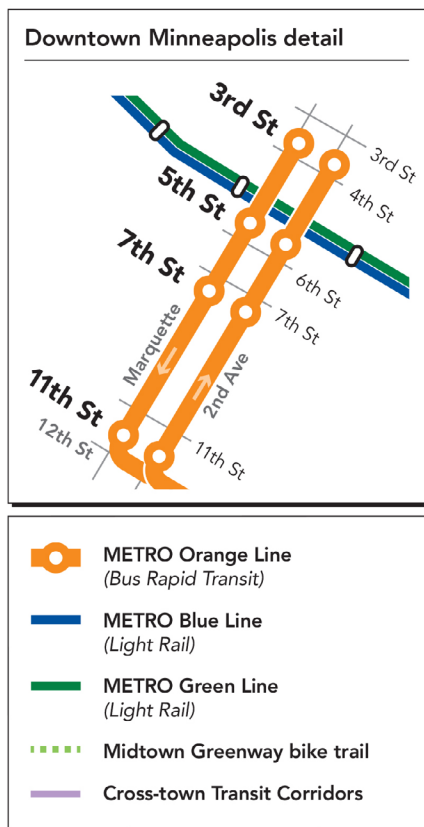


APPENDIX A

Figure 1 – Map of Orange Line



i METRO Orange Line will replace Route 535 limited stop in late 2021.

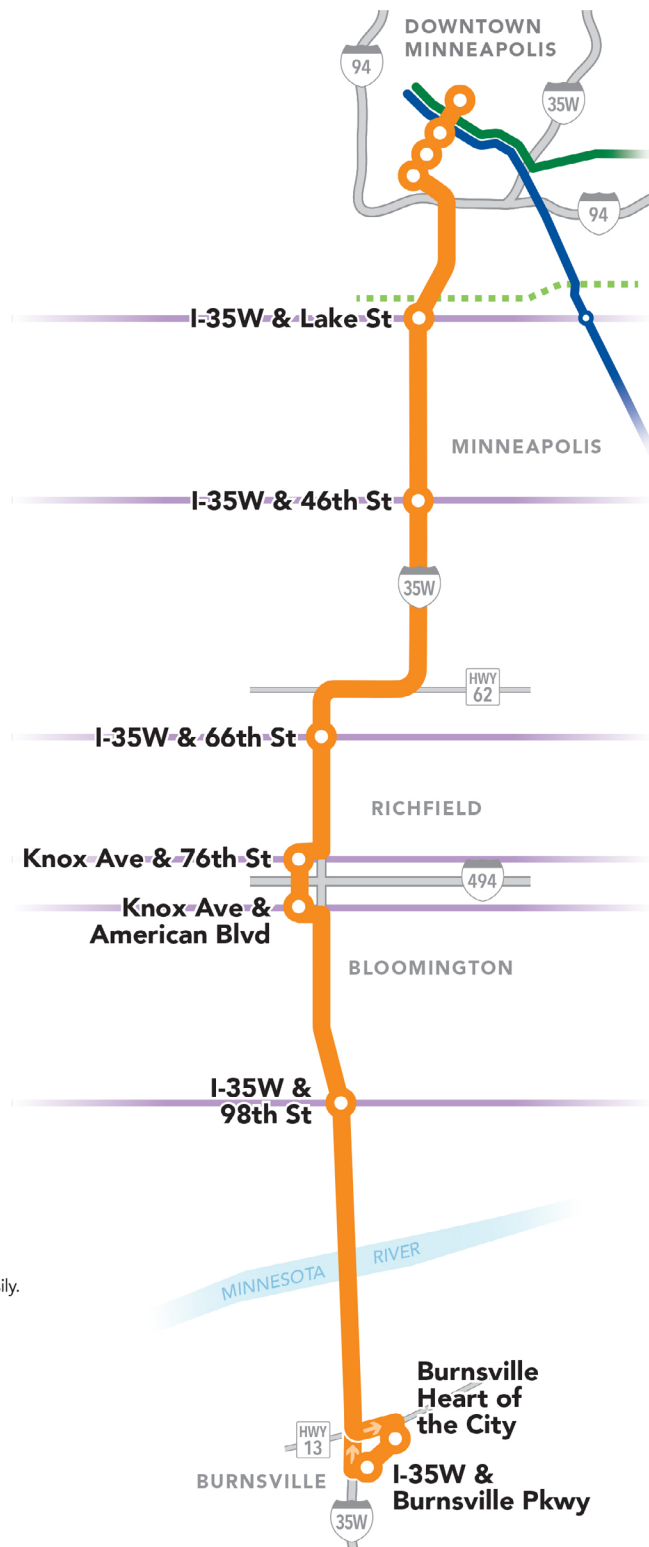


METRO Orange Line Features

- Unique, recognizable buses with wider aisles and additional doors so more people can get on and off easily.
- Buses stop **ONLY** at stations shown.
- You'll pay your fare before you get on for faster boarding and wait at enhanced stations.

Frequent Daily Service

The Orange Line is expected to run every 10 minutes during rush hour and every 15 minutes during midday, evenings and weekends, with less frequent service in the early morning and late at night. During rush hour, express buses will supplement Orange Line service.



metrotransit.org/metro-orange-line

Figure 2 – Key Routes in the Study Area

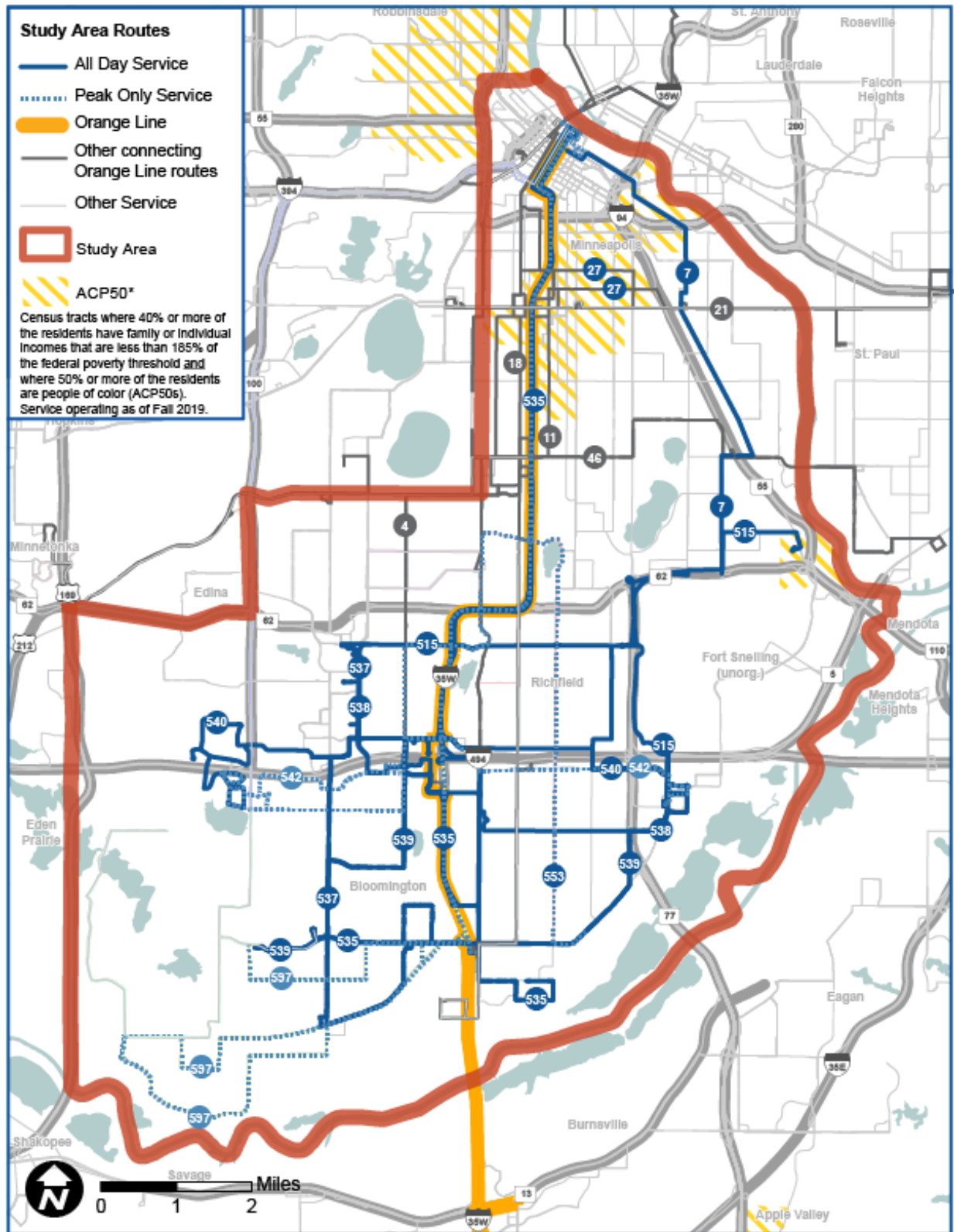


Figure 3 – Map of Transit Market Areas

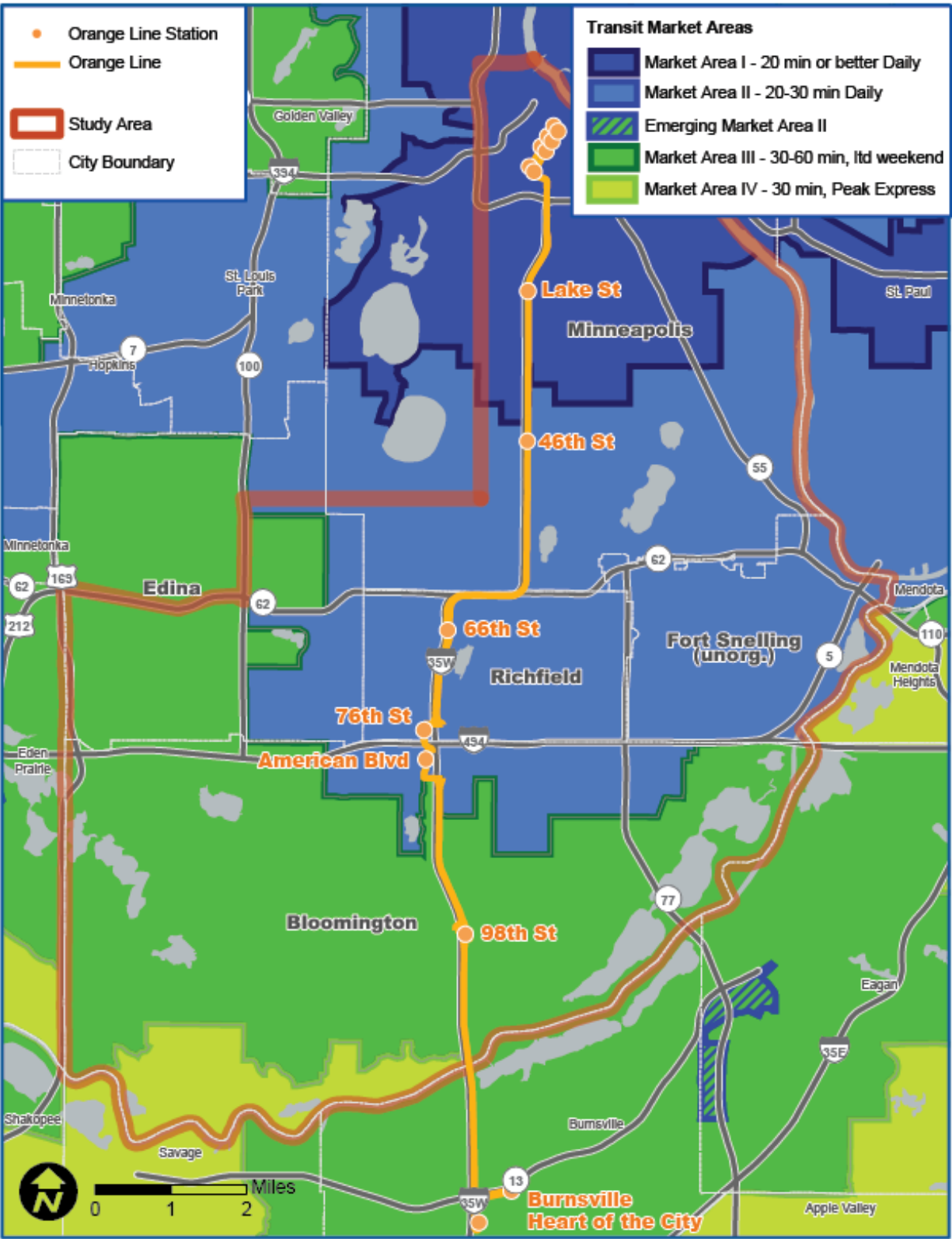


Figure 4 – Proposed Concept Plan Map

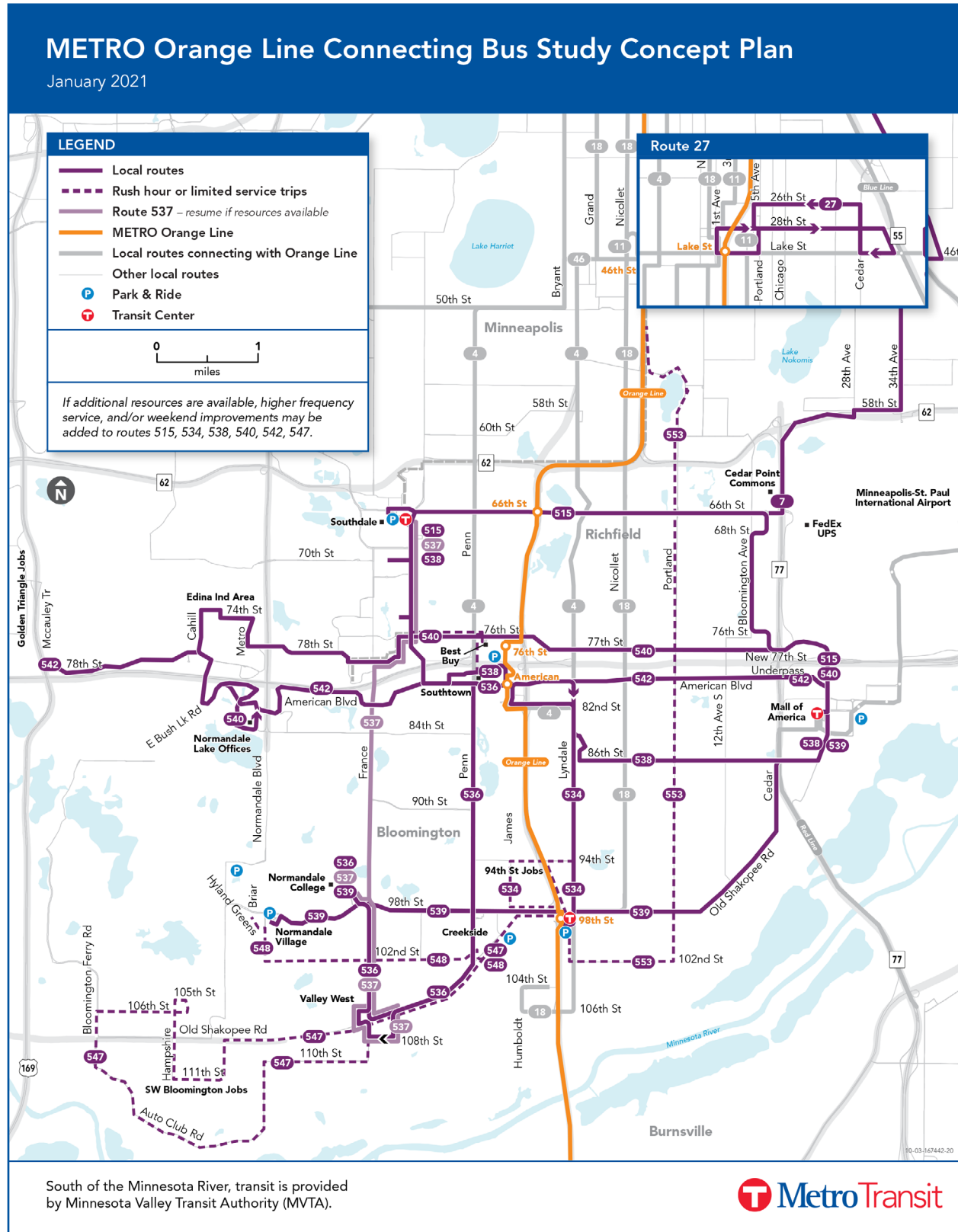


Figure 5 – Weekday frequency on key routes

Route #	Scenario A Peak	Scenario B Peak	Scenario A Midday	Scenario B Midday	Scenario A Night	Scenario B Night
7	30	30	30	30	30	30
27	30	30	30	30	n/a	n/a
515	20	15	20	15	20	20
534	20	20	30	30	n/a	n/a
536	30	30	30	30	30	30
537	n/a	30	n/a	60	n/a	n/a
538	30	30	30 / 60	30	30 / 60	30 / 60
539	20	20	30	30	30 / 60	30 / 60
540	20	20	30	30	30 / 60	30 / 60
542	30 / 60	30	n/a	30 / 60	n/a	30 / 60
547	30	30	n/a	ltd	n/a	ltd
548	30	30	n/a	n/a	n/a	n/a
553	30	30	n/a	n/a	n/a	n/a
Orange Line	10	10	15	15	15	15

30 / 60 indicates alternating frequency every 30 and 60 minutes.

Figures shaded in green indicate a frequency improvement.

Figure 6 – Frequency by key routes on Saturday

Saturday Route #	Scenario A Morning	Scenario B Morning	Scenario A Midday	Scenario B Midday	Scenario A Night	Scenario B Night
7	30	30	30	30	30	30
515	20	15	20	15	20	20
534	n/a	n/a	n/a	30	n/a	n/a
536	60	60	60	60	60	60
538	30 / 60	30 / 60	30 / 60	30 / 60	n/a	n/a
539	60	60	30 / 60	30 / 60	60	60
540	30 / 60	30	30	30	90	90
542	n/a	30 / 60	n/a	30 / 60	n/a	90
Orange Line	15	15	15	15	15	15

30 / 60 indicates alternating frequency every 30 and 60 minutes.

Figures shaded in green indicate a frequency improvement.

Figure 7 – Frequency by key routes on Sunday

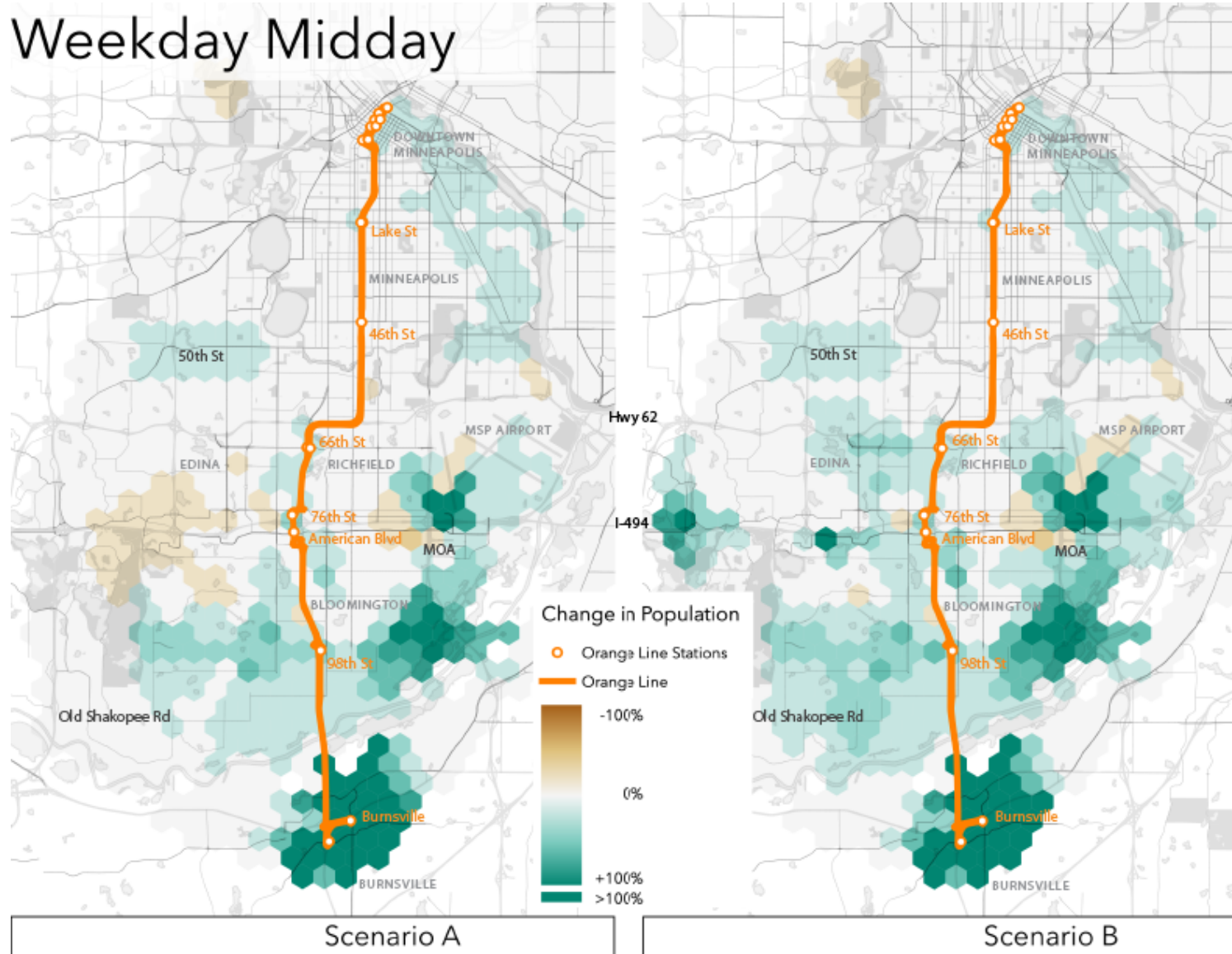
Sunday Route #	Scenario A Morning	Scenario B Morning	Scenario A Midday	Scenario B Midday	Scenario A Night	Scenario B Night
7	30	30	30	30	30	30
515	20	20	20	20	20	20
534	n/a	n/a	n/a	30	n/a	n/a
536	60	60	60	60	n/a	n/a
538	n/a	n/a	30 / 60	30 / 60	n/a	n/a
539	60	60	30 / 60	30 / 60	60	60
540	90	90	30 / 60	30	90	90
542	n/a	90	n/a	30 / 60	n/a	90
Orange Line	15	15	15	15	15	15

30 / 60 indicates alternating frequency every 30 and 60 minutes.

Figures shaded in green indicate a frequency improvement.

Figure 8 – Change in Access to Jobs

Weekday Midday



Connecting Bus Service Study Area

- Connecting Bus Service Study Area
- METRO Orange Line
- METRO Orange Line Station
- Study Area Route
- Service Area Buffer

Population by Census Block

1 Dot = 50 People

- Minority
- Non-Minority

The map displays the Connecting Bus Service Study Area, which is outlined in black. The METRO Orange Line is shown in orange, with stations marked by orange circles. A dashed line indicates the Service Area Buffer. The map is populated with green dots representing the minority population and purple dots representing the non-minority population. The map includes labels for various locations such as Minneapolis, Edina, Richfield, Bloomington, Burnsville, and Falcon Heights. It also shows major roads like I-94, I-494, and I-694, as well as water bodies like Lake Superior, Lake Michigan, and Lake Minnesota. The map is oriented with North at the top.

Figure 10 – Distribution of low-income populations within ¼ mile of route alignments

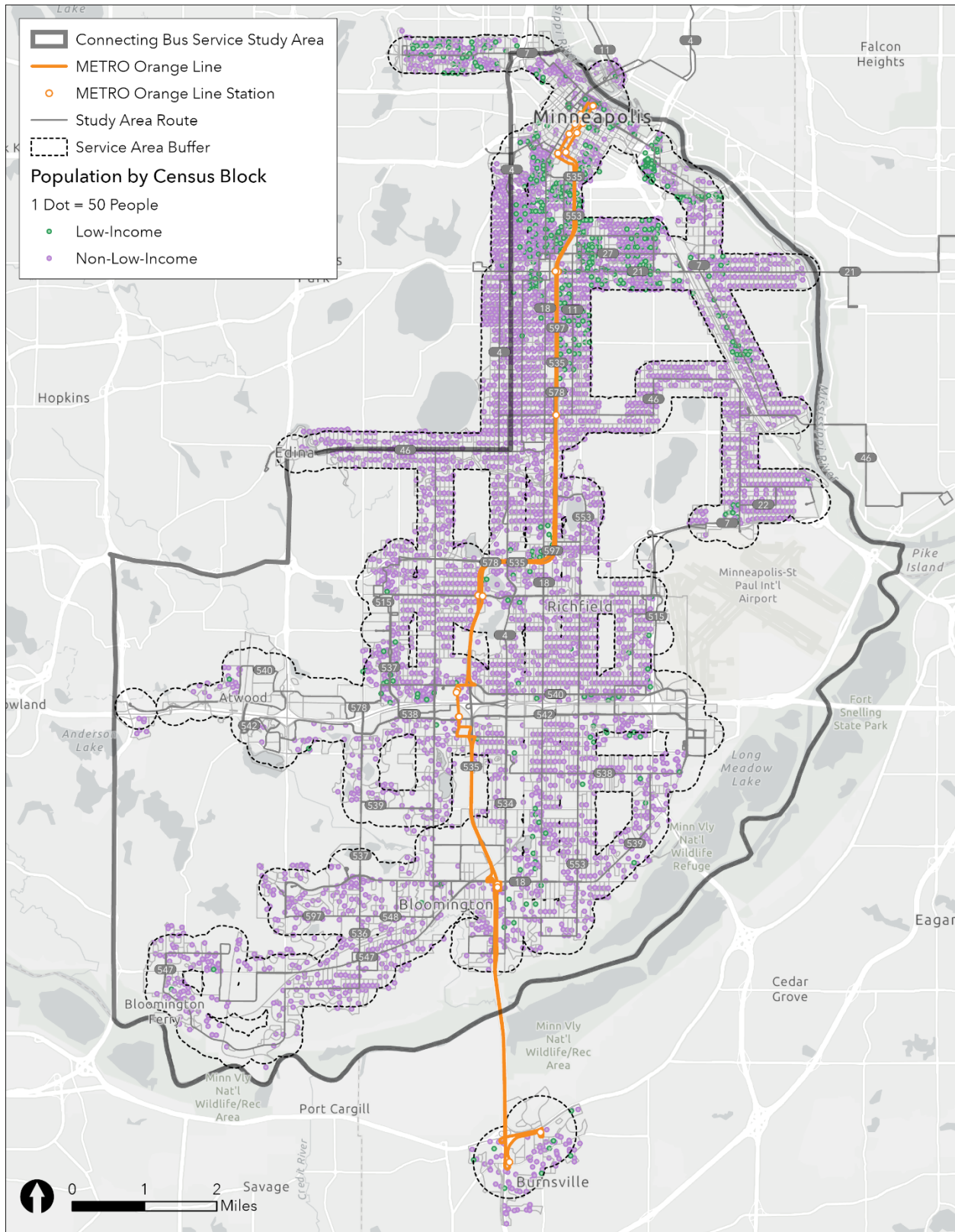


Figure 11 – Percent change in service levels – Scenario A

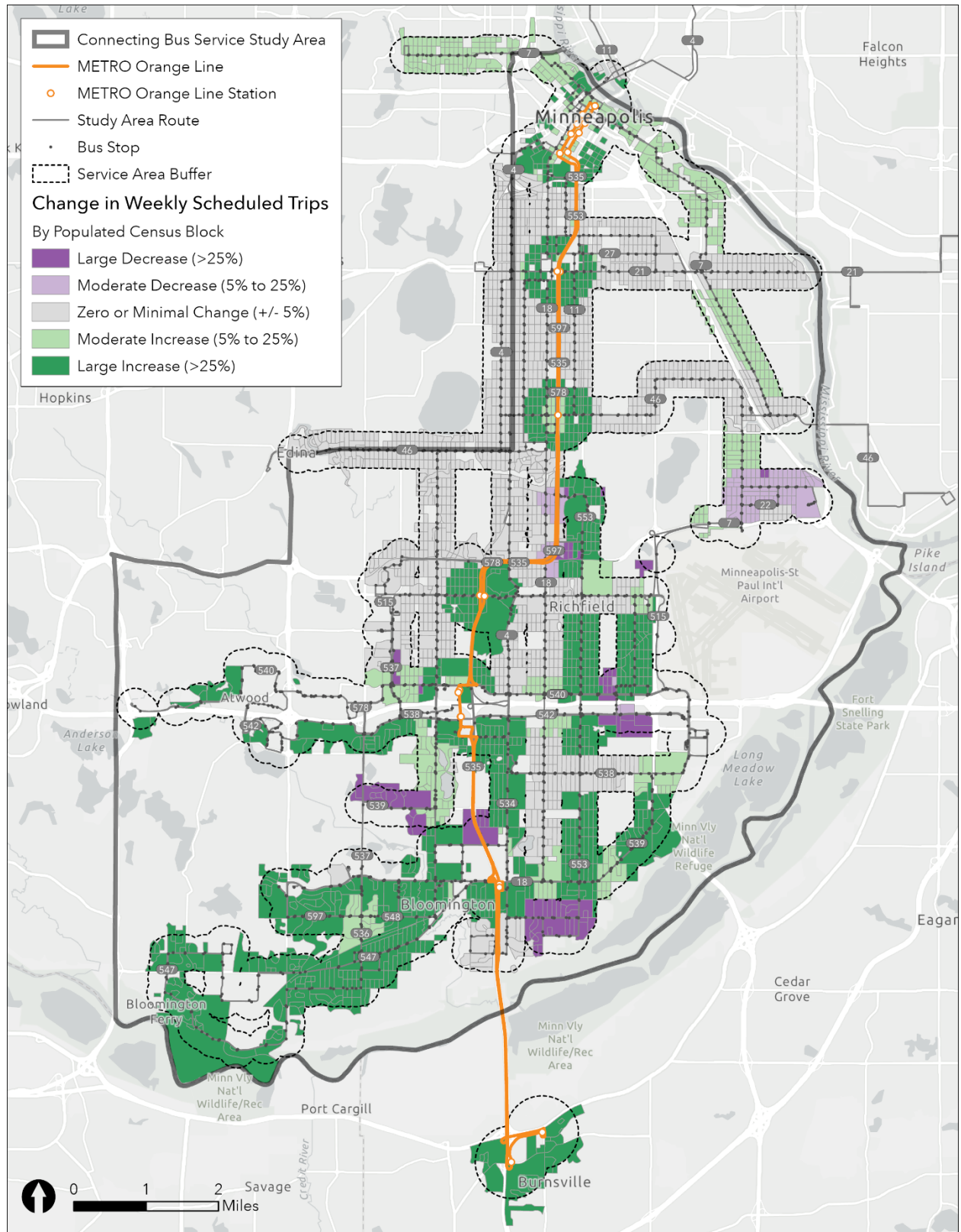


Figure 12 – Percent change in service levels – Scenario B

