

Greater Mankato Transit Redesign Study

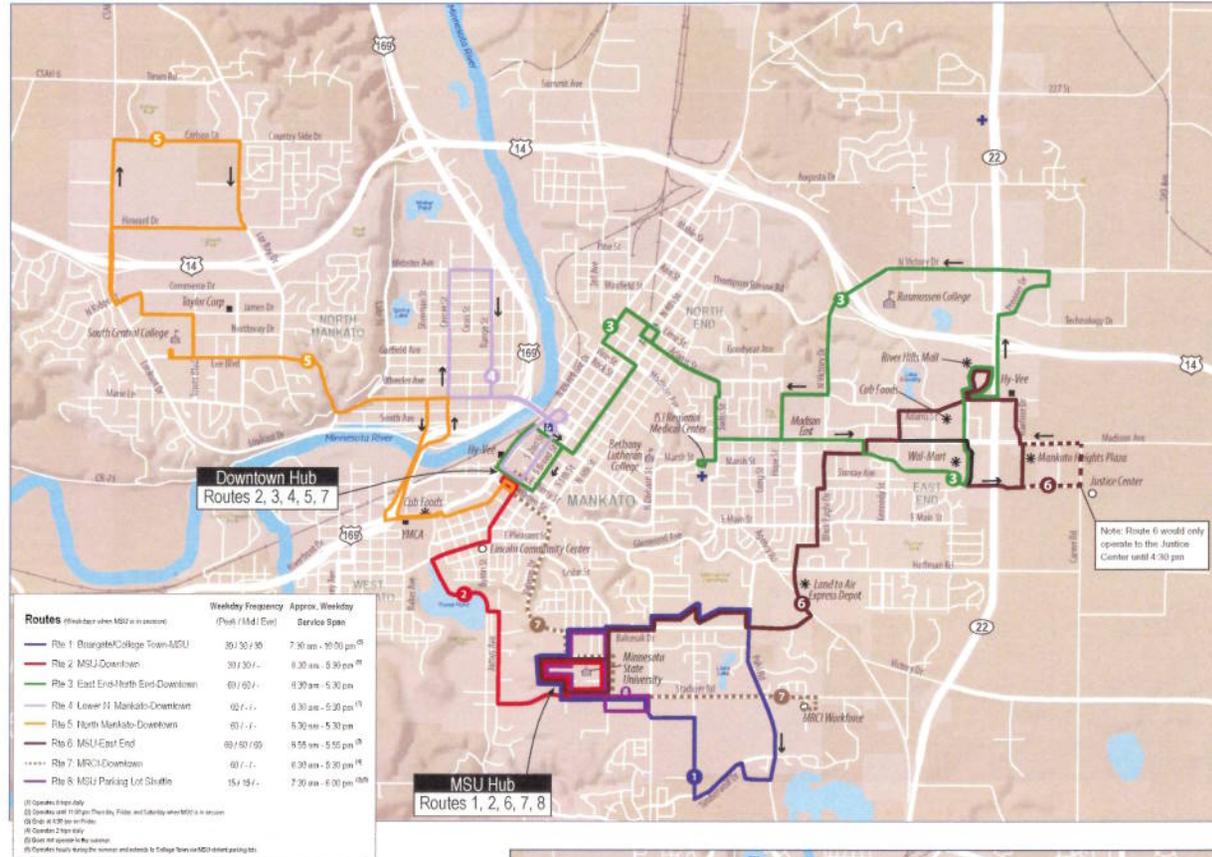
NEW MANKATO/N. MANKATO SERVICE - AUGUST 2012

The study had three primary objectives:

- Redesign the existing bus route system in Mankato and North Mankato
- Identify a phased implementation of a BRT or Enhanced Bus system in Mankato and North Mankato
- Assess the feasibility of a four county transit system that is interconnected with the greater Mankato area

Public involvement was conducted throughout the study:

- Three committees: BRT/Route Redesign Advisory Committee, Regional Transit Advisory Committee, and Steering Committee
- Regional community questionnaire and MSU Transportation survey
- Two presentations to the MSU Student Senate
- Project website: www.mankato-mn.gov/Transit-Redesign-Study/Page.aspx



Key features of the new service:

- Direct service to River Hills Mall / Wal-Mart on Routes 3 and 6 (no transfer at Madison East)
- More frequent service (30 minutes all day) between downtown and MSU
- Streamlined service in North Mankato
- Same level of service on MSU routes 1 and 8
- Route 6 redesigned to mimic Stomper Express
- Expanded service to YMCA / Cub Foods on Riverfront Drive



Saturday Service

The following reports were developed as part of the study:

Volume I: Study Oversight and Community Input

- Overview of all meetings and outreach efforts during the study

Volume II: Community Profile and Market Analysis

- Market assessment of the four-county study area (Blue Earth, Nicollet, Waseca and Le Sueur Counties)

Volume III: Existing Transit Service

- Overview of existing transit services in Mankato and North Mankato as well as throughout the four-county study area

Volume IV: Route Profiles

- Detailed evaluation of performance on existing fixed routes in the Mankato area

Volume V: Mankato Area Service Alternatives

- Three service alternatives for Mankato and North Mankato

Volume VI: Marketing and Branding

- Assessment of branding and marketing efforts in the Mankato area and recommendations for improvement

Volume VII: Regional Transportation Strategies

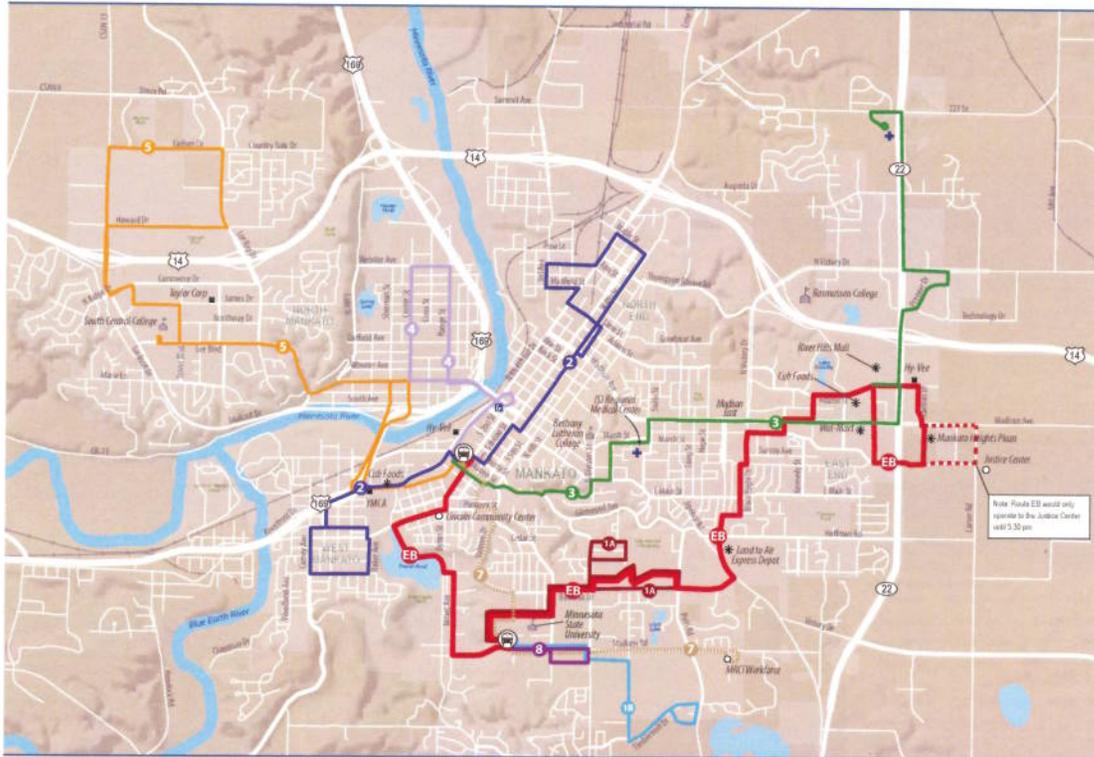
- Feasibility of regional public transit services in the four-county area (with connections to the Mankato area)

Volume VIII: Bus Stop Guidelines

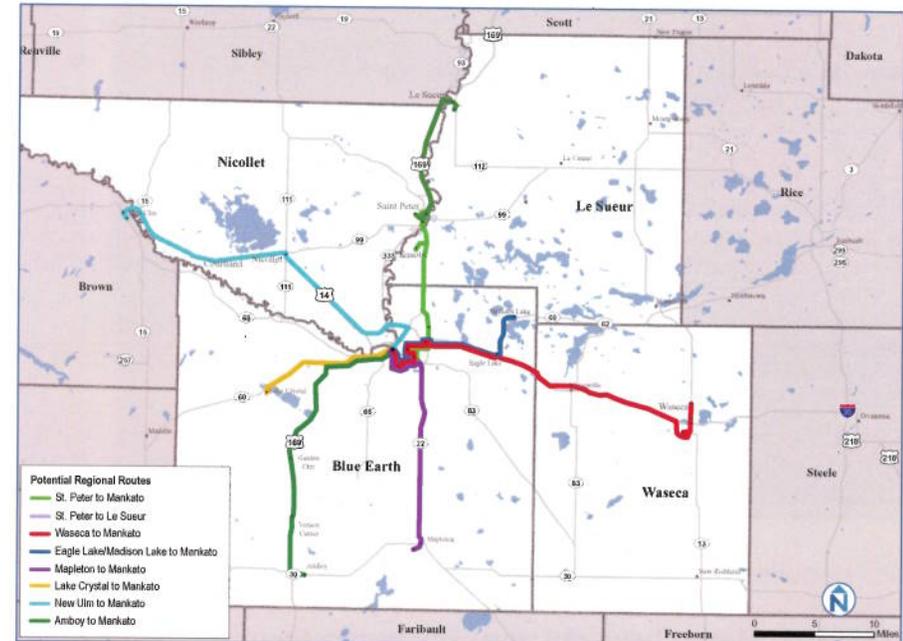
- Guidelines to help transition to a mostly fixed stop system

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PROPOSED MANKATO/N. MANKATO FUTURE ENHANCEMENTS



REGIONAL TRANSIT SERVICE CONCEPTS



- ### Key features of the enhanced bus alternative:
- Enhanced bus service between downtown and Mankato East End (Route EB) - 30 minute service all day
 - More direct and frequent service to College Town, Briargate/Southridge apartments (Routes 1A and 1B)
 - Enhanced service to North Mankato and North End of Mankato (Routes 2, 4 & 5)
 - Streamlined service to hospital and River Hills Mall (Route 3)
 - Service expanded to Wickersham Clinic and West Mankato (Routes 2 and 3)

What is Enhanced Bus?

- Improvements could include more comfortable waiting environment, distinctive stations, simple route layout, less frequent stops, unique identity, real-time passenger information, etc.



- ### Potential regional routes were developed:
- Eight conceptual routes connecting communities throughout the study area to Mankato/N. Mankato
 - Conceptual schedules and ridership was developed
 - Estimated costs, revenue, vehicle needs
 - Evaluated administrative and operational needs

- ### Potential Waseca local bus:
- Similar to Waseca / Le Sueur
 - Build on services already provided by Waseca County Transportation
 - Demand response (not fixed route) and open to the general public
 - Service Monday-Friday

- ### Regional coordinated transportation:
- Consider a Mankato Regional Mobility Management Pilot Program
 - Focus on better coordination of existing services, information and referral, funding

- ### Considerations and next steps:
- Develop vision/goals for regional transit
 - Consider forming a regional transit advisory working group; prioritize regional needs