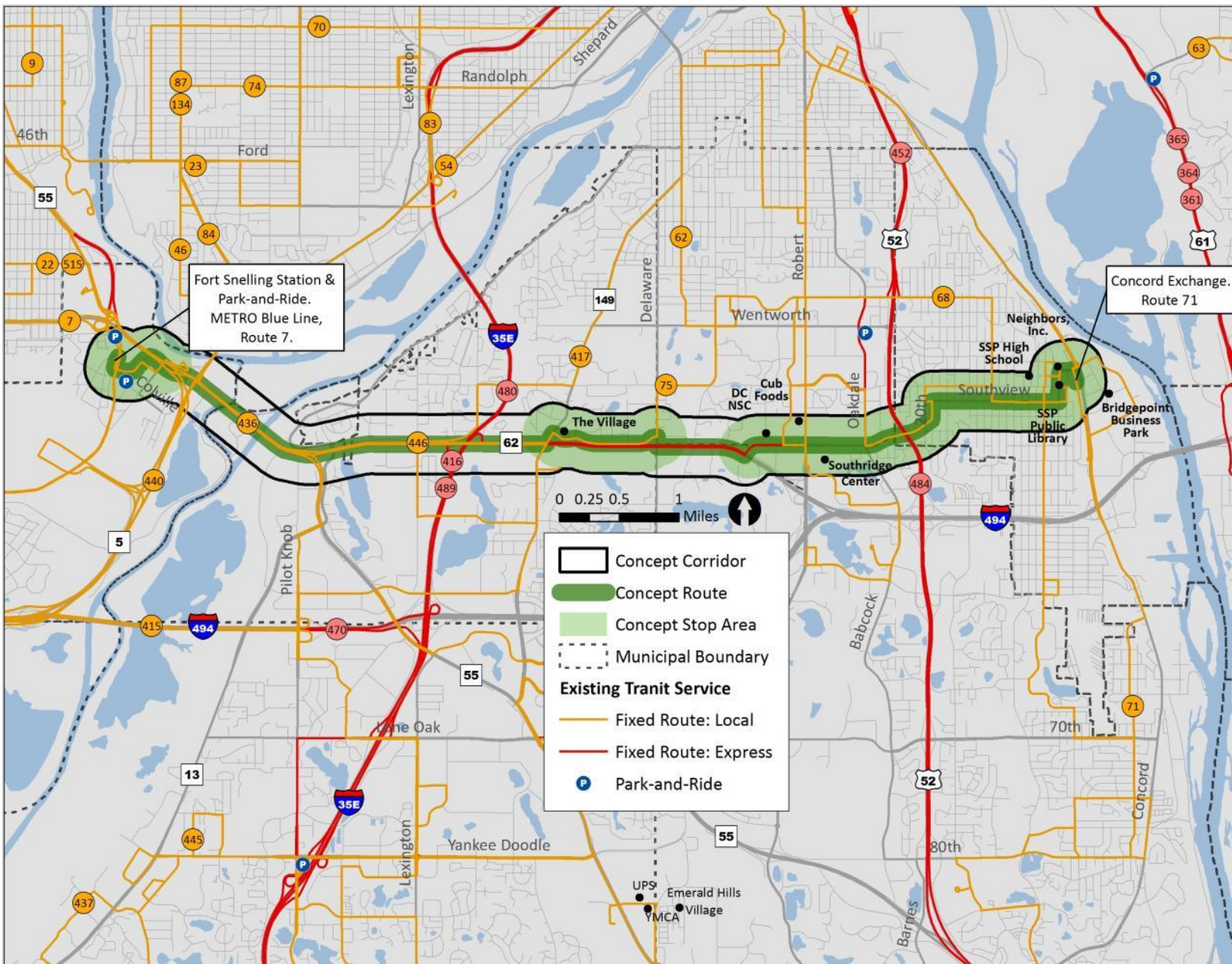




# Service Concept 2

## Overview, Purpose and Need

- Fort Snelling Station to Northern Service Center (NSC) to downtown South St. Paul via MN-62, Mendota, Southview
- Bidirectional limited stop service
- Better transit access to MSP, MOA, Minneapolis VA, NSC, Bridgepoint Business Park, emerging developments in Mendota Heights
- Improved crosstown service in South St. Paul and West St. Paul
- Transitways: Blue Line, Robert St.
- MN-62 identified as a priority in E-W Study

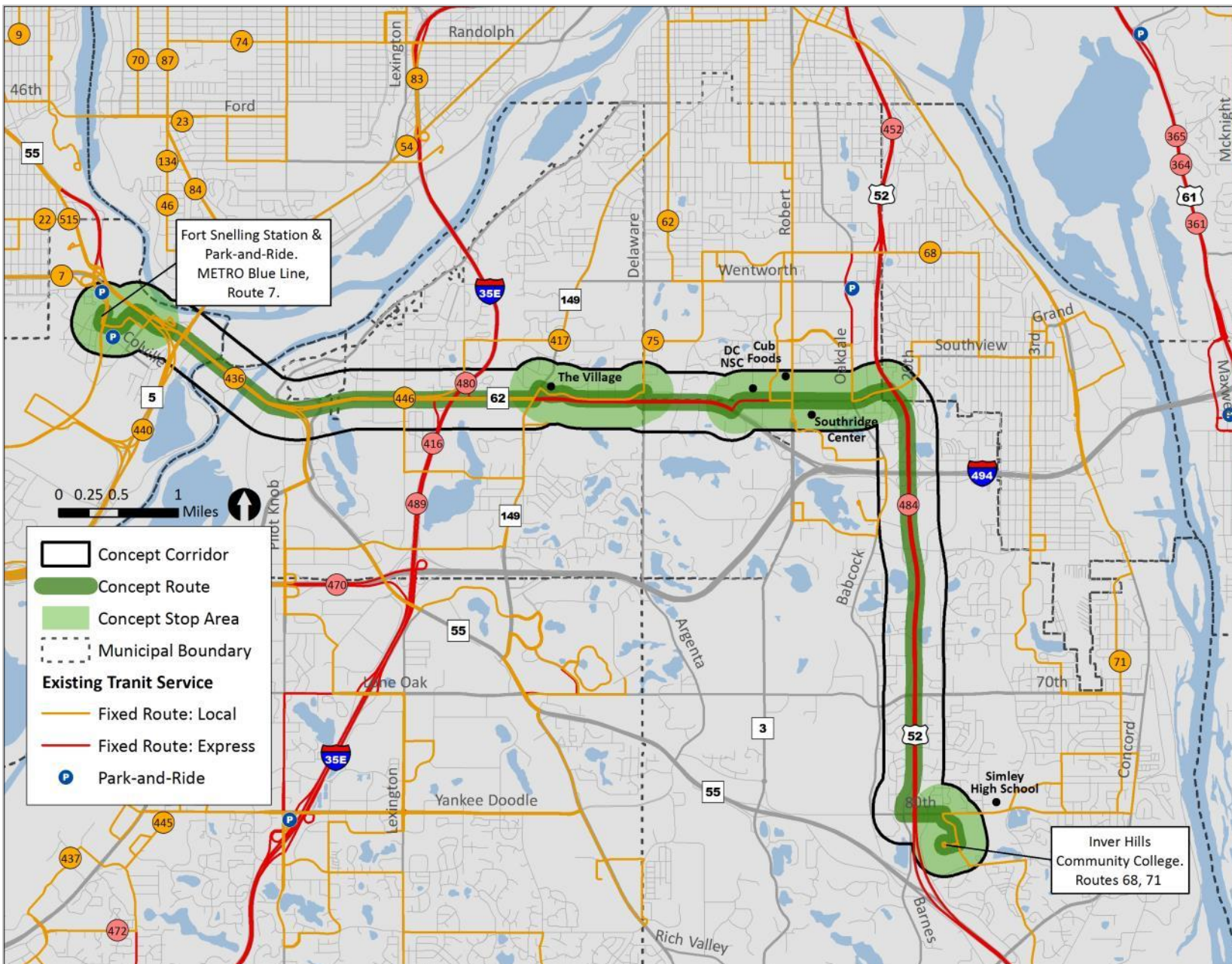




# Service Concept 3

## Overview, Purpose and Need

- Fort Snelling Station to NSC to IHCC via MN-62, US-52
- Bidirectional limited stop service
- Better transit access to IHCC, NSC, MSP, MOA, Minneapolis VA, emerging developments in Mendota Heights
- Transitways: Blue Line, Robert St.
- MN-62 identified as a priority in E-W Study

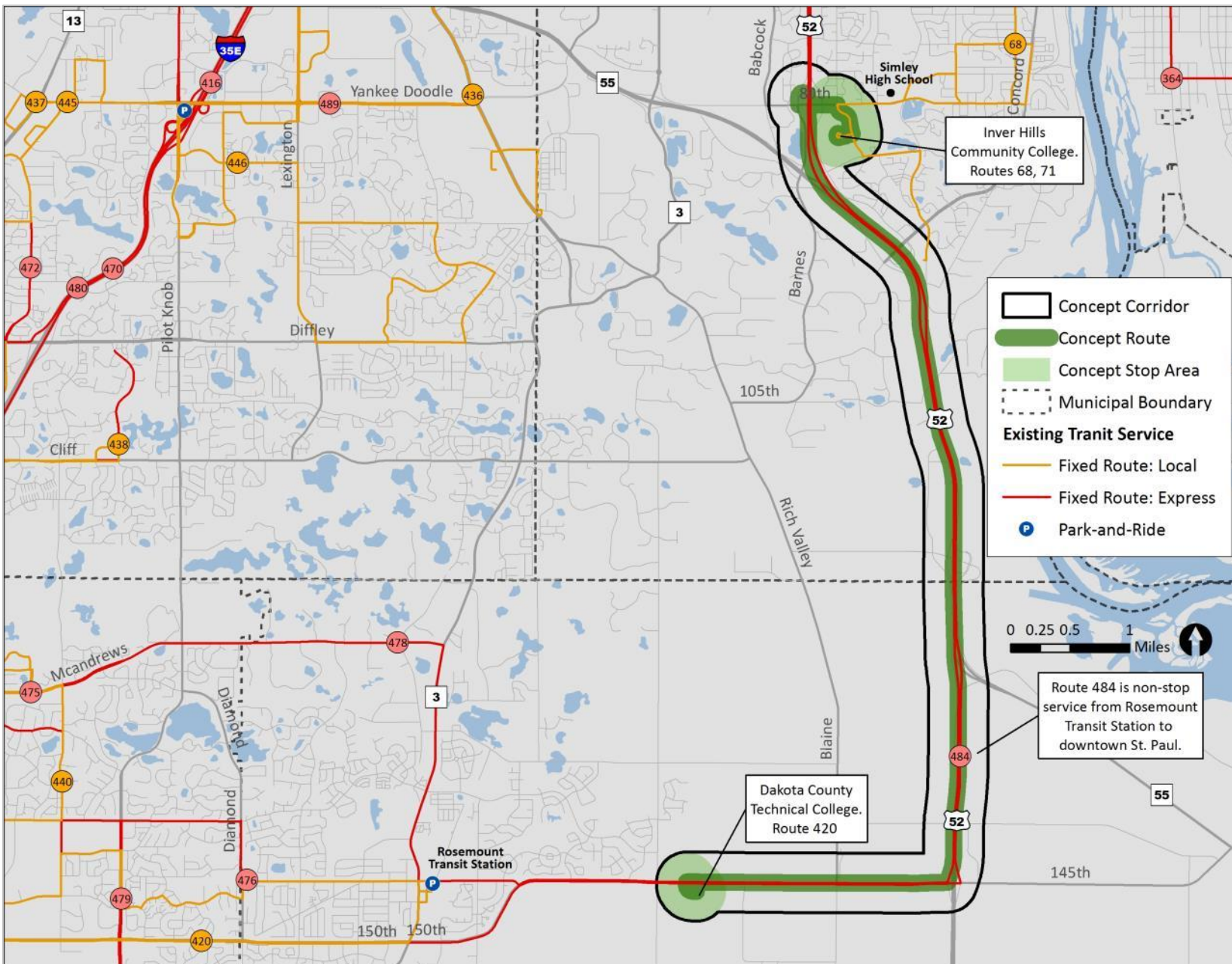




# Service Concept 4

## Overview, Purpose and Need

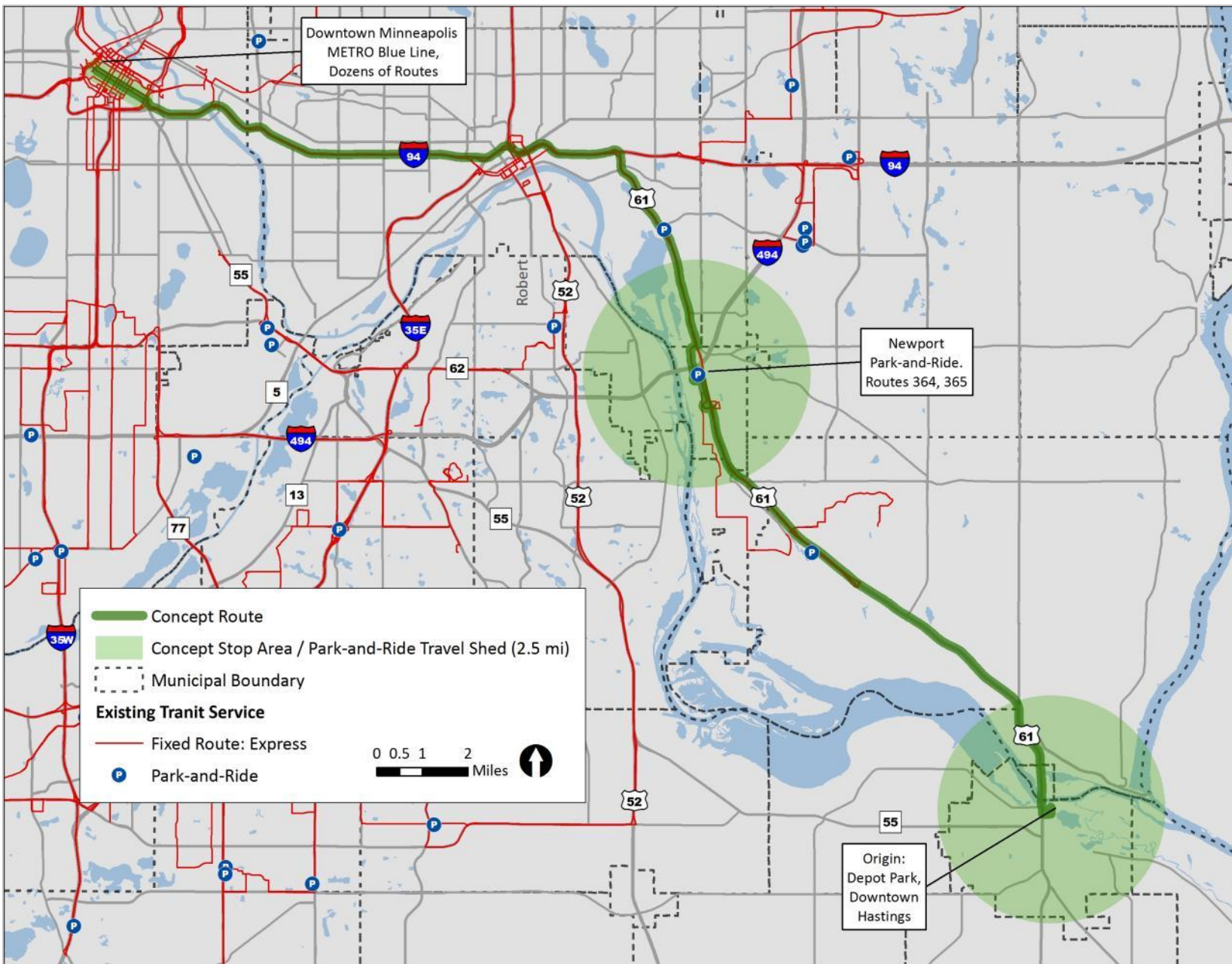
- IHCC to DCTC via US-52
- Bidirectional, express
- Student shuttle
- Opportunity for non-transit agency funding partner



# Service Concept 5

## Overview, Purpose and Need

- Downtown Hastings to Newport P&R to downtown Minneapolis via US-61, I-94
- Peak-only commuter express
- Included in Metro Transit Service Improvement Plan (Route 367, Medium, 2021-2023)
- Requires change in Transit Taxing District

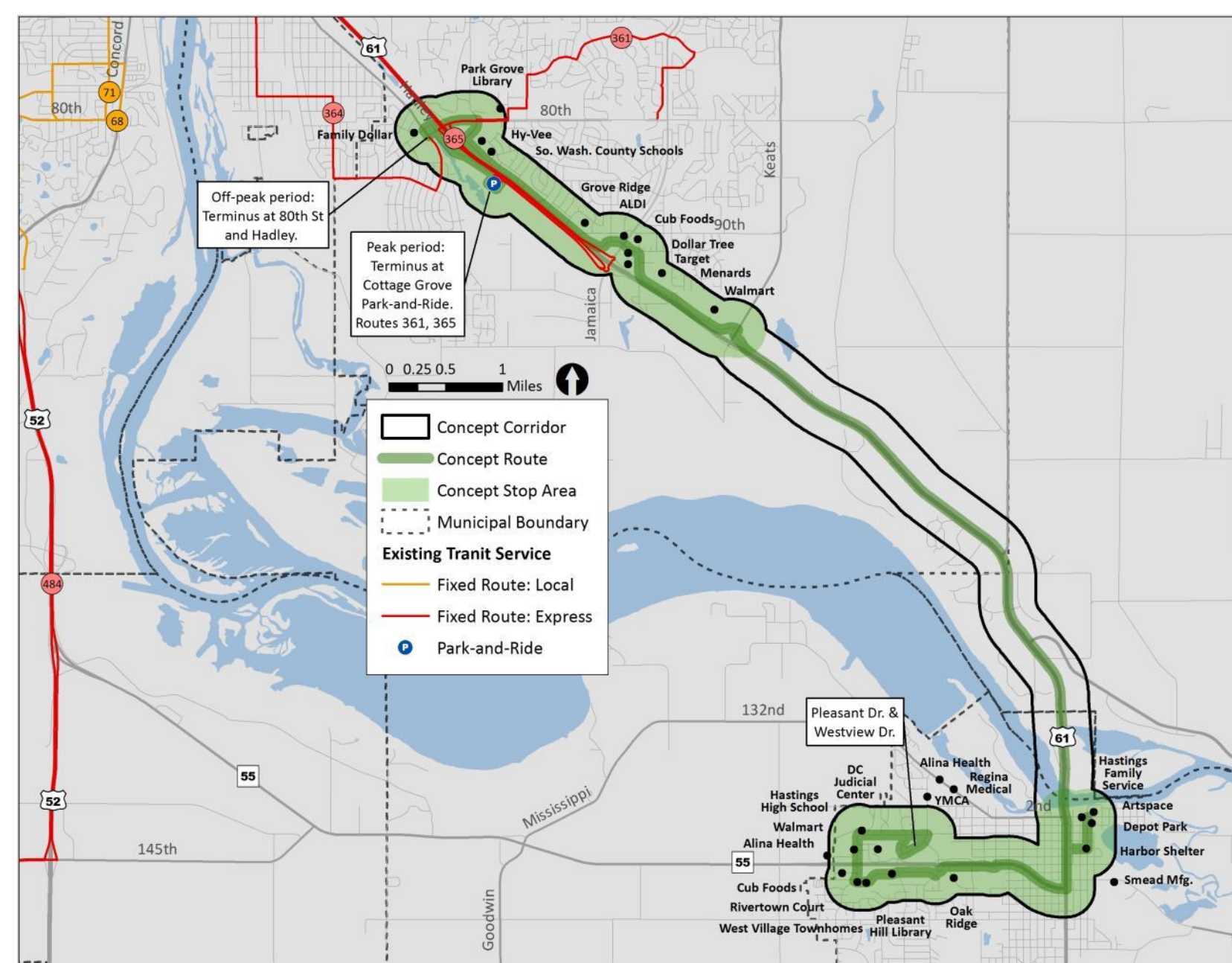




# Service Concept 6

## Overview, Purpose and Need

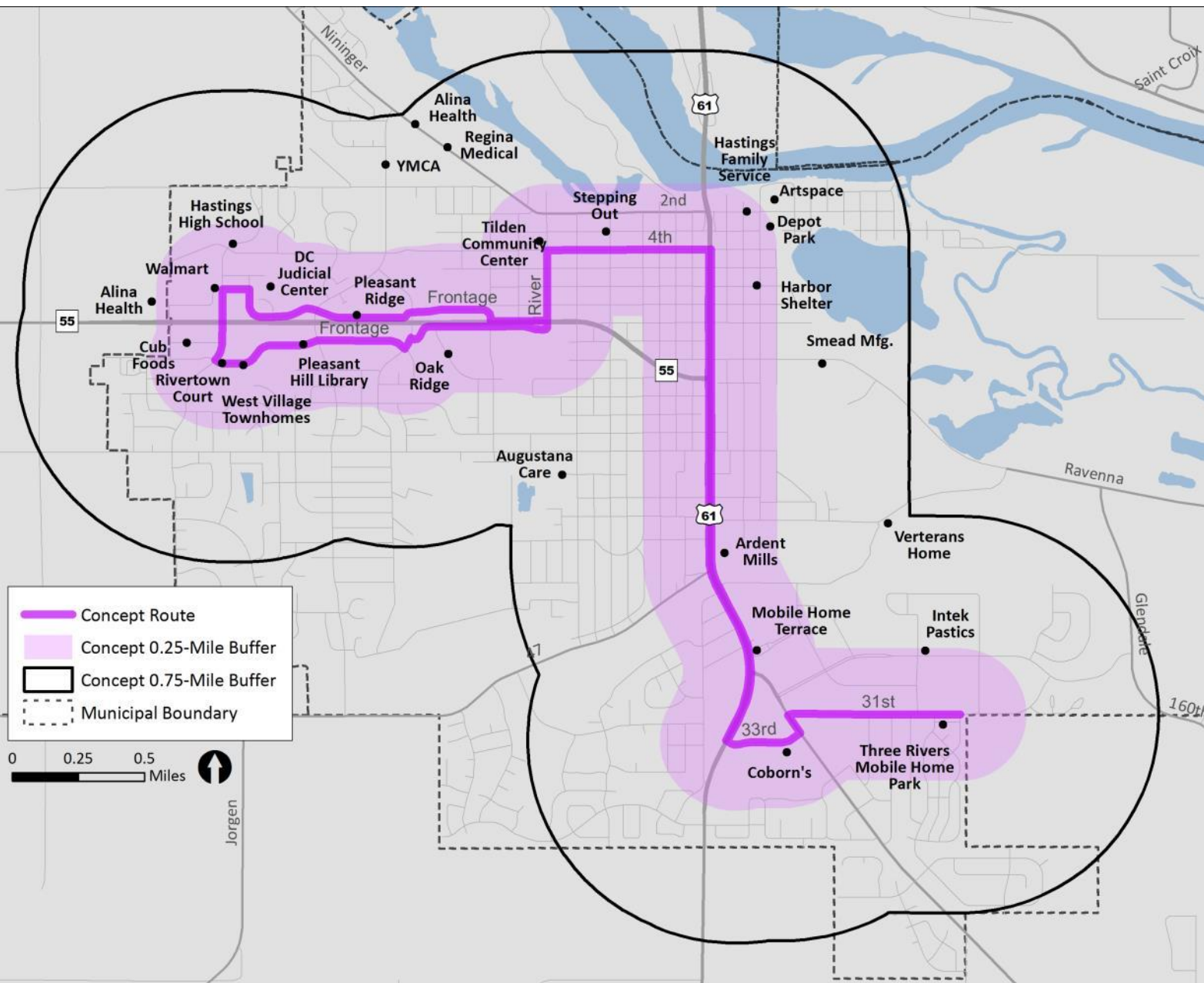
- Hastings to Cottage Grove to downtown Minneapolis via MN-55 and US-61
- Bidirectional, limited stop service
- Connection to regional transit network
- Employment and shopping trips between Hastings and Cottage Grove
- Requires change in Transit Taxing District



# Service Concept 8

## Overview, Purpose and Need

- Hastings Route 2
- Faster, more direct
- Connect southeast, downtown, and northwest
- Bidirectional for most
- “Flex” service – allowing  $\frac{3}{4}$ -mile deviation from route
- Serves dense housing areas, retail, health and social services, downtown, southeast, Veterans Home (by request)
- If public transit, requires change in Transit Taxing District





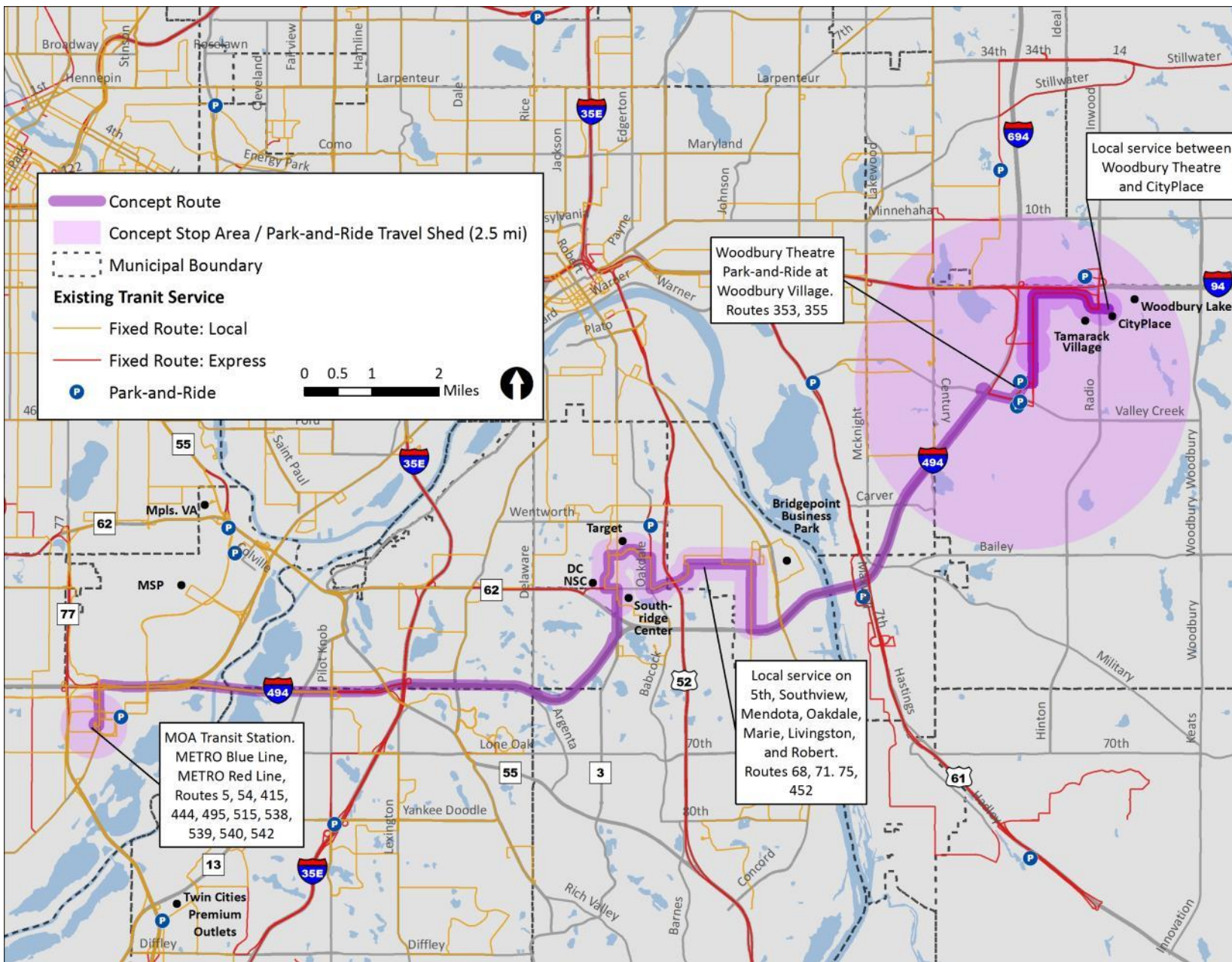
# Service Concept 494-2B

## Service Plan

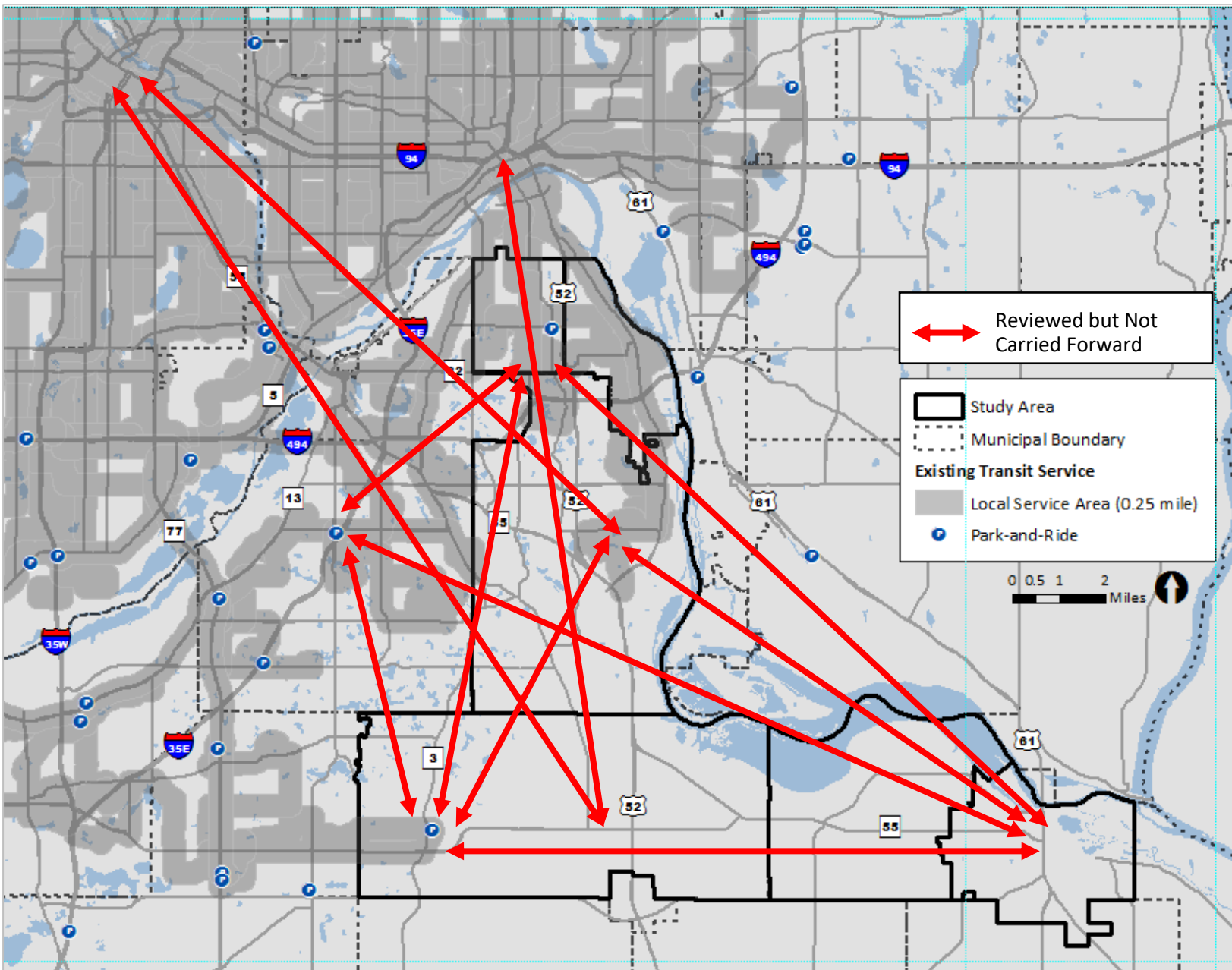
- Express with limited local
- Woodbury Village to MOA via SSP, WSP, NSC

Period	WB Trips to MOA	EB Trips to Woodbury
AM Peak	5	2
Midday	4	2
PM Peak	2	5
Evening	2	4
Daily Total	13	13

- End-to-end distance: 22.9 mi.
- Peak buses: 4
- Transitways: Blue Line, Red Line, (Gold Line, Riverview, Robert St.)



## New Service Concepts: Reviewed but Not Carried Forward



# Post-Study Considerations

## Service Providers

- Recommendations must compete with other proposed service improvements
- Efficiency vs. coverage

## Hastings

- Weigh recommendation vs. existing Transit Link service
- Inclusion in transit taxing district

## Other

- Funding



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