

9 Future Service and Facility Considerations

9.1 Future Service Considerations

Metro Transit has prepared a priority list of future Sector 5 service improvements that merit implementation, as funding becomes available. These potential considerations displayed on the table in Figure 17 and in the map in Figure 18.

Figure 17 - Future Service Considerations Table

Current Route	New Route	Routing or Service Changes
14	14	Extend route via 52 nd Street, Cedar Avenue and 66 th Street to provide connections to new major retail development proposed by the City of Richfield.
	26	New Route 26 – I-35W / Lake Street to Childrens’ and Abbott Northwestern hospitals via Wells Fargo Home Mortgage. Implement when new I-35W /Lake Street Transit Center is built.
46	46	Increase Sunday/Holiday frequency to improve connections with Route 535 I-35W service and Route 55 Hiawatha LRT line.
53	53	Add midday, night and Saturday service.
5	56	Add new limited-stop route on Chicago Avenue to/from downtown Minneapolis
18	57	Add new limited-stop route on Nicollet Avenue to/from downtown Minneapolis
70	70	Add midday, night and Saturday service to provide 30 minute frequency.
	83	New Route 83 weekday and Saturday route from W. 7 th Street / Albion Street to Rosedale via University Ave. via Lexington and Hamline Avenues in St. Paul to provide 30- minute frequency.
535	535	Add service on weekends to provide a 30-minute frequency. Extend route to Burnsville Transit Station and to the University of Minnesota in cooperation with Minnesota Valley Transit Authority.
540	540	Increase weekend frequency to every 30 minutes.
	542	Add service on weekends to provide a 30-minute frequency.
576	576	Increase weekday rush-hour service frequency to every 10 minutes.
588	588	Increase weekday rush-hour service frequency to every 10 minutes.
597B	589	Increase weekday rush-hour service frequency to every 10 minutes.
631	594	Extend to Mall of America and route via new bus lanes on I-494. Increase weekday rush-hour service frequency to every 10 minutes. Add service on weekends to provide 30-minute frequency
597	597	Increase weekday rush-hour service frequency to every 10 minutes. Add non-rush hour route A branch service via Lyndale Avenue. as a shuttle between St. Luke’s Church Park-and-ride and 82 nd Street Transit Center.

9.2 Future Facility Considerations

As several of the new express and limited-stop services begin to expand and develop into higher levels due to increased demand, new facilities and infrastructure will have to be put into place to accommodate growth. Examples of future facility enhancements are presented below:

I-35W Limited-stop - Long term improvements planned for this corridor:

- On-Line Stations – Similar to those currently located at Lake & I-35W with upgraded amenities (better protection from the elements) at the proposed stations. This will happen concurrent with Mn/DOT’s development of center HOV lanes to be used by I-35W corridor bus routes. Potential sites: 38th, 46th and Diamond Lake.
- Added park-and-ride capacity at Bloomington South Transit Center and at I-35W & I-494.
- Extend I-35W bus/HOV lanes to downtown Minneapolis
- “Next Bus” displays at stations
- Customer information displays

I-494 Express - Long term improvements planned for this corridor:

- On-Line Stations – Similar to those currently located at Lake & I-35W with upgraded amenities (better protection from the elements) and the future exclusive bus-only lanes as part of Mn/DOT’s redevelopment of I-494.

Lake Street Limited-Stop - Long-term improvements for this corridor:

- Signal priority
- “Next Bus” displays at stations
- Customer information displays
- Queue jumps at selected locations

West 7th Street Limited-Stop - Long term improvements planned for this corridor:

- Signal priority
- “Next Bus” displays at stations
- Customer information displays