

# Service Improvement Plan

2015-2030



April 2015



The Council's mission is to foster efficient and economic growth for a prosperous metropolitan region

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## CHAPTER 1: INTRODUCTION

Effective bus service is a critical part of a successful transit system in the greater Minneapolis-St. Paul metropolitan area. Bus services include local routes that operate more frequently, bus rapid transit that travels in mixed traffic and serves stops spaced farther apart (arterial BRT), and commuter express routes that operate primarily during traditional morning and evening rush hours, serving fewer stops. Buses are the backbone of the regional transit system – 80 percent of all daily Metro Transit boardings are made on buses.

The *Metro Transit Service Improvement Plan* (SIP) builds on the existing bus network, identifying opportunities to add new routes and increase the frequency and span of service on existing routes. The plan combined four resources – *Thrive MSP 2040* outcomes and principles, *2040 Transportation Policy Plan* (TPP) goals and objectives, transit planning fundamentals and significant public input – to create a specific and prioritized list of improvements that require additional operating funds. The plan identifies the evaluation factors and measures that were used to prioritize these bus service investments, as well as the timing and resources needed to make them.

The SIP identifies needed bus service improvements within the Metro Transit service area for the foreseeable future, generally between 2015 and 2030. Improved bus services would be operated by Metro Transit or by private providers under contract to the Metropolitan Council. The SIP will be updated every four to five years, and amended as needed.

In addition to local and express bus service, the SIP includes some improvements for transitway projects. Transitway project improvements include arterial BRT service and bus service connecting to commuter rail, light rail or highway bus rapid transit projects. The SIP includes these improvements because the region's long-range transportation plan does not currently include ongoing operating funds for arterial BRT or bus services that support commuter rail, light rail or highway bus rapid transit. The SIP is not intended to be a complete transit improvement or investment plan. It does not affect cities outside of Metro Transit's service area and does not include associated capital investments (vehicles, customer and support facilities, technology enhancements, etc.).

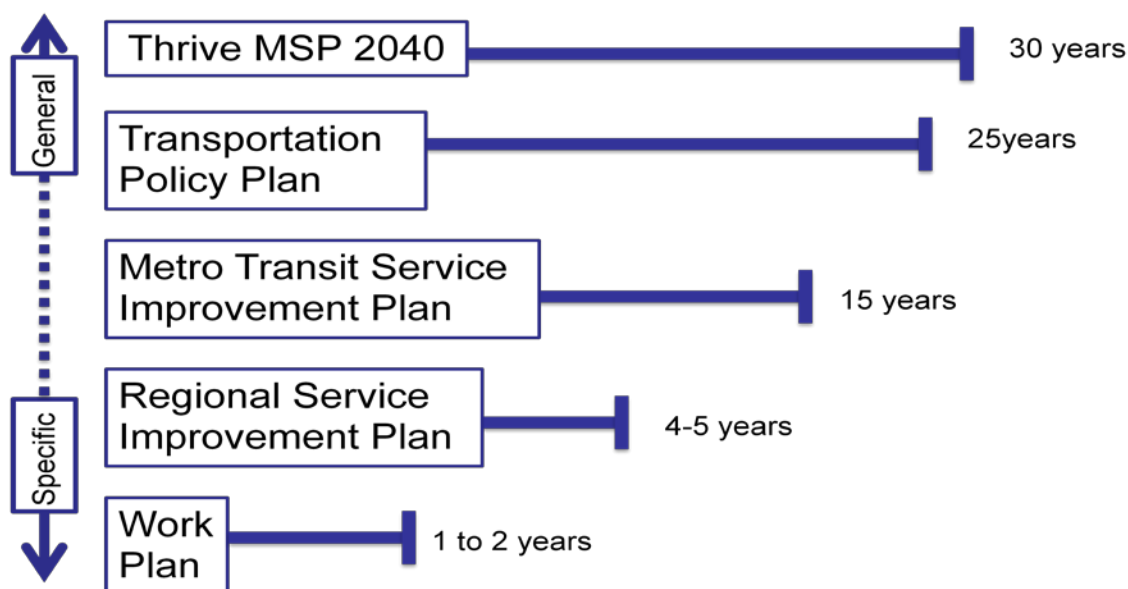
Metro Transit is an operating division of the Metropolitan Council and the largest of five public transit providers in the Twin Cities region. The TPP requires each transit provider to develop its own SIP, then work together to combine and prioritize projects into the Regional Service Improvement Plan (RSIP). The RSIP is a four- to five-year plan that guides bus service improvements for all transit providers in the region, and will be updated in 2015.

## CHAPTER 2: PLAN CONTEXT

The SIP and RSIP are new pieces in the regional transportation planning process. The SIP and RSIP form a bridge between the region's long-range policy and investment plans and regional transit operators' short-range work plans. Each transit operator will complete a service improvement plan that will inform the Regional Service Improvement Plan.

Figure 1 shows the documents and plans involved in regional transportation planning. A detailed discussion of each document and its role in the process can be found below.

Figure 1: Regional Transportation Planning Documents



### A. Thrive MSP 2040

Thrive MSP 2040 is the region's vision for the next 30 years. It reflects our region's concerns and aspirations, anticipates future needs and addresses our responsibility to future generations. State law requires the preparation of a metropolitan development guide at least every 10 years. As the updated guide adopted by the Metropolitan Council in May 2014, Thrive MSP 2040 establishes a policy foundation for other planning in the region including transportation, wastewater treatment, regional parks and local comprehensive plans and zoning. Thrive MSP 2040 addresses issues that transcend any one neighborhood, city or county.

Thrive MSP 2040 identifies five key outcomes that define the shared regional vision: Stewardship, Prosperity, Equity, Livability and Sustainability. These five outcomes reinforce and support one another to produce greater benefits than any single outcome alone. Stewardship leads to decisions that advance prosperity, equity, livability, and sustainability. Prosperity provides more resources to support

stewardship, equity, livability and sustainability. Equity is crucial to creating greater prosperity and livability in the region.

The five outcomes describe the “what” of Thrive MSP 2040. Just as important is the “how” – the principles that guide how the Metropolitan Council carries out its policies, both internally and externally, to advance those outcomes. The Council has identified three principles to carry out its work: Integration, Collaboration and Accountability. These principles govern how the Council will advance these outcomes, both individually and collectively.

These outcomes from the Thrive MSP 2040 planning process shaped the SIP:

- Prioritize investment where infrastructure exists or is planned
- Expand coverage in areas with a local commitment to transit
- Expand options to connect workers and jobs
- Create and preserve racially integrated, mixed income areas

## **B. Transportation Policy Plan**

The Transportation Policy Plan (TPP) is the region’s long-range transportation policy and investment plan. It addresses transit, highways and other surface transportation, and aviation for at least a 20-year planning horizon. It defines the transit system as not only fixed-route local and express bus services but also dial-a-ride (both Americans with Disabilities Act-related services and general public services) and transitways (light rail, commuter rail, bus rapid transit). The TPP includes some detail about how the region’s transitway network will grow and be funded, but outlines only a general plan for potential local and express route service improvements.

The SIP was informed by both the 2030 and 2040 TPP. Both plans clearly state that the region’s first priority is to preserve, maintain and operate the existing transportation network. In addition, both plans note that preservation will not support the region’s anticipated growth, and call for each transit provider to develop and regularly update a SIP that covers at least the next two to four years (*2030 TPP adopted November 2010, Strategy 14c; 2040 TPP adopted January 2015, Chapter 6*). Transit expansion projects, including those in the SIP, are considered only after the needs of the existing network are met.

The 2040 TPP also establishes a framework from which to evaluate potential transportation investments. It identifies six goal areas with supporting objectives: Transportation System Stewardship, Safety and Security, Access to Destinations, Competitive Economy, Healthy Environment and Leveraging Transportation Investments to Guide Land Use. Objectives and investment factors from the 2040 TPP that influenced the SIP include:

- Operate the regional transportation system to efficiently and cost-effectively connect people to destinations
- Increase the availability of multimodal travel options, especially in congested highway corridors
- Increase transit travel time reliability and predictability
- Improve multimodal travel options to jobs and other opportunities

- Provide equitable access to opportunity for people of all ages, abilities, races, and socio-economic groups

### **C. Metro Transit Service Improvement Plan (SIP)**

The SIP builds on the TPP by identifying and prioritizing specific local and express bus route improvements. It is intended to guide how Metro Transit allocates any additional operating resources dedicated to the regular-route bus system over the next 15 years. It will be updated every four to five years and amended as needed.

The SIP conforms to both the 2030 and the 2040 policy plans. The TPP requires each of the region's five transit providers to prepare a SIP.

### **D. Regional Service Improvement Plan (RSIP)**

The TPP also requires transit providers to work together to combine projects into a Regional Service Improvement Plan (RSIP). The RSIP is a four- to five-year plan that guides bus service improvements for all regional transit providers, and will be updated in 2015. All service providers must submit proposals for improvements in order to be considered for expansion funding for transit.

This SIP builds on the work completed in 2011 and 2012 for the Regional Service Improvement Plan. Items that are ranked Medium or High in Metro Transit's SIP and fall within the designated implementation period will be submitted for prioritization in the updated RSIP.

### **E. Metro Transit Work Plan**

The work plan is the most specific and near-term of all these plans, covering the next one to two years. It is an internal working document rather than a formal plan that is reviewed by Council members. Projects are added to the work plan once operating funds have been identified and an improvement is ready for implementation.

## CHAPTER 3: TRANSIT SERVICE PLANNING OVERVIEW

### A. Existing Conditions

#### 1. Types of Transit

There are several types of public transit services available or under consideration in the Twin Cities. More information about the types of transit is available in Chapter 6 of the 2040 Transportation Policy Plan.

Local bus routes serve a variety of purposes and form the basic structure of the regular-route bus system. They usually operate on city streets in both the urban core and in suburban areas throughout the day, stopping every one to two blocks. Streetcars are a type of local route, stopping every one to two blocks and focusing primarily on economic development. Both Minneapolis and St. Paul are considering adding streetcars. Metro Transit operates 58 urban and suburban local bus routes.

Commuter and Express bus service operates primarily during rush hours (6-9 a.m. and 3-6:30 p.m.), connecting residential areas with the region's major employment sites. These routes often operate non-stop on the highway and serve only the most common work start and end times. Metro Transit operates 64 commuter and express routes.

Bus Rapid Transit (BRT) uses buses while incorporating many of the premium characteristics of rail. There are two types of BRT in operation or under considerations: Arterial and Highway BRT.

- Arterial BRT is an all-day, frequent service providing faster service and a better customer experience in corridors with strong existing local service. Stations are spaced farther apart than stops on local routes, every quarter to half mile. The region's first Arterial BRT line, the A Line, is scheduled to begin operating on Snelling Avenue in late 2015.
- Highway BRT provides frequent, all-day service to major destinations near highways and spaced farther apart throughout the region, making it difficult to connect them using local service. These high-capacity services have stations every half-mile to mile. They generally operate on limited access roadways where vehicles can use transit advantages such as bus-only shoulders and MnPass lanes. The METRO Red Line is the region's first Highway BRT.

Light Rail Transit (LRT) has stations every half-mile to mile and are also high capacity services. LRT operates all-day, frequent service connecting dense employment and population centers. It operates on tracks primarily in an exclusive right-of-way using vehicles powered by overhead electrical wires. Metro Transit currently operates two LRT lines, the METRO Blue and Green lines.

Commuter rail is an express service that focuses on bringing rush hour commuters downtown from distant population centers. Service typically operates on existing freight rail tracks. Lines are generally at

least 20 miles in length and stations are spaced at least five miles apart. Metro Transit operates one commuter rail line, the Northstar Line.

Dial-A-Ride service is available in places where fixed routes do not operate. This is a shared ride system requiring riders to reserve a trip in advance. The path each vehicle travels changes daily depending on demand. The Met Council contracts with local governments and private companies to provide this county-based service, called Transit Link.

Expansion of local and commuter and express routes are included in the SIP. The growth of Arterial BRT, Highway BRT and LRT are the subject of separate planning studies.

## **2. Existing Network**

In 2014 Metro Transit provided 84.5 million rides on 132 routes in 90 cities in seven counties. Eighty percent of those trips were on buses (67.8 million trips) and 20 percent were on light rail and commuter rail (16.7 million trips). There were nearly 225,000 average weekday boardings on buses and 65,000 rides taken on light rail and commuter rail.

### **Service levels and ridership at the end of 2014:**

- METRO Blue Line LRT – 225 weekday train trips and nearly 28,000 average daily rides
- METRO Green Line – 232 weekday train trips and almost 35,000 average daily rides
- METRO Red Line – 130 weekday trips and over 900 average daily rides
- Northstar Line – 12 weekday trips and more than 2,500 average daily rides
- 64 Commuter and Express routes – 1200 weekday bus trips and nearly 34,000 average daily rides. These routes are supported by 67 park-and-ride facilities with 15,000 parking spaces
- 58 Urban Local routes – 5000 weekday bus trips, over 180,000 average daily rides
- 7 Suburban Local routes – 400 weekday bus trips and almost 7400 average daily rides

Metro Transit has a fleet of 900 buses, 68 light-rail vehicles, 18 commuter rail cars and six locomotives. The adopted 2015 operating budget was \$404.8 million, of which about 50 percent is funded by the Motor Vehicle Sales Tax and 25 percent is funded by passenger fares.

Metro Transit's service area is shown in Appendix A.

## **3. Customer Overview**

Onboard surveys provide insight on Metro Transit's customers and reveal a variety of reasons that local and express customers ride the bus. Figure 2 and Figure 3 below show the main reasons riders use bus service and their primary trip purposes. Responses are from the 2014 Metro Transit Rider Survey.

Most passengers are riding local and express routes to work or school. These trips are relatively easy to serve with transit, since they include predictable trip times and destinations and have large concentrations of people traveling to one place.

However, most trips that people make (in general, not just specifically trips on transit) are not to and from work. Improving transit service for these trips is important to expand our customer base and to provide basic mobility for all. Serving these trips with transit is a challenge but can be made easier by certain types of development, land-use patterns and route design tenets.

Figure 2: Primary Reasons for Using Bus Service

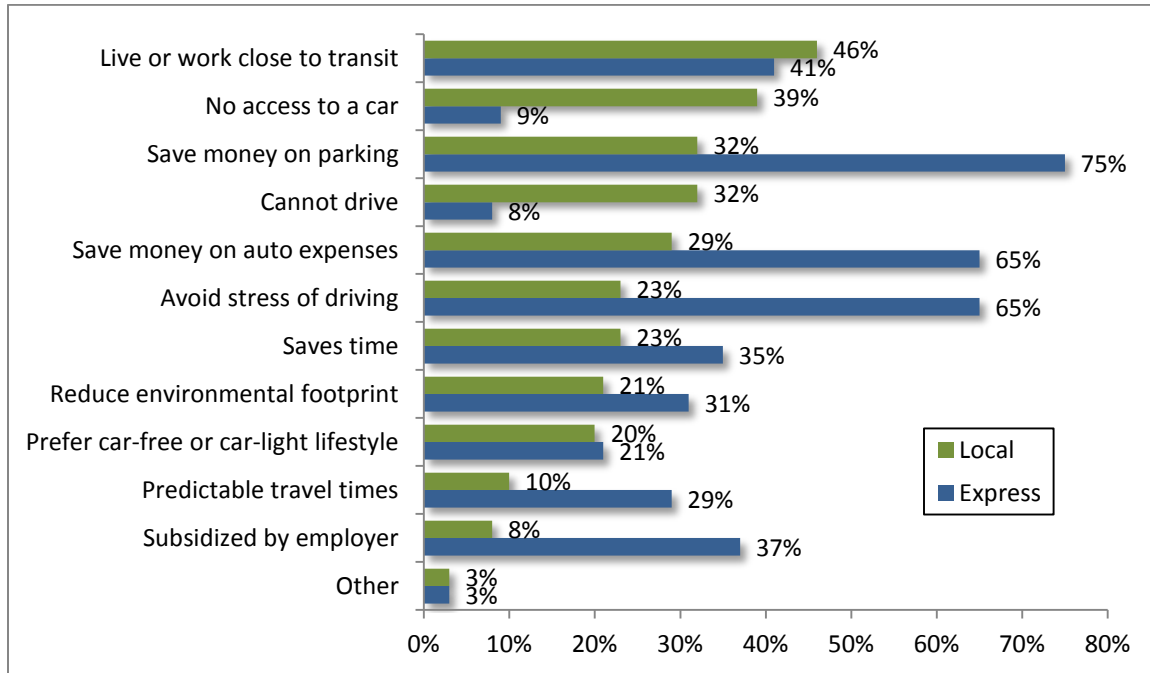
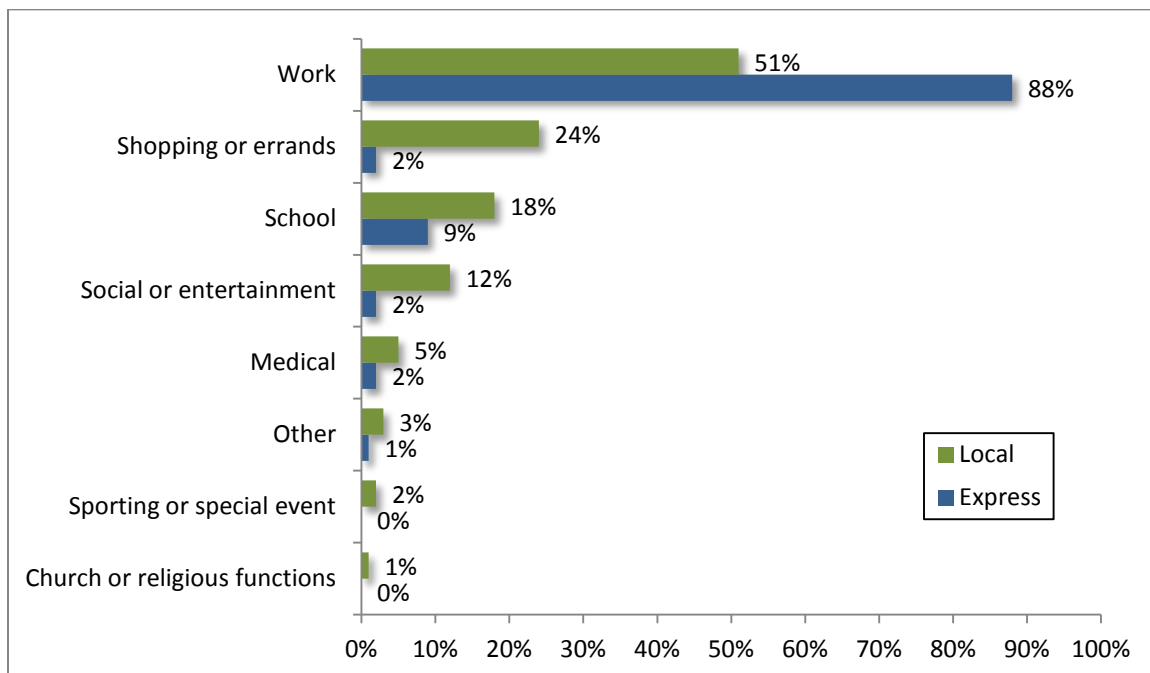


Figure 3: Primary Trip Purpose





## B. Basic Route Planning Principles

Transit planners listen to customer needs and translate them into service on the street. There are some basic route planning guidelines that can help turn the needs and values expressed by transit riders and other stakeholders into effective and efficient transit service. Metro Transit employed these planning best-practices when crafting the SIP.

### 1. Effective Transit

Effective transit accomplishes four goals. It carries people, it is a cost-effective use of public resources, it supports efficient development and it provides a basic level of access region-wide. Higher population levels and employment density make providing transit more cost-effective, allowing for a more efficient use of resources to provide more service. This creates a cycle where transit is supporting efficient land use and land use is supporting more efficient transit.

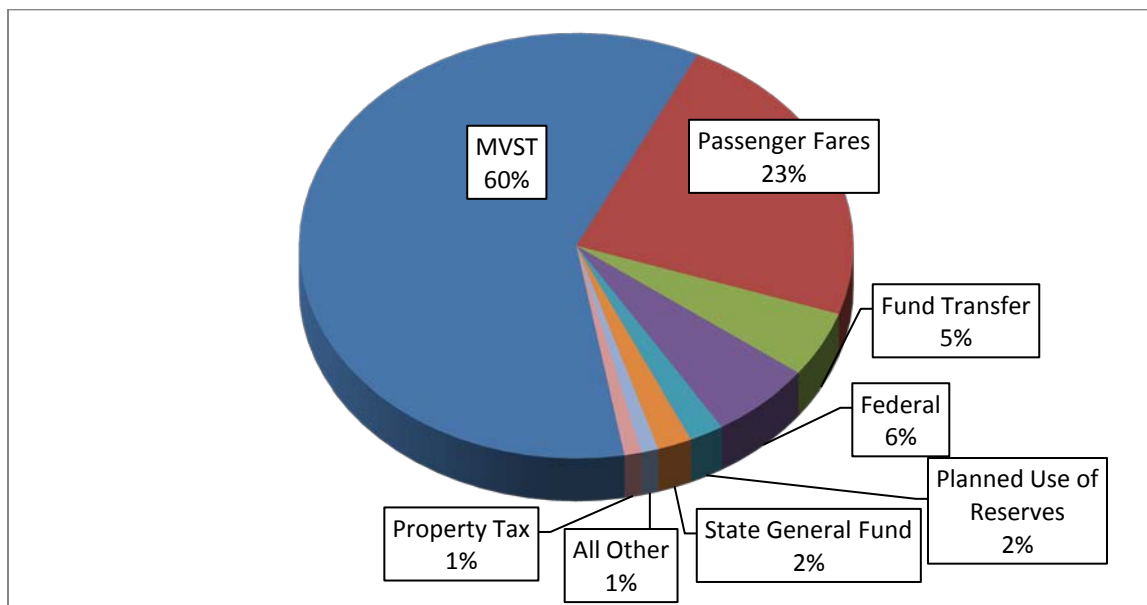
#### *Carries People*

The first component of effective transit is transit that carries people – that is, high ridership levels. This is one of the most important measures in determining the success of a transit route. High-ridership routes are providing valuable services (mobility) to a large number of people. Routes with high ridership also generally require a lower subsidy to operate because fare revenues are higher, allowing Metro Transit to provide more service while using the same amount of public resources.

#### *Cost-Effective Use of Public Resources*

Next, effective transit is a cost effective use of public resources. Figure 4 shows Metro Transit’s 2015 projected Bus Revenue Sources.

Figure 4: 2015 Metro Transit Bus Revenue Sources



Most transit funding comes from sources other than passenger fares, which account for about 27 percent of bus revenue. Metro Transit relies on a number of public funding sources to operate its

service. Those resources are limited, so the agency must be as cost-effective as possible to provide better service to more people. Cost-effectiveness is generally measured by subsidy per passenger. Table 1 shows Metro Transit’s average subsidy per passenger by route type.

**Table 1: Metro Transit Average Subsidy per Passenger**

<b>Route Type</b>	<b>Average Subsidy</b>
Urban Local	\$2.48
Suburban Local	\$3.44
Express	\$2.42

While suburban local and express routes tend to have higher average subsidies than urban local routes, it is important to remember that these types of routes play different but equally important roles in the overall transit network. Generally individual routes are compared against other routes of the same type.

Average subsidy per passenger is determined by the fare revenue that riders on a route generate and the cost of providing the service. A number of factors contribute to the cost of providing service, including the efficiency of route design and the population and employment density of the area the route serves. The biggest cost to providing transit service is labor, so designing routes that maximize the amount of time the operator is in service is important.

***Supports Efficient Development***

Geographic areas that are conducive to high ridership and cost-effective routes tend to follow certain patterns. The Transportation Policy Plan identifies Transit Market Areas, which help guide decisions about the types and levels of transit service most appropriate for a given area. They are determined by using an index of population density, employment density and automobile availability. There are five market areas reflecting the transit potential of their given geographies. Market Area I is typically the most dense in both population and employment, and has the fewest automobiles per adult. The high number of people and jobs means it can support more intense transit service cost-effectively. Market Area V, with fewer people spread over a relatively large geographic area, is very difficult to serve cost-effectively with transit. Generally the most appropriate type of transit in this area is general public dial-a-ride. A map of the transit market areas is shown in Appendix B.

Land use can support cost-effective and high ridership transit, but transit can have an impact on land use and support efficient development as well. Transit that offers frequent service for long periods of the day, on weekends and to a variety of destinations will allow people to take transit where they need it, when they need it. Customers do not need to consult schedules in advance but rather can just go to the transit stop with the confidence that a bus will arrive soon. This is the type of service that can have a big impact on where people decide to live, work and shop.

Metro Transit’s Hi-Frequency network is one example of transit service that can have an important impact on development patterns. All or portions of Routes 5, 6, 10, 18, 19, 21, 54, 64, 84 and 515 as well as the METRO Blue and Green lines are included in the network. These routes have frequencies of 15

minutes or better on weekdays from 6 a.m. to 7 p.m. and on Saturdays from 9 a.m. to 6 p.m. A map of the Hi-Frequency network is in Appendix C.

### *Provides a Basic Level of Access*

The fourth component of effective transit is service that provides a basic level of access region wide. For any number of reasons, transit is the only means of mobility for many in the region. It is important to provide service that allows people access to employment, shopping, social services, seeing friends and family or any other reason a person may have to travel.

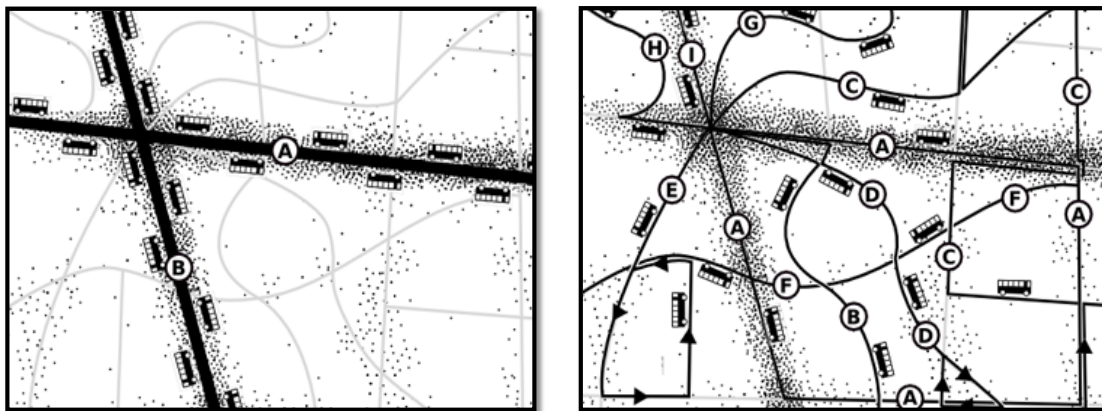
Often this type of service is most needed in suburban communities where the auto-oriented urban form and lower population and employment densities can make it difficult to provide fixed-route transit cost-effectively. In the Twin Cities Transit Link service helps provide mobility in areas where the costs of providing regular-route service is prohibitive.

## **2. Trading off Frequency and Coverage**

There is a tension between providing a basic level of access region wide and the other three components of effective transit, which is the fundamental tradeoff in transit planning. How should service be allocated? Should it be concentrated in denser areas to provide frequent, more attractive service to a high number of people? Should service be more evenly distributed to cover a large geographic area, allowing most places access to some transit, but at a less attractive and frequent level?

Figure 5 illustrates this point. Developed by Houston METRO, the two images have the same number of buses available, but distributed in different ways. The dots represent population and employment density.

**Figure 5: Frequency and Coverage**



The picture on the left shows two bus routes concentrated in dense corridors where many people live and work. This provides very frequent service in these corridors. This scenario will be cost-effective, produce high ridership, and probably support development along these corridors, but the people not living near these routes do not have any access to transit. On the right, every street gets one route with the same frequency, regardless of the number of people or jobs there. This allows everyone to have

some access to transit, but it will be infrequent, require high subsidies and attract fewer riders because it will be less useful overall.

In reality this concept is a spectrum, with most transit systems having a combination of frequency and coverage-based routes. These strategies were used when determining specific projects to be considered in the SIP.

### **3. Route Design**

Transit planners use a number of route design principles to develop a transit network that best reflects the community's needs and priorities for transit. See below for a brief outline of the common route design principles. A more detailed discussion is available in Chapter 6 of the Metropolitan Council 2040 Transportation Policy Plan.

#### ***Routes should serve a variety of trip purposes and destinations***

Routes serving a variety of destinations will have ridership more evenly balanced throughout the day as people can make trips that tend to occur at different times throughout the day like work or school and running errands.

#### ***Routes should have a strong ridership generator at both ends***

Route with strong trip generators anchoring both ends will balance ridership in each direction and prevent overcrowding or under utilization of buses.

#### ***Routes should be simple and direct wherever possible***

Simple, direct routes are easier for customers to understand and allow for more efficient service.

#### ***Routes should avoid duplication of service***

Routes should be spaced far enough apart so that they are not competing with each other for the same riders. This results in even transit coverage and fewer gaps in service.

## CHAPTER 4: PUBLIC ENGAGEMENT

### A. Pre-Plan Outreach and Engagement (Winter 2013-2014)

The SIP project kicked off with three workshops with stakeholders and community leaders. Workshops in November 2013 were followed by a survey to help determine which service improvements would best meet the community's transit goals.

#### 1. Community Leader Workshops

Metro Transit invited all local elected officials, staff from cities and counties, and representatives from more than 150 community organizations to participate in a two-hour workshop. The purpose of the workshops was two-fold: to build and strengthen relationships with project stakeholders and to request assistance in expanding Metro Transit's reach into communities. Table 2 shows the locations and number of attendees of the workshops.

Table 2: Community Leader Workshops

Workshop Location	Date	Participants
Hennepin County Brookdale Library, Brooklyn Center	Tuesday, Nov. 12, 2013	28
Union Depot, St. Paul	Wednesday, Nov. 13, 2013	47
Hennepin County Southdale Library, Edina	Thursday, Nov. 14, 2013	26

Attendees performed a review and critique of the existing transit network and provided ideas for Metro Transit to connect with their communities/constituents for deeper engagement during the SIP planning process. They also were given a ration of yarn to plot local and express routes for a fictional city, learning the challenges of balancing broad needs and limited resources.

#### 2. Surveys

Along with the workshops, a survey gathered feedback from transit customers and community members prior to drafting the SIP. The survey was available online and also distributed as a postage paid mailer. It was promoted on Metro Transit's website, in *Connect*, its onboard customer newsletter, on social media, on buses, in press releases and via community-based organizations.

Special attention was given to traditionally under-represented groups such as low-income communities, people of color and those who speak English less than "very well."

The survey asked respondents to share information about the places they traveled to and from most frequently and how often they used transit and what changes would encourage them to use it more often. They were also asked to describe their values related to transit investment, goals and trade-offs when need exceeds available resources.

The survey was administered between November 2013 and February 2014 and nearly 4,000 responses were received.

## B. Draft SIP Public Comment Period (November 2014)

### 1. Outreach Tools

The Draft SIP was released for public review and comment in Fall 2014. There were several ways for the public to access the Draft Plan.

- Project page at [metrotransit.org/sip](http://metrotransit.org/sip), which also included the public meeting presentation via YouTube for those unable to attend.
- Executive Summary was translated into Spanish, Somali and Hmong.
- Full-color, printed Draft Plan copies and postage-paid comment cards were available at libraries throughout Metro Transit’s service area. Those interested could view the plan at the library reference desk and provide comment via comment card or website.
- Individual Draft Plan copies with comment cards were given to community groups, based off the list of those invited to community workshops.
- Individual Draft Plan copies with comment cards were available, by request, to anyone visiting a Metro Transit Service Center or contacting Metro Transit.
- Posters and project brochures were available on buses and at Metro Transit Service Centers.
- Numerous media outlets, including Minnesota Public Radio and the Star Tribune, covered the project.

### C. Public Meetings and Public Hearing

There were five public meetings and one official public hearing to receive comments on the plan. The format and content of all meetings was the same, and feedback received at the public meetings was treated the same as that received at the official public hearing. Those unable to attend a meeting could comment via a postage-paid comment card, leave a message on the Council’s public voice-mail line, or send an email to [sip@metrotransit.org](mailto:sip@metrotransit.org). See Table 3 for a list of dates, locations and the number of attendees at each meeting.

Table 3: Draft SIP Public Meetings

Location	Date	Attendees
Hennepin County Minneapolis Central Library, Minneapolis	Wednesday, Nov. 5, 2014	32
North Minneapolis Community YMCA, Minneapolis	Saturday, Nov. 8, 2014	6
Hennepin County Southdale Library, Edina	Thursday, Nov. 13, 2014	9
Conway Recreation Center, St. Paul	Saturday, Nov. 15, 2014	8
Anoka County Northtown Library, Blaine	Monday, Nov. 17, 2014	7
Metropolitan Council, St. Paul (designated public hearing)	Tuesday, Nov. 18, 2014	16

## 1. Feedback

Metro Transit received 176 unique contacts from individuals and organizations with nearly 600 suggestions on bus service improvements. The vast majority of comments were sent via email but comment cards and speaking at a public meeting or the public hearing were other popular ways to give feedback on the Draft Plan.

The comments received by agency staff covered a range of Draft Plan elements from route-specific to general remarks about the transit network as a whole. There were many comments supporting the overall service improvement project and reiterating the importance of expanding transit as the region continues to grow and change. Highlights from the Draft Plan comments are listed below.

Table 4: Draft SIP Comments

Comment Type	Comments
New Service Improvement Idea	216
Supporting Service Improvement Idea in Draft	161
Modified Service Improvement Idea in Draft	69
General – Not Specific to Service Improvement Planning	104

- The most popular category of feedback, with 225 comments, related to the frequency and hours of service on existing bus routes.
- Approximately 125 comments focused on routing and bus service structure.
- About 100 comments were related to improving service coverage to areas without service or with limited service and reverse commute routes (routes bringing urban residents to suburban jobs).
- Nearly 70 comments related to the SIP planning process and 50 comments were submitted about the importance of improving travel time.

Most of the new ideas primarily related to expanding service coverage, including suburb-to-suburb service, new express routes and new limited-stop service in the urban core with 47 comments.

- Of all the ideas within the Draft Plan, the improvement ideas for Routes 2, 3, 5, 6, 7, 14, 18, 25, 30, 46, 67, 68, 71, 74, 94, 288 and 615 all received at least five suggestions.
- Most of the suggestions to modify an item in the Draft Plan focused on additional buses to operate more frequently or with longer service hours. Respondents also shared a desired reroute to serve a nearby destination as a modification to a coverage suggestion.

Staff has reviewed all of the comments received and modified the Draft Plan as appropriate. Changes to the plan include reviewing and scoring additional improvements, modifying and reevaluating already identified improvements and making changes to the scoring criteria. Overall 26 improvements were either added or modified based on comments received. Examples of new and modified items, as well as the changes made to the scoring criteria are noted below:

New Items evaluated include:

- New express Route 276 from I-35E corridor in the northeast metro to downtown Minneapolis
- New routes 51, 52 and 58 providing rush-hour and peak direction limited-stop service in major transit corridors in Minneapolis, Brooklyn Center, Richfield and Bloomington.
- New suburban local limited-stop Route 419 in the I-494 corridor in Washington and Dakota counties.
- Extend Route 2 to connect to the planned 21st Street Station on the METRO Green Line extension.

Modified Items include:

- Revised routes 302 and 303 in Woodbury to reflect updates to the Gateway Corridor planning
- Revised new Route 110 providing limited-stop service to the University of Minnesota from the Seward and Longfellow neighborhoods of Minneapolis.
- Revised Route 63 improvement to retain current level of service on McKnight and Lower Afton Road rather than reducing to every 30 minutes on weekdays.

Clarifications or Changes to Guiding Principles and Evaluation Criteria include:

- Revised connecting routes measure to include future planned transitways, and the current and future Hi-Frequency network
- Revised scoring of express routes only serving park-and-ride facilities. These routes no longer default to a Low score on equity criteria.
- Revised guiding principle of “improve transit equitably” to “improve transit equity”
- Defined key destinations as landmarks in a database used by Transit Information Center representatives as the destinations most commonly requested by customers planning trips

See Appendix D for additional information about the public engagement process, including a list of workshop attendees, a copy of the survey results and highlights and a summary of the comments from the November 2014 public comment period.



## CHAPTER 5: CREATING THE SIP

### A. Scope and Parameters

The SIP identifies projects ready for implementation between 2015 and 2030. Projects are grouped into three phases: Phase I (2015-2017), Phase II (2018-2020) and Phase III (2021-2030). The costs and resources needed for implementation are in 2015 operating dollars; capital investments associated with these service improvements will be factored separately into Metro Transit's capital improvement plans.

The SIP includes both new bus routes and improved service levels on existing routes. It also includes 11 Arterial BRT projects, since they also need to have operating funds identified prior to implementation. Arterial BRT projects are not evaluated using the SIP evaluation criteria since those projects were reviewed and prioritized in the *2012 Arterial Transitway Corridors Study*. The A Line on Snelling Avenue is not included in the SIP because operating funds for that project have already been secured.

Light rail, commuter rail and Highway BRT projects are not included in the SIP; expansion plans for those types of services are outlined in the Transportation Policy Plan. However, local bus service that makes connections with rail and Highway BRT stations for projects that have selected a locally preferred alternative are included in the SIP.

The SIP considers routing and scheduling improvements in Metro Transit's service area. Improvements to customer amenities, changes to the fare structure and projects in areas primarily served by Maple Grove Transit, Plymouth Metrolink, SouthWest Transit and Minnesota Valley Transit Authority are outside of the project scope.

### B. Guiding Principles

The project workshops, survey feedback, outcomes listed in Thrive MSP 2040 and strategies in the new Transportation Policy Plan informed and validated these seven guiding principles:

- Maximize ridership growth
- Emphasize high-productivity, low-subsidy projects
- Provide faster travel time
- Enhance connectivity of transit system
- Support transit-friendly land use and design
- Expand service for off-peak and non-work trip purposes
- Improve transit equity

It is important to enhance mobility for residents in areas with the highest reliance upon transit. A Title VI Service Equity Analysis was performed to ensure that communities of color and low-income groups share the benefits of service expansion and avoid disparate impacts. More information about the Title VI work is in Chapter Eight.

## C. Project Identification Methodology

Staff used three main sources of data to determine which specific improvements should be evaluated. First, feedback and suggestions from the survey were an important source of ideas. Mapping the survey origin-destination data (home and two to three most-traveled-to destinations) and matching those patterns against the current transit network helped planners determine where gaps exist and which markets are underserved.

In addition to suggestions for improvements from the survey, Metro Transit receives comments and requests daily through its Customer Relations department. Metro Transit received 1522 comments or suggestions regarding route planning and levels of service in 2014. This input was reviewed and incorporated it into the SIP as appropriate. In addition, suggestions from staff that interact with the public on a regular basis (operators, Transit Information Center representatives, planners and analysts) were included, along with data brought forth from Metro Transit Customer Surveys. Finally, feedback collected as part of other recent planning projects such as Thrive MSP 2040, the TPP, Corridors of Opportunity and sector studies (West Suburban Service Changes, Central Corridor Transit Service Study, Midtown Corridor Alternatives Analysis, Arterial Transitway Corridors Study and Nicollet-Central Alternatives Analysis) were also incorporated into the project.

Metro Transit staff distilled these ideas into specific bus route improvements, projected the resources needed to implement each improvement (i.e. service hours, peak buses), and estimated the new ridership each improvement could be expected to generate.

## D. Evaluation Criteria

The guiding principles helped to determine the project's evaluation measures and how to weight them. Three main categories of evaluation measures – productivity, social equity and system connectivity – were determined to help review and prioritize specific service improvements. The direction the Council laid out in Thrive MSP 2040, strategies in the TPP and survey results shaped the evaluation measures and weightings. These criteria work together to emphasize productivity, ensure social equity and provide a cohesive, connected network throughout the region.

Appendix E shows detailed definitions of the evaluation factors by route type, as well as the thresholds for High, Medium and Low rankings.

### 1. Productivity

Productivity criteria demonstrate the ridership potential of service improvements using land use and density factors. They account for 50 percent of the total weight. There are six productivity-based measures:

- Existing Population (20 points): Number of people living within a quarter-mile of the route
- Existing Employment (10 points): Number of jobs per acre within a quarter-mile of the route
- Job Concentration Areas (10 points): Number of designated Thrive MSP 2040 Job Concentration Areas along a route

- Productivity per In-Service Hour (25 points): Number of boardings per in-service hour (first timepoint to last timepoint on the schedule)
- Subsidy per Passenger (20 points): Cost of each passenger’s trip not covered by fares
- Intersection Density (10 points): Number of intersections per route mile, which is representative of land use patterns, a grid street network and good level of pedestrian access

## 2. Social Equity

Social Equity criteria evaluate how well improvements serve people most reliant upon transit. They account for 25 percent of the total weight. There are five social-equity based measures:

- Jobs Paying Under \$40,000 Annually (20 points): Number of jobs paying less than \$40,000 a year within a quarter-mile of a route
- Service to Low-Income Populations (20 points): Comparison of the percentage of the population living within a quarter-mile of the route at or below the federal poverty line as compared to the regional average of 11.3 percent.
- Service to Persons of Color (20 points): Comparison of the percentage of the population living within a quarter-mile of the route considered persons of color as compared to the regional average of 27.7 percent.
- Service to Disabled Populations (20 points): Comparison of the percentage of the population living within a quarter-mile of the route considered disabled as compared to the regional average of 9.7 percent.
- Auto Availability (20 points): Comparison of the population age 16 or older without a vehicle within a quarter-mile of the route as compared to the regional average of 22 percent.

Auto ownership is related not only to income but also customers who chose to use transit instead of driving. Households with more people over the legal driving age of 16 than vehicles available are more likely to use transit.

## 3. System Connectivity

System Connectivity measures establish how well projects improve connections and service throughout the Metro Transit service area. They account for the final 25 percent of the total weight. There are five system connectivity-based measures:

- New Populations Served (20 points): Number of people served by a new route or route extension
- Key Destinations Served (15 points): Number of key destinations within a quarter-mile of a route. These landmarks are included in a database used by Transit Information Center representatives as the destinations most commonly requested by customers planning trips.
- Connecting Routes (15 points): Number of transit routes to which a service improvement connects, either at a transit center or on the street. Projects connecting with existing and/or future transitways and routes in the high frequency network are worth more points.
- Educational Institutions (10 points): Number of designated Thrive MSP 2040 Educational Institutions along a route

- Off-Peak, Span of Service or Reverse Commute Improvements (10 points): Projects providing additional off-peak (midday, evening or weekend) service, widens the span of service (trips starting earlier or ending later in the day) and/or includes reverse commute service

## **E. PROJECT SCORING**

Based on the evaluation results, each proposed project was ranked High, Medium or Low. Projects earning at least 75 percent of the points were ranked High; those earning at least 55 percent were ranked Medium. The results of the initial screening were made available to the public in the Draft Service Improvement Plan as described in Chapter 4, Section C in this document. As a result of public input on the Draft SIP, 17 new projects were added and nine existing projects were modified and rescored.

The Final SIP evaluated 185 proposed bus service improvements in the Metro Transit Service Area. Of those, 50 projects are ranked High and 87 projects ranked Medium. These 137 improvements will have priority for implementation based on available resources. In addition to the 137 medium and high ranked bus service improvements, there are 11 unfunded arterial BRT lines included in the resource requirements of the prioritized SIP improvements.

Forty-eight projects scored Low. While not recommended for implementation at this time, these projects may be re-evaluated in future updates to the Service Improvement Plan to account for possible changes to the transit-supportive climate of surrounding land uses.

## CHAPTER 6: THE SERVICE IMPROVEMENT PLAN

The Service Improvement Plan identifies 137 improvements on 94 different routes scoring either a High or a Medium that are prioritized for implementation based on available resources. It also includes the 11 unfunded arterial BRT lines in the resource requirements, for a total of 148 improvements.

The improvements are planned for implementation in three phases: **Phase I (2015-2017)**, **Phase II (2018-2020)** and **Phase III (2021-2030)**. There are 78 projects included in Phase I, 50 projects planned for Phase II and 20 projects included in Phase III.

Of the improvements prioritized for implementation, 38 are new or reinstated routes and 110 are improvements or modifications to existing routes. The improvements fall into at least one of four categories: 57 expand coverage of the transit network or improve connectivity between routes, 81 improve the frequency of existing service, 63 expand the span of service on an existing route, and seven add suburban reverse-commute service from the center cities. (Note: some improvements fall into more than one improvement type.)

Table 5 and Table 6 show a summary of the improvements prioritized for implementation. See Appendices F through I for detailed improvement descriptions by route number and geography, and maps of improvements by rank and by improvement type.

**Table 5: Improvement Type by Implementation Phase**

Implementation Phase	Total Projects	New Routes	Coverage	Frequency	Span	Rev. Commute	Off-Peak	Weekend
2015-2017	78	8	24	41	39	2	44	51
2018-2020	50	20	27	27	16	4	29	20
2021-2030	20	10	6	13	8	1	15	13
Total	148	38	57	81	63	7	88	84

**Table 6: Improvement Type by Route Type**

Route Type	Total Projects	New Routes	Coverage	Frequency	Span	Rev. Commute	Off-Peak	Weekend
Urban Core	56	3	9	36	20	1	36	41
Urban Supporting	18	6	9	9	9	1	11	8
Suburban Local	28	7	19	15	10	1	19	16
Express	35	11	20	10	13	4	11	8
ABRT	11	11	-	11	11	-	11	11
Total	148	38	57	81	63	7	88	84

## CHAPTER 7: IMPACTS

The projects included in the SIP will have considerable impacts on Metro Transit operations – increased ridership, a larger operating budget, additional bus fleet and garage needs, additional operators and other support staff, customer facilities and expansion of complementary ADA paratransit service offered by Metro Mobility.

### A. Ridership and Resources

SIP projects are projected to generate 28.7 million new rides per year when fully implemented. This represents an approximately 42 percent increase over current annual Metro Transit ridership. The average marginal subsidy per passenger for these projects would be \$2.35, which will contribute to favorable overall route subsidies. Table 7 shows the annual resources required by improvement phase. Appendix J shows the annual ridership and resource requirements for each proposed service improvement.

Table 7: Additional Annual Ridership and Resources by Implementation Phase

Phase	New Buses	New Annual Rides	Additional Annual Service Hours	Additional Annual Operating Cost	Additional Annual Subsidy
2015-2017	66	11,160,324	411,849	\$46,538,915	\$33,856,126
2018-2020	69	8,957,329	292,709	\$33,076,066	\$23,335,966
2021-2030	26	8,570,557	165,362	\$18,685,869	\$10,156,121
<b>Total</b>	<b>161</b>	<b>28,688,210</b>	<b>869,919</b>	<b>\$98,300,850</b>	<b>\$67,348,214</b>

### B. Fleet and Garage Needs

As shown in Table 7, the projects prioritized for implementation in the SIP will require an additional 161 peak buses. Allowing for a standard spare ratio of 20 percent, Metro Transit would have to increase its fleet by 194 buses by 2030, including a mix of standard 40-foot buses, 60-foot articulated buses and coach buses. The exact requirements will be determined as individual improvements are implemented.

Given that regional bus storage and maintenance capabilities are already near capacity, the additional buses required by SIP projects will require the expansion of garage capacity. This plan does not project the capital cost for additional buses or capital and operating costs for additional bus storage and maintenance facilities.

### C. Workforce Requirements

New bus operators and support staff will be required as new service identified in the SIP is implemented. Based on the number of additional annual service hours and bus vehicle miles, a total of 965 additional full-time equivalent employees (FTEs) are projected to be required to support the full prioritized SIP by 2030. This includes an estimated 589 new FTE bus operators, 217 new FTE mechanics, and 159 additional support staff.

## **D. Customer and Operating Facilities**

The additional service in the SIP will impact customer and operating facilities as well as garage facilities. New bus stops and customer waiting shelters will be needed to accommodate the additional riders and bus service included in the plan. Some SIP improvements call for the construction of new park-and-ride facilities or transit centers prior to implementation. All new park-and-ride facilities are identified in the Metropolitan Council Park & Ride Plan.

To manage the operation of additional service, other support facilities may need to be updated or expanded. These facilities include Metro Transit Police facilities, the Bus Maintenance and Overhaul Base, as well as the Transit Control Center. Update or expansion needs for these facilities will be reviewed as needed.

## **E. ADA Impacts on Metro Mobility**

Improvements that propose new all-day service to areas not currently served by transit or served by rush-hour-only transit, or projects that increase the span of service, may have an impact on regional dial-a-ride services such as Metro Mobility and Transit Link.

Per Federal requirements, Metro Mobility paratransit must be provided for origins and destinations within a corridor three-fourths of a mile on either side of each fixed route for the same hours and days that the fixed route operates. This requirement will apply to new suburban local routes in areas not already served by transit. The specific impacts on Metro Mobility service will be determined as individual projects are implemented.

## **CHAPTER 8: TITLE VI SERVICE EQUITY ANALYSIS**

Title VI of the Civil Rights Act requires that major transit service changes be reviewed to ensure that there is no disparate or adverse impact to low income and minority populations. While no major service changes are being implemented at this time, Metro Transit commissioned a Title VI review of the Service Improvement Plan to inform the planning process and to ensure that the plan did would not represent a negative impact on these communities.

The complete Title VI Service Equity Analysis report for the Service Improvement Plan, including additional detail and maps, is located in Appendix K.

### **A. Evaluation Methodology**

A geographic information systems (GIS)-based approach was employed in this analysis to measure the location and magnitude of proposed service changes and compare the distribution of impacts and benefits to minority, non-minority, low-income, and non-low-income populations. The analysis consists of five steps:

- Model current and proposed service levels.
- Spatially allocate current and proposed transit service levels to population groups based on intersection between service buffer and census block centroid.
- Calculate the percent change in service between the current and proposed service levels for each census block.
- Calculate the average percent change in service for all minority/low-income and non-minority/non-low-income populations within the service area buffer for the current and proposed transit service.
- Determine whether the proposed service will result in disparate impacts by applying the disparate impact and disproportionate burden policies.

This analysis used the number of trips available to each census block as a measure of overall transit service levels. Common improvements to transit service, such as increased frequency and increased span of service, will result in an increase in the number of trips available. The addition of service to a new area will also result in an increase in the number of trips available to the surrounding areas.

### **B. Modeling Current and Proposed Service Levels**

Two networks were modeled to represent the current service levels and the proposed service levels. The current service level network represents the conditions as of December 2014. The proposed service level network represents the conditions after the SIP service changes are implemented by 2030. The service changes included in this evaluation are those projects in the SIP ranked as High or Medium. It does not include Arterial Bus Rapid Transit corridors.



### C. Evaluation of Impacts

In total, 1,405,599 people live in census blocks within the area that is experience a change in service. This population includes 380,865 minority persons, 1,024,734 non-minority persons, 227,044 low-income persons, and 1,178,555 non-low-income persons. The average percent change in service levels for each target population group is summarized in Table 8.

**Table 8: Average Service Level Change by Population Group**

<b>Population Group</b>	<b>Population of Service Change Area</b>	<b>Average Percent Service Change</b>	<b>Four-Fifths Threshold (Minimum)</b>
Minority	380,865	36.5%	31.4%
Non-Minority	1,024,734	39.2%	-
Low-Income	227,044	35.9%	31.2%
Non-Low-Income	1,178,555	39.0%	-
<b>Total</b>	<b>1,405,599</b>	<b>38.5%</b>	-

All population groups experience an overall increase in transit service availability as a result of the proposed service changes. The average individual in the service change area experiences a 38.5 percent increase in transit service.

The average minority individual in the service change area experiences a 36.5 percent increase in transit service. This value is less than the average increase of 39.2 percent for non-minority individuals, but is greater than the four-fifths threshold of 31.4 percent. No potential for disparate impact to minority populations is identified.

The average low-income individual in the service change area experiences a 35.9 percent increase in transit service. This value is less than the average increase of 39.0 percent for non-low-income individuals, but is greater than the four-fifths threshold of 31.2 percent. Therefore, no potential for disproportionate burden to low-income populations is identified.

While the analysis above investigates the change in service level for each population group resulting from the SIP changes, it is also important to evaluate the cumulative impacts of previous service changes. Table 9 displays the total number of bus trips available to each population group following the implementation of the SIP changes.

**Table 9: Average Number of Trips Available by Population Group**

Population Group	Average Number of Weekly Bus Trips within 1/4 Mile	
	Current Conditions	Proposed Conditions
Minority	1,127	1,480
Non-Minority	873	1,166
Low-Income	1,359	1,776
Non-Low-Income	862	1,151
<b>Total</b>	<b>942</b>	<b>1,251</b>

The previous analysis showed that both minority and low-income populations receive slightly smaller percent increases in service due to the SIP changes. However, Table 9 shows that the average number of bus trips within one-quarter mile of minority individuals under the SIP is 1,480 weekly trips, higher than the average for non-minority individuals at 1,166. Likewise, the average number of bus trips available to low-income individuals is 1,776, higher than the average for non-low-income individuals at 1,151.

It is important to note that this trip count does not include METRO trips such as LRT and BRT service. This average count does also not take into account populations located within the boundaries of Metro Transit’s service area which are not located within one quarter-mile of the existing or proposed service.

## CHAPTER 9: MOVING FORWARD

The Metropolitan Council will be asked to approve the Service Improvement Plan in April 2015. It will be revised and new projects will be added every four to five years to reflect changing demographics, new development patterns and travel demand patterns. The next step toward implementation of the improvements included in the SIP is to secure the additional operating funds needed.

The projects in the SIP are intended to be a starting point for the discussion of how to grow the regional local and express route network. However, assuming operating funds are identified there are also other factors that need to be taken into consideration before the decision to implement a particular service improvement is made:

- Geographic balance – consider the location of other recent and planned service improvements throughout the region, including opening dates for transitways
- Project readiness – has the area developed as anticipated, land-use densities increase as projected, are projects that were expected to be developed underway or complete
- Route planning details – develop a schedule, review route planning and operating logistics, routing and bus stops have been vetted with stakeholders
- Title VI review – per federal law, a service equity analysis will be done for all routes considered to be a major service change

## **REPORT APPENDICES**

### **Appendix A: Map of Metro Transit Service Area**

Map of the portion of the region included in Metro Transit's Service Area. Suburban Transit Authority Service Areas noted in gray.

### **Appendix B: Map of Transit Market Areas**

Map of the regional Transit Market Areas included in the 2040 Transportation Policy Plan. Transit Market Areas are used to determine potential transit demand and guide allocation of transit resources.

### **Appendix C: Map of Hi-Frequency Network**

Map of the Metro Transit Hi-Frequency Network. The Hi-Frequency Network provides service every 15 minutes or better on weekdays from 6am to 7pm and on Saturdays from 9am to 6pm.

### **Appendix D: SIP Outreach Process**

Report detailing the public engagement and outreach process used to develop the Service Improvement Plan.

### **Appendix E: SIP Evaluation Factors**

Detailed description of measures and relative weights used to evaluate the bus improvements included in the SIP.

### **Appendix F: SIP Improvements by Route Number**

Detailed description of the improvements included in the SIP listed in order of route number.

### **Appendix G: SIP Improvements by Region**

Detailed description of the improvements included in the SIP listed by region of the metro area.

### **Appendix H: Map of SIP Improvements by Rank**

Map of improvements included in the SIP by rank: High, Medium or Low.

### **Appendix I: Map of SIP Improvements by Type**

Map of improvements included in the SIP by type: Improvement to existing route or new route/route extension.

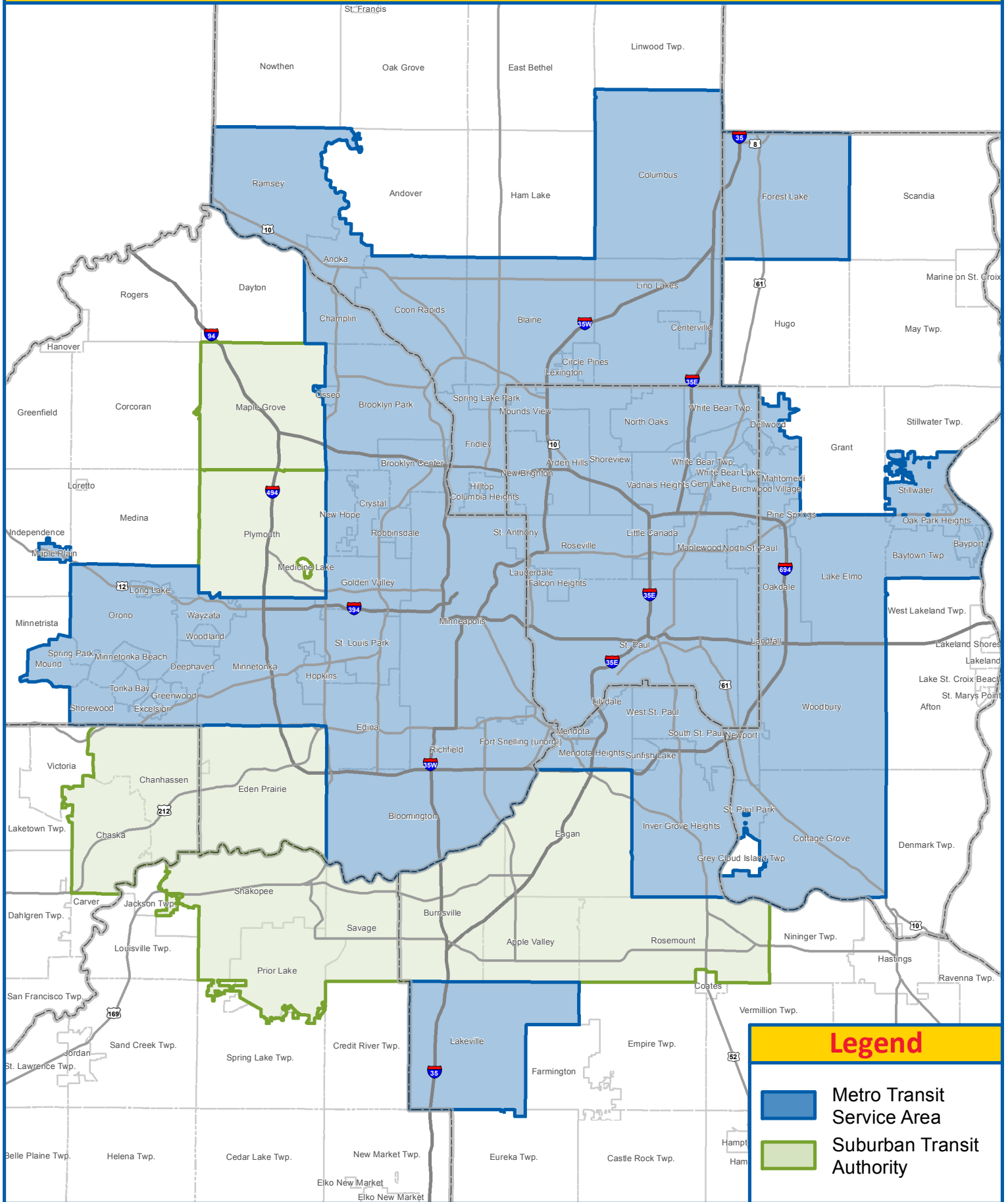
### **Appendix J: Ridership and Resource Impacts by Improvement**

Table showing the projected impacts on ridership and resources by individual SIP item.

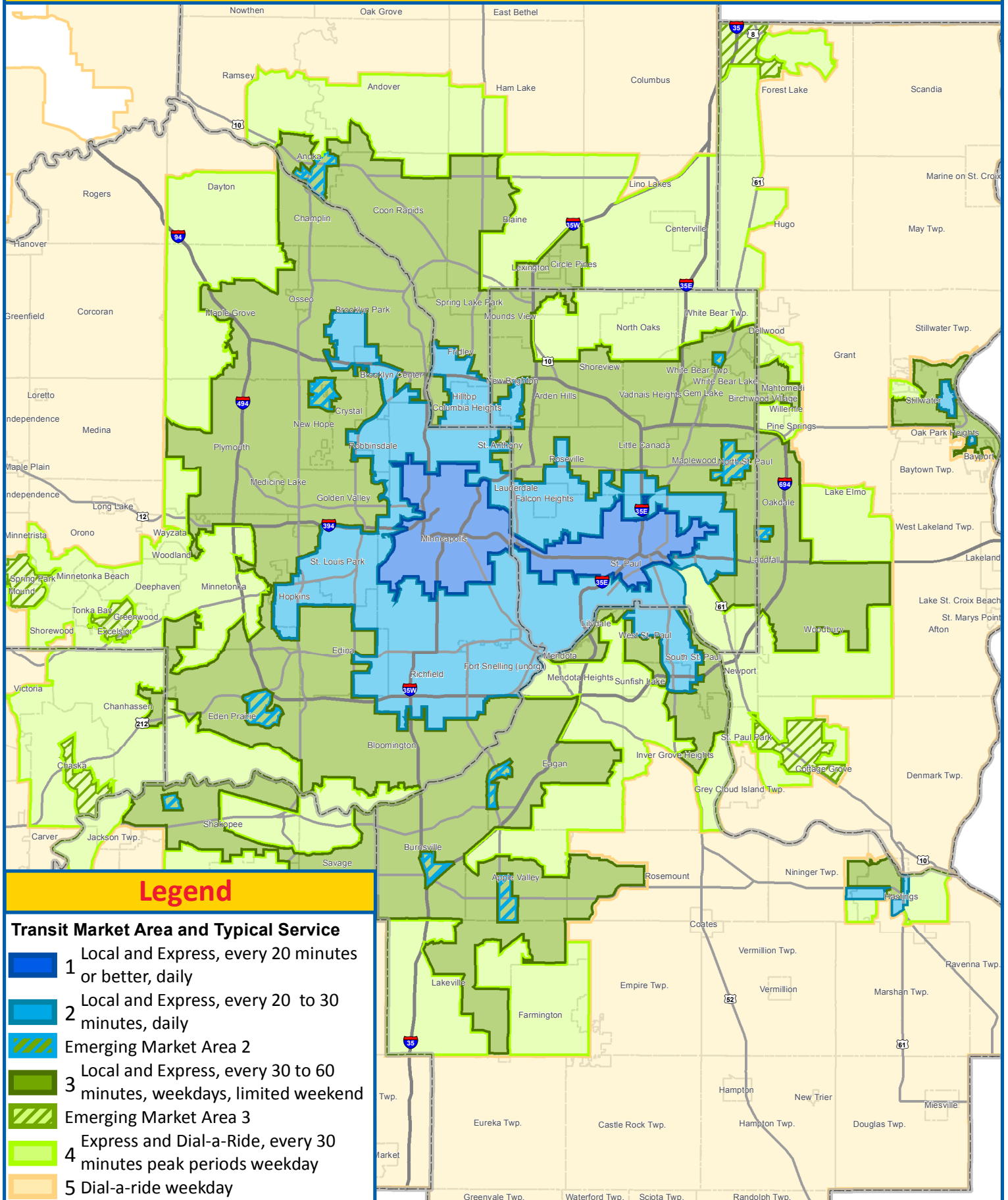
### **Appendix K: Title VI Equity Analysis**

Report on the Title VI equity impacts of the SIP.

# Appendix A: Metro Transit Service Area



# Appendix B: Transit Market Areas



## Legend

### Transit Market Area and Typical Service

- 1 Local and Express, every 20 minutes or better, daily
- 2 Local and Express, every 20 to 30 minutes, daily
- Emerging Market Area 2
- 3 Local and Express, every 30 to 60 minutes, weekdays, limited weekend
- Emerging Market Area 3
- 4 Express and Dial-a-Ride, every 30 minutes peak periods weekday
- 5 Dial-a-ride weekday

# Appendix C: Hi-Frequency Network

## Hi-Frequency Service Network



### HI-FREQUENCY PROMISE

Service every 15 minutes (or better)

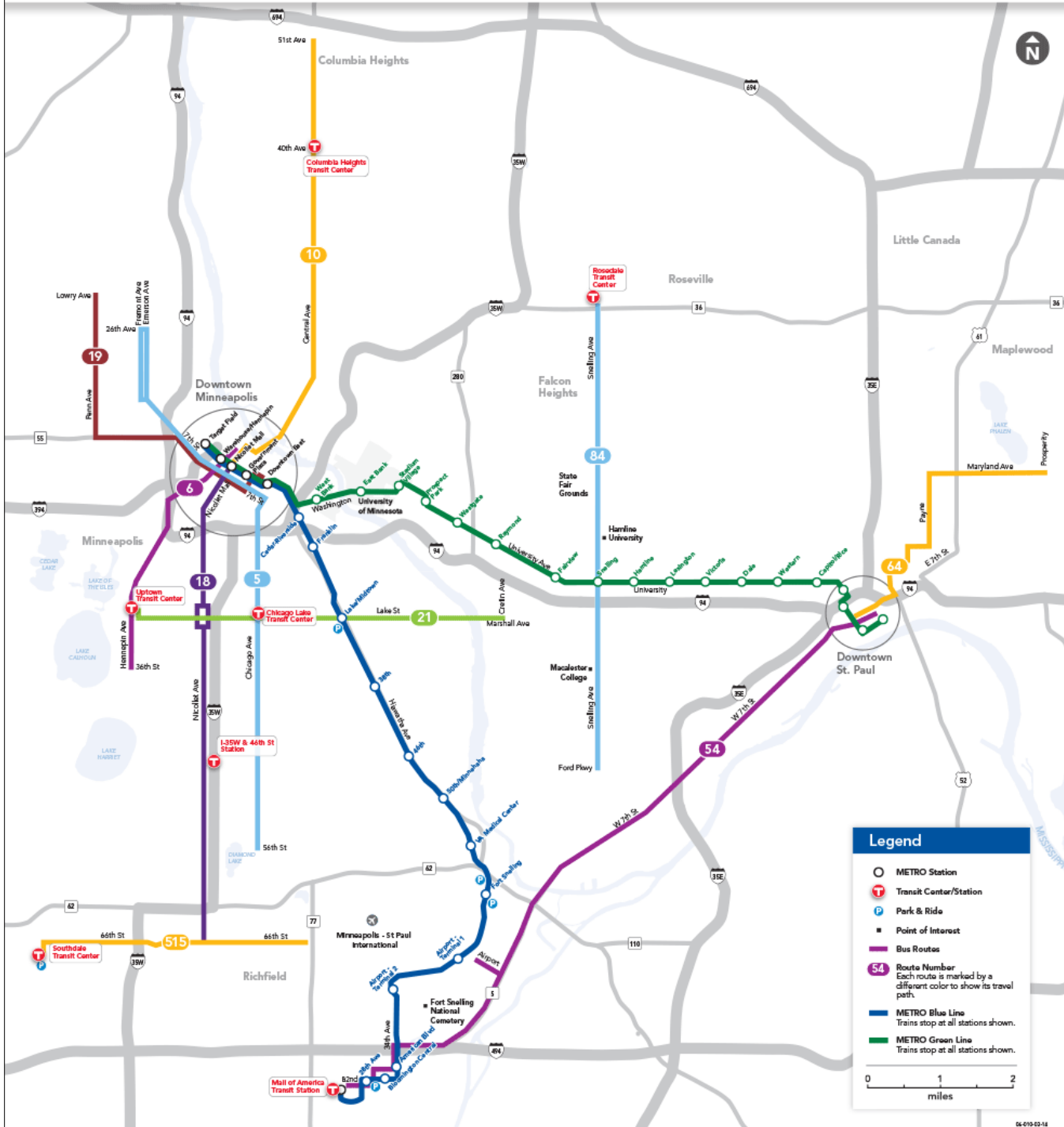
Weekdays: 6 a.m. to 7 p.m.

Saturdays: 9 a.m. to 6 p.m.

Colored lines show where HI-Frequency service is available.

All of Route 54 and METRO Blue Line and METRO Green Line offer HI-Frequency service.

Service on these routes—5, 6, 10, 18, 19, 21, 64, 84 and 515—continues outside the areas shown, but operates less frequently. For details, see specific route schedules, visit metrotransit.org or call 612-373-3333.



## APPENDIX D: SIP PUBLIC ENGAGEMENT PROCESS

### A. A Foundation of Transit Outreach and Engagement (2010-2013)

The Service Improvement Plan planning process is grounded by a desire to serve the transit needs of the people who are living, working and playing within Metro Transit’s service area. Metro Transit interacts daily with customers and potential customers through our Customer Relations comment process, Transit Information Center, and transit staff in the field. In addition to the feedback we receive from those interactions, there have been a number of recent planning efforts, studies and programs that helped identify transit needs and priorities in particular communities. This is a partial list of studies, projects and programs referenced prior to the kick of the Service Improvement Plan process:

- Central Corridor Transit Service Study
- Midtown Corridor Alternatives Analysis
- Metro Transit Customer Survey  
Metro Transit Potential Rider Survey
- Thrive 2040 MSP
- Arterial Transitway Corridors Study
- Corridors of Opportunity
- West Suburban Service Changes
- Nicollet-Central Alternatives Analysis

### B. Pre-Plan Outreach and Engagement (Winter 2013-2014)

The SIP project kicked off with three workshops with stakeholders and community leaders. Workshops in November 2013 were followed by a survey to help determine which service improvements would best meet the community’s transit goals.

#### 1. Community Leader Workshops

Metro Transit invited all local elected officials, staff from cities and counties, and representatives from more than 150 community organizations to participate in a two-hour workshop. See the list of those invited in Appendix D-1. The purpose of the workshops was two-fold: to build and strengthen relationships with project stakeholders and to request assistance in expanding Metro Transit’s reach into communities.

Workshop Location	Date	# of Participants
Hennepin County Brookdale Library, Brooklyn Center	Tuesday, November 12, 2013	28
Union Depot, St. Paul	Wednesday, November 13, 2013	47
Hennepin County Southdale Library, Edina	Thursday, November 14, 2013	26

The workshop consisted of three exercises:

- Review of Existing Transit Network



Participants were able to leave comments on the enlarged transit system map poster boards placed throughout the room and speak with each other within common geographical areas. Figure 1 shows an example of a network map and some participant’s comments.

- **Hypothetical Transit Planning Exercise**

Groups worked with a map of a fictional city and were given yarn to represent transit resources. Using yarn to create local and express bus routes at various levels of service , workshop attendees worked together to prioritize service in areas with varying population and employment densities, income levels, and different key destinations for work, healthcare, arts and culture, and retail. When the yarn was gone, so was the “budget” for transit service. Figure 2 shows participants working on the planning exercise.

- **Future Outreach and Engagement Opportunities**

Participants were given an opportunity to make suggestions regarding best ways to connect various communities and constituencies to this planning process. Workshop participants were asked for the specific role they would assume as the planning process continued. After the workshops, staff followed up with the participants on suggestions for further engagement of those people most interested and potentially affected by service improvements.

**Figure 1: Review of Current Transit Network**



Figure 2: Transit Planning Exercise



## 2. Surveys

Along with the workshops, a survey gathered feedback from transit customers and community members prior to drafting the SIP. The survey was available online and also distributed as a postage paid mailer. It was promoted on Metro Transit’s website, in *Connect*, its onboard customer newsletter, on social media, on buses, in press releases and via community-based organizations.

Special attention was given to traditionally under-represented groups such as low-income communities, people of color and those who speak English less than “very well.”

Staff sought a better understanding of community transit goals and priorities for new operating resources as they become available. To gain this insight, the survey asked for three types of information:

- Travel origin and destination information  
Respondents were asked to provide a starting address or street intersection, as well as list three places they traveled to most frequently. This data was mapped. There was also an open-ended question regarding specific service improvement suggestions.
- Frequency of transit travel  
Survey participants were asked to share the number of times they use transit today and could describe changes that would encourage them to use transit more often.
- Transit values and priorities  
Respondents were asked to rank various criteria and aspects to transit service to describe their personal values related to transit investment and priorities as new funding becomes available. Respondents were also encouraged to weigh in on transit

system goals and the trade-offs required when the need exceeds the available resources.

A copy of the survey is available in Appendix D-2.

### a. Results

Highlights from the survey results are included below. A graphic representation of the complete survey results are in Appendix D-3.

#### DEMOGRAPHICS

- The race or ethnicity of survey respondents generally tracked closer to the regional demographic totals than to Metro Transit ridership with white respondents as the largest racial group, at 74%. NOTE: The survey had fewer white respondents than the regional population and slightly more African-American respondents.
- In general, survey respondents have lower incomes than the region as a whole, but higher income than Metro Transit ridership. Households earning less than \$25,000 a year were the largest group of respondents, at 30%.

#### FREQUENCY OF TRANSIT TRAVEL

- A significant majority of survey respondents are fairly regular transit users with 72% reporting they ride at least a few days a week.

#### TRANSIT VALUES AND PRIORITIES

- When driving is an option, the travel time difference between driving and using transit is by far the biggest factor determining whether to use transit. Categories relating to auto use (cost & availability of parking, price of gas) are also very important in nearly 50% of the responses.
- When asked what might encourage respondents to ride transit or ride transit more often, categories related to improving make up nearly half of the responses. Improved service categories include frequency, travel time and hours of service. In a close second, categories related to providing new coverage or restructuring service added another 40% to the total responses. New service categories include routes that require fewer transfers, conveniently located bus stops and routes matching desired travel path.
- When asked to help decide whether additional funding for expansion should be used to emphasize productivity or coverage-related improvements, the respondents clearly state that a balanced approach is important. An emphasis towards productivity or efficiency of service is ranked slightly higher than transit service expansion into areas without transit or with limited transit. A combined 55% of all the responses expressed a desire for stronger transit service within existing markets.
- According to respondents, the most important recommended goal for transit expansion is “providing transit for transit-reliant populations” while the least important goal is “bringing urban residents to suburban jobs.” While better suburb-to-suburb connections and crosstown connections scored poorly overall, it is important to note that this goal also received the second

highest number of first-place rankings which suggests it is relatively unimportant to most survey respondents but very important to a small group.

- A significant majority of respondents prefer to use transit as much as possible (81% at least “somewhat agree”). Of those same respondents, 90% stated they would ride more often if the transit network were improved.

## C. Draft SIP Public Comment Period (November 2014)

### 1. Outreach Tools

The Draft SIP was released for public review and comment in Fall 2014. There were several ways for the public to access the Draft Plan.

- Project page at [metrotransit.org/sip](http://metrotransit.org/sip), which also included the public meeting presentation via YouTube for those unable to attend.
- Executive Summary was translated into Spanish, Somali and Hmong.
- Full-color, printed Draft Plan copies and postage-paid comment cards were available at libraries throughout Metro Transit’s service area. Those interested could view the plan at the library reference desk and provide comment via comment card or website.
- Individual Draft Plan copies with comment cards were given to community groups, based off the list of those invited to community workshops.
- Individual Draft Plan copies with comment cards were available, by request, to anyone visiting a Metro Transit Service Center or contacting Metro Transit.
- Posters and project brochures were available on buses and at Metro Transit Service Centers.
- Numerous media outlets, including Minnesota Public Radio and the Star Tribune, covered the project.

### 2. Public Meetings and Public Hearing

There were five public meetings and one official public hearing to receive comments on the plan. The format and content of all meetings was the same, and feedback received at the public meetings was treated the same as that received at the official public hearing. Those unable to attend a meeting could comment via a postage-paid comment card, leave a message on the Council’s public voice-mail line, or send an email to [sip@metrotransit.org](mailto:sip@metrotransit.org).

Location	Date	# of Attendees
Hennepin County Minneapolis Central Library, Minneapolis	Wednesday, Nov. 5, 2014	32
North Minneapolis Community YMCA, Minneapolis	Saturday, Nov. 8, 2014	6
Hennepin County Southdale Library, Edina	Thursday, Nov. 13, 2014	9
Conway Recreation Center, St. Paul	Saturday, Nov. 15, 2014	8
Anoka County Northtown Library, Blaine	Monday, Nov. 17, 2014	7
Metropolitan Council, St. Paul (designated public hearing)	Tuesday, Nov. 18, 2014	16

### 3. Feedback

Metro Transit received 176 unique contacts from individuals and organizations with nearly 600 suggestions on bus service improvements. The vast majority of comments were sent via email but comment cards and speaking at a public meeting or the public hearing were other popular ways to give feedback on the Draft Plan.

The comments received by agency staff covered a range of Draft Plan elements from route-specific to general remarks about the transit network as a whole. There were many comments supporting the overall service improvement project and reiterating the importance of expanding transit as the region continues to grow and change. Highlights from the Draft Plan comments are listed below. A summary of all comments is in Appendix D-4.

COMMENT TYPE	# COMMENTS
New Service Improvement Idea	216
Supporting Service Improvement Idea in Draft	161
Modified Service Improvement Idea in Draft	69
General – Not Specific to Service Improvement Planning	104

- The most popular category of feedback, with 225 comments, related to the frequency and hours of service on existing bus routes.
- Approximately 125 comments focused on routing and bus service structure.
- About 100 comments were related to improving service coverage to areas without service or with limited service and reverse commute routes (routes bringing urban residents to suburban jobs).
- Nearly 70 comments related to the SIP planning process and 50 comments were submitted about the importance of improving travel time.

Most of the new ideas primarily related to expanding service coverage, including suburb-to-suburb service, new express routes and new limited-stop service in the urban core with 47 comments.

- Of all the ideas within the Draft Plan, the improvement ideas for Routes 2, 3, 5, 6, 7, 14, 18, 25, 30, 46, 67, 68, 71, 74, 94, 288 and 615 all received at least five suggestions.
- Most of the suggestions to modify an item in the Draft Plan focused on additional buses to operate more frequently or with longer service hours. Respondents also shared a desired reroute to serve a nearby destination as a modification to a coverage suggestion.

Staff has reviewed all of the comments received and modified the Draft Plan as appropriate. Changes to the plan include reviewing and scoring additional improvements, modifying and reevaluating already identified improvements and making changes to the scoring criteria. Overall 26 improvements were either added or modified based on comments received. Examples of new and modified items, as well as the changes made to the scoring criteria are noted below:

New Items evaluated include:

- New express Route 276 from I-35E corridor in the northeast metro to downtown Minneapolis
- New routes 51, 52 and 58 providing rush-hour and peak direction limited-stop service in major transit corridors in Minneapolis, Brooklyn Center, Richfield and Bloomington.
- New suburban local limited-stop Route 419 in the I-494 corridor in Washington and Dakota counties.
- Extend Route 2 to connect to the planned 21st Street Station on the METRO Green Line extension.

Modified Items include:

- Revised routes 302 and 303 in Woodbury to reflect updates to the Gateway Corridor planning
- Revised new Route 110 providing limited-stop service to the University of Minnesota from the Seward and Longfellow neighborhoods of Minneapolis.
- Revised Route 63 improvement to retain current level of service on McKnight and Lower Afton Road rather than reducing to every 30 minutes on weekdays.

Clarifications or Changes to Guiding Principles and Evaluation Criteria include:

- Revised connecting routes measure to include future planned transitways, and the current and future Hi-Frequency network
- Revised scoring of express routes only serving park-and-ride facilities. These routes no longer default to a Low score on equity criteria.
- Revised guiding principle of “improving transit equitably” to “improving transit equity”
- Defined key destinations as landmarks in a database used by Transit Information Center representatives as the destinations most commonly requested by customers planning trips

## Appendix D-1: List of Community Leader Workshop Invitees (November 2013)

- 180 Degrees
- Accessible Environments Incorporated
- ACER, Inc. (African Career, Education & Resource)
- Advocating Change Together
- AEON
- African Economic Development Solutions
- AGC of Minnesota
- AIA Minnesota
- Alliance for Metropolitan Stability
- Alliance Housing
- American Council for the Blind
- American Indian Family Center
- American Indian OIC
- Amherst H. Wilder Foundation
- Apartment Home Equity Program
- Ascension Place Inc.
- Asian American Chamber
- Asian Pacific Council
- Association of Minnesota Counties
- Banyan Community
- BCBS Foundation of Minnesota
- Beacon Interfaith
- Blake Road Corridor Collaborative
- Bottineau Citizens in Action
- Bush Foundation
- Casa de Esperanza
- Catholic Charities of Minneapolis and St. Paul
- Center for Aging
- Center for Asian Pacific Islanders
- Central Corridor Funders Collaborative
- Central Corridor Partnership
- Central Cultural Chicano
- Central Village Neighborhood Association
- Centro Guadalupano
- Chicano Latino Affairs Council
- Chinese American Association of Minnesota
- Citizens League
- City of Lakes Community Land Trust
- Cleveland Neighborhood
- CLUES
- Commonbond Communities
- Community Action Minneapolis
- Community Action of Minneapolis
- Community Action Partnership of Suburban Hennepin
- Community Stabilization Project
- Corcoran Neighborhood
- Corporation for Support Housing
- Courage Kenny Rehabilitation Institute
- Cultural Wellness Center
- Culture Brokers Group
- Dayton's Bluff District Council
- District Councils Collaborative of Saint Paul and Minneapolis
- Division of Indian Work
- East Community Family Center
- East Metro Women's Council
- East Side Prosperity Campaign
- Eastside Neighborhood Service Incorporated
- Elliot Park Neighborhood
- EMERGE Community Development
- Goodwill Industries
- Greater Metropolitan Housing Corp.
- Greater Minneapolis Council of Churches
- Growth & Justice
- Habitat for Humanity
- Hamline-Midway
- Harrison Neighborhood Association
- Highland Neighborhood
- Hispanic Ministry Office
- Hmong American Farmers Association
- Hope Community
- Housing Policy and Program Development
- Housing Preservation Project
- Interchurch Community Association
- ISIAIH
- Jay and Rose Phillips Family Foundation
- Jewish Community Action
- Juxtaposition Arts
- Keystone Community Services
- Knight Foundation

- Lao Assistance Center of Minnesota
- Latino Economic Development Center
- Learning Center for Minnesota Families
- Legal Aid Society of Minneapolis
- Lutheran Social Services
- Lyndale Neighborhood Association
- Macalester-Groveland
- Marbrook Foundation
- Marcy-Holmes Neighborhood
- Masjid An-Nur
- MCEA
- McKnight Foundation
- McNeely Foundation
- MEDA
- Meet Minneapolis
- Merrick Community Services
- Metro Cities
- Metro Work Center
- Metropolitan Center for Independent Living
- Metropolitan Consortium of Community Developers
- MICAH
- Minneapolis American Indian Center
- Minneapolis Downtown Business Council
- Minneapolis NAACP
- Minneapolis Urban League
- Minnesota Center for Environmental Advocacy
- Minnesota Coalition for the Homeless
- Minnesota Council of Churches
- Minnesota Council on Black Minnesotans
- Minnesota Housing Partnership
- Minnesota State Council on Disabilities
- MN Center for Neighborhood Organizing
- Model Cities
- Native American Community Development Institute
- Neighborhood Development Center
- Neighborhood Energy Connection
- Neighbors, Inc.
- New American Academy
- Nexus Community Partners
- Nokomis East Neighborhood Association
- North Hennepin Area Chamber of Commerce
- Northside Achievement Zone
- Northside Economic Opportunity Network
- Northside Residents Redevelopment Council
- Northwest Area Foundation
- Opportunity Partners
- Otto Bremer Foundation
- People Serving People
- Phillips West Neighborhood
- Pillsbury United Communities
- PPL
- ResouceWest
- RESOURCE, Inc.
- Rondo Community Land Trust
- Sabathani Community Center
- Sensible Land Use Coalition
- Septran Inc.
- Sierra Club North Star Chapter
- Simpson Housing Services
- St. Paul Area Chamber of Commerce
- St. Paul Area Council of Churches
- St. Paul NAACP
- St. Paul Smart Trips
- Standish-Ericsson Neighborhood
- Summit Academy OIC
- Summit Hill
- Summit-University
- The Bush Foundation
- The Jeremiah Program
- The Minneapolis Foundation
- The Saint Paul Foundation
- The Salvation Army Harbor Light Center
- Transit for Livable Communities
- Twin Cities Rise
- Twin West Chamber of Commerce
- Union Gospel Mission
- Urban Homeworks
- Urban Ventures
- VEAP
- West Bank Community Coalition
- West Bank Community Development Corporation
- West Broadway Business and Area Coalition
- YWCA



## Appendix D-2: Pre-Plan Development Survey

Date:



### Metro Transit Service Improvements Survey

Metro Transit is preparing for expansion of transit service in the region, especially local and express bus routes, when funding becomes available. Please help us identify transit needs and guide our planning decisions by taking the following survey. A draft Service Improvement Plan will be ready in early 2014 for public review and comment. This survey is also available at [metrotransit.org/SIP](http://metrotransit.org/SIP).

Please list the 3-4 places you travel most often (i.e. work, school, etc). Please be specific (address or closest intersection and city). Also, please mark the boxes below to indicate when you typically go to and from these places and how you get there.

Location 1:

	<input type="checkbox"/> Weekday	<input type="checkbox"/> Saturday	<input type="checkbox"/> Sunday			
To this location:	<input type="checkbox"/> 6-9 AM	<input type="checkbox"/> 9 AM-3 PM	<input type="checkbox"/> 3-7 PM	<input type="checkbox"/> 7-10 PM	<input type="checkbox"/> 10 PM-1 AM	<input type="checkbox"/> 1-6 AM
From this location:	<input type="checkbox"/> 6-9 AM	<input type="checkbox"/> 9 AM-3 PM	<input type="checkbox"/> 3-7 PM	<input type="checkbox"/> 7-10 PM	<input type="checkbox"/> 10 PM-1 AM	<input type="checkbox"/> 1-6 AM
Mode:	<input type="checkbox"/> Car	<input type="checkbox"/> Transit	<input type="checkbox"/> Walk	<input type="checkbox"/> Bike		

Location 2:

	<input type="checkbox"/> Weekday	<input type="checkbox"/> Saturday	<input type="checkbox"/> Sunday			
To this location:	<input type="checkbox"/> 6-9 AM	<input type="checkbox"/> 9 AM-3 PM	<input type="checkbox"/> 3-7 PM	<input type="checkbox"/> 7-10 PM	<input type="checkbox"/> 10 PM-1 AM	<input type="checkbox"/> 1-6 AM
From this location:	<input type="checkbox"/> 6-9 AM	<input type="checkbox"/> 9 AM-3 PM	<input type="checkbox"/> 3-7 PM	<input type="checkbox"/> 7-10 PM	<input type="checkbox"/> 10 PM-1 AM	<input type="checkbox"/> 1-6 AM
Mode:	<input type="checkbox"/> Car	<input type="checkbox"/> Transit	<input type="checkbox"/> Walk	<input type="checkbox"/> Bike		

Location 3:

	<input type="checkbox"/> Weekday	<input type="checkbox"/> Saturday	<input type="checkbox"/> Sunday			
To this location:	<input type="checkbox"/> 6-9 AM	<input type="checkbox"/> 9 AM-3 PM	<input type="checkbox"/> 3-7 PM	<input type="checkbox"/> 7-10 PM	<input type="checkbox"/> 10 PM-1 AM	<input type="checkbox"/> 1-6 AM
From this location:	<input type="checkbox"/> 6-9 AM	<input type="checkbox"/> 9 AM-3 PM	<input type="checkbox"/> 3-7 PM	<input type="checkbox"/> 7-10 PM	<input type="checkbox"/> 10 PM-1 AM	<input type="checkbox"/> 1-6 AM
Mode:	<input type="checkbox"/> Car	<input type="checkbox"/> Transit	<input type="checkbox"/> Walk	<input type="checkbox"/> Bike		

Location 4:

	<input type="checkbox"/> Weekday	<input type="checkbox"/> Saturday	<input type="checkbox"/> Sunday			
To this location:	<input type="checkbox"/> 6-9 AM	<input type="checkbox"/> 9 AM-3 PM	<input type="checkbox"/> 3-7 PM	<input type="checkbox"/> 7-10 PM	<input type="checkbox"/> 10 PM-1 AM	<input type="checkbox"/> 1-6 AM
From this location:	<input type="checkbox"/> 6-9 AM	<input type="checkbox"/> 9 AM-3 PM	<input type="checkbox"/> 3-7 PM	<input type="checkbox"/> 7-10 PM	<input type="checkbox"/> 10 PM-1 AM	<input type="checkbox"/> 1-6 AM
Mode:	<input type="checkbox"/> Car	<input type="checkbox"/> Transit	<input type="checkbox"/> Walk	<input type="checkbox"/> Bike		

How often do you ride transit?

- |  |   |
|--|---|
| <input type="checkbox"/> Daily                             | <input type="checkbox"/> A couple times a month |
| <input type="checkbox"/> Most days a week (4 or more days) | <input type="checkbox"/> A couple times a year  |
| <input type="checkbox"/> A few days a week                 | <input type="checkbox"/> Never                  |

If you ride more than once a week, which route(s)?

If you use transit, what would make you ride more often? If you don't use transit, what would persuade you to ride? Mark up to 3 choices.

- |   |  |
|---|--|
| <input type="checkbox"/> Travels where I need to go   | <input type="checkbox"/> More amenities at stops |
| <input type="checkbox"/> Trips at a different time (earlier in the a.m., in the midday, later in p.m., on weekends) | <input type="checkbox"/> Fewer transfers         |
| <input type="checkbox"/> Bus stop closer to my origin and/or destination  | <input type="checkbox"/> Lower fare              |
| <input type="checkbox"/> More amenities on buses  | <input type="checkbox"/> More frequent service   |
|   | <input type="checkbox"/> Faster service          |

Please provide more information about these improvements, such as where or when you need to travel, types of amenities desired, etc.


When traveling to places served by transit, what most influences whether you use transit?

- |  |   |
|--|---|
| <input type="checkbox"/> Availability of a car                                     | <input type="checkbox"/> Price of gas                 |
| <input type="checkbox"/> Cost and availability of parking                          | <input type="checkbox"/> Amenities available on buses |
| <input type="checkbox"/> Travel time difference between driving and riding transit | <input type="checkbox"/> Amenities available at stops |

Please provide your level of agreement with these statements about transit in the Twin Cities.

	Strongly Disagree	Disagree	Somewhat Disagree	Somewhat Agree	Agree	Strong Agree
I prefer to use transit as much as possible	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I have no choice but to use transit for most of my travel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If the transit network were improved, I would ride more often	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If the transit network were improved, I am unlikely to use it for even a small portion of my travel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transit factored into my decision of where to live	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transit factored into my decision of where to work	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transit factors into where I shop, go to the doctor, etc	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please rank the importance of these goals for expanding the bus system. Use each rank only once. (1=most important and 7=least important)

	1	2	3	4	5	6	7
Provide transit for low-income, senior citizens, disabled and those who cannot drive	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Provide transit for those who prefer not to drive/help people who own cars drive them less	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environmental reasons (reduce congestion, greenhouse gas emissions)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Support economic development and denser, more walkable neighborhoods	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bring suburban residents to downtown jobs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bring urban residents to suburban jobs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Better suburb-to-suburb and crosstown transit (i.e. don't have to transfer downtown)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please select the one statement you most agree with:

- Only make service improvements that serve the most people, even if it means some geographic areas have limited transit.
- Only make service improvements that offer a basic level of coverage all over the region, regardless of ridership potential. (Allows more people some access to transit but means less frequent service in places where demand is highest.)
- Emphasize service improvements that will serve the most people, but save some resources for basic coverage in less-dense areas.
- Emphasize service improvements that give more people access to transit, but save some resources for changes that will serve the most people.

**About You**

Home Address (nearest intersection, city or zip code):

Age

- 12 and under
- 13-17
- 18-24
- 25-34

- 35-49
- 50-64
- 65-74
- 75 and older

Do you have a vehicle available for your use at most times?  Yes  No

What race or ethnicity best describes you?

- White/Caucasian
- Hispanic/Latino
- African-America/Black

- Asian
- American Indian
- Other

What is your annual household income?

- Under \$24,999
- \$25,000-\$49,999
- \$50,000-\$74,999

- \$75,000-\$99,999
- Over \$100,000

If you could change one thing about transit service, what would it be (new places served, more frequent service, better waiting shelters, etc.)?

If you would like to receive updates about this project, please let us know how to reach you:

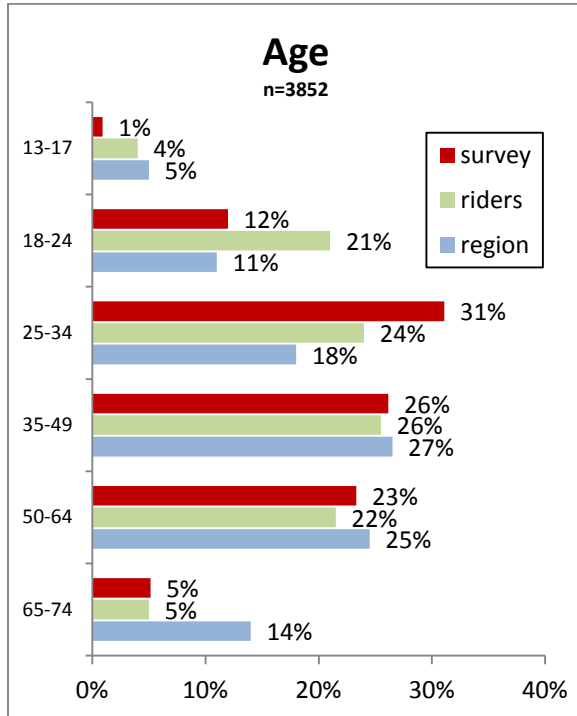
Name:

Email:

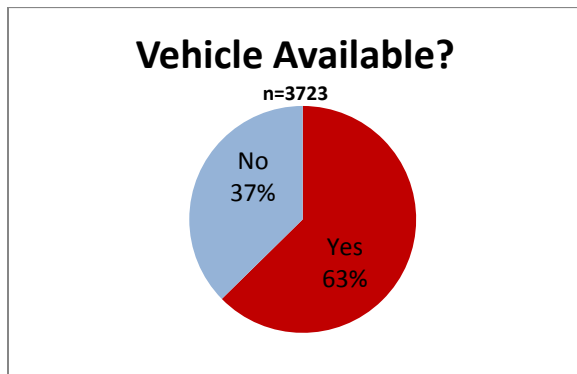
Thank you for taking the time to complete this survey! Please visit [metrotransit.org/SIP](http://metrotransit.org/SIP) for more information and project updates.

Metro Transit, Heywood Office, 560 - 6th Ave. N, Minneapolis, MN 55411-4398, attention: Service Development

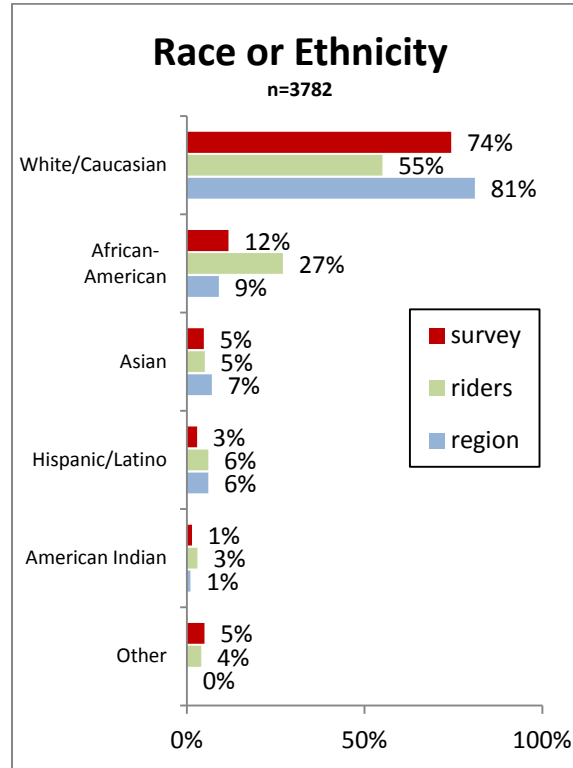
## Appendix D-3: Pre-Plan Development Survey Results



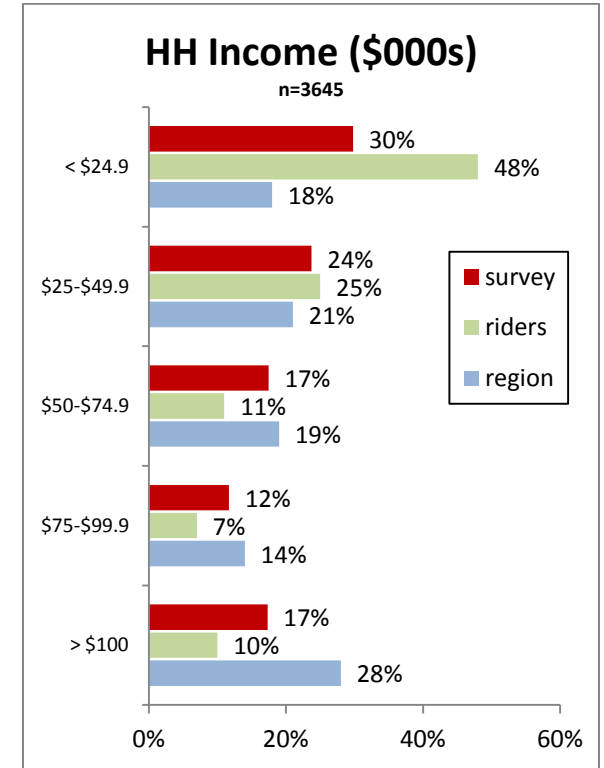
- Age of respondents generally tracks **closely with the age of our ridership overall**, however our survey reached **fewer 18-24 year-olds** and **more 25-34 year olds**.



- Most respondents **have a vehicle available**.



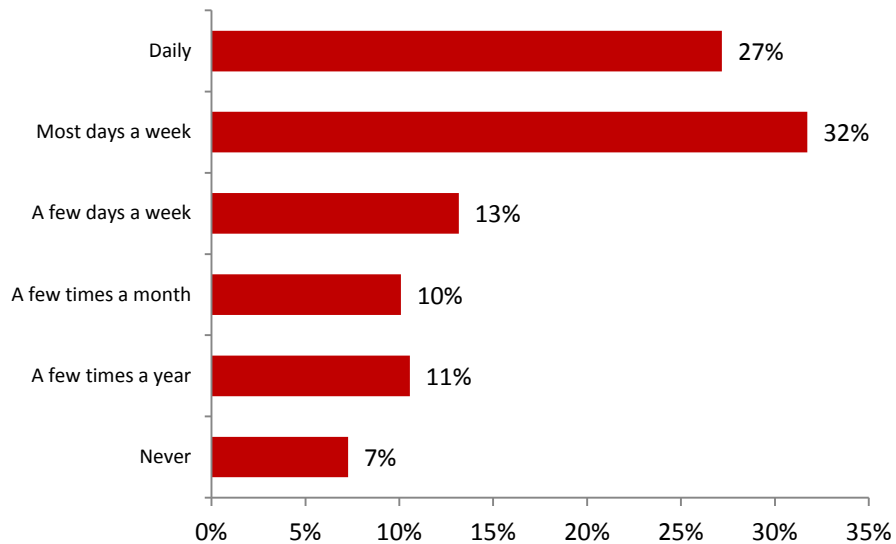
- White respondents** make up the largest race/ethnicity group at **74 percent**.
- Survey respondents generally track **closer to the regional totals** rather than our ridership.
- There are **fewer white respondents** than the population region-wide and **slightly more African-American respondents**.



- Households **earning less than \$25K annually** make up the largest group of respondents, at **30 percent of all respondents**.
- In general, survey respondents are **lower income than the region as a whole**, but **higher income than our ridership**. This pattern is strongest at the **high and low ends of the income spectrum**.

## How often do you ride transit?

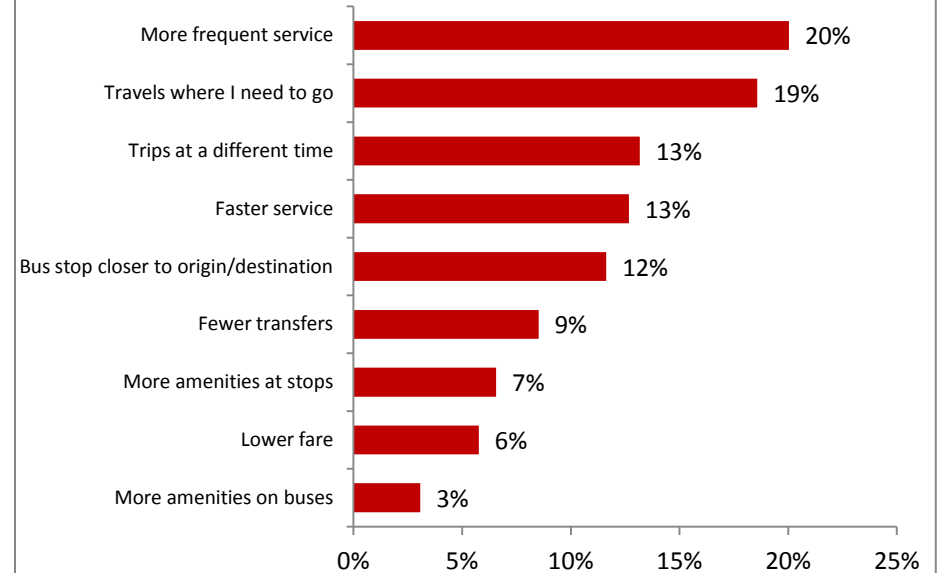
Select only one; n=3874



- Largest group of respondents **rides most days a week (32 percent)**.
- A significant majority of survey respondents are fairly regular transit users. **72 percent** of survey respondents ride at least a **few days per week**.
- Only 18 percent ride a few times per year or never.

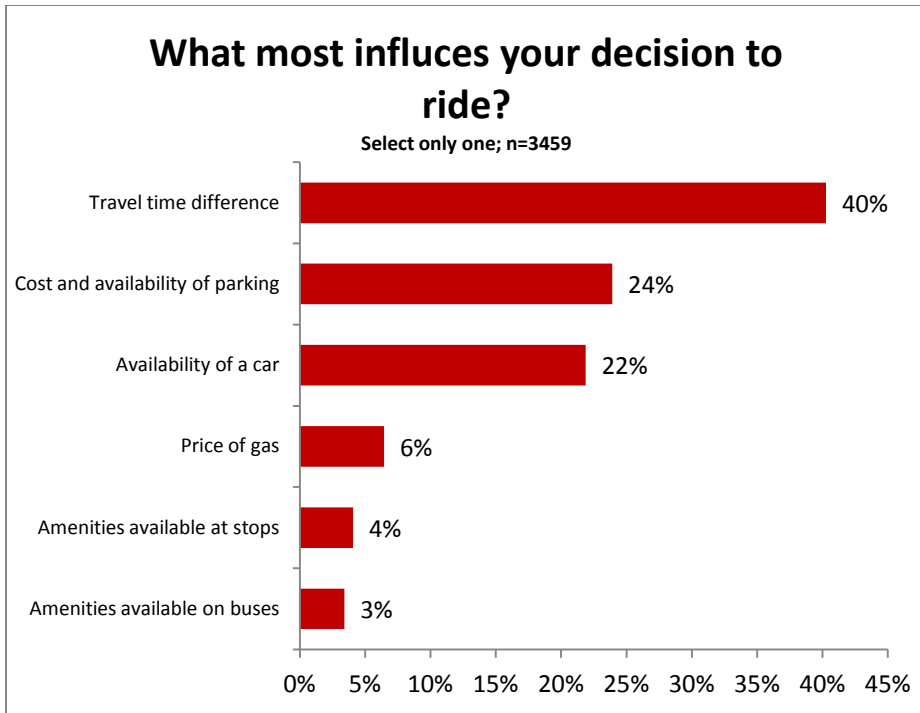
## What would make you ride more often?

Select up to three; n=9022



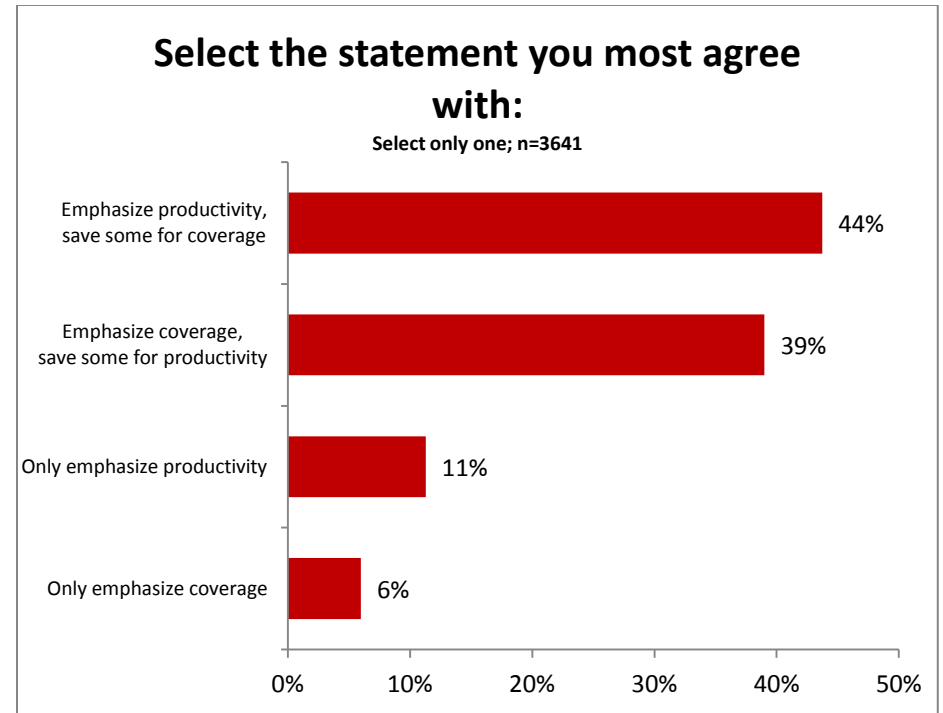
**If you use transit, what would make your ride more often? If you don't use transit, what would persuade you to ride? Mark up to three choices.**

- **More frequent service** and **Travels where I need to go** make up the top two categories, with **20 and 19 percent** respectively.
- Categories having to do with **improving service on existing routes** (More frequent service, trips at a different time, faster service) make up **46 percent of responses**.
- Categories relating to new coverage/ restructuring (Travels where I need to go, bus stop closer to origin/destination, fewer transfers) make up **40 percent of responses**.
- **Lower fares and better amenities did not rank as important** to persuade respondents to ride more often, particularly amenities on buses.



When traveling to places served by transit, what ***most*** influences whether you use transit?

- **Travel time difference is by far the biggest single factor** that most influences whether a respondent decide to use transit, with **40 percent** of the total.
- Categories **relating to auto use** (cost/avail of parking, availability of a car, price of gas) are also very important, making **of 52 percent** of all responses.



- Clear indication in this question that a **balanced approach** to coverage and productivity is important.
- **Productivity appears to be slightly more important**, receiving a combined **55 percent** of all responses.

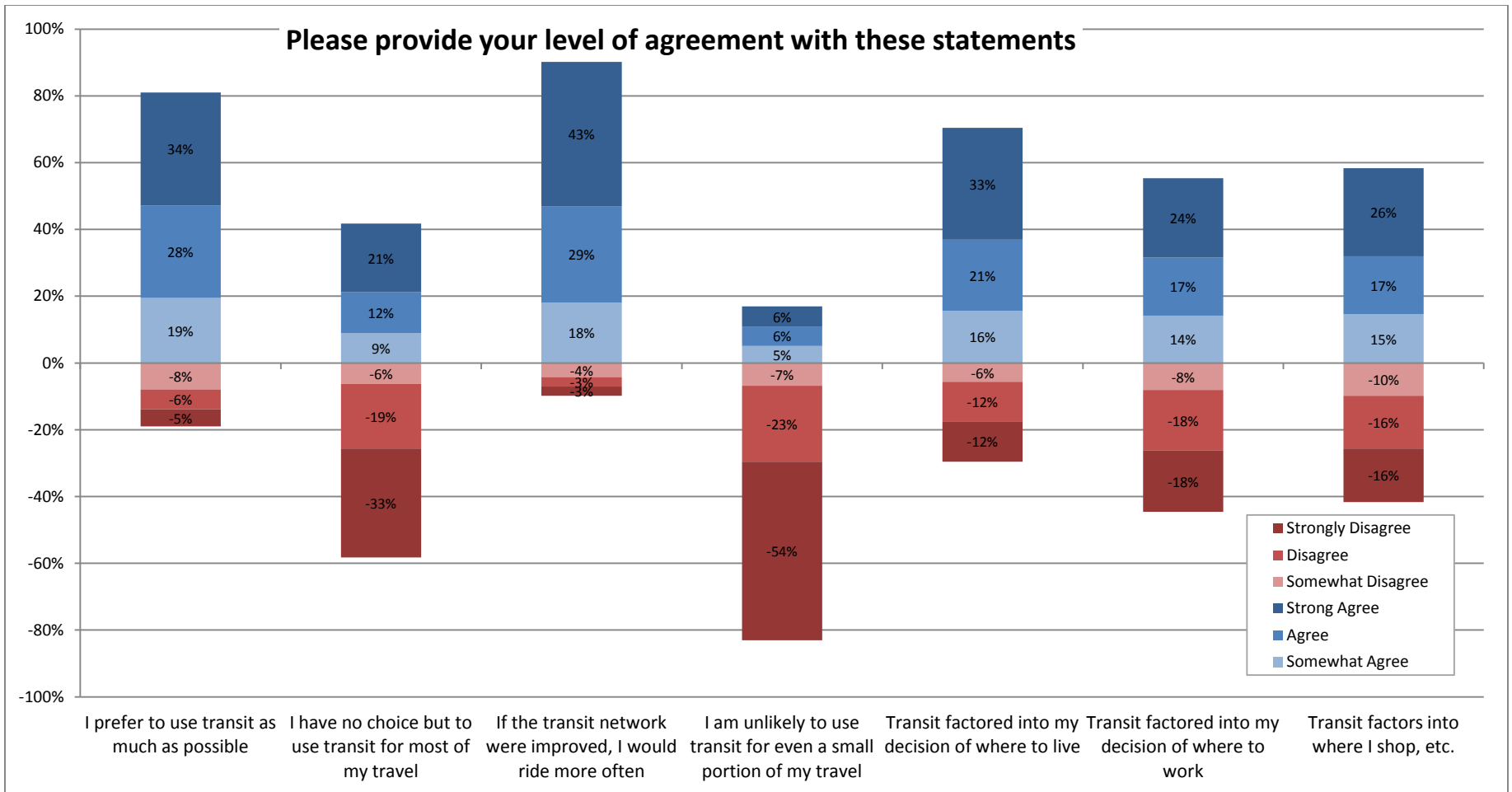
Please rank the importance of these goals for expanding the bus system. Use each rank only once.

		Most Important						Least Important
	Avg.	1	2	3	4	5	6	7
Provide transit for low-income, senior citizens, disabled, and those who cannot drive	3.08	33%	14%	13%	13%	8%	8%	11%
Provide transit for those who prefer not to drive/ help people who own cars drive them less	3.44	13%	24%	17%	16%	11%	9%	8%
Environmental reasons	3.63	12%	18%	20%	16%	12%	9%	10%
Support economic development and denser, more walkable neighborhoods	3.77	13%	14%	17%	23%	13%	10%	10%
Bring suburban residents to downtown jobs	4.45	9%	10%	11%	12%	22%	20%	15%
Better suburb-to-suburb and crosstown transit	4.47	16%	10%	11%	10%	15%	15%	30%
Bring urban residents to suburban jobs	4.73	5%	11%	11%	10%	20%	29%	16%

\*Avg. = Average ranking each goal received.  
 \*\*Cell value is the percent of the sum of selections of each rank the corresponding goal received. Ex. 'Environmental Reasons received 12 percent of all "1" Rankings. Columns sum to 100 percent.

- Respondents rated **providing transit for the transit dependent as the most important goal** for expanding the bus system. It had the lowest overall **average of 3.08** (a low value indicates high importance) and received **33 percent of all "1" rankings**.
- The **least important goal is to bring urban residents to suburban jobs**, receiving **only 5 percent of "1" rankings** and the **higher overall average score**.
- Interestingly, while **better suburb-to-suburb and crosstown connections scored poorly overall** in terms of average score and received the highest number of "7" rankings, **this goal also received the second highest number of "1" rankings**, suggesting this relatively unimportant for most respondents but **very important to a small group**.





- A significant majority of respondents **prefer to use transit as much as possible (81 percent at least somewhat agree)**, and would **ride transit more often if the transit network were improved (90 percent at least somewhat agree)**.
- **42 percent of respondents at least somewhat agree** that they have **no choice but to use transit** for most of their travel.
- Transit was **more important in respondents' choice of home location** than either work or (surprisingly) shopping, errand locations, though not by a large degree.

## Appendix D-4: Summary of Comments on Draft SIP

Unique commenters: **176**

Comments submitted: **191**

Total suggestions: **774**

Suggestions w/in scope of SIP: **565**

### Of the 565 relevant suggestions:

**161** are in support of an existing SIP item

**15** are in opposition to an existing SIP item

**69** propose a modification to an existing SIP item

**216** propose an item not currently in the SIP

**104** are general comments not specific to an SIP item

### Of the 565 relevant suggestions:

**144** have to do with frequency

**80** relate to span

**93** relate to coverage

**46** have to do with travel time

**8** relate to reverse commute

**123** relate to restructuring existing or proposed service

**69** are general comments

### Support (161)

- Improvements proposing increased frequency on existing routes received the most support. 65 of comments in support were in support of a frequency improvement.
- Proposals for span increases received the second most comments in support with 44.
- Improvements on the following routes received the most support: Rts 30, 7, 68, 6, 94, 25, 615, 3, 2, and 14. These all received more than 5 suggestions in support of the proposed improvements.

### Oppose (15)

- Improvement to route 70 received 3 comments in opposition. Oppose increase in frequency because demand is not high enough
- Route 722 change rerouting off Xerxes, Lad Pkwy, and 85<sup>th</sup> Ave received 2 comments in opposition.
- Routes 110, 26, 101, 12, 13, 63, 4, 47 also received one comment in opposition.

### Modify (69)

- Most suggestions to modify had to do with adding additional frequency or span, or rerouting to serve a nearby destination.

- Improvements to Routes 615, 71, and 74 all received 5 or more suggestions to modify the proposed improvement. Route 615 suggestions focused on rerouting to better serve Hopkins Schools. Routes 71 and 74 focused on improving frequency off-peak and weekends.
- Route 94 received four suggestions. Either increase frequency to better than 90 minutes on Sunday or don't bother. Also received two suggestions to restore Snelling stop.

#### New Item (216)

- There were 56 suggestions for either new routes or general suggestions. Suggestions for new items to consider primarily related to adding coverage service – which received 47 suggestions. These generally had to do with suburb to suburb service, new express routes, and new limited stop service in the urban core.
- The existing routes receiving the most suggestions for improvements to be added are: Rts 2, 67, 288, 18, 46, 3, and 5. All received 5 or more suggestions.
- Route 2 received a number of suggestions to extend the route to either Uptown or future 21<sup>st</sup> Street Station. Also received a number of suggestions to combine with Route 67.
- Route 288 received suggestions to extend farther north, add midday service, and increase peak period service.

## Appendix E: SIP Evaluation Factors

### PRODUCTIVITY (50% OF TOTAL WEIGHT)

Evaluation Factor	Measure	Weight
Existing Population	Local Routes: Measure based on 2010 population density by census block within 1/4 mile of boarding section of a route. High= More than 10 persons per acre Medium= 5-10 persons per acre Low= Less than 5 persons per acre	20 pts
	Commuter Express Routes: For routes that are only served by a park and ride, measure is based on 2010 population count of the census blocks included in facility's travelshed. For routes with only a local pick-up segment, measure is based on 2010 population count of the census blocks within 1/4 mile of the origin section of the route. For routes with both a park and ride and a local pick-up segment, this measure includes both the 2010 population count of the census blocks included in facility's travelshed and within 1/4 mile of the origin section of the route. Reverse commute express routes are not evaluated. High= More than 100,000 persons Medium= 50,000-100,000 persons Low= Less than 50,000 persons	20 pts
Existing Employment	Local Routes: Measure based on the job density within 1/4 mile of the boarding section of a route. High= More than 30 jobs per acre Medium= 10-30 jobs per acre Low= Less than 10 jobs per acre	10 pts
	Commuter Express Routes: Measure based on the job count within 1/4 mile of the destination section of a route. High= More than 60,000 jobs Medium= 20,000-60,000 jobs Low= Less than 20,000 jobs	10 pts
Job Concentration Areas	Measure based on the number of Thrive MSP 2040 Job Concentration Areas along the boarding section of a local route or destination section of a commuter express route. Major Concentrations= 3 pts. Regional Concentrations=2 pts. Sub-regional Concentrations=1 pt. High= More than 5 points Medium= 3-5 points Low= Less than 3 points	10 pts
Productivity per In-Service Hour (Productivity)	Measured in proportion to regional standard for service type. High= Above regional <b>system</b> average for service type Medium= Above regional average <b>standard</b> for service type Low=Below regional average <b>standard</b> for service type	25 pts
The "regional system average" is calculated as the total passengers across all routes divided by the total number of in-service hours. The "regional route average" is calculated as the sum of the passengers per in-service hours for each route divided by the total number of routes.		

Subsidy per Passenger	Measured in proportion to regional standard for service type. High= Better than 75% of the regional <b>system</b> average for service type Medium= Better than 150% of regional route average for service type Low=Worse than 150% of regional route average for service type	20 pts
The "regional system average" is calculated as the total subsidy across all routes divided by the total number of passengers. The "regional route average" is calculated as the sum of the subsidy per passenger values for each route divided by the total number of routes.		
Intersection Density	Number of intersections per route mile within 1/4 mile of boarding section of route. Factor does not apply to commuter express routes. Intersections are weighted based on the number of street directions that come together: 5 or more directions=3pts. 4 directions=2 pts. 3 directions=1 pt. High= More than 80 intersections per route mile Medium= 50-80 intersections per mile Low= Less than 50 intersections per mile	10 pts

**SOCIAL EQUITY (25% OF TOTAL WEIGHT)**

Evaluation Factor	Measure	Weight
Low-wage jobs	Measure based on the count of jobs paying less than \$40,000 annually within 1/4 mile of the boarding section of a local route or within ¼ mile of the destination section of a commuter express route. High= More than 26,000 jobs Medium= Between 13,000-26,000 jobs Low= Less than 13,000 jobs	20 pts
Service to Low-Income Populations	Measure based on comparison of population within 1/4 mile of boarding section of a local route or within 1/4 mile of origin section of a commuter express route served by proposed service improvement to the overall population within Metro Transit service area. High=Percentage of low-income persons exceeds 150% of average for Metro Transit service area Medium= Percentage of low-income persons exceeds service area average (100%-149%) Low= Percentage of low-income persons is lower than service area average.	20 pts
Metro Transit service area average is 11.3%		
Service to Persons of Color	Measure based on comparison of population within 1/4 mile of boarding section of a local route or within 1/4 mile of origin section of a commuter express route served by proposed service improvement to overall population within Metro Transit service area. High=Percentage of persons of color exceeds 150% of average for Metro Transit service area Medium= Percentage of persons of color exceeds service area average (100%-149%) Low=Percentage of persons of color is lower than service area average.	20 pts
Metro Transit service area average is 27.7%		

<p>Service to Disabled Populations (Age 5 and older)</p>	<p>Local Routes: Measure based on comparison of population within 1/4 mile of boarding section of a local route or within 1/4 mile of origin section of a commuter express route served by proposed service improvement to overall population within Metro Transit service area.            High=Percentage of disabled persons exceeds 150% of average for Metro Transit service area            Medium= Percentage of disabled persons exceeds service area average (100%-149%)            Low=Percentage of disabled persons is lower than service area average.</p>	<p>20 pts</p>
<p>Metro Transit service area average is 9.7%</p>		
<p>Auto availability (Age 16 and older)</p>	<p>Local Routes: Measure based on comparison of population age 16 or older without a vehicle within 1/4 mile of boarding section of a local route or within 1/4 mile of origin section of a commuter express route served by proposed service improvement to overall population age 16 or older within Metro Transit service area. Routes that are served only by a park and ride will score a low.            High= Percentage of persons without a vehicle exceeds 150% of average for Metro Transit service area            Medium= Percentage of persons without a vehicle exceeds service area average (100%-149%)            Low = Percentage of persons without a vehicle is lower than service area average.</p>	<p>20 pts</p>
<p>Metro Transit service area average is 22%</p>		

**SYSTEM CONNECTIVITY (25% OF TOTAL WEIGHT)**

<p><b>Evaluation Factor</b></p>	<p><b>Measure</b></p>	<p><b>Weight</b></p>
<p>New Populations Served</p>	<p>Measure based on the number of people served by a new route or extension of an existing route within 1/4 mile of boarding section of a local route. For commuter express routes that are only served by a park and ride, measure is based on the 2010 population count of the newly served census blocks included in facility's travelshed. For commuter express routes with only a local pick-up segment, measure is based on 2010 population count within 1/4 mile of the origin section of a new or extended route. For routes with both a park and ride and a local pick-up segment, this measure includes both the count of the newly served census blocks included in facility's travelshed and within 1/4 mile of the origin section of the new or extended route. Reverse commute express routes and projects that do not serve new areas will not be evaluated.            High= More than 10,000 persons            Medium= Between 5,000-10,000 persons            Low= Less than 5,000 persons</p>	<p>20 pts</p>
<p>Key Destinations Served</p>	<p>Local and Reverse Commuter Express Routes: Measure based on the number of key destinations served within 1/4 mile of boarding section of a route. Commuter express routes are not evaluated. 1 pt. per destination. Due to the high concentration of destinations, the U of M and downtown Minneapolis and St. Paul will receive a group score for these areas. Downtown Minneapolis=50pts. Downtown St. Paul= 30 pts. U of M= 15 pts. (based on relative number of key destinations)            High= More than 160 points            Medium= Between 80-160 points            Low= Less than 80 points</p>	<p>15 pts</p>

Connecting Routes	<p>Local and Reverse Commuter Express Routes: Measure based on the number of transit routes served along the boarding section of a route. Commuter express routes are not evaluated. Green, Blue, Red, Orange (I-35W South), Gold (Gateway), Blue Line extension (Bottineau) and Green Line extension (Southwest) are each worth 3 pts. Routes in the high frequency network are worth 2 pts. Other local and express routes are worth 1 pt. per connecting route. Due to the high concentration of destinations, the U of M and downtown Minneapolis and St. Paul will receive a group score for these areas. Downtown Minneapolis=6pts. Downtown St. Paul= 3 pts. U of M= 2 pts.</p> <p>High= More than 32 points  Medium= Between 16-32 points  Low= Less than 16 points</p>	15 pts
Educational Institutions	<p>Measure based on the number of Thrive MSP 2040 Educational Institutions within 1/4 mile of the boarding section of a local route or within 1/4 mile of the destination section of a route.. Educational Institutions are weighted by the number of completers: &gt; 1000 completers=3 pts. 500-999 completers=2 pts. &lt;500 completers = 1 pt.</p> <p>High= More than 6 points  Medium= 2-6 points  Low= Less than 2 points</p>	10 pts
Off-peak, Span of Service, Reverse Commute	<p>Measure based on whether a project provides additional off-peak service, widens the span of service, and/or includes reverse commute service. 1 pt. per improvement category.</p> <p>High= 3 points  Medium= 1-2 points  Low= 0 points</p>	10 pts

Weekday, Saturday and Sunday scores are assigned separately, then a combined score is determined. When scores differ by service day, the overall score is generally the weekday score. If however, the weekday score is lower than the weekend but close to the threshold between scores, the overall score may instead be the same as Saturday or Sunday.

Downtown Minneapolis and St. Paul are defined by the downtown zone boundaries. The U of M- Minneapolis campus is defined as the area on the East and West Bank owned by the University.

For commuter express routes, "origin" is defined as the home-based section of the route and "destination" is the employment or school-based section of the route. "Travelshed" is defined as a 2.5 mile buffer surrounding the park and ride in all directions.

For measured evaluated using a buffer, if any part of the TAZ, block or block group is included then the whole geographic unit is included.

## Appendix F: Service Improvements by Route

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
2	Local	Increase Frequency	Add portion of route to Hi-Frequency Network - Improve frequency to every 10 minutes between Franklin Ave & Hennepin Ave and Oak Street & Washington Ave. 5:30 a.m. to 7 p.m. on weekdays, 9 a.m. to 6:30 p.m. on Saturdays and 10 a.m. to 5 p.m. on Sundays	2018-2020	High
2	Local	Extend Route	Extend Route to future Green Line Extension at 21st St Station via Douglas Avenue.	2018-2020	Low
3	Local	Longer Service Hours	Add trips to serve early morning and late night lineups in both downtown Minneapolis and St. Paul on weekdays and weekends.	2015-2017	High
3	Local	Increase Frequency	Improve Sunday frequency to every 15 minutes between downtown Minneapolis and Snelling Ave and every 30 minutes on the branches running on Maryland and Energy Park Drive/Front Avenue to downtown St. Paul. Improvement between 9 a.m. and 9:30 p.m.	2015-2017	Medium
3	Local	Increase Frequency	Increase frequency on weekdays to at least every 20 minutes on Maryland Avenue and Energy Park Drive/Front Avenue between Snelling Avenue and downtown St. Paul.	2018-2020	High
4	Local	Simplify or Restructure	Split route into two separate routes to improve travel time reliability. South end would retain Route 4 numbering; north-end would become Route 15. Route 4 and Route 15 would overlap on Hennepin Avenue.	2015-2017	High
6	Local	Increase Frequency	Extend all Route 6 trips ending in downtown to 27th Ave SE and University Avenue. This will increase frequency on University to every 10 minutes on weekdays and every 15 minutes on weekends.	2021-2030	High
6	Local	Increase Frequency	Increase frequency to every 10 minutes between downtown Minneapolis and Minnesota Drive & France Avenue on Weekdays from 7 a.m. to 10 p.m., Saturdays from 8a.m. to 9 p.m. and Sundays from 9 a.m. to 7 p.m.	2021-2030	Medium
6	Local	Increase Frequency	With the opening of the Green Line extension, Route 12 will be discontinued. Increase rush hour frequency to every 5 minutes from Uptown Transit Center to downtown Minneapolis to replace Rt 12 trips on Hennepin Ave.	2018-2020	High
6	Local	Longer Service Hours	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	Medium
6	Local	Increase Frequency	Add 8 non-stop trips from Uptown Transit Center to Franklin Avenue in the morning and afternoon rush hour.	2015-2017	High



## Appendix F: Service Improvements by Route

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
7	Local	Increase Frequency	Improve Sunday frequency to every 20 minutes	2018-2020	Medium
7	Local	Increase Frequency	Improve weekday midday frequency to every 20 minutes	2015-2017	High
7	Local	Increase Frequency	Improve Saturday frequency to every 20 minutes between 9 a.m. and 7 p.m.	2015-2017	High
7	Local	Increase Frequency	Increase frequency to every 15 minutes between 27th Ave & Franklin Ave and 1st St and 8th Ave during morning and afternoon rush hours	2015-2017	High
9	Local	Simplify or Restructure	Portion of Rt 9 west of Louisiana Ave Transit Center replaced by Route 643. Route west of downtown Minneapolis will run to Louisiana Transit Center via Wayzata Blvd, Cedar Lake Rd and Glenwood. Frequency improved to every 15 to 30 minutes all day. Late evenings every 60 minutes. Limited service via France Ave, W 26th St and Hwy 100 frontage Rd to serve Benilde St. Margaret's HS	2015-2017	High
9	Local	Simplify or Restructure	With the opening of the Green Line, Route 9H service will be replaced by new Route 601. Current Route 9H trips will be rerouted via Wayzata Blvd to Park Place Blvd increasing frequency on this segment to every 20 minutes in the rush hour	2018-2020	Medium
10	Local	Increase Frequency	Improve Saturday morning and afternoon frequency to every 10 minutes.	2015-2017	High
10	Local	Increase Frequency	Increase Sunday frequency to every 30 minutes on University Ave and Central Ave branches to Northtown Mall.	2015-2017	Medium
10	Local	Longer Service Hours	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	High
11	Local	Increase Frequency	Improve weekday midday and Saturday frequency to every 15 minutes between I-35W & 46th Street Station and 2nd St & Lowry Ave.	2015-2017	High
12	Local	Longer Service Hours	Add a 1 a.m. line up trip in downtown Minneapolis to facilitate connections to non-traditional work shifts	2015-2017	Medium
12	Local	Longer Service Hours	Restore weekday midday service between Uptown Transit Center and downtown Minneapolis until Green Line extension is implemented	2015-2017	Medium
12	Local	Simplify or Restructure	Route 12 will be discontinued and replaced by increased Route 6 service (both regular service and limited stop) and Route 612 with the opening of the Green Line extension.	2018-2020	Medium

## Appendix F: Service Improvements by Route

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
13	Local	New Route	New urban crosstown on University Avenue from Columbia Heights Transit Station to Stadium Village Station. 30 minute weekday service from 6 a.m. to 8 p.m.	2018-2020	Medium
14	Local	Increase Frequency	Increase Saturday service to every 15 minutes from 8:30 a.m. to 6:30 p.m. from Bloomington Ave & 38th St to West Broadway & Emerson Ave. Increase to every 20 minutes from W Broadway & Emerson to Robbinsdale Transit Center and from 66th St & Richfield Parkway to Bloomington & 38th	2018-2020	High
14	Local	Increase Frequency	Increase Weekday midday service to every 15 minutes from Bloomington Ave & 38th St to West Broadway & Emerson Ave. Combined with Saturday improvement add this segment to the Hi-Frequency Network. Also increase to every 20 minutes from W Broadway & Emerson to Robbinsdale Transit Center and from 66th St & Richfield Parkway to Bloomington & 38th	2018-2020	High
14	Local	Simplify or Restructure	Route 14D and G branches are replaced by Route 30 extension. Convert Route 14D and G trips to Route 14R trips to Robbinsdale Transit Center via West Broadway. Increases weekday frequency on West Broadway north of Golden Valley Rd to every 15 minutes.	2018-2020	High
14	Local	Simplify or Restructure	Route 14L branch on Noble to be replaced by additional service on Route 758. Current L branch trips will convert to 14 N branch trips via Broadway	2018-2020	Medium
15	Local	New Route	Route 15 is a new route resulting from the split of the north and south ends of Route 4. Route 15 will begin in downtown and follow the current Route 4 routing north along Johnson Parkway to Silver Lake Village and New Brighton	2015-2017	High
17	Local	Increase Frequency	With the opening of the Green Line extension, Route 17 frequency west of the future West Lake Station will be increased to every 10 minutes during the rush hour and every 15 minutes on midday and Saturdays. Route would extend to Blake Road Station from Knollwood Mall.	2018-2020	Low
17	Local	Longer Service Hours	Add a Sunday 1 a.m. line up trip in downtown Minneapolis to facilitate connections to non-traditional work shifts. This is consistent with other days of the week.	2015-2017	High
17	Local	Increase Frequency	Extend all trips to 27th Ave NE and Washington St. This will increase frequency to at least every 15 minutes in the weekday rush hour and midday, and every 15 to 30 minutes on weekends.	2015-2017	High

## Appendix F: Service Improvements by Route

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
17	Local	Increase Frequency	Expand weekday midday service on 17F branch along Highway 7 service Rd, Beltline Boulevard and 36th St	2015-2017	Medium
18	Local	Increase Frequency	Add trips to maintain 7 to 8 minute frequency in the p.m. rush hour	2015-2017	High
18	Local	Increase Frequency	Begin 10 min frequency at 9 a.m. on Sundays.	2015-2017	High
18	Local	Longer Service Hours	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	High
19	Local	Increase Frequency	Increase midday Sunday frequency to every 15 minutes	2015-2017	High
19	Local	Increase Frequency	Extend Hi-Frequency Network portion of the route to Brooklyn Center Transit Center by increasing southbound a.m. frequency to every 15 minutes	2015-2017	Medium
21	Local	Extend Route	Extend route to future Green Line extension at West Lake Station via Lake Street. Frequency would be every 20 minutes weekdays and weekends from 7 a.m. to midnight	2018-2020	High
21	Local	Longer Service Hours	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	Medium
22	Local	Increase Frequency	Improve Sunday frequency to every 15 minutes between 42nd St N & Lyndale Ave and the VA Medical Center	2015-2017	High
22	Local	Increase Frequency	Add to Hi-Frequency Network between 42nd St N & Lyndale Ave and the VA Medical Center. Improve weekday midday and morning service to every 15 minutes. Improve Saturday frequency to every 15 minutes from 9 a.m. to 6 p.m.	2015-2017	High
23	Local	Increase Frequency	Improve frequency to every 15 minutes during weekday rush hour and every 20 minutes midday. Improve weekend frequency to every 20 minutes during the day and every 30 minutes in the morning and evenings	2018-2020	High
23	Local	Increase Frequency	Add route to the Hi-Frequency Network. Improve weekday frequency to every 15 minutes all day, 30 minutes late evenings and early mornings. Improve weekend frequency to every 15 minutes during the day and every 30 minutes in the morning and evenings	2021-2030	Medium

## Appendix F: Service Improvements by Route

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
25	Local	Increase Frequency	Improve weekday midday and Saturday frequency to every 30 minutes from downtown Minneapolis to Silver Lake Village. Add evening service with 60 minute frequency	2015-2017	Medium
25	Local	New Weekend Service	Add 60 minute frequency service on Sundays (matching current Saturday schedule).	2015-2017	Medium
26	Local	New Route	New circulator route to start with opening of Green Line extension. Would connect future Penn Ave and Van White stations via Penn Ave, 26th Ave N, Lyndale Ave, Plymouth Ave, and Van White Memorial Blvd. Would operate 30 minute frequency from 6 a.m. to 11 p.m. on weekdays.	2018-2020	High
30	Local	New Weekend Service	Add weekend service every 30 minutes during the day and every 60 minutes in early morning and evenings	2015-2017	High
30	Local	Simplify or Restructure	Extend route 30 along Golden Valley Rd and Douglas Dr. Replace Route 14D and G branches, which are rerouted to run via West Broadway to Robbinsdale Transit Center	2018-2020	High
32	Local	New Weekend Service	Add Sunday service every 30 minutes from 8 a.m. to 9 p.m.	2015-2017	High
32	Local	Increase Frequency	Improve weekday frequency to every 20 minutes and increase evening hours of operation to 10 p.m.	2015-2017	High
33	Local	New Route	New route 33 would replace Route 3 service from downtown Minneapolis via Kasota Avenue. New route would run via Kasota Av to Westgate station, increasing service between here and downtown Minneapolis. Route would operate every 30 minutes on weekdays and every 60 minutes on weekends	2018-2020	High
46	Local	Extend Route	Extend weekday morning and afternoon rush hour service to Opus II office park every 30 minutes. Increase rush hour frequency to every 15 minutes from France Ave & 46th Street Station	2018-2020	Low
47	Local	New Route	New route running every 60 minutes from Southdale Transit Center to I-35W & 46th St Station via Xerxes Ave, 56th St, Lyndale Ave, Diamond Lake Rd and Nicollet Ave	2018-2020	Medium
51	Local	New Route	New limited stop service from Mall of America to downtown Minneapolis to support Route 5. Route 51 will run every 15 minutes in the rush hours, northbound in the morning and southbound in the afternoon	2015-2017	High

## Appendix F: Service Improvements by Route

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
52	Local	New Route	New limited stop service from Brooklyn Center Transit Center to downtown Minneapolis to support Route 5. Route 52 will run every 15 minutes in the rush hours southbound in the morning and northbound in the afternoon	2018-2020	High
53	Local	Increase Frequency	Run Route 53 every 30 minutes in both directions in the rush hour	2018-2020	High
54	Local	Extend Route	Extend Rt 54 from downtown St. Paul to Maplewood Mall via East 7th St, Arcade St, Maryland Ave, and White Bear Ave. Service would run every 15 to 30 minutes all days matching current Route 54 frequency	2015-2017	High
54	Local	Increase Frequency	Improve weekday and Saturday frequency to every 10 minutes during the day and every 15 minutes early morning and late evening. Improve Sunday service to every 15 minutes in the day	2015-2017	Medium
54	Local	Longer Service Hours	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	High
58	Local	New Route	New limited stop route from American Boulevard in Bloomington to downtown Minneapolis via Nicollet Ave to support Route 18. Operate 6 trips to downtown in the morning rush hour, and 6 trips out of downtown in the afternoon rush hour. Designated stops at 46th St, 38th St., Lake St., Franklin Ave and Grant St, with local stops south of 46th street.	2015-2017	High
61	Local	New Weekend Service	Improve Saturday to 30 minutes and add evening service. Add 30 minute service on Sundays with span to match current Saturday service.	2015-2017	High
61	Local	Increase Frequency	Improve frequency weekdays to every 15 minutes during the rush hour	2015-2017	High
62	Local	Longer Service Hours	Add late night line up trips in downtown St. Paul all days of the week to improve connections to non-traditional work shifts	2015-2017	Medium
62	Local	Increase Frequency	Add route to Hi-Frequency Network. Improve weekday and Saturday frequency to every 15 minutes and Sunday service to every 20 minutes from downtown St. Paul to Larpenteur. Improve Saturday frequency to every 30 minutes from Signal Hills to downtown St. Paul.	2015-2017	Medium
63	Local	Increase Frequency	Add route to the Hi-Frequency Network between Raymond Station and Lower Afton Rd. Increase weekday and weekend frequency to every 15 minutes during rush hours and midday, every 20 minutes in the late evenings.	2015-2017	High

## Appendix F: Service Improvements by Route

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
64	Local	Longer Service Hours	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	Medium
64	Local	Increase Frequency	Improve Sunday frequency to every 15 minutes from 9 am to 7 pm and to every 20 minutes in the morning and later evening. Improve weekday and Saturday evening frequency to every 15 to 20 minutes. Extend span of service on 64D branch, including hourly Sunday service. Add new trips to meet early morning and late night lineup trips in downtown St. Paul.	2015-2017	Medium
68	Local	Longer Service Hours	Add late night and early morning lineup trips in downtown St. Paul to improve connections to non-traditional work shifts	2015-2017	Medium
68	Local	Increase Frequency	Add route to Hi-Frequency Network between 14th St & Jackson and 5th Ave & South St. Improve rush hour and midday frequency to every 15 minutes all days and every 20 minutes in the mornings and late evenings	2018-2020	Medium
70	Local	Increase Frequency	Increase frequency to every 30 minutes all days from 5 a.m. to midnight	2015-2017	Medium
71	Local	Longer Service Hours	Improve weeknight and weekend service on the 71B branch to Concord & Exchange with hourly service on weekday and Saturday nights and hourly service all day on Sundays.	2015-2017	Medium
74	Local	Longer Service Hours	Add late night and early morning lineup trips in downtown St. Paul to improve connections to non-traditional work shifts	2015-2017	Medium
74	Local	Increase Frequency	Add route to Hi-Frequency Network between 46th Street Station and Stillwater Ave & Nakomis Ave. Improve weekday and weekend service to every 15 minutes during the rush hour and midday, and every 20 minutes in the early mornings and later evenings	2015-2017	High
77	Local	New Route	New route between Maplewood Mall and Tamarack village via McKnight Rd. Weekdays service would run every 30 minutes in the rush hour and 60 minutes in the midday and evenings. Service would run every 60 minutes on Saturdays	2021-2030	Medium
80	Local	Increase Frequency	Improve frequency to every 30 minutes and extend service earlier and later in the day for all days. Route would operate from 6 a.m. to 8 p.m.	2015-2017	Medium
83	Local	Increase Frequency	Increase weekday service frequency from the current 30 minute service to every 20 minutes from 6 a.m. to 7 p.m. to match the frequencies of other crosstown routes in the Green Line corridor.	2018-2020	Medium

## Appendix F: Service Improvements by Route

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
84	Local	Longer Service Hours	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	Low
87	Local	Extend Route	Extend Route 87 service from Cleveland and Ford Parkway to 7th and Davern via Cleveland, Sheridan, Fairview, St Paul Avenue, W 7th St, Davern, Shepard Rd, Gannon Dr, and Norfolk.	2021-2030	Low
94	Express	New Weekend Service	Add weekend and weekday evening service every 30 to 60 minutes until midnight	2015-2017	High
101	Local	New Route	New route connecting Prospect Park area to the Quarry Shopping Center via University Ave, 4th St, 15 Ave SE, Como, and 18th Ave SE. Would operate every 30 minutes on weekdays.	2018-2020	Medium
110	Local	New Route	New U of M route serving Longfellow and Seward neighborhoods of Minneapolis with access to west edge of Prospect Park. Two trips to U of M in AM and from U of M in PM (one operates each peak during breaks and the May/Summer sessions). Travel via current Route 9 routing to Franklin Avenue to cross bridge into East bank before traveling to West Bank via Washington Ave bridge.	2015-2017	High
113	Local	Increase Frequency	Improve to every 30 minutes southbound from 6 to 9pm.	2018-2020	High
114	Local	Increase Frequency	Improve to every 30 minutes southbound from 6 to 9pm.	2018-2020	High
115	Local	Simplify or Restructure	Replace with increased afternoon and evening service on Routes 113 and 114	2018-2020	High
133	Local	Simplify or Restructure	Reroute from I-35W to Park and Portland Avenues to provide limited stop service to and from downtown Minneapolis in the Phillips, Whittier and Powderhorn neighborhoods. Slight increase in travel time is balanced by increased access in these communities. Increase frequency to compensate for travel time.	2018-2020	High
135	Local	Simplify or Restructure	Reroute from I-35W to 1st and Blaisdell Avenues to provide limited stop service to and from downtown Minneapolis in the Phillips, Whittier and Powderhorn neighborhoods. Slight increase in travel time is balanced by increased access in these communities. Increase frequency to compensate for travel time.	2018-2020	High
146	Local	Simplify or Restructure	Replace Route 146B branch to with Route 587 extension. Route 146 would begin at Eden Ave.	2018-2020	Medium



## Appendix F: Service Improvements by Route

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
215	Local	New Route	Reestablish a local route connecting White Bear Lake to Maplewood Mall Transit Center on weekdays. The new route would originate at Hwy 61 and 2nd St, to Bald Eagle, to 4th St, and then follow the current Route 265 route alignment from downtown White Bear Lake, via Hwy 61, White Bear Avenue, Beam Avenue, to Maplewood Mall Transit Center. Service would operate every 30 minutes during the peak and midday, and every 60 minutes in the evening.	2015-2017	Low
219	Local	New Weekend Service	Increase frequency and span of service on Saturdays and Sundays. Saturday service every 30 minutes from 6am to 7pm, then hourly to 10:30pm. New Sunday service introduced every 60 minutes from 6am to 8pm.	2015-2017	Low
221	Local	New Route	New circulator route in Forest Lake connecting to Forest Lake Transit Center. Route would run every 60 minutes via Cub Foods, Everton Ave, Broadway, 220th St, 12th St, Highway 61, 11th Ave, 8th St, Goodview, 202nd St, County Rd 50 and Forest Rd.	2018-2020	Low
223	Local	New Weekend Service	Improve frequency from every 90 minutes to every 30 to 60 minutes. Extend the span of service into the evening until 10PM. Add Saturday and Sunday service every 60 minutes.	2015-2017	Low
225	Local	Longer Service Hours	Increase hours of operation to accommodate non-traditional work start times all days per week	2015-2017	Low
227	Local	Longer Service Hours	Increase hours of operation to accommodate non-traditional work start times all days per week	2015-2017	Low
228	Local	New Route	New route operating between Rosedale and the TCAAP site in Arden Hills. Route would run every 30 minutes on weekdays and weekends in the rush hour and midday and every 60 minutes in the mornings and evenings. From Rosedale the new route would follow Snelling, (Hwy51), Co Rd E, Lexington, Hwy 96, to a planned new diagonal road that would terminate near I-35W and Co Rd I.	2021-2030	Low
250	Express	Increase Frequency	Increase frequency to every 5 minutes in the peak of the rush hour from 95th Avenue Park and Ride.	2021-2030	Medium
250	Express	Longer Service Hours	Add 90 minute frequency midday service between downtown and 95th Avenue park-ride.	2018-2020	Low
263	Express	Extend Route	Extend first morning and last afternoon trips from Rice Street Park and Ride to St. Croix Valley Park and Ride in Stillwater.	2018-2020	Medium



## Appendix F: Service Improvements by Route

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
267	Express	New Route	Establish new weekday express service from the Roseville I-35E & County Rd. C Park and Ride to downtown St. Paul. Service would operate every 30 minutes with 6 morning and 6 afternoon trips.	2018-2020	Medium
270	Express	Longer Service Hours	Add midday service every 30 minutes via Rt 270P branch serving Rice Street Park and Ride as well as County Rd C & Highway 61 and Maplewood Mall Park and Rides. Extend hours of operation to approximately 8 p.m.	2015-2017	Medium
274	Express	New Route	Establish a new weekday peak period express route from the St Croix Valley Park and Ride lot in Stillwater to downtown Minneapolis with 30 minute service offering 4 morning and 4 afternoon trips. Additional early morning and later afternoon service will be provided by extending selected Route 263 trips from the Rice Street Park and Ride to Stillwater.	2018-2020	Medium
275	Express	Increase Frequency	Increase rush hour frequency to every 15 minutes in the morning and afternoon rush hours at County Road 14 and County Road E Park and Rides.	2015-2017	Medium
276	Express	New Route	New express route from County Rd 14 and County Road E Park and Rides to downtown Minneapolis. Add 4 trips each rush hour period.	2018-2020	Medium
294	Express	Longer Service Hours	Add hourly midday and Saturday service between Stillwater, Lake Elmo, Oakdale and downtown St. Paul.	2021-2030	Medium
300	Local	New Route	New circulator route connecting to future Gateway Corridor station via Hudson Road and Radio Drive. Service would operate every 15 minutes in the rush hour and 30 minutes in the midday, evenings and weekends.	2021-2030	Low
301	Local	New Route	New circulator route connecting to future Gateway Corridor station via Hudson Boulevard, Manning Ave, and Radio Drive. Service would operate every 15 minutes in the rush hour and 30 minutes in the midday, evenings and weekends.	2021-2030	Low
302	Local	New Route	New circulator route connecting to future Gateway Corridor station from Woodwinds Health Campus via Woodwinds drive, Valley Creek Rd Beilenberg Drive and Hudson Rd. Service would operate every 30 minutes in the rush hour and every 60 minutes in the midday, evenings, and weekends.	2021-2030	Low

## Appendix F: Service Improvements by Route

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
303	Local	New Route	New circulator route connecting to future Gateway Corridor station from Valley Creek Rd via Rasio Drive. Service would operate every 30 minutes in the rush hour and every 60 minutes in the midday, evenings, and weekends.	2021-2030	Low
304	Local	New Route	New circulator route connecting 3M campus with future Gateway Corridor station. Service would operate on weekdays every 10 minutes in the rush hour and every 30 minutes midday	2021-2030	Low
353	Express	Longer Service Hours	Introduce 30 minute weekday midday and early evening express service between the new Manning park and ride, downtown St Paul and downtown Minneapolis. The expanded service would serve the Manning, Guardian Angels, and Woodbury Theatre park and ride lots via Sun Ray Shopping Center.	2015-2017	Medium
363	Express	Longer Service Hours	Introduce 30 minute weekday midday and early evening express service between the Cottage Grove park and ride, downtown St Paul and downtown Minneapolis. The expanded service would serve the Cottage Grove, Newport, Lower Afton park and ride lots.	2018-2020	Medium
367	Express	New Route	Introduce 30 minute weekday peak period express service from Hastings to downtown Minneapolis via the Newport Park and Ride.	2018-2020	Medium
383	Express	New Route	New 15 minute weekday express service from the planned new Manning park and ride to downtown St. Paul.	2015-2017	Medium
385	Express	New Route	New 15 minute weekday express service from the planned new Manning park and ride to downtown Minneapolis.	2015-2017	Medium
412	Local	New Route	New route between Northern Dakota County Service Center and Invest Hills Community College. Route would operate every 30 minutes during weekday days and every 60 minutes evening hours timed for Inver Hills classes	2018-2020	Low
418	Local	New Route	New route between Northern Dakota County Service Center and the Blue Line Fort Snelling Station. Route would operate weekdays every 30 minutes in the rush hour and every 60 minutes midday and evenings	2018-2020	Low
419	Local	New Route	New suburban limited stop route along I-494 corridor in from Woodbury Theater to the Northern Dakota County Service Center. Stopping at Woodwinds Health Campus, Newport Park and Ride, and 5th Avenue S. in South St. Paul. Would operate every 30 minutes weekdays in the rush hour and every 60 minutes midday and evenings.	2018-2020	Low

## Appendix F: Service Improvements by Route

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
451	Express	New Route	Reintroduce 30 minute weekday rush hour express service from the West St Paul Sports Center park and ride to downtown St Paul.	2018-2020	Medium
453	Express	New Route	New express route from Inver Grove Heights to downtown St. Paul via Rt 68 routing in Inver Grove Heights to Upper 55th to Highway 52. Establish a new park and ride lot at Highway 52 and Upper 55th. Service would operate every 30 minutes in the rush hours	2015-2017	Medium
455	Express	New Route	New express route between Kenrick Park and Ride in Lakeville and downtown St. Paul and Union Depot. Route would operate 3 morning and 3 afternoon rush hour trips	2018-2020	Medium
505	Local	New Route	New route replacing Route 515 C and E branches. Travel from VA Medical Center to Mall of America via Cedar Ave. Route would operate every 30 minutes during the weekday rush hours and every 60 minutes in the midday, evenings and on weekends	2018-2020	Medium
515	Local	Simplify or Restructure	Route 515 C and E branches replaced by new Route 505. All route 515 trips would travel via Longfellow Avenue to the Mall of America	2018-2020	Medium
515	Local	Longer Service Hours	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	Low
535	Express	Increase Frequency	Improve weekday frequency to every 30 minutes all day and weekend service every 30 to 60 minutes matching weekday hours of operation	2021-2030	Medium
536	Local	New Route	New route replaces Route 539 segment to Normandale College and Knox Ave Park and Ride. Would operate via Collegeview Rd, W 90th St, Penn Ave and Lyndale Ave. Service would run every 30 minutes on weekdays and every 30 to 60 minutes on weekends	2015-2017	Low
537	Local	Extend Route	Extend Route to Bloomington Ferry Road via Old Shakopee Road. Add off-peak service weekdays between 7am and 6pm every 30 to 60 minutes.	2018-2020	Low
538	Local	Increase Frequency	Increase weekday frequency to every 30 minutes from 6 a.m. to 9 p.m. with the opening of the Orange Line	2018-2020	Medium
539	Local	Simplify or Restructure	Replace Normandale College and Knox Avenue Park and Ride segment with new Route 536. Increase weekday rush hour frequency to every 15 minutes and every 30 minutes during evenings and midday. Increase weekend hours of service to 9 p.m.	2015-2017	Low

## Appendix F: Service Improvements by Route

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
540	Local	Extend Route	Add new branch to Braemer Park in Edina via W 78th St. Service would be every 30 minutes all day on all branches. Improve weekend frequency to every 30 to 60 minutes.	2015-2017	Low
540	Local	Longer Service Hours	Increase hours of operation to approximately 5:30 a.m. to 11:30 p.m. all days per week	2015-2017	Medium
542	Local	New Weekend Service	Add 30 minute service on weekends	2015-2017	Medium
542	Local	Longer Service Hours	Increase hours of operation to approximately 5:30 a.m. to 11:30 p.m. all days per week	2015-2017	Medium
542	Local	Increase Frequency	Add weekday midday service every 30 minutes	2015-2017	Medium
542	Local	Increase Frequency	Increase rush hour frequency to every 15 minutes and every 30 minutes in the evenings	2015-2017	Medium
547	Local	New Route	New route in West Bloomington from South Bloomington Transit Center to Bloomington Ferry Rd and Veness Rd. via Old Shakopee Rd. Service would operate weekdays every 30 minutes in the rush hour and 60 minutes in the evenings and midday	2021-2030	Low
562	Express	New Route	New express route from Southdale Transit Center to downtown St. Paul via Highway 62, Highway 110 and I-35E. Would also stop at Fort Snelling Park and Ride. Route would operate 3 morning and 3 afternoon rush hour trips.	2018-2020	Medium
566	Express	New Route	New express route from Richfield and south Minneapolis to downtown St. Paul and the Union Depot via I-35W and I-94. Intermediate stops at I-35W & 66th St., 46th St, Lake St. Would operate 3 morning and 3 afternoon rush hour trips	2021-2030	Medium
578	Express	Increase Frequency	Improve reverse commute service to office buildings near I-494 and France Ave. Operate 3 morning and afternoon rush hour trips timed for common work shifts	2018-2020	High
587	Express	Increase Frequency	Add 3 morning and afternoon rush hour trips to downtown Minneapolis from new Park and Ride at Eden Ave & Highway 100	2018-2020	Medium
589	Express	Increase Frequency	Add 2 additional morning and afternoon rush hour trips to downtown	2021-2030	Medium

## Appendix F: Service Improvements by Route

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
601	Local	New Route	New suburban route between the future Green Line West Lake Station and Louisiana Transit Center via France Ave, Ewing Ave, Cedar Lake Parkway, Wayzata Blvd, and 26th Street to be implemented with the Green Line extension. Route would operate counter-clockwise in the morning and clockwise in the afternoon running every 30 minutes all days of the week. Route 601 would replace Route 9H branch on 26th and Wayzata Blvd west of Zarthan.	2018-2020	Medium
602	Local	New Route	New route between West Lake Station and Southdale Transit Center via Excelsior Blvd and France Avenue to be implemented with the Green Line extension. Service would operate every 30 minutes all days.	2018-2020	Medium
604	Local	Extend Route	Extend route from Excelsior and Grand to Belt Line Boulevard Station with opening of the Green Line extension. Service would operate every 30 minutes all days	2018-2020	Low
605	Local	New Route	New route from downtown Hopkins Station to Beltline Station via 2nd St and the Blake Rd Station area and 36th St and the Woodale Station area with the opening of the Green Line Extension. It would replace a portion of current Route 615. Route 605 would operate every 30 minutes all days	2018-2020	Medium
612	Local	New Route	New route replacing Route 12 and would operate from Main Street & 17th Ave in Hopkins to the West Lake Station via Excelsior Blvd. Service will run every 15 minutes weekdays and Saturdays and every 30 minutes on Sundays.	2018-2020	Medium
614	Local	Longer Service Hours	Increase hours of operation to approximately 5:30 a.m. to 11:30 p.m. all days per week	2015-2017	Low
614	Local	Extend Route	Extend Route 614 between Vine Hill Rd and Hopkins Station via Excelsior Blvd with the opening of the Green Line extension. This would replace the segment of Route 670 operating here. Route would run every 30 minutes in the weekday rush hours and every 60 minutes evenings, midday, and weekends	2018-2020	Low
615	Local	New Route	Increase hours of operation to approximately 5:30 a.m. to 11:30 p.m. all days per week	2015-2017	Low

## Appendix F: Service Improvements by Route

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
615	Local	Simplify or Restructure	Route 615 will be restructured with the opening of the Green Line extension to replace portions of Route 12 on 11th Ave. New route 615 will operate between Carlson Parkway and Opus Station via Ridgedale, County Rd 73, downtown Hopkins Station, 11th Avenue S and Opus. Service would operate every 30 minutes all days	2018-2020	Medium
616	Local	New Route	New circulator route from Opus Station and the Minnetonka Corporate Center via Bren Rd, Rowland Rd, Clearwater Dr, Baker Rd, and Culligan Way. It would operate every 30 minutes during weekday rush hours.	2021-2030	Low
643	Local	Simplify or Restructure	Route 643 restructured to travel via Glenwood Ave, Xenia Ave, and Cedar Lake Rd and Cedar Trails. Replaces portion of Route 9 west of Park Place Blvd and Louisiana Av Transit Center. Would run every 15 minutes on Glenwood in the weekday rush hours every 30 minutes midday, evenings and weekends. 30 minute service all days along Cedar Lake Rd to downtown.	2015-2017	High
649	Express	Longer Service Hours	Add midday weekday and evening service every 60 minutes from Louisiana Transit Center and the West end to downtown Minneapolis.	2021-2030	Medium
651	Express	New Route	New express route providing reverse commute service from downtown St. Paul to Louisiana Transit Center and Ridgedale. 3 morning and afternoon trips and 4 midday trips	2021-2030	Low
653	Express	New Route	New express route from County Road 73 Park and Ride to downtown St. Paul via I-394 and I-94. 4 morning and afternoon rush hour trips.	2021-2030	Low
664	Express	Increase Frequency	Add 3 morning and afternoon reverse commute trips from downtown Minneapolis to the Opus office complex	2018-2020	Medium
669	Express	Increase Frequency	Add 3 morning and afternoon reverse commute trips from downtown Minneapolis to I-494 & County Rd 62 Minnetonka Corporate Center.	2018-2020	Low
673	Express	Increase Frequency	Increase service for expansion of Co 73 park-ride. Add 4 new trips at end of morning and afternoon rush hours.	2018-2020	Medium
674	Express	Extend Route	Add a new branch serving Maple Plain Park and Ride via Highway 12 West of Long Lake. Extension would have 4 new morning and afternoon rush hour trips	2021-2030	Low
675	Express	Increase Frequency	Increase weekday midday frequency to 15 minutes between downtown Minneapolis and Ridgedale and Plymouth Road Transit Center	2018-2020	Low

## Appendix F: Service Improvements by Route

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
675	Express	Increase Frequency	Increase weekend frequency to every 30 minutes between downtown Minneapolis and Ridgedale. Extend hourly Sunday service to 9 p.m.	2018-2020	Medium
675	Express	New Weekend Service	Add weekend service every 60 minutes to Mound	2015-2017	Medium
675	Express	Longer Service Hours	Increase hours of operation to approximately 5:30 a.m. to 11:30 p.m. all days per week	2015-2017	Medium
676	Express	New Route	New express route from County Road 73 Park and Ride to Uptown Transit Center via I-394, Dunwoody, and Hennepin Ave. Route would operate 4 morning and afternoon rush hour trips	2021-2030	Low
700	Express	New Route	New crosstown route from Robbinsdale Transit Center to the Edina Industrial corridor via Highway 100 with intermediate stops on Glenwood, Xenia, Park Place, Parkdale and 36th, Park Center Blvd, and Excelsior Blvd. Route would operate every 30 minutes in morning and afternoon rush hours and every 120 minutes midday	2021-2030	Low
704	Local	New Route	Connect 85th Ave and Broadway Ave corridor with Robbinsdale Transit Center via Bottineau Station. Route operates every 30 minutes in the weekday rush hour	2018-2020	Medium
705	Local	Increase Frequency	Increase weekday frequency to every 30 minutes on Winnetka Blvd and every 60 minutes on Douglas Dr and Mendelson Rd branches	2015-2017	Medium
705	Local	New Weekend Service	Add weekend service every 30 minutes	2018-2020	Low
705	Local	Extend Route	Extend route to downtown Osseo to connect residents with future Brooklyn Blvd Station on Blue line extension.	2018-2020	Medium
706	Local	New Route	New route between future Bottineau Blvd Station on Blue line extension and County Rd 61 & Northwest Blvd in Plymouth via Bass Lake Rd. Route would operate every 30 minutes on weekdays	2018-2020	Low
712	Local	New Route	New route along 36th Ave N in Plymouth, New Hope, Crystal and Robbinsdale connecting Cubs Foods PR with Robbinsdale Transit Center. 30-minute frequency.	2021-2030	Medium
716	Local	Extend Route	Extend all weekday and Saturday trips to Starlite.	2018-2020	Medium
716	Local	Increase Frequency	Improve weekday rush hour frequency to every 30 minutes and increase hours of operation to 5 a.m. to 1 a.m. Add 60 minute Sunday service	2018-2020	Medium



## Appendix F: Service Improvements by Route

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
717	Local	Increase Frequency	Increase weekday frequency to every 30 minutes all day	2021-2030	Medium
717	Local	New Weekend Service	Implement weekend service every 60 minutes	2015-2017	Medium
720	Local	New Route	New route from Starlite Transit Center to Zinnia & Maple Knoll Way via Elm Creek Blvd and Shoppes at Arbor Lakes. Route would operate weekdays every 60 minutes	2021-2030	Low
721	Local	Increase Frequency	Increase weekend frequency to every 30 minutes	2015-2017	High
722	Local	Extend Route	Extend all weekday trips on New B branch routing via Humboldt to Brookdale Dr, ending at Zane Ave. Discontinues service on Earl Brown loop.	2018-2020	Medium
722	Local	Extend Route	Extend all weekend trips on new B branch routing via Humboldt to Brookdale Dr, ending at Zane Ave.	2018-2020	Medium
723	Local	Longer Service Hours	Increase weekend service to every 30 minutes. Saturdays extend hourly service until 9 p.m.	2015-2017	Medium
724	Local	Increase Frequency	Increase morning and afternoon rush hour service to every 15 minutes	2015-2017	High
725	Local	New Route	New route from 93rd Ave & Central and 81st Ave & West River Road via 85th Avenue in Brooklyn Park. Connect to future Blue Line station at North Hennepin Community College. Service would run on weekdays every 30 minutes from 6 a.m. to 8 p.m.	2021-2030	Medium
756	Express	Longer Service Hours	Extend hours of operation to 5:30 p.m.	2015-2017	Medium
758	Express	Simplify or Restructure	Replace Rt 14L branch on Noble Ave with additional trips on Route 758. 1 new trip in each direction.	2018-2020	Medium
765	Express	Longer Service Hours	Provide midday service between downtown Minneapolis and Target North Campus every 75 minutes	2018-2020	Medium
766	Express	New Weekend Service	Add weekend service every 60 minutes on Rt 766G branch via West River Road from 8 a.m. to 8 p.m.	2021-2030	Medium
766	Express	Longer Service Hours	Extend hours of operation to 9 p.m.	2015-2017	Medium
801	Local	New Weekend Service	Add weekend service from Brooklyn Center Transit Center to Rosedale every 60 minutes from 8 a.m. to 9 p.m.	2015-2017	Medium



## Appendix F: Service Improvements by Route

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
801	Local	Increase Frequency	Improve weekday frequency to every 30 minutes and extend hours of operation to 9 p.m.	2015-2017	Medium
802	Local	New Route	New local route on Coon Rapids Blvd between Northtown Transit Center and Anoka Tech replacing local Route 852 service in this segment. Route will operate every 30 minutes on weekdays. Route 852 will continue to operate hourly service between downtown Minneapolis and Foley Blvd Park and Ride via East River Rd and Northtown	2018-2020	Medium
805	Local	Increase Frequency	Improve weekday rush hour frequency to every 30 minutes	2018-2020	Low
805	Local	New Weekend Service	Add Sunday service every 60" from 9 a.m. to 6 p.m.	2018-2020	Low
817	Local	New Route	New Route between Northtown Transit Center and eastern Anoka Co. Via County Rd 10, 85th Ave, Naples St, Lake Dr, Lexington Ave, Pleasant Ridge Dr, 109th Ave, Apollo Dr, through Kohls and Target Parking lot and Lino Lakes Civic Center. Route would run every 60 minutes from 6 a.m. to 6 p.m.	2018-2020	Low
823	Local	New Route	New route connecting Pioneer Village in Blaine, The Village, and Lexington/Circle Pines. Route would operate weekdays every 60 minutes	2021-2030	Low
827	Local	New Route	Restore local service on East River Road south of I-694 to downtown Minneapolis. Route will operate every 30 minutes in the weekday rush hours	2015-2017	Low
831	Local	New Weekend Service	Restore Saturday service running every 60 minutes. from 8 a.m. to 6 p.m.	2018-2020	Low
831	Local	Extend Route	Extend route to Pioneer Village at 125th Ave NE and Highway 65 in Blaine.	2018-2020	Low
831	Local	New Weekend Service	Add Sunday service running every 60 minutes. from 8 a.m. to 6 p.m.	2021-2030	Low
852	Express	New Weekend Service	Implement Sunday service running every 60 minutes. Match current Saturday schedule.	2015-2017	Medium

## Appendix G-1: Service Improvements by Region - Minneapolis

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
2	Local	Increase Frequency	Add portion of route to Hi-Frequency Network - Improve frequency to every 10 minutes between Franklin Ave & Hennepin Ave and Oak Street & Washington Ave. 5:30 a.m. to 7 p.m. on weekdays, 9 a.m. to 6:30 p.m. on Saturdays and 10 a.m. to 5 p.m. on Sundays	2018-2020	High
2	Local	Extend Route	Extend Route to future Green Line Extension at 21st St Station via Douglas Avenue.	2018-2020	Low
3	Local	Longer Service Hours	Add trips to serve early morning and late night lineups in both downtown Minneapolis and St. Paul on weekdays and weekends.	2015-2017	High
3	Local	Increase Frequency	Improve Sunday frequency to every 15 minutes between downtown Minneapolis and Snelling Ave and every 30 minutes on the branches running on Maryland and Energy Park Drive/Front Avenue to downtown St. Paul. Improvement between 9 a.m. and 9:30 p.m.	2015-2017	Medium
4	Local	Simplify or Restructure	Split route into two separate routes to improve travel time reliability. South end would retain Route 4 numbering; north-end would become Route 15. Route 4 and Route 15 would overlap on Hennepin Avenue.	2015-2017	High
6	Local	Increase Frequency	Extend all Route 6 trips ending in downtown to 27th Ave SE and University Avenue. This will increase frequency on University to every 10 minutes on weekdays and every 15 minutes on weekends.	2021-2030	High
6	Local	Increase Frequency	Increase frequency to every 10 minutes between downtown Minneapolis and Minnesota Drive & France Avenue on Weekdays from 7 a.m. to 10 p.m., Saturdays from 8a.m. to 9 p.m. and Sundays from 9 a.m. to 7 p.m.	2021-2030	Medium
6	Local	Increase Frequency	With the opening of the Green Line extension, Route 12 will be discontinued. Increase rush hour frequency to every 5 minutes from Uptown Transit Center to downtown Minneapolis to replace Rt 12 trips on Hennepin Ave.	2018-2020	High
6	Local	Longer Service Hours	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	Medium
6	Local	Increase Frequency	Add 8 non-stop trips from Uptown Transit Center to Franklin Avenue in the morning and afternoon rush hour.	2015-2017	High
7	Local	Increase Frequency	Improve Sunday frequency to every 20 minutes	2018-2020	Medium
7	Local	Increase Frequency	Improve weekday midday frequency to every 20 minutes	2015-2017	High

## Appendix G-1: Service Improvements by Region - Minneapolis

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
7	Local	Increase Frequency	Improve Saturday frequency to every 20 minutes between 9 a.m. and 7 p.m.	2015-2017	High
7	Local	Increase Frequency	Increase frequency to every 15 minutes between 27th Ave & Franklin Ave and 1st St and 8th Ave during morning and afternoon rush hours	2015-2017	High
9	Local	Simplify or Restructure	Portion of Rt 9 west of Louisiana Ave Transit Center replaced by Route 643. Route west of downtown Minneapolis will run to Louisiana Transit Center via Wayzata Blvd, Cedar Lake Rd and Glenwood. Frequency improved to every 15 to 30 minutes all day. Late evenings every 60 minutes. Limited service via France Ave, W 26th St and Hwy 100 frontage Rd to serve Benilde St. Margaret's HS	2015-2017	High
9	Local	Simplify or Restructure	With the opening of the Green Line, Route 9H service will be replaced by new Route 601. Current Route 9H trips will be rerouted via Wayzata Blvd to Park Place Blvd increasing frequency on this segment to every 20 minutes in the rush hour	2018-2020	Medium
10	Local	Increase Frequency	Improve Saturday morning and afternoon frequency to every 10 minutes.	2015-2017	High
10	Local	Increase Frequency	Increase Sunday frequency to every 30 minutes on University Ave and Central Ave branches to Northtown Mall.	2015-2017	Medium
10	Local	Longer Service Hours	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	High
11	Local	Increase Frequency	Improve weekday midday and Saturday frequency to every 15 minutes between I-35W & 46th Street Station and 2nd St & Lowry Ave.	2015-2017	High
12	Local	Longer Service Hours	Add a 1 a.m. line up trip in downtown Minneapolis to facilitate connections to non-traditional work shifts	2015-2017	Medium
12	Local	Longer Service Hours	Restore weekday midday service between Uptown Transit Center and downtown Minneapolis until Green Line extension is implemented	2015-2017	Medium
12	Local	Simplify or Restructure	Route 12 will be discontinued and replaced by increased Route 6 service (both regular service and limited stop) and Route 612 with the opening of the Green Line extension.	2018-2020	Medium
13	Local	New Route	New urban crosstown on University Avenue from Columbia Heights Transit Station to Stadium Village Station. 30 minute weekday service from 6 a.m. to 8 p.m.	2018-2020	Medium

## Appendix G-1: Service Improvements by Region - Minneapolis

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
14	Local	Increase Frequency	Increase Saturday service to every 15 minutes from 8:30 a.m. to 6:30 p.m. from Bloomington Ave & 38th St to West Broadway & Emerson Ave. Increase to every 20 minutes from W Broadway & Emerson to Robbinsdale Transit Center and from 66th St & Richfield Parkway to Bloomington & 38th	2018-2020	High
14	Local	Increase Frequency	Increase Weekday midday service to every 15 minutes from Bloomington Ave & 38th St to West Broadway & Emerson Ave. Combined with Saturday improvement add this segment to the Hi-Frequency Network. Also increase to every 20 minutes from W Broadway & Emerson to Robbinsdale Transit Center and from 66th St & Richfield Parkway to Bloomington & 38th	2018-2020	High
14	Local	Simplify or Restructure	Route 14D and G branches are replaced by Route 30 extension. Convert Route 14D and G trips to Route 14R trips to Robbinsdale Transit Center via West Broadway. Increases weekday frequency on West Broadway north of Golden Valley Rd to every 15 minutes.	2018-2020	High
14	Local	Simplify or Restructure	Route 14L branch on Noble to be replaced by additional service on Route 758. Current L branch trips will convert to 14 N branch trips via Broadway	2018-2020	Medium
15	Local	New Route	Route 15 is a new route resulting from the split of the north and south ends of Route 4. Route 15 will begin in downtown and follow the current Route 4 routing north along Johnson Parkway to Silver Lake Village and New Brighton	2015-2017	High
17	Local	Longer Service Hours	Add a Sunday 1 a.m. line up trip in downtown Minneapolis to facilitate connections to non-traditional work shifts. This is consistent with other days of the week.	2015-2017	High
17	Local	Increase Frequency	Extend all trips to 27th Ave NE and Washington St. This will increase frequency to at least every 15 minutes in the weekday rush hour and midday, and every 15 to 30 minutes on weekends.	2015-2017	High
18	Local	Increase Frequency	Add trips to maintain 7 to 8 minute frequency in the p.m. rush hour	2015-2017	High
18	Local	Increase Frequency	Begin 10 min frequency at 9 a.m. on Sundays.	2015-2017	High
18	Local	Longer Service Hours	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	High

## Appendix G-1: Service Improvements by Region - Minneapolis

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
19	Local	Increase Frequency	Increase midday Sunday frequency to every 15 minutes	2015-2017	High
19	Local	Increase Frequency	Extend Hi-Frequency Network portion of the route to Brooklyn Center Transit Center by increasing southbound a.m. frequency to every 15 minutes	2015-2017	Medium
21	Local	Extend Route	Extend route to future Green Line extension at West Lake Station via Lake Street. Frequency would be every 20 minutes weekdays and weekends from 7 a.m. to midnight	2018-2020	High
21	Local	Longer Service Hours	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	Medium
22	Local	Increase Frequency	Improve Sunday frequency to every 15 minutes between 42nd St N & Lyndale Ave and the VA Medical Center	2015-2017	High
22	Local	Increase Frequency	Add to Hi-Frequency Network between 42nd St N & Lyndale Ave and the VA Medical Center. Improve weekday midday and morning service to every 15 minutes. Improve Saturday frequency to every 15 minutes from 9 a.m. to 6 p.m.	2015-2017	High
23	Local	Increase Frequency	Improve frequency to every 15 minutes during weekday rush hour and every 20 minutes midday. Improve weekend frequency to every 20 minutes during the day and every 30 minutes in the morning and evenings	2018-2020	High
23	Local	Increase Frequency	Add route to the Hi-Frequency Network. Improve weekday frequency to every 15 minutes all day, 30 minutes late evenings and early mornings. Improve weekend frequency to every 15 minutes during the day and every 30 minutes in the morning and evenings	2021-2030	Medium
25	Local	Increase Frequency	Improve weekday midday and Saturday frequency to every 30 minutes from downtown Minneapolis to Silver Lake Village. Add evening service with 60 minute frequency	2015-2017	Medium
25	Local	New Weekend Service	Add 60 minute frequency service on Sundays (matching current Saturday schedule).	2015-2017	Medium
26	Local	New Route	New circulator route to start with opening of Green Line extension. Would connect future Penn Ave and Van White stations via Penn Ave, 26th Ave N, Lyndale Ave, Plymouth Ave, and Van White Memorial Blvd. Would operate 30 minute frequency from 6 a.m. to 11 p.m. on weekdays.	2018-2020	High

## Appendix G-1: Service Improvements by Region - Minneapolis

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
30	Local	New Weekend Service	Add weekend service every 30 minutes during the day and every 60 minutes in early morning and evenings	2015-2017	High
30	Local	Simplify or Restructure	Extend route 30 along Golden Valley Rd and Douglas Dr. Replace Route 14D and G branches, which are rerouted to run via West Broadway to Robbinsdale Transit Center	2018-2020	High
32	Local	New Weekend Service	Add Sunday service every 30 minutes from 8 a.m. to 9 p.m.	2015-2017	High
32	Local	Increase Frequency	Improve weekday frequency to every 20 minutes and increase evening hours of operation to 10 p.m.	2015-2017	High
33	Local	New Route	New route 33 would replace Route 3 service from downtown Minneapolis via Kasota Avenue. New route would run via Kasota Av to Westgate station, increasing service between here and downtown Minneapolis. Route would operate every 30 minutes on weekdays and every 60 minutes on weekends	2018-2020	High
47	Local	New Route	New route running every 60 minutes from Southdale Transit Center to I-35W & 46th St Station via Xerxes Ave, 56th St, Lyndale Ave, Diamond Lake Rd and Nicollet Ave	2018-2020	Medium
51	Local	New Route	New limited stop service from Mall of America to downtown Minneapolis to support Route 5. Route 51 will run every 15 minutes in the rush hours, northbound in the morning and southbound in the afternoon	2015-2017	High
52	Local	New Route	New limited stop service from Brooklyn Center Transit Center to downtown Minneapolis to support Route 5. Route 52 will run every 15 minutes in the rush hours southbound in the morning and northbound in the afternoon	2018-2020	High
53	Local	Increase Frequency	Run Route 53 every 30 minutes in both directions in the rush hour	2018-2020	High
58	Local	New Route	New limited stop route from American Boulevard in Bloomington to downtown Minneapolis via Nicollet Ave to support Route 18. Operate 6 trips to downtown in the morning rush hour, and 6 trips out of downtown in the afternoon rush hour. Designated stops at 46th St, 38th St., Lake St., Franklin Ave and Grant St, with local stops south of 46th street.	2015-2017	High
61	Local	New Weekend Service	Improve Saturday to 30 minutes and add evening service. Add 30 minute service on Sundays with span to match current Saturday service.	2015-2017	High
61	Local	Increase Frequency	Improve frequency weekdays to every 15 minutes during the rush hour	2015-2017	High

## Appendix G-1: Service Improvements by Region - Minneapolis

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
94	Express	New Weekend Service	Add weekend and weekday evening service every 30 to 60 minutes until midnight	2015-2017	High
101	Local	New Route	New route connecting Prospect Park area to the Quarry Shopping Center via University Ave, 4th St, 15 Ave SE, Como, and 18th Ave SE. Would operate every 30 minutes on weekdays.	2018-2020	Medium
110	Local	New Route	New U of M route serving Longfellow and Seward neighborhoods of Minneapolis with access to west edge of Prospect Park. Two trips to U of M in AM and from U of M in PM (one operates each peak during breaks and the May/Summer sessions). Travel via current Route 9 routing to Franklin Avenue to cross bridge into East bank before traveling to West Bank via Washington Ave bridge.	2015-2017	High
113	Local	Increase Frequency	Improve to every 30 minutes southbound from 6 to 9pm.	2018-2020	High
114	Local	Increase Frequency	Improve to every 30 minutes southbound from 6 to 9pm.	2018-2020	High
115	Local	Simplify or Restructure	Replace with increased afternoon and evening service on Routes 113 and 114	2018-2020	High
133	Local	Simplify or Restructure	Reroute from I-35W to Park and Portland Avenues to provide limited stop service to and from downtown Minneapolis in the Phillips, Whittier and Powderhorn neighborhoods. Slight increase in travel time is balanced by increased access in these communities. Increase frequency to compensate for travel time.	2018-2020	High
135	Local	Simplify or Restructure	Reroute from I-35W to 1st and Blaisdell Avenues to provide limited stop service to and from downtown Minneapolis in the Phillips, Whittier and Powderhorn neighborhoods. Slight increase in travel time is balanced by increased access in these communities. Increase frequency to compensate for travel time.	2018-2020	High
505	Local	New Route	New route replacing Route 515 C and E branches. Travel from VA Medical Center to Mall of America via Cedar Ave. Route would operate every 30 minutes during the weekday rush hours and every 60 minutes in the midday, evenings and on weekends	2018-2020	Medium
535	Express	Increase Frequency	Improve weekday frequency to every 30 minutes all day and weekend service every 30 to 60 minutes matching weekday hours of operation	2021-2030	Medium

### Appendix G-1: Service Improvements by Region - Minneapolis

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
827	Local	New Route	Restore local service on East River Road south of I-694 to downtown Minneapolis. Route will operate every 30 minutes in the weekday rush hours	2015-2017	Low



## Appendix G-2: Service Improvements by Region - Saint Paul

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
3	Local	Longer Service Hours	Add trips to serve early morning and late night lineups in both downtown Minneapolis and St. Paul on weekdays and weekends.	2015-2017	High
3	Local	Increase Frequency	Improve Sunday frequency to every 15 minutes between downtown Minneapolis and Snelling Ave and every 30 minutes on the branches running on Maryland and Energy Park Drive/Front Avenue to downtown St. Paul. Improvement between 9 a.m. and 9:30 p.m.	2015-2017	Medium
3	Local	Increase Frequency	Increase frequency on weekdays to at least every 20 minutes on Maryland Avenue and Energy Park Drive/Front Avenue between Snelling Avenue and downtown St. Paul.	2018-2020	High
21	Local	Longer Service Hours	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	Medium
23	Local	Increase Frequency	Improve frequency to every 15 minutes during weekday rush hour and every 20 minutes midday. Improve weekend frequency to every 20 minutes during the day and every 30 minutes in the morning and evenings	2018-2020	High
23	Local	Increase Frequency	Add route to the Hi-Frequency Network. Improve weekday frequency to every 15 minutes all day, 30 minutes late evenings and early mornings. Improve weekend frequency to every 15 minutes during the day and every 30 minutes in the morning and evenings	2021-2030	Medium
33	Local	New Route	New route 33 would replace Route 3 service from downtown Minneapolis via Kasota Avenue. New route would run via Kasota Av to Westgate station, increasing service between here and downtown Minneapolis. Route would operate every 30 minutes on weekdays and every 60 minutes on weekends	2018-2020	High
53	Local	Increase Frequency	Run Route 53 every 30 minutes in both directions in the rush hour	2018-2020	High
54	Local	Extend Route	Extend Rt 54 from downtown St. Paul to Maplewood Mall via East 7th St, Arcade St, Maryland Ave, and White Bear Ave. Service would run every 15 to 30 minutes all days matching current Route 54 frequency	2015-2017	High
54	Local	Increase Frequency	Improve weekday and Saturday frequency to every 10 minutes during the day and every 15 minutes early morning and late evening. Improve Sunday service to every 15 minutes in the day	2015-2017	Medium

## Appendix G-2: Service Improvements by Region - Saint Paul

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
54	Local	Longer Service Hours	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	High
61	Local	New Weekend Service	Improve Saturday to 30 minutes and add evening service. Add 30 minute service on Sundays with span to match current Saturday service.	2015-2017	High
61	Local	Increase Frequency	Improve frequency weekdays to every 15 minutes during the rush hour	2015-2017	High
62	Local	Longer Service Hours	Add late night line up trips in downtown St. Paul all days of the week to improve connections to non-traditional work shifts	2015-2017	Medium
62	Local	Increase Frequency	Add route to Hi-Frequency Network. Improve weekday and Saturday frequency to every 15 minutes and Sunday service to every 20 minutes from downtown St. Paul to Larpenteur. Improve Saturday frequency to every 30 minutes from Signal Hills to downtown St. Paul.	2015-2017	Medium
63	Local	Increase Frequency	Add route to the Hi-Frequency Network between Raymond Station and Lower Afton Rd. Increase weekday and weekend frequency to every 15 minutes during rush hours and midday, every 20 minutes in the late evenings.	2015-2017	High
64	Local	Longer Service Hours	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	Medium
64	Local	Increase Frequency	Improve Sunday frequency to every 15 minutes from 9 am to 7 pm and to every 20 minutes in the morning and later evening. Improve weekday and Saturday evening frequency to every 15 to 20 minutes. Extend span of service on 64D branch, including hourly Sunday service. Add new trips to meet early morning and late night lineup trips in downtown St. Paul.	2015-2017	Medium
68	Local	Longer Service Hours	Add late night and early morning lineup trips in downtown St. Paul to improve connections to non-traditional work shifts	2015-2017	Medium
68	Local	Increase Frequency	Add route to Hi-Frequency Network between 14th St & Jackson and 5th Ave & South St. Improve rush hour and midday frequency to every 15 minutes all days and every 20 minutes in the mornings and late evenings	2018-2020	Medium
70	Local	Increase Frequency	Increase frequency to every 30 minutes all days from 5 a.m. to midnight	2015-2017	Medium

## Appendix G-2: Service Improvements by Region - Saint Paul

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
71	Local	Longer Service Hours	Improve weeknight and weekend service on the 71B branch to Concord & Exchange with hourly service on weekday and Saturday nights and hourly service all day on Sundays.	2015-2017	Medium
74	Local	Longer Service Hours	Add late night and early morning lineup trips in downtown St. Paul to improve connections to non-traditional work shifts	2015-2017	Medium
74	Local	Increase Frequency	Add route to Hi-Frequency Network between 46th Street Station and Stillwater Ave & Nakomis Ave. Improve weekday and weekend service to every 15 minutes during the rush hour and midday, and every 20 minutes in the early mornings and later evenings	2015-2017	High
80	Local	Increase Frequency	Improve frequency to every 30 minutes and extend service earlier and later in the day for all days. Route would operate from 6 a.m. to 8 p.m.	2015-2017	Medium
83	Local	Increase Frequency	Increase weekday service frequency from the current 30 minute service to every 20 minutes from 6 a.m. to 7 p.m. to match the frequencies of other crosstown routes in the Green Line corridor.	2018-2020	Medium
84	Local	Longer Service Hours	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	Low
87	Local	Extend Route	Extend Route 87 service from Cleveland and Ford Parkway to 7th and Davern via Cleveland, Sheridan, Fairview, St Paul Avenue, W 7th St, Davern, Shepard Rd, Gannon Dr, and Norfolk.	2021-2030	Low
94	Express	New Weekend Service	Add weekend and weekday evening service every 30 to 60 minutes until midnight	2015-2017	High

### Appendix G-3: Service Improvements by Region - North Metro

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
10	Local	Increase Frequency	Improve Saturday morning and afternoon frequency to every 10 minutes.	2015-2017	High
10	Local	Increase Frequency	Increase Sunday frequency to every 30 minutes on University Ave and Central Ave branches to Northtown Mall.	2015-2017	Medium
10	Local	Longer Service Hours	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	High
15	Local	New Route	Route 15 is a new route resulting from the split of the north and south ends of Route 4. Route 15 will begin in downtown and follow the current Route 4 routing north along Johnson Parkway to Silver Lake Village and New Brighton	2015-2017	High
25	Local	Increase Frequency	Improve weekday midday and Saturday frequency to every 30 minutes from downtown Minneapolis to Silver Lake Village. Add evening service with 60 minute frequency	2015-2017	Medium
25	Local	New Weekend Service	Add 60 minute frequency service on Sundays (matching current Saturday schedule).	2015-2017	Medium
250	Express	Increase Frequency	Increase frequency to every 5 minutes in the peak of the rush hour from 95th Avenue Park and Ride.	2021-2030	Medium
250	Express	Longer Service Hours	Add 90 minute frequency midday service between downtown and 95th Avenue park-ride.	2018-2020	Low
801	Local	New Weekend Service	Add weekend service from Brooklyn Center Transit Center to Rosedale every 60 minutes from 8 a.m. to 9 p.m.	2015-2017	Medium
801	Local	Increase Frequency	Improve weekday frequency to every 30 minutes and extend hours of operation to 9 p.m.	2015-2017	Medium
802	Local	New Route	New local route on Coon Rapids Blvd between Northtown Transit Center and Anoka Tech replacing local Route 852 service in this segment. Route will operate every 30 minutes on weekdays. Route 852 will continue to operate hourly service between downtown Minneapolis and Foley Blvd Park and Ride via East River Rd and Northtown	2018-2020	Medium
805	Local	Increase Frequency	Improve weekday rush hour frequency to every 30 minutes	2018-2020	Low
805	Local	New Weekend Service	Add Sunday service every 60" from 9 a.m. to 6 p.m.	2018-2020	Low

### Appendix G-3: Service Improvements by Region - North Metro

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
817	Local	New Route	New Route between Northtown Transit Center and eastern Anoka Co. Via County Rd 10, 85th Ave, Naples St, Lake Dr, Lexington Ave, Pleasant Ridge Dr, 109th Ave, Apollo Dr, through Kohls and Target Parking lot and Lino Lakes Civic Center. Route would run every 60 minutes from 6 a.m. to 6 p.m.	2018-2020	Low
823	Local	New Route	New route connecting Pioneer Village in Blaine, The Village, and Lexington/Circle Pines. Route would operate weekdays every 60 minutes	2021-2030	Low
827	Local	New Route	Restore local service on East River Road south of I-694 to downtown Minneapolis. Route will operate every 30 minutes in the weekday rush hours	2015-2017	Low
831	Local	New Weekend Service	Restore Saturday service running every 60 minutes. from 8 a.m. to 6 p.m.	2018-2020	Low
831	Local	Extend Route	Extend route to Pioneer Village at 125th Ave NE and Highway 65 in Blaine.	2018-2020	Low
831	Local	New Weekend Service	Add Sunday service running every 60 minutes. from 8 a.m. to 6 p.m.	2021-2030	Low
852	Express	New Weekend Service	Implement Sunday service running every 60 minutes. Match current Saturday schedule.	2015-2017	Medium

## Appendix G-4: Service Improvements by Region - Northeast Metro

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
54	Local	Extend Route	Extend Rt 54 from downtown St. Paul to Maplewood Mall via East 7th St, Arcade St, Maryland Ave, and White Bear Ave. Service would run every 15 to 30 minutes all days matching current Route 54 frequency	2015-2017	High
64	Local	Longer Service Hours	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	Medium
64	Local	Increase Frequency	Improve Sunday frequency to every 15 minutes from 9 am to 7 pm and to every 20 minutes in the morning and later evening. Improve weekday and Saturday evening frequency to every 15 to 20 minutes. Extend span of service on 64D branch, including hourly Sunday service. Add new trips to meet early morning and late night lineup trips in downtown St. Paul.	2015-2017	Medium
77	Local	New Route	New route between Maplewood Mall and Tamarack village via McKnight Rd. Weekdays service would run every 30 minutes in the rush hour and 60 minutes in the midday and evenings. Service would run every 60 minutes on Saturdays	2021-2030	Medium
215	Local	New Route	Reestablish a local route connecting White Bear Lake to Maplewood Mall Transit Center on weekdays. The new route would originate at Hwy 61 and 2nd St, to Bald Eagle, to 4th St, and then follow the current Route 265 route alignment from downtown White Bear Lake, via Hwy 61, White Bear Avenue, Beam Avenue, to Maplewood Mall Transit Center. Service would operate every 30 minutes during the peak and midday, and every 60 minutes in the evening.	2015-2017	Low
219	Local	New Weekend Service	Increase frequency and span of service on Saturdays and Sundays. Saturday service every 30 minutes from 6am to 7pm, then hourly to 10:30pm. New Sunday service introduced every 60 minutes from 6am to 8pm.	2015-2017	Low
221	Local	New Route	New circulator route in Forest Lake connecting to Forest Lake Transit Center. Route would run every 60 minutes via Cub Foods, Everton Ave, Broadway, 220th St, 12th St, Highway 61, 11th Ave, 8th St, Goodview, 202nd St, County Rd 50 and Forest Rd.	2018-2020	Low
223	Local	New Weekend Service	Improve frequency from every 90 minutes to every 30 to 60 minutes. Extend the span of service into the evening until 10PM. Add Saturday and Sunday service every 60 minutes.	2015-2017	Low

#### Appendix G-4: Service Improvements by Region - Northeast Metro

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
225	Local	Longer Service Hours	Increase hours of operation to accommodate non-traditional work start times all days per week	2015-2017	Low
227	Local	Longer Service Hours	Increase hours of operation to accommodate non-traditional work start times all days per week	2015-2017	Low
228	Local	New Route	New route operating between Rosedale and the TCAAP site in Arden Hills. Route would run every 30 minutes on weekdays and weekends in the rush hour and midday and every 60 minutes in the mornings and evenings. From Rosedale the new route would follow Snelling, (Hwy51), Co Rd E, Lexington, Hwy 96, to a planned new diagonal road that would terminate near I-35W and Co Rd I.	2021-2030	Low
263	Express	Extend Route	Extend first morning and last afternoon trips from Rice Street Park and Ride to St. Croix Valley Park and Ride in Stillwater.	2018-2020	Medium
267	Express	New Route	Establish new weekday express service from the Roseville I-35E & County Rd. C Park and Ride to downtown St. Paul. Service would operate every 30 minutes with 6 morning and 6 afternoon trips.	2018-2020	Medium
270	Express	Longer Service Hours	Add midday service every 30 minutes via Rt 270P branch serving Rice Street Park and Ride as well as County Rd C & Highway 61 and Maplewood Mall Park and Rides. Extend hours of operation to approximately 8 p.m.	2015-2017	Medium
274	Express	New Route	Establish a new weekday peak period express route from the St Croix Valley Park and Ride lot in Stillwater to downtown Minneapolis with 30 minute service offering 4 morning and 4 afternoon trips. Additional early morning and later afternoon service will be provided by extending selected Route 263 trips from the Rice Street Park and Ride to Stillwater.	2018-2020	Medium
275	Express	Increase Frequency	Increase rush hour frequency to every 15 minutes in the morning and afternoon rush hours at County Road 14 and County Road E Park and Rides.	2015-2017	Medium
276	Express	New Route	New express route from County Rd 14 and County Road E Park and Rides to downtown Minneapolis. Add 4 trips each rush hour period.	2018-2020	Medium
294	Express	Longer Service Hours	Add hourly midday and Saturday service between Stillwater, Lake Elmo, Oakdale and downtown St. Paul.	2021-2030	Medium

## Appendix G-5: Service Improvements by Region - Southeast Metro

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
77	Local	New Route	New route between Maplewood Mall and Tamarack village via McKnight Rd. Weekdays service would run every 30 minutes in the rush hour and 60 minutes in the midday and evenings. Service would run every 60 minutes on Saturdays	2021-2030	Medium
300	Local	New Route	New circulator route connecting to future Gateway Corridor station via Hudson Road and Radio Drive. Service would operate every 15 minutes in the rush hour and 30 minutes in the midday, evenings and weekends.	2021-2030	Low
301	Local	New Route	New circulator route connecting to future Gateway Corridor station via Hudson Boulevard, Manning Ave, and Radio Drive. Service would operate every 15 minutes in the rush hour and 30 minutes in the midday, evenings and weekends.	2021-2030	Low
302	Local	New Route	New circulator route connecting to future Gateway Corridor station from Woodwinds Health Campus via Woodwinds drive, Valley Creek Rd Beilenberg Drive and Hudson Rd. Service would operate every 30 minutes in the rush hour and every 60 minutes in the midday, evenings, and weekends.	2021-2030	Low
303	Local	New Route	New circulator route connecting to future Gateway Corridor station from Valley Creek Rd via Rasio Drive. Service would operate every 30 minutes in the rush hour and every 60 minutes in the midday, evenings, and weekends.	2021-2030	Low
304	Local	New Route	New circulator route connecting 3M campus with future Gateway Corridor station. Service would operate on weekdays every 10 minutes in the rush hour and every 30 minutes midday	2021-2030	Low
353	Express	Longer Service Hours	Introduce 30 minute weekday midday and early evening express service between the new Manning park and ride, downtown St Paul and downtown Minneapolis. The expanded service would serve the Manning, Guardian Angels, and Woodbury Theatre park and ride lots via Sun Ray Shopping Center.	2015-2017	Medium
363	Express	Longer Service Hours	Introduce 30 minute weekday midday and early evening express service between the Cottage Grove park and ride, downtown St Paul and downtown Minneapolis. The expanded service would serve the Cottage Grove, Newport, Lower Afton park and ride lots.	2018-2020	Medium
367	Express	New Route	Introduce 30 minute weekday peak period express service from Hastings to downtown Minneapolis via the Newport Park and Ride.	2018-2020	Medium



**Appendix G-5: Service Improvements by Region - Southeast Metro**

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
383	Express	New Route	New 15 minute weekday express service from the planned new Manning park and ride to downtown St. Paul.	2015-2017	Medium
385	Express	New Route	New 15 minute weekday express service from the planned new Manning park and ride to downtown Minneapolis.	2015-2017	Medium
419	Local	New Route	New suburban limited stop route along I-494 corridor in from Woodbury Theater to the Northern Dakota County Service Center. Stopping at Woodwinds Health Campus, Newport Park and Ride, and 5th Avenue S. in South St. Paul. Would operate every 30 minutes weekdays in the rush hour and every 60 minutes midday and evenings.	2018-2020	Low

## Appendix G-6: Service Improvements by Region - South Metro

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
18	Local	Increase Frequency	Begin 10 min frequency at 9 a.m. on Sundays.	2015-2017	High
18	Local	Longer Service Hours	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	High
51	Local	New Route	New limited stop service from Mall of America to downtown Minneapolis to support Route 5. Route 51 will run every 15 minutes in the rush hours, northbound in the morning and southbound in the afternoon	2015-2017	High
54	Local	Increase Frequency	Improve weekday and Saturday frequency to every 10 minutes during the day and every 15 minutes early morning and late evening. Improve Sunday service to every 15 minutes in the day	2015-2017	Medium
54	Local	Longer Service Hours	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	High
58	Local	New Route	New limited stop route from American Boulevard in Bloomington to downtown Minneapolis via Nicollet Ave to support Route 18. Operate 6 trips to downtown in the morning rush hour, and 6 trips out of downtown in the afternoon rush hour. Designated stops at 46th St, 38th St., Lake St., Franklin Ave and Grant St, with local stops south of 46th street.	2015-2017	High
68	Local	Longer Service Hours	Add late night and early morning lineup trips in downtown St. Paul to improve connections to non-traditional work shifts	2015-2017	Medium
68	Local	Increase Frequency	Add route to Hi-Frequency Network between 14th St & Jackson and 5th Ave & South St. Improve rush hour and midday frequency to every 15 minutes all days and every 20 minutes in the mornings and late evenings	2018-2020	Medium
71	Local	Longer Service Hours	Improve weeknight and weekend service on the 71B branch to Concord & Exchange with hourly service on weekday and Saturday nights and hourly service all day on Sundays.	2015-2017	Medium
412	Local	New Route	New route between Northern Dakota County Service Center and Invest Hills Community College. Route would operate every 30 minutes during weekday days and every 60 minutes evening hours timed for Inver Hills classes	2018-2020	Low

## Appendix G-6: Service Improvements by Region - South Metro

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
418	Local	New Route	New route between Northern Dakota County Service Center and the Blue Line Fort Snelling Station. Route would operate weekdays every 30 minutes in the rush hour and every 60 minutes midday and evenings	2018-2020	Low
419	Local	New Route	New suburban limited stop route along I-494 corridor in from Woodbury Theater to the Northern Dakota County Service Center. Stopping at Woodwinds Health Campus, Newport Park and Ride, and 5th Avenue S. in South St. Paul. Would operate every 30 minutes weekdays in the rush hour and every 60 minutes midday and evenings.	2018-2020	Low
451	Express	New Route	Reintroduce 30 minute weekday rush hour express service from the West St Paul Sports Center park and ride to downtown St Paul.	2018-2020	Medium
453	Express	New Route	New express route from Inver Grove Heights to downtown St. Paul via Rt 68 routing in Inver Grove Heights to Upper 55th to Highway 52. Establish a new park and ride lot at Highway 52 and Upper 55th. Service would operate every 30 minutes in the rush hours	2015-2017	Medium
455	Express	New Route	New express route between Kenrick Park and Ride in Lakeville and downtown St. Paul and Union Depot. Route would operate 3 morning and 3 afternoon rush hour trips	2018-2020	Medium
505	Local	New Route	New route replacing Route 515 C and E branches. Travel from VA Medical Center to Mall of America via Cedar Ave. Route would operate every 30 minutes during the weekday rush hours and every 60 minutes in the midday, evenings and on weekends	2018-2020	Medium
515	Local	Simplify or Restructure	Route 515 C and E branches replaced by new Route 505. All route 515 trips would travel via Longfellow Avenue to the Mall of America	2018-2020	Medium
515	Local	Longer Service Hours	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	Low
535	Express	Increase Frequency	Improve weekday frequency to every 30 minutes all day and weekend service every 30 to 60 minutes matching weekday hours of operation	2021-2030	Medium
536	Local	New Route	New route replaces Route 539 segment to Normandale College and Knox Ave Park and Ride. Would operate via Collegeview Rd, W 90th St, Penn Ave and Lyndale Ave. Service would run every 30 minutes on weekdays and every 30 to 60 minutes on weekends	2015-2017	Low

## Appendix G-6: Service Improvements by Region - South Metro

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
537	Local	Extend Route	Extend Route to Bloomington Ferry Road via Old Shakopee Road. Add off-peak service weekdays between 7am and 6pm every 30 to 60 minutes.	2018-2020	Low
538	Local	Increase Frequency	Increase weekday frequency to every 30 minutes from 6 a.m. to 9 p.m. with the opening of the Orange Line	2018-2020	Medium
539	Local	Simplify or Restructure	Replace Normandale College and Knox Avenue Park and Ride segment with new Route 536. Increase weekday rush hour frequency to every 15 minutes and every 30 minutes during evenings and midday. Increase weekend hours of service to 9 p.m.	2015-2017	Low
540	Local	Extend Route	Add new branch to Braemer Park in Edina via W 78th St. Service would be every 30 minutes all day on all branches. Improve weekend frequency to every 30 to 60 minutes.	2015-2017	Low
540	Local	Longer Service Hours	Increase hours of operation to approximately 5:30 a.m. to 11:30 p.m. all days per week	2015-2017	Medium
542	Local	New Weekend Service	Add 30 minute service on weekends	2015-2017	Medium
542	Local	Longer Service Hours	Increase hours of operation to approximately 5:30 a.m. to 11:30 p.m. all days per week	2015-2017	Medium
542	Local	Increase Frequency	Add weekday midday service every 30 minutes	2015-2017	Medium
542	Local	Increase Frequency	Increase rush hour frequency to every 15 minutes and every 30 minutes in the evenings	2015-2017	Medium
547	Local	New Route	New route in West Bloomington from South Bloomington Transit Center to Bloomington Ferry Rd and Veness Rd. via Old Shakopee Rd. Service would operate weekdays every 30 minutes in the rush hour and 60 minutes in the evenings and midday	2021-2030	Low
562	Express	New Route	New express route from Southdale Transit Center to downtown St. Paul via Highway 62, Highway 110 and I-35E. Would also stop at Fort Snelling Park and Ride. Route would operate 3 morning and 3 afternoon rush hour trips.	2018-2020	Medium
566	Express	New Route	New express route from Richfield and south Minneapolis to downtown St. Paul and the Union Depot via I-35W and I-94. Intermediate stops at I-35W & 66th St., 46th St, Lake St. Would operate 3 morning and 3 afternoon rush hour trips	2021-2030	Medium

## Appendix G-6: Service Improvements by Region - South Metro

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
578	Express	Increase Frequency	Improve reverse commute service to office buildings near I-494 and France Ave. Operate 3 morning and afternoon rush hour trips timed for common work shifts	2018-2020	High
587	Express	Increase Frequency	Add 3 morning and afternoon rush hour trips to downtown Minneapolis from new Park and Ride at Eden Ave & Highway 100	2018-2020	Medium
589	Express	Increase Frequency	Add 2 additional morning and afternoon rush hour trips to downtown	2021-2030	Medium

## Appendix G-7: Service Improvements by Region - Southwest Metro

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
6	Local	Increase Frequency	Increase frequency to every 10 minutes between downtown Minneapolis and Minnesota Drive & France Avenue on Weekdays from 7 a.m. to 10 p.m., Saturdays from 8a.m. to 9 p.m. and Sundays from 9 a.m. to 7 p.m.	2021-2030	Medium
9	Local	Simplify or Restructure	Portion of Rt 9 west of Louisiana Ave Transit Center replaced by Route 643. Route west of downtown Minneapolis will run to Louisiana Transit Center via Wayzata Blvd, Cedar Lake Rd and Glenwood. Frequency improved to every 15 to 30 minutes all day. Late evenings every 60 minutes. Limited service via France Ave, W 26th St and Hwy 100 frontage Rd to serve Benilde St. Margaret's HS	2015-2017	High
9	Local	Simplify or Restructure	With the opening of the Green Line, Route 9H service will be replaced by new Route 601. Current Route 9H trips will be rerouted via Wayzata Blvd to Park Place Blvd increasing frequency on this segment to every 20 minutes in the rush hour	2018-2020	Medium
12	Local	Simplify or Restructure	Route 12 will be discontinued and replaced by increased Route 6 service (both regular service and limited stop) and Route 612 with the opening of the Green Line extension.	2018-2020	Medium
17	Local	Increase Frequency	With the opening of the Green Line extension, Route 17 frequency west of the future West Lake Station will be increased to every 10 minutes during the rush hour and every 15 minutes on midday and Saturdays. Route would extend to Blake Road Station from Knollwood Mall.	2018-2020	Low
17	Local	Increase Frequency	Expand weekday midday service on 17F branch along Highway 7 service Rd, Beltline Boulevard and 36th St	2015-2017	Medium
46	Local	Extend Route	Extend weekday morning and afternoon rush hour service to Opus II office park every 30 minutes. Increase rush hour frequency to every 15 minutes from France Ave & 46th Street Station	2018-2020	Low
47	Local	New Route	New route running every 60 minutes from Southdale Transit Center to I-35W & 46th St Station via Xerxes Ave, 56th St, Lyndale Ave, Diamond Lake Rd and Nicollet Ave	2018-2020	Medium
146	Local	Simplify or Restructure	Replace Route 146B branch to with Route 587 extension. Route 146 would begin at Eden Ave.	2018-2020	Medium
537	Local	Extend Route	Extend Route to Bloomington Ferry Road via Old Shakopee Road. Add off-peak service weekdays between 7am and 6pm every 30 to 60 minutes.	2018-2020	Low

## Appendix G-7: Service Improvements by Region - Southwest Metro

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
601	Local	New Route	New suburban route between the future Green Line West Lake Station and Louisiana Transit Center via France Ave, Ewing Ave, Cedar Lake Parkway, Wayzata Blvd, and 26th Street to be implemented with the Green Line extension. Route would operate counter-clockwise in the morning and clockwise in the afternoon running every 30 minutes all days of the week. Route 601 would replace Route 9H branch on 26th and Wayzata Blvd west of Zarthan.	2018-2020	Medium
602	Local	New Route	New route between West Lake Station and Southdale Transit Center via Excelsior Blvd and France Avenue to be implemented with the Green Line extension. Service would operate every 30 minutes all days.	2018-2020	Medium
604	Local	Extend Route	Extend route from Excelsior and Grand to Belt Line Boulevard Station with opening of the Green Line extension. Service would operate every 30 minutes all days	2018-2020	Low
605	Local	New Route	New route from downtown Hopkins Station to Beltline Station via 2nd St and the Blake Rd Station area and 36th St and the Woodale Station area with the opening of the Green Line Extension. It would replace a portion of current Route 615. Route 605 would operate every 30 minutes all days	2018-2020	Medium
612	Local	New Route	New route replacing Route 12 and would operate from Main Street & 17th Ave in Hopkins to the West Lake Station via Excelsior Blvd. Service will run every 15 minutes weekdays and Saturdays and every 30 minutes on Sundays.	2018-2020	Medium
614	Local	Longer Service Hours	Increase hours of operation to approximately 5:30 a.m. to 11:30 p.m. all days per week	2015-2017	Low
614	Local	Extend Route	Extend Route 614 between Vine Hill Rd and Hopkins Station via Excelsior Blvd with the opening of the Green Line extension. This would replace the segment of Route 670 operating here. Route would run every 30 minutes in the weekday rush hours and every 60 minutes evenings, midday, and weekends	2018-2020	Low
615	Local	New Route	Increase hours of operation to approximately 5:30 a.m. to 11:30 p.m. all days per week	2015-2017	Low

## Appendix G-7: Service Improvements by Region - Southwest Metro

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
615	Local	Simplify or Restructure	Route 615 will be restructured with the opening of the Green Line extension to replace portions of Route 12 on 11th Ave. New route 615 will operate between Carlson Parkway and Opus Station via Ridgedale, County Rd 73, downtown Hopkins Station, 11th Avenue S and Opus. Service would operate every 30 minutes all days	2018-2020	Medium
616	Local	New Route	New circulator route from Opus Station and the Minnetonka Corporate Center via Bren Rd, Rowland Rd, Clearwater Dr, Baker Rd, and Culligan Way. It would operate every 30 minutes during weekday rush hours.	2021-2030	Low
643	Local	Simplify or Restructure	Route 643 restructured to travel via Glenwood Ave, Xenia Ave, and Cedar Lake Rd and Cedar Trails. Replaces portion of Route 9 west of Park Place Blvd and Louisiana Av Transit Center. Would run every 15 minutes on Glenwood in the weekday rush hours every 30 minutes midday, evenings and weekends. 30 minute service all days along Cedar Lake Rd to downtown.	2015-2017	High
649	Express	Longer Service Hours	Add midday weekday and evening service every 60 minutes from Louisiana Transit Center and the West end to downtown Minneapolis.	2021-2030	Medium
651	Express	New Route	New express route providing reverse commute service from downtown St. Paul to Louisiana Transit Center and Ridgedale. 3 morning and afternoon trips and 4 midday trips	2021-2030	Low
653	Express	New Route	New express route from County Road 73 Park and Ride to downtown St. Paul via I-394 and I-94. 4 morning and afternoon rush hour trips.	2021-2030	Low
664	Express	Increase Frequency	Add 3 morning and afternoon reverse commute trips from downtown Minneapolis to the Opus office complex	2018-2020	Medium
669	Express	Increase Frequency	Add 3 morning and afternoon reverse commute trips from downtown Minneapolis to I-494 & County Rd 62 Minnetonka Corporate Center.	2018-2020	Low
673	Express	Increase Frequency	Increase service for expansion of Co 73 park-ride. Add 4 new trips at end of morning and afternoon rush hours.	2018-2020	Medium
674	Express	Extend Route	Add a new branch serving Maple Plain Park and Ride via Highway 12 West of Long Lake. Extension would have 4 new morning and afternoon rush hour trips	2021-2030	Low
675	Express	Increase Frequency	Increase weekday midday frequency to 15 minutes between downtown Minneapolis and Ridgedale and Plymouth Road Transit Center	2018-2020	Low



## Appendix G-7: Service Improvements by Region - Southwest Metro

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
675	Express	Increase Frequency	Increase weekend frequency to every 30 minutes between downtown Minneapolis and Ridgedale. Extend hourly Sunday service to 9 p.m.	2018-2020	Medium
675	Express	New Weekend Service	Add weekend service every 60 minutes to Mound	2015-2017	Medium
675	Express	Longer Service Hours	Increase hours of operation to approximately 5:30 a.m. to 11:30 p.m. all days per week	2015-2017	Medium
676	Express	New Route	New express route from County Road 73 Park and Ride to Uptown Transit Center via I-394, Dunwoody, and Hennepin Ave. Route would operate 4 morning and afternoon rush hour trips	2021-2030	Low
700	Express	New Route	New crosstown route from Robbinsdale Transit Center to the Edina Industrial corridor via Highway 100 with intermediate stops on Glenwood, Xenia, Park Place, Parkdale and 36th, Park Center Blvd, and Excelsior Blvd. Route would operate every 30 minutes in morning and afternoon rush hours and every 120 minutes midday	2021-2030	Low
704	Local	New Route	Connect 85th Ave and Broadway Ave corridor with Robbinsdale Transit Center via Bottineau Station. Route operates every 30 minutes in the weekday rush hour	2018-2020	Medium

## Appendix G-8: Service Improvements by Region - Northwest Metro

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
14	Local	Simplify or Restructure	Route 14D and G branches are replaced by Route 30 extension. Convert Route 14D and G trips to Route 14R trips to Robbinsdale Transit Center via West Broadway. Increases weekday frequency on West Broadway north of Golden Valley Rd to every 15 minutes.	2018-2020	High
14	Local	Simplify or Restructure	Route 14L branch on Noble to be replaced by additional service on Route 758. Current L branch trips will convert to 14 N branch trips via Broadway	2018-2020	Medium
19	Local	Increase Frequency	Increase midday Sunday frequency to every 15 minutes	2015-2017	High
19	Local	Increase Frequency	Extend Hi-Frequency Network portion of the route to Brooklyn Center Transit Center by increasing southbound a.m. frequency to every 15 minutes	2015-2017	Medium
30	Local	Simplify or Restructure	Extend route 30 along Golden Valley Rd and Douglas Dr. Replace Route 14D and G branches, which are rerouted to run via West Broadway to Robbinsdale Transit Center	2018-2020	High
52	Local	New Route	New limited stop service from Brooklyn Center Transit Center to downtown Minneapolis to support Route 5. Route 52 will run every 15 minutes in the rush hours southbound in the morning and northbound in the afternoon	2018-2020	High
80	Local	Increase Frequency	Improve frequency to every 30 minutes and extend service earlier and later in the day for all days. Route would operate from 6 a.m. to 8 p.m.	2015-2017	Medium
700	Express	New Route	New crosstown route from Robbinsdale Transit Center to the Edina Industrial corridor via Highway 100 with intermediate stops on Glenwood, Xenia, Park Place, Parkdale and 36th, Park Center Blvd, and Excelsior Blvd. Route would operate every 30 minutes in morning and afternoon rush hours and every 120 minutes midday	2021-2030	Low
705	Local	Increase Frequency	Increase weekday frequency to every 30 minutes on Winnetka Blvd and every 60 minutes on Douglas Dr and Mendelson Rd branches	2015-2017	Medium
705	Local	New Weekend Service	Add weekend service every 30 minutes	2018-2020	Low
705	Local	Extend Route	Extend route to downtown Osseo to connect residents with future Brooklyn Blvd Station on Blue line extension.	2018-2020	Medium

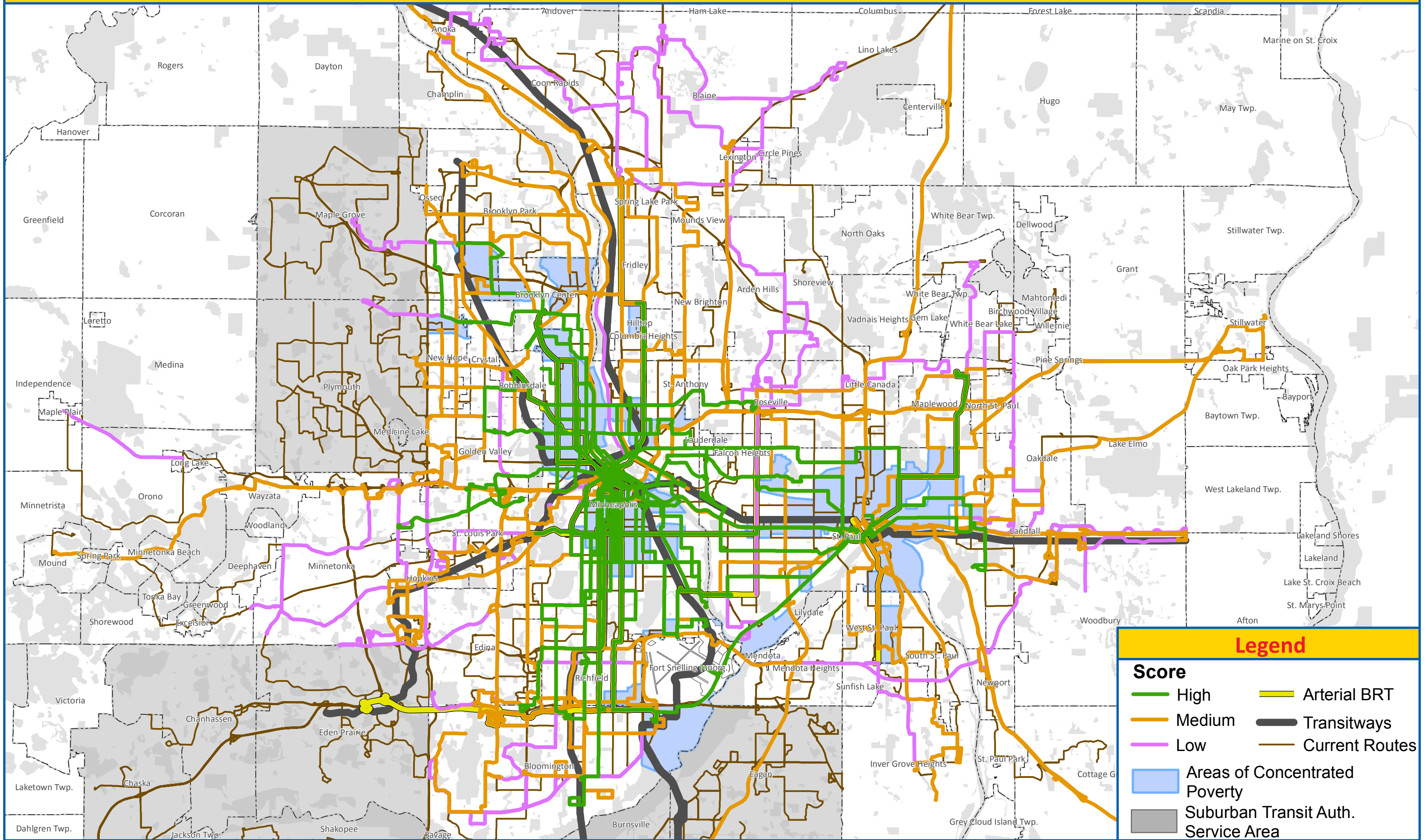
## Appendix G-8: Service Improvements by Region - Northwest Metro

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
706	Local	New Route	New route between future Bottineau Blvd Station on Blue line extension and County Rd 61 & Northwest Blvd in Plymouth via Bass Lake Rd. Route would operate every 30 minutes on weekdays	2018-2020	Low
712	Local	New Route	New route along 36th Ave N in Plymouth, New Hope, Crystal and Robbinsdale connecting Cubs Foods PR with Robbinsdale Transit Center. 30-minute frequency.	2021-2030	Medium
716	Local	Extend Route	Extend all weekday and Saturday trips to Starlite.	2018-2020	Medium
716	Local	Increase Frequency	Improve weekday rush hour frequency to every 30 minutes and increase hours of operation to 5 a.m. to 1 a.m. Add 60 minute Sunday service	2018-2020	Medium
717	Local	Increase Frequency	Increase weekday frequency to every 30 minutes all day	2021-2030	Medium
717	Local	New Weekend Service	Implement weekend service every 60 minutes	2015-2017	Medium
720	Local	New Route	New route from Starlite Transit Center to Zinnia & Maple Knoll Way via Elm Creek Blvd and Shoppes at Arbor Lakes. Route would operate weekdays every 60 minutes	2021-2030	Low
721	Local	Increase Frequency	Increase weekend frequency to every 30 minutes	2015-2017	High
722	Local	Extend Route	Extend all weekday trips on New B branch routing via Humboldt to Brookdale Dr, ending at Zane Ave. Discontinues service on Earl Brown loop.	2018-2020	Medium
722	Local	Extend Route	Extend all weekend trips on new B branch routing via Humboldt to Brookdale Dr, ending at Zane Ave.	2018-2020	Medium
723	Local	Longer Service Hours	Increase weekend service to every 30 minutes. Saturdays extend hourly service until 9 p.m.	2015-2017	Medium
724	Local	Increase Frequency	Increase morning and afternoon rush hour service to every 15 minutes	2015-2017	High
725	Local	New Route	New route from 93rd Ave & Central and 81st Ave & West River Road via 85th Avenue in Brooklyn Park. Connect to future Blue Line station at North Hennepin Community College. Service would run on weekdays every 30 minutes from 6 a.m. to 8 p.m.	2021-2030	Medium
756	Express	Longer Service Hours	Extend hours of operation to 5:30 p.m.	2015-2017	Medium

## Appendix G-8: Service Improvements by Region - Northwest Metro

Route	Route Type	Improvement Type	Description	Implementation Phase	Overall Score
758	Express	Simplify or Restructure	Replace Rt 14L branch on Noble Ave with additional trips on Route 758. 1 new trip in each direction.	2018-2020	Medium
765	Express	Longer Service Hours	Provide midday service between downtown Minneapolis and Target North Campus every 75 minutes	2018-2020	Medium
766	Express	New Weekend Service	Add weekend service every 60 minutes on Rt 766G branch via West River Road from 8 a.m. to 8 p.m.	2021-2030	Medium
766	Express	Longer Service Hours	Extend hours of operation to 9 p.m.	2015-2017	Medium
801	Local	New Weekend Service	Add weekend service from Brooklyn Center Transit Center to Rosedale every 60 minutes from 8 a.m. to 9 p.m.	2015-2017	Medium
801	Local	Increase Frequency	Improve weekday frequency to every 30 minutes and extend hours of operation to 9 p.m.	2015-2017	Medium

# Appendix H: SIP Improvements by Rank

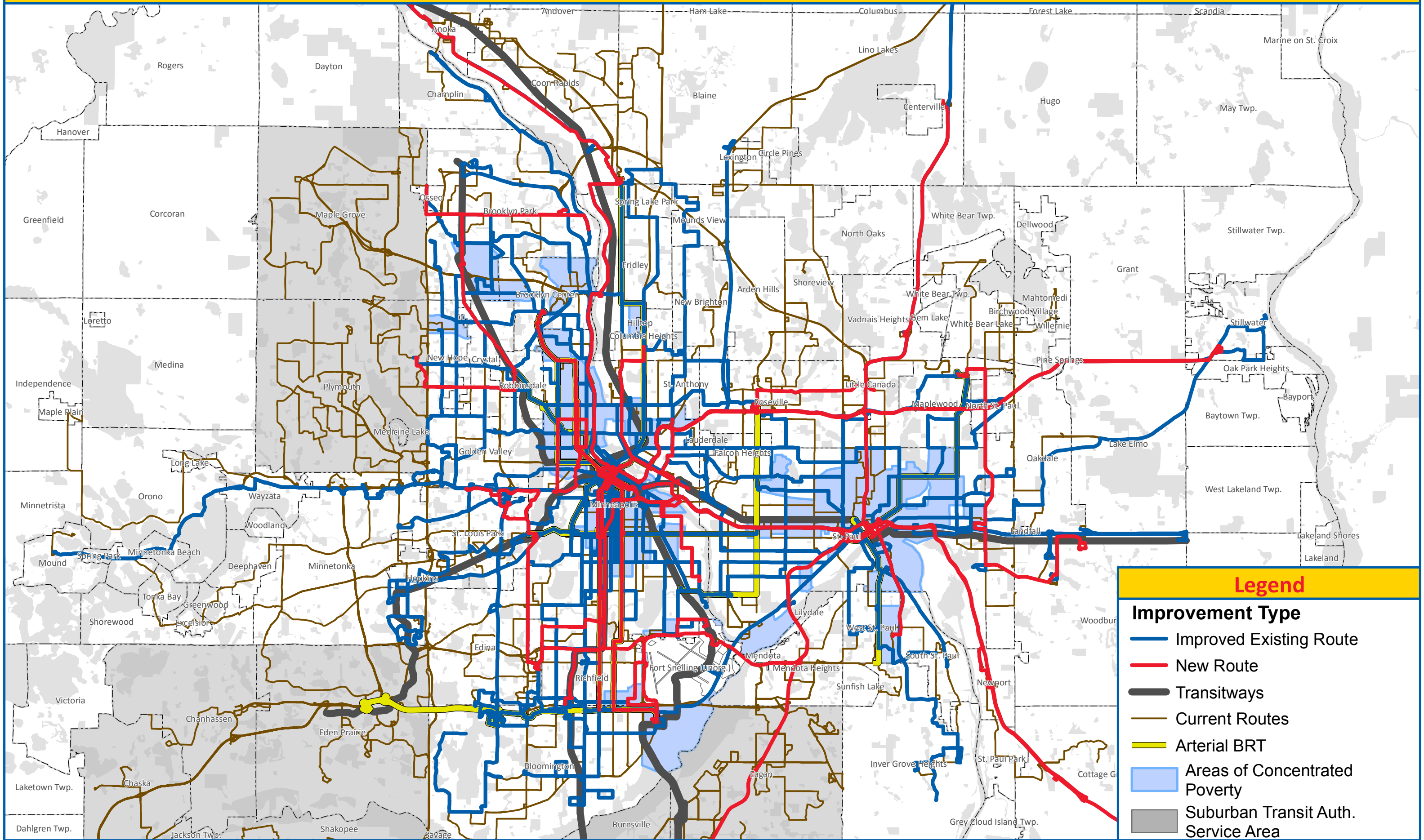


**Legend**

High	Arterial BRT
Medium	Transitways
Low	Current Routes
Areas of Concentrated Poverty	
Suburban Transit Auth. Service Area	



# Appendix I: Prioritized SIP Improvements by Type



## Appendix J: New Annual Ridership and Resources

Route	Route Type	Description	Phase	New Annual Rides	Added Peak Buses	Added Annual Service Hours	Added Annual Operating Cost (\$2015)	Added Annual Subsidy (\$2015)	Overall Score
2	Local	Add portion of route to Hi-Frequency Network - Improve frequency to every 10 minutes between Franklin Ave & Hennepin Ave and Oak Street & Washington Ave. 5:30 a.m. to 7 p.m. on weekdays, 9 a.m. to 6:30 p.m. on Saturdays and 10 a.m. to 5 p.m. on Sundays	2018-2020	628,474	3	17,978	\$2,031,474	\$1,560,801	High
2	Local	Extend Route to future Green Line Extension at 21st St Station via Douglas Avenue.	2018-2020	103,264	1	6,341	\$716,462	\$634,158	Low
3	Local	Add trips to serve early morning and late night lineups in both downtown Minneapolis and St. Paul on weekdays and weekends.	2015-2017	35,021	0	1,305	\$147,439	\$118,548	High
3	Local	Improve Sunday frequency to every 15 minutes between downtown Minneapolis and Snelling Ave and every 30 minutes on the branches running on Maryland and Energy Park Drive/Front Avenue to downtown St. Paul. Improvement between 9 a.m. and 9:30 p.m.	2015-2017	62,849	0	4,559	\$515,141	\$466,119	Medium
3	Local	Increase frequency on weekdays to at least every 20 minutes on Maryland Avenue and Energy Park Drive/Front Avenue between Snelling Avenue and downtown St. Paul.	2018-2020	398,412	3	8,835	\$998,339	\$659,689	High
4/ 15	Local	Split route into two separate routes to improve travel time reliability. South end would retain Route 4 numbering; north-end would become Route 15. Route 4 and Route 15 would overlap on Hennepin Avenue.	2015-2017	0	0	7,677	\$867,492	\$867,492	High
6	Local	Extend all Route 6 trips ending in downtown to 27th Ave SE and University Avenue. This will increase frequency on University to every 10 minutes on weekdays and every 15 minutes on weekends.	2021-2030	145,920	2	5,979	\$675,574	\$522,879	High
6	Local	Increase frequency to every 10 minutes between downtown Minneapolis and Minnesota Drive & France Avenue on Weekdays from 7 a.m. to 10 p.m., Saturdays from 8a.m. to 9 p.m. and Sundays from 9 a.m. to 7 p.m.	2021-2030	137,329	0	5,973	\$674,947	\$543,170	Medium
6	Local	With the opening of the Green Line extension, Route 12 will be discontinued. Increase rush hour frequency to every 5 minutes from Uptown Transit Center to downtown Minneapolis to replace Rt 12 trips on Hennepin Ave.	2018-2020	83,538	1	2,783	\$314,370	\$224,149	High
6	Local	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	14,308	0	1,072	\$121,113	\$106,528	Medium
6	Local	Add 8 non-stop trips from Uptown Transit Center to Franklin Avenue in the morning and afternoon rush hour.	2015-2017	102,816	3	1,739	\$196,481	\$83,384	High
7	Local	Improve Sunday frequency to every 20 minutes	2018-2020	7,308	0	790	\$89,231	\$83,312	Medium

## Appendix J: New Annual Ridership and Resources

Route	Route Type	Description	Phase	New Annual Rides	Added Peak Buses	Added Annual Service Hours	Added Annual Operating Cost (\$2015)	Added Annual Subsidy (\$2015)	Overall Score
7	Local	Improve weekday midday frequency to every 20 minutes	2015-2017	105,672	2	4,015	\$453,626	\$352,181	High
7	Local	Improve Saturday frequency to every 20 minutes between 9 a.m. and 7 p.m.	2015-2017	26,791	0	1,395	\$157,577	\$136,145	High
7	Local	Increase frequency to every 15 minutes between 27th Ave & Franklin Ave and 1st St and 8th Ave during morning and afternoon rush hours	2015-2017	101,031	1	4,015	\$453,626	\$356,636	High
10	Local	Improve Saturday morning and afternoon frequency to every 10 minutes.	2015-2017	29,193	0	748	\$84,417	\$62,522	High
10	Local	Increase Sunday frequency to every 30 minutes on University Ave and Central Ave branches to Northtown Mall.	2015-2017	119,202	0	3,223	\$364,145	\$273,552	Medium
10	Local	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	14,819	0	1,033	\$116,622	\$104,656	High
11	Local	Improve weekday midday and Saturday frequency to every 15 minutes between I-35W & 46th Street Station and 2nd St & Lowry Ave.	2015-2017	305,492	0	8,455	\$955,406	\$630,198	High
12	Local	Add a 1 a.m. line up trip in downtown Minneapolis to facilitate connections to non-traditional work shifts	2015-2017	7,497	0	347	\$39,190	\$30,644	Medium
12	Local	Restore weekday midday service between Uptown Transit Center and downtown Minneapolis until Green Line extension is implemented	2015-2017	90,321	0	4,162	\$470,278	\$367,312	Medium
13	Local	New urban crosstown on University Avenue from Columbia Heights Transit Station to Stadium Village Station. 30 minute weekday service from 6 a.m. to 8 p.m.	2018-2020	159,936	3	8,992	\$1,016,044	\$865,704	Medium
14	Local	Increase Saturday service to every 15 minutes from 8:30 a.m. to 6:30 p.m. from Bloomington Ave & 38th St to West Broadway & Emerson Ave. Increase to every 20 minutes from W Broadway & Emerson to Robbinsdale Transit Center and from 66th St & Richfield Parkway to Bloomington & 38th	2018-2020	74,940	0	3,577	\$404,185	\$343,844	High
14	Local	Increase Weekday midday service to every 15 minutes from Bloomington Ave & 38th St to West Broadway & Emerson Ave. Combined with Saturday improvement add this segment to the Hi-Frequency Network. Also increase to every 20 minutes from W Broadway & Emerson to Robbinsdale Transit Center and from 66th St & Richfield Parkway to Bloomington & 38th	2018-2020	84,966	2	3,303	\$373,179	\$291,612	High



## Appendix J: New Annual Ridership and Resources

Route	Route Type	Description	Phase	New Annual Rides	Added Peak Buses	Added Annual Service Hours	Added Annual Operating Cost (\$2015)	Added Annual Subsidy (\$2015)	Overall Score
14/ 30	Local	Route 14D and G branches are replaced by Route 30 extension along Golden Valley Rd and Douglas Dr. Convert Route 14D and G trips to Route 14R trips to Robbinsdale Transit Center via West Broadway. Increases weekday frequency on West Broadway north of Golden Valley Rd to every 15 minutes	2018-2020	383,547	2	12,759	\$1,441,661	\$1,088,037	High
14/ 758	Local	Route 14L branch on Noble to be replaced by additional service on Route 758. Current L branch trips will convert to 14 N branch trips via Broadway	2018-2020	42,840	1	331	\$37,318	-\$3,809	Medium
17	Local	With the opening of the Green Line extension, Route 17 frequency west of the future West Lake Station will be increased to every 10 minutes during the rush hour and every 15 minutes on midday and Saturdays. Route would extend to Blake Road Station from Knollwood Mall.	2018-2020	206,310	2	12,312	\$1,391,226	\$1,181,175	Low
17	Local	Add a Sunday 1 a.m. line up trip in downtown Minneapolis to facilitate connections to non-traditional work shifts. This is consistent with other days of the week.	2015-2017	1,787	0	77	\$8,672	\$7,189	High
17	Local	Extend all trips to 27th Ave NE and Washington St. This will increase frequency to at least every 15 minutes in the weekday rush hour and midday, and every 15 to 30 minutes on weekends.	2015-2017	339,150	4	8,554	\$966,568	\$596,895	High
17	Local	Expand weekday midday service on 17F branch along Highway 7 service Rd, Beltline Boulevard and 36th St	2015-2017	55,335	0	1,369	\$154,651	\$94,336	Medium
18	Local	Add trips to maintain 7 to 8 minute frequency in the p.m. rush hour	2015-2017	1,748	0	68	\$7,635	\$6,446	High
18	Local	Begin 10 min frequency at 9 a.m. on Sundays.	2015-2017	27,852	0	683	\$77,082	\$57,865	High
18	Local	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	8,687	0	478	\$54,011	\$47,362	High
19	Local	Increase midday Sunday frequency to every 15 minutes	2015-2017	31,587	0	799	\$90,279	\$65,326	High
19	Local	Extend Hi-Frequency Network portion of the route to Brooklyn Center Transit Center by increasing southbound a.m. frequency to every 15 minutes	2015-2017	35,700	2	725	\$81,817	\$49,687	Medium
21	Local	Extend route to future Green Line extension at West Lake Station via Lake Street. Frequency would be every 20 minutes weekdays and weekends from 7 a.m. to midnight	2018-2020	396,312	1	6,698	\$756,787	\$467,322	High

## Appendix J: New Annual Ridership and Resources

Route	Route Type	Description	Phase	New Annual Rides	Added Peak Buses	Added Annual Service Hours	Added Annual Operating Cost (\$2015)	Added Annual Subsidy (\$2015)	Overall Score
21	Local	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	6,643	0	957	\$108,113	\$103,290	Medium
22	Local	Improve Sunday frequency to every 15 minutes between 42nd St N & Lyndale Ave and the VA Medical Center	2015-2017	88,996	0	3,386	\$382,524	\$312,217	High
22	Local	Add to Hi-Frequency Network between 42nd St N & Lyndale Ave and the VA Medical Center. Improve weekday midday and morning service to every 15 minutes. Improve Saturday frequency to every 15 minutes from 9 a.m. to 6 p.m.	2015-2017	257,578	0	7,627	\$861,831	\$621,206	High
23	Local	Improve frequency to every 15 minutes during weekday rush hour and every 20 minutes midday. Improve weekend frequency to every 20 minutes during the day and every 30 minutes in the morning and evenings	2018-2020	185,408	1	8,193	\$925,737	\$748,649	High
23	Local	Add route to the Hi-Frequency Network. Improve weekday frequency to every 15 minutes all day, 30 minutes late evenings and early mornings. Improve weekend frequency to every 15 minutes during the day and every 30 minutes in the morning and evenings	2021-2030	156,985	0	12,608	\$1,424,683	\$1,277,416	Medium
25	Local	Improve weekday midday and Saturday frequency to every 30 minutes from downtown Minneapolis to Silver Lake Village. Add evening service with 60 minute frequency	2015-2017	177,128	0	10,534	\$1,190,300	\$967,750	Medium
25	Local	Add 60 minute frequency service on Sundays (matching current Saturday schedule).	2015-2017	16,240	0	1,200	\$135,587	\$120,159	Medium
26	Local	New circulator route to start with opening of Green Line extension. Would connect future Penn Ave and Van White stations via Penn Ave, 26th Ave N, Lyndale Ave, Plymouth Ave, and Van White Memorial Blvd. Would operate 30 minute frequency from 6 a.m. to 11 p.m. on weekdays.	2018-2020	291,312	3	11,036	\$1,247,024	\$1,013,975	High
30	Local	Add weekend service every 30 minutes during the day and every 60 minutes in early morning and evenings	2015-2017	58,632	0	3,397	\$383,797	\$332,787	High
32	Local	Add Sunday service every 30 minutes from 8 a.m. to 9 p.m.	2015-2017	244,706	0	4,400	\$497,200	\$135,036	High
32	Local	Improve weekday frequency to every 20 minutes and increase evening hours of operation to 10 p.m.	2015-2017	437,682	2	8,607	\$972,507	\$324,737	High

## Appendix J: New Annual Ridership and Resources

Route	Route Type	Description	Phase	New Annual Rides	Added Peak Buses	Added Annual Service Hours	Added Annual Operating Cost (\$2015)	Added Annual Subsidy (\$2015)	Overall Score
33	Local	New route 33 would replace Route 3 service from downtown Minneapolis via Kasota Avenue. New route would run via Kasota Av to Westgate station, increasing service between here and downtown Minneapolis. Route would operate every 30 minutes on weekdays and every 60 minutes on weekends	2018-2020	185,836	2	5,391	\$609,099	\$452,651	High
46	Local	Extend weekday morning and afternoon rush hour service to Opus II office park every 30 minutes. Increase rush hour frequency to every 15 minutes from France Ave & 46th Street Station	2018-2020	23,205	2	1,419	\$160,340	\$136,207	Low
47	Local	New route running every 60 minutes from Southdale Transit Center to I-35W & 46th St Station via Xerxes Ave, 56th St, Lyndale Ave, Diamond Lake Rd and Nicollet Ave	2018-2020	78,596	1	5,312	\$600,159	\$391,879	Medium
51	Local	New limited stop service from Mall of America to downtown Minneapolis to support Route 5. Route 51 will run every 15 minutes in the rush hours, northbound in the morning and southbound in the afternoon	2015-2017	325,584	7	6,883	\$777,719	\$510,740	High
52	Local	New limited stop service from Brooklyn Center Transit Center to downtown Minneapolis to support Route 5. Route 52 will run every 15 minutes in the rush hours southbound in the morning and northbound in the afternoon	2018-2020	249,900	5	5,434	\$613,989	\$409,071	High
53	Local	Run Route 53 every 30 minutes in both directions in the rush hour	2018-2020	116,739	4	3,985	\$450,259	\$306,670	High
54	Local	Extend Rt 54 from downtown St. Paul to Maplewood Mall via East 7th St, Arcade St, Maryland Ave, and White Bear Ave. Service would run every 15 to 30 minutes all days matching current Route 54 frequency	2015-2017	1,684,725	5	36,089	\$4,078,013	\$2,477,624	High
54	Local	Improve weekday and Saturday frequency to every 10 minutes during the day and every 15 minutes early morning and late evening. Improve Sunday service to every 15 minutes in the day	2015-2017	808,241	3	25,934	\$2,930,536	\$2,164,440	Medium
54	Local	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	17,374	0	503	\$56,797	\$40,324	High
58	Local	New limited stop route from American Boulevard in Bloomington to downtown Minneapolis via Nicollet Ave to support Route 18. Operate 6 trips to downtown in the morning rush hour, and 6 trips out of downtown in the afternoon rush hour. Designated stops at 46th St, 38th St., Lake St., Franklin Ave and Grant St, with local stops south of 46th street.	2015-2017	78,540	3	2,008	\$226,871	\$69,791	High

## Appendix J: New Annual Ridership and Resources

Route	Route Type	Description	Phase	New Annual Rides	Added Peak Buses	Added Annual Service Hours	Added Annual Operating Cost (\$2015)	Added Annual Subsidy (\$2015)	Overall Score
61	Local	Improve Saturday to 30 minutes and add evening service. Add 30 minute service on Sundays with span to match current Saturday service.	2015-2017	179,147	0	8,080	\$912,997	\$758,930	High
61	Local	Improve frequency weekdays to every 15 minutes during the rush hour	2015-2017	259,182	4	8,813	\$995,810	\$721,077	High
62	Local	Add late night line up trips in downtown St. Paul all days of the week to improve connections to non-traditional work shifts	2015-2017	34,856	0	1,846	\$208,520	\$177,771	Medium
62	Local	Add route to Hi-Frequency Network. Improve weekday and Saturday frequency to every 15 minutes and Sunday service to every 20 minutes from downtown St. Paul to Larpenteur. Improve Saturday frequency to every 30 minutes from Signal Hills to downtown St. Paul.	2015-2017	264,659	2	8,873	\$1,002,543	\$763,245	Medium
63	Local	Add route to the Hi-Frequency Network between Raymond Station and Lower Afton Rd. Increase weekday and weekend frequency to every 15 minutes during rush hours and midday, every 20 minutes in the late evenings.	2015-2017	292,152	-1	10,237	\$1,156,777	\$880,911	High
64	Local	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	10,731	0	967	\$109,251	\$99,909	Medium
64	Local	Improve Sunday frequency to every 15 minutes from 9 am to 7 pm and to every 20 minutes in the morning and later evening. Improve weekday and Saturday evening frequency to every 15 to 20 minutes. Extend span of service on 64D branch, including hourly Sunday service. Add new trips to meet early morning and late night lineup trips in downtown St. Paul.	2015-2017	129,911	0	4,927	\$556,649	\$444,372	Medium
68	Local	Add late night and early morning lineup trips in downtown St. Paul to improve connections to non-traditional work shifts	2015-2017	14,481	0	698	\$78,785	\$65,331	Medium
68	Local	Add route to Hi-Frequency Network between 14th St & Jackson and 5th Ave & South St. Improve rush hour and midday frequency to every 15 minutes all days and every 20 minutes in the mornings and late evenings	2018-2020	253,027	0	9,063	\$1,024,083	\$782,629	Medium
70	Local	Increase frequency to every 30 minutes all days from 5 a.m. to midnight	2015-2017	140,814	0	12,552	\$1,418,265	\$1,284,234	Medium
71	Local	Improve weeknight and weekend service on the 71B branch to Concord & Exchange with hourly service on weekday and Saturday nights and hourly service all day on Sundays.	2015-2017	26,689	0	2,325	\$262,636	\$239,242	Medium

## Appendix J: New Annual Ridership and Resources

Route	Route Type	Description	Phase	New Annual Rides	Added Peak Buses	Added Annual Service Hours	Added Annual Operating Cost (\$2015)	Added Annual Subsidy (\$2015)	Overall Score
74	Local	Add late night and early morning lineup trips in downtown St. Paul to improve connections to non-traditional work shifts	2015-2017	11,097	0	467	\$52,693	\$42,861	Medium
74	Local	Add route to Hi-Frequency Network between 46th Street Station and Stillwater Ave & Nakomis Ave. Improve weekday and weekend service to every 15 minutes during the rush hour and midday, and every 20 minutes in the early mornings and later evenings	2015-2017	421,763	0	14,217	\$1,606,516	\$1,231,427	High
77	Local	New route between Maplewood Mall and Tamarack village via McKnight Rd. Weekdays service would run every 30 minutes in the rush hour and 60 minutes in the midday and evenings. Service would run every 60 minutes on Saturdays	2021-2030	156,924	4	10,388	\$1,173,817	\$1,012,710	Medium
80	Local	Improve frequency to every 30 minutes and extend service earlier and later in the day for all days. Route would operate from 6 a.m. to 8 p.m.	2015-2017	196,009	0	4,230	\$477,883	\$282,197	Medium
83	Local	Increase weekday service frequency from the current 30 minute service to every 20 minutes from 6 a.m. to 7 p.m. to match the frequencies of other crosstown routes in the Green Line corridor.	2018-2020	148,512	2	7,182	\$811,490	\$665,948	Medium
84	Local	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	5,110	0	512	\$57,761	\$53,507	Low
87	Local	Extend Route 87 service from Cleveland and Ford Parkway to 7th and Davern via Cleveland, Sheridan, Fairview, St Paul Avenue, W 7th St, Davern, Shepard Rd, Gannon Dr, and Norfolk.	2021-2030	35,723	1	10,345	\$1,168,960	\$1,138,596	Low
94	Express	Add weekend and weekday evening service every 30 to 60 minutes until midnight	2015-2017	241,368	0	8,996	\$1,016,499	\$796,871	High
101	Local	New route connecting Prospect Park area to the Quarry Shopping Center via University Ave, 4th St, 15 Ave SE, Como, and 18th Ave SE. Would operate every 30 minutes on weekdays.	2018-2020	99,960	2	4,837	\$546,546	\$458,581	Medium
110	Local	New U of M route serving Longfellow and Seward neighborhoods of Minneapolis with access to west edge of Prospect Park. Two trips to U of M in AM and from U of M in PM (one operates each peak during breaks and the May/Summer sessions). Travel via current Route 9 routing to Franklin Avenue to cross bridge into East bank before traveling to West Bank via Washington Ave bridge.	2015-2017	35,700	1	869	\$98,132	\$62,075	High
113/ 114/ 115	Local	Improve to every 30 minutes southbound from 6 to 9pm. Replace Rt 115 trips.	2018-2020	20,706	0	869	\$98,132	\$72,664	High

## Appendix J: New Annual Ridership and Resources

Route	Route Type	Description	Phase	New Annual Rides	Added Peak Buses	Added Annual Service Hours	Added Annual Operating Cost (\$2015)	Added Annual Subsidy (\$2015)	Overall Score
133	Local	Reroute from I-35W to Park and Portland Avenues to provide limited stop service to and from downtown Minneapolis in the Phillips, Whittier and Powderhorn neighborhoods. Slight increase in travel time is balanced by increased access in these communities. Increase frequency to compensate for travel time.	2018-2020	67,830	1	2,205	\$249,092	\$113,432	High
135	Local	Reroute from I-35W to 1st and Blaisdell Avenues to provide limited stop service to and from downtown Minneapolis in the Phillips, Whittier and Powderhorn neighborhoods. Slight increase in travel time is balanced by increased access in these communities. Increase frequency to compensate for travel time.	2018-2020	26,775	1	913	\$103,158	\$49,608	High
146/ 587	Local	Replace Route 146B branch to with Route 587 extension. Route 146 would begin at Eden Ave.	2018-2020	111,996	2	1,178	\$133,041	-\$132,390	Medium
215	Local	Reestablish a local route connecting White Bear Lake to Maplewood Mall Transit Center on weekdays. The new route would originate at Hwy 61 and 2nd St, to Bald Eagle, to 4th St, and then follow the current Route 265 route alignment from downtown White Bear Lake, via Hwy 61, White Bear Avenue, Beam Avenue, to Maplewood Mall Transit Center. Service would operate every 30 minutes during the peak and midday, and every 60 minutes in the evening.	2015-2017	100,062	2	5,640	\$637,286	\$555,235	Low
219	Local	Increase frequency and span of service on Saturdays and Sundays. Saturday service every 30 minutes from 6am to 7pm, then hourly to 10:30pm. New Sunday service introduced every 60 minutes from 6am to 8pm.	2015-2017	31,143	0	3,667	\$414,291	\$379,411	Low
221	Local	New circulator route in Forest Lake connecting to Forest Lake Transit Center. Route would run every 60 minutes via Cub Foods, Everton Ave, Broadway, 220th St, 12th St, Highway 61, 11th Ave, 8th St, Goodview, 202nd St, County Rd 50 and Forest Rd.	2018-2020	16,830	1	3,760	\$424,857	\$407,018	Low
223	Local	Improve frequency from every 90 minutes to every 30 to 60 minutes. Extend the span of service into the evening until 10PM. Add Saturday and Sunday service every 60 minutes.	2015-2017	79,791	2	11,138	\$1,258,567	\$1,173,192	Low
225/ 227	Local	Increase hours of operation to accommodate non-traditional work start times all days per week	2015-2017	11,069	1	3,166	\$357,673	\$347,975	Low
228	Local	New route operating between Rosedale and the TCAAP site in Arden Hills. Route would run every 30 minutes on weekdays and weekends in the rush hour and midday and every 60 minutes in the mornings and evenings. From Rosedale the new route would follow Snelling, (Hwy51), Co Rd E, Lexington, Hwy 96, to a planned new diagonal road that would terminate near I-35W and Co Rd I.	2021-2030	140,991	3	10,035	\$1,133,877	\$1,021,085	Low

## Appendix J: New Annual Ridership and Resources

Route	Route Type	Description	Phase	New Annual Rides	Added Peak Buses	Added Annual Service Hours	Added Annual Operating Cost (\$2015)	Added Annual Subsidy (\$2015)	Overall Score
250	Express	Increase frequency to every 5 minutes in the peak of the rush hour from 95th Avenue Park and Ride.	2021-2030	55,080	5	3,542	\$400,224	\$248,754	Medium
250	Express	Add 90 minute frequency midday service between downtown and 95th Avenue park-ride.	2018-2020	24,480	1	2,530	\$285,875	\$218,555	Low
263	Express	Extend first morning and last afternoon trips from Rice Street Park and Ride to St. Croix Valley Park and Ride in Stillwater.	2018-2020	12,240	0	1,251	\$141,322	\$107,050	Medium
267	Express	Establish new weekday express service from the Roseville I-35E & County Rd. C Park and Ride to downtown St. Paul. Service would operate every 30 minutes with 6 morning and 6 afternoon trips.	2018-2020	91,800	3	3,649	\$412,272	\$211,230	Medium
270	Express	Add midday service every 30 minutes via Rt 270P branch serving Rice Street Park and Ride as well as County Rd C & Highway 61 and Maplewood Mall Park and Rides. Extend hours of operation to approximately 8 p.m.	2015-2017	158,508	0	9,873	\$1,115,546	\$676,479	Medium
274	Express	Establish a new weekday peak period express route from the St Croix Valley Park and Ride lot in Stillwater to downtown Minneapolis with 30 minute service offering 4 morning and 4 afternoon trips. Additional early morning and later afternoon service will be provided by extending selected Route 263 trips from the Rice Street Park and Ride to Stillwater.	2018-2020	88,128	4	2,835	\$320,315	\$136,128	Medium
275	Express	Increase rush hour frequency to every 15 minutes in the morning and afternoon rush hours at County Road 14 and County Road E Park and Rides.	2015-2017	51,408	4	3,245	\$366,671	\$249,461	Medium
276	Express	New express route from County Rd 14 and County Road E Park and Rides to downtown Minneapolis. Add 4 trips each rush hour period.	2018-2020	78,336	4	4,107	\$463,986	\$300,264	Medium
294	Express	Add hourly midday and Saturday service between Stillwater, Lake Elmo, Oakdale and downtown St. Paul.	2021-2030	59,991	1	5,481	\$619,276	\$489,696	Medium
300	Local	New circulator route connecting to future Gateway Corridor station via Hudson Road and Radio Drive. Service would operate every 15 minutes in the rush hour and 30 minutes in the midday, evenings and weekends.	2021-2030	77,520	4	13,402	\$1,514,424	\$1,435,085	Low
301	Local	New circulator route connecting to future Gateway Corridor station via Hudson Boulevard, Manning Ave, and Radio Drive. Service would operate every 15 minutes in the rush hour and 30 minutes in the midday, evenings and weekends.	2021-2030	77,520	4	14,402	\$1,627,421	\$1,548,081	Low



## Appendix J: New Annual Ridership and Resources

Route	Route Type	Description	Phase	New Annual Rides	Added Peak Buses	Added Annual Service Hours	Added Annual Operating Cost (\$2015)	Added Annual Subsidy (\$2015)	Overall Score
302	Local	New circulator route connecting to future Gateway Corridor station from Woodwinds Health Campus via Woodwinds drive, Valley Creek Rd Beilenberg Drive and Hudson Rd. Service would operate every 30 minutes in the rush hour and every 60 minutes in the midday, evenings, and weekends.	2021-2030	43,388	3	6,233	\$704,248	\$659,904	Low
303	Local	New circulator route connecting to future Gateway Corridor station from Valley Creek Rd via Rasio Drive. Service would operate every 30 minutes in the rush hour and every 60 minutes in the midday, evenings, and weekends.	2021-2030	43,388	2	4,294	\$485,218	\$440,873	Low
304	Local	New circulator route connecting 3M campus with future Gateway Corridor station. Service would operate on weekdays every 10 minutes in the rush hour and every 30 minutes midday	2021-2030	58,752	4	5,148	\$581,713	\$521,786	Low
353	Express	Introduce 30 minute weekday midday and early evening express service between the new Manning park and ride, downtown St Paul and downtown Minneapolis. The expanded service would serve the Manning, Guardian Angels, and Woodbury Theatre park and ride lots via Sun Ray Shopping Center.	2015-2017	220,320	0	17,324	\$1,957,561	\$1,501,499	Medium
363	Express	Introduce 30 minute weekday midday and early evening express service between the Cottage Grove park and ride, downtown St Paul and downtown Minneapolis. The expanded service would serve the Cottage Grove, Newport, Lower Afton park and ride lots.	2018-2020	198,288	0	17,891	\$2,021,635	\$1,514,017	Medium
367	Express	Introduce 30 minute weekday peak period express service from Hastings to downtown Minneapolis via the Newport Park and Ride.	2018-2020	84,456	4	6,440	\$727,677	\$484,443	Medium
383	Express	New 15 minute weekday express service from the planned new Manning park and ride to downtown St. Paul.	2015-2017	186,048	5	10,829	\$1,223,672	\$687,854	Medium
385	Express	New 15 minute weekday express service from the planned new Manning park and ride to downtown Minneapolis.	2015-2017	306,000	8	12,539	\$1,416,883	\$535,603	Medium
412	Local	New route between Northern Dakota County Service Center and Invest Hills Community College. Route would operate every 30 minutes during weekday days and every 60 minutes evening hours timed for Inver Hills classes	2018-2020	100,062	2	6,073	\$686,149	\$587,088	Low
418	Local	New route between Northern Dakota County Service Center and the Blue Line Fort Snelling Station. Route would operate weekdays every 30 minutes in the rush hour and every 60 minutes midday and evenings	2018-2020	78,030	2	5,034	\$568,789	\$458,767	Low



## Appendix J: New Annual Ridership and Resources

Route	Route Type	Description	Phase	New Annual Rides	Added Peak Buses	Added Annual Service Hours	Added Annual Operating Cost (\$2015)	Added Annual Subsidy (\$2015)	Overall Score
419	Local	New suburban limited stop route along I-494 corridor in from Woodbury Theater to the Northern Dakota County Service Center. Stopping at Woodwinds Health Campus, Newport Park and Ride, and 5th Avenue S. in South St. Paul. Would operate every 30 minutes weekdays in the rush hour and every 60 minutes midday and evenings.	2018-2020	78,030	3	13,158	\$1,486,854	\$1,376,832	Low
451	Express	Reintroduce 30 minute weekday rush hour express service from the West St Paul Sports Center park and ride to downtown St Paul.	2018-2020	36,720	2	681	\$76,877	\$37,219	Medium
453	Express	New express route from Inver Grove Heights to downtown St. Paul via Rt 68 routing in Inver Grove Heights to Upper 55th to Highway 52. Establish a new park and ride lot at Highway 52 and Upper 55th. Service would operate every 30 minutes in the rush hours	2015-2017	48,960	3	2,041	\$230,629	\$177,752	Medium
455	Express	New express route between Kenrick Park and Ride in Lakeville and downtown St. Paul and Union Depot. Route would operate 3 morning and 3 afternoon rush hour trips	2018-2020	48,960	3	2,293	\$259,087	\$136,687	Medium
505/ 515	Local	New route replacing Route 515 C and E branches. Travel from VA Medical Center to Mall of America via Cedar Ave. Route would operate every 30 minutes during the weekday rush hours and every 60 minutes in the midday, evenings and on weekends	2018-2020	155,244	2	8,772	\$991,235	\$851,283	Medium
515	Local	Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week.	2015-2017	5,694	0	1,089	\$122,992	\$117,891	Low
535	Express	Improve weekday frequency to every 30 minutes all day and weekend service every 30 to 60 minutes matching weekday hours of operation	2021-2030	96,798	2	8,289	\$936,547	\$800,062	Medium
536/ 539	Local	New route replaces Route 539 segment to Normandale College and Knox Ave Park and Ride. Would operate via Collegeview Rd, W 90th St, Penn Ave and Lyndale Ave. Service would run every 30 minutes on weekdays and every 30 to 60 minutes on weekends	2015-2017	253,535	6	18,324	\$2,070,506	\$1,795,509	Low
537	Local	Extend Route to Bloomington Ferry Road via Old Shakopee Road. Add off-peak service weekdays between 7am and 6pm every 30 to 60 minutes.	2018-2020	45,900	2	6,505	\$735,037	\$696,022	Low
538	Local	Increase weekday frequency to every 30 minutes from 6 a.m. to 9 p.m. with the opening of the Orange Line	2018-2020	24,480	0	2,951	\$333,371	\$309,626	Medium
540	Local	Add new branch to Braemer Park in Edina via W 78th St. Service would be every 30 minutes all day on all branches. Improve weekend frequency to every 30 to 60 minutes.	2015-2017	112,284	1	15,952	\$1,802,532	\$1,675,865	Low

## Appendix J: New Annual Ridership and Resources

Route	Route Type	Description	Phase	New Annual Rides	Added Peak Buses	Added Annual Service Hours	Added Annual Operating Cost (\$2015)	Added Annual Subsidy (\$2015)	Overall Score
540	Local	Increase hours of operation to approximately 5:30 a.m. to 11:30 p.m. all days per week	2015-2017	15,560	0	1,418	\$160,164	\$142,641	Medium
542	Local	Add 30 minute service on weekends	2015-2017	51,084	0	5,734	\$647,909	\$585,586	Medium
542	Local	Increase hours of operation to approximately 5:30 a.m. to 11:30 p.m. all days per week	2015-2017	41,172	0	6,138	\$693,509	\$643,279	Medium
542	Local	Add weekday midday service every 30 minutes	2015-2017	56,304	0	6,003	\$678,309	\$609,618	Medium
542	Local	Increase rush hour frequency to every 15 minutes and every 30 minutes in the evenings	2015-2017	43,452	0	5,574	\$629,858	\$576,847	Medium
547	Local	New route in West Bloomington from South Bloomington Transit Center to Bloomington Ferry Rd and Veness Rd. via Old Shakopee Rd. Service would operate weekdays every 30 minutes in the rush hour and 60 minutes in the evenings and midday	2021-2030	61,517	1	4,828	\$545,508	\$381,873	Low
562	Express	New express route from Southdale Transit Center to downtown St. Paul via Highway 62, Highway 110 and I-35E. Would also stop at Fort Snelling Park and Ride. Route would operate 3 morning and 3 afternoon rush hour trips.	2018-2020	44,064	3	1,835	\$207,270	\$97,110	Medium
566	Express	New express route from Richfield and south Minneapolis to downtown St. Paul and the Union Depot via I-35W and I-94. Intermediate stops at I-35W & 66th St., 46th St, Lake St. Would operate 3 morning and 3 afternoon rush hour trips	2021-2030	60,588	3	2,034	\$229,818	\$108,642	Medium
578	Express	Improve reverse commute service to office buildings near I-494 and France Ave. Operate 3 morning and afternoon rush hour trips timed for common work shifts	2018-2020	18,360	1	972	\$109,813	\$63,913	High
589	Express	Add 2 additional morning and afternoon rush hour trips to downtown	2021-2030	19,584	2	1,504	\$169,878	\$117,001	Medium
601/ 9	Local	With the opening of the Green Line, Route 9H service will be replaced by new Route 601. Route 601 will run between the future Green Line West Lake Station and Louisiana Transit Center via France Ave, Ewing Ave, Cedar Lake Parkway, Wayzata Blvd, and 26th Street. Current Route 9H trips will be rerouted via Wayzata Blvd to Park Place Blvd increasing frequency on this segment to every 20 minutes in the rush hour	2018-2020	385,869	2	12,626	\$1,426,717	\$1,044,542	Medium
602	Local	New route between West Lake Station and Southdale Transit Center via Excelsior Blvd and France Avenue to be implemented with the Green Line extension. Service would operate every 30 minutes all days.	2018-2020	475,830	2	12,252	\$1,384,411	\$897,010	Medium

## Appendix J: New Annual Ridership and Resources

Route	Route Type	Description	Phase	New Annual Rides	Added Peak Buses	Added Annual Service Hours	Added Annual Operating Cost (\$2015)	Added Annual Subsidy (\$2015)	Overall Score
604	Local	Extend route from Excelsior and Grand to Belt Line Boulevard Station with opening of the Green Line extension. Service would operate every 30 minutes all days	2018-2020	104,184	1	7,205	\$814,080	\$721,357	Low
605/ 612/ 615/ 12	Local	Route 605 is a New route from downtown Hopkins Station to Beltline Station via 2nd St and the Blake Rd Station area and 36th St and the Wooddale Station area with the opening of the Green Line Extension. It would replace a portion of current Route 615. Route 615 and 612 will replace portions of Route 12. Route 612 will run Main Street & 17th Ave in Hopkins to the West Lake Station via Excelsior Blvd. Route 615 will operate between Carlson Parkway and Opus Station via Ridgedale, County Rd 73,	2018-2020	555,336	-1	16,435	\$1,857,123	\$1,234,180	Medium
614	Local	Increase hours of operation to approximately 5:30 a.m. to 11:30 p.m. all days per week	2015-2017	16,534	0	4,185	\$472,855	\$457,478	Low
614	Local	Extend Route 614 between Vine Hill Rd and Hopkins Station via Excelsior Blvd with the opening of the Green Line extension. This would replace the segment of Route 670 operating here. Route would run every 30 minutes in the weekday rush hours and every 60 minutes evenings, midday, and weekends	2018-2020	61,542	-1	7,382	\$834,057	\$755,242	Low
615	Local	Increase hours of operation to approximately 5:30 a.m. to 11:30 p.m. all days per week	2015-2017	47,003	0	9,060	\$1,023,772	\$965,743	Low
616	Local	New circulator route from Opus Station and the Minnetonka Corporate Center via Bren Rd, Rowland Rd, Clearwater Dr, Baker Rd, and Culligan Way. It would operate every 30 minutes during weekday rush hours.	2021-2030	6,120	1	347	\$39,190	\$30,010	Low
643/ 9	Local	Portion of Rt 9 west of Louisiana Ave Transit Center replaced by improved Route 643 service. Route west of downtown Minneapolis will run to Louisiana Transit Center via Wayzata Blvd, Cedar Lake Rd and Glenwood. Frequency improved to every 15 to 30 minutes all day. Late evenings every 60 minutes. Limited service via France Ave, W 26th St and Hwy 100 frontage Rd to serve Benilde St. Margaret's HS	2015-2017	439,539	-1	9,142	\$1,032,974	\$586,713	High
649	Express	Add midday weekday and evening service every 60 minutes from Louisiana Transit Center and the West end to downtown Minneapolis.	2021-2030	42,840	0	2,397	\$270,795	\$200,966	Medium
651	Express	New express route providing reverse commute service from downtown St. Paul to Louisiana Transit Center and Ridgedale. 3 morning and afternoon trips and 4 midday trips	2021-2030	41,784	0	4,291	\$484,842	\$434,861	Low
653	Express	New express route from County Road 73 Park and Ride to downtown St. Paul via I-394 and I-94. 4 morning and afternoon rush hour trips.	2021-2030	24,480	4	2,120	\$239,505	\$205,722	Low

## Appendix J: New Annual Ridership and Resources

Route	Route Type	Description	Phase	New Annual Rides	Added Peak Buses	Added Annual Service Hours	Added Annual Operating Cost (\$2015)	Added Annual Subsidy (\$2015)	Overall Score
664	Express	Add 3 morning and afternoon reverse commute trips from downtown Minneapolis to the Opus office complex	2018-2020	18,360	0	2,209	\$249,603	\$201,316	Medium
669	Express	Add 3 morning and afternoon reverse commute trips from downtown Minneapolis to I-494 & County Rd 62 Minnetonka Corporate Center.	2018-2020	11,016	0	2,069	\$233,765	\$216,690	Low
673	Express	Increase service for expansion of Co 73 park-ride. Add 4 new trips at end of morning and afternoon rush hours.	2018-2020	53,856	4	3,392	\$383,207	\$231,872	Medium
674	Express	Add a new branch serving Maple Plain Park and Ride via Highway 12 West of Long Lake. Extension would have 4 new morning and afternoon rush hour trips	2021-2030	18,360	4	2,937	\$331,838	\$282,633	Low
675	Express	Increase weekday midday frequency to 15 minutes between downtown Minneapolis and Ridgedale and Plymouth Road Transit Center	2018-2020	95,472	4	6,854	\$774,449	\$603,554	Low
675	Express	Increase weekend frequency to every 30 minutes between downtown Minneapolis and Ridgedale. Extend hourly Sunday service to 9 p.m.	2018-2020	32,782	0	2,538	\$286,755	\$244,796	Medium
675	Express	Add weekend service every 60 minutes to Mound	2015-2017	16,308	0	1,787	\$201,824	\$180,899	Medium
675	Express	Increase hours of operation to approximately 5:30 a.m. to 11:30 p.m. all days per week	2015-2017	26,912	0	2,675	\$302,253	\$260,968	Medium
676	Express	New express route from County Road 73 Park and Ride to Uptown Transit Center via I-394, Dunwoody, and Hennepin Ave. Route would operate 4 morning and afternoon rush hour trips	2021-2030	12,240	3	1,272	\$143,703	\$109,309	Low
700	Express	New crosstown route from Robbinsdale Transit Center to the Edina Industrial corridor via Highway 100 with intermediate stops on Glenwood, Xenia, Park Place, Parkdale and 36th, Park Center Blvd, and Excelsior Blvd. Route would operate every 30 minutes in morning and afternoon rush hours and every 120 minutes midday	2021-2030	85,680	4	8,799	\$994,193	\$896,518	Low
704	Local	Connect 85th Ave and Broadway Ave corridor with Robbinsdale Transit Center via Bottineau Station. Route operates every 30 minutes in the weekday rush hour	2018-2020	73,440	3	5,099	\$576,159	\$507,860	Medium
705	Local	Increase weekday frequency to every 30 minutes on Winnetka Blvd and every 60 minutes on Douglas Dr and Mendelson Rd branches	2015-2017	93,330	2	8,184	\$924,682	\$831,352	Medium
705	Local	Add weekend service every 30 minutes	2018-2020	68,640	0	7,174	\$810,653	\$742,013	Low
705	Local	Extend route to downtown Osseo to connect residents with future Brooklyn Blvd Station on Blue line extension.	2018-2020	119,412	0	5,314	\$600,455	\$481,043	Medium

## Appendix J: New Annual Ridership and Resources

Route	Route Type	Description	Phase	New Annual Rides	Added Peak Buses	Added Annual Service Hours	Added Annual Operating Cost (\$2015)	Added Annual Subsidy (\$2015)	Overall Score
706	Local	New route between future Bottineau Blvd Station on Blue line extension and County Rd 61 & Northwest Blvd in Plymouth via Bass Lake Rd. Route would operate every 30 minutes on weekdays	2018-2020	27,540	2	1,346	\$152,074	\$119,302	Low
712	Local	New route along 36th Ave N in Plymouth, New Hope, Crystal and Robbinsdale connecting Cubs Foods PR with Robbinsdale Transit Center. 30-minute frequency.	2021-2030	156,672	2	7,926	\$895,630	\$740,524	Medium
716	Local	Extend all weekday and Saturday trips to Starlite.	2018-2020	43,709	1	1,296	\$146,385	\$100,543	Medium
716	Local	Improve weekday rush hour frequency to every 30 minutes and increase hours of operation to 5 a.m. to 1 a.m. Add 60 minute Sunday service	2018-2020	47,528	1	4,504	\$508,851	\$459,700	Medium
717	Local	Increase weekday frequency to every 30 minutes all day	2021-2030	97,920	1	4,468	\$504,856	\$405,957	Medium
717	Local	Implement weekend service every 60 minutes	2015-2017	28,248	0	1,925	\$217,525	\$188,995	Medium
720	Local	New route from Starlite Transit Center to Zinnia & Maple Knoll Way via Elm Creek Blvd and Shoppes at Arbor Lakes. Route would operate weekdays every 60 minutes	2021-2030	18,360	1	3,303	\$373,179	\$355,003	Low
721	Local	Increase weekend frequency to every 30 minutes	2015-2017	23,681	0	653	\$73,723	\$58,437	High
722	Local	Extend all weekday trips on New B branch routing via Humboldt to Brookdale Dr, ending at Zane Ave. Discontinues service on Earl Brown loop.	2018-2020	82,620	1	4,427	\$500,237	\$427,531	Medium
722	Local	Extend all weekend trips on new B branch routing via Humboldt to Brookdale Dr, ending at Zane Ave.	2018-2020	17,919	0	1,592	\$179,824	\$158,921	Medium
723	Local	Increase weekend service to every 30 minutes. Saturdays extend hourly service until 9 p.m.	2015-2017	26,960	0	1,212	\$136,933	\$115,980	Medium
724	Local	Increase morning and afternoon rush hour service to every 15 minutes	2015-2017	79,560	2	2,957	\$334,139	\$260,944	High
725	Local	New route from 93rd Ave & Central and 81st Ave & West River Road via 85th Avenue in Brooklyn Park. Connect to future Blue Line station at North Hennepin Community College. Service would run on weekdays every 30 minutes from 6 a.m. to 8 p.m.	2021-2030	137,088	2	7,763	\$877,114	\$740,026	Medium
756	Express	Extend hours of operation to 5:30 p.m.	2015-2017	9,486	0	373	\$42,041	\$15,575	Medium
765	Express	Provide midday service between downtown Minneapolis and Target North Campus every 75 minutes	2018-2020	32,436	1	2,020	\$228,229	\$163,357	Medium

## Appendix J: New Annual Ridership and Resources

Route	Route Type	Description	Phase	New Annual Rides	Added Peak Buses	Added Annual Service Hours	Added Annual Operating Cost (\$2015)	Added Annual Subsidy (\$2015)	Overall Score
766	Express	Add weekend service every 60 minutes on Rt 766G branch via West River Road from 8 a.m. to 8 p.m.	2021-2030	39,168	0	3,438	\$388,438	\$288,951	Medium
766	Express	Extend hours of operation to 9 p.m.	2015-2017	16,218	0	794	\$89,641	\$48,447	Medium
801	Local	Add weekend service from Brooklyn Center Transit Center to Rosedale every 60 minutes from 8 a.m. to 9 p.m.	2015-2017	38,470	0	3,014	\$340,548	\$313,620	Medium
801	Local	Improve weekday frequency to every 30 minutes and extend hours of operation to 9 p.m.	2015-2017	130,662	2	9,724	\$1,098,808	\$1,007,345	Medium
802	Local	New local route on Coon Rapids Blvd between Northtown Transit Center and Anoka Tech replacing local Route 852 service in this segment. Route will operate every 30 minutes on weekdays. Route 852 will continue to operate hourly service between downtown Minneapolis and Foley Blvd Park and Ride via East River Rd and Northtown	2018-2020	104,040	1	5,319	\$601,007	\$445,987	Medium
805	Local	Improve weekday rush hour frequency to every 30 minutes	2018-2020	52,020	3	3,666	\$414,151	\$373,055	Low
805	Local	Add Sunday service every 60" from 9 a.m. to 6 p.m.	2018-2020	16,635	0	1,105	\$124,839	\$113,527	Low
817	Local	New Route between Northtown Transit Center and eastern Anoka Co. Via County Rd 10, 85th Ave, Naples St, Lake Dr, Lexington Ave, Pleasant Ridge Dr, 109th Ave, Apollo Dr, through Kohls and Target Parking lot and Lino Lakes Civic Center. Route would run every 60 minutes from 6 a.m. to 6 p.m.	2018-2020	98,980	2	5,193	\$586,714	\$517,428	Low
823	Local	New route connecting Pioneer Village in Blaine, The Village, and Lexington/Circle Pines. Route would operate weekdays every 60 minutes	2021-2030	36,720	2	6,414	\$724,764	\$699,060	Low
827	Local	Restore local service on East River Road south of I-694 to downtown Minneapolis. Route will operate every 30 minutes in the weekday rush hours	2015-2017	59,976	4	5,373	\$607,045	\$491,291	Low
831	Local	Restore Saturday service running every 60 minutes. from 8 a.m. to 6 p.m.	2018-2020	6,989	0	527	\$59,504	\$55,940	Low
831	Local	Extend route to Pioneer Village at 125th Ave NE and Highway 65 in Blaine.	2018-2020	19,145	1	1,165	\$131,574	\$130,237	Low
831	Local	Add Sunday service running every 60 minutes. from 8 a.m. to 6 p.m.	2021-2030	6,682	0	588	\$66,370	\$62,963	Low
852	Express	Implement Sunday service running every 60 minutes. Match current Saturday schedule.	2015-2017	27,771	0	1,372	\$154,927	\$120,214	Medium

# Appendix K: Title VI Service Equity Analysis

## *Service Improvement Plan*

Metro Transit



April 2015

SRF No. 014-08649

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# Introduction

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The Metro Transit Service Improvement Plan (SIP) is a service expansion plan that builds on the existing Metro Transit bus network and identifies opportunities to add new routes and improve the frequency and span of existing service out to the year 2030. It is a prioritized vision for how Metro Transit will seek to improve the local and express bus service over the next 10 to 15 years.

The plan combines outcomes and principles from the region's long range development plan, Thrive MSP 2040, goals and objectives from the 2040 Transportation Policy Plan (TPP), transit planning fundamentals, and significant public input to guide service improvement priorities that require additional operating funds. Goals include transportation system stewardship, safety and security, access to destinations, competitive economy, healthy environment, and leveraging transportation investment to guide land use. Improved bus services would be operated by Metro Transit or by private providers under contract to the Metropolitan Council.

The SIP is not intended to be a complete transit improvement or investment plan. It does not include cities outside of Metro Transit's service area and does not include associated capital investments (vehicles, customer and support facilities, technology enhancements, etc.). Metro Transit is the largest of five public transit providers in the Twin Cities region. The TPP requires each transit provider to develop its own SIP, then work together to combine projects in the initial years of each SIP into the Regional Service Improvement Plan (RSIP). The RSIP is a four- to five-year plan that guides bus service improvements for all transit providers in the region, and will be updated in 2015.

The Federal Transit Administration (FTA) requires recipients of federal funding, including Metro Transit, to conduct a Title VI Service Equity Analysis for any proposed service change that meets the agency's major service change threshold. Although not required at this stage of the planning process since there are no major service changes being implemented, Metro Transit has chosen to conduct this review. This analysis fulfills this requirement as it relates to the service changes and additions within the SIP.

## Title VI Principles and Definitions

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs receiving federal financial assistance. Title VI states, “no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

In 1994, President Clinton issued Executive Order 12898, which states that each federal agency “shall make achieving environmental justice part of its mission by identifying and addressing disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” Through this Executive Order, Title VI was identified as one of several Federal laws that should be applied “to prevent minority communities and low-income communities from being subject to disproportionately high and adverse environmental effects.”

To provide direction to recipients of federal funding, the FTA issued Circular 4702.1B, *Title VI Requirements and Guidelines for Federal Transit Administration Recipients*, in 2012, which replaced Circular 4702.1A issued in 2007. This document outlines Title VI evaluation procedures for recipients of FTA-administered transit program funds and includes guidance for a variety of equity evaluations.

### Minority

The FTA defines a minority person as one who self-identifies as American Indian/Alaska Native, Asian, Black or African American, Hispanic or Latino, and/or Native Hawaiian/Pacific Islander. For the purposes of this evaluation, non-minority persons were defined as those who self-identify as white and not-Hispanic or Latino. All other persons, including those identifying as two or more races and/or ethnicities, were defined as minority persons. The distribution of minority populations within one half-mile of the existing and proposed route alignments is shown in Figure 1.

### Low-Income

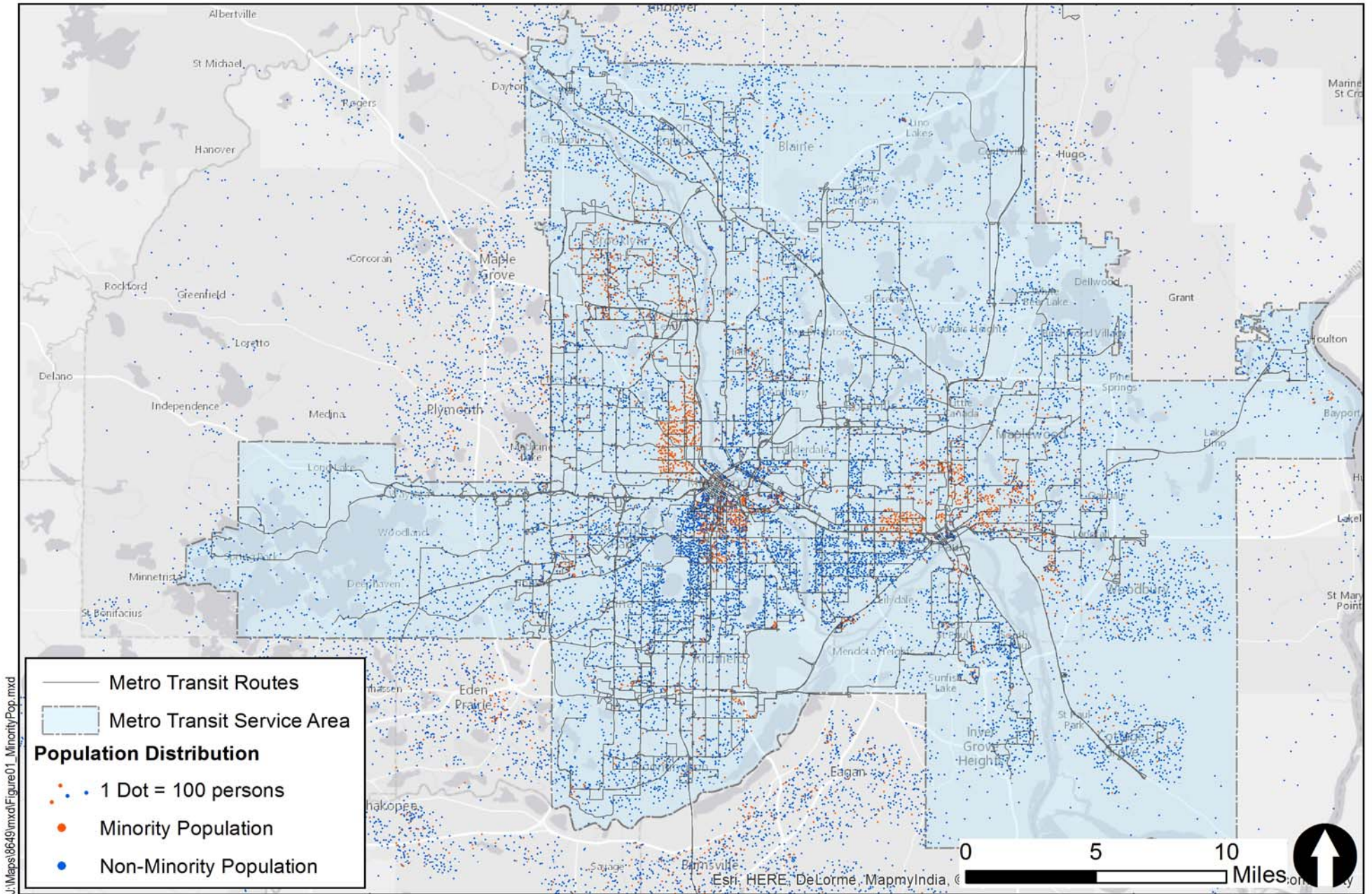
While low-income populations are not an explicitly protected class under Title VI, the FTA recognizes the inherent overlap between Title VI and Environmental Justice principles and requires transit providers to evaluate the impact of service and fare changes to low-income populations and to identify any disproportionate burden placed on those populations by the proposed changes. The FTA defines a low-income person as one whose household income is at or below the poverty guidelines set by the Department of Health and Human Services (DHHS). DHHS poverty thresholds are based on household size and the number of related children less than 18 years of age. The 2012 poverty thresholds used for the data in this evaluation are summarized in Table 1. The distribution of low-income and non-low-income populations within the service change area is shown in Figure 2.

**Table 1. 2012 DHHS Poverty Thresholds**

<b>Persons in Family</b>	<b>Threshold for 48 Contiguous States and D.C.</b>
<b>1</b>	<b>\$11,170</b>
<b>2</b>	<b>\$15,130</b>
<b>3</b>	<b>\$19,090</b>
<b>4</b>	<b>\$23,050</b>
<b>5</b>	<b>\$27,010</b>
<b>6</b>	<b>\$30,970</b>
<b>7</b>	<b>\$34,930</b>
<b>8</b>	<b>\$38,890</b>
<b>For each additional person, add</b>	<b>\$3,960</b>

Source: U.S. Department of Health and Human Services (<http://aspe.hhs.gov/poverty/12poverty.shtml>)





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Figure 1



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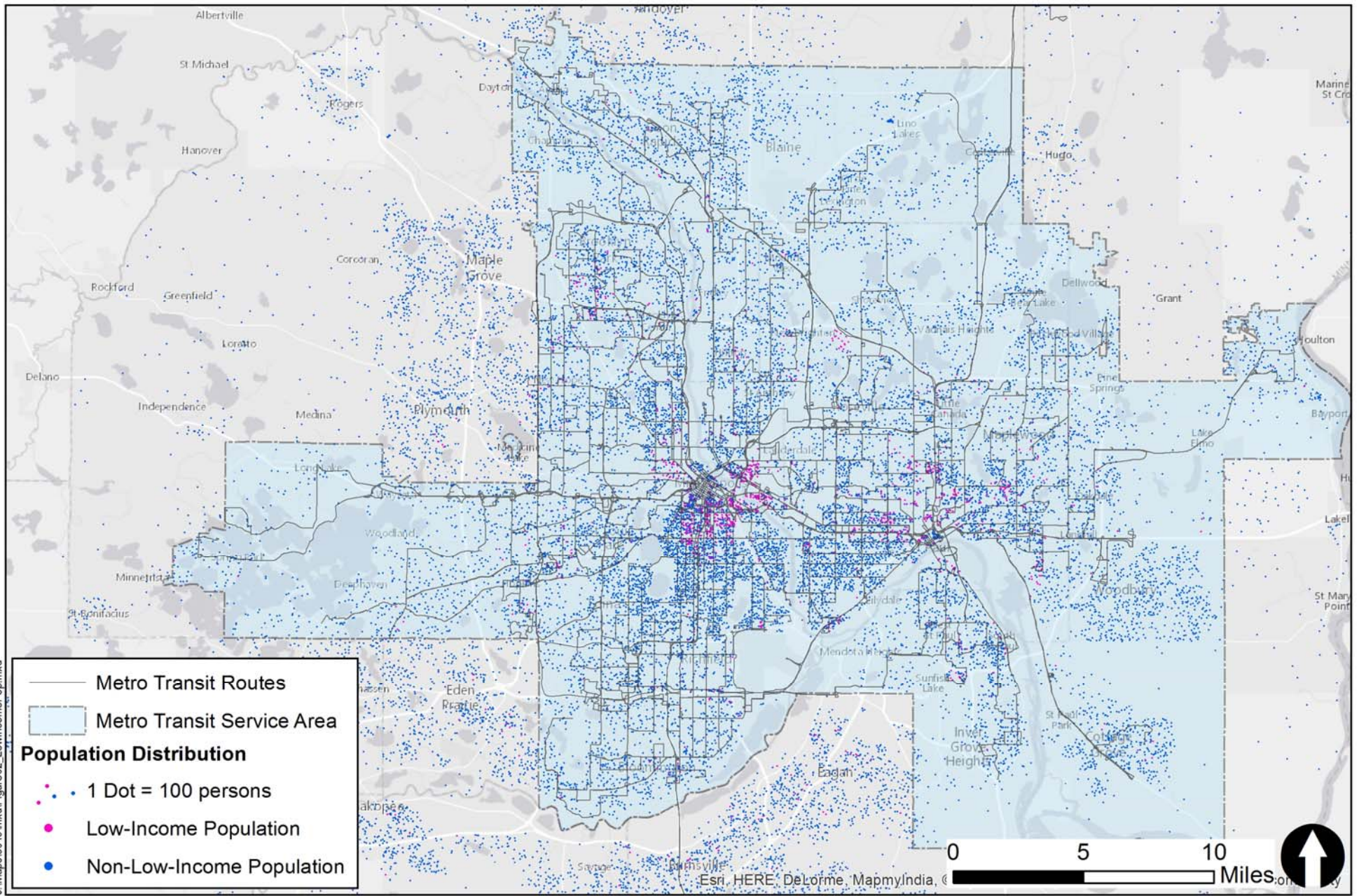


Figure 2

## Disparate Impact, Disproportionate Burden, and the Four-Fifths Threshold

The Federal Transit Administration defines “disparate impacts” as facially neutral policies or practices that disproportionately affect members of a group identified by race, color, or national origin, and the recipient’s policy or practice lacks a substantial legitimate justification. If the results of the analysis indicate a potential for disparate impacts, further investigation is required. Metro Transit has defined its disparate impact threshold using the “four-fifths rule.” The four-fifths rule states that there may be evidence of disparate impacts if:

- Benefits are being provided to minority populations at a rate less than 80 percent (four-fifths) of the benefits being provided to non-minority populations, or
- Adverse effects are being borne by non-minority populations at a rate less than 80 percent (four-fifths) of the adverse effects being borne by minority populations.

The four-fifths rule originates from employment law, but is applied in this setting to compare the distribution of benefits and/or adverse impacts among various population groups. The four-fifths rule suggests that a selection rate for any racial, ethnic, or gender group that is less than four-fifths or 80 percent of the rate for the group with the highest selection rate will be regarded as evidence of adverse impact. Although it is a “rule of thumb” and not a legal definition, it is a practical way for identifying adverse impacts that require mitigation or avoidance.

In this analysis, if the quantitative results indicate that the projects in the SIP show evidence of adverse effects to minority populations, this could be evidence of a disparate impact and would require additional analysis. A service change that results in a disparate impact may only be implemented if:

- There is a substantial legitimate justification for the proposed service change, and
- There are no alternatives that would have a less disparate impact while still accomplishing the transit provider’s legitimate program goals.

Metro Transit uses a similar approach when comparing the distribution of benefits and adverse impacts for low-income and non-low-income populations. However, when the distributions for low-income populations fall outside of the four-fifths threshold, this is referred to as a disproportionate burden rather than a disparate impact.



# Service Equity Analysis Methodology

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A geographic information systems (GIS)-based approach was employed in this analysis to measure the location and magnitude of proposed service changes and compare the distribution of impacts and benefits to minority, non-minority, low-income, and non-low-income populations. The analysis consists of five steps:

1. Model current and proposed service levels.
2. Spatially allocate current and proposed transit service levels to population groups based on intersection between service buffer and census block centroid.
3. Calculate the percent change in service between the current and proposed service levels for each census block.
4. Calculate the average percent change in service for all minority/low-income and non-minority/non-low-income populations within the service area buffer for the current and proposed transit service.
5. Determine whether the proposed service will result in disparate impacts by applying the disparate impact and disproportionate burden policies.

This analysis used the number of trips available to each census block as a measure of overall transit service levels. Common improvements to transit service, such as increased frequency and increased span of service, will result in an increase in the number of trips available. The addition of service to a new area will also result in an increase in the number of trips available to the surrounding areas.

## Modeling Current and Proposed Service Levels

Two networks were modeled to represent the current service levels and the proposed service levels. The current service level network represents the conditions as of December 2014. The proposed service level network represents the conditions after the SIP service changes are implemented by 2030.

The service changes included in this evaluation are those projects in the SIP ranked as High or Medium. It does not include Arterial Bus Rapid Transit corridors.

It should be noted that some components of the SIP were contradictory (e.g., one SIP change added service on the 9H, but another change eliminated this service). The majority of these conflicting improvements were related to the implementation of the Southwest Light Rail Transit (LRT) project (METRO Green Line Extension). In cases of conflict, it was assumed that the changes related to the Southwest LRT would override any conflicting changes.

## **Assigning Transit Trips to Census Blocks**

Information on minority populations is available at the census block level from the 2010 U.S. Decennial Census. However, information on low-income populations is available only at the census block group level from the 2012 American Community Survey 5-year Estimates. Census block groups and blocks differ in their geographic makeup. Census blocks are the smallest geographic unit used by the U.S. Census Bureau and are bounded by roadways or water features in urban areas. A census block group is typically made up of a cluster of approximately 40 blocks.

To estimate the low-income populations at the census block level, the total population of each block was multiplied by the percentage of low-income population for its parent block group. This approach assumes that the percentage of low-income population is uniform throughout the block group, but allows for a more precise analysis than an analysis using the block groups as a whole.

The trips for each route pattern were allocated to all census blocks with a centroid located within one quarter-mile of that pattern. All population groups within those census blocks were assumed to be served by those trips. The quarter-mile distance is a standard maximum walking distance to access transit services for local bus service.

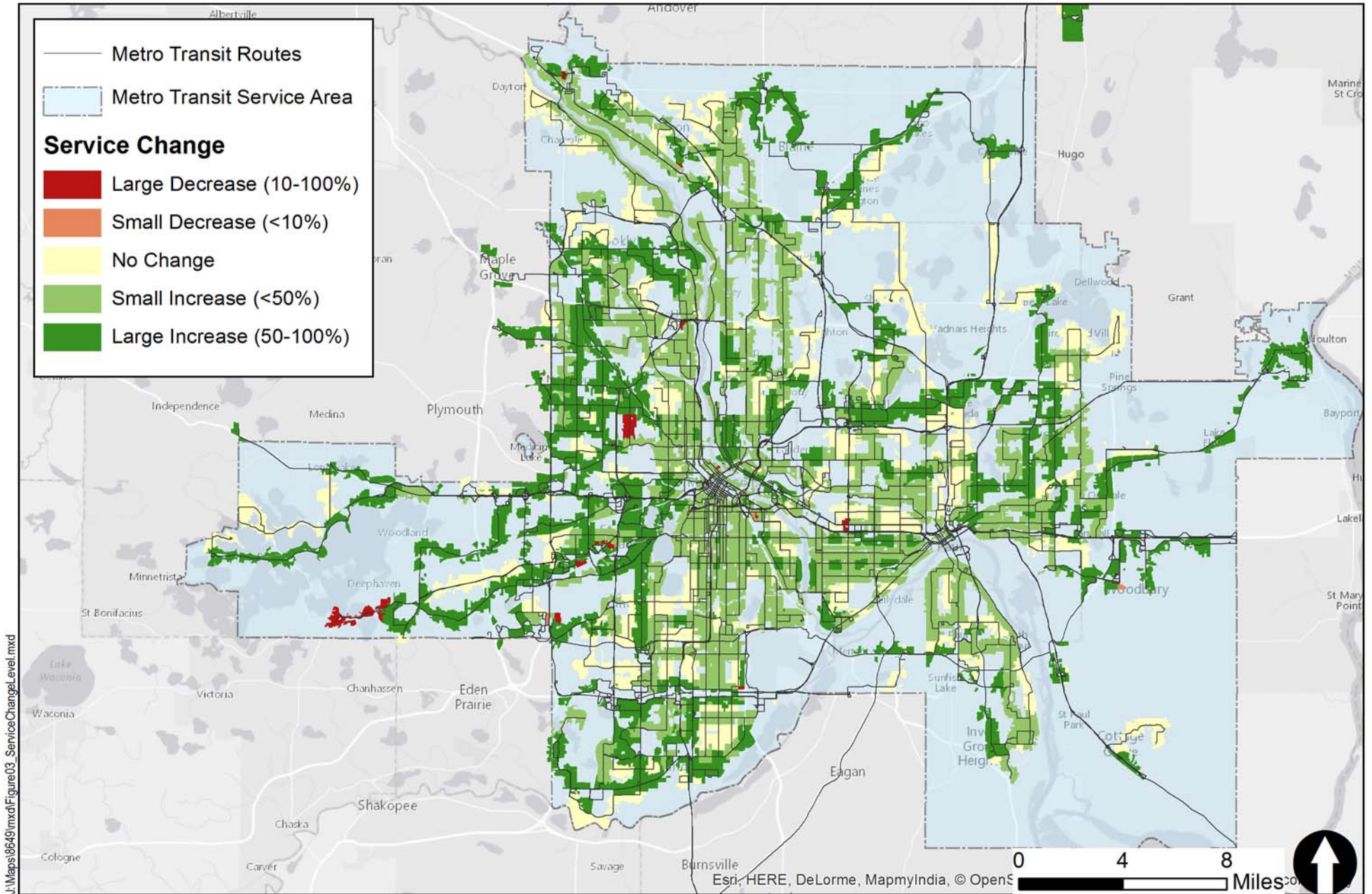
The geographic extent of this analysis is limited to those census blocks with centroids that are within the service area of either the existing or the proposed service.

## **Calculating Change in Service Level by Census Block**

The absolute change in service level was calculated for each census block by subtracting the current number of weekly trips available from the proposed number of weekly trips available. After the absolute change was calculated, the percent change in service was calculated by dividing the absolute change in weekly trips by the existing number of weekly trips. To minimize artificial skewing from newly served areas, all percent changes greater than 100 percent, including those that are incalculable due to zero existing service, were adjusted to a maximum value of 100 percent.

The percent change in service level by census block is shown in Figure 3.





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Figure 3

## Determining Average Percent Change in Service

The average percent change in service for each target population was calculated by weighting the percent change in each census block by the target population served in that census block. For example, the average percent change in service for minority populations was completed by multiplying each census block's minority population by the percent change in service for that block, summing the results for the blocks in the service change area, and dividing that sum by the total minority population for the blocks in the service change area.

The formula used for these analyses is shown below:

$$Avg \% \Delta = \frac{\sum Population_i \times Percent Change_i}{\sum Population_i}$$

Where:

*Population<sub>i</sub>* = Target population of census block *i*.

*Percent Change<sub>i</sub>* = Percent change in service levels for census block *i*.

In this manner, the weighted percent change was calculated individually for the total population, minority population, non-minority population, low-income population, and non-low-income population. Using this method, the impacts of the service changes for each census block are proportionate to both the demographics of the census blocks and the degree of service level change.

# Evaluation of Impacts

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In total, 1,405,599 people live in census blocks within the area that is experience a change in service. This population includes 380,865 minority persons, 1,024,734 non-minority persons, 227,044 low-income persons, and 1,178,555 non-low-income persons. The average percent change in service levels for each target population group is summarized in Table 2.

**Table 2. Average Service Level Change by Population Group**

Population Group	Population of Service Change Area	Average Percent Service Change	Four-Fifths Threshold (Minimum)
Minority	380,865	36.5%	31.4%
Non-Minority	1,024,734	39.2%	-
Low-Income	227,044	35.9%	31.2%
Non-Low-Income	1,178,555	39.0%	-
<b>Total</b>	<b>1,405,599</b>	<b>38.5%</b>	<b>-</b>

All population groups experience an overall increase in transit service availability as a result of the proposed service changes. The average individual in the service change area experiences a 38.5 percent increase in transit service.

The average minority individual in the service change area experiences a 36.5 percent increase in transit service. This value is less than the average increase of 39.2 percent for non-minority individuals, but is greater than the four-fifths threshold of 31.4 percent. No potential for disparate impact to minority populations is identified.

The average low-income individual in the service change area experiences a 35.9 percent increase in transit service. This value is less than the average increase of 39.0 percent for non-low-income individuals, but is greater than the four-fifths threshold of 31.2 percent. Therefore, no potential for disproportionate burden to low-income populations is identified.

While the analysis above investigates the change in service level for each population group resulting from the SIP changes, it is also important to evaluate the cumulative impacts of previous service changes. Table 3 displays the total number of bus trips available to each population group following the implementation of the SIP changes.

**Table 3. Average Number of Trips Available by Population Group**

Population Group	Average Number of Weekly Bus Trips within 1/4 Mile	
	Current Conditions	Proposed Conditions
Minority	1,127	1,480
Non-Minority	873	1,166
Low-Income	1,359	1,776
Non-Low-Income	862	1,151
<b>Total</b>	<b>942</b>	<b>1,251</b>

The previous analysis showed that both minority and low-income populations receive slightly smaller percent increases in service due to the SIP changes. However, Table 3 shows that the average number of bus trips within one-quarter mile of minority individuals under the SIP is 1,480 weekly trips, higher than the average for non-minority individuals at 1,166. Likewise, the average number of bus trips available to low-income individuals is 1,776, higher than the average for non-low-income individuals at 1,151.

It is important to note that this trip count does not include METRO trips such as LRT and BRT service. This average count does also not take into account populations located within the boundaries of Metro Transit’s service area which are not located within one quarter-mile of the existing or proposed service.

## Summary and Next Steps

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Under the guidance of FTA Circular 4702.1B, federal funding recipients such as Metro Transit are required to conduct a Title VI Service Equity Analysis prior to the implementation of any service change that meets the transit agency's major service change threshold. This analysis reviewed the impacts of the Service Improvement Plan service changes on minority and low-income populations.

This review find that the service changes outlined in the SIP will not result in disparate impacts to minority populations or disproportionate burdens to low-income populations. The Service Improvement Plan, including the results of this Service Equity Analysis, will be presented for approval to the Metropolitan Council in April 2015.