



Network**NOW**

Draft Concept Plan

SEPTEMBER 2024



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INTRODUCTION

What is Network Now?

[Network Now](#) establishes Metro Transit’s service planning priorities through 2027. This plan documents the changes to the region’s transit network that have occurred since 2019, builds on the success of rail and bus rapid transit investments, and guides how Metro Transit will invest in transit service to expand service and improve mobility. Through Network Now, Metro Transit will:

- Expand transit service by more than 35% to help attract more riders.
- Improve access by providing new bus routes and microtransit service.
- Modify commuter and express service to meet today’s travel patterns.
- Reduce greenhouse gas emissions by encouraging transit use.

The plan will resolve key questions related to service and facilities and improve bus, rail, and microtransit service, as shown in Figure 1.

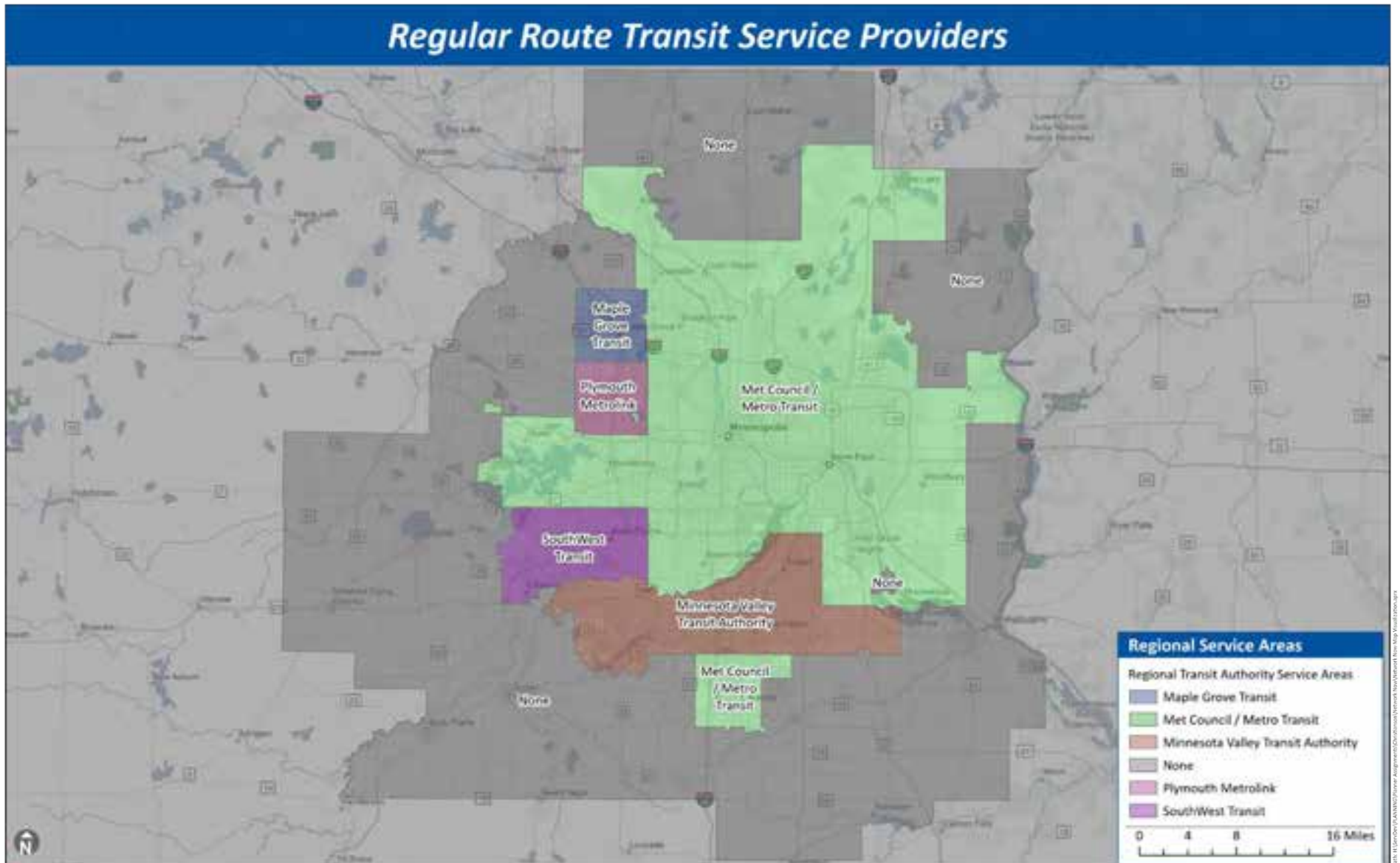
Figure 1. What Network Now does

What Network Now does:	
Resolves:	Improves:
<ul style="list-style-type: none">• Status of suspended bus routes• Facility closure needs	<ul style="list-style-type: none">• New or redesigned bus routes• Frequent service at more times of day• New METRO light rail and BRT lines• Additional Metro micro service areas

Metro Transit will implement Network Now in phases as it continues hiring more operators, mechanics, and other support staff through 2027. Metro Transit will prioritize service improvements based on community feedback, resource availability, and operational needs.

Network Now describes changes to the Metro Transit service network within the Metropolitan Council service area, also referred to as the Twin Cities region. The plan includes routes operated directly by Metro Transit, as well as routes operated by private providers under contract with the Metropolitan Council. The plan does not include the service operated by the region’s other suburban transit agencies: Minnesota Valley Transit Authority (MVTA), Maple Grove Transit, Plymouth Metrolink, or SouthWest Transit. Figure 2 shows the service areas for each of these transit providers.

Figure 2. Transit providers in the Twin Cities region



Date: 6/13/2024

Project background

Metro Transit has considered and integrated community feedback throughout the Network Now planning process to develop a concept plan that is driven by values, informed by data, and consistent with regional and local priorities.

In 2023, Metro Transit engaged customers, community members, cities and counties from across the Twin Cities region on their values and priorities for transit. While collecting this feedback, Metro Transit also reviewed regional policy guidance and assessed recent network performance to understand how existing services have been meeting customers' needs. This stakeholder input informed the development of a decision-making framework, including the five Network Now principles that guide the remainder of the project.

From late 2023 to early 2024, Metro Transit conducted an agency-wide process to develop, evaluate, and prioritize transit service improvements based on the Network Now principles. These efforts culminated in the draft concept plan, which is the focus of this report.

The concept plan details proposed service changes for implementation through 2027, including the opening of new regional transitways, addition of new and improved bus routes, and restoration or discontinuation of routes that are currently suspended.

Metro Transit is seeking formal comment on the draft concept plan and will revise the draft plan based on public and stakeholder feedback. Council approval of the final plan is expected this winter.



Developing the decision-making framework

Metro Transit's Network Now decision-making framework is summarized in the [Establishing the Foundation](#) report released in Fall 2023. The decision-making framework is informed by regional policy guidance, recent transit system performance, and customer feedback, and includes three supporting chapters as follows:

- **Policy guidance:** Metro Transit's services are governed by regional policy documents adopted by the Metropolitan Council, as well as more detailed supporting standards and guidelines. These are summarized in detail in [Chapter 1: Regional Policy Guidance](#).
- **Network performance and opportunities:** Metro Transit has documented service changes from 2020 to 2023 and has analyzed changes in ridership and travel patterns since the pre-pandemic era. Network Now's evaluation of recent transit service performance is summarized in the [Chapter 2: Network Performance and Opportunities](#).
- **Engagement and customer feedback:** Metro Transit conducted extensive public outreach activities as part of the development of the Network Now decision-making framework. Engagement efforts reached more than 6,000 people, including customers from across Metro Transit's service area and from low-income groups and communities of color. Metro Transit also conducted internal engagement to incorporate feedback from front line staff in developing service options. Results of these engagement efforts are summarized in detail in [Chapter 3: Engagement and Customer Feedback](#).

More information on the decision-making framework, including an Executive Summary, can be found at metrotransit.org/network-now.

Policy guidance

Metro Transit uses policy documents to guide the development of transit service and performance measures. The agency uses the Council's Transportation Policy Plan (TPP) as its primary policy document informing service development. The Metropolitan Council is currently developing the 2050 TPP and plans to adopt a final version in late 2024. One of the key tenets of the new TPP is a focus on climate change by limiting greenhouse gas emissions in the region. Metro Transit and the Metropolitan Council actively coordinate to ensure Network Now reflects regional policy.

The TPP guidance for transit planning establishes the geography of Transit Market Areas for the levels and types of transit service that are appropriate for various contexts, based on land use patterns, population and job densities, and auto availability across the region. Service guidelines recommend minimum levels of frequency (the number of bus trips per hour) and span (the number of hours each route operates in a day) for different types of transit service. These standards emphasize the importance of higher service levels for METRO lines and core local routes, which carry most of Metro Transit's bus ridership.

In addition, Council policy establishes minimum levels of ridership (number of bus customers per day or year) and productivity (number of bus customers per in-service hour) for transit service so that resources are used responsibly. Additional policy guidance informs transit service and investments towards projects that advance equity and reduce regional disparities.

Network performance and opportunities

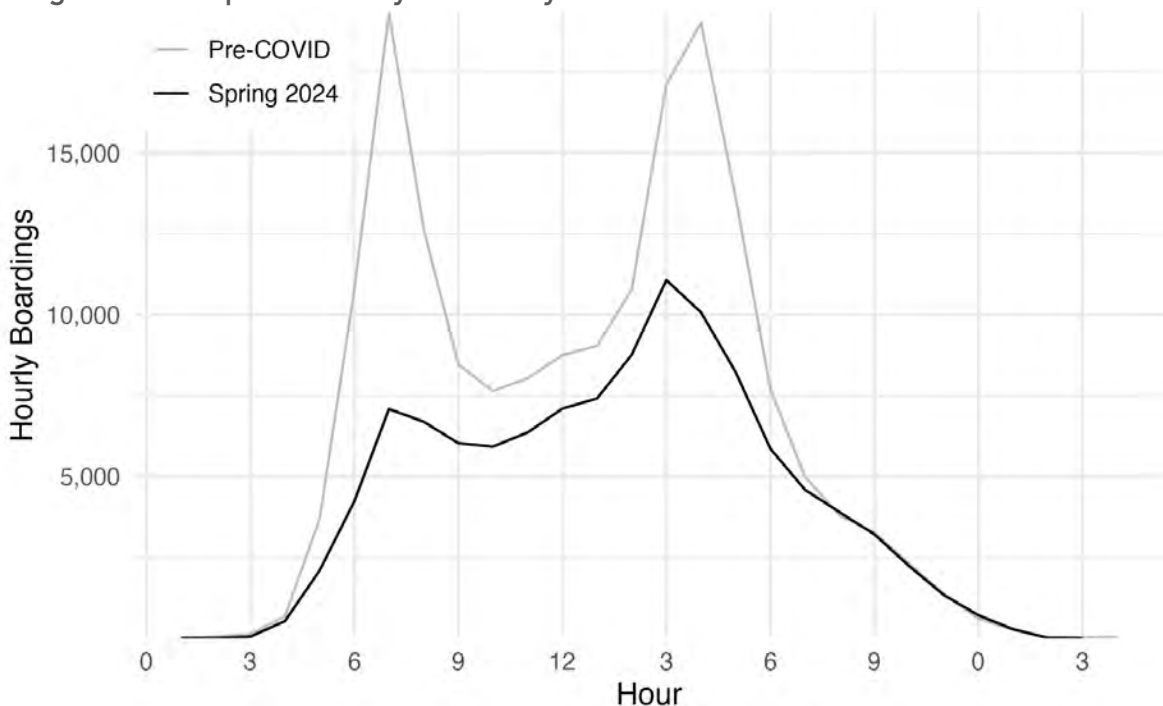
Metro Transit's service planning decisions are partially informed by current and historical ridership and performance data. From that data we have identified areas of need and opportunity for future investment. Analysis conducted in summer of 2023 began with documentation of service changes between March 2020 and March 2023, as well as information on customer demographics. These data provide context for the evaluation of ridership and performance measures across Metro Transit's entire bus system (arterial BRT, highway BRT, commuter express, and local bus). The performance metrics evaluated include ridership, productivity, cost effectiveness, reliability and on-time performance, access to transit, and access to jobs. Key conclusions from this data are summarized below and described in greater detail in the [Chapter 2: Network Performance and Opportunities document](#).

Service reductions and COVID-19 pandemic response impacts

- Metro Transit reduced service by nearly 30% between March 2020 and March 2023. At the beginning of the COVID-19 pandemic, in response to stay-at-home orders issued by the State of Minnesota, Metro Transit made service reductions throughout the bus network. These reductions were made for the following reasons:
 - Metro Transit helped protect public health by limiting rides to essential trips only.
 - Metro Transit experienced uncertainty regarding the availability of federal funds to offset ridership declines and increases in operating costs.
 - Changes in travel patterns resulted in reduced fare revenue, which decreased the funding available to account for the system's operating costs.
- Subsequent workforce challenges caused further reductions in 2021 and 2022. Since 2021, Metro Transit has prioritized offering service in areas with proven demand, but the amount of service provided has been limited by workforce shortages.
- Service reductions affected the availability of transit across the Twin Cities region. Over time, Metro Transit has maintained or reinstated service on most core local routes, but many commuter express routes remain suspended.
- Large increases in remote work affected the traditional 9-to-5 downtown office job market, resulting in underused Park & Ride lots. Park & Ride use has declined since 2019 and has been slower to return to pre-pandemic levels than other types of transit facilities. Metro Transit has prioritized commuter express service at large Park & Ride facilities in each highway corridor.

- Regional travel patterns changed. Metro Transit's rush-hour ridership has become less pronounced since the pandemic, as shown in Figure 3, with midday ridership now exceeding the morning rush hour. The growth of traditional commuter trips has been slower than midday, evening, and weekend trips. Average daily ridership on Saturdays and Sundays is lower than on weekdays, although this difference is narrowing.

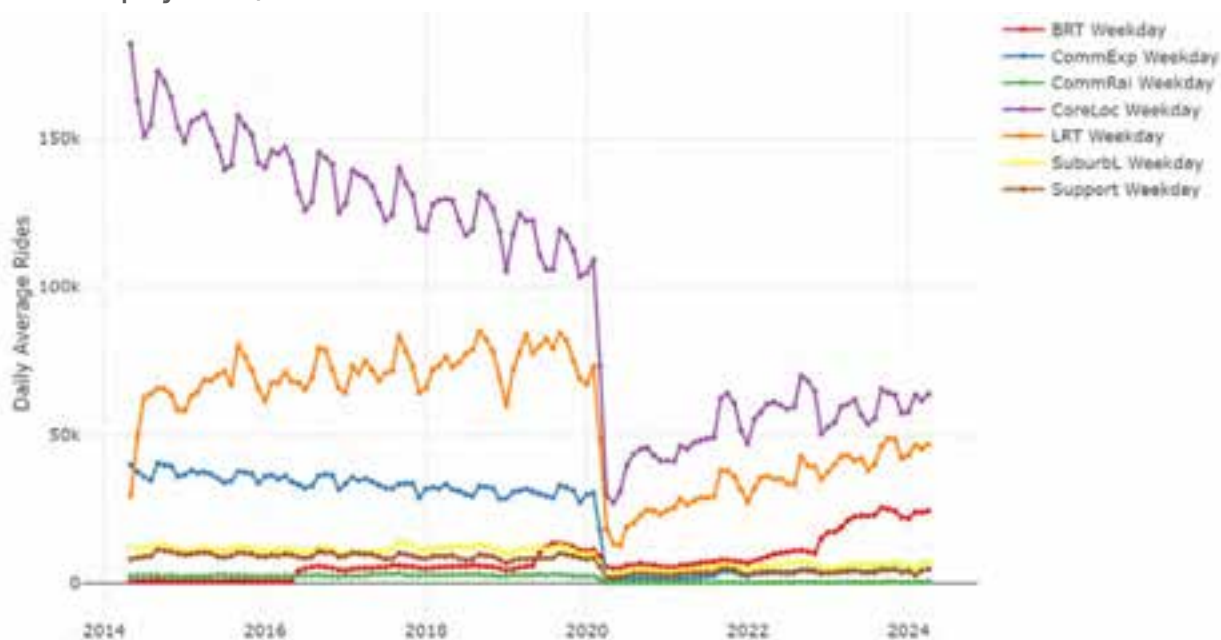
Figure 3. Changes in ridership over time by time of day



Performance trends

- Ridership is concentrated on core local routes which connect to major destinations. Ridership on core local routes rose as a proportion of the regional total. Ridership on arterial bus rapid transit services, such as the A, C, and D lines, has been the most resilient and experienced the smallest decline from 2019 to 2023, shown in Figure 4.

Figure 4. Ridership by mode, 2014 to 2024



- Productivity, the number of customers riding per hour each bus is in service, has declined across the bus network except on arterial BRT. While down from pre-pandemic levels, productivity on both arterial BRT and highway BRT has increased since the onset of the pandemic, in part due to the introduction of the Orange Line in 2021 and D Line in 2022. Local and commuter express routes have experienced the most significant productivity declines.
- High-ridership routes in the core tend to be the most cost-effective services. More rides are provided per dollar of public investment relative to other types of transit service. Revenue collected on all types of transit service has declined significantly since 2019.
- On-time performance has been declining, with core local routes experiencing the greatest impact. The most severe reliability issue, unscheduled trip cancellations, disproportionately affects communities of color in part because there is more service provided in those communities.

Access to transit

- Approximately 35% of the residents in Metro Transit’s service area live within a 5-minute walk or roll of all-day transit service. Fewer people live within walking or rolling distance of frequent transit service. Many suburban residents live within a 10-minute drive of Park & Ride commuter express service.
- Access to jobs has decreased with reductions in service. These changes in accessibility have been driven primarily by fewer trips available on high frequency bus routes and Blue and Green light rail lines. These patterns indicate that access to jobs can improve with investments in frequency.
- Metro Transit launched Metro micro, a microtransit pilot project in north Minneapolis in September 2022. Metro micro offers shared-ride, door-to-door service to and from any location within a designated service area. Metro micro provides additional access to the broader system by expanding the reach of the fixed-route network.

Engagement and customer feedback

Metro Transit uses customer feedback and public engagement to inform planning projects. For Network Now, input was gathered in 2023 using a variety of methods, including via direct customer engagement (on buses, on trains, or at transit centers), stakeholder meetings, public surveys, and customer relations records. Key themes from these public engagement efforts include the importance of service reliability, ridership, expanded geographic coverage, frequency and span of service, and equity.

Service reliability

Reliability is a top concern across all engagement methods. Metro Transit’s customer service records include complaints regarding bus and rail delays that caused customers to be late for school, work, or appointments, or to miss transfers to other Metro Transit services. Survey responses indicated that customers and stakeholders view improving reliability as a priority, even when compared to increasing service frequency.

Ridership

Public engagement participants prioritize transit that serves as many customers as possible. When deciding to cut or add service, Spring 2023 workshop participants prioritized ridership above other route characteristics. Survey respondents also indicated that serving the most customers was their top value when deciding how to best distribute transit service and resources.

Expanded geographic coverage

Expanding geographic coverage is a common request, as reflected in up to 20% of Metro Transit’s customer relations comments. Coverage requests are particularly common in locations where service has been suspended since 2020. However, survey respondents generally support prioritizing service in areas of high ridership demand.

Frequency and span of service

Many customers mentioned a desire for more frequent bus service, particularly on bus rapid transit lines and in wintertime. This was most often coupled with requests for more service at night and on weekends; however, when confronted with a trade-off between frequency and span of service in the survey, more respondents answered in favor of increased frequency.

Equity

For survey respondents, providing good service in neighborhoods with people of color or low-income residents was one of their top values. Equity was also preferred in a trade-off with providing equal levels of service across the service area.

Network Now principles

Building on the information gathered from the research and engagement processes, Metro Transit has established five Network Now principles to guide the project's planning efforts. These principles identify priorities that must be balanced by regional policy, service performance metrics, and customer and stakeholder feedback.

These principles are:

Adapt service to changes in transit markets and travel patterns.

Understanding changes to travel patterns and transit demand over the past several years helps Metro Transit optimize the use of limited resources to effectively provide service to today's transit market. Metro Transit is adapting by testing Park & Ride alternatives and service types such as Metro micro. Additionally, rather than continuing to focus primarily on rush-hour work commutes, Metro Transit has adapted changes in travel patterns such as telecommuting and transit needs such as multi-purpose trips into an updated network.

Prepare for new METRO and high frequency routes.

Metro Transit is planning to open four bus rapid transit lines and one light rail extension through 2027. Transitway investments involve substantial resources for operations, including bus operators, supervisors, and maintenance employees. Network Now will include future BRT corridors and related local bus service changes.

Maintain the reliability of scheduled service consistently over time.

Metro Transit has received consistent feedback on the importance of reliability to the customer experience. Metro Transit is making investments to reduce delays, improve bus speeds, and minimize unscheduled trip cancellations. Improving speed and reliability will make transit more useful by improving transfer connections, avoiding congestion bottlenecks, and reducing travel time. In addition, Metro Transit recognizes the importance of reliability to driver satisfaction and aims to ensure bus routes have adequate running time and scheduled recovery periods.

Build on success to grow ridership by adding service where people use transit the most.

Focusing resources on existing markets can help Metro Transit ensure that service meets current demand. At the same time, planning incrementally for growth in emerging markets, beginning with basic service, allows for service to be expanded or improved as demand grows. Transit-supportive land uses, such as dense residential and commercial areas with limited parking, are most likely to generate additional transit demand and should be viewed as opportunities for adding service.

Provide access to opportunities and services with a focus on advancing equity and reducing regional disparities.

In addition to focusing resources where ridership is already highest, Metro Transit will allocate resources to routes that may provide lifeline access to people and locations with few transportation options. Improving transit access to key destinations like grocery stores, pharmacies, shopping centers, libraries, schools, daycares, and medical and social services can help reduce disparities in economic, social, and health outcomes.

RECENT RIDERSHIP AND SERVICE CHANGES

Since the beginning of the Network Now planning process, Metro Transit has continued to implement service changes that are consistent with performance trends and compatible with the Network Now principles. The following section documents changes between March 2023, where [Establishing the Foundation](#) report left off, and August 2024. These changes will form the baseline for the Network Now concept plan, which describes proposed changes through 2027.

As Metro Transit's workforce situation has improved, modest service improvements have been implemented to aid the system's recovery from pandemic-era service levels. Recognizing the ongoing planning process, most routes that were suspended in early 2020 have not been restored pending the full evaluation of changes in travel patterns and transit needs completed in Network Now.

As noted in the [Establishing the Foundation](#) report, Metro Transit is using temporary guidelines for service changes while the Network Now planning process is underway. These include the following:

1. Maintain service reliability so that all scheduled trips operate.
2. Build on success by improving frequency on the routes with the highest ridership or where ridership is growing quickly.
3. Prioritize access for those who rely on transit the most, including lower-income groups and communities of color.
4. Prepare for transitways under construction or planning to open by 2025.
5. Consider customer input in route planning decisions.
6. Prioritize routes where customers have few or no alternative transit options.
7. Balance network frequency and coverage improvements.

Ridership and operating trends

Since early 2023, Metro Transit has increased service, hiring, and ridership across all transit services. From March 2023 to June of 2024, Metro Transit increased service by 10%, aided by the addition of nearly 80 net bus operators in 2023. Customers have responded positively to these service improvements, with 2023 overall system ridership up 16% year-over-year.

Ridership has continued to increase in 2024. The largest ridership increases have occurred on BRT, which grew by more than 20% in the first half of 2024 compared to the same period in 2023. Local bus ridership increased by 6%, and light rail ridership increased by 8%.

Service changes in 2023

Metro Transit made modest service improvements in 2023 as it began to successfully recruit and hire more bus operators. Key improvements included ensuring that all-day bus routes operate at least every 60 minutes, as well as improving service on high-ridership BRT and local bus routes.

In Spring 2023, Metro Transit made schedule adjustments on some routes to accommodate delays due to road construction. The C and D lines received additional resources to adjust for detours on Osseo Rd., and routes serving downtown St. Paul were adjusted due to the reconstruction of Minnesota St.

In June 2023, Metro Transit improved service frequency on 13 local bus routes, as well as on the Orange Line, which improved from every 30 minutes to every 15 minutes during weekday midday hours. Other significant changes included adding more trips to some commuter express routes and restoring some branches on suburban local bus routes.

In August 2023, Metro Transit implemented the Route 17 Better Bus Route project, which improved speed, reliability, and service frequency in northeast Minneapolis and along Minnetonka Blvd. Metro Transit improved service frequency on 17 routes, including the A Line, which improved to 10-minute service. Other routes received schedule adjustments or extended service hours.

In Fall 2023, Metro Transit implemented minor service changes to improve weekday frequency and schedule reliability on routes still affected by construction. Due to a continuing shortage of rail operators, there were no frequency improvements to light rail service. Metro Transit added two trips per direction on Northstar Line commuter rail service.

In December 2023, Metro Transit continued implementing frequency improvements and schedule adjustments to improve reliability. Metro Transit upgraded Route 724 to service every 15 minutes from every 30 minutes and extended service on Route 21 in preparation for Uptown construction and the opening of the B Line in 2025. The completion of various major construction projects, including the reopening of 3rd Ave./Central Ave. bridge in Minneapolis, allowed nine routes to end their long-term detours. Express route improvements in the east metro were made in advance of the opening of the Gold Line in 2025.

By the end of 2023, Metro Transit operated 77% of trips scheduled prior to the pandemic, an increase of 7% in since 2022. Local bus routes and BRT lines were operating at 89% of 2019 service levels.

Service changes in 2024

By April 2024, Metro Transit was operating 78% of 2019 service levels. The breakdown of this service composition of modes is as follows:

- Local bus and bus rapid transit: 89%
- Light rail: 67%
- Commuter express: 25%

In Spring 2024, Metro Transit again implemented service changes to accommodate construction. In St. Paul, changes were made in response to construction on Minnesota St., Kellogg Blvd., and at various locations along the Gold Line project. In Minneapolis, changes were made in response to construction on Osseo Rd., along Hennepin Ave. in the Uptown neighborhood, and at various locations along the B Line. These changes affected 15 bus routes.

Additional bus service changes included resuming east-west service through the intersection of 38th St. & Chicago Ave. and extending a new route to Rosedale Transit Center. Schedule adjustments were completed on 16 routes.

In June 2024, service changes continued to focus on mitigating construction impacts for operators and customers. Notably, workforce growth allowed for service increases on multiple bus routes. Service improvements included restoring midday service on Route 25, increasing frequency on Route 32 from every 30 minutes to every 20 minutes, and resuming all-day service to County Rd. H Park & Ride in Mounds View. Other schedule adjustments and alignment changes affected 22 routes.

In August 2024, light rail service on the Blue and Green lines improved from every 15 minutes to every 12 minutes. Sunday service on the Orange Line improved from every 30 minutes to every 15 minutes.

RESOURCE AND WORKFORCE TO SUPPORT GROWTH

Implementing the Network Now concept plan depends on Metro Transit's ability to hire employees, purchase vehicles, and obtain funding. This section highlights the resources and workforce that Metro Transit needs to implement the plan.

Growing Metro Transit's workforce

Metro Transit has addressed the bus operator shortage that led to trip cancellations and service reductions in 2021 and 2022. Since December 2022, Metro Transit has increased scheduled service by more than 10% and continues to see growth in hiring trends.

Implementing the Network Now concept plan will require around 370 additional bus operators – 280 Metro Transit and 90 contracted – as well as 90 microtransit operators. Expanding service will also require additional support staff.

Metro Transit has started implementing strategies to grow its workforce, recognizing that improvements in both recruitment and retention will be needed to implement future service improvements. Among other efforts, strategies such as increased pay, flexible job requirements, bonuses, and paid training are expected to enhance the quality of life for employees across the organization.

Metro Transit has also convened a dedicated workforce committee to track progress and develop additional strategies as needed. Metro Transit is firmly committed to delivering effective service for customers and will continue to implement changes that allow it to attract and retain high-quality employees, including operators, maintenance staff, safety and presence staff, and other support staff.

Fleet needs

In addition to workforce considerations, vehicle availability is another important resource that influences Metro Transit's ability to expand bus and rail service. There are various aspects of the bus fleet that need to be considered, including size of the vehicle, propulsion (diesel or electric) and whether it is specially branded for BRT service. Adequate facilities to store and maintain these resources are also important to Metro Transit's ability to grow. This plan's proposed increase in scheduled service requires more than 125 additional fixed route buses and 50 additional microtransit vehicles, which represents an increase of about 20% over today's fleet. Metro Transit has ordered 27 additional light rail vehicles to operate the Green Line Extension, which represents an increase of about 25% over today's fleet.

Metro Transit implemented its Zero Emission Bus (ZEB) transition plan¹ in 2022, identifying short, medium, and long-term opportunities, risks, and implementation strategies to transition Metro Transit's bus fleet to zero-emission technology. This plan will be updated every five years and will guide Metro Transit as it intends to make a meaningful impact on climate change. Future fleet purchases, including those that will be made as part of the implementation of the Network Now concept plan, will comply with the ZEB transition plan.

Funding

When the Network Now project began in 2022, Metro Transit's funding future was uncertain, making it challenging to plan reliably for expansion. However, in the 2023 session, the Minnesota Legislature passed a new sustainable revenue source for region's transportation system. A three-quarter-cent regional transportation sales tax went into effect in October 2023. These funds are split between the region's counties (17%) and the Met Council (83%). The Met Council share will primarily go toward transit operations, maintenance, and capital projects, with 5% focused on active transportation like walking and biking.

¹ metrotransit.org/electric-buses

Metro Transit benefits from that investment by being able to reliably plan for the future through this project and other endeavors. Use of funding is represented in the Network Now plan in the form of service expansion. A significant portion of sales tax revenues eliminated a structural operating deficit for the agency, which allows this plan to focus on investments, instead of possible future reductions. The funding also allows the agency to operate and monitor the system for safety, and replace and expand fleet and facilities, all of which are needed to deliver service with an exceptional customer experience. These improvements include investments in zero-emission buses and accessibility.

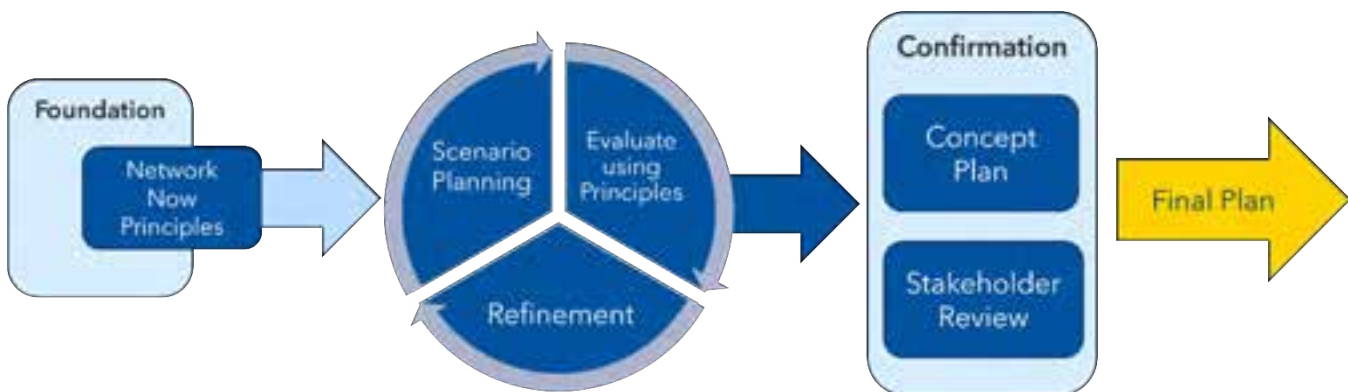
DRAFT NETWORK NOW CONCEPT PLAN

Network Now outlines Metro Transit’s proposed service changes through 2027. The draft Network Now concept plan includes investments in BRT service, local routes, and commuter express service. Improvements to related transit modes, including light rail and Metro micro, are also addressed, but resources for these services are considered separately.

The concept plan was developed through an agency-wide process that integrated ridership and performance data, public input, and regional policy priorities, as shown in Figure 5. Staff evaluated public feedback, corridor ridership, productivity metrics, and efficiency opportunities to identify improvement opportunities throughout the Metro Transit service area. The plan integrates changes to travel patterns and transit market demand that have evolved since 2020. Service changes in the concept plan are based on a consistent regional approach to resource investment, service levels, and ridership growth.

Individual service changes were identified through an iterative process involving extensive analysis of customer benefits, including transit availability, usefulness, and equity. Metro Transit staff evaluated multiple scenarios of service improvements that invested more heavily in different areas, such as ridership, coverage, time of day, and service type. The concept plan represents the combination of route-level improvements that are projected to create the largest increase in availability and usefulness of transit service for residents while achieving equity goals.

Figure 5. Concept plan development process



All changes and improvements proposed in Network Now are planned for implementation by the end of 2027. Service changes will be phased based on performance, public input, and project construction timelines.

The following sections outline service changes for each transit mode considered in Network Now. Service changes are shown at both regional and subregional scale, and evaluation comparisons are shown relative to 2019 and 2023 service.

Proposed service changes

The Network Now concept plan calls for frequency and/or span improvements on most local routes, while express bus routes will be consolidated to offer more frequent service in major travel corridors. The METRO network will see significant service expansion as new light rail and bus rapid transit projects are implemented. Coverage will be supplemented by expansion of Metro micro, the agency’s microtransit service, to eight new zones within the Metro Transit service area.

Figure 6 and Figure 7 summarize the service and frequency changes that will be implemented as part of the Network Now concept plan. More detail on each of these changes can be found in subsequent sections and the appendices.

Figure 6. Network Now concept plan – summary of service changes

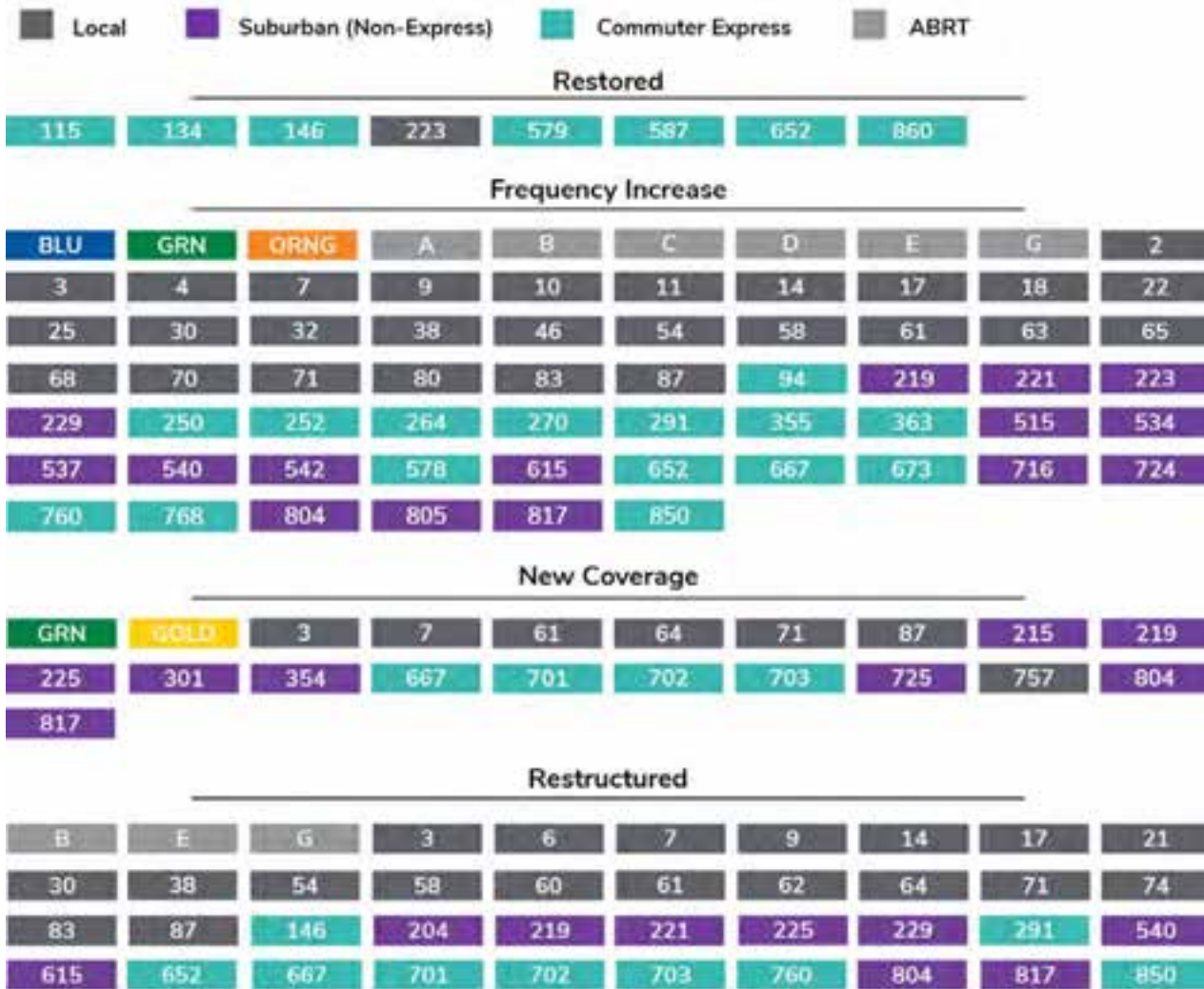


Figure 7. Network Now concept plan – summary of weekday midday frequency levels



METRO regional transitways

The METRO network (Figure 8), which includes arterial BRT, highway BRT, guideway BRT, and light rail transitways, represents a significant portion of Metro Transit’s planned investment in regional transit service. The Network Now concept plan includes frequency and span improvements on existing transitways, as well as the implementation of four new BRT transitways and extension of one light rail corridor by 2027.

The changes listed below will all occur within the timeframe of Network Now. Other transitways are planned beyond 2027, including the implementation of the F Line, Phase 2 of the G Line, H Line, Purple Line, and Blue Line Extension. Specific supporting service decisions have yet to be finalized for these lines, but decisions made as part of Network Now for local and regional service will affect their planning and development.

Arterial BRT service

- **A, C, and D lines:** These existing arterial BRT lines will receive 10-minute service during more times of day, including from morning rush hour into the early evening on weekdays
- **B Line:** The B Line is planned to open in June 2025. It will provide 10-minute weekday, Saturday, and Sunday service between Minneapolis' Uptown neighborhood and downtown St. Paul via Lake St., Marshall Ave., and Selby Ave. The existing Route 21 will continue operating as supporting service every 60 minutes between Hennepin Ave. and Minnehaha Ave., and the new Route 60 will operate every 30-60 minutes between Selby Ave. and the Midway shopping district in St. Paul. Route 83 will also be adjusted to serve the Midway shopping area and have increased frequency.
- **E Line:** The E Line is planned to open in late 2025, providing service between University of Minnesota and Southdale Transit Center via University Ave. & 4th St., Hennepin Ave., and France Ave. in Minneapolis and Edina beginning in 2025. Service will operate every 10 minutes on weekdays and every 12 minutes service on weekends. The existing Route 6 will continue to operate every 30 minutes as supporting service south of Southdale Transit Center and along Xerxes Ave. in Minneapolis. Route 6 will end at the Uptown Transit Center, where connections can be made to the B and E lines.
- **Phase 1 of G Line:** Phase 1 of the G Line is planned to open in 2027 in coordination with Ramsey County's reconstruction along Rice St. It will provide 15-minute service on Rice St. between Little Canada and downtown St. Paul beginning in 2027. Phase 1 of the project will substantially replace Route 62 along Rice St., and new Route 229 will provide a connection from the G Line to Shoreview.

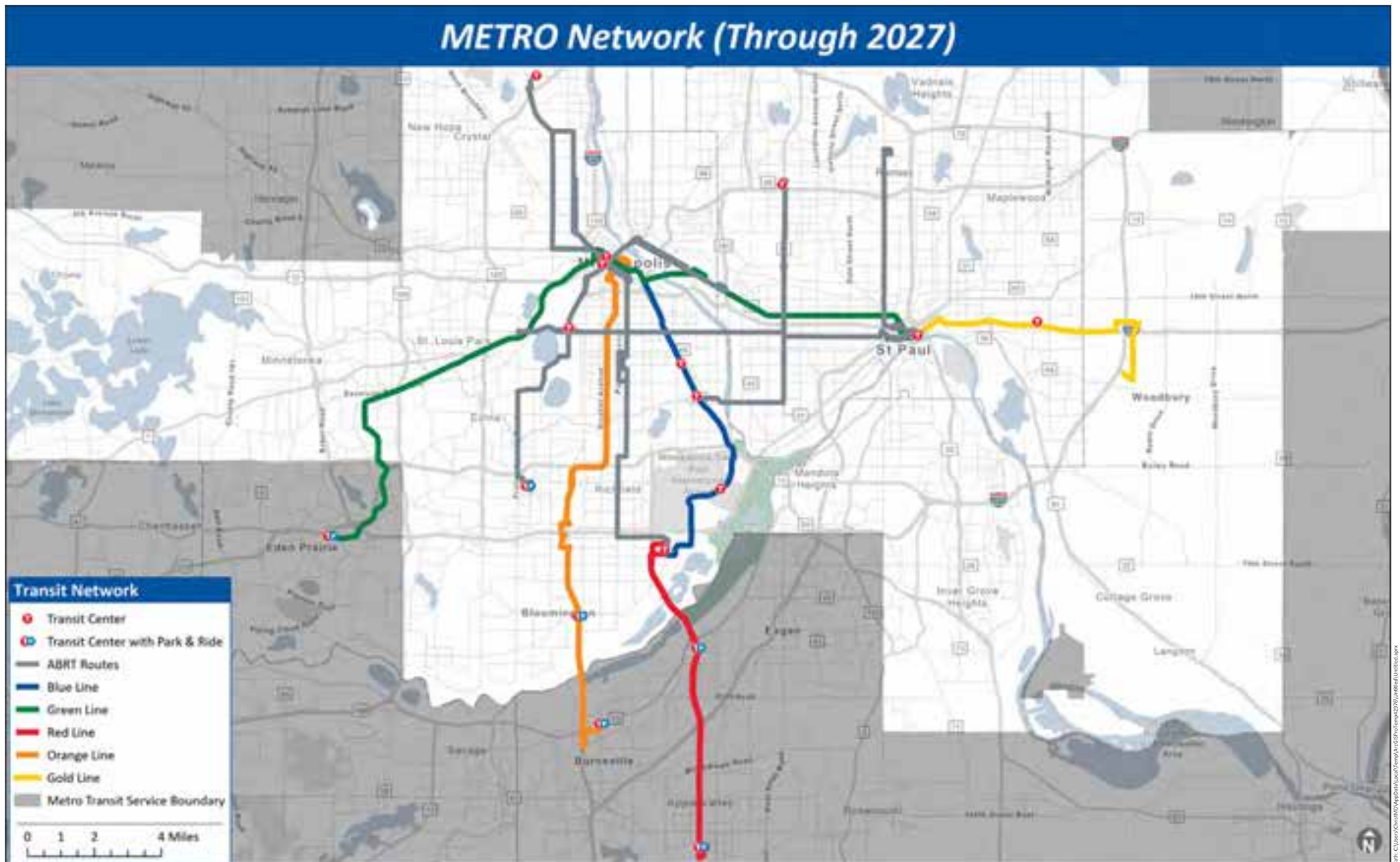
Highway and guideway bus rapid transit service

- **Gold Line:** The Gold Line is a new guideway BRT that is planned to open in March 2025. It will provide 10-minute weekday and 15-minute weekend service between Woodbury and downtown St. Paul. The Gold Line will connect with a new microtransit zone at four suburban stations.
- **Orange Line:** This existing highway BRT line will receive frequency improvements to every 10 minutes during rush hour and every 15 minutes on weekends. A new microtransit zone will provide connections at I-35W & 98th St. Station.
- **Red Line:** No changes are planned on this existing highway BRT line.

Light rail service

- **METRO Green Line Extension:** The opening of the Green Line Extension is scheduled for 2027. This project will extend light rail service from Target Field to Eden Prairie. The project's implementation plan will include changes to supporting bus routes as described in the Local Bus Service section. Fixed-bus route changes associated with the Green Line Extension will be implemented with the start of rail service, planned for 2027. Changes include improved access to destinations for Route 9 customers on Louisiana Ave., as well as improved Sunday service. On Route 17, 15-minute service will be extended west of Uptown to the new Blake Rd. Station. New Route 38 will cover most of the existing Route 612 alignment in Hopkins and Minnetonka, while Route 615 will have Sunday service added and will be rerouted to serve the Beltline Station. A new microtransit zone will provide connections at light rail stations in Minnetonka.
- **Frequency and span improvements on Blue and Green lines:** The Blue and Green lines currently operate every 12-15 minutes from 5 a.m. to 10:30 p.m., and every 30 minutes from 10:30 p.m. to midnight. Under Network Now, light rail service will improve to 10-minute frequency during the rush hour, midday, and early evening. Service will operate every 15 minutes during the evening and night periods, and every 30 minutes during late-night hours. As with fixed-route service, there are changes to rail service that are expected to take place after 2027, namely, the METRO Blue Line Extension. Supporting bus service changes for the rail network expansion are in development and will be informed by bus service decisions included in Network Now.

Figure 8. 2027 Concept plan METRO network



Date: 7/26/2024

Metro micro service

Metro micro is the Met Council's shared ride, curb-to-curb microtransit service allowing customers to be picked up and dropped off at any location within a designated service area. Customers can request a trip by phone or using a smartphone app, similar to the experience of using private transportation services like Uber and Lyft. Trips are shared, which means that during any given ride, other individuals requesting service to or from nearby locations may also be picked up or dropped off. Metro micro uses ADA-accessible mini-buses to accommodate small groups. The program initially began as a 24-month pilot within a single North Minneapolis zone, and Metro Transit has confirmed that the program will be implemented permanently in October 2024. Expansion zones are planned to be piloted as part of a phased process, with a goal of up to two new zones implemented each year through 2027.

Integration with fixed route network

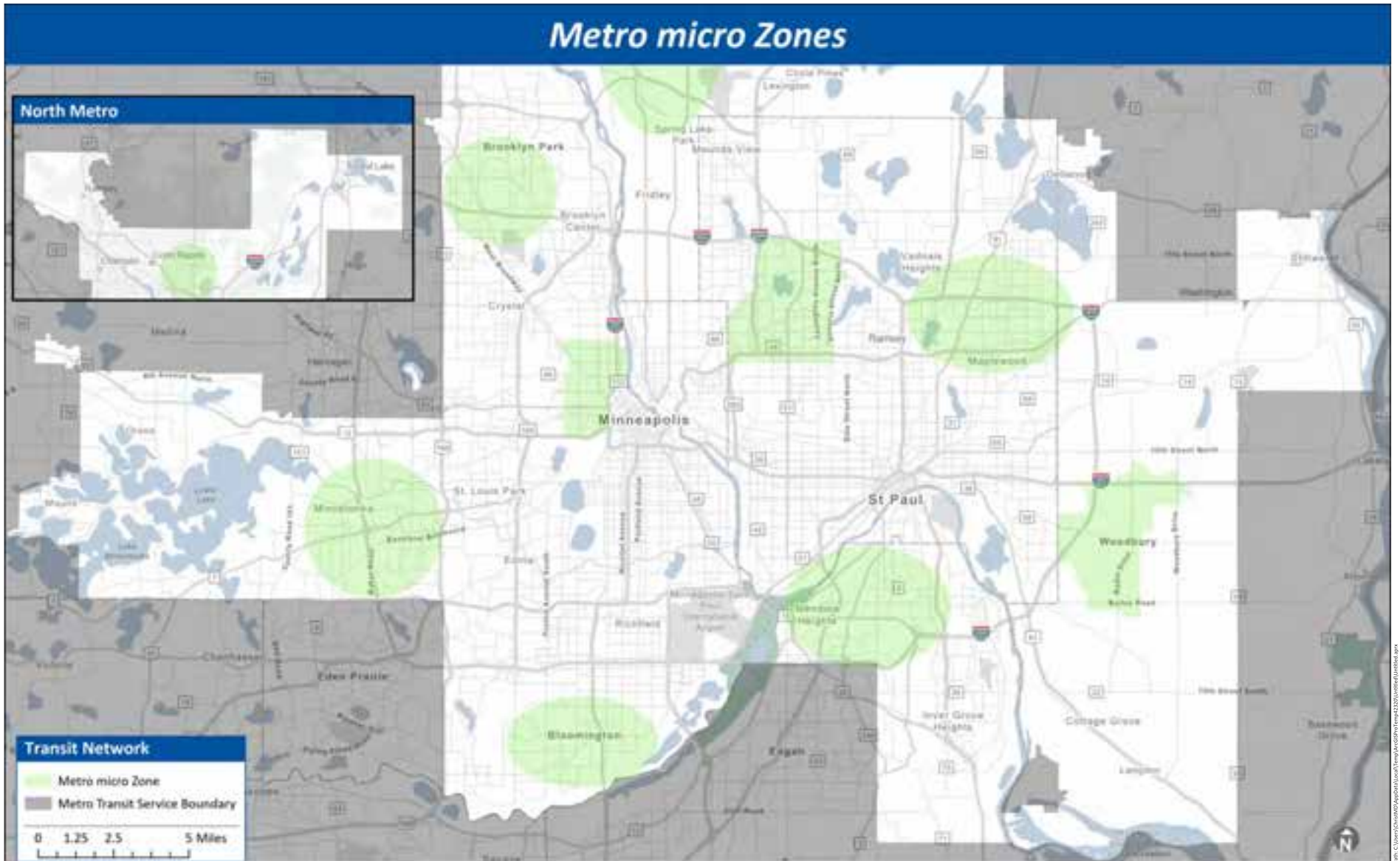
Eight pilot project areas have been identified to serve different travel markets than the current North Minneapolis project. These projects will serve lower density areas that are more difficult to serve with regular bus route service, providing access to the transit network at transit centers or transit stations, as well as access throughout the project area. Transfers between Metro micro and local buses are free and valid for 2 1/2 hours from the time of fare activation. The initial Metro micro zone in North Minneapolis includes multiple transfer points to the C and D Lines, as well as to several local bus routes.

Expansion plan and prioritization

Metro Transit plans to implement up to two new zones annually through the end of 2027. Each of these zones is designed to be served by five vehicles given the anticipated demand. Figure 9 shows the full extent of the future Metro micro network. The first two new zones to be implemented are in the Roseville and Woodbury areas in late 2024 anchored at Rosedale Transit Center on the A Line and Queens Drive Station on Gold Line respectively. Metro Transit will develop zone boundaries based on engagement with stakeholder cities and counties.

Each of the planned Metro micro zones will be evaluated on various metrics to ensure appropriate prioritization. These include coordination with transitways, access to bus routes and transit centers, auto ownership statistics, demographic and land use attributes, employment opportunities and affordable housing sites, as well as connectivity with the broader transit network. Metro Transit is also developing measures for success for each zone to continue monitoring progress as the Metro micro system grows. Each zone shown on the map is subject to change, though it does represent the general area where Metro Transit plans to invest in microtransit service.

Figure 9. Concept plan Metro micro zones



Date: 7/26/2024

Local and express bus service

The Network Now concept plan includes service changes for every type of bus service operated by Metro Transit. Proposed changes will address the status of routes that are currently suspended, increase service on local bus routes, restructure service, and consolidate commuter-oriented bus routes into a new Key Express Network, which will provide frequent, reliable service to a limited number of Park & Ride locations in major freeway corridors. These changes are described in the following sections, first by service category and then by geographic subregion.

Suspended service

Metro Transit suspended service on 63 bus routes and segments of 18 other routes, many starting in 2020. The Network Now concept plan includes restoration of a limited number of bus routes and discontinuation of others. Route restoration is considered based on performance and public input, as well as service design and the presence of alternatives. Guidelines for restoration include the following:

- Prioritizing service to large Park & Ride facilities with sufficient capacity for service expansion. Many Park & Ride customers have the flexibility to drive to a different facility in the corridor to access a better level of service.
- Reviewing the performance of the route in 2019 and expected performance today given changes in travel patterns and transit demand.
- Prioritizing service on routes where there are no reasonable alternatives for customers. For Network Now, an alternative is defined as a trip that requires no more than one transfer and where the new travel time does not exceed the original trip length by more than 50%. For a commuter express customer an alternative may require driving to a different Park & Ride in the same highway corridor.

Many routes and branches that are proposed for discontinuation are in areas where alternatives are available, as defined above. Conversely, bus routes slated for discontinuation are primarily those with lower ridership, inefficient travel times, or where higher-frequency alternatives are available. All proposed discontinuation of service is subject to a public hearing prior to implementation.

Route 501 is the only route currently operated that is proposed for discontinuation without replacement. Route 766 will be discontinued but replaced by alternative service as part of Network Now. Five additional routes (Routes 39, 133, 353, 535, and 597) have already had official public hearings to discontinue or replace service as part of earlier service changes. A full list of routes that are planned for discontinuation can be found in Figure 10, with additional detail on discontinued segments in Table 1 and Table 2.

Figure 10. Concept plan discontinued service

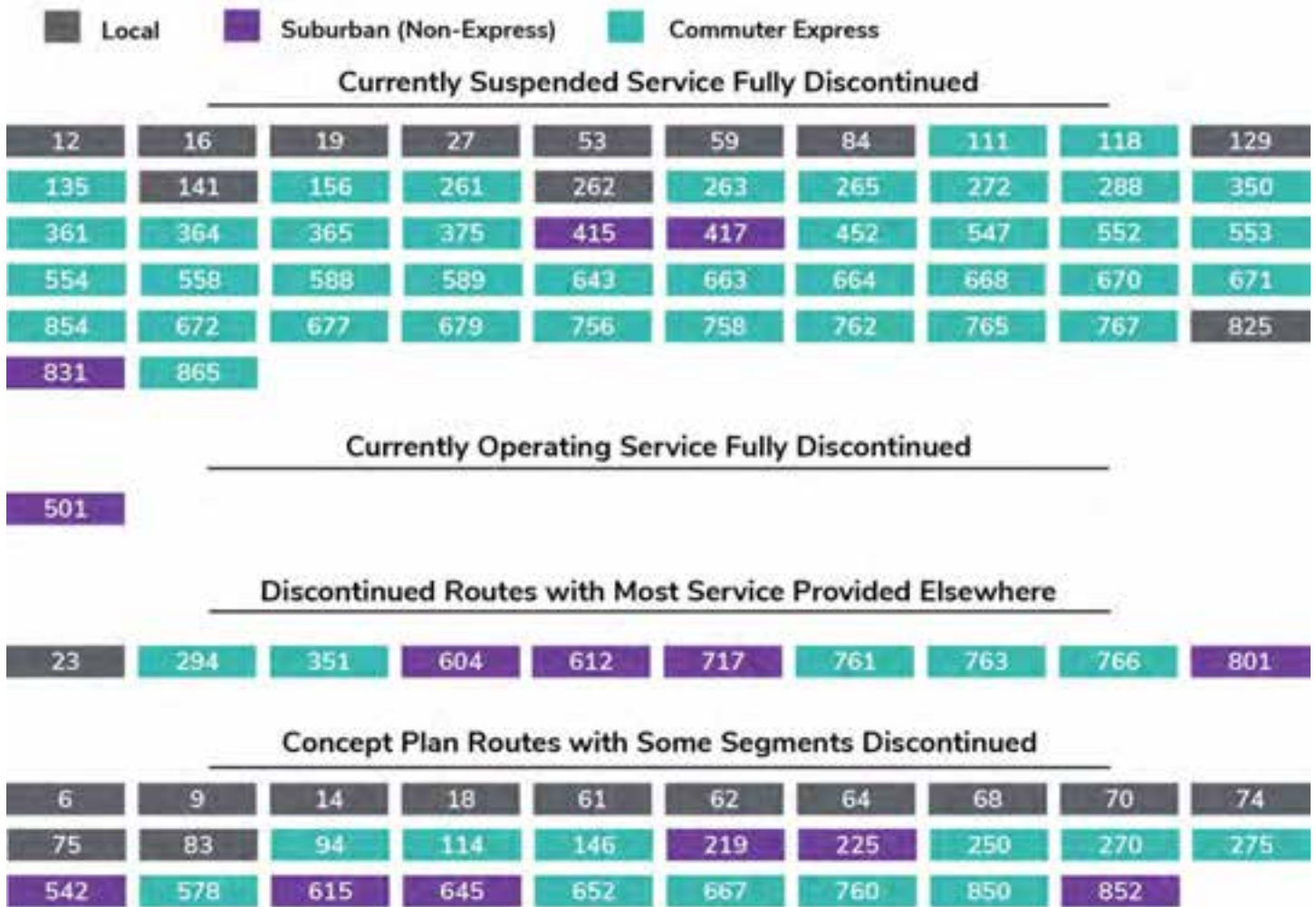


Table 1. Concept plan discontinued route numbers with most service restructured elsewhere

Route	Discontinued Segment
23	36th St. (Hennepin Ave. to Bryant Ave.)
294	Conway Ave. (McKnight Rd. to Century Ave.), 10 th St. (Century Ave. to Hadley Ave.), Stillwater Blvd. (Hadley Ave. to Curve Crest Blvd.), Curve Crest Blvd. (Stillwater Blvd. to Greeley St.), Pine St. - 3rd St. - Myrtle St. - Main St. - Water St. - Mulberry St. loop
351	Radio Dr. (I-94 to Hudson Rd.), Hudson Rd. (Radio Dr. to Bielenberg Dr.)
604	Louisiana Ave. (Cedar Lake Rd. to Louisiana Transit Center)
612	Mainstreet (Shady Oak Rd. to 11th Ave.), Excelsior Blvd. (Shady Oak Rd. to 11th Ave.), Smetana Dr. (Opportunity Ct. to Opportunity Ct.), Bren Rd. (Opportunity Ct. to Shady Oak Rd.), Yellow Circle Dr. / Blue Cir. Dr. (Shady Oak Rd. to Bren Rd. E)
717	Rockford Rd. (Boone Ave. to Nathan Ln.)
761	49th Ave. (I-94 to Humboldt Ave.), 69th Ave. / Shingle Creek Pkwy. (France Ave. to Xerxes Ave.), Woodbine Ln. (Noble Ave. to Halifax Ave.)
763	Dupont Ave. (57th Ave. to 65th Ave.), Xerxes Ave. (Lad Pkwy. to 85th Ave.)
766	W. River Rd. (97th Ave. to Ferry St.), Noble Pkwy (97th Ave. to W. River Rd.), 117th Ave. (W. River Rd. to Business Park Blvd.)
801	Route number change

Table 2. Routes with some segments discontinued

Route	Discontinued Segment
6	France Ave. (44th St. to 39th St.), 39th St. (France Ave. to Sheridan Ave.), Wooddale (54th St. to Valley View Rd.)
9	Glenwood Ave. (Penn Ave. to Xenia Ave.), Louisiana Ave. (Cedar Lake Rd. to Wayzata Blvd.), 9th St. (Park Ave. to Hennepin Ave.)
14	Noble Ave. (36th Ave. to Golden Valley Rd.), Cedar Ave. (38th St. to 42nd St.), 42nd St. (Cedar Ave. to 28th Ave.), 28th Ave. (42nd St. to 38th St.)
18	Grand Ave. (31st St. to 46th St.)
46	Vernon Ave (Bren Rd to Eden Ave), St Paul Pkwy (Cleveland Ave to Edgcumbe Rd)
61	Arcade Ave. (Maryland Ave. to Larpenteur Ave.)
62	W Demont Ave. (Rice St. to Canabury Dr.), Canabury Dr. (Dermont Ave. to Co. Rd. B2), Co. Rd. B2 (Canabury Dr. to Rice St.)
64	Prosperity Ave. / Hazelwood St. (Maryland Ave. to Larpenteur Ave.), English St. (Frost Ave. to Co. Rd. B E), Co. Rd. B E (English St. to White Bear Ave.)
68	Oakdale Ave. (Marie Ave. to Thompson Ave.), Thompson Ave. (Oakdale Ave. to 12th Ave.), 12th Ave. (Thompson Ave. to Southview Blvd.), Southview - 3rd Ave. - 5th Ave. loop
70	Cretin Ave. (Ford Pkwy. to St. Clair Ave.), St. Clair (Cretin Ave. to W 7th St.)
74	Minnehaha Ave. (Ruth St. to McKnight Rd.), McKnight Rd. (Minnehaha Ave. to Stillwater Rd.), Stillwater Rd. (McKnight Ave. to Hazel St.), Nokomis Ave. (Stillwater Rd. to Maryland Ave.), Maryland Ave. (Nokomis Ave. to Century Ave.), Century Ave., Ivy Ave., Ferndale St., Edgewater Blvd., Edgcumbe Rd. - Jefferson Ave. - Lexington Pkwy. loop
75	Mendota Rd. (Dodd Rd. to Delaware Ave.), Delaware Rd. (Mendota Rd. to Marie Ave.), Marie Ave. (Delaware Ave. to Carlton St.), Carlton St. (Marie Ave. to Thompson Ave.)
83	Lexington Ave. (University Ave. to Selby Ave.)
94	Robert St. (5th St. to Fillmore Ave.), River Park Plaza (Fillmore St. to Fillmore St.)
114	Lake St. (Hennepin Ave. to Excelsior Blvd.), Excelsior Blvd. (Lake St. to Quentin Ave.)
146	Vernon Ave. (Bren Rd. to Eden Ave.)
219	McKnight Rd. (Lydia Ave. to Co. Rd. E), 15th St. (Century Ave. to Hadley Ave.), Conway Ave. (Howard St. to Century Ave.), 3rd St. (Howard St. to Ruth St.), Ruth St. (3rd St. to Old Hudson Rd.), Pederson St., Wilson Ave.
225	Victoria St. (Co. Rd. E to Co. Rd. F), Co. Rd. F (Lexington Ave. to Victoria St.)
250	95th Ave. (Naples St. to Lexington Ave.), Lexington Ave. (95th Ave. to North Rd.), North Rd. (Lexington Ave. to Sunset Ave.), Sunset Ave. (North Rd. to Elm St.)
270	Bellaire Ave. (Lydia Ave. to Co. Rd. F), Wildwood Rd. (County Line Rd. to Hickory St.)
275	Running Aces P & R, Forest Lake Transit Center
615	Monterey Dr. (Beltline Blvd. to Excelsior Blvd.)
542	78th St. (Washington Ave. to Bush Lake Rd.)
578	70th St. (York Ave. to Antrim Rd.), Valley View Rd. / Tracy Ave. (70th St. to Benton Ave.), Benton Ave. (Tracy Ave. to Normandale Rd.)
645	Ford Rd. (Shelard Pkwy. N to Shelard Pkwy. S)
652	Plymouth Rd. Park & Ride

Route Discontinued Segment

667	Co. Rd. 101 (Hwy 7 to Townline Rd.), 36th St. (Hwy 169 to Texas Ave.), Texas Ave. (36th St. to Minnetonka Blvd.)
760	Candlewood Dr. (Broadway Dr. to Douglas Dr.), Douglas Dr. (Candlewood Dr. to 85th Ave.), Neddersen Pkwy. (Zane Ave. to Setzler Pkwy.), Setzler Pkwy. (Neddersen Pkwy. to Broadway Ave.), Broadway Ave. (Setzler Pkwy. to 85th Ave.)
850	Hanson Blvd. (Coon Rapids Blvd. to Robinson Dr.), Crooked Lake Blvd. / 124th Ave. (Northdale Blvd. to Riverdale Station)
852	Thurston Ave. - Lund Blvd. - McKinley St. loop

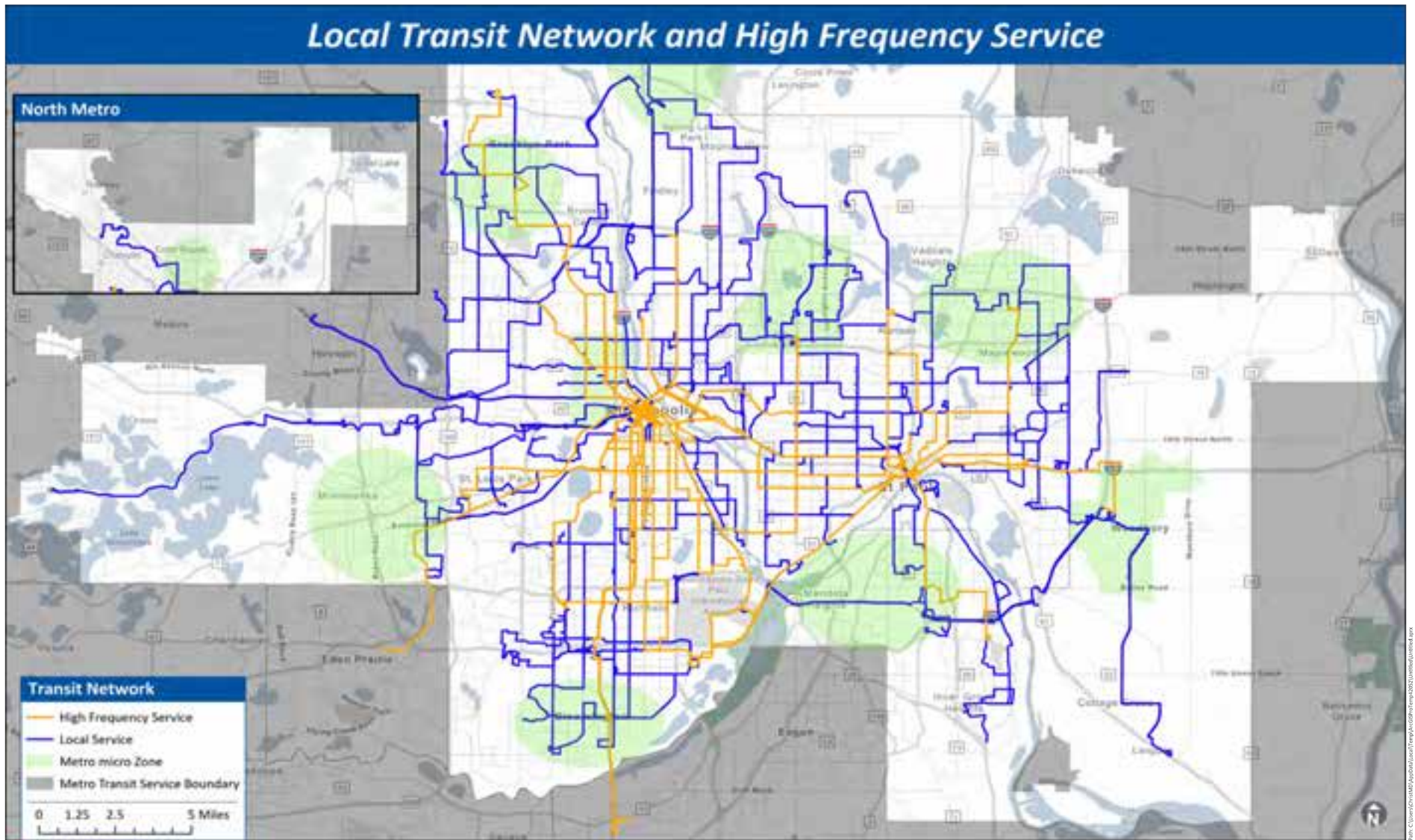
Some communities in the region that had bus service available prior to 2020 will not have fixed-route service under the Network Now concept plan. These communities are primarily located in the northeast metro and near Lake Minnetonka. In all cases, the number of trips available in these communities was relatively low, ranging from two to eight trips per direction per weekday. Cities in the Transit Capital Levy District that will no longer have fixed-route bus service: Forest Lake, Columbus, Circle Pines, Lino Lakes, Mahtomedi, St. Paul Park, Maple Plain, Long Lake, Orono, Minnetonka Beach, Deephaven, Tonka Bay, and Shorewood. Residents of these communities may be able to use the Metropolitan Council's Transit Link program, which provides demand-response transit service in areas where no fixed-route service is available.

Local bus routes

To focus on providing frequent, reliable service on local routes in the region's core and suburban areas, Network Now includes strategic changes to the existing system to provide coverage where it is most needed and increase frequency where it is most effective. Many routes will also be restructured to some degree to improve their performance and create better connections to high frequency transitways. Improvements to specific routes are detailed in the appendices. Key changes include the following:

- **More routes with service every 10 minutes:** Five more local routes including the 4, 11, 54, 63, and 724 will be improved to have periods of weekday 10-minute service. Customers in parts of south Minneapolis, northeast Minneapolis, St. Paul, Brooklyn Center, and Brooklyn Park will have service upgraded.
- **More high frequency routes:** High frequency service (Figure 11), comprised of routes or sections of routes offering service every 15 minutes or better on weekday middays, will expand to include transitways such as the Green Line Extension, Gold Line, and B, E, and G lines. The network will also expand to include local routes 4, 14, 17, 22, 58, 68, 515, and 724, as well as the restructured Route 64. Existing high frequency local routes with as good or better service include routes 2, 3, 10, 11, 18, 54, 63, 64, and 71. Routes 6 and 21 will be mostly replaced by the E Line and B Line, respectively, but will be maintained as local service operating every 30-60 minutes. Customers in parts of Bloomington, Richfield, St. Louis Park, Brooklyn Park, St. Paul, West St. Paul, South St. Paul, and Maplewood will see improved service.
- **60-minute minimum frequency:** All suburban local routes will operate at least every 60 minutes.
- **New or restored local bus routes:** New local routes will provide coverage in some areas of Brooklyn Park, Osseo, Oakdale, Cottage Grove, and Woodbury that do not currently have service. Route 223 will be restored to provide connections with routes in Roseville, Little Canada, and Maplewood.
- **Establishing new crosstown connections:** New Route 354 will connect Woodbury, Newport, South St. Paul, West St. Paul, and Inver Grove Heights with Minneapolis-St. Paul International Airport, offering connections with Blue Line, Gold Line, G Line, and routes 68 and 75. Routes 717 and 801 will be combined into the new Route 817, creating a better crosstown connection for customers in Plymouth, New Hope, Crystal, Robbinsdale, Brooklyn Center, Columbia Heights, St. Anthony, and Roseville. Route 3A will be restructured to provide crosstown service on Maryland and White Bear avenues to Sun Ray Transit Center in advance of the H Line. Service to downtown St. Paul will be available via a transfer to the G Line at Maryland Ave. & Rice St.
- **Discontinuation of current service:** Due to very low ridership, Route 501 will be discontinued. as will Saturday service on Route 33.

Figure 11. Network Now concept plan – Local route and high frequency service



Date: 8/13/2024

Commuter-oriented bus routes

Commuter-oriented routes connect suburban areas to major employment centers and destinations, including downtown Minneapolis, downtown St. Paul, and the University of Minnesota. Since 2020, express routes have been most affected by changes in commuting patterns due to the COVID-19 pandemic and investments in regional transitways. These routes experienced the biggest loss in percentage of riders in 2020 and have been the slowest to rebound as ridership recovers on other types of service in the region.

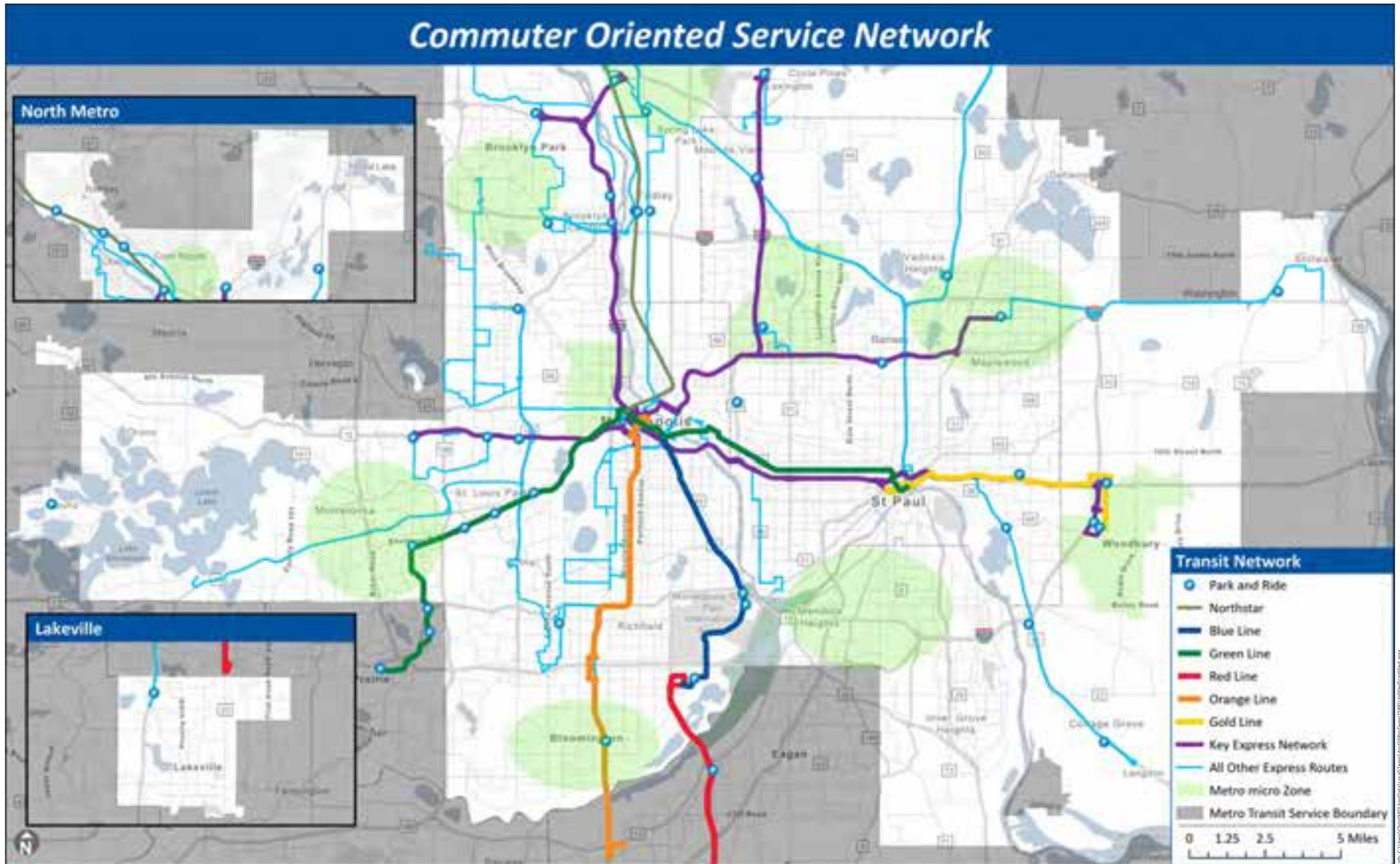
Rush-hour commuter express routes are designed for the primary purpose of bringing suburban residents to traditional 9-to-5 jobs in congested areas where parking is inconvenient and may be expensive. The growth in telecommuting at least some days of the week means that ridership on Mondays and Fridays is less than half of the ridership in the middle of the week, and more people are choosing to drive because parking has become less expensive. Metro Transit has evaluated these conditions in the development of the concept plan.

Through 2027, Metro Transit will increase service on commuter-oriented routes by over 50% compared to current levels, which will allow for more frequent and reliable trips. Proposed commuter-oriented service in the concept plan, including regular bus service, bus rapid transit, commuter rail and light rail is shown in Figure 12. The plan primarily focuses on restoring suspended service, network expansion, and improved connectivity, but it also proposes the discontinuation of some service, primarily on commuter express routes with few trips that have not operated for several years. On Figure 13, the number of weekly trips offered on a route proposed to be discontinued, which are shown in red, reflects the level of service before it was suspended. Key Express Network, light rail, guideway BRT and highway BRT routes are shown in purple and are also weighted by the number of weekly trips. Park & Ride lots that will close are shown in red.

Changes to commuter-oriented routes are summarized as follows:

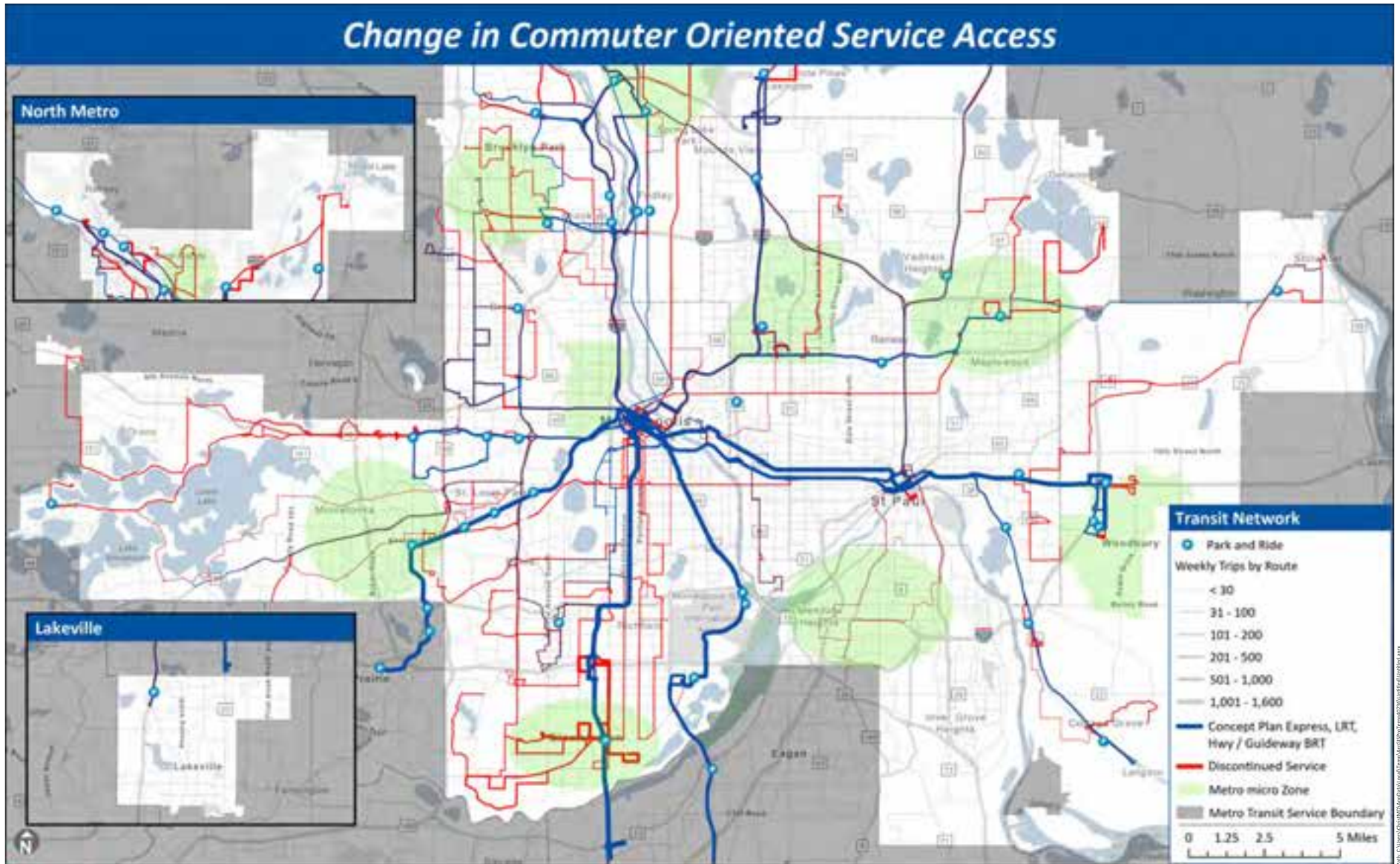
- **Maintain existing express service:** Most express routes operating as of June 2024 will continue to operate. Service on routes 761, 763, and 766, which are currently operating in Brooklyn Park, Brooklyn Center and Champlin, will be replaced by alternate routes. Route 766 will also be discontinued due to very low ridership on local stops and alternate commuter express service available on Route 768.
- **Service restoration:** Service on seven routes that are currently suspended will be restored: Routes 115, 134, 146, 579, 587, 652, and 860. These routes will offer improved service for customers in south Minneapolis, St. Paul, Edina, Minnetonka, Mounds View, and Coon Rapids.
- **Expand service to University of Minnesota:** Due to the significant increases in ridership experienced since students, faculty and staff at the University of Minnesota were given a Universal Transit Pass, more service to the Minneapolis campus will be added:
 - New Route 352 will be added serving Woodbury to replace Route 355U trips.
 - One additional trip in each direction will be added on Route 252 in Blaine.
 - Additional frequency will be provided on Route 115, which provides service to south Minneapolis.
- **Creating the Key Express Network:** By opening the Gold Line and Green Line Extension and consolidating service on key highway corridors, Metro Transit will offer more reliable, frequent, and convenient service throughout the region in a way that adapts to the market. This results in the development of the Key Express Network, made up of highway corridors that extend from the center of the service area and provide frequent, reliable service to a limited number of Park & Ride locations. Routes 94, 250, 270, 355, 673, 768, and 850 are planned to be upgraded to form the Key Express Network, which is shown in purple in Figure 12. Customers who travel to a Park & Ride served by a Key Express Network routes will be offered service every 15 minutes or better during rush hour and also have midday service.

Figure 12. Commuter oriented service network



Date: 7/16/2024

Figure 13. Change in commuter oriented service access



Changes by subregion

Metro Transit serves a broad and diverse set of communities throughout the Twin Cities metropolitan area. To more easily communicate key transit service changes proposed as part of Network Now, this section explores the concept plan in four different quadrants of the region, defined below, as well as the downtowns and the University of Minnesota.

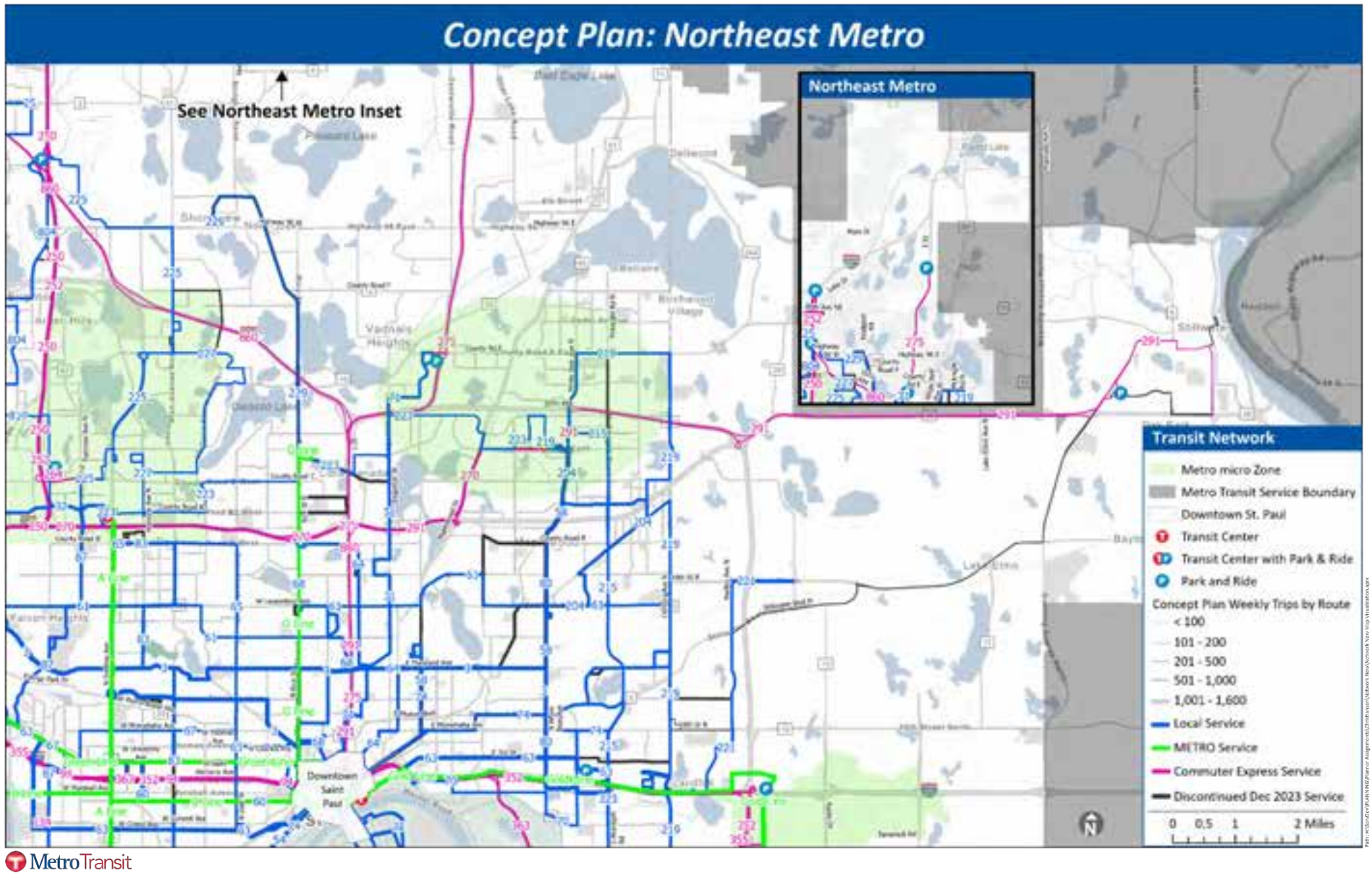
The following sections describe transit service changes planned for each quadrant, as well as developments that helped guide route planning decisions for Network Now.

Northeast metro

The Northeast metro, as shown in Figure 14, generally includes areas north of I-94 and east of Hwy 280.

- **METRO Service:** The A Line on Snelling Ave. is already in operation. The Gold Line will operate from Woodbury to downtown St. Paul, operating primarily on dedicated right of way. G Line Phase 1 will operate from Union Depot in St. Paul to Little Canada Transit Station, operating primarily on Rice St. and replacing Route 62.
- **Key Express Network:** Route 270 provides express service from Maplewood Mall and Hwy. 36 Park & Ride to downtown Minneapolis and Route 250 provides express service from I-35W & 95th Ave. Park & Ride and I-35W & Co. Rd. H Park & Ride to downtown Minneapolis. These routes will operate every 15 minutes during the rush hour and also offer midday service.
- **Restructured Service:** Many Eastside routes are being restructured to create a better grid network that relies on improved frequencies for better transfer connections. In addition to St. Paul, route restructuring will also affect other northeast suburban communities, such as Maplewood, Oakdale, Little Canada, and Vadnais Heights. Affected routes are as follows:
 - Route 54 will be split into two routes (Route 54 between downtown St. Paul and Mall of America and Route 58 between downtown St. Paul and Maplewood Mall).
 - Routes 3 and 61 will be rerouted to serve as crosstown routes rather than ending in downtown St. Paul.
 - Route 64 will cover parts of Route 71 and operate primarily straight north of downtown St. Paul on Payne Ave. and McMenemy St. to County Rd. B Park & Ride. Route 64N in North St. Paul will be replaced by new Route 204.
 - With the opening of the G Line Phase 1, the northern terminal of Route 62 will be moved to 12th St. & Robert St.
 - New Route 229 will connect customers from Little Canada Transit Station to Shoreview Community Center.
 - Regular Route 74 service will be simplified in St. Paul to offer more direct service to Sun Ray Transit Center.
 - Route 219 will remain on Century Ave. south of I-94 and will have Sunday service added.
 - New Route 291 service between Stillwater, Maplewood, and downtown St. Paul will replace parts of routes 265 and 294.
- **Restored service:** Route 223 will be restored along the previous alignment between Rosedale Transit Center in Roseville and Maplewood Mall Transit Center in Maplewood.
- **New service:** Route 71K will be extended to provide all-day service to the Wal-Mart in Vadnais Heights. New Route 215 will serve McKnight Rd. between Maplewood and Sun Ray Transit Center. New Route 221, will connect to Gold Line stations and primarily serve Oakdale. Route 225 will be extended to offer access to destinations at Rice Creek Commons. Three new Metro micro zones will be proposed in the northeast metro, with service in the Woodbury area connecting to Gold Line, the Roseville area connecting to A Line, and Maplewood connecting with Maplewood Mall Transit Center.

Figure 14. Network Now concept plan – Northeast Metro

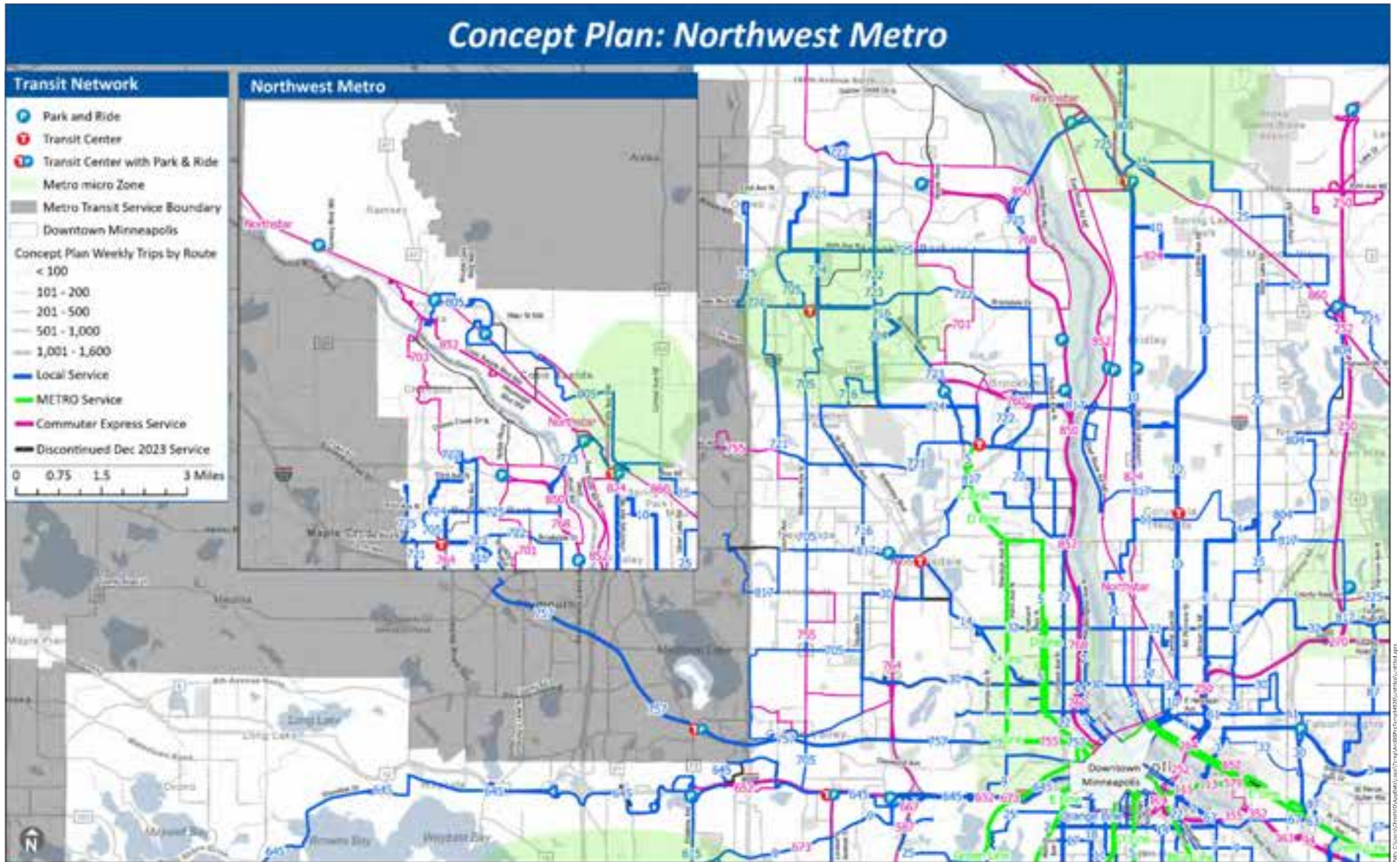


Northwest metro

The Northwest metro, as shown in Figure 15, includes the western suburbs, the area around north Minneapolis, and extends as far north as Anoka and Blaine.

- **METRO service:** The C and D lines are already in operation, and there are no new METRO lines planned in this subregion by the end of 2027. The F Line will largely replace Route 10 from downtown Minneapolis to Northtown Transit Center, with an adjusted timeline outside the scope of Network Now, subject to coordinated reconstruction of Central Ave. The Blue Line Extension is also slated to open beyond the timeframe of Network Now, but will also add more fast-frequent, all-day service in this region.
- **Key Express Network:** Route 768 provides express service from Hwy. 610 and Noble Park & Ride, Church of the Nazarene Park & Ride, and Hwy. 252 and 66th Ave. Park & Ride to downtown Minneapolis. Route 850 provides express service from Foley Park & Ride to downtown Minneapolis. Route 673 provides express service from Co. Rd. 73 Park & Ride and Louisiana Ave. Transit Center to downtown Minneapolis. These routes will operate every 15 minutes during the rush hour and also offer midday service.
- **Restructured service:** Current commuter express routes (including Routes 761, 763, and 766, and portions of Route 760) will be replaced by new local routes operating during rush hour only (Routes 701, 702, and 703) with a connection to downtown at Noble Park & Ride or 65th & Brooklyn Park & Ride. Route 850 will be restructured to reduce duplication. Routes 717 and 801 will be combined into new route 817 and serve E. River Rd. between I-694 and 44th Ave. (Northern Stacks) in Fridley as well as 36th Ave. and Lancaster Ln. in Plymouth. Route 804 service between Silver Lake Village and Northtown Transit Center will be discontinued and replaced by improved service on Route 25. Route 14 will be restructured so all trips remain on West Broadway Ave. west of Knox Ave. to serve North Memorial Hospital and Robbinsdale. Route 30 will be extended to replace Route 14 along Golden Valley Rd., Duluth St., and Douglas Dr.
- **Restored service:** Route 860 will be restored to connect customers in Coon Rapids, Blaine, and Mounds View to downtown St. Paul.
- **New service:** Metro micro service will continue in North Minneapolis, with new planned zones in portions of Blaine and Coon Rapids, as well as in Brooklyn Park near Starlite Transit Center. Route 7 will have an added branch to the City of Minneapolis' Upper Harbor Terminal redevelopment, located along the west side of the Mississippi River between Lowry and Dowling avenues. New Route 725 will run between Osseo, Brooklyn Park, and Blaine via Jefferson Hwy., 85th Ave. N. and Hwy. 610. New Route 757 will run limited-stop service on Hwy. 55 between downtown Minneapolis. North Minneapolis, Golden Valley, and Plymouth as a pilot for potential future bus rapid transit service.

Figure 15. Network Now concept plan – Northwest Metro



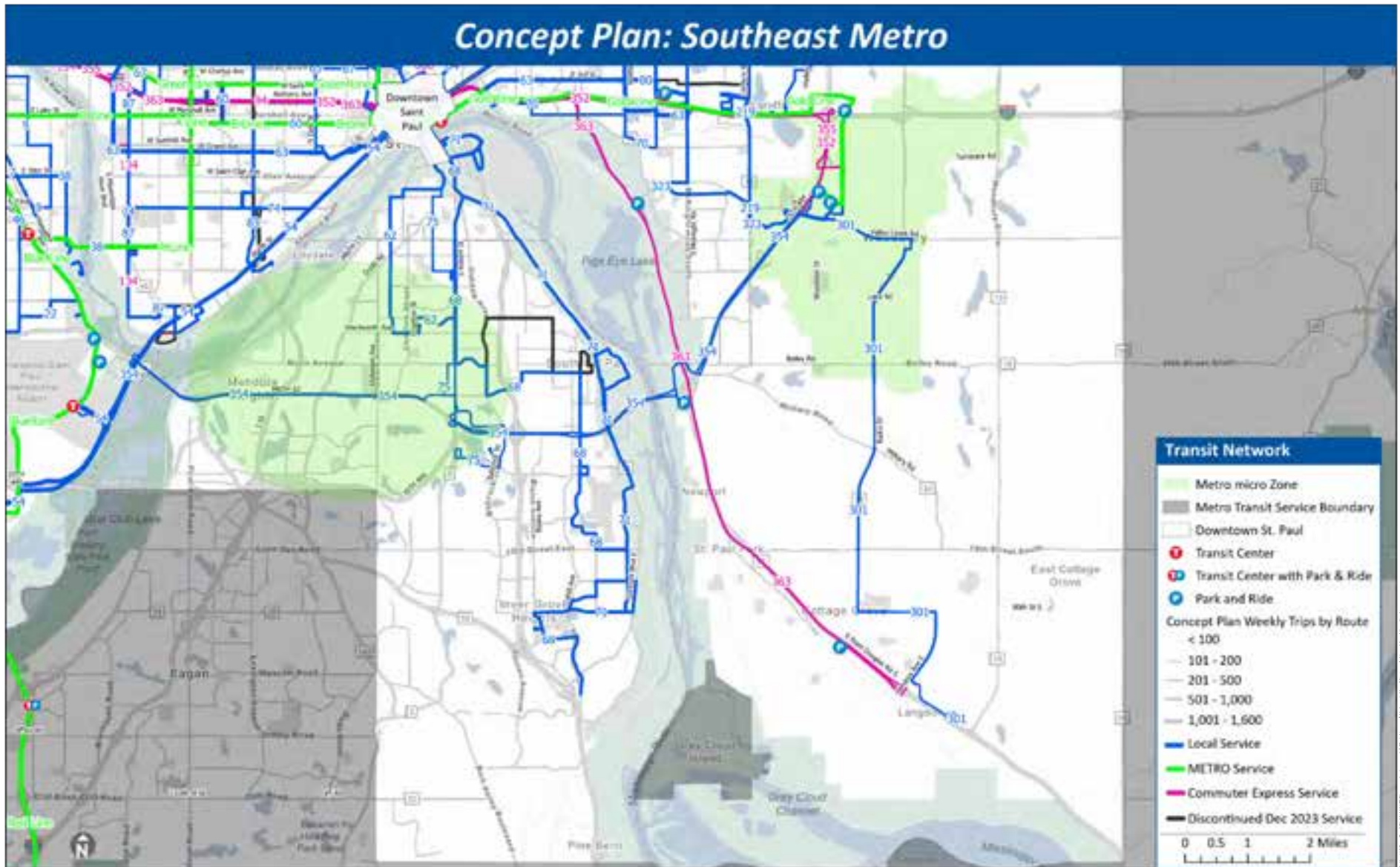
Date: 7/1/2024

Southeast metro

The southeast metro, as shown in Figure 16, includes areas south of I-94 and east of Hwy. 280 and the Mississippi River.

- **METRO service:** The A Line on Snelling Ave. and Ford Pkwy./46th St. is in operation. The B Line and Gold Line are planned to open in 2025. G Line Phase 2 on Robert St. south of downtown St. Paul will open with an adjusted timeline outside the scope of Network Now, subject to coordinated reconstruction of Robert St.
- **Key Express Network:** Route 94 provides express service between downtown Minneapolis and downtown St. Paul. Route 355 provides express service from Woodbury Theatre Park & Ride to downtown Minneapolis. These routes will operate every 15 minutes during the rush hour and also offer midday service.
- **Restructured service:** Route 21 service from Hiawatha Ave. in Minneapolis to Union Depot in St. Paul will be mostly replaced by B Line, with new Route 60 offering connections to Midway destinations on Selby Ave in St. Paul. Route 83 will deviate to offer service to Midway. Route 87 will be adjusted to better serve multifamily housing and senior buildings south of W. 7th St. in St. Paul.
- **Restored service:** Route 134 will be restored with limited-stop service from Highland Park in St. Paul to downtown Minneapolis along Cleveland and Cretin avenues.
- **New service:** New all-day local route Route 301 will connect to Gold Line stations and serve Cottage Grove. Metro Transit will also implement two new Metro micro zones, one in parts of Mendota Heights and South St. Paul to support Phase 2 of the G Line and one in Woodbury and Oakdale to support the Gold Line. Woodbury express service changes include the addition of a new route between Woodbury Theatre Park & Ride and the University of Minnesota and new Route 354 all-day local service in the I-494 corridor between Woodbury, Newport, South St. Paul, West St. Paul, Inver Grove Heights, and the airport.

Figure 16. Network Now concept plan – Southeast Metro



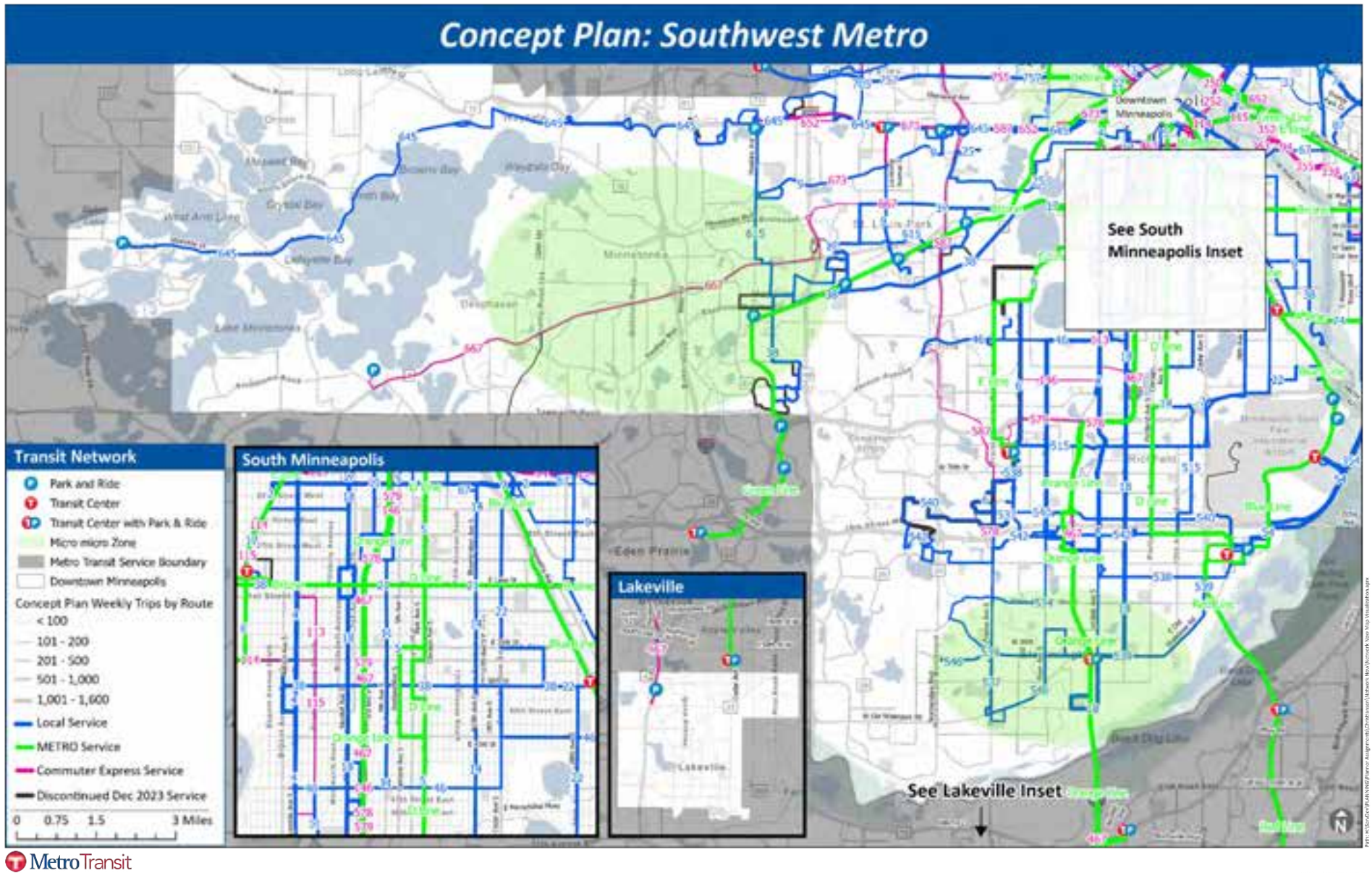
Date: 6/14/2024

Southwest metro

The southwest metro, shown below in Figure 17, includes areas west of the Mississippi River and south of I-394. Communities in the subregion include south Minneapolis, Bloomington, Richfield, Lakeville, and Edina, as well as west suburban St. Louis Park, Hopkins, Golden Valley, Minnetonka and communities surrounding Lake Minnetonka and Minnetonka.

- **METRO service:** Changes to service in the southwest metro are largely driven by the addition of the Green Line Extension from Eden Prairie to downtown Minneapolis and the resulting consolidation of express service. The southwest metro will also be served by the E Line beginning in 2025 traveling between Southdale Transit Center, downtown Minneapolis and the University of Minnesota.
- **Key Express Network:** No Key Express Network routes serve the southwest metro.
- **Restructured service:** The Green Line Extension includes supporting bus service improvements on routes 9, 17, and 615, as well as new Route 38 to replace existing routes 23 and 612. In the far west metro, Route 667 will be rerouted from Hwy. 101 to Excelsior via Hwy. 7. Route 6 will be restructured with the northern terminal at Uptown Transit Station. Route 540 will be adjusted to offer new coverage on 77th Street.
- **Restored service:** Route 46 service west of the Blue Line will be restored on all days. Route 146 will be restored, with a restructured local segment extending to 60th Street between Lyndale and Xerxes avenues in south Minneapolis to serve part of former Route 156. Route 652 will be restored with service from Co. Rd. 73 Park & Ride to downtown Minneapolis and University of Minnesota. Route 115 will be restored with limited-stop service to Uptown from the University of Minnesota. Route 579 will be restored with express service from Southdale Transit Center to the University of Minnesota. Route 587 will be restored with limited-stop service from Bloomington to downtown Minneapolis.
- **New service:** The Orange Line's 98th St. Station will be included in a future microtransit zone and serve areas of southwest Bloomington formerly covered by Route 547. Minnetonka will be served by a future microtransit zone to connect with the Green Line Extension.

Figure 17. Network Now concept plan – Southwest Metro



Downtown Minneapolis, University of Minnesota, and downtown St. Paul

Route changes in downtown Minneapolis and on the campus of the University of Minnesota (Figure 18), as well as route changes in downtown St. Paul (Figure 19), are guided by major transitway investments, City-led developments, and changes to the express bus travel market, as well as improvements to crosstown and weekend service.

- **METRO service:** The Green Line Extension will provide a direct connection between both downtowns, the University, and Hopkins, St. Louis Park, Minnetonka, and Eden Prairie. The Orange, C, and D Lines already serve downtown Minneapolis, and the E Line will be added in 2025. The E Line also will serve the University. The Gold, B and G lines will serve downtown St. Paul, with the Gold and B lines sharing stations along 5th and 6th streets.
- **Restructured service:** In downtown Minneapolis northbound Route 9 will move from 9th St. to 7th St. Potential changes involving routes on Nicollet Mall are under discussion with the City of Minneapolis but outside the scope of Network Now. Route 6 will no longer serve downtown Minneapolis. In downtown St. Paul, Route 54 will end at Union Depot and Route 54M will become Route 58. Routes 3A and 61 will no longer serve downtown St. Paul. Routes 265 and 294 will be combined into new Route 291, serving Maplewood and Stillwater.
- **Restored service:** Routes 134 and 146 serving downtown Minneapolis will have one to two trips added in each direction during morning and evening rush hours, while Route 860 serving downtown St. Paul will have two trips during morning and evening rush hours. Limited service will be restored during the University of Minnesota school session on express routes 115, 579, and 652.
- **New service:** Route 352 will provide new express service between Woodbury and the University of Minnesota, with connections to Gold and Green lines. Route 757 will provide new limited-stop service between downtown Minneapolis, Golden Valley, and Plymouth via Hwy. 55, offering connections to the Blue, Green, Orange, C, D, and E lines.

Figure 18. Network Now concept plan – downtown Minneapolis and University of Minnesota

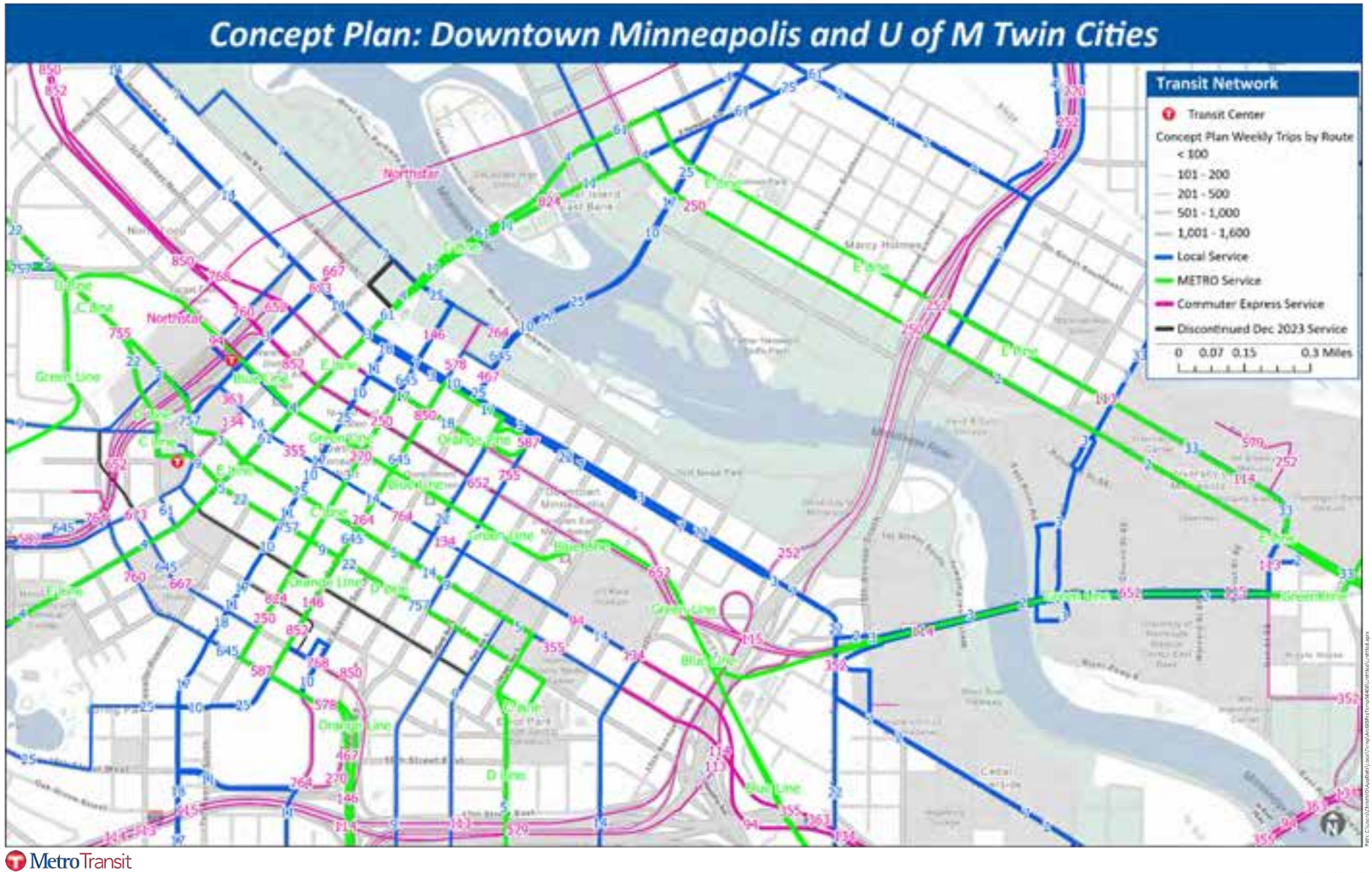
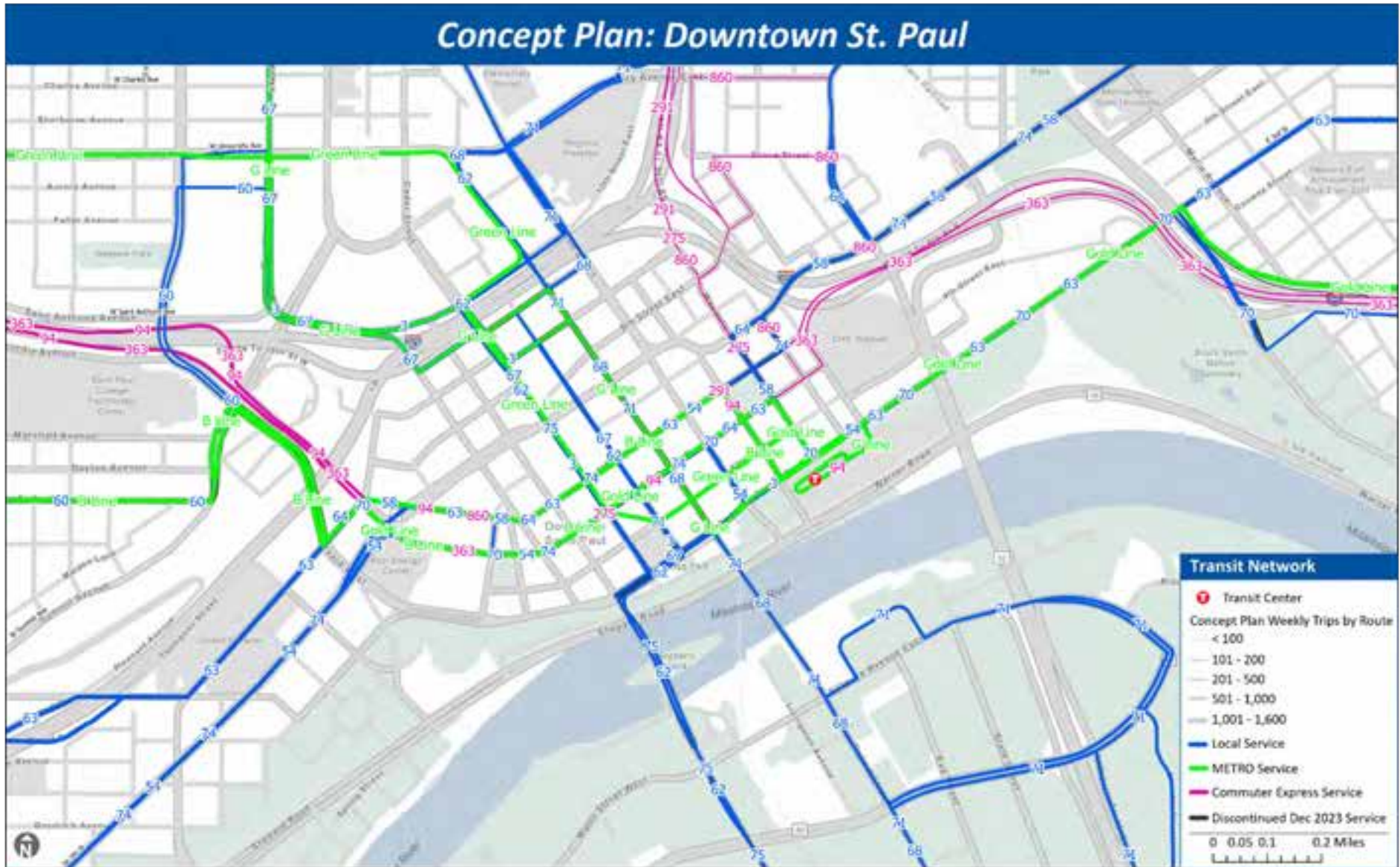


Figure 19. Network Now concept plan – downtown St. Paul



Date: 6/14/2024

Regional changes

This section aggregates and summarizes concept plan changes across the network. Figure 20 shows the Network Now concept plan by route classification. Each route class (Local, Commuter Express, and METRO service) is shown in a distinct color.

Figure 20. Network Now concept plan – transit network by service type

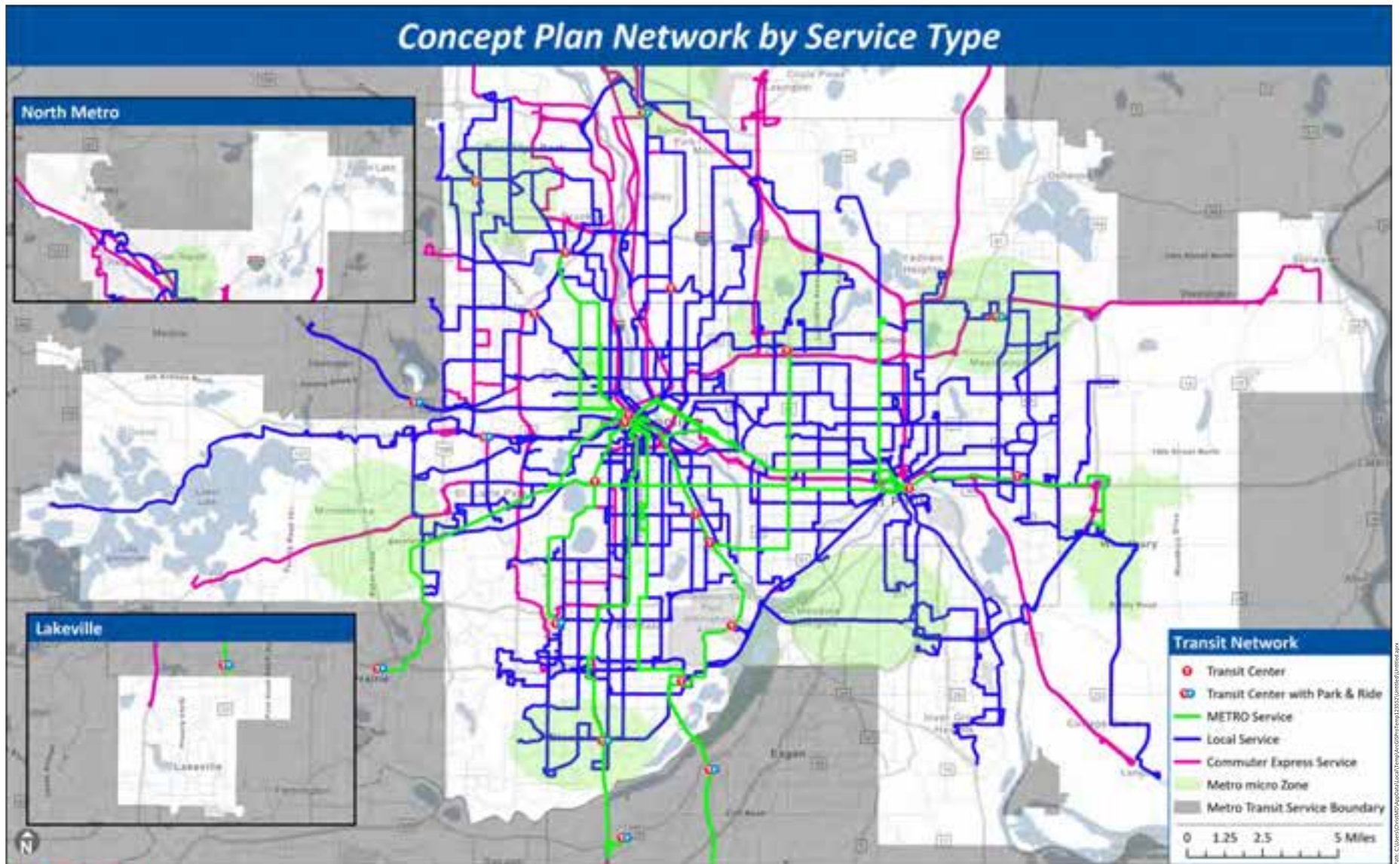


Figure 21 shows the Network Now concept plan in relation to service coverage provided from December 2019 through December 2023. Routes continuing to operate on the same street network are shown in color underlaid by a grey line, while areas no longer covered are shown as a distinct grey line. New areas of coverage are shown as a distinct line in color. Coverage changes are primarily in areas currently served by low-frequency express bus routes. New Metro micro areas are shown in light green, providing additional access for customers without fixed route service.

Figure 21. Network Now concept plan - compared to December 2019 – December 2023

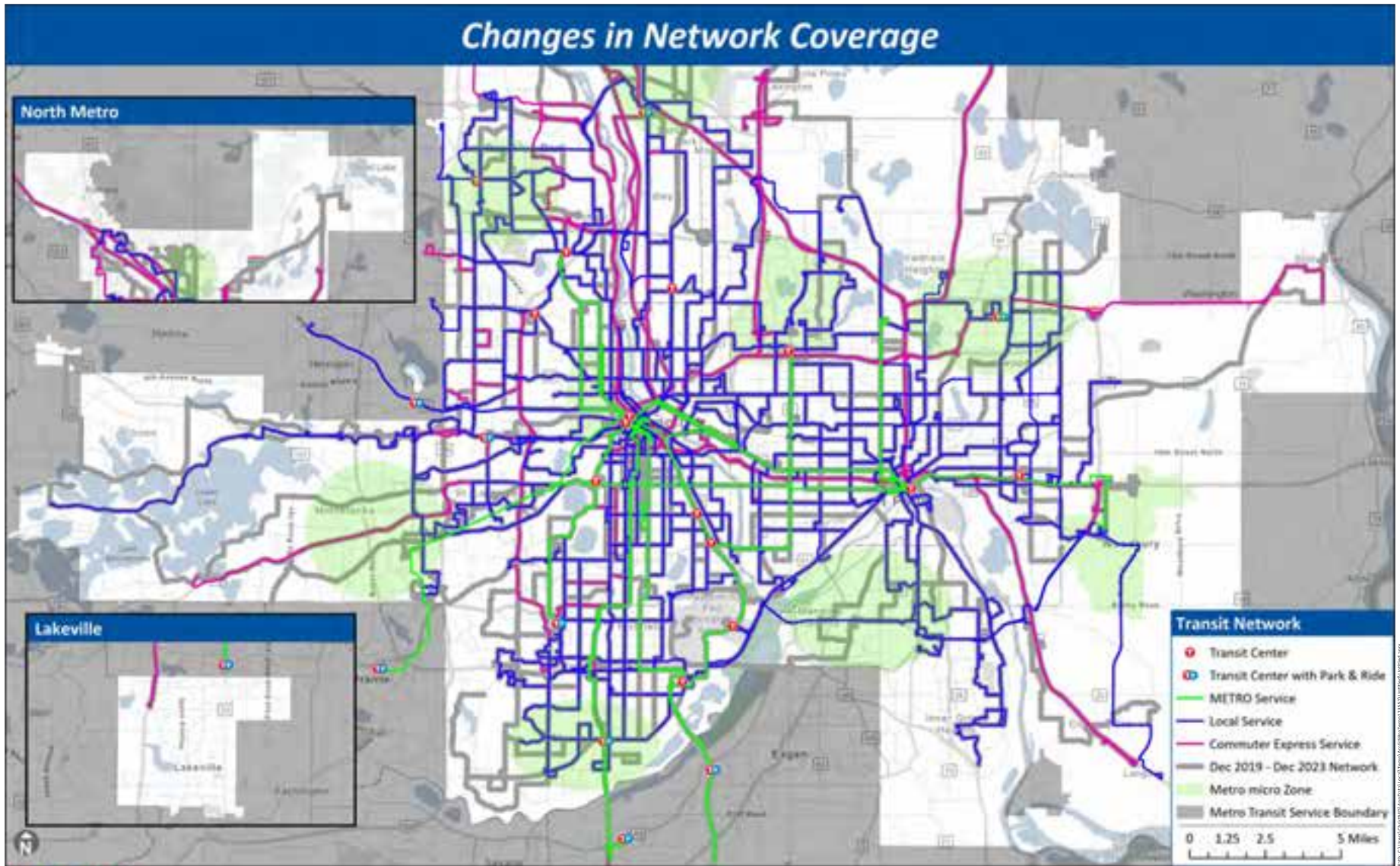


Figure 22 shows the Network Now concept plan in terms of the number of weekly trips proposed. Relative to pre-pandemic service, the concept plan includes a more significant reduction in express bus service, particularly in the outer parts of the region where many routes have been suspended since March 2020. Most of the service discontinued (shown in red) has not operated in at least two years. There are limited areas where service runs currently that will see discontinued service compared to December 2023 (shown in orange).

Service frequency is measured as the number of weekly trips operated on each route. 1,000 – 1,800 weekly trips indicate service every 15 minutes or better; 500 – 1,000 weekly trips indicate service every 30 minutes or better, and 200 – 500 weekly trips indicate service every 60 minutes or better. For express routes operating during rush hour only, 100 – 200 weekly trips indicate frequent service, 31 – 100 weekly trips indicate demand-oriented service, and less than 30 weekly trips indicate limited service availability. Frequency for each route is shown at the route level, so certain segments or branches may offer fewer trips.

Figure 22. Network Now concept plan by Number of Weekly Trips

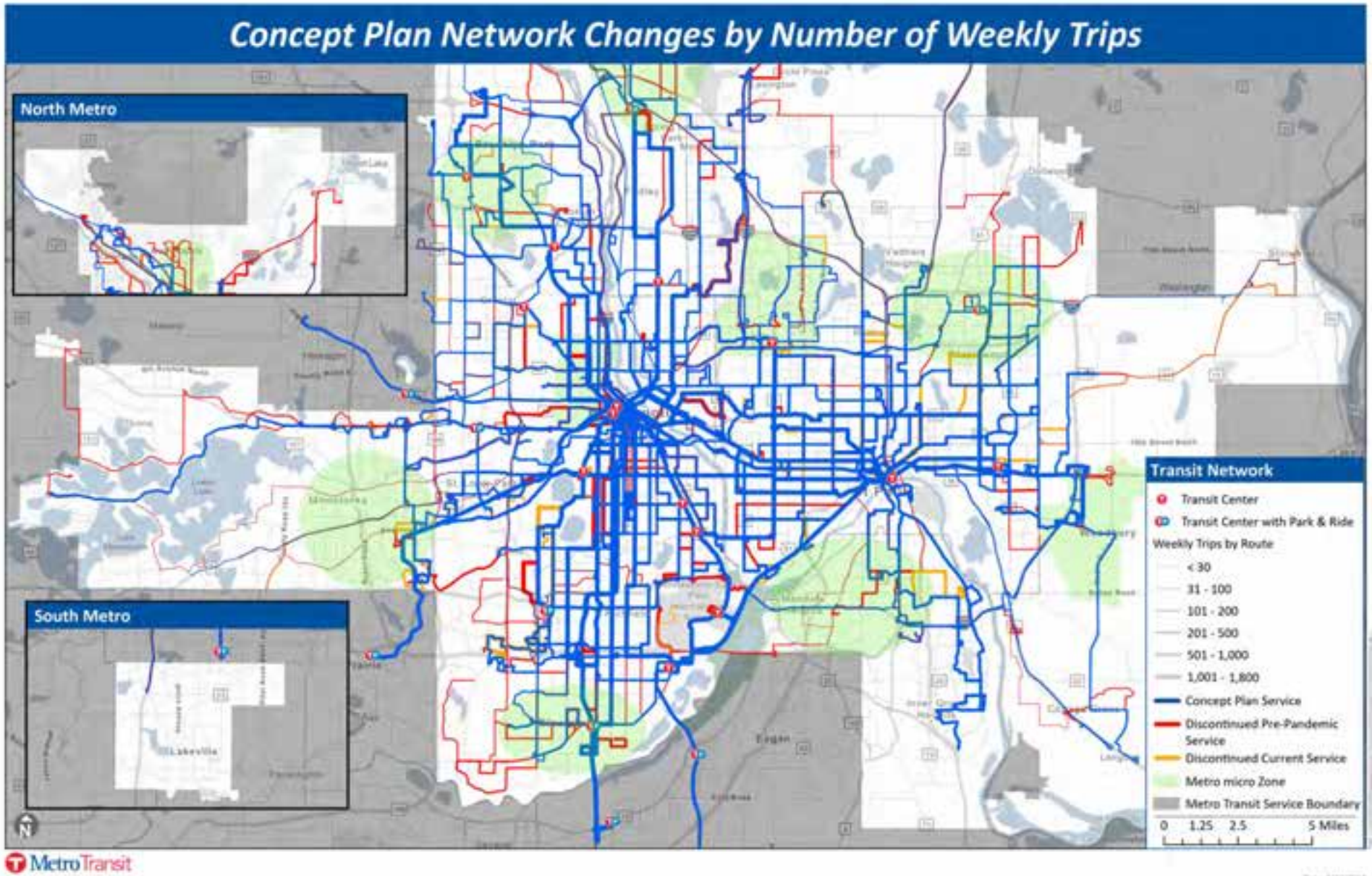


Figure 23 shows routes within the concept plan that will see increases in frequency and/or new geographic coverage. Lines shown in blue will see frequency increases during at least part of the week on at least the main portion of the route, while lines in orange will offer access to new destinations on streets that did not have transit service in December 2019. Frequency will improve on more than 60 routes. Many routes will experience both an increase in frequency and new geographic coverage; these are shown in both colors. Investing in more frequent service and new geographic coverage will help Metro Transit reduce wait times, improve transfer connections, and provide new customers with efficient access to destinations across the Twin Cities region.

Figure 23. Network Now concept plan – routes with improved frequency and new coverage

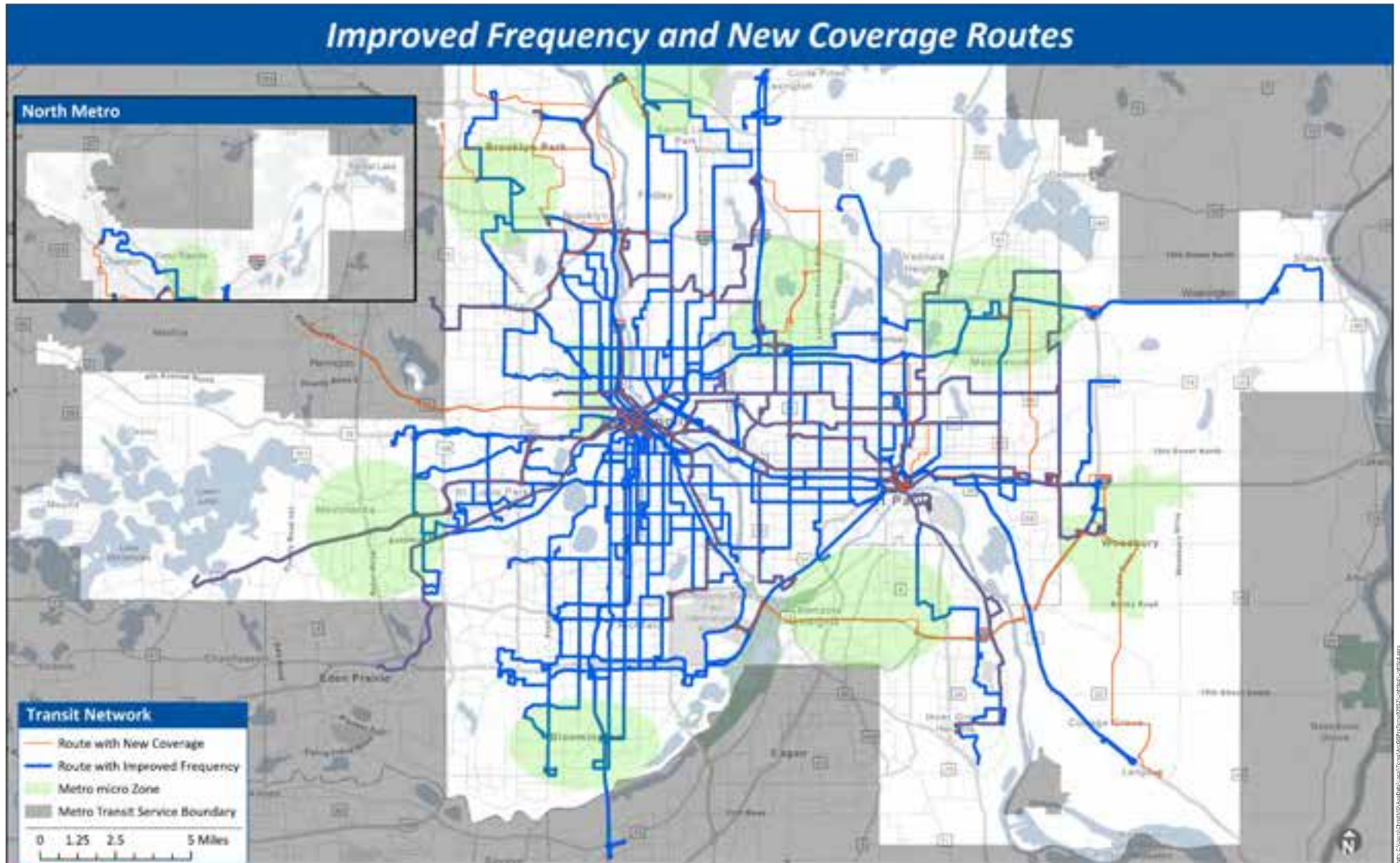
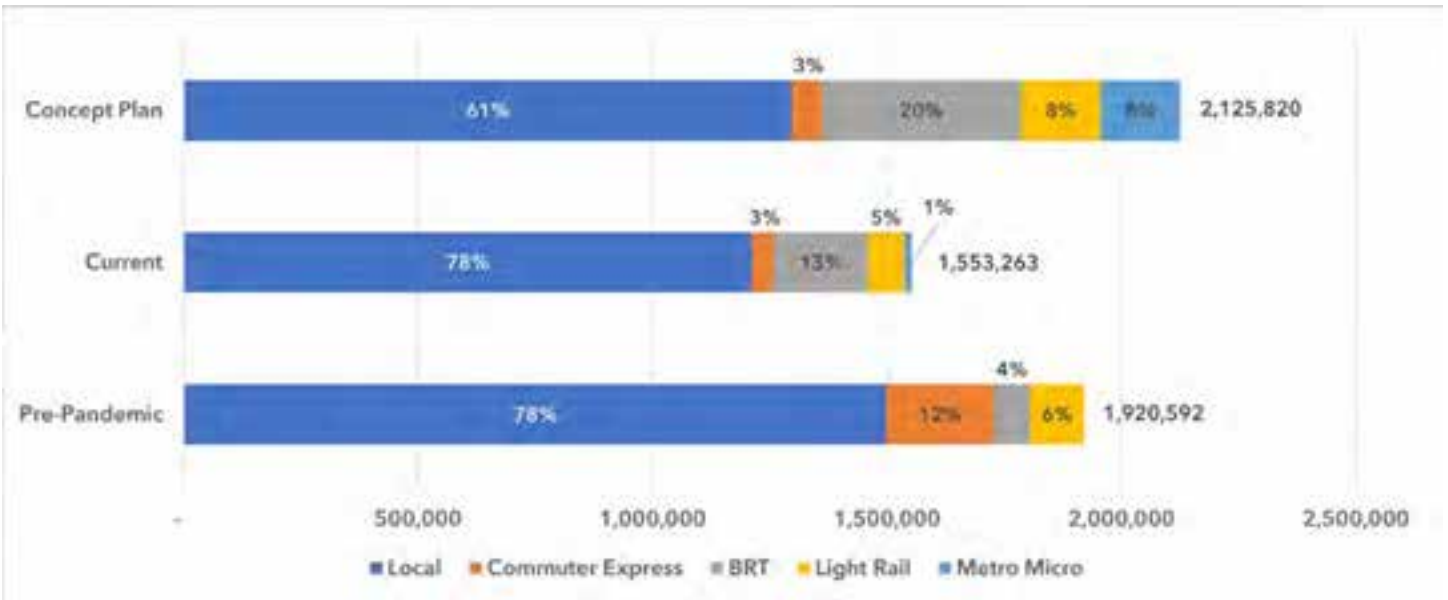


Figure 24 shows the percentage of in-service hours by service type for December 2019, December 2023, and December 2027 as outlined in the Network Now Concept Plan. While the proportion of local service has remained the same from 2019 to 2023, local service as a percentage of total service hours will decrease by 17 percentage points within the Concept Plan. Network Now service increases relative to the total number of in-service hours in 2023 include a seven percentage point increase in bus rapid transit service, a three percentage point increase in light rail service, and a seven percentage point increase in Metro micro. Commuter express service will be maintained at the same proportion of service as the 2023 level.

Figure 24. Percentage of annual in-service hours by service type



Facilities impacts

Based on the service changes proposed in the concept plan, Metro Transit plans to close some current facilities and add new facilities that are used for bus and rail service. This concept plan sub-section addresses affected facilities, including light rail and bus rapid transit stations, bus stops, passenger facilities, operations and maintenance facilities, and Park & Rides.

Stations and stops

Metro Transit currently serves approximately 10,000 active bus stops, a 10% decrease since 2019. As the concept plan is implemented, Metro Transit will need to add stops in areas of new route coverage. Bus stop signs on all routes and segments that will be discontinued will be removed, and where necessary, curbside space at bus stops will be returned to the roadway owner. As changes are made to existing routes, Metro Transit will review bus stop spacing and consolidate some existing stops to better balance access needs and average speed. Bus stops on routes that are currently suspended but are planned for restoration will remain in place until service is restored.

- **Transit centers:** No changes are needed at existing transit centers to accommodate the service improvements in the Network Now concept plan.
- **Bus shelters and amenities:** As bus route improvements are made, Metro Transit will coordinate service changes with shelters and other customer amenities. Metro Transit’s current guidelines call for new shelters to be considered at stops with at least 30 customer boardings per day. A heated shelter is considered at locations with more than 100 boardings per day. Metro Transit is currently reviewing these guidelines to see if they are still appropriate given existing ridership, funding, and workforce resources.

- **Light rail stations:** The Green Line Extension will include 14 new light rail stations by 2027.
- **Bus rapid transit stations:** The Gold Line will add 15 new bus rapid transit stations to the network in 2025, and the B, E, and the first phase of the G lines will add 74 more stations by 2027.

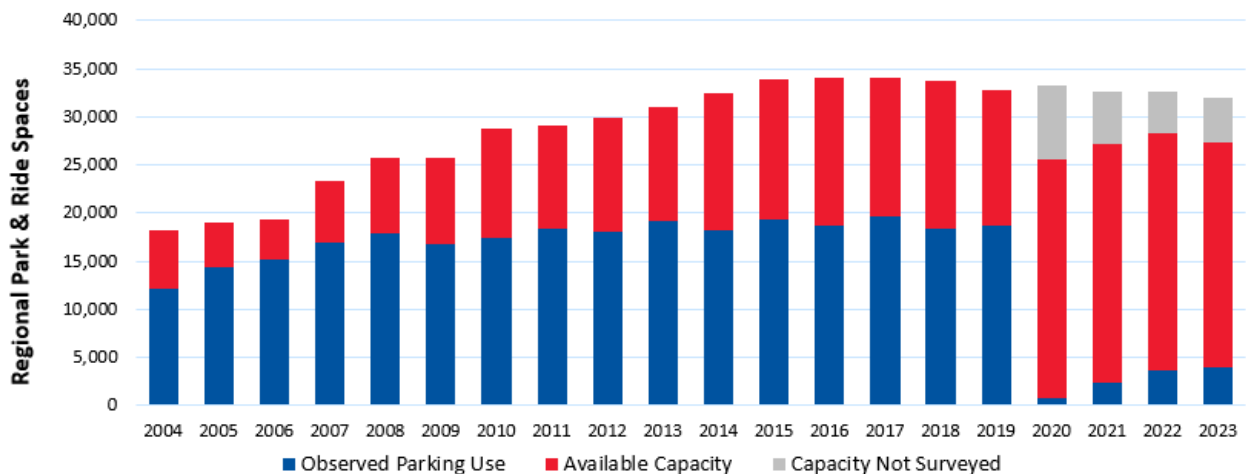
Operations and maintenance facilities

As the transit network expands, Metro Transit will invest in operations and maintenance facilities to store and maintain buses and trains. Existing garage facilities can accommodate the additional buses needed to implement the Network Now changes by the end of 2027. By 2027, Metro Transit will also need to have facilities for the Green Line Extension. A Green Line Rail Support Facility is currently under construction in Hopkins and will complement existing light rail operations and maintenance facilities in Minneapolis and St. Paul.

Park & Rides

Park & Ride usage has declined due to changes in commute patterns since 2019, as shown in Figure 25. While ridership has declined on all transit services compared to pre-pandemic levels, commuter-oriented routes have been the slowest to recover. The rate of workers in downtown Minneapolis and St. Paul who telecommute at least some of the time is still significantly higher in 2024 than in 2019, and this trend is expected to be one of the more permanent changes to the region’s travel patterns and transit needs.

Figure 25. Annual Park & Ride survey, 2004 to 2023



By the end of 2027, the number of Park & Ride facilities in the Metro Transit service area is expected to decline from 72 to 48, as shown in Table 3. This includes 15 facilities discontinued between 2019 and 2024, as well as 19 additional facilities expected to be discontinued by 2027. The Gold Line and Green Line Extension will add 10 total Park & Ride stations to the METRO network. Overall capacity will decrease from 21,063 to 19,537 parking spaces, a decline of 7.2%.

Table 3. Park & Ride system capacity

Status	Number of Facilities	Parking Capacity
2019 Park & Ride System	72	21,063
Park & Rides Discontinued 2019 through June 2024	-15	-1,982
Park & Rides Expected to be Discontinued 2025-2027	-19	-1,927
New METRO Station Park & Rides opening 2025-2027	10	2,383
2027 Park & Ride System	48	19,537

Although the number of overall spaces available will not drop significantly, many of the region’s smaller Park & Rides will be consolidated as part of the Key Express Network. Table 4 shows the facilities that have closed since 2019, and Table 5 lists the additional locations expected to close by late 2027 because they will no longer be served by commuter express service.

Table 4. Park & Rides discontinued, 2019 to June 2024

Facility Name	City	Generalized Ownership	Parking Spaces
Christ Episcopal Church	Woodbury	Church	100
Excelsior City Hall	Excelsior	City & County	20
Guardian Angels Catholic Church	Oakdale	Church	415
Hopkins Municipal Park & Ride Lot	Hopkins	City	52
Hwy. 61 & Co. Rd. C	Maplewood	Met Council & MnDOT	229
Hwy. 7 & Vinehill Rd.	Shorewood	Met Council & MnDOT	27
Knox Ave. at Best Buy	Richfield	City & Best Buy	426
Maple Plain	Maple Plain	City	150
Salem Covenant Church	New Brighton	Church	70
St. Edward’s Catholic Church	Bloomington	Church	100
St. Joseph’s Church	Lino Lakes	Church	12
St. Luke’s Lutheran Church	Bloomington	Church	100
West River Rd. & 117th Ave.	Champlin	Met Council	151
Westwood Lutheran Church	St. Louis Park	Church	40
Woodbury Lutheran Church	Woodbury	Church	90
TOTAL			1,982

Table 5. Existing Park & Rides expected to be discontinued by 2027

Facility Name	City	Generalized Ownership	Parking Spaces
Forest Lake Transit Center	Forest Lake	County	308
Grace Church	Roseville	Church	115
Hadley Ave. & Upper 17th St.	Oakdale	City	58
Hwy. 100 & Duluth*	Golden Valley	MnDOT	50
Hwy. 7 & Texas Ave.	St. Louis Park	MnDOT	10
I-394 & General Mills Blvd.	Golden Valley	Met Council & MnDOT	123
Little Canada Municipal Lot	Little Canada	City	20
Minnetonka Blvd. & Baker Rd.	Minnetonka	City	16
Minnetonka Blvd. & Steele St.	Minnetonka	County	25
Navarre Center	Orono	City	25
Normandale Village*	Bloomington	Shopping Ctr	25
Paul Parkway	Blaine	Met Council	411
Plymouth Rd. Park & Ride	Minnetonka	Met Council & MnDOT	113
Richardson Park	Champlin	City & Met Council	66
Roseville Skating Center	Roseville	City	51
Running Aces	Columbus	Racetrack	300
Shoreview Community Center*	Shoreview	City	10
Wayzata Blvd. & Barry Ave.*	Wayzata	Met Council	101
West St Paul Sports Complex	West St. Paul	City	100
TOTAL			1,927

* While the Park & Rides at Hwy. 100 & Duluth, Normandale Village, Shoreview Community Center, and Wayzata Blvd. & Barry Ave. are expected to be discontinued, the bus layover function will need to remain in place.

Table 6 lists the facilities that will continue to be served by the Key Express Network. These Transit Centers and Park & Ride locations represent those currently in operation that will remain open after the consolidation of commuter express routes in the region as part of the Network Now Concept Plan. These facilities will be served in addition to the several new facilities planned in conjunction with new transitway projects.

Table 6. Key Express Network

Route	Cities Served	Transit Facilities Served
94	Minneapolis, Saint Paul	5th St. Transit Center, Union Depot Transit Center
250	Blaine, Shoreview, Mounds View, Minneapolis	95th Ave. Park & Ride, Co. Rd. H Park & Ride
270	Little Canada, Maplewood, Minneapolis	Maplewood Mall Transit Center and Park & Ride, Rice St. Park & Ride
355	Woodbury, Minneapolis	Woodbury Theatre Park & Ride, 5th St. Transit Center
673	Minnetonka, St. Louis Park, Minneapolis	Co. Rd. 73 Park & Ride, Louisiana Ave. Transit Center and Park & Ride
768	Brooklyn Park, Brooklyn Center, Minneapolis	Hwy. 610 and Noble Pkwy. Park & Ride, Church of the Nazarene Park & Ride, Hwy 252 and 66th Ave. Park & Ride
850	Coon Rapids, Minneapolis	Foley Park & Ride

Figure 26 shows the location of all commuter express routes and Park & Rides open in Metro Transit's service area by the end of 2027. Nearly 2,400 new spaces are expected to open as part of transitway projects such as the Gold Line and Green Line Extension, detailed in Table 7. All facilities that were open in 2019 and are not included in Table 4 or Table 5 are planned to remain open.

Figure 26. Commuter oriented service network Park & Rides

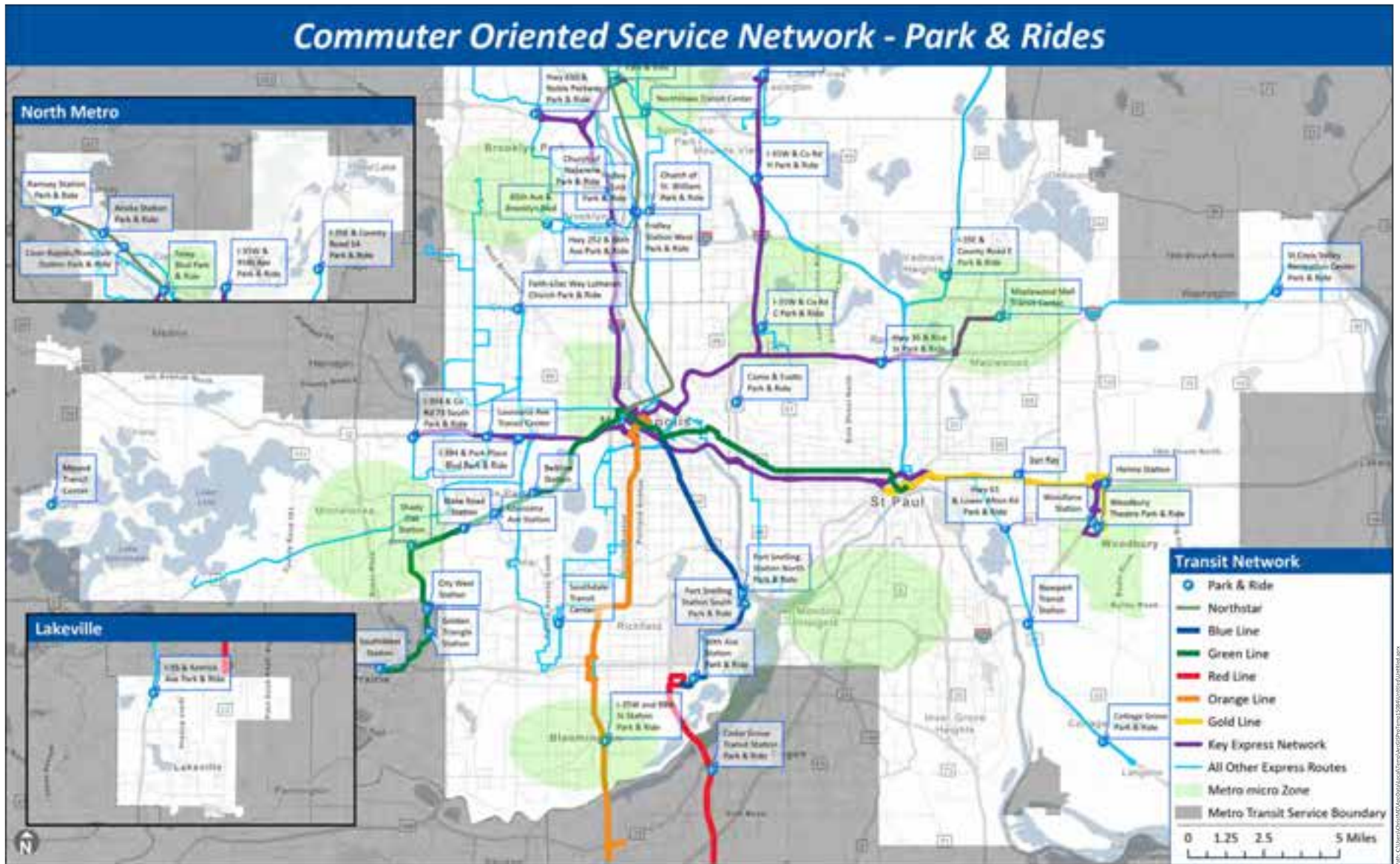


Table 7. New METRO Park & Rides planned by 2027

Facility Name	City	Future METRO Line	Parking Spaces
Beltline Station	St. Louis Park	Green Line	268
Blake Road Station	Hopkins	Green Line	89
City West Station	Eden Prairie	Green Line	160
Golden Triangle Station	Eden Prairie	Green Line	74
Helmo Station	Oakdale	Gold Line	138
Louisiana Ave. Station	St. Louis Park	Green Line	348
Shady Oak Station	Hopkins	Green Line	182
SouthWest Station (expansion)	Eden Prairie	Green Line	456
Sun Ray Station	Maplewood	Gold Line	150
Woodlane Station	Woodbury	Gold Line	518
TOTAL			2,383

Dial-a-Ride service impacts

The Met Council operates two types of service to supplement fixed routes. Transit Link is a dial-a-ride service that is available to the public in areas where fixed route service is at least ¼ mile away. Expanded fixed route coverage will reduce the availability of Transit Link service but enhance opportunities to transfer to fixed route, while areas where fixed routes are discontinued may be newly eligible.

Metro Mobility is the complementary paratransit service for persons with disabilities that are unable to ride regular fixed-route service. The Americans with Disabilities Act (ADA) requires transit agencies to provide service in areas that are within ¾ mile of all-day fixed route service when the regular route service is operating. Minnesota state law expands the geographic coverage of Metro Mobility service beyond the ADA to include the Transit Taxing District as it existed in 2006 plus the city of Lakeville. Changes to fixed-route services may either reduce or increase the hours of availability of Metro Mobility service in a community and/or change the geographic designation for service between federal (ADA) and state (non-ADA), impacting the applicable regulatory requirements and service guarantees.

Network Now would not affect the availability of other transportation options, such as Metro Move and Metro Vanpool.

Network Now trade-offs

Service planning decisions involve trade-offs. To inform the service allocation decisions made in Network Now, Metro Transit asked the public to rank their priorities for transit service during engagement exercises conducted in Spring and Summer 2023. Key results that informed the concept plan are described in the following section.

70%
favored **ridership**
over coverage

When asked what was more important — coverage or ridership — 70% favored ridership.

Metro Transit is investing in areas with the highest ridership potential, including in the densest and most diverse parts of the Twin Cities region. The concept plan improves service on routes that carry the most riders, including bus rapid transit, light rail, and core local bus routes.

61%
favored **ridership**
over geographic
evenness

When asked what was more important — geographic evenness or focused ridership — 61% favored ridership.

While there are several routes with increased frequency and span on high ridership routes today, additional service is provided across the network with new bus route coverage service in the East Metro and North Metro. New Metro micro service is planned in eight new suburban areas to improve access to the fixed-route network.

66%
favored **equity**
over geographic
evenness

When asked what was more important — geographic evenness or equity — 66% favored equity.

Many recommended route changes – urban and suburban – to improve service, frequency, span and weekend service to communities of color, low-income and low auto ownership areas. This is clearly highlighted in the access evaluation section below.

The trade-offs above are a sample of the feedback Metro Transit gathered during 2023. The complete summary of engagement is available in [Chapter 3: Engagement and Customer Feedback](#).

Evaluation process and results

The concept plan was developed to address changing market conditions and transit needs as expressed through public input. Before developing the concept plan, Metro Transit conducted a detailed evaluation of how future service scenarios would compare to the transit network in 2019 and 2023. Evaluation measures were designed to assess service based on the Network Now guiding principles, with the goal of improving the customer experience on transit across the Twin Cities region.

Evaluation metrics

Metro Transit organized evaluation metrics into two categories: service availability and usefulness. Each metric was also assessed for service equity impacts to ensure that benefits of service improvements are experienced by customers who need transit the most. The evaluation process is described in the following sections.

Availability

Service availability metrics describe the **services available to residents and customers** in the Network Now concept plan. Service is considered to be available if it is reachable within a five-minute walk or roll of a transit stop. Availability is calculated for residents, demographic subgroups, and current customers, as well as for different service periods throughout the day and week.

Availability is also calculated for different frequency levels in a standard service window.

- **10-minute or better service**, or very frequent transit
- **15-minute or better service**, or frequent transit
- **60-minute or better service**, the minimum standard for local service in Network Now, and
- **Any service**, including all above categories and service that may not currently meet Network Now standards.

Usefulness

Useful transit service is defined by its **ability to connect people to opportunities**. For this analysis, opportunities are measured in terms of access to jobs. In this region, jobs are often co-located with other desirable destinations like shopping and healthcare, so that access to jobs stands in for access to all the destinations individuals may need to reach.

By quantifying the number of jobs reachable during weekday midday, weekday rush hour, Saturday midday, and Sunday midday, differences in usefulness can be measured across service periods. If access to jobs is high across multiple time periods, the transit system more effectively connects customers to opportunities even as the locations and schedules of those opportunities might evolve over time.

Service equity

Metro Transit evaluates how well its transit serves the public and specific equity populations, including people who are low-income, communities of color, and households that do not own a vehicle.

- Availability metrics assess the percent of the service area population with access to transit at various frequency levels. Availability is calculated for current transit riders, low-income populations, and people of color.
- Usefulness metrics measure the average number of jobs accessible via transit across various population subgroups. Job access is calculated for the overall service area population, low-income populations, people of color, and households without a vehicle.

To the extent feasible, definitions of each demographic group are based on existing policy established in Metro Transit's Title VI Program and rely on publicly available information.

LOW-INCOME POPULATIONS

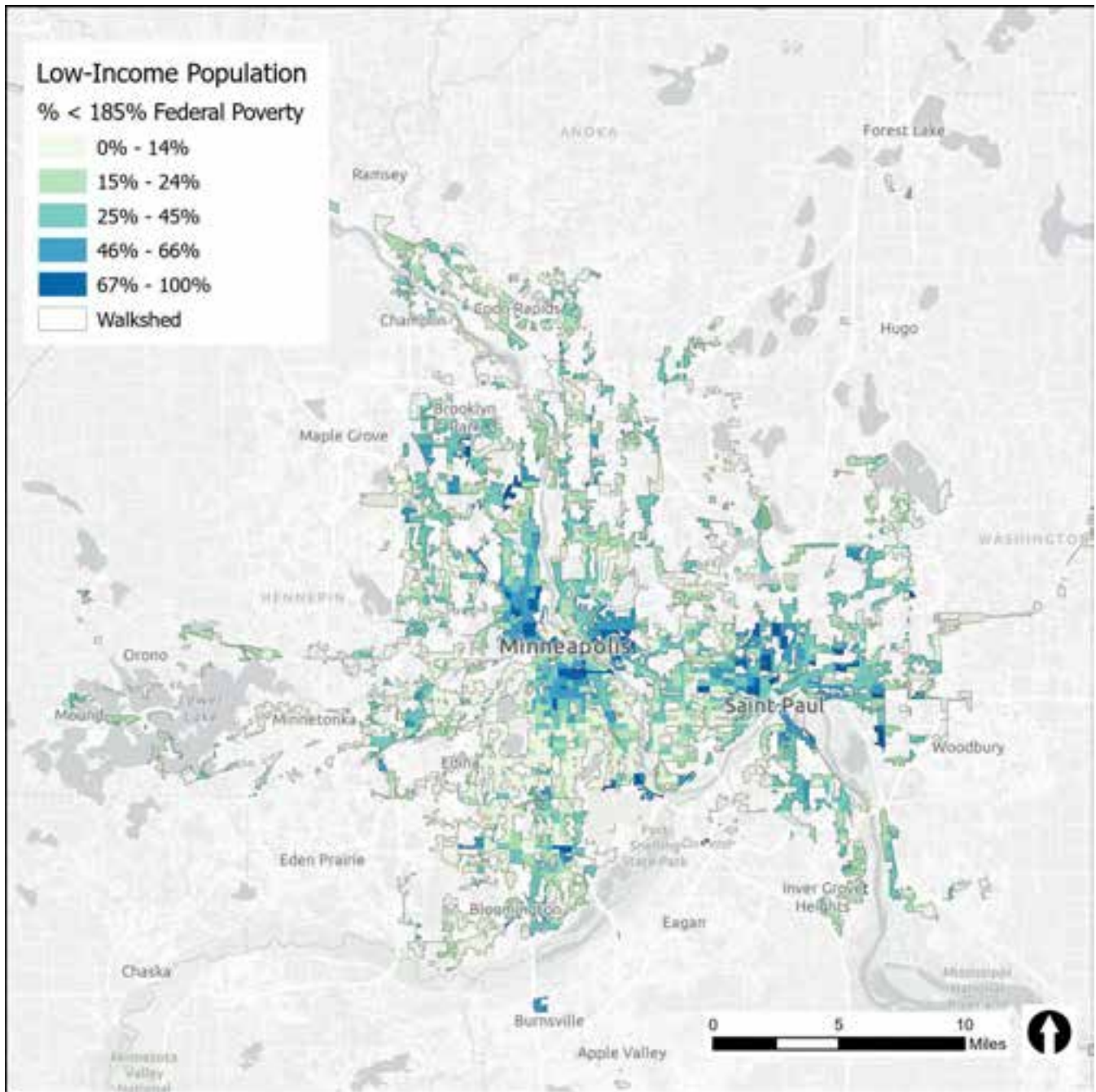
Low-income populations are defined as individuals with incomes below 185% of the federal poverty level. Low-income populations located within walking or rolling distance of the current transit system are shown in Figure 27 and Table 8.

Table 8. Low-income populations served by Metro Transit in 2023

Low-Income Population	246,798	27%
Non-Low-Income Population	654,959	73%
Total Population*	901,757	100%

*Population for which poverty status is determined

Figure 27. Low-income populations served by Metro Transit in 2023 (% of total residents)



PEOPLE OF COLOR

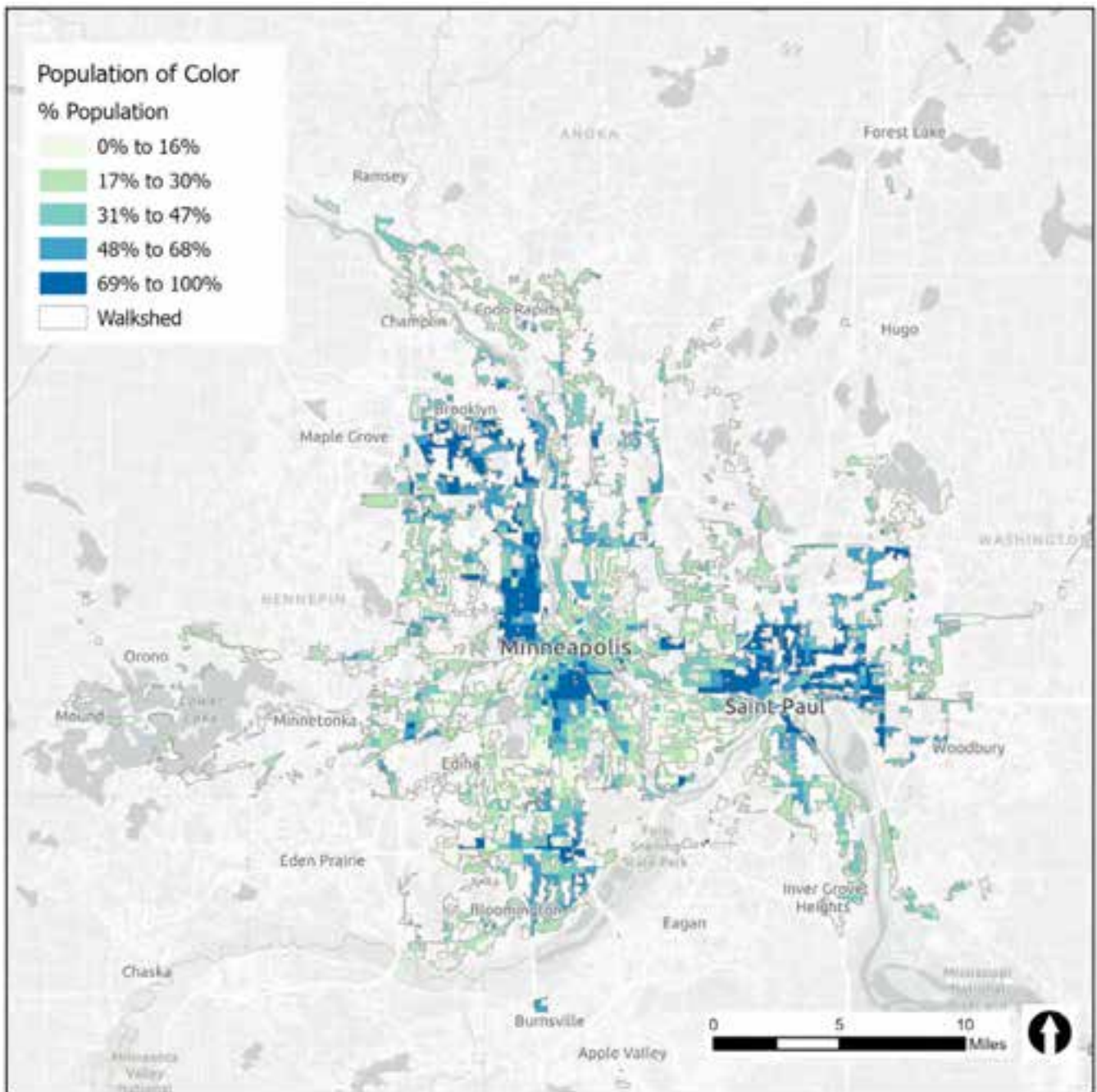
People of color, sometimes referred to as Black, Indigenous, or People of Color communities, are defined as individuals who self-identify with a race and/or ethnicity other than non-Hispanic white. People of Color located within walking or rolling distance of the current transit system are shown in Figure 28 and Table 9.

Table 9. People of Color served by Metro Transit in 2023

People of Color*	377,035	41%
White, not Hispanic or Latino	546,877	59%
Total Population	923,913	100%

*Total of all races and ethnicities other than non-Hispanic white

Figure 28. People of Color served by Metro Transit in 2023 (% of total residents)



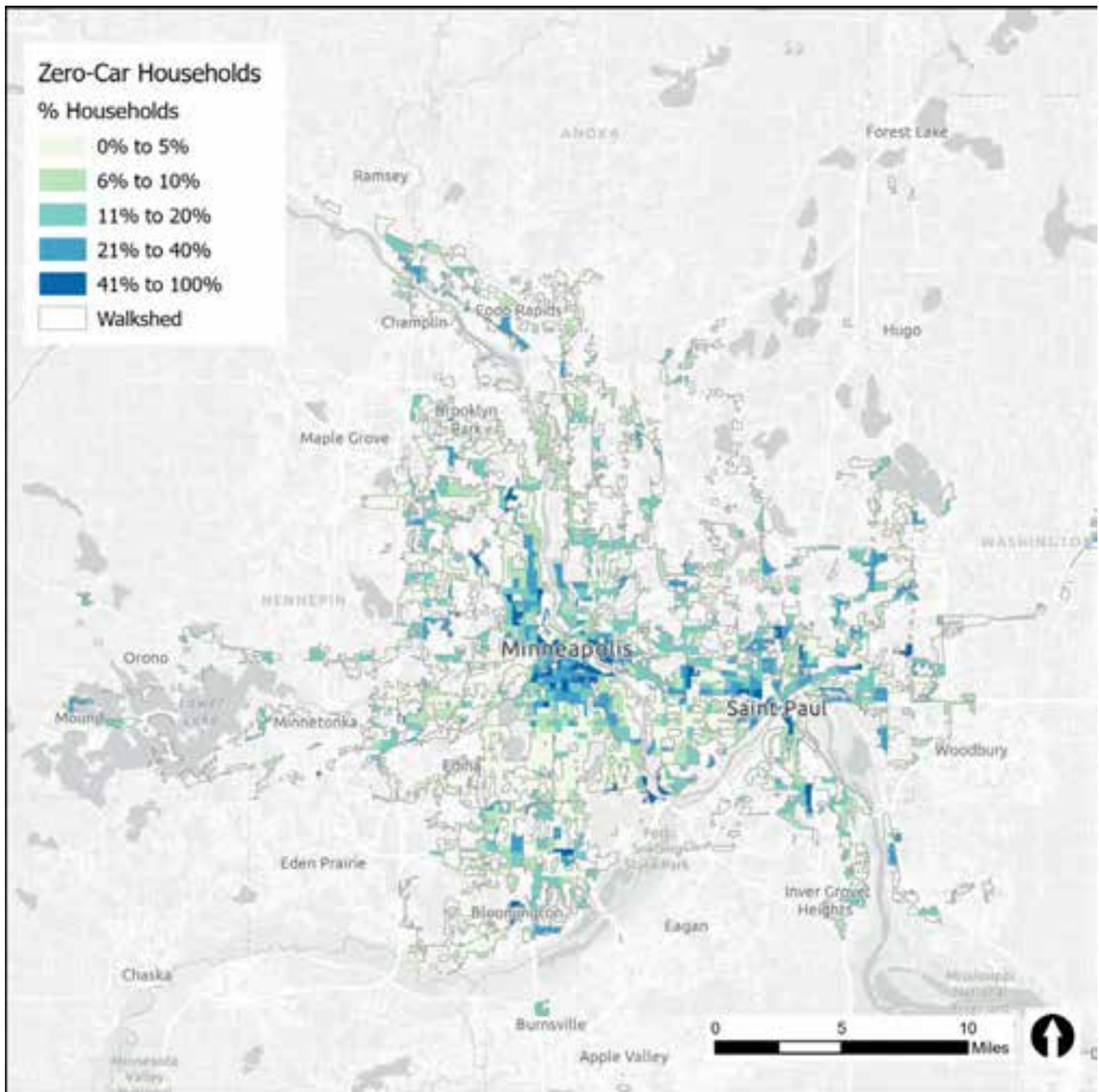
ZERO-VEHICLE HOUSEHOLDS

Households without access to a vehicle, often referred to as zero-vehicle households, tend to rely on transit for more of their daily needs. Zero-vehicle households located within walking or rolling distance of the current transit system are shown in Figure 29 and Table 10.

Table 10. Zero-Vehicle Households served by Metro Transit in 2023

Zero-Vehicle Households	48,495	12%
Households with Vehicles	339,601	88%
Total Households	388,096	100%

Figure 29. Zero-vehicle households served by Metro Transit in 2023 (% of total households)



Results

Results for each evaluation category — availability and usefulness — are shown in the following sections. All results compare the draft concept plan to current (December 2023) and pre-pandemic (December 2019) scenarios.

Availability

Results of transit availability are organized first by day type and time of day, population group, then existing customers. All availability results are organized by service categories: 10-minute or better service, 15-minute or better service, 60-minute or better service, and any service.

AVAILABILITY BY TIME OF DAY

Regardless of race or income, the Network Now concept plan makes at least as much transit service available to residents in the region as the current service and pre-pandemic service, across most service levels and time periods, except for weekday p.m. rush.

Since 2019, demand has shifted away from rush-hour office commutes towards all-day, all-week trips. Figure 30 through Figure 33 show how much of the population has access to each of the four service levels by time of day.

For 60-minute service and any level of service (Figure 32 and Figure 33), access during the weekday p.m. rush hours decreases from pre-pandemic levels, but it increases at least moderately or stays the same for all other service windows. These changes can in part be attributed to decreases in rush-hour express service.

In addition to maintaining service availability across the day and week, the concept plan improves the availability of 15-minute service by 15–80% and 10-minute service by 20–50% over the pre-pandemic service. High frequency services support the broad array of trip purposes that have overtaken work commutes in the wake of the pandemic.

Figure 30. Population with access to 10-minute service by time of day

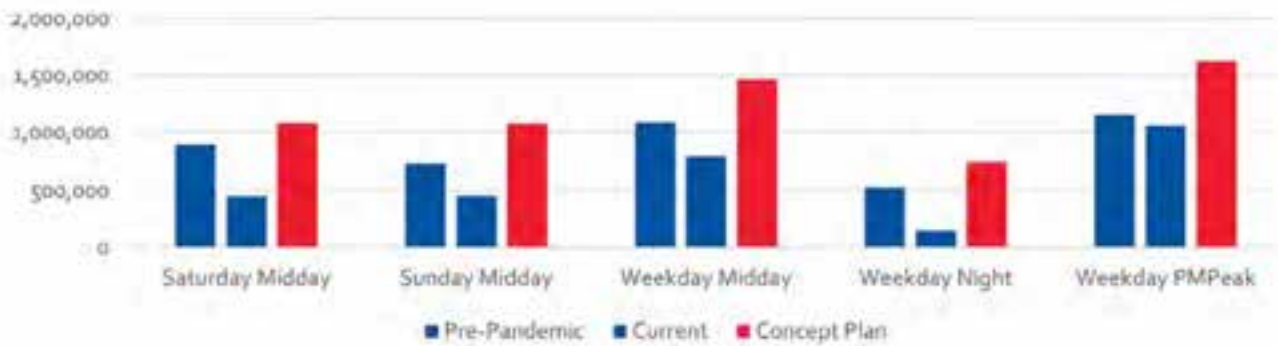


Figure 31. Population with access to 15-minute service by time of day

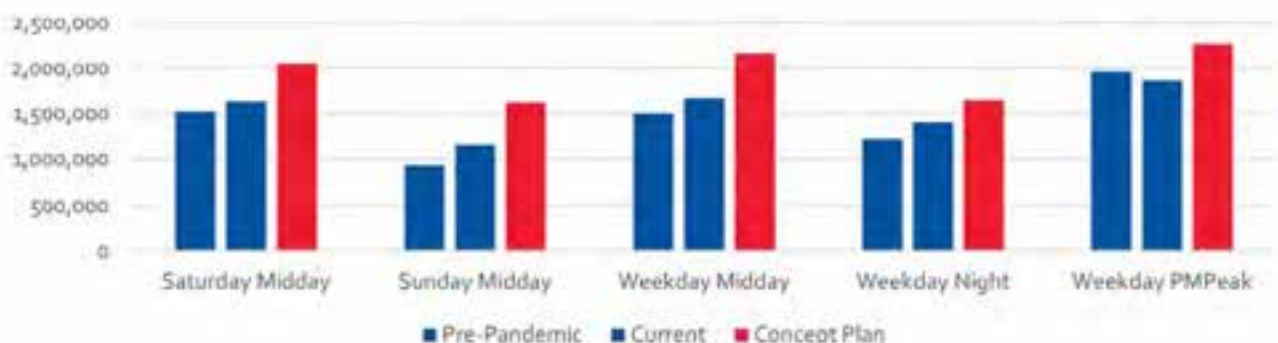


Figure 32. Population with access to 60-minute service by time of day

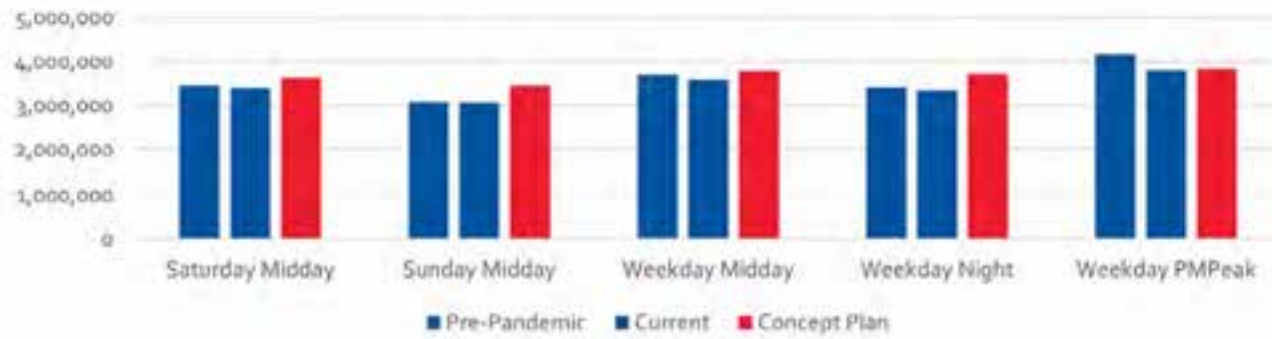
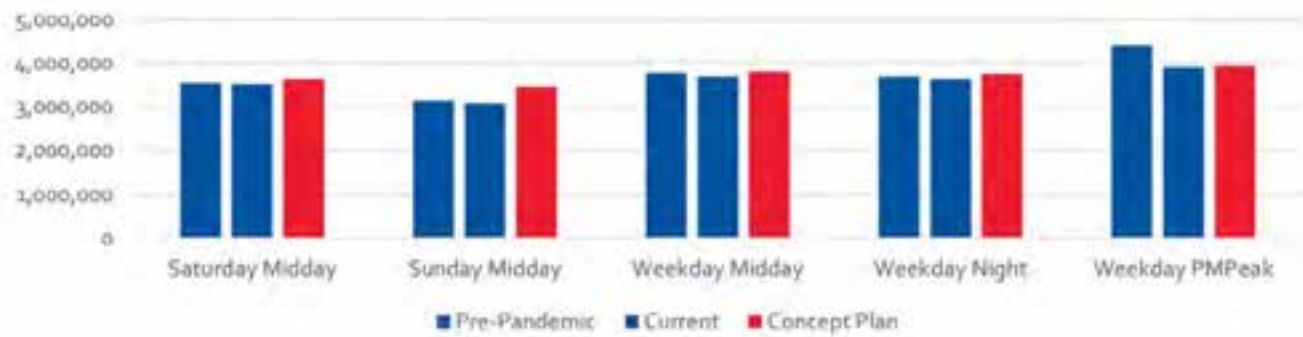


Figure 33. Population with access to any transit service by time of day

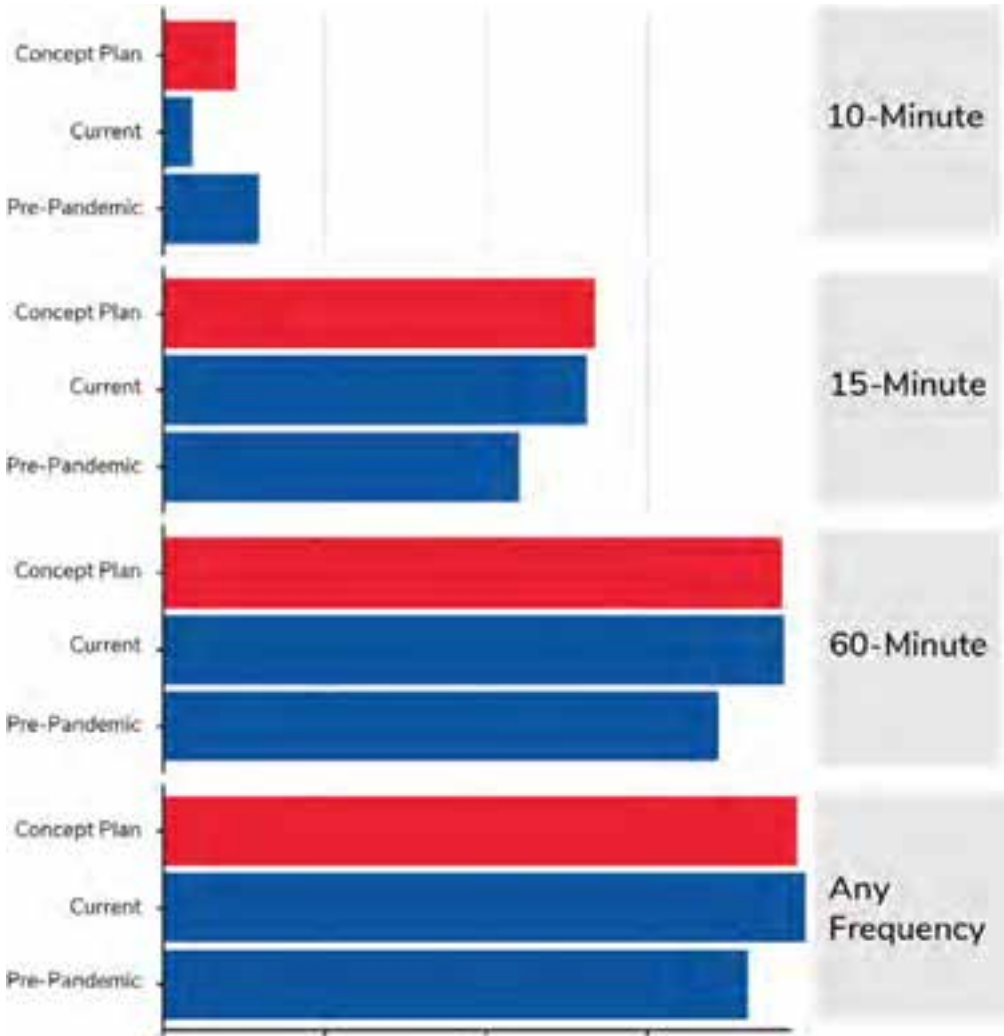


AVAILABILITY BY DEMOGRAPHIC GROUP

The following figures show the number of people or customers living within a five-minute walk or roll of transit service for the Network Now concept plan, current service, and pre-pandemic service.

The Network Now concept plan makes at least as much transit service available to current customers as existing service and improves upon pre-pandemic service (Figure 34). Under the concept plan, 15-minute service will be available to approximately 65% of existing customers. The concept plan improves availability across all service categories relative to current service, and nearly matches pre-pandemic availability of 10-minute service.

Figure 34. Percent of March 2023 customers with access to transit by service level



The Network Now concept plan performed better across all metrics in making service available to people of color (Figure 35) and low-income populations (Figure 36) when compared to the current system. Availability of service for these populations was equivalent or better when compared to pre-pandemic service for 10-minute, 15-minute, and 60-minute frequency levels.

Figure 35. Percent of people of color with access to transit by service level

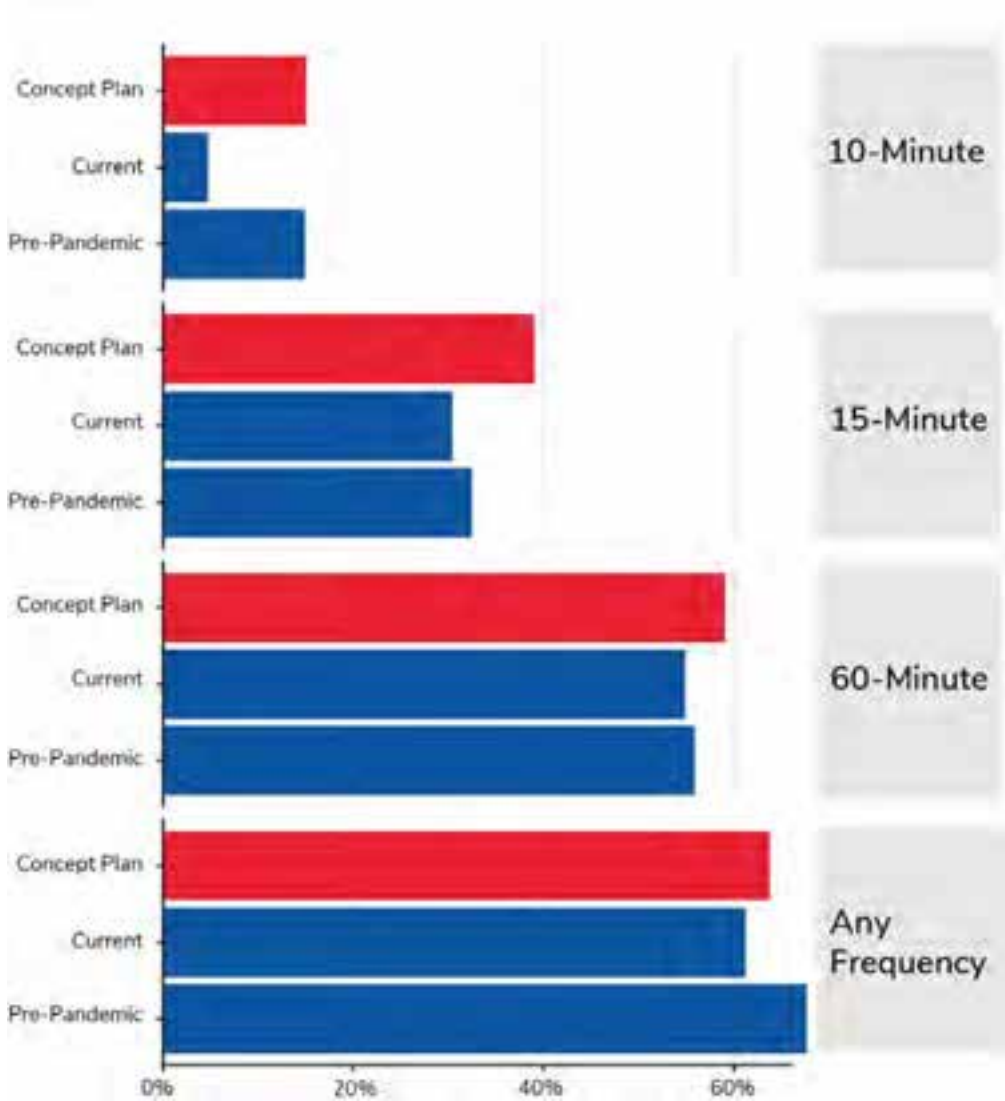
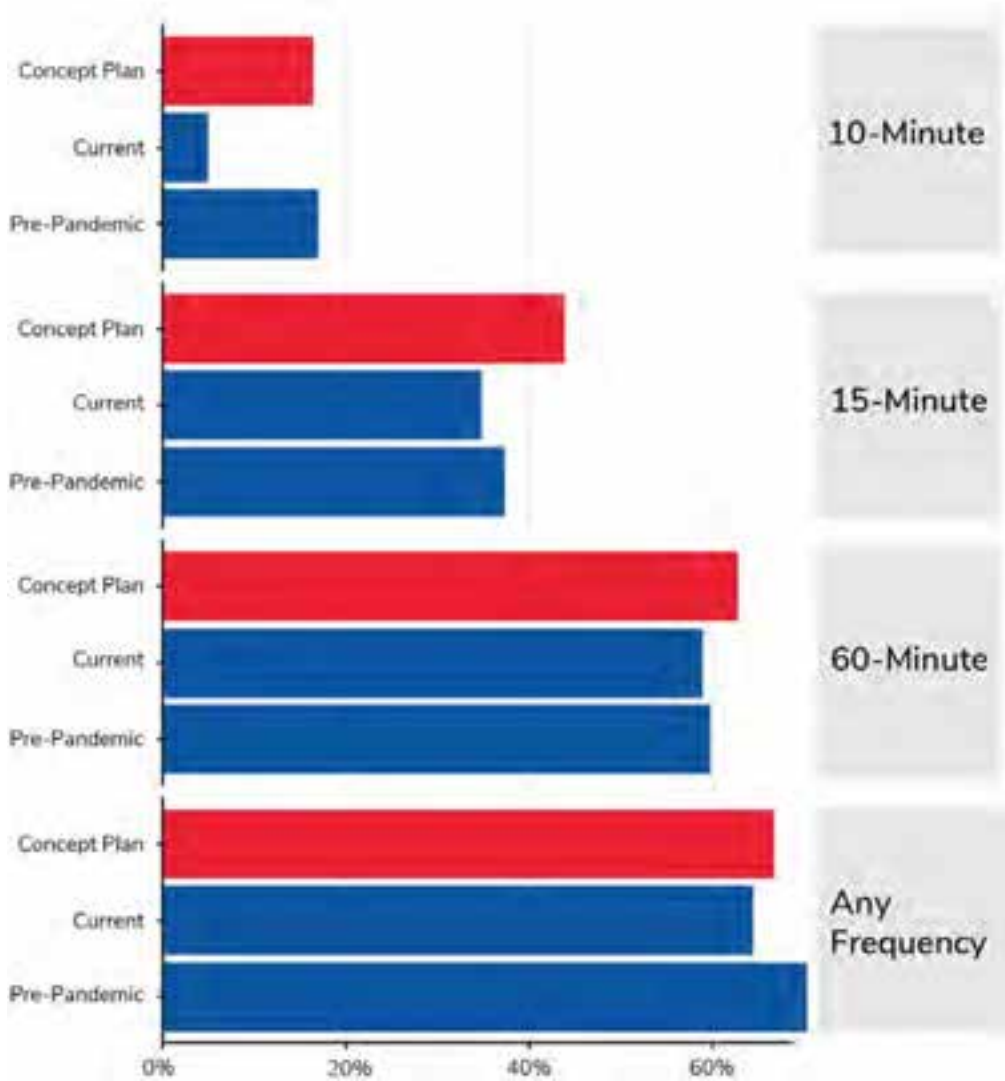


Figure 36. Percent of low-income residents with access to transit by service level



Usefulness

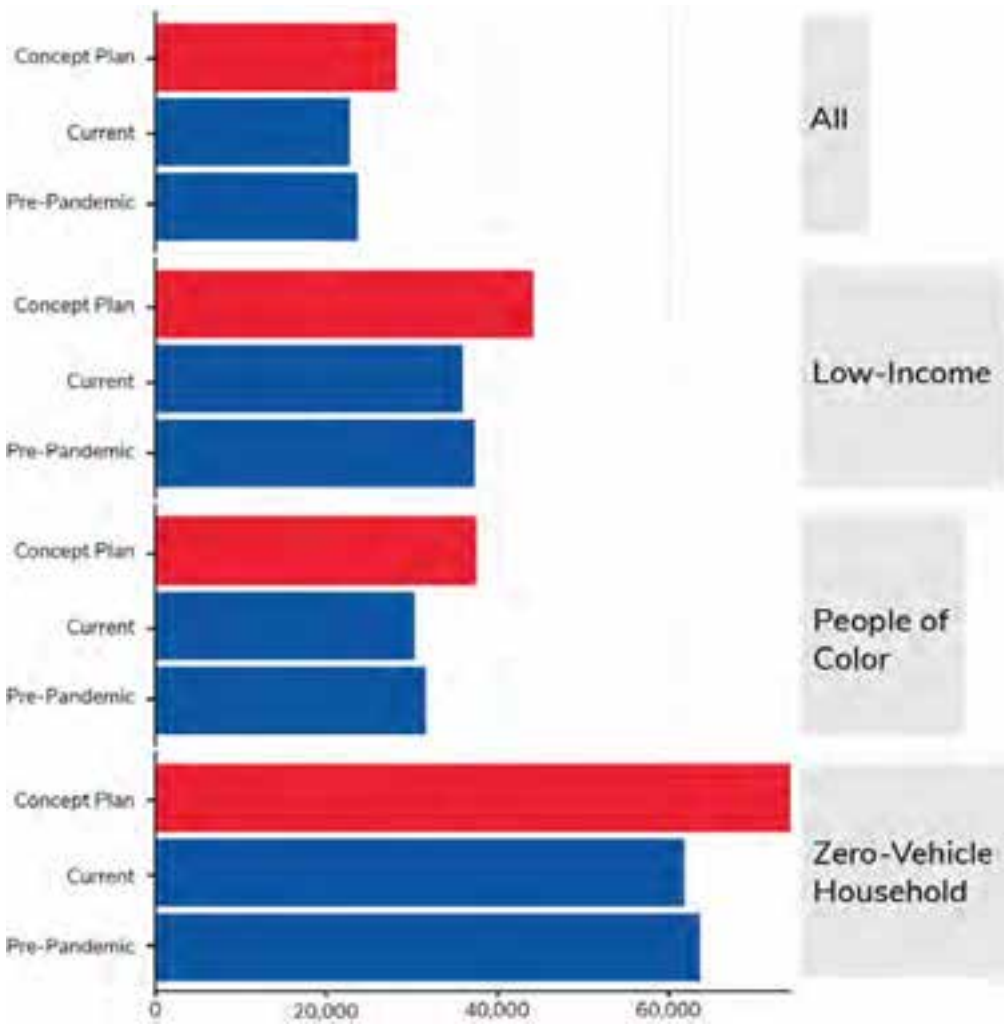
While availability describes how many people could reasonably use transit service, usefulness describes what can be done with the transit network. Usefulness was assessed as the average number of jobs available within approximately 45 minutes of travel time. Analyses are included for different demographic groups, times of day, and days of week. Each analysis compares the Network Now concept plan to current and pre-pandemic service.

JOB ACCESS BY POPULATION GROUP

Usefulness was assessed for the general population, as well as for low-income populations, people of color, and households without a vehicle. The concept plan shows better job access for low-income populations, people of color, and zero-vehicle households than for the general population (Figure 37). These results highlight how strategic investments in core transit markets can create improvements in job access across the region.

Zero-vehicle households show the greatest increase in access relative to pre-pandemic and to current service levels. Under the concept plan, zero-vehicle households can access more than twice the number of jobs accessible to the average regional household, indicating that the concept plan provides effective service to people who are already living without a car. By providing access to many more jobs for these residents, the concept plan achieves its goal of providing access opportunity and reducing regional disparities.

Figure 37. Job access by demographic group



JOB ACCESS BY TIME OF DAY

Access to jobs by time of day and day type is shown in Figure 38. The Network Now concept plan increases access to jobs across all service windows over pre-pandemic and current services. The increase in job access on Sunday is particularly notable.

Differences in weekday travel patterns are considered in the concept plan. Weekday travel is less concentrated in rush hours, especially the morning, than it was pre-pandemic. The concept plan provides access to more jobs and areas, recognizing many job types have hours outside standard office hours, and workers need access at more times of day and more days of the week relative to pre-pandemic service. The results highlight that Saturday and Sunday access to jobs do not lag far behind weekday midday and PM rush hours, supporting these changes in travel behavior.

Figure 38. Job access by time of day

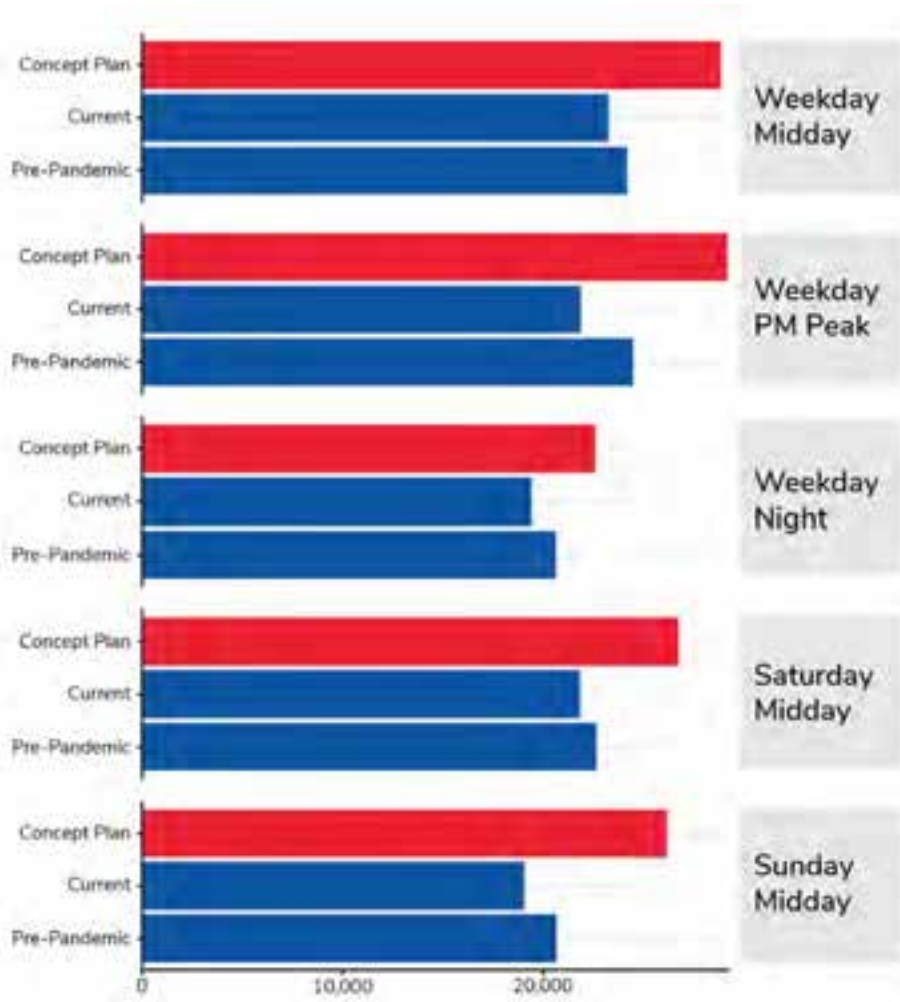


Table 11 shows the change in access to jobs per resident of the region, on average per in-service hour added for walk-up fixed-route service during the midday on weekdays. The concept plan offers a nearly 25% increase of access to jobs per resident on average, substantially higher than if the pre-pandemic network was restored. While the pre-pandemic network included a higher percentage increase of in-service hours compared to the concept plan, it would offer lower increases in jobs per resident on average compared to the current level of service. Network Now includes improvements that are adapting to the changing travel demand and travel patterns of residents to offer the most efficient use of resources.

Table 11. Change in weekday midday access to jobs per resident, relative to current service

Service level	Change in service hours	Change in access to jobs
Pre-pandemic	24%	4%
Network Now Concept Plan	22%	24%

Evaluation summary

The Network Now evaluation process was designed to measure how well the concept plan succeeds in addressing the five Network Now principles when compared to current and pre-pandemic service. This evaluation was completed using ridership, accessibility, and demographic data. Key findings of the individual criteria are summarized as follows:

- **Availability:** The concept plan expands the availability of high frequency transit service compared to both current and pre-pandemic networks, with particular improvements for people of color and low-income residents. The availability of high frequency transit expands most dramatically on weekend and non-rush hours, reflecting Metro Transit’s goal to expand the reach of all-day, all-purpose transit service.
- **Usefulness:** The concept plan delivers significant improvements in job access for residents across the Twin Cities region, and even more significant improvements for low-income residents, people of color, and households without access to a vehicle. Access expands across all time periods relative to both current and pre-pandemic service.

CONCEPT PLAN SUMMARY AND NEXT STEPS

The Network Now concept plan is designed to meet the needs of Metro Transit's customers and the community we serve today. Metro Transit's goal is to adopt a final plan that reflects the region's top priorities for transit.

Through this plan, Metro Transit will:

- Expand transit service by more than 35% to help attract more riders
- Improve mobility by providing new bus routes and microtransit service
- Modify commuter and express service to meet today's travel needs
- Reduce greenhouse gas emissions by encouraging transit use

Now that the concept plan has been released, Metro Transit is asking for community feedback to ensure that Network Now reflects the community's needs and priorities. Metropolitan Council policy requires a public hearing for all major service changes. Major service changes must meet at least one of the following criteria:

- For existing routes, one or more service changes resulting in at least a 25% change in the weekly in-service hours within a 12-month period (minimum of 3,500 annual in-service hours)
- A new route in a new coverage area
- Restructuring of transit service throughout a sector or sub-area of the region
- Elimination of a transit route or branch without alternate fixed route service
- The following service changes are exempt:
 - Seasonal service changes
 - Route number or branch letter designation
 - Any change or discontinuation of a demonstration route within the first 24 months of operation
 - Route changes caused by an emergency

To comply with the requirement, one of the community meetings hosted by Metro Transit in Fall 2024 will be officially designated as a public hearing. All comments collected as part of the engagement process will be treated as if they were submitted at the public hearing. The content for all the meetings will be similar, and all proposed changes will be considered together, whether or not individually they meet the definition of a major service change.

Please check Metro Transit's Network Now website or call Customer Relations at 612-373-3333 for the date, time and location of community meetings, including the designated public hearing. To comment or to attend upcoming meetings, visit metrotransit.org/network-now. If you have additional questions on the plan or would like to invite Metro Transit to a community gathering or meeting, contact Metro Transit staff at NetworkNow@metrotransit.org.

Once the comment period closes, Metro Transit will review comments and make modifications to the draft concept plan where appropriate. The final plan will be presented to the Metropolitan Council this winter. Following adoption, Metro Transit will transition toward implementing the Network Now concept plan between 2025 and 2027.

APPENDIX A. TABLE OF CHANGES BY ROUTE

Route	Proposed Changes (Network Now Concept Plan)
METRO Blue Line	<ul style="list-style-type: none"> All Days: Frequency will be improved from every 15 minutes to every 10 minutes in the morning, midday, late afternoon and evening.
METRO Green Line	<ul style="list-style-type: none"> All Days: Frequency will be improved from every 15 minutes to every 10 minutes in the morning, midday, late afternoon and evening. Route will be extended west of Target Field Station to serve St. Louis Park, Hopkins, Minnetonka, and Eden Prairie.
METRO Red Line	<ul style="list-style-type: none"> No service changes
METRO Orange Line	<ul style="list-style-type: none"> Weekdays: Frequency will be improved from every 15 minutes to every 10 minutes in the AM rush hour and PM rush hour. Weekends: Frequency will be improved from every 30 minutes to every 15 minutes starting one hour earlier in the morning and three hours later in the evening.
METRO Gold Line	<ul style="list-style-type: none"> New guideway bus rapid transit service between St. Paul, Maplewood, Oakdale, and Woodbury. Weekdays: Service will operate every 10 minutes during the AM rush hour, midday, and PM rush hour and every 30 minutes during the evening and night. Weekends: Service will operate every 15 minutes during morning, midday, and later afternoon and every 30 minutes during the evening and night.
Northstar Line	<ul style="list-style-type: none"> No service changes.
A Line	<ul style="list-style-type: none"> Weekends: Frequency will be improved from every 15 minutes to every 10 minutes in the midday. Weekdays: Frequency will be improved from every 15 minutes to every 10 minutes in the AM rush hour, midday, and evening.
B Line	<ul style="list-style-type: none"> All days: Service will operate every 10 minutes in the midday and late afternoon, every 12 minutes in the evening, and every 15 minutes at night. Weekdays: Service will operate every 10 minutes in the AM rush hour, midday, and evenings.
C Line	<ul style="list-style-type: none"> Weekdays: Frequency will be improved from every 12 minutes to every 10 minutes in the AM rush hour, midday, and evenings.
D Line	<ul style="list-style-type: none"> Weekdays: Frequency will be improved from every 12 minutes to every 10 minutes in the AM rush hour, midday, and evening.
E Line	<ul style="list-style-type: none"> All days: Service will operate at least every 12 minutes in the morning, every 15 minutes in evening, and every 20 minutes at night. Weekdays: Service will operate every 10 minutes in the AM rush hour, midday, PM rush hour, and evening. Weekends: Service will operate every 12 minutes frequency in the midday and late afternoon. E Line will replace Route 6 on France Ave., Hennepin Ave., and University Ave./4th St. between Southdale and the U of M.
G Line	<ul style="list-style-type: none"> Weekdays: Service will operate every 15 minutes during AM rush hour, midday and PM rush hour and every 20-30 minutes in the evening and night. Weekends: Service will operate every 15-30 minutes during the morning, 15 minutes in the midday and late afternoon and 20-30 minutes in the evening. Phase 1 of G Line will replace Route 62 north of downtown St. Paul. G Line will be extended on Robert St. south of downtown St. Paul to West St. Paul in 2028 or 2029.

Route	Proposed Changes (Network Now Concept Plan)
Route 2	<ul style="list-style-type: none"> • Weekdays: Frequency will be improved from every 15-20 minutes to every 10 minutes morning, midday, late afternoon and evening • Weekends: Frequency will be improved from every 15 minutes to every 10 minutes during midday
Route 3	<ul style="list-style-type: none"> • Sundays: Frequency will be improved from every 30 minutes to every 15 minutes between downtown Minneapolis and Como Ave./Snelling Ave. • 3A and 3B branches: 30-minute frequency. • Route 3A will no longer directly serve downtown St. Paul via Rice St. Instead, it will continue on Maryland Ave. to White Bear Ave. and create a new crosstown connection with St. Paul's East Side and Sun Ray Transit Center. • Route 3A riders will need to transfer at Rice St. & Maryland Ave. to Route 62 or the new G Line that will run every 15 minutes to get downtown.
Route 4	<ul style="list-style-type: none"> • Weekdays: Frequency will be improved between downtown and 38th St. from every 15 minutes to every 10 minutes in the midday and afternoon rush hours • Sundays: Frequency will be improved between downtown and 38th St. from every 30 minutes to every 15 minutes in the midday
Route 5	<ul style="list-style-type: none"> • No service changes.
Route 6	<ul style="list-style-type: none"> • The E Line is scheduled to open in late 2025 and will replace most of Route 6. • Route 6 will continue to operate between Uptown Transit Station and France Ave./Minnesota Dr. via Xerxes Ave. and Southdale every 30 minutes daily. • Service on Route 6K between Southdale and 78th St./Harmony Dr. in Edina will be replaced by Route 540 with a transfer at Minnesota Dr. • Service on the suspended Route 6B via Wooddale Ave. will be discontinued.
Route 7	<ul style="list-style-type: none"> • All days: Service will be reduced from every 30 minutes to every 60 minutes on the Plymouth Ave. branch to Wirth Park. • Weekends: Frequency will be improved from every 60 minutes to every 30 minutes between 66th St. & Cedar Ave. and 1st Ave N. & Washington Ave. in the North Loop. • All Days: Service will operate every 60 minutes on the new branch to Upper Harbor Terminal redevelopment along Washington Ave. and N. 2nd St. between Plymouth Ave. and Dowling Ave. • Buses will move from 3rd and 4th St. to Washington Ave. in downtown Minneapolis.
Route 9	<ul style="list-style-type: none"> • New branch serving Louisiana Ave. between Cedar Lake Rd. and Methodist Hospital with connections to Green Line Extension's Louisiana Ave. Station, scheduled to open in 2027. • Discontinue service on Route 9C between Cedar Lake Rd. & Louisiana Ave. and Louisiana Ave. Transit Center. • In downtown Minneapolis, northbound trips will move from 9th St. to 7th St. and Twins Way to Glenwood Ave. • Service on the suspended Route 9B on Glenwood west of Penn Ave. will be discontinued. • Sundays: Frequency will be improved from every 60 minutes to every 30 minutes in the midday.
Route 10	<ul style="list-style-type: none"> • Weekends: Frequency will be improved from every 15 minutes to every 10 minutes in the midday between downtown and 53rd Ave. & Central Ave.
Route 11	<ul style="list-style-type: none"> • Weekdays: Frequency will be improved from every 15 minutes to every 10 minutes during the midday and PM rush hour.
Route 12	<ul style="list-style-type: none"> • Route will be discontinued. Alternate service available on existing Route 6 (until replacement of service by E Line), 17, and 612 (renumbered as new Route 38).

Route	Proposed Changes (Network Now Concept Plan)
Route 14	<ul style="list-style-type: none"> All trips will remain on W. Broadway between Golden Valley Rd. and Robbinsdale Transit Center. Service on Golden Valley Rd., Douglas Dr. and 36th Ave. will be replaced by Route 30. Service on the suspended Route 14L on Noble Ave. between Golden Valley Rd. and 36th Ave. will be discontinued. Most service on Route 14E to 38th St. Station will be discontinued. Service will be maintained only for school trips. All non-school trips will be extended to 66th St. & Cedar Ave. Weekdays: Frequency will be improved from every 20 minutes to every 15 minutes in the AM rush hour, midday and PM rush hour.
Route 16	<ul style="list-style-type: none"> Route will be discontinued. Alternate service along University Ave. is available on the Green Line and Route 67
Route 17	<ul style="list-style-type: none"> Weekdays and Saturdays: Frequency will be improved from every 30 minutes to every 15 minutes on Route 17D between Lake St. & France Ave. and Blake Rd. & Cambridge St. during the midday. Sundays: Frequency will be improved from every 30 minutes to every 15 minutes between downtown and Lake St. & France Ave.
Route 18	<ul style="list-style-type: none"> Frequency will be improved from every 15 minutes to every 10 minutes in the midday on all days.
Route 19	<ul style="list-style-type: none"> Route will be discontinued. Alternate service is available on C Line and Metro micro.
Route 21	<ul style="list-style-type: none"> The B Line is scheduled to open in mid-2025 and will replace most of Route 21. Route 21 will continue to operate every 60 minutes between Uptown Transit Station and Lake St. & Minnehaha Ave. New Route 60 will replace service in St. Paul to provide a connection between the Selby Ave. corridor and Midway shopping area. Route 60 will operate between Rice St. & University Ave. and Snelling Ave. & University Ave. via Marion St., Selby Ave., Hamline Ave., and Pascal St. every 30 minutes daily.
Route 22	<ul style="list-style-type: none"> Weekdays: Frequency will be improved from every 20 minutes to every 15 minutes between 45th Ave. & Lyndale Ave. N. and VA Medical Center. Service on Route 22C on Bryant Ave. and Dupont Ave. will improve from every 60 minutes to every 30 minutes on weekdays in the AM rush hour, midday, and PM rush hour.
Route 23	<ul style="list-style-type: none"> Route will be replaced by new Route 38. Service on 38th St. between Hennepin Ave. and Lyndale Ave. will be discontinued. Instead, buses will remain on Lake St. to provide local service on this segment when the B Line opens.
Route 25	<ul style="list-style-type: none"> Hourly service on Saturdays will be added in the morning, midday, and evening. Route 25H via New Brighton and Co. Rd. H Park & Ride will be discontinued. Alternate service will be available on Route 804. On weekdays, evening service will be added and all midday trips extended to Northtown.
Route 27	<ul style="list-style-type: none"> Route will be discontinued.
Route 30	<ul style="list-style-type: none"> On weekdays all trips will be extended to Robbinsdale Transit Center to replace Route 14 on Golden Valley Rd., Duluth St., Douglas Dr., 36th Ave. N., and Noble Ave. On weekends, all trips will be extended to Hwy. 100 & Duluth St. to replace Route 14 on Golden Valley Rd. and Duluth St.
Route 32	<ul style="list-style-type: none"> All Days: Frequency will be improved from every 30 minutes to every 20 minutes during the morning, midday, and evenings.
Route 33	<ul style="list-style-type: none"> All Saturday service will be discontinued due to low ridership. On weekdays, the span of service in the AM rush hour will be adjusted. The first trip will start one hour later than the current service.

Route	Proposed Changes (Network Now Concept Plan)
	<ul style="list-style-type: none"> • Sunday: Frequency will be improved from every 60 minutes to every 30 minutes in the evening. • Weekdays: Frequency will be improved from every 30 minutes to every 15-30 minutes during rush hour periods west of Uptown.
Route 38	<ul style="list-style-type: none"> • New route replacing current routes 23 and 612. • Will operate between the Opus business development in Minnetonka and Highland Park in St. Paul via downtown Hopkins, Excelsior Blvd., Uptown, and 38th St. Alternating trips serve either Kenneth St. & Ford Pkwy. in St. Paul or the MN Vets' Home.
Route 46	<ul style="list-style-type: none"> • Weekends: Service will operate every 30 minutes frequency west of the Blue Line's 46th St. Station. • Weekdays: Frequency will be improved from every 30 minutes to every 15 minutes during the AM rush hour and PM rush hour. • All service on the suspended Route 46E east of the 46th St. Station will be discontinued. Alternate St. Paul service is available on routes 38, 74, 87, and A Line. • Service on the suspended Route 46D west of Eden Ave. & Vernon Ave. in Edina will be discontinued. Alternate service to Opportunity Partners is available on existing Route 612 (renumbered as Route 38).
Route 53	<ul style="list-style-type: none"> • Route will be discontinued. Alternate service will be available on the B Line.
Route 54	<ul style="list-style-type: none"> • Weekdays and Saturdays: Service will be improved from every 15 minutes to every 10 minutes between downtown St. Paul and Mall of America in the morning, AM and PM rush hours, midday, and late afternoon. • Route 54M between downtown and the East Side and Maplewood Mall will be replaced by new Route 58.
Route 58	<ul style="list-style-type: none"> • New route number replacing Route 54 between downtown St. Paul and Maplewood Mall. • Weekdays and Saturday: Frequency will be improved from every 30 minutes to every 15 minutes during the midday, late afternoon, and evening. • Sundays: Service will operate every 20 minutes.
Route 59	<ul style="list-style-type: none"> • Route will be discontinued.
Route 60	<ul style="list-style-type: none"> • New route will replace some Route 21 service in St. Paul to connect the Selby Ave. corridor to the Midway shopping area. • Route 60 will operate between Rice St. & University Ave. and Snelling Ave. & University Ave. via Marion St., Selby Ave., Hamline Ave., and Pascal St. every 30 minutes daily.
Route 61	<ul style="list-style-type: none"> • Sunday service will be added that operates every 60 minutes. • In St. Paul service will become a Larpenteur Ave. crosstown route. All trips will be extended from Larpenteur Ave. & Arcade St. to Larpenteur Ave. & Century Ave. • Service on Arcade St. and E. 7th St. will be replaced by new Route 58.
Route 62	<ul style="list-style-type: none"> • G Line opening in 2027 will replace Route 62 service on Rice St. north of downtown St. Paul from 12th St. & Robert St. to Rice St. & Market Place Dr. • With the opening of G Line, Route 62C north of Market Place Dr. will be replaced by new Route 229. • Service will be discontinued along Co. Rd. B2, Canterbury Dr., and Demont Ave.
Route 63	<ul style="list-style-type: none"> • Weekdays: Frequency will be improved from every 15 minutes to every 10 minutes during the midday and PM rush hour.
Route 64	<ul style="list-style-type: none"> • Route will be restructured to operate between downtown St. Paul and Hwy. 36 & Co. Rd. B Park & Ride via McMenemy St. north of Maryland Ave. to replace Route 71W. • Service on Maryland Ave. and White Bear Ave. will be replaced by new Route 58. • Route 64N in North St. Paul will be replaced by new Route 204. • Service on Route 64D north of Maryland Ave. on Prosperity Ave., Hazelwood St., English St., and Co. Rd. B will be discontinued. Alternate service will be available on routes 58, 61, and 80.
Route 65	<ul style="list-style-type: none"> • Sundays: Frequency will be improved from every 60 minutes to every 30 minutes for most of the day.
Route 67	<ul style="list-style-type: none"> • No service changes.

Route	Proposed Changes (Network Now Concept Plan)
Route 68	<ul style="list-style-type: none"> • Saturdays: Frequency will be improved from every 20-30 minutes to every 15 minutes between 14th St. & Jackson St. and 5th Ave. & South St. during the midday. • Service on Route 68C and 68J along Thompson Ave. and 12th Ave. will be discontinued. • Limited service to John Carroll and Nan McKay Hi-Rises in downtown South St. Paul will be discontinued.
Route 70	<ul style="list-style-type: none"> • Suspended service on Route 70B west of downtown St. Paul on St. Clair Ave. and Cretin Ave. will be discontinued. • All Days: Service will start earlier and end later than the current. • Weekdays and Saturday: Frequency will be improved from every 60 minutes to every 30 minutes.
Route 71	<ul style="list-style-type: none"> • Route 71W service on McMenemy St. will be replaced by Route 64. • Route 71K will be extended to the I-35E & Co. Rd. E Park & Ride to serve retail in Vadnais Heights. New service to Vadnais Heights via Edgerton St. and Arcade St. will operate every 60 minutes daily. • On weekdays, Route 71K service west of Edgerton St. to Little Canada will be replaced by Route 223. • On Saturdays, Route 71K service west of Edgerton St. will be discontinued. • New Sunday service between downtown St. Paul and Concord Exchange will be added. • Weekdays: Frequency will be improved from every 60 minutes to every 30 minutes between Maryland Ave. & Arkwright St. and Concord Exchange in the midday. • Saturdays: Frequency will be improved from every 60 minutes to every 30 minutes between Maryland Ave. & Arkwright St. and Concord Exchange.
Route 74	<ul style="list-style-type: none"> • Most service on Route 74G to Ivy Ave. & Hwy. 120 will be discontinued. Service will remain only for school trips. Alternate service will be available on new Route 215 on McKnight Rd. and Route 219 on Century Ave. • Nearly all trips will serve the Sun Ray Transit Center. • Direct service to Wilder Hi-Rise via Jefferson Ave. and Edgumbe Rd. will be discontinued. Alternate service will be available on Route 83.
Route 75	<ul style="list-style-type: none"> • Parkview Plaza branch will be discontinued.
Route 80	<ul style="list-style-type: none"> • Frequency will be improved from every 60 minutes to every 30 minutes on weekday midday, evening, and Sunday.
Route 83	<ul style="list-style-type: none"> • All Days: Frequency will be improved from every 30 minutes to every 20 minutes during the morning and midday on all days. • Service will be rerouted off Lexington Ave. between Selby Ave. and University Ave. Buses will instead serve Selby Ave., Hamline Ave., and University Ave. to replace Route 21 service and supplement new Route 60. • On weekends, service will start two hours earlier than the current schedule.
Route 84	<ul style="list-style-type: none"> • Route will be discontinued. Alternate service on Snelling Ave., Ford Pkwy., and near W. 7th St. will be available on the A Line and Route 87.
Route 87	<ul style="list-style-type: none"> • Weekdays: Frequency will be improved from every 30 minutes to every 15 minutes in the AM rush hour and PM rush hour. • Most trips will be extended south of W. 7th St. via Stewart Ave., Alton St., Madison St., and Rockwood Ave. • Sundays: Frequency will be improved from every 60 minutes to every 30 minutes. • Service will be extended 1-3 hours later at night.
Route 94	<ul style="list-style-type: none"> • Frequency will be improved from every 20 minutes to every 15 minutes in the AM and PM rush hours. • Weekend service will be added every 30 – 60 minutes. • On weekdays, service will be extended one hour later in the evening.
Route 111	<ul style="list-style-type: none"> • Route will be discontinued.
Route 113	<ul style="list-style-type: none"> • No service changes.

Route	Proposed Changes (Network Now Concept Plan)
Route 114	<ul style="list-style-type: none"> • Suspended service on Route 114C will be discontinued.
Route 115	<ul style="list-style-type: none"> • Add limited service (1-2 trips in each direction).
Route 118	<ul style="list-style-type: none"> • Route will be discontinued.
Route 129	<ul style="list-style-type: none"> • Route will be discontinued.
Route 134	<ul style="list-style-type: none"> • Limited-service additions will be made with 1-2 trips in each direction during AM rush hour and PM rush hour.
Route 135	<ul style="list-style-type: none"> • Route will be discontinued.
Route 141	<ul style="list-style-type: none"> • Route will be discontinued.
Route 146	<ul style="list-style-type: none"> • Alternate service available on improved Route 46 and Orange Line. • Add limited service (1-2 trips in each direction) during the AM rush hour and PM rush hour. • Route will operate between I-35W & Diamond Lake Rd. and downtown Minneapolis via Diamond Lake Rd., Lyndale Ave., 60th St., Xerxes Ave., 50th St., Lyndale Ave., and 46th St. • Alternate service on Bryant Ave. and W. 50th St. is available on Route 46. • Suspended service west of Hwy. 100 on Vernon Ave. and Lincoln Dr. will be discontinued.
Route 156	<ul style="list-style-type: none"> • Route will be discontinued. Alternate service is available on Route 146.
Route 204	<ul style="list-style-type: none"> • New route replacing Route 64N between Larpenteur Ave. & White Bear Ave. (Hillcrest Center) in St. Paul and Maplewood Mall via North St. Paul. • Trips will travel via White Bear Ave., 11th Ave., Margaret St., 7th Ave., and Beebe Rd. • Weekdays: 30-minute frequency in the AM rush hour, midday, PM rush hour, and evening; 60-minute frequency at night. • Weekends: 30-minute frequency in the midday, late afternoon, and evening; 60-minute frequency in the morning and at night.
Route 215	<ul style="list-style-type: none"> • New route on Lydia St. and McKnight Rd. connecting Sun Ray Transit Center and Maplewood Mall that will run all days every 60 minutes in the morning, midday, late afternoon and evening. • Replaces existing Route 219 along Lydia Ave. and offers an alternate transit option for existing Route 74G, Route 74K, and Route 74S customers.
Route 219	<ul style="list-style-type: none"> • Route will operate between Maplewood Mall and McKnight Rd. & Co. Rd. E via White Bear Ave. instead of McKnight Rd. • South of 15th Ave. N. trips will remain on Century Ave. to serve the Gold Line's Maplewood (3M) station, Woodwinds Hospital, Valley Creek Rd., and Gold Line's Woodlane Station instead of Sun Ray Transit Center. • Alternate service on Lydia Ave. between White Bear Ave. and McKnight Rd. will be available on Route 215. Alternate service on Hadley Ave., 7th St., and to the Gold Line's Greenway Station will be available on new Route 221. • Service on McKnight Rd. between Lydia Ave. and Co. Rd. E, on 15th Ave. and 10th Ave. N. between Century Ave. and Hadley Ave., and on Conway Ave. between Century Ave. and McKnight Rd. will be discontinued. • Saturday: Frequency will be improved from every 60 minutes to every 30 minutes and service will run later in the evening. • Sunday service that operates every 60 minutes will be added.

Route	Proposed Changes (Network Now Concept Plan)
Route 221	<ul style="list-style-type: none"> • New route between 34th St. N./Ideal Ave. N. (Oakdale Station/4Front Technology Campus) and Landfall via Hadley Ave. and Gold Line's Greenway Station. • Weekdays: 30-minute frequency. • Saturday: 60-minute frequency. • The route will replace Route 219 on Hadley Ave., 7th St. and Greenway Ave. • The route will replace Route 294 on Hadley Ave.
Route 223	<ul style="list-style-type: none"> • Route will resume operating between Rosedale Transit Center and Maplewood Mall via Co. Rd. C, Little Canada Rd., Labore Rd., Co. Rd. D and Beam Ave. • Weekdays: Frequency will be improved from every 90 minutes to every 60 minutes on weekdays in the AM rush hour, midday, PM rush hour and evening.
Route 225	<ul style="list-style-type: none"> • Service will be discontinued on Victoria St. north of Co. Rd. E and on Co. Rd. F between Victoria St. and Lexington Ave. • All trips will serve Coventry Apartments. • All trips will be extended north of I-694 to Rice Creek Commons and I-35W & Co. Rd. H Park & Ride via Lexington Ave. and Hwy. 96.
Route 227	<ul style="list-style-type: none"> • Grace Church deviation will be discontinued.
Route 229	<ul style="list-style-type: none"> • When G Line opens in 2027, this new route will replace Route 62C between Little Canada Transit Center and Shoreview Community Center. • Service will be improved to run every 60 minutes throughout the day on weekdays and Saturdays in the morning, midday, late afternoon, and evening.
Route 250	<ul style="list-style-type: none"> • Part of the new Key Express Network. • During the AM rush hour and PM rush hour frequency will be improved from every 10-30 minutes to every 15 minutes. • In the midday, service will operate every 90 minutes in both directions. • One additional reverse-commute trip serving Medtronic and Wells Fargo workers will be added in each direction. • Service on Lexington Ave., North Rd., Sunset Ave., and Elm St. will be discontinued.
Route 252	<ul style="list-style-type: none"> • Add one trip per direction when the U of M is in session.
Route 261	<ul style="list-style-type: none"> • Route will be discontinued. Metro micro will be an alternative for connections to local destinations and Rosedale Transit Center, the A Line, and other routes.
Route 262	<ul style="list-style-type: none"> • Route will be discontinued.
Route 263	<ul style="list-style-type: none"> • Route will be discontinued. Alternate service is available on Route 270.
Route 264	<ul style="list-style-type: none"> • One trip in each direction will be added.
Route 265	<ul style="list-style-type: none"> • Route will be discontinued. New Route 291 will replace Route 265A express service between Maplewood Mall and downtown St. Paul.
Route 270	<ul style="list-style-type: none"> • Part of the new Key Express Network. 270E service East of Maplewood Mall Transit Center will be discontinued • During the AM rush hour and PM rush hour service will be improved from every 30 minutes to every 15 minutes. • In the midday, service will operate every two hours in both directions.
Route 272	<ul style="list-style-type: none"> • Route will be discontinued. Alternate service to U of M Minneapolis campus will be available on Route 270 and the Green Line.

Route	Proposed Changes (Network Now Concept Plan)
Route 275	<ul style="list-style-type: none"> Suspended service on Route 275B north of I-35E & Co. Rd. 14 Park & Ride will be discontinued. Alternate service available on Route 275 at I-35E & Co. Rd. 14 Park & Ride in Lino Lakes.
Route 288	<ul style="list-style-type: none"> Route will be discontinued. Alternate service is available on Route 250 from the I-35W & 95th Ave. Park & Ride.
Route 291	<ul style="list-style-type: none"> New route between Stillwater, Maplewood, and downtown St. Paul replacing portions of routes 265 and 294. Route will operate non-stop in the AM rush hour and PM rush hour between St. Croix Park & Ride, Maplewood Mall, and downtown via Hwy. 36 and I-35E. Provides local service north of Hwy. 36 in Stillwater via Stillwater Blvd., Olive St., Pine St., and 4th St. S.
Route 294	<ul style="list-style-type: none"> Route will be discontinued. Alternate service on portions of the route will be available on the Gold Line and new routes 215, 221 and 291 as well as Route 219. No alternate service will be available in downtown Stillwater on 3rd St., Water St., Myrtle St., or Mulberry St., or on Stillwater Blvd. between Hwy. 36 and Hadley Ave.
Route 301	<ul style="list-style-type: none"> New route between Jamaica Ave. and E. Pt. Douglas Rd. in Cottage Grove and the Gold Line's Queens Station (Woodbury Theatre Park & Ride) via 80th St., Hilton Trail, Radio Dr., and Valley Creek Rd. Weekdays: 60-minute frequency in the AM rush hour, midday, PM rush hour and evening.
Route 323	<ul style="list-style-type: none"> No service changes.
Route 350	<ul style="list-style-type: none"> Route will be discontinued. Alternate service will be available on Route 323 and Gold Line.
Route 351	<ul style="list-style-type: none"> When the Gold Line opens in 2025, Route 351 will be discontinued. Alternative service is available on Gold Line.
Route 352	<ul style="list-style-type: none"> A new express route between Woodbury Theatre Park & Ride and the U of M via Washington Ave. This will be limited service with 1-2 trips in each direction.
Route 353	<ul style="list-style-type: none"> Route will be discontinued. Alternate service available on Gold Line and Route 355.
Route 354	<ul style="list-style-type: none"> New route using I-494 and Hwy. 62 between Woodbury Theatre Park & Ride, Newport Park & Ride and MSP airport. Additional stops at I-494 & 5th Ave. S. in South St. Paul and at Robert St. & Mendota Rd. to connect with Phase 2 of the G Line, Route 68, and Route 75. Weekdays: 60-minute in the AM rush hour, midday, PM rush hour and evening.
Route 355	<ul style="list-style-type: none"> Part of the new Key Express Network. During the AM rush hour and PM rush hour, service will be improved from every 15-30 minutes to every 15 minutes. In the midday, service will operate every two hours in both directions.
Route 361	<ul style="list-style-type: none"> Route will be discontinued. Alternate service will be available on Route 363.
Route 363	<ul style="list-style-type: none"> One midday trip will be added between downtown Minneapolis, downtown St. Paul and Cottage Grove.
Route 364	<ul style="list-style-type: none"> Route will be discontinued. Alternative service is available on Route 363 at Cottage Grove Park & Ride.
Route 365	<ul style="list-style-type: none"> Route will be discontinued. Alternate service will be available on Route 363 at Cottage Grove Park & Ride.

Route	Proposed Changes (Network Now Concept Plan)
Route 375	<ul style="list-style-type: none"> Route will be discontinued. Alternative service available on Route 355 at Woodbury Theatre Park & Ride.
Route 415	<ul style="list-style-type: none"> Route will be discontinued.
Route 417	<ul style="list-style-type: none"> Route will be discontinued. Metro Transit micro will be an alternative for connections to local destinations and routes.
Route 452	<ul style="list-style-type: none"> Route will be discontinued.
Route 467	<ul style="list-style-type: none"> No service changes.
Route 501	<ul style="list-style-type: none"> Route will be discontinued.
Route 515	<ul style="list-style-type: none"> Weekdays: frequency will be improved from every 20 minutes to every 15 minutes during the AM rush hour, midday, PM rush hour and evening. Saturdays: frequency will be improved from every 30 minutes to every 15 minutes during the midday and late afternoon. Sundays: frequency will be improved from every 30 minutes to every 20 minutes during the midday.
Route 534	<ul style="list-style-type: none"> Weekdays: frequency will be improved from every 2 hours to every 60 minutes. Route will be discontinued on weekends. Service south of 98th St. will be discontinued. Alternate service will be available on Route 537.
Route 537	<ul style="list-style-type: none"> Frequency will be improved from every two hours to every 60 minutes.
Route 538	<ul style="list-style-type: none"> No service changes.
Route 539	<ul style="list-style-type: none"> No service changes.
Route 540	<ul style="list-style-type: none"> Sundays: frequency will be improved from every 90 minutes to every 45 minutes.
Route 542	<ul style="list-style-type: none"> Add midday service every 30 minutes.
Route 546	<ul style="list-style-type: none"> No service changes.
Route 547	<ul style="list-style-type: none"> Route will be discontinued.
Route 552	<ul style="list-style-type: none"> Route will be discontinued.
Route 553	<ul style="list-style-type: none"> Route will be discontinued. Alternate service on Portland Ave. north of American Blvd. available on D Line.
Route 554	<ul style="list-style-type: none"> Route will be discontinued. Alternate service on Route 18 and Orange Line.
Route 558	<ul style="list-style-type: none"> Route will be discontinued.

Route	Proposed Changes (Network Now Concept Plan)
Route 578	<ul style="list-style-type: none"> • Two trips in the AM rush hour and one trip in the PM rush hour will be added. • Service on the suspended Route 578C will be discontinued.
Route 579	<ul style="list-style-type: none"> • Three trips will be added in each direction during AM rush hour and PM rush hour when the U of M is in session.
Route 587	<ul style="list-style-type: none"> • Three trips will be added in each direction during the AM rush hour and PM rush hour.
Route 588	<ul style="list-style-type: none"> • Route will be discontinued.
Route 589	<ul style="list-style-type: none"> • Route will be discontinued.
Route 604	<ul style="list-style-type: none"> • Route will be discontinued. When the Green Line Extension opens, alternate service along Louisiana Ave. will be available on Route 9. Alternate service on Excelsior Blvd. will be available on Route 612 (renumbered Route 38).
Route 612	<ul style="list-style-type: none"> • Route will be replaced by new Route 38. • When the Green Line Extension opens, service west of 11th Ave. in Hopkins and south of Bren Rd. in Opus will be discontinued.
Route 615	<ul style="list-style-type: none"> • When the Green Line Extension opens, Route 615 will be extended to the Beltline Station via Beltline Blvd. • Service south of 36th St. in St. Louis Park on Monterey Dr., Excelsior Blvd., and Park Center Dr. will be discontinued. • Sunday service will be added that operates every 60 minutes.
Route 643	<ul style="list-style-type: none"> • Route will be discontinued. Alternate service available on Route 667.
Route 645	<ul style="list-style-type: none"> • All trips currently ending at Plymouth Rd. Park & Ride will be extended to Wayzata Park & Ride. • All trips will serve Shelard Pkwy. Service on Ford Rd. will be discontinued. • All trips will remain on Wayzata Blvd. between Louisiana Ave. and General Mills Blvd.
Route 652	<ul style="list-style-type: none"> • Add 4-5 trips each direction of service. Service to Plymouth Rd. Park & Ride will be discontinued.
Route 663	<ul style="list-style-type: none"> • Route will be discontinued. Alternate service on Louisiana Ave. and Cedar Lake Rd. is available on Route 673.
Route 664	<ul style="list-style-type: none"> • Route will be discontinued. Alternative service available on Green Line and Route 38.
Route 667	<ul style="list-style-type: none"> • Route will be extended on Hwy. 7 west of Hwy. 101 to serve downtown Excelsior. • All trips will remain on Hwy. 7 west of Hwy. 169. • Service on Route 667B via Texas and 36th St. will be discontinued. Alternate service will be available on routes 17 and 615. • Service on Hwy. 101 south of Hwy. 7 will be discontinued.
Route 668	<ul style="list-style-type: none"> • Route will be discontinued.
Route 670	<ul style="list-style-type: none"> • Route will be discontinued.
Route 671	<ul style="list-style-type: none"> • Route will be discontinued.

Route	Proposed Changes (Network Now Concept Plan)
Route 672	<ul style="list-style-type: none"> Route will be discontinued.
Route 673	<ul style="list-style-type: none"> Part of the new Key Express Network. During the AM and PM rush hours service will be improved from two trips to every 15 minutes. In the midday, service will operate every 60 minutes. Reverse commute service to Crescent Ridge Corporate Center north of I-394 will be discontinued
Route 677	<ul style="list-style-type: none"> Route will be discontinued.
Route 679	<ul style="list-style-type: none"> Route will be discontinued.
Route 701	<ul style="list-style-type: none"> New local route in Brooklyn Park and Brooklyn Center connecting Park & Rides at Brooklyn Blvd. & 65th Ave. and Noble Ave. via Lad Pkwy., Xerxes Ave., 74th Ave., France Ave., and Brooklyn Blvd. Riders will transfer to routes 760 or 768 for express service to downtown Minneapolis. Weekdays: 60-Minute frequency in the AM rush hour and PM rush hour. Replaces parts of Route 761 and 763 where there is no alternate service.
Route 702	<ul style="list-style-type: none"> New local route in Brooklyn Park and Brooklyn Center connecting Park & Rides at Brooklyn Blvd. & 65th Ave. and Noble Ave. via 97th Ave., W. River Rd., Hwy. 252, 66th/65th/Freeway Blvd., and Xerxes Ave. Riders will transfer to routes 760 or 768 for express service to downtown Minneapolis. Weekdays: 60-minute frequency in the AM rush hour and PM rush hour. Replaces parts of Route 761, 763, and 766 where there is no alternate service.
Route 703	<ul style="list-style-type: none"> New local route between downtown Anoka and Noble Park & Ride via Target North Campus, Winnetka Ave., Hwy. 169 frontage roads and Cartway Rd. in Champlin and Brooklyn Park. Limited service (1-2 trips per direction) in the AM rush hour and PM rush hour on weekdays. Replaces portion of Route 766 north of Noble Park & Ride and serves new destinations on Hwy. 169. Riders will transfer to Route 768 for express service to downtown Minneapolis.
Route 705	<ul style="list-style-type: none"> No service changes.
Route 716	<ul style="list-style-type: none"> Sunday service will be added that operates every 60 minutes. On Saturdays, service will be added one hour earlier and one hour later than current schedule.
Row 717	<ul style="list-style-type: none"> Route will be discontinued and mostly replaced by new Route 817. Service on 42nd Ave./Rockford Rd. between Boone Ave. and Nathan Ln. will be discontinued.
Route 721	<ul style="list-style-type: none"> No service changes.
Route 722	<ul style="list-style-type: none"> No service changes.
Route 723	<ul style="list-style-type: none"> No service changes.
Route 724	<ul style="list-style-type: none"> Frequency between Starlite Transit Center and Brooklyn Center Transit Center will be improved from every 15 minutes to every 10 minutes on weekdays in the midday and PM rush hour.

Route	Proposed Changes (Network Now Concept Plan)
Route 725	<ul style="list-style-type: none"> • New local route between Osseo and Blaine via Jefferson Hwy., 85th Ave. N., and Hwy. 610. • All Days: 60-minute frequency.
Route 755	<ul style="list-style-type: none"> • No service changes.
Route 756	<ul style="list-style-type: none"> • Route will be discontinued.
Route 757	<ul style="list-style-type: none"> • New limited-stop route on Hwy. 55 between downtown Minneapolis, north Minneapolis, Golden Valley, and Plymouth to test the market for highway bus rapid transit. • Weekdays: 30-minute frequency in the AM rush hour, midday and PM rush hour. • Stops are generally ½-1 mile apart or more.
Route 758	<ul style="list-style-type: none"> • Route will be discontinued.
Route 760	<ul style="list-style-type: none"> • Route will operate express service between the 65th Ave. and Brooklyn Blvd. Park & Ride and downtown Minneapolis. • Frequency will be improved from two trips in each direction to every 30 minutes in the AM and PM rush hour. • Alternate service on 63rd Ave., Zane Ave, 85th Ave., and W. Broadway will be available on routes 722, 723 and 724. • Service on Candlewood Dr., Setzler Pkwy., Neddersen Pkwy., and Douglas Dr. will be discontinued.
Route 761	<ul style="list-style-type: none"> • Route will be discontinued. • Alternate service on Brookdale Dr. and Noble Ave. will be available on routes 722 and 723, with connections to the C and D Line at Brooklyn Center Transit Center. • Replacement service on Woodlane, France Ave., and 69th Ave. will be provided by new Route 701 with a transfer at the 65th Ave. & Brooklyn Blvd. Park & Ride with Route 760 and downtown Minneapolis. • Alternate service on 51st Ave., Penn Ave., and 49th Ave. available on Route 22.
Route 762	<ul style="list-style-type: none"> • Route will be discontinued.
Route 763	<ul style="list-style-type: none"> • Route will be discontinued. • Replacement service on Lad Pkwy., Xerxes Ave., and 74th Ave. will be available on new Route 701 with a transfer at the 65th Ave. & Brooklyn Blvd. Park & Ride with Route 760 and downtown Minneapolis. • Alternate service on 66th Ave., 65th Ave., and Freeway Blvd. will be available on Route 702 with a transfer at the 65th Ave. & Brooklyn Blvd. Park & Ride with Route 760 and downtown Minneapolis. • Alternate service on Humboldt Ave. and Brookdale Dr. will be available on Route 722 with connections to C and D Line at Brooklyn Center Transit Center. • Alternate service on parts of Dupont Ave. N. will be available on routes 22 and 722.
Route 764	<ul style="list-style-type: none"> • No service changes.
Route 765	<ul style="list-style-type: none"> • Route will be discontinued. • Alternate service to Target North Campus will be available on routes 722, 724 and new Route 703 (with a transfer to express Route 768 at Noble Park & Ride).
Route 766	<ul style="list-style-type: none"> • Route will be discontinued. • Replacement service on W. River Rd. south of 97th Ave. will be available on new Route 702 with connections to express routes 760 and 768 at Noble Park & Ride and 65th Ave. & Brooklyn Blvd. Park & Ride. • Replacement service on Cartway Dr., Hayden Lake Rd., and Business Park Blvd. will be available on new Route 703 with a connection to express Route 768 at Noble Park & Ride.

Route	Proposed Changes (Network Now Concept Plan)
Route 767	<ul style="list-style-type: none"> Route will be discontinued.
Route 768	<ul style="list-style-type: none"> Part of the new Key Express Network. During the AM and PM rush hour frequency will be improved from every 30 minutes to every 15 minutes. In the midday service will operate every 75 minutes.
Route 801	<ul style="list-style-type: none"> Route 801 will be discontinued. Route will be replaced by new Route 817.
Route 804	<ul style="list-style-type: none"> All trips will travel only between Silver Lake Village and Co. Rd. H Park & Ride via New Brighton. Service between Silver Lake Village and Northtown Transit Center via Mounds View will be replaced by Route 25. Saturdays: Frequency will be improved from every two hours to every 60 minutes and will start two hours earlier than the current schedule. Service on Sundays will be added that operates every 60 minutes.
Route 805	<ul style="list-style-type: none"> Service on Sundays will be added that operates every 60 minutes.
Route 817	<ul style="list-style-type: none"> New route that combines most of existing routes 717 and 801 between Plymouth, New Hope, Robbinsdale, Brooklyn Center, Columbia Heights, and Rosedale. Weekdays: 60-minute frequency in the AM rush hour, midday, PM rush hour, evenings and night. Saturdays: 60-minute frequency in the AM rush hour, midday, PM rush hour and evening. New service on Boone Ave., 36th Ave. N. and Lancaster Ln. New service in Fridley on E. River Rd., 53rd Way NE, and 51st Way NE every two hours.
Route 824	<ul style="list-style-type: none"> No service changes.
Route 825	<ul style="list-style-type: none"> Route will be discontinued.
Route 831	<ul style="list-style-type: none"> Route will be discontinued.
Route 850	<ul style="list-style-type: none"> Part of the new Key Express Network. During the AM and PM rush hours service will be improved from every 15-30 minutes to every 15 minutes. In the midday, service will operate every 90 minutes between downtown Minneapolis and Foley Park & Ride in Coon Rapids. Service north of Foley Park & Ride on Route 850A, 850C, and 850N will be discontinued. Local service on Route 850A will be replaced by Route 852. Service on Route 850N on Northdale Blvd. will be replaced by Route 805.
Route 852	<ul style="list-style-type: none"> Limited service in the business park along Thurston Ave. & Lund Blvd. will be discontinued.
Route 854	<ul style="list-style-type: none"> Route will be discontinued.
Route 860	<ul style="list-style-type: none"> Two trips in each direction will be added between downtown St. Paul and Co. Rd. H Park & Ride, Northtown, and Coon Rapids.
Route 865	<ul style="list-style-type: none"> Route will be discontinued.

APPENDIX B. EXISTING AND PLANNED FREQUENCY BY ROUTE

Route	Main Route Alignment	Network Now Concept Plan Compared to Existing Service Levels (Minutes or Trips)							
		Weekday Rush Hours		Weekday (Midday or Evening)		Saturday (Morning – Evening)		Sunday (Morning – Evening)	
		Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
METRO Blue Line	MOA - MSP - downtown Minneapolis	15	10	15	10 - 15	15	10 - 15	15	10 - 15
METRO Green Line	Southwest Station – Hopkins – Saint Louis Park – downtown Minneapolis	15	10	15	10 - 15	15	10 - 15	15	10 - 15
METRO Red Line	Apple Valley TC – Eagan – MOA	30	30	30	30	30	30	30	30
METRO Orange Line	Burnsville Heart of the City Station – Bloomington – downtown Minneapolis	15	10	15	15	15 - 30	15	30	15
METRO Gold Line	Woodbury Woodlane Station – downtown Saint Paul	-	10	-	10 - 30	-	15 - 30	-	15 - 30
Northstar Line	Commuter Rail – Big Lake - downtown Minneapolis	4 trips	4 trips	-	-	-	-	-	-
A Line	Rosedale TC – Eagan – MOA	15	10	10 - 15	10 - 15	15	10 - 15	15	10 - 15
B Line	West Lake Station – Lake St. – Marshall Ave. – Selby Ave. – Union Depot	Route 21	10	Route 21	10 - 15	Route 21	10 - 15	Route 21	10 - 15
C Line	Brooklyn Center TC - Brooklyn Blvd. – Penn Ave. – Olson Hwy. – downtown Minneapolis	10 - 12	10	10 - 15	10 - 15	10 - 20	10 - 20	10 - 20	10 - 20
D Line	Brooklyn Center TC – Fremont/Emerson – Chicago Ave. – Portland Ave. – MOA	10 - 15	10	10 - 15	10 - 15	10 - 15	10 - 15	10 - 20	10 - 20
E Line	Southdale TC – France Ave. – Hennepin Ave. – 4th St./University Ave.	Route 6	10	Route 6	10 - 15	Route 6	12 - 20	Route 6	12 - 30
G Line	Little Cana Station – Rice St. – Robert St. – Union Depot	Route 62	15	Route 62	15 - 30	Route 62	15 - 30	Route 62	15 - 30
Route 2	Franklin Ave. – Riverside Ave. – U of M – 8th St. SE	10 - 15	10 - 15	10 - 20	10 - 20	15 - 30	10 - 30	15 - 30	10 - 30

Route	Main Route Alignment	Network Now Concept Plan Compared to Existing Service Levels (Minutes or Trips)							
		Weekday Rush Hours		Weekday (Midday or Evening)		Saturday (Morning – Evening)		Sunday (Morning – Evening)	
		Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
Route 3	Washington Ave. – U of M – Como Ave.	10 - 15	10 - 15	10 - 15	10 - 15	15 - 30	15 - 30	30	15 - 30
Route 4	Lyndale Ave. – Hennepin Ave.	15 - 20	10 - 15	15 - 30	10 - 30	15 - 30	15 - 30	30	15 - 30
Route 5	Brooklyn Center – Fremont Ave. – Chicago Ave. – 56th St. Station	60	60	60	60	60	60	60	60
Route 6	Uptown TC – Xerxes Ave. – Southdale (See E Line)	30	30	30	30	30	30	30	30
Route 7	1st Ave. – Washington Ave. – Riverside – Minnehaha Ave. – 34th Ave.	30	30	30	30	60	30 - 60	60	30 - 60
Route 9	Glenwood – Wayzata Blvd. – Cedar Lake Rd. – 36th Ave. S – 46th St. Station	30	30	30	30	30	30	60	30 - 60
Route 10	Nicollet Mall – Central Ave.	10 - 15	10 - 15	10 - 15	10 - 15	15 - 30	10 - 30	20 - 60	10 - 60
Route 11	4th Ave. S – 3rd Ave. S – 2nd St. SE – 28th Ave. NE	15	10 - 15	15 - 30	10 - 30	15 - 30	15 - 30	30	30
Route 12	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 14	West Broadway – Washington Ave. – Bloomington Ave.	20	15	20 - 30	15 - 30	20 - 30	15 - 30	20 - 30	15 - 30
Route 16	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 17	Blake Rd. Station – Minnetonka Blvd. – 24th St. – Nicollet Mall	15	15	15 - 30	15 - 30	15 - 30	15 - 30	30	15 - 30
Route 18	Nicollet Ave. – Nicollet Mall	10 - 15	10 - 15	10 - 15	10 - 15	15	10 - 15	15	10 - 15
Route 19	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 21	Uptown TC – Lake St. – Midtown Station (See B Line)	6 - 10	60	6 - 10	60	8 - 30	60	8 - 30	60
Route 22	Lyndale Ave. N – Cedar Ave. S – 28th Ave. S – VA Medical Station	20	15 - 20	20 - 30	15 - 30	30	30	30	30
Route 23	Restructured to Route 38	30	Replaced by Rt 38	30	Replaced by Rt 38	60	Replaced by Rt 38	60	Replaced by Rt 38

Route	Main Route Alignment	Network Now Concept Plan Compared to Existing Service Levels (Minutes or Trips)							
		Weekday Rush Hours		Weekday (Midday or Evening)		Saturday (Morning – Evening)		Sunday (Morning – Evening)	
		Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
Route 25	Northtown – Silver Lake Rd. - Stinson Blvd. – Nicollet Mall	30	30	-	60	-	60	-	-
Route 27	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 30	Robbinsdale TC – 36th Ave. N – Douglas Dr. – Golden Vallet Rd.	30	30	30	30	30 -60	30	30 - 60	30
Route 32	Robbinsdale TC – Lowry Ave. – Rosedale TC.	30	20	30	20	30	20 - 30	30 - 60	20 - 30
Route 33	Westgate Station – Elm St. – Kasota Ave.	30	30	-	-	-	-	-	-
Route 38	46th Ave – 38th St. – Lyndale Ave. – Lake St. – Excelsior Blvd. – 11th Ave. S – Opus Station	Routes 23 & 612	15 - 30	Routes 23 & 612	30	Routes 23 & 612	30	Routes 23 & 612	30
Route 46	50th St. W – 46th St. – 42nd St. – 46th St. Station	30	15	30	30	-	30	-	30
Route 53	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 54	MOA – MSP – W 7th St. – Union Depot	15	10	15	10 - 15	15 - 30	15 - 30	20 - 30	20 - 30
Route 58	Downtown Saint Paul – E 7th St. – Maryland Ave. – White Bear Ave. – Maplewood Mall	30	15	30	15	30 - 60	15	-	20 - 30
Route 59	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 60	Capitol Station – Sely Ave. – Hamline Ave. – University Ave. – Snelling Ave. Station (B Line)	Part of Route 21	30	Part of Route 21	30	Part of Route 21	30	Part of Route 21	30
Route 61	7th St. TC – Hennepin Ave – Arlington Ave. – Larpenteur Ave.	30	30	30 - 60	30 - 60	60	60	-	60
Route 62	Signal Hills – Robert St. – Smith Ave. – Wabasha St. – Robert St. Station (see G Line)	30	30	30	30	30	30	30 - 60	30 - 60
Route 63	Sun Ray TC – 3rd St. – Grand Ave. – Cretin Ave. – Westgate Station	15	10 - 15	15 - 30	10 - 30	15 - 30	15 - 30	20 - 30	20 - 30

Route	Main Route Alignment	Network Now Concept Plan Compared to Existing Service Levels (Minutes or Trips)							
		Weekday Rush Hours		Weekday (Midday or Evening)		Saturday (Morning – Evening)		Sunday (Morning – Evening)	
		Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
Route 64	Downtown Saint Paul – Payne Ave. – Westminster St. – McMenemy St. – Hwy 36 Park & Ride	15	15	15	15	15	15	20 - 30	20 - 30
Route 65	Rosedale TC – County Rd. B – Dale St.	30	30	30	30	30 - 60	30 - 60	60	30 - 60
Route 67	Downtown Saint Paul – Thomas Ave. – Minnehaha Ave. – Franklin Ave. Station	30	30	30 - 60	30 - 60	30	30	30 - 60	30 - 60
Route 68	5th Ave. S – Southview Blvd. – Robert St.	15 - 30	12 - 15	20 - 30	12 - 30	20 - 30	15 - 30	20 - 60	20 - 60
Route 70	Downtown Saint Paul – Burns Ave. – Upper Afton Rd. – Ruth St. – Sun Ray TC	60	30	60	30	60	30	60	60
Route 71	Downtown Saint Paul – L’Orient St. – Westminster St. – Arkwright St.	15 - 30	15 - 30	15 - 30	15 - 30	15 - 30	15 - 30	60	60
Route 74	46th St. Station – Ford Pkwy. – Randolph Ave. – 7th St. – Ruth St. – Sun Ray TC	20	20	20	20	30	30	30	30
Route 75	Downtown Saint Paul – Wabasha St. – Stryker Ave. – Robert St. – Lake Cove Apartments	45	45	45 - 60	45 - 60	-	-	-	-
Route 80	Maplewood Mall TC – White Bear Ave – 3rd St. E – Sunray TC	30	30	60	30	30 - 60	30	60	30
Route 83	Rosedale TC – Lexington Ave. – Hamline Ave.	30	20 - 30	30	20 - 30	30	20 - 30	30	20 - 30
Route 84	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 87	Rosedale TC – Fairview Ave. – Raymond Ave. – Cleveland Ave. – Sheridan Ave.	30 - 60	15 - 30	30 - 60	30 - 60	30	30	60	30
Route 94	Express – downtown Minneapolis – I-94 – downtown Saint Paul	20	15	30	30	-	30 - 60	-	30 - 60
Route 111	Route will be discontinued.	-	-	-	-	-	-	-	-

Route	Main Route Alignment	Network Now Concept Plan Compared to Existing Service Levels (Minutes or Trips)							
		Weekday Rush Hours		Weekday (Midday or Evening)		Saturday (Morning – Evening)		Sunday (Morning – Evening)	
		Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
Route 113	Lyndale Ave. – Grand Ave – U of M	5 - 6 trips	5 - 6 trips	-	-	-	-	-	-
Route 114	Hennepin Ave. – U of M	30	30	-	-	-	-	-	-
Route 115	Grand Ave – 36th At. – Hennepin Ave. – U of M	-	-	-	2 trips	-	-	-	-
Route 118	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 129	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 134	Sheridan Ave. – Cleveland Ave. – Cretin Ave. – downtown Minneapolis	-	2 trips	-	-	-	-	-	-
Route 135	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 141	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 146	56th St. – Xerxes Ave. – 50th St. – Lyndale Ave. – 46th St. – downtown Saint Paul	-	2 trips	-	-	-	-	-	-
Route 156	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 204	Hillcrest Shopping Center – Larpenteur Ave. – 7th Ave. – 11th Ave. – Maplewood Mall	30	30	30	30	30	30	30	30
Route 215	Maplewood Mall TC – Lydia Ave. – McKnight Rd. – Sun Ray TC	-	60	-	60	-	60	-	60
Route 219	Maplewood Mall TC – White Bear Ave. – Geneva Ave. – Century Ave. – Woodbury Theater	30	30	30 - 60	30	60	60	-	60
Route 221	Hudson Blvd. – Greenway Ave. – 7th St. – Hadley Ave. – 34th St. N	-	30	-	30	-	60	-	-
Route 223	Rosedale TC – County Rd. B – County Rd. D – Maplewood Mall TC	-	60	-	60	-	-	-	-

Route	Main Route Alignment	Network Now Concept Plan Compared to Existing Service Levels (Minutes or Trips)							
		Weekday Rush Hours		Weekday (Midday or Evening)		Saturday (Morning – Evening)		Sunday (Morning – Evening)	
		Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
Route 225	Rosedale TC - Hamline Ave. – Lexington Ave. - Hwy. 96 – Rice Creek Commons	60	60	60	60	60	60	-	-
Route 227	Rosedale TC – Hamline Ave. – Woodhill Dr. - Victoria St. – County Rd. E - Target	60	60	60	60	60	60	-	-
Route 229	Little Canada Station – Rice St. – County Rd. 96 – Shoreview Community Center	Part of Route 62	60	Part of Route 62	60	Part of Route 62	60	-	-
Route 250	Express - County Rd. H Park & Ride – 95th Ave. Park & Ride – downtown Minneapolis	20	15 - 30	1 trip	90 - 100	-	-	-	-
Route 252	Express – 95th Ave. Park & Ride – U of M *During U of M Session*	2AM, 3 PM trips*	3 trips*	-	-	-	-	-	-
Route 261	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 262	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 263	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 264	Express – Rosedale TC – County Rd. C Park & Ride – downtown Minneapolis	2 trips	3 trips	-	-	-	-	-	-
Route 265	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 270	Express – Maplewood Mall TC – downtown Minneapolis	30	15 - 30	-	120	-	-	-	-
Route 272	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 275	Express – County Rd 14 Park & Ride – County Rd. E Park & Ride downtown Saint Paul	2 trips	2 trips	-	-	-	-	-	-
Route 288	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 291	Express – Stillwater – Oakdale – downtown Saint Paul	Part of Route 294	3 trips	-	-	-	-	-	-

Route	Main Route Alignment	Network Now Concept Plan Compared to Existing Service Levels (Minutes or Trips)							
		Weekday Rush Hours		Weekday (Midday or Evening)		Saturday (Morning – Evening)		Sunday (Morning – Evening)	
		Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
Route 294	Discontinued – Replaced by Route 291	1 trip	Replaced by Rt 291	-	-	-	-	-	-
Route 301	Cottage Grove Walmart – Jamaica Ave. – 80th St. – Hinton Ave. – Radio Dr. – Woodlane	-	60	-	60	-	-	-	-
Route 323	Sun Ray TC – McKnight Rd. – Londin Ln. – Valley Cre Rd. – Woodbury Theater	30	30	30	30	30	30	30	30
Route 350	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 351	Replaced by Gold Line	3 trips	Replaced by Gold	-	-	-	-	-	-
Route 352	Express – Woodbury Theater – U of M	-	2 trips	-	-	-	-	-	-
Route 353	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 354	Woodbury Theater Park & Ride – Newport Park & Ride – MSP	-	60	-	60	-	-	-	-
Route 355	Express – Woodbury Theater Park & Ride – downtown Minneapolis	20	15 - 30	-	120	-	-	-	-
Route 361	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 363	Express – Cottage Grove Paark & Ride – downtown Saint Paul – downtown Minneapolis	3 trips	3 trips	-	1 trip	-	-	-	-
Route 364	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 365	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 375	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 415	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 417	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 452	Route will be discontinued.	-	-	-	-	-	-	-	-

Route	Main Route Alignment	Network Now Concept Plan Compared to Existing Service Levels (Minutes or Trips)							
		Weekday Rush Hours		Weekday (Midday or Evening)		Saturday (Morning – Evening)		Sunday (Morning – Evening)	
		Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
Route 467	Express – Lakeville – Kenrick Park & Ride – downtown Minneapolis	30	30	-	-	-	-	-	-
Route 501	Route will be discontinued.	-	-	4 trips	-	-	-	-	-
Route 515	Southdale TC – 66th St. – Bloomington Ave. – 12th Ave. – American Blvd – MOA	20	15	20	15 - 20	30	15 - 20	30 - 60	20 - 30
Route 534	Normandale – Collegeview Rd. – 90th St. – Penn Ave. – American Blvd. – Lyndale Ave.	60 - 120	60	120	60	-	-	-	-
Route 537	Southdale TC – York Ave. – France Ave. – Normandale – 108th St.	120	60	120	60	-	-	-	-
Route 538	Southdale TC – York Ave. – American Blvd. – 82nd St. – 86th St. - MOA	30	30	30 - 60	30 - 60	30 - 60	30 - 60	30 - 60	30 - 60
Route 539	Normandale – 9th St. – Old Shakopee Rd. – Old Cedar Ave. – 86th St. – MOA	30	30	30	30	30 - 60	30 - 60	30 - 60	30 - 60
Route 540	Normandale Lakes – Cahill Rd. – 74th St. – Metro Blvd. - 77th St. – 76th St. – 27th Ave. – MOA	30	30	30 - 60	30	30 - 60	30 - 60	90	30 - 60
Route 542	Normandale Lakes – 84th St. – Lyndale Ave. – American Blvd. – MOA	30	35	-	35	-	-	-	-
Route 546	Normandale Village – Normandale – France Ave. – Old Shakopee Rd. – 98th St.	30 - 60	30 - 60	60	60	30 - 60	30 - 60	30 - 60	30 - 60
Route 547	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 552	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 553	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 554	Route will be discontinued.	-	-	-	-	-	-	-	-

Route	Main Route Alignment	Network Now Concept Plan Compared to Existing Service Levels (Minutes or Trips)							
		Weekday Rush Hours		Weekday (Midday or Evening)		Saturday (Morning – Evening)		Sunday (Morning – Evening)	
		Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
Route 558	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 578	Express – Minnesota Dr. – York Ave. – Southdale – downtown Minneapolis	1 or 2 trips	3 trips	-	-	-	-	-	-
Route 579	Express – Southdale – U of M	-	3 trips	-	-	-	-	-	-
Route 587	Express - Southdale – Valley View Rd. – Vernon Ave. – downtown Minneapolis	-	3 trips	-	-	-	-	-	-
Route 588	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 589	Route will be discontinued.								
Route 604	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 612	Discontinued – replaced by Route 38	30	Replaced by Rt 38	30	Replaced by Rt 38	30	Replaced by Rt 38	30 - 60	Replaced by Rt 38
Route 615	Ridgedale Mall – Hopkins Crossroad – Knollwood Village - Walker St. – Beltline Station	60	60	60	60	60	60	-	60
Route 643	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 645	Wayzata Blvd. Park & Ride – Wayzata Blvd. – 1-394 – downtown Minneapolis	30	30	60	60	60	60	60	60
Route 652	Express – County Rd. 73 Park and Ride – Wayzata Blvd. – downtown Minneapolis – U of M	-	45	-	-	-	-	-	-
Route 663	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 664	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 667	Express – Excelsior – Hwy. 7 – Minnetonka Blvd. – I-394 – downtown Minneapolis	2 trips	3 trips	-	-	-	-	-	-
Route 668	Route will be discontinued.	-	-	-	-	-	-	-	-

Route	Main Route Alignment	Network Now Concept Plan Compared to Existing Service Levels (Minutes or Trips)							
		Weekday Rush Hours		Weekday (Midday or Evening)		Saturday (Morning – Evening)		Sunday (Morning – Evening)	
		Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
Route 670	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 671	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 672	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 673	Express – County Rd. 73 Park & Ride – downtown Minneapolis	2 trips	15	-	60	-	-	-	-
Route 677	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 679	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 701	Brooklyn Blvd. Park & Ride – France Ave. – Xerxes Ave. – Noble Pkwy. – Noble Park & Ride	60	60	-	-	-	-	-	-
Route 702	Noble Park & Ride – 97th Ave. – West River Rd. – Hwy. 252 – 65th Ave. – Freeway Blvd. – 63rd Ave.	60	60	-	-	-	-	-	-
Route 703	Noble Park & Ride – Oak Grove Pkwy. – Winnetka Ave. – Cartway Rd. – Ferry St. – E Main St.	90	90	-	-	-	-	-	-
Route 705	Starlite TC – Winnetka Ave – Louisiana TC	60	60	60	60	-	-	-	-
Route 716	Robbinsdale TC – 42nd Ave. – Douglas Dr. – Broadway Ave. – 63rd Ave. – Zane Ave.	60	60	60	60	60	60	-	60
Route 717	Discontinued – replaced by route 817	60	Replaced by Rt 817	60	Replaced by Rt 817	-	-	-	-
Route 721	Hennepin Tech – Boone Ave. – Bass Lake Rd. – 58th Ave. – Brooklyn Center TC	30 - 60	30 - 60	30 - 60	30 - 60	30	30	30	30
Route 722	Brooklyn Center TC – Shingle Creeok Pkwy. – Freeway Blvd. – Humboldt Ave.	30 - 60	30 - 60	30	30	30 - 60	30 - 60	30 - 60	30 - 60

Route	Main Route Alignment	Network Now Concept Plan Compared to Existing Service Levels (Minutes or Trips)							
		Weekday Rush Hours		Weekday (Midday or Evening)		Saturday (Morning – Evening)		Sunday (Morning – Evening)	
		Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
Route 723	Starlite TC – West Broadway – 85th Ave. – Zane Ave. – Brooklyn Blvd. – Brooklyn Center TC.	30	30	30 - 60	30 - 60	60	60	60	60
Route 724	Starlite TC – Brooklyn Blvd. – Zane Ave. – 63rd Ave. – Xerxes Ave – Brooklyn Center TC	15 - 30	10 - 30	15	10 - 15	15	15	15	15
Route 725	Jefferson Hwy. – Brooklyn Blvd. – Starlite TC – Lakeland Ave – 85th Ave. – Northtown TC	-	60	-	60	-	60	-	60
Route 755	Downtown Minneapolis – Olson Hwy. – Golden Valley Rd. Winnetka Ave.	60	60	-	-	-	-	-	-
Route 756	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 757	Downtown Minneapolis – Olson Hwy. – Rockford Rd.	-	30	-	30	-	-	-	-
Route 758	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 760	Express – Brooklyn Blvd. Park & Ride – downtown Minneapolis	2 trips	30	-	-	-	-	-	-
Route 761	Route will be discontinued.	1 or 2 trips	-	-	-	-	-	-	-
Route 762	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 763	Route will be discontinued.	1 or 2 trips	-	-	-	-	-	-	-
Route 764	Express – Starlite TC – W Broadway - Winnetka Ave – 42nd Ave – downtown Minneapolis	1 trip	1 trip	-	-	-	-	-	-
Route 765	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 766	Route will be discontinued.	3 trips	-	-	-	-	-	-	-
Route 767	Route will be discontinued.	-	-	-	-	-	-	-	-

Route	Main Route Alignment	Network Now Concept Plan Compared to Existing Service Levels (Minutes or Trips)							
		Weekday Rush Hours		Weekday (Midday or Evening)		Saturday (Morning – Evening)		Sunday (Morning – Evening)	
		Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
Route 768	Express – Noble Blvd. Park & Ride – downtown Minneapolis	30 - 60	15 - 30	-	75	-	-	-	-
Route 801	Discontinued – replaced by Route 817	60	Replaced by Rt 817	60	Replaced by Rt 817	-	-	-	-
Route 804	Silver Lake Village – Foss Rd. – Old Hwy. 8 – County Rd. H Park & Ride	60	60	60	60	60 - 120	60	-	60
Route 805	Anoka – 4th Ave. – Northdale Blvd. – Robinson Dr. – Egret Blvd. – University Ave. – Northtown	60	60	60	60	120	60	-	60
Route 817	42nd Ave. – Brooklyn Center TC – E River Rd. – 44th Ave. – 37th Ave. – Cleveland Ave. – County Rd. B2	Routes 717 & 801	60	Routes 717 & 801	60	Routes 717 & 801	60	-	-
Route 824	Northtown TC – University Ave. – downtown Minneapolis	1 trip	1 trip	-	-	-	-	-	-
Route 825	Discontinued	-	-	-	-	-	-	-	-
Route 831	Discontinued	-	-	-	-	-	-	-	-
Route 850	Express – Foley Park & Ride – downtown Minneapolis	15 - 45	15 - 30	-	90	-	-	-	-
Route 852	Anoka Tech – Main St. – Coon Rapids Blvd. – Foley Park & Ride – Springbrook Dr. – E River Rd. – downtown Minneapolis	60 - 90	60 - 90	90	90	90	90	-	-
Route 854	Route will be discontinued.	-	-	-	-	-	-	-	-
Route 860	Express – Coon Rapids Riverdale Station - Northtown – County Rd. H Park & Ride – downtown Saint Paul	-	2 trips	-	-	-	-	-	-
Route 865	Route will be discontinued.	-	-	-	-	-	-	-	-

APPENDIX C. INDIVIDUAL ROUTE CHANGES

Route 2	Route 68	Route 270	Route 578	Route 760
Route 3	Route 70	Route 272	Route 579	Route 761
Route 4	Route 71	Route 275	Route 587	Route 762
Route 5	Route 74	Route 288	Route 588	Route 763
Route 6	Route 75	Route 291	Route 589	Route 764
Route 7	Route 80	Route 294	Route 604	Route 765
Route 9	Route 83	Route 301	Route 612	Route 766
Route 10	Route 84	Route 323	Route 615	Route 767
Route 11	Route 87	Route 350	Route 643	Route 768
Route 12	Route 94	Route 351	Route 645	Route 801
Route 14	Route 111	Route 352	Route 652	Route 804
Route 16	Route 113	Route 354	Route 663	Route 805
Route 17	Route 114	Route 355	Route 664	Route 817
Route 18	Route 115	Route 361	Route 667	Route 824
Route 19	Route 118	Route 363	Route 668	Route 825
Route 21	Route 129	Route 364	Route 670	Route 831
Route 22	Route 134	Route 365	Route 671	Route 850
Route 23	Route 135	Route 375	Route 672	Route 852
Route 25	Route 141	Route 415	Route 673	Route 854
Route 27	Route 146	Route 417	Route 677	Route 860
Route 30	Route 156	Route 452	Route 679	Route 865
Route 32	Route 204	Route 467	Route 701	Northstar
Route 33	Route 215	Route 501	Route 702	Blue Line
Route 38	Route 219	Route 515	Route 703	Green Line
Route 46	Route 221	Route 534	Route 705	Red Line
Route 53	Route 223	Route 537	Route 716	Orange Line
Route 54	Route 225	Route 538	Route 717	Gold Line
Route 58	Route 227	Route 539	Route 721	A Line
Route 59	Route 229	Route 540	Route 722	B Line
Route 60	Route 250	Route 542	Route 723	C Line
Route 61	Route 252	Route 546	Route 724	D Line
Route 62	Route 261	Route 547	Route 725	E Line
Route 63	Route 262	Route 552	Route 755	G Line
Route 64	Route 263	Route 553	Route 756	
Route 65	Route 264	Route 554	Route 757	
Route 67	Route 265	Route 558	Route 758	

Route 2

Network**NOW**

Route Information

Service Changes

- Weekdays: Frequency will be improved from every 15-20 minutes to every 10 minutes morning, midday, late afternoon and evening.
- Weekends: Frequency will be improved from every 15 minutes to every 10 minutes during midday.

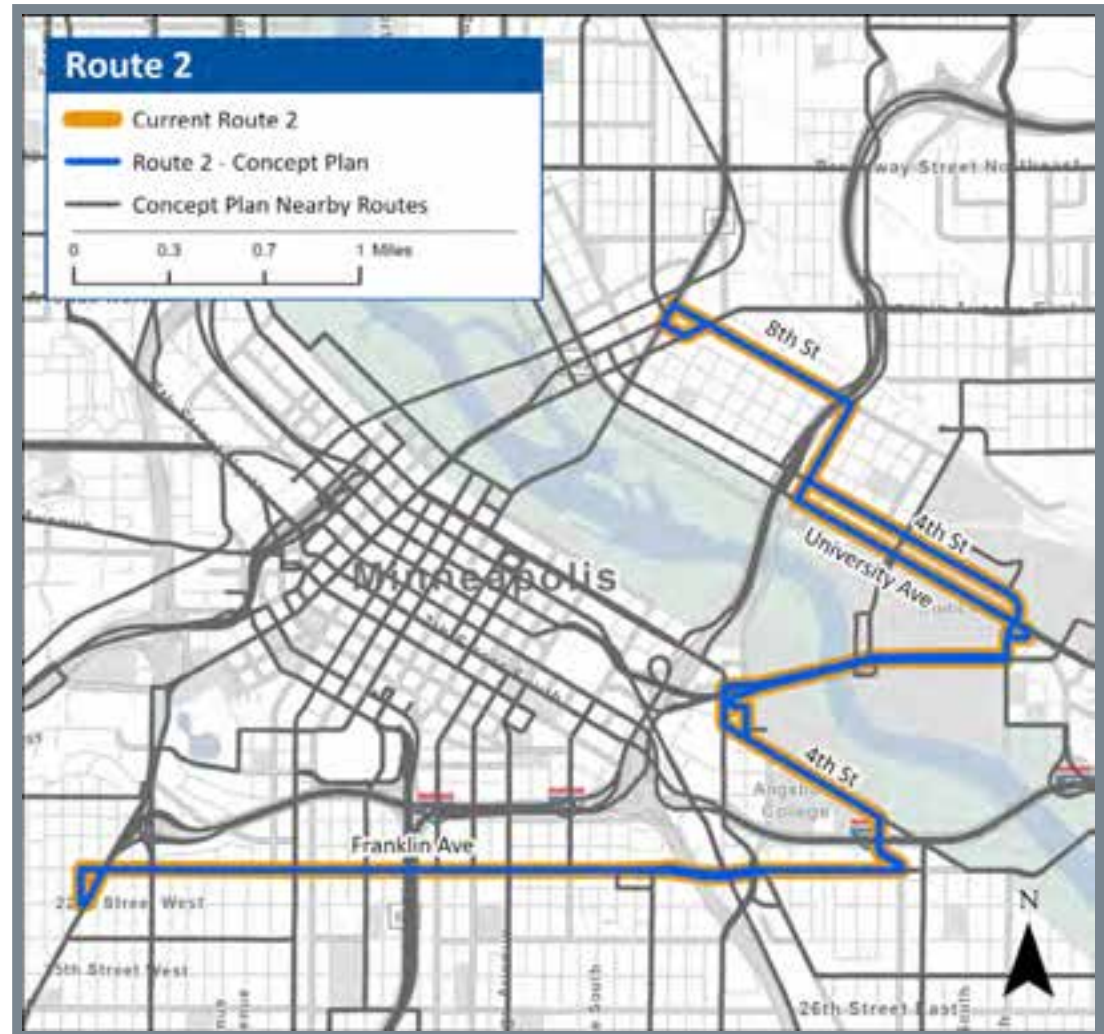
Areas the Route Serves

- Route 2 serves Minneapolis via Franklin Ave., the University of Minnesota, and the Dinkytown and Marcy-Holmes neighborhoods.
- Destinations include the University of Minnesota, M Health Fairview U of M, and Cedar-Riverside, with
- Transfer opportunities are possible to Blue Line at Franklin Ave. Station and Green Line at West Bank Station and East Bank Station. Transfers will also be possible to E Line at stations along 4th St and University.

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	10-15	10	15-20	30
Saturday	15-30	10-15	20	30
Sunday	15-30	10-15	30	30

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.



Route 3

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	10 - 15	10-15	15	15-60
Saturday	15-30	15	15	15-60
Sunday	15-30	15	15	15-60

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Sundays: Frequency will be improved from every 30 minutes to every 15 minutes between downtown Minneapolis and Como Ave./Snelling Ave.
- The Route 3A branch will no longer serve downtown Saint Paul. Instead, it will continue Maryland Ave. to White Bear Ave. and Sun Ray Transit Center.
- Route 3A branch riders will need to transfer at Rice St. & Maryland Ave. to Route 62 or G Line that will run every 15 minutes to get to downtown Saint Paul.

Areas the Route Serves

- Route 3 serves portions of Washington Ave. downtown, the University of Minnesota, Como Ave., Front Ave., downtown Saint Paul, Union Depot Transit Center, and will include Maryland Ave., White Bear Ave., and Sun Ray Transit Center.
- Transfers can be made at Marquette to Orange Line, Cedar St to Green Line, Snelling Ave. to A Line, and will be possible at Sun Ray Transit Center to Gold Line, University Ave. to E Line, Rice St. to G Line, and 5th St / 6th St to B Line and Gold Line.



Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	10-15	10-15	20-30	30
Saturday	15-30	15	20-30	30
Sunday	15-30	15	30	30

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Weekdays: Frequency will be improved between downtown and 38th St. from every 15 minutes to every 10 minutes in the midday and afternoon rush hours.
- Sundays: Frequency will be improved between downtown and 38th St. from every 30 minutes to every 15 minutes in the midday.

Areas the Route Serves

- Route 4 serves Minneapolis (Northeast, Downtown, South), Richfield, and Bloomington.
- Destinations include Silver Lake Village, Downtown Minneapolis, and the Southtown Shopping Center, with transfer opportunities to Orange Line at Knox Ave. & American Blvd. Station. Transfers to Blue, Green, and E Lines can also be made at Hennepin and 5th St. in downtown Minneapolis. Transfers to the B Line can be made at Lake St.



Route 5

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	60	60	60	60
Saturday	60	60	60	60
Sunday	60	60	60	60

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- No service changes are proposed for Route 5 in Network Now.

Areas the Route Serves

- Route 5 serves Brooklyn Center, Minneapolis (North, downtown, South) via Fremont Ave., Emerson Ave., and Chicago Ave.
- Destinations include Camden High School, North Community High School (limited service to the school directly), Children's Hospital and Clinic, Abbott Northwestern Hospital, and Midtown Global Market.
- Customers connect to other routes and METRO C and D lines at Brooklyn Center Transit Center and Ramp A/7th St Transit Center. Customers can also connect with E Line on Hennepin Ave., B Line on Chicago Ave., Orange Line on Marquette Ave. / 2nd Ave., and will be able to connect with Green Line at the Royalston Ave. stop.
- Chicago-Lake Transit Center will close in fall 2024 coinciding with the opening of Lake & Chicago Station.



Route 6

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	30	30	30	30
Saturday	30	30	30	30
Sunday	30	30	30	30

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- E Line is scheduled to open in late 2025 and will replace most of Route 6.
- Service on the Route 6K branch between Southdale and 78th St./Harmony Dr. in Edina will be discontinued but travel to the area will still be possible with a transfer to Route 540 at Minnesota Dr.
- Service on suspended Route 6B branch via Wooddale Ave. will be discontinued.

Areas the Route Serves

- Route 6 will continue to operate between Uptown Transit Station in Minneapolis and France Ave./Minnesota Dr. via Xerxes Ave. and Southdale in Edina every 30 minutes daily. Service will also operate on portions of Edinborough Way, 76th St., Parklawn Ave., Gallagher Dr., France Ave., Hazelton Rd., 44th St., Sheridan Ave., Richfield Rd., 36th St., and Hennepin Ave.
- Transfers to the E Line can be made at Southdale Transit Center and E Line stations between 43rd St. & Upton Ave. and Uptown Transit Station.



Route 7

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	30	30	30	30
Saturday	30 - 60	30	30 - 60	60
Sunday	30 - 60	30	60	60

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- All Days: New branch to Upper Harbor Terminal redevelopment along Washington Ave. and N. 2nd St. between Plymouth Ave. and Dowling Ave. every 60 minutes daily.
- All Days: Service on the Plymouth Ave. branch to Wirth Park will be reduced from every 30 minutes to every 60 minutes. Metro micro is an alternative.
- Buses will move from 3rd and 4th St. to Washington Ave. in downtown Minneapolis.
- Weekends: Frequency between 66th St. & Cedar Ave. and 1st Ave N. & Washington Ave. in the North Loop will improve from every 60 minutes to every 30 minutes.

Areas the Route Serves

- Route 7 serves Minneapolis (North, downtown, South), and Richfield via Riverside Ave. and Minnehaha Ave.
- Destinations include Theodore Wirth Park, U of M – West Bank, Augsburg University, and Cedar Point Commons.
- Customers connect to Green Line at West Bank Station, B Line on Lake St., E Line on Hennepin Ave., Orange Line on Marquette Ave. / 2nd Ave. and Blue Line as well as A Line at 46th St. Station.



Route 9

Network**NOW**

Route Information

Service Changes

- New branch serving Louisiana Ave. between Cedar Lake Rd. and Methodist Hospital with connections to Green Line Extension's Louisiana Ave. Station, scheduled to open in 2027.
- Discontinue service on Route 9C between Cedar Lake Rd. & Louisiana Ave. and Louisiana Ave. Transit Center.
- In downtown Minneapolis, northbound trips will move from 9th St. to 7th St. and Twins Way to Glenwood Ave.
- Service on the suspended Route 9B on Glenwood west of Penn Ave. will be discontinued.
- Sundays: Frequency will be improved from every 60 minutes to every 30 minutes in the midday.

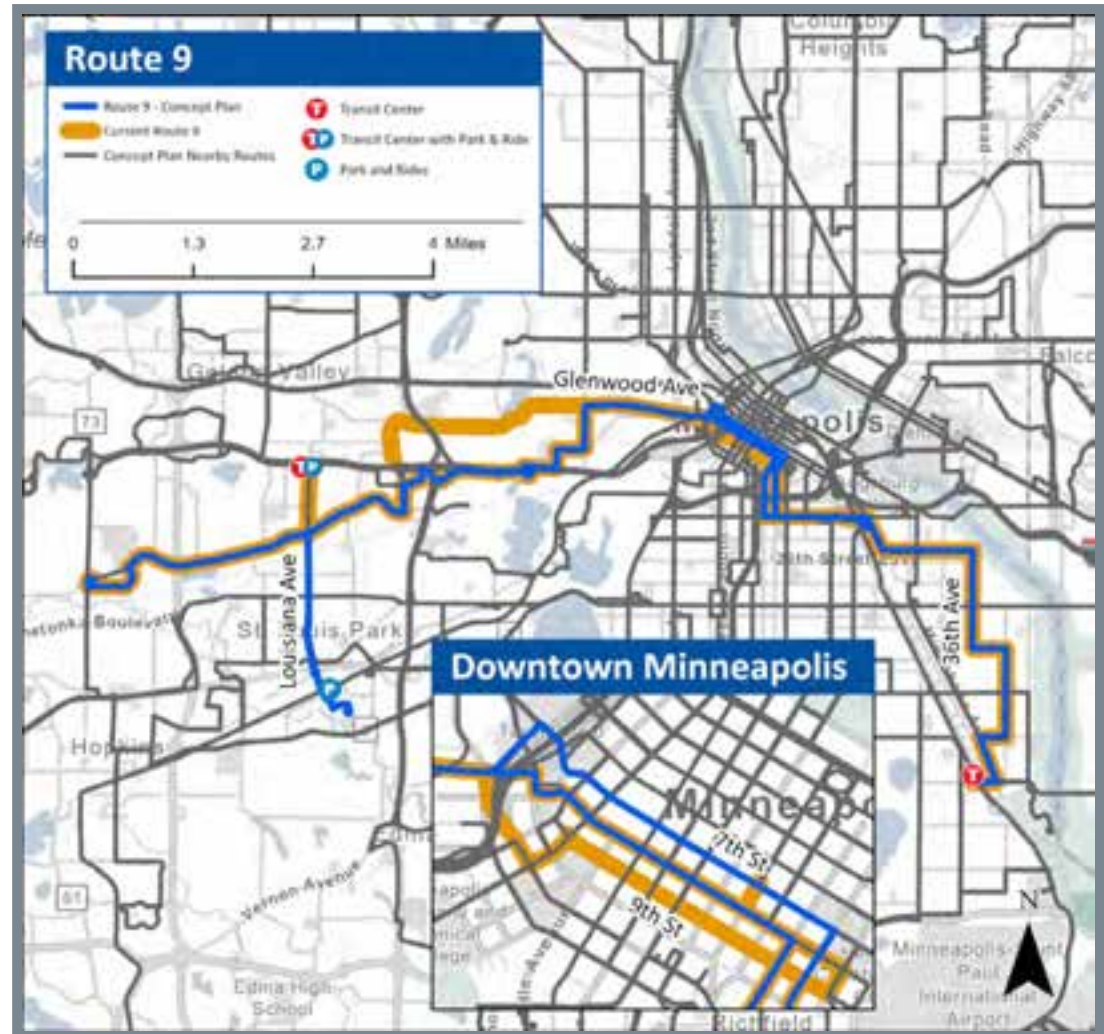
Areas the Route Serves

- Route 9 serves Minneapolis (North, Downtown, South), St Louis Park, and Minnetonka via Cedar Lake Rd.
- Destinations include downtown Minneapolis, The Shops at West End, and Park Nicollet Methodist Hospital.
- Transfer opportunities include Blue Line at 46th St and Franklin Ave Stations and Green Line at Louisiana Ave Station. Riders can also transfer to the Orange and E Lines in downtown Minneapolis, and A Line at 46th St Station.

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	30	30	30	60
Saturday	30	30	30	60
Sunday	30	30	60	60

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.



Route 10

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	10 - 15	10 - 15	15	15 - 60
Saturday	10 - 30	10 - 15	15 - 30	30
Sunday	10 - 60	10 - 30	20 - 30	30 - 60

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Weekends: Frequency between downtown and 53rd Ave. & Central Ave will improve from every 15 minutes to every 10 minutes in the midday.

Areas the Route Serves

- Route 10 serves Minneapolis (downtown, Northeast), Columbia Heights, Hilltop, Fridley, Spring Lake Park, and Blaine via Central Ave. and University Ave.
- Destinations include Edison High School (limited service to the school directly), Medtronic Headquarters, Target, Mercy Hospital – Unity Campus, and Northtown mall.
- Customers connect to C and D Lines on 7th / 8th St., E Line on Hennepin Ave., as well as Blue and Green Line on 5th St. Customers can park and ride from Church of St. William Park & Ride.



Route 11

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	10 - 15	10	30	60
Saturday	15	15	30	60
Sunday	30	30	30	60

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Weekdays: Frequency will be improved from every 15 minutes to every 10 minutes during the midday and PM rush hour.

Areas the Route Serves

- Route 11 serves Minneapolis (South, downtown, Northeast) along 4th Ave. and 2nd St. and Columbia Heights along 40th Ave.
- Riders can connect to other routes at Columbia Heights Transit Center, downtown Minneapolis, and 46th and I-35W & 46th Street Station, including the Orange Line. Limited-service trips serve Washburn High School.
- Destinations include Minneapolis Convention Center, the Minneapolis Institute of Art, and Washburn High School.



Route 12

Network**NOW**

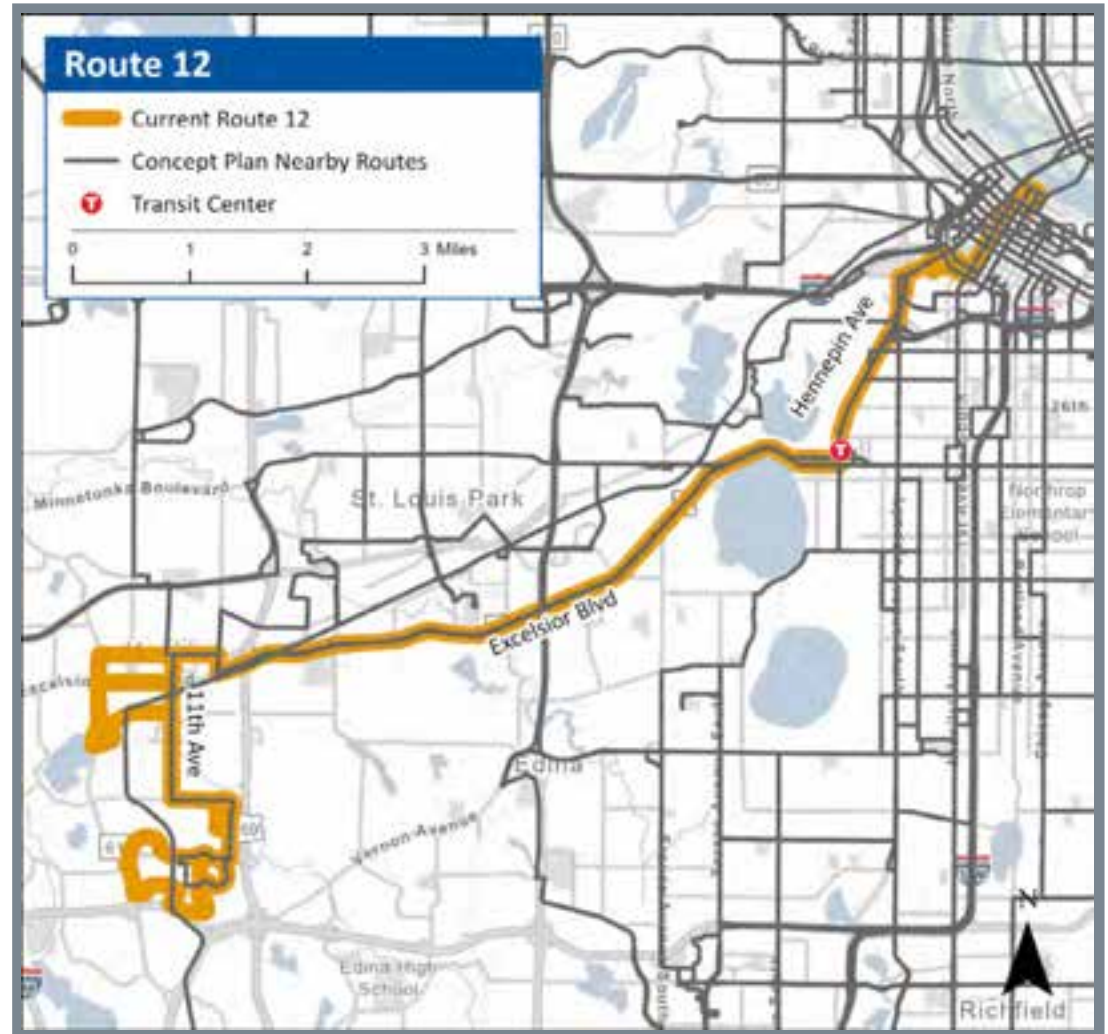
Route Information

Service Changes

- Route will be discontinued. Alternate service available on existing Route 6 (until replacement of service by E Line), 17, and 612 (renumbered as new Route 38).

Areas the Route Served

- Route served Minnetonka, St Louis Park, and Minneapolis via Excelsior Blvd. and Hennepin Ave.



Route 14

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	15	15	15 - 30	30 - 60
Saturday	15 - 30	15 - 20	20 - 30	30 - 60
Sunday	15 - 30	15 - 30	20 - 30	30 - 60

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- All trips will remain on W. Broadway between Golden Valley Rd. and Robbinsdale Transit Center. Service on Golden Valley Rd., Douglas Dr. and 36th Ave. will be replaced by Route 30.
- Service on the suspended Route 14L on Noble Ave. between Golden Valley Rd. and 36th Ave. will be discontinued.
- Most service on Route 14E to 38th St. Station will be discontinued. Service will be maintained only for school trips.
- All non-school trips will be extended to 66th St. & Cedar Ave.
- Weekdays: Frequency will be improved from every 20 minutes to every 15 minutes in the AM rush hour, midday and PM rush hour.

Areas the Route Serves

- Route 14 serves Robbinsdale, Minneapolis (North, downtown, South), and Richfield via W Broadway Ave. and Bloomington Ave.
- Destinations include North Memorial Health Hospital, Roosevelt High School, and Cedar Point Commons.
- Customers connect to Blue Line at 38th St. Station, Green Line at Warehouse District Station, B Line on Lake St., C and D Lines on 7th / 8th St., and E Line on Hennepin Ave.



Route 16

Network**NOW**

Route Information

Service Changes

- Route 16 will be discontinued. Alternate service along University Ave. is available on Green Line and Route 67.

Areas the Route Served

- Route 16 operated from Prior Ave. & University Ave. to Union Depot in downtown Saint Paul via University Ave.



Route 17

Network**NOW**

Route Information

Service Changes

- Weekdays and Saturdays: Frequency will be improved from every 30 minutes to every 15 minutes between Lake St. & France Ave. and Blake Rd. & Cambridge St. during the midday.
- Sundays: Frequency will be improved from every 30 minutes to every 15 minutes between downtown Minneapolis and Lake St. and France Ave.

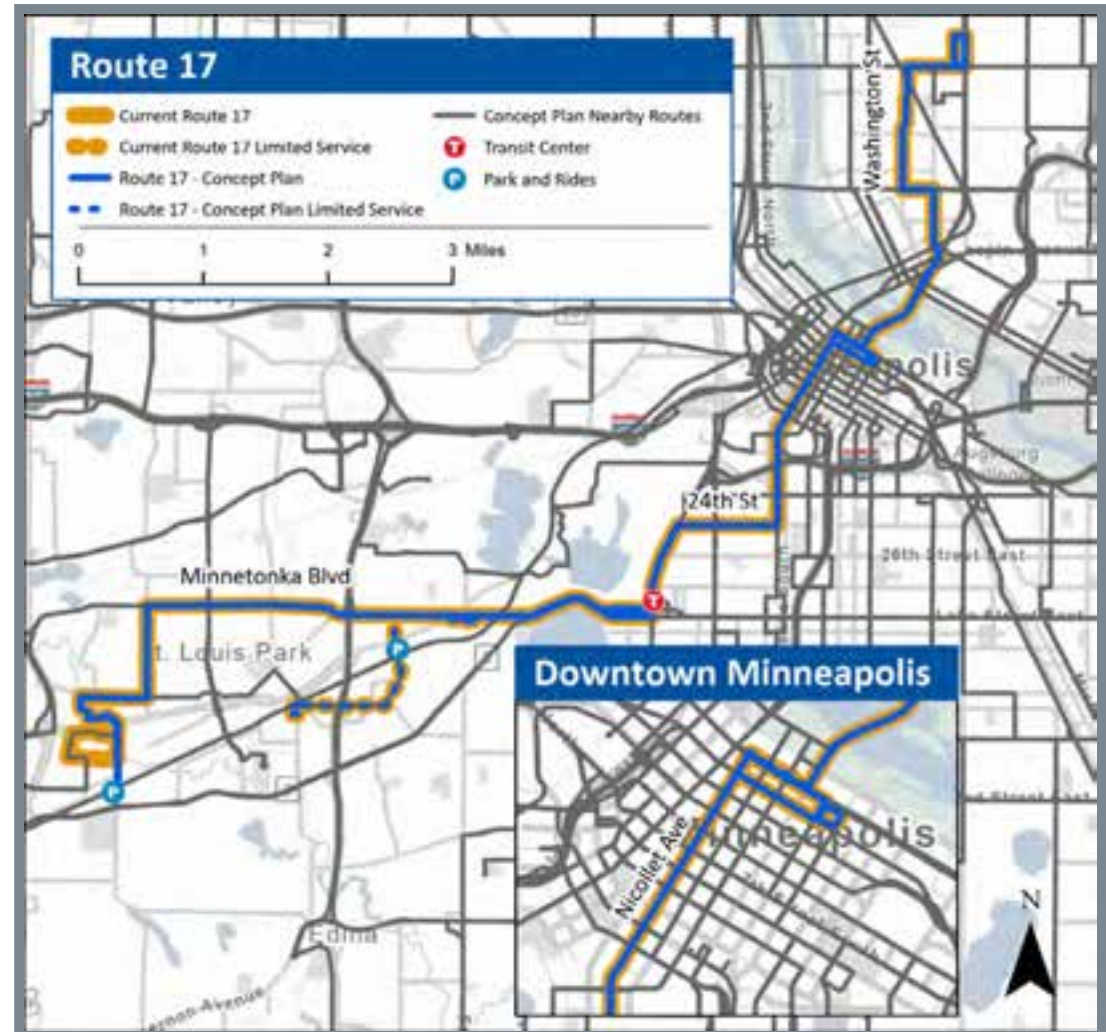
Areas the Route Serves

- Route 17 serves Minneapolis (Northeast, downtown, south) and Saint Louis Park via Central Ave., Hennepin Ave., and Lake St./Minnetonka Blvd. Limited-service trips serve Beltline Blvd and 36th St.
- Riders can connect to other routes at Uptown Transit Station, including the E Line, and at Beltline Blvd. and Blake Rd Stations.
- Destinations include the Shoppes at Knollwood, Saint Louis Park City Hall, Bde Maka Ska, downtown Minneapolis, and Edison High School.

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	15	15	30	60
Saturday	15	15	30	60
Sunday	15	15	30	60

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.



Route 18

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	10 - 15	10 - 15	15	15 - 30
Saturday	10 - 15	10 - 15	15	15 - 30
Sunday	10 - 15	10 - 15	15	15 - 30

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

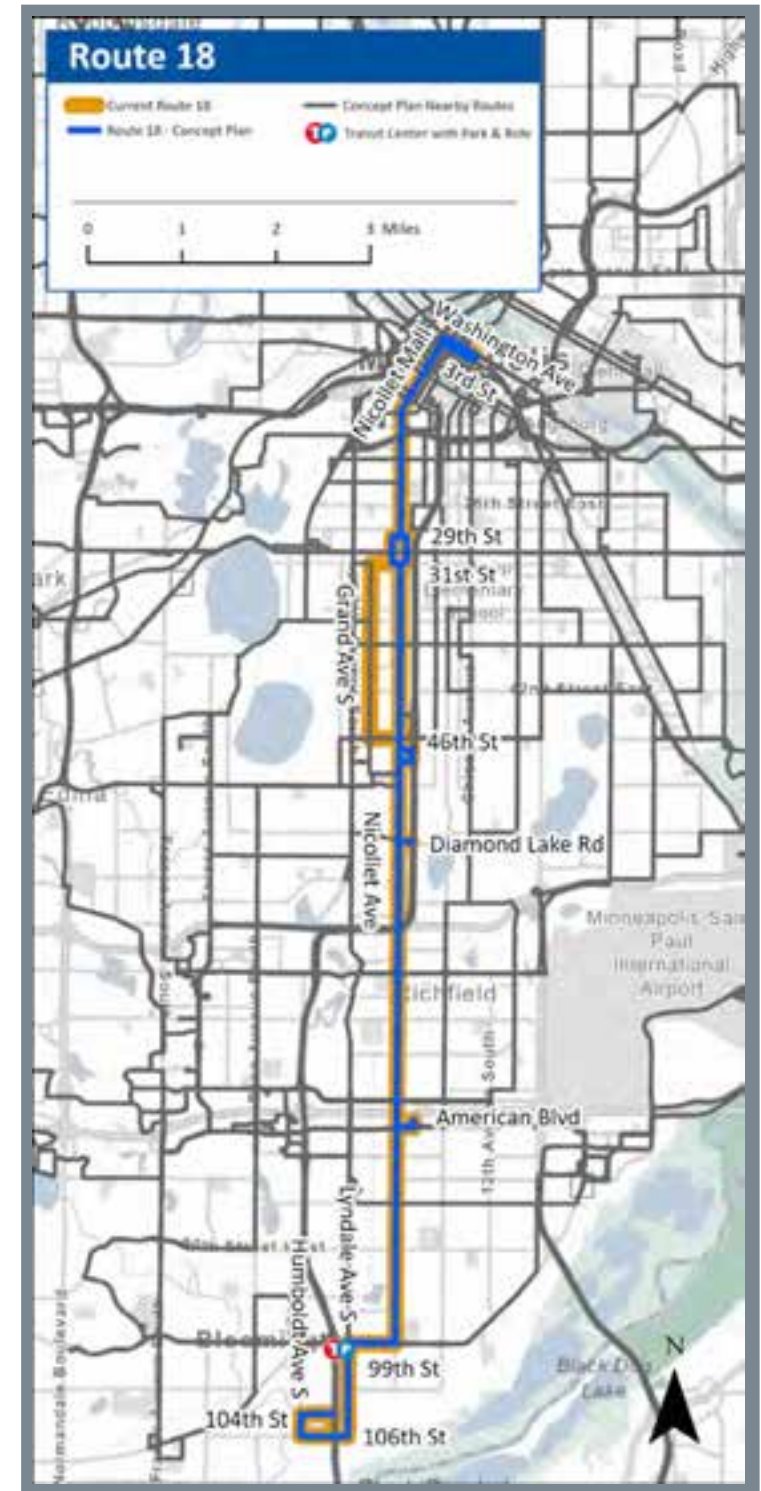
Route Information

Service Changes

- Service on the suspended Route 18G branch on Grand Ave. and 31st St. will be discontinued.
- Weekends: Service will be improved from every 15 minutes to every 10 minutes in the midday between downtown and 66th St.

Areas the Route Serves

- Route 18 operates from Bloomington Frwy Rd. & 104th St. in Bloomington to Washington Ave / 3rd St. & 4th Ave. in Minneapolis, operating along portions of 104th St., Humboldt Ave., 106th St., Lyndale Ave., 98th St., Nicollet Ave., 1st Ave. / Blaisdell Ave., and Washington Ave. / 3rd St.
- Customers can reach destinations along the route such as 98th St. Station and downtown Minneapolis.
- Customers can transfer to Orange Line at 98th St. Station, the B Line at Lake St., and the Green and Blue Lines on 5th St in downtown Minneapolis.



Route 19

Network**NOW**

Route Information

Service Changes

- Route 19 will be discontinued. Alternate service is available on C Line and Metro micro.

Areas the Route Served

- The route served Brooklyn Center and Minneapolis (North, downtown) via Penn Ave., Thomas Ave., and Olson Memorial Hwy.



Route 21

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	60	60	60	60
Saturday	60	60	60	60
Sunday	60	60	60	60

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- B Line is scheduled to open in mid-2025 and will replace most of Route 21.
- Route 21 will continue to operate every 60 minutes between Uptown Transit Station and Lake St. & Minnehaha Ave. via Lake St.
- New Route 60 will replace service in Saint Paul to provide a connection between the Selby Ave. corridor and Midway shopping area. Route 60 will operate between Rice St. & University Ave. and Snelling Ave. & University Ave. via Marion St., Selby Ave., Hamline Ave. and Pascal St. every 30 minutes daily

Areas the Route Serves

- Route 21 will operate between Uptown Transit Station and Lake St. & Minnehaha Ave. via Lake St.
- Customers can make connections in Minneapolis with other routes and E Line at Uptown Transit Center, B Line along Lake St., Orange Line at I-35E & Lake St. Station, D Line at Chicago Ave. & Lake St. Station and Blue Line at Lake St./Midtown Station.



Route 22

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	15 - 20	15	20	30 - 60
Saturday	30 - 60	30	30	30 - 60
Sunday	30	30	30	30 - 60

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Weekdays: Frequency between 45th Ave. & Lyndale Ave. N and VA Medical Center will be improved from every 20 minutes to every 15 minutes.
- Weekdays: Frequency on the Route 22C branch on Bryant Ave. and Dupont Ave. will be improved from every 60 minutes to every 30 minutes in the midday and rush hours.

Areas the Route Serves

- Route 22 serves Brooklyn Center and Minneapolis (North, downtown, South) via Lyndale Ave., Cedar Ave., and South 28th Ave.
- Destinations include U of M – West Bank, South High School, Roosevelt High School, and VA Medical Center.
- Customers connect to C and D Lines at Brooklyn Center Transit Center, Ramp A/7th St. Transit Center, and 7th / 8th St. Customers can also connect to Green Line at West Bank Station and Royalston Ave. Station, as well as Blue Line on 5th St., Franklin Ave. Station, 38th St. Station, and VA Medical Center Station. Customers can also connect to E Line on Hennepin Ave., and Orange Line on Marquette Ave. / 2nd Ave.



Route 23

Network**NOW**

Route Information

Service Changes

- Route 23 will be replaced by the new Route 38.
- Service on 36th St. between Hennepin Ave. and Bryant Ave. will be discontinued. Instead, buses will remain on Lake St. to provide local service on this segment when B Line opens.

Areas the Route Serves

- Route 23 operates from Lake St. & Market Plaza in Minneapolis to the Veterans Home in Minneapolis or Ford Pkwy. & Cleveland Ave. in Saint Paul, operating along portions of Lake St., Hennepin Ave., 36th St., Bryant Ave., 38th St., 46th Ave., and Ford Pkwy.



Route 25

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	30	60	60	-
Saturday	60	60	60	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

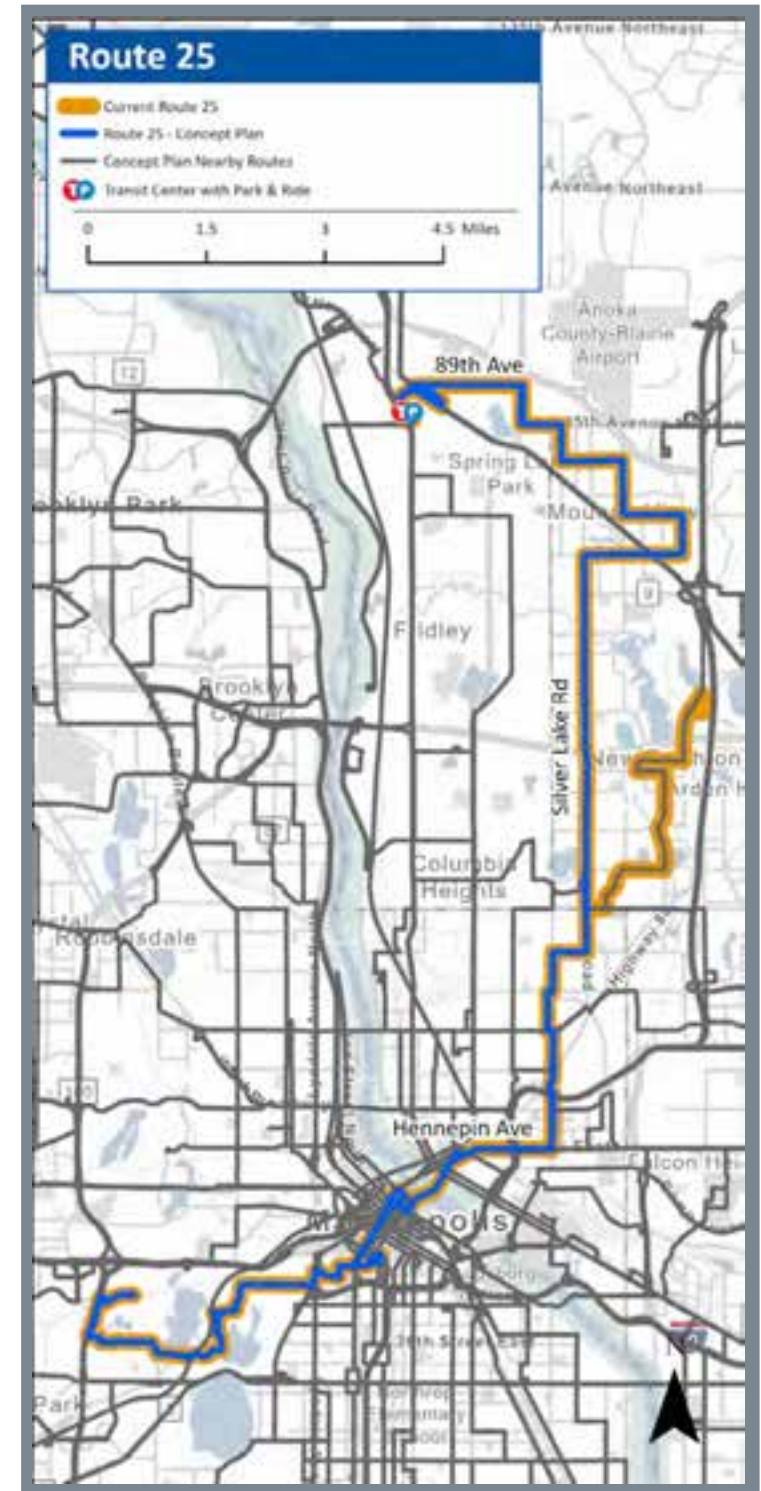
Route Information

Service Changes

- Weekdays: Service will be added in the evenings. All midday trips will be extended to Northtown Transit Station.
- Saturdays: Hourly service will be added in mornings, midday, and evenings.
- Service on the Route 25H branch between Silver Lake Village and County Road H Park and Ride will be discontinued. Alternative service is available on Route 804.

Areas the Route Serves

- Route 25 serves Minneapolis (downtown, Northeast), New Brighton, Mounds View, and Blaine via Stinson Blvd. and Silver Lake Rd.
- Destinations include Northtown Mall, Silver Lake Village, the Quarry Shopping Center, and downtown Minneapolis.
- Riders can connect to other routes at Silver Lake Village and Northtown Transit Center. BRT connections, including C, D, and Orange Lines, can be made in downtown Minneapolis.



Route 27

Network**NOW**



Route Information

Service Changes

- Route 27 will be discontinued. Alternative service is available on Lake St with Route 21 and B Line with transfers available to routes 11, 14, and 22.

Areas the Route Served

- Route 27 operated in a circular pattern, operating along portions of 26th St., Cedar Ave., Lake St., Hiawatha Ave., 28th St., 1st Ave., Portland Ave., 27th St., and 5th Ave. in Minneapolis.



Route 30

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	30	30	30	30
Saturday	30	30	30	30
Sunday	30	30	30	30

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Weekdays: All trips will be extended to Robbinsdale Transit Center.
- Weekends: All trips will be extended to Hwy. 100 and Duluth St.

Areas the Route Serves

- Route 30 serves Robbinsdale, Crystal, Northeast Minneapolis, and Lauderdale via Douglas Dr., Golden Valley Rd. and Broadway St.
- Destinations include downtown Robbinsdale, Theodore Wirth Park, and the Quarry Shopping Center.
- Riders can connect to other routes at Robbinsdale Transit Center and Green Line Westgate Station, including the E Line. Connections to the C and D Lines can be made at Penn Ave. and Golden Valley Rd. and Broadway and Fremont/Emerson Ave., respectively.



Route 32

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	20	20	20	20
Saturday	20 - 30	20	20 - 30	-
Sunday	20 - 30	20	30	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- All Days: Frequency will be improved from every 30 minutes to every 20 minutes in the morning, midday and evenings daily.

Areas the Route Serves

- Route 32 serves Robbinsdale, Minneapolis (North, Northeast), St. Anthony, and Roseville via W Broadway Ave., Lowry Ave., and Co Rd. B2.
- Destinations include North Memorial Health Hospital, Edison High School (limited service to the school directly, including limited Route 32C branch via Penn Ave.), St. Anthony Village Shops, and Rosedale Center.
- Customers connect to other routes and/or METRO lines at Robbinsdale Transit Center and A Line at Rosedale Transit Center.



Route 33

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	30	-	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Saturdays: Service will be discontinued due to low ridership.
- Weekdays: Span of service will be reduced during morning rush hour; the first trip will start one hour later than the current service.

Areas the Route Serves

- Route 33 operates in a circular pattern along portions of Territorial Rd., Berry St., University Ave., 4th St., 15th Ave., Rollins Ave., 17th Ave., Elm St., Kasota Ave., Energy Park Dr., and non-stop on Highway 280 in Minneapolis.
- Customers can reach University of Minnesota destinations along the route connect to the Green Line at Stadium Village Station and Westgate Station, and the E Line at University Ave. and Berry St. Station and the stations at 15th Ave.



Route 38

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	15 - 30	30	30	30
Saturday	30	30	30	30
Sunday	30	30	30	30

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- New route number replacing existing Routes 23 and 612.
- Weekdays: Frequency west of Uptown will improve from every 30 minutes to every 15-20 minutes.
- Sundays: Frequency will improve from every 60 minutes to every 30 minutes in the evening.

Areas the Route Serves

- Service to Opus business development in Minnetonka, downtown Hopkins, Excelsior Blvd. in Saint Louis Park, and Uptown and 38th St. in South Minneapolis. Alternating trips serve Highland Park in Saint Paul and the Minnesota Veterans Home in southeast Minneapolis.
- Destinations include the Opus business development, Park Nicollet Methodist Hospital, Minnehaha Regional Park, and the Minnesota Veterans Home.
- Customers can connect to Green Line at Opus Station, E and B Lines at Hennepin Ave, D Line at Park/Portland Ave., Blue Line at 38th St. Station, and A Line at 46th St. and 46th Ave.



Route 46

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	15	30	30	60
Saturday	30	30	30	60
Sunday	30	30	30	60

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Weekends: Service will operate every 30 minutes west of Blue Line 46th St. Station.
- Weekdays: Service will be improved from every 30 minutes to every 15 minutes in the AM and PM rush hours.
- All service on the suspended Route 46E branch east of the 46th St. Station will be discontinued. Alternate service is available on routes 38, 74, 87 and A Line.
- Service on the suspended Route 46D branch west of Eden Ave. & Vernon Ave. in Edina will be discontinued. Alternate service to Opportunity Partners is available on Route 612 (future Route 38).

Areas the Route Serves

- Route 46 operates from Eden Ave. & Vernon Ave. in Edina to 46th St. & Hiawatha Ave. in Minneapolis, operating with stops along Vernon Ave., 50th St., Lyndale Ave., 46th St., Cedar Ave., 42nd St., and 34th Ave. Limited-service trips serve Southwest High School.
- Customers connect with E Line at 50th St. and France Ave. station, Orange Line at I-35W and 46th St. Station, D Line at Chicago Ave and 46th St. Station, and Blue Line and A Line at 46th St. Station.



Route 53

Network**NOW**



Route Information

Service Changes

- Route 53 will be discontinued. Alternative service will be available on B Line.

Areas the Route Served

- Route 53 served Lake Street and Marshall Ave with limited stop service to downtown Saint Paul, operating with stops from Hennepin Ave. to Snelling Ave. & Concordia Ave.



Route 54

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	10	10	15	30
Saturday	15 - 30	15	15 - 30	30
Sunday	20 - 30	20	30	30

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

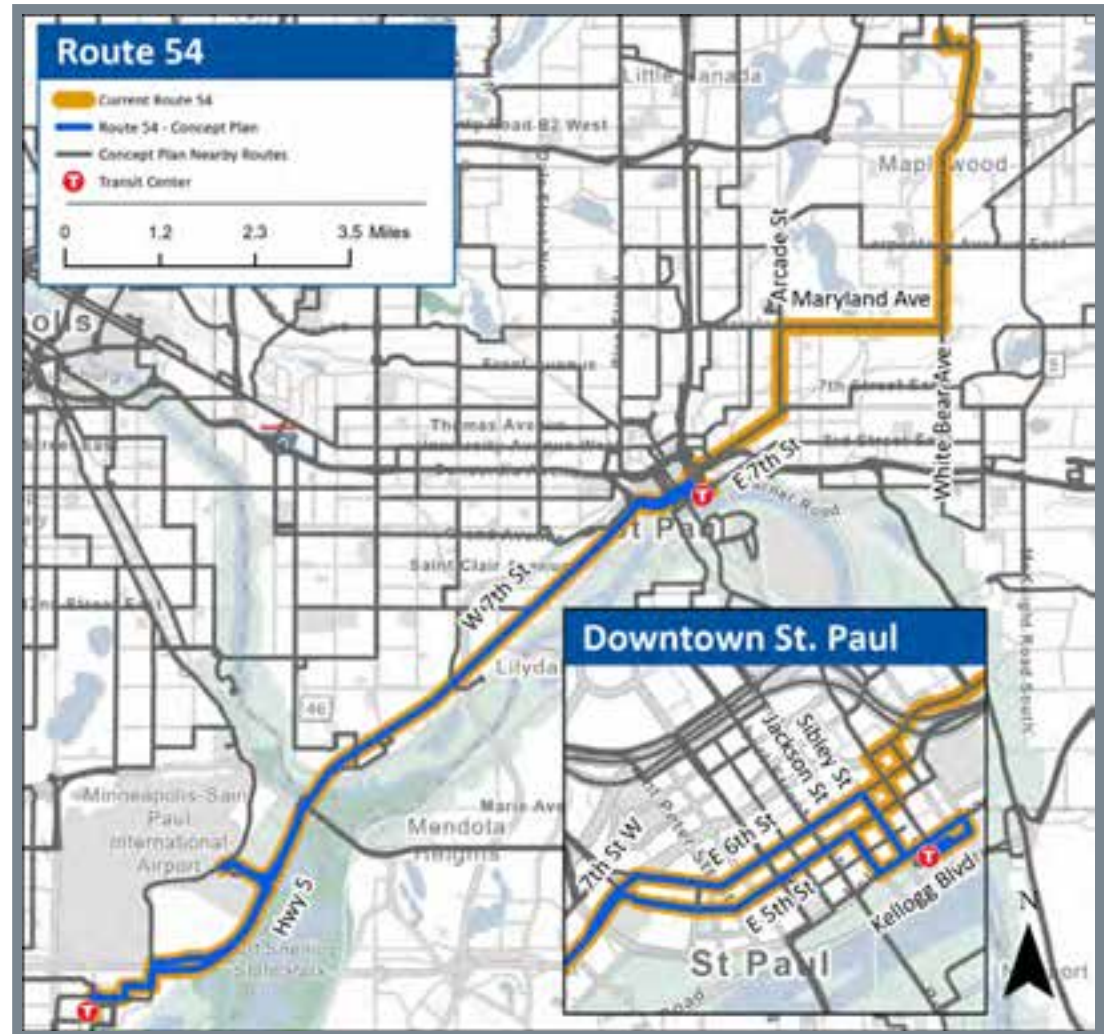
Route Information

Service Changes

- Weekdays and Saturdays: Service between downtown Saint Paul and Mall of America via W 7th St. will be improved from every 15 minutes to every 10 minutes in the morning rush hours, midday, and afternoon rush hours.
- The Route 54M branch between downtown and the East Side and Maplewood Mall will be replaced by new Route 58. On weekdays and Saturdays, this route will have improved frequency to every 15 minutes in the midday through evening.

Areas the Route Serves

- Destinations include the Mall of America, MSP airport Terminal 1, West 7th St., downtown Saint Paul, East 7th St., Maryland Ave., White Bear Ave., and Maplewood Mall.
- Customers can make connections in downtown Saint Paul with Route 58 (for continued limited-stop service to/from Maplewood Mall Transit Center), G Line at Robert & 5th/6th St. Station, Green Line at Central Station, B Line and Gold Line along 5th / 6th St. Customers can also make connections with other routes and/or Blue Line, Red Line and D Line at Mall of America Transit Station and with Blue Line at Minneapolis-St. Paul International Airport Terminal 1 Transit Center.



Route 58

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	15	15	15	30
Saturday	15	15	15	20 - 30
Sunday	20	20	30	30 - 60

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

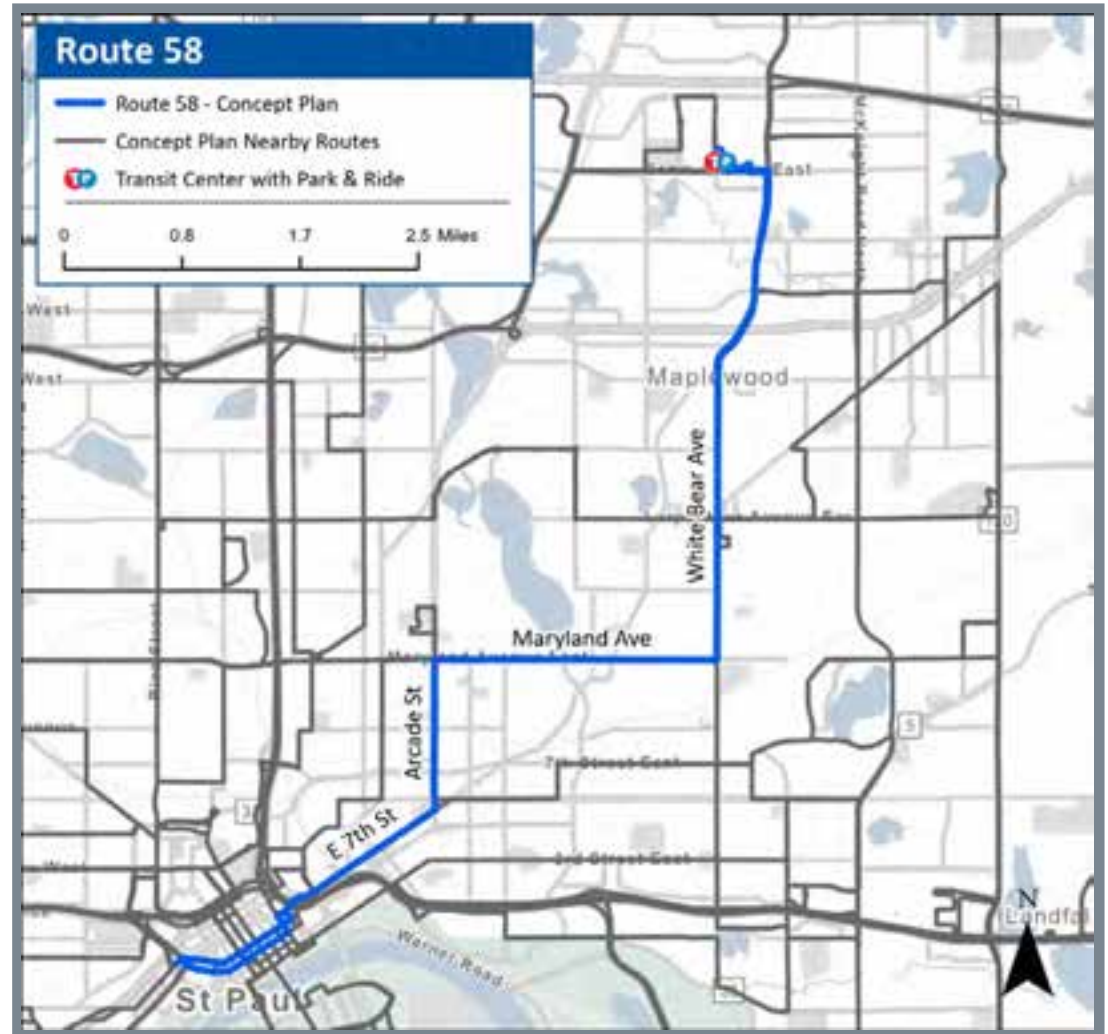
Route Information

Service Changes

- New route number replacing existing Route 54M
- Weekdays and Saturdays: Frequency increased from every 30 minutes to every 15 minutes during the midday, late afternoon and evening on weekdays and Saturday.
- Sundays: Service will be added every 20 minutes.

Areas the Route Serves

- The route will serve between downtown Saint Paul and Maplewood Mall Transit Center in Maplewood.
- Customers can make connections in downtown Saint Paul with Route 54 (for continued limited-stop service to/from Mall of America Transit Station), G Line at Robert & 5th/6th St. Station, Green Line at Central Station, B Line and Gold Line along 5th/6th St. Customers can also make connections with other routes at Maplewood Mall Transit Center in Maplewood.



Route Information

Service Changes

- Route 59 will be discontinued. Alternate service may become available with future Metro micro.

Areas the Route Served

- Route served Coon Rapids, Blaine, Spring Lake Park, Fridley, Columbia Heights, and downtown Minneapolis via Central Ave. and Hwy 65.



Route 60

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	30	30	30	-
Saturday	30	30	30	-
Sunday	30	30	30	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- New Route 60 will replace some Route 21 service in Saint Paul to provide a connection between the Selby Ave. corridor and Midway shopping area.

Areas the Route Serves

- Route 60 will operate between Rice St. & University Ave. and Snelling Ave. & University Ave. via Marion St., Selby Ave., Hamline Ave., University Ave., and Pascal St. every 30 minutes daily.
- Customers can make connections with Green Line at either Snelling Ave. Station or Capitol/Rice St. Station and A Line at University Ave. & Snelling Ave. Station. Customers can also make connections with G Line at University Ave. & Rice St. Station.



Route 61

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	30	30	30 - 60	60
Saturday	60	60	60	60
Sunday	60	60	60	60

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Service on Arcade St. and E. 7th St. will be replaced by new Route 58.
- Sundays: Service will be added with trips every 60 minutes.
- Existing school day only trips serving Johnson High School via Arcade St. will be evaluated.

Areas the Route Serves

- In Saint Paul service Route 61 will become a Larpenteur Ave. crosstown route. All trips will be extended from Larpenteur Ave. & Arcade St. to Larpenteur Ave. & Century Ave.
- Destinations include Hennepin Ave. downtown Minneapolis, Larpenteur Ave., Industrial Blvd., Arlington Ave., Century Ave.
- Customers can make connections in downtown Minneapolis with other routes at 7th St. Transit Center, Blue Line and Green Line at Warehouse/Hennepin Ave. Station, E Line at Hennepin Ave. & 5th St. Station, C Line and D Line Hennepin Ave. & 7th/8th St. Station. Customers can also make connections with A Line at Snelling Ave. & Larpenteur Ave. Station in Saint Paul and G Line at Larpenteur Ave. & Rice St. Station in Saint Paul.



Route 62

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	30	30	30	30 - 60
Saturday	30	30	30	30 - 60
Sunday	30	30	30 - 60	60

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- G Line opening in 2027 will replace Route 62 service on Rice St. north of downtown Saint Paul from 12th St. & Robert St. to Rice St. & Market Place Dr.
- With the opening of G Line, Route 62G north of Market Place Dr. will be replaced by new Route 229.
- Service will be discontinued along County Rd. B2, Canabury Dr., and Demont Ave.

Areas the Route Serves

- Route 62 will operate from Signal Hills Shopping Center to downtown Saint Paul, primarily via Smith Ave.
- Destinations include Market Place Center, Rice St., Hwy 36 and Rice Park and Ride, Capitol area, downtown Saint Paul, Smith Ave., Robert St., Signal Hills Shopping Center
- Customers can make connections in downtown Saint Paul with G Line at Robert St. & 5th/6th St. Station, Green Line at Central Station, B Line and Gold Line at either 5th St. & Cedar St. Station or 6th St. & Minnesota St. Station.



Route 63

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	10 - 15	10 - 15	15 - 30	30
Saturday	15 - 30	15	15 - 30	30
Sunday	20 - 30	20	20 - 30	30

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Weekdays: Service will be improved from every 15 minutes to every 10 minutes in the midday and afternoon rush hours.

Areas the Route Serves

- Route 63 operates from Berry St. & University Ave. in Minneapolis to Sun Ray Transit Center in Saint Paul, operating on portions of Ruth St., Suburban Ave., White Bear Ave., 3rd St., Kellogg Blvd., 5th/6th St., Smith Ave., Grand Ave., Cretin Ave., and University Ave.
- Customers can make connections in downtown Saint Paul with G Line at Robert & 5th/6th St. Station, Green Line at Central Station, B Line and Gold Line along 5th/6th St. Customers can also make connections with Gold Line at Sun Ray Station in Saint Paul, E Line at University Ave. & Berry St. Station in Minneapolis, Green Line at Westgate Station in Minneapolis, B Line at Marshall Ave. & Cretin Ave. Station in Saint Paul and other routes at Sun Ray Transit Center in Saint Paul.



Route 64

Network**NOW**

Route Information

Service Changes

- Route 64 restructured to no longer serve east of Payne Ave. Trunk service between downtown Saint Paul and Maryland Ave. combined with existing Route 71W along Westminster St. in Saint Paul, McMenemy St. in Maplewood and extended along Co. Rd. B to new northern terminal at Hwy. 36 & Rice St. Park & Ride in Little Canada all days of the week.
- Extension to Hwy. 36 & Co. Rd. B Park & Ride will be upgraded to High Frequency service.
- Existing Route 64N replaced by new Route 204.
- Existing Route 64D discontinued with a portion replaced by restructured Route 61. Alternative service available on routes 58, 61 and 80.
- Existing school day only trips serving Johnson High School via Arcade St. will be evaluated.

Areas Served by the Route

- Customers can make connections in downtown Saint Paul with G Line at Robert & 5th/6th St. Station, Green Line at Central Station, B Line and Gold Line along 5th St / 6th St. Customers can also make connections with G Line at Rice St. & Co. Rd. B Station in Little Canada.
- Destinations include downtown Saint Paul, Lafayette Business Park, Payne Ave, Westminster St., McMenemy St., Hwy. 36 & Co. Rd. B Park & Ride.

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	15	15	15	15 - 30
Saturday	15	15	15	15 - 30
Sunday	20	20	30	30 - 60

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.



Route 65

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	30	30	30	60
Saturday	30	30	30 - 60	60
Sunday	30 - 60	30	30 - 60	60

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Sundays: Service will be improved from every 60 minutes to every 30 minutes for most of the day.

Areas the Route Serves

- Route 65 operates from Rosedale Transit Center in Roseville to Dale St. & Grand Ave. in Saint Paul, operating along portions of Co Rd. B2, Snelling Ave., Co Rd. B, and Dale St.
- Customers can make connections with Green Line at Dale St. Station in Saint Paul, B Line at Selby Ave. & Dale St. Station in Saint Paul, A Line at Snelling Ave. & Co. Rd. B Station in Roseville and other routes at Rosedale Transit Center in Roseville.
- Destinations include Rosedale Transit Center, Har Mar Mall, Target, Co. Rd. B, Dale St., and Summit Hill neighborhood.



Route 67

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	30	30	30 - 60	-
Saturday	30	30	30	-
Sunday	30 - 60	30	30	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- No changes are proposed for Route 67 in Network Now.

Areas the Route Serves

- Route 67 operates from Bloomington Ave. & Franklin Ave. in Minneapolis to Robert St. & Kellogg Blvd. in downtown Saint Paul, operating along portions of Franklin Ave., Riverside Ave., University Ave., Fairview Ave., Minnehaha Ave., Dale St., Thomas Ave., Como Ave., Rice St., Cedar St. / Saint Peter St., 10th St. / 11th St. / 12th St., and Robert St.
- Customers can make connections in Saint Paul with Green Line at Capitol/Rice St. Station, Fairview Ave. Station, Raymond Ave. Station, A Line at Snelling Ave. & Minnehaha Ave. Station and G Line at University Ave. & Rice St. Station. Customers can also make connections in downtown Saint Paul with B Line and Gold Line at either 5th St. & Cedar St. Station or 6th St. & Minnesota St. Station. Customers can also make connections with Blue Line at Franklin Ave. Station in Minneapolis.
- Destinations include downtown Saint Paul, Minnehaha Ave., University Ave., Franklin Ave., M Health Fairview, U of M Medical Center, and Augsburg University.



Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	15	15 - 20	30	30 - 60
Saturday	15 - 30	15 - 30	30	30 - 60
Sunday	20 - 60	20 - 30	30	30 - 60

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Service will be improved from every 20-30 minutes to every 15 minutes between 14th St. & Jackson St. and 5th Ave. & South St. during the morning rush hours and midday, the same on Saturdays during the midday.
- Service on Route 68C and 68J along Thompson Ave. and 12th Ave will be discontinued.
- Service to John Carroll and Nan McKay Hi-Rises in South Saint Paul will be discontinued.

Areas the Route Serves

- Route 68 operates from County Rd. B Park & Ride in Little Canada to Cahill Ave. & Concord Blvd. in Inver Grove Heights, operating primarily along 5th Ave., Robert St., Jackson St., and Rice St. Limited service is provided to Walmart in Inver Grove Heights.
- Customers can make connections in downtown Saint Paul with G Line at Robert & 5th/6th St. Station, Green Line at either Robert St. Station or Central Station, B Line and Gold Line along 5th/6th St. Customers can also make connections with G Line at Rice St & Larpenteur Ave Station in Saint Paul and along Robert St. south of downtown Saint Paul and in West St. Paul.
- Destinations include Hwy 36 Park and Ride, Jackson St., downtown Saint Paul, South Robert St., West Saint Paul, South Saint Paul, Inver Grove Heights, and Inver Hills Community College.



Route 70

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	30	30	30	30
Saturday	30	30	30	30
Sunday	60	60	60	60

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Route 70B service discontinued along St. Clair Ave. and Cretin Ave. Alternative service available on routes 63 and 74.
- Weekdays and Saturdays: Frequency increased from every 60 minutes to every 30 minutes.
- All Days: Service starts earlier and ends later.

Areas the Route Serves

- Customers can make connections in downtown Saint Paul with G Line at Robert & 5th/6th St. Station, Green Line at Central Station, B Line and Gold Line along 5th St / 6th St. Customers can also make connections with Gold Line at Sun Ray Station and with other routes at Sun Ray Transit Center in Saint Paul.
- Destinations include downtown Saint Paul, Mounds Blvd., Burns Ave., Upper Afton Rd., Ruth St., Sunray Shopping Center.



Route 71

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	15 - 30	15	30	30 - 60
Saturday	15 - 30	15	30	30 - 60
Sunday	60	60	60	60

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Weekdays: Frequency will be improved from every 60 minutes to every 30 minutes between Maryland Ave. & Arkwright St. and Concord Exchange in the midday.
- Saturdays: Frequency will be improved from every 60 minutes to every 30 minutes between Maryland Ave. & Arkwright St. and Concord Exchange.
- Route 71W service on McMenemy St. will be replaced by Route 64.
- Route 71K will be extended to the I-35E & Co. Rd. E Park & Ride to serve retail in Vadnais Heights. New service to Vadnais Heights via Edgerton St. and Arcade St. will operate every 60 minutes daily.
- Route 71K service west of Edgerton St. to Little Canada replaced by Route 223 on weekdays and discontinued west of Edgerton St. on Saturdays.
- New Sunday service added between downtown Saint Paul and Concord Exchange.

Areas the Route Serves

- Route 71 will operate from Inver Hills Community College in Inver Grove Heights to I-35E Park & Ride in Vadnais Heights, operating primarily along Arcade St., Belland Ave., Edgerton St., Robert St., Concord St., Dawn Ave., and 80th St. Trips from Concord St. & Armour Ave. to Inver Hills Community College are limited service.
- Customers can make connections in downtown Saint Paul with G Line at Robert & 5th/6th St. Station, Green Line at either Robert St Station or Central Station, B Line and Gold Line at either 5th St. & Cedar St. Station or 6th St. & Minnesota St. Station.
- Destinations include downtown Saint Paul, South Saint Paul, Inver Grove Heights, and Inver Hills Community College.



Route 74

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	20	20	20	20 - 30
Saturday	30	30	30	30
Sunday	30	30	30	30

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Route 74 will be restructured east of Hazel St. with all trips at Sun Ray Transit Center all days of the week. Frequency increased at Sun Ray Transit Center from every 20-40 minutes to every 20 minutes during weekday midday and from every 30-60 minutes to every 30 minutes on weekends.
- The existing Route 74G, Route 74K, and Route 74S will be discontinued. Alternate service is available on Route 83.
- Service at Wilder Hi-Rise via Jefferson Ave. and Edgcumbe Rd. discontinued. Alternative service available on Route 83.
- Existing school day only trips serving Johnson High School via Arcade St. will be evaluated.

Areas the Route Serves

- Customers can make connections in downtown Saint Paul with G Line at Robert & 5th/6th St. Station, Green Line at Central Station, B Line and Gold Line along 5th St / 6th St. Customers can also make connections with Blue Line, A Line and other routes at 46th St. Station in Minneapolis, with Gold Line at Sun Ray Station and other routes at Sun Ray Transit Center in Saint Paul.
- Destinations include Minneapolis, Ford Pkwy., Saint Paul Highland Park, Saint Catherine University, Randolph Ave., W 7th St., downtown Saint Paul, E 7th St., Minnehaha Ave., and Sun Ray shopping Center.



Route 75

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	45	45	45 - 60	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Service along portions of Thompson Ave., Charlton St., Marie Ave., Delaware St., Mendota Rd., and South Plaza Rd. will be discontinued.

Areas the Route Serves

- Route 75 operates from Robert Trail & 55th St. in Inver Grove Heights to downtown Saint Paul, operating primarily via 55th St., Babcock Trl., 50th St., Livingston Ave., Robert St., Butler Ave., Stryker Ave., Wabasha St., and Cedar St. / Minnesota St.
- Customers can make connections in downtown Saint Paul with G Line at Robert St. & 5th/6th St. Station, Green Line at Central Station, B Line and Gold Line at either 5th St. & Cedar St. Station or 6th St. & Minnesota St. Station.
- Destinations include downtown Saint Paul, Stryker Ave., South Robert St., West Saint Paul, Northern Dakota County Service Center, Inver Grove Heights, and Babcock Trail.



Route 80

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	30	30	30	-
Saturday	30	30	-	-
Sunday	30	30	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Frequency increased from every 60 minutes to every 30 minutes during weekday midday, evening, and Sunday.

Areas the Route Serves

- Route 80 operates from Sun Ray Transit Center in Saint Paul to Maplewood Mall Transit Center in Maplewood, operating primarily along portions of Ruth St., 3rd St., White Bear Ave., and Beam Ave.
- Customers can make connections with Gold Line at Sun Ray Station and other routes at Sun Ray Transit Center in Saint Paul and at Maplewood Mall Transit Center in Maplewood.



Route 83

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	20 - 30	20	30	-
Saturday	20 - 30	20	30	-
Sunday	20 - 30	20	30	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Service will be rerouted off Lexington Ave. between Selby Ave. and University Ave. Buses will instead serve Selby Ave., Hamline Ave. and University Ave. to replace Route 21 service and supplement new Route 60.
- All Days: Frequency will improve from every 30 minutes to every 20 minutes in the morning rush hours and midday.
- Weekends: Service will start two hours earlier than the current schedule.

Areas the Route Serves

- Route 83 operates from Montreal Circle in Saint Paul to Rosedale Transit Center in Roseville, operating primarily along portions of Lexington Pkwy., Hamline Ave., County Rd. B, and Snelling Ave.
- Customers can make connections with other routes at Rosedale Transit Center in Roseville, A Line at Snelling Ave. & Co. Rd. B Station in Roseville, Green Line at either Lexington Pkwy. Station or Hamline Ave. Station in Saint Paul, B Line at either Selby Ave. & Hamline Ave. Station or Selby Ave. & Lexington Pkwy. Station in Saint Paul.
- Destinations include Rosedale Transit Center, Har Mar Mall, Target, Co Rd B, Lexington Ave., Larpenteur Ave., Hamline Ave., Como Park, Lexington Pkwy., Lexington Pkwy. Station, and Montreal Ave.



Route Information

Service Changes

- Route 84 will be discontinued. Alternate service on Snelling Ave, Ford Pkwy and near W. 7th St. will be available on A Line and Route 87.

Areas the Route Served

- Service operated from Davern St. & Shepard Rd. in Saint Paul to Midway Pkwy. & Pascal St. in Saint Paul, operating primarily along Davern St., Saint Paul Ave., and Snelling Ave.



Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	15 - 30	30	30 - 60	60
Saturday	30	30	30	60
Sunday	30	30	30	60

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Weekdays: Service will be improved from every 30 minutes to every 15 minutes in the morning and afternoon rush hours.
- Most trips will be extended south of W. 7th St. via Stewart Ave., Alton St., Madison St. and Rockwood Ave.
- Sundays: Service will be improved from every 60 minutes to every 30 minutes.
- Service will be extended 1-3 hours later at night.

Areas the Route Serves

- Route 87 operates from Sheppard Rd. & Gannon Rd. in Saint Paul to Rosedale Transit Center in Roseville, primarily operating along Cleveland Ave., University Ave., Raymond Ave., and Fairview Ave.
- Customers can make connections with other routes and A Line at Rosedale Transit Center in Roseville. Customers can also make connections in Saint Paul with Green Line at Raymond Ave. Station, B Line at Marshall Ave. & Cleveland Ave. Station and A Line at Ford Pkwy. & Finn St. Station.
- Destinations include Rosedale Transit Center, Fairview Ave., U of M Saint Paul Campus, Cleveland Ave., Raymond Ave., University Ave., Cleveland Ave., Highland Park, Sibley Plaza, and W. 7th St. Neighborhood.



Route 94

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	15	30	30	-
Saturday	30 - 60	30	60	-
Sunday	30 - 60	30	60	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Weekdays: Frequency will be improved from every 20 minutes to every 15 minutes in the morning rush hours and afternoon rush hours.
- Weekends: Service will be added at every 30 – 60 minutes.
- Weekdays: Service will be extended one hour later in the evening.

Areas the Route Serves

- Route 94 operates from 5th St. Transit Center in downtown Minneapolis to Union Depot Transit Center in downtown Saint Paul, primarily operating on 6th St. / 7th St. in Minneapolis, offering stops at Snelling Ave., and 5th St. / 7th St. in Saint Paul.
- Customers can make connections in downtown Saint Paul with G Line at Robert & 5th/6th St. Station, Green Line at Central Station, B Line and Gold Line along 5th St. / 6th St. Customers can also make connections with A Line at Snelling Ave. & University Ave. in Saint Paul, C Line and D Line along 7th St., Orange Line at Marquette Ave. & 7th St. Station, E Line at Hennepin Ave. & 7th/8th St. Station and other routes at 5th St. Transit Center in downtown Minneapolis
- Destinations include downtown Saint Paul, Snelling Ave., and downtown Minneapolis.



Route Information

Service Changes

- Route 111 will be discontinued.

Areas the Route Served

- Route 111 operated from 18th Ave. & 66th St. in Minneapolis to 4th St. & Oak St. in Minneapolis, operating with stops along portions of 66th St., Portland Ave., 60th St., Chicago Ave., 46th St., Cedar Ave., Washington Ave., Oak St., and 4th St.



Route 113

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	5 - 6 trips	-	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in trips) are for the main portion of the route and are intended as guidelines.

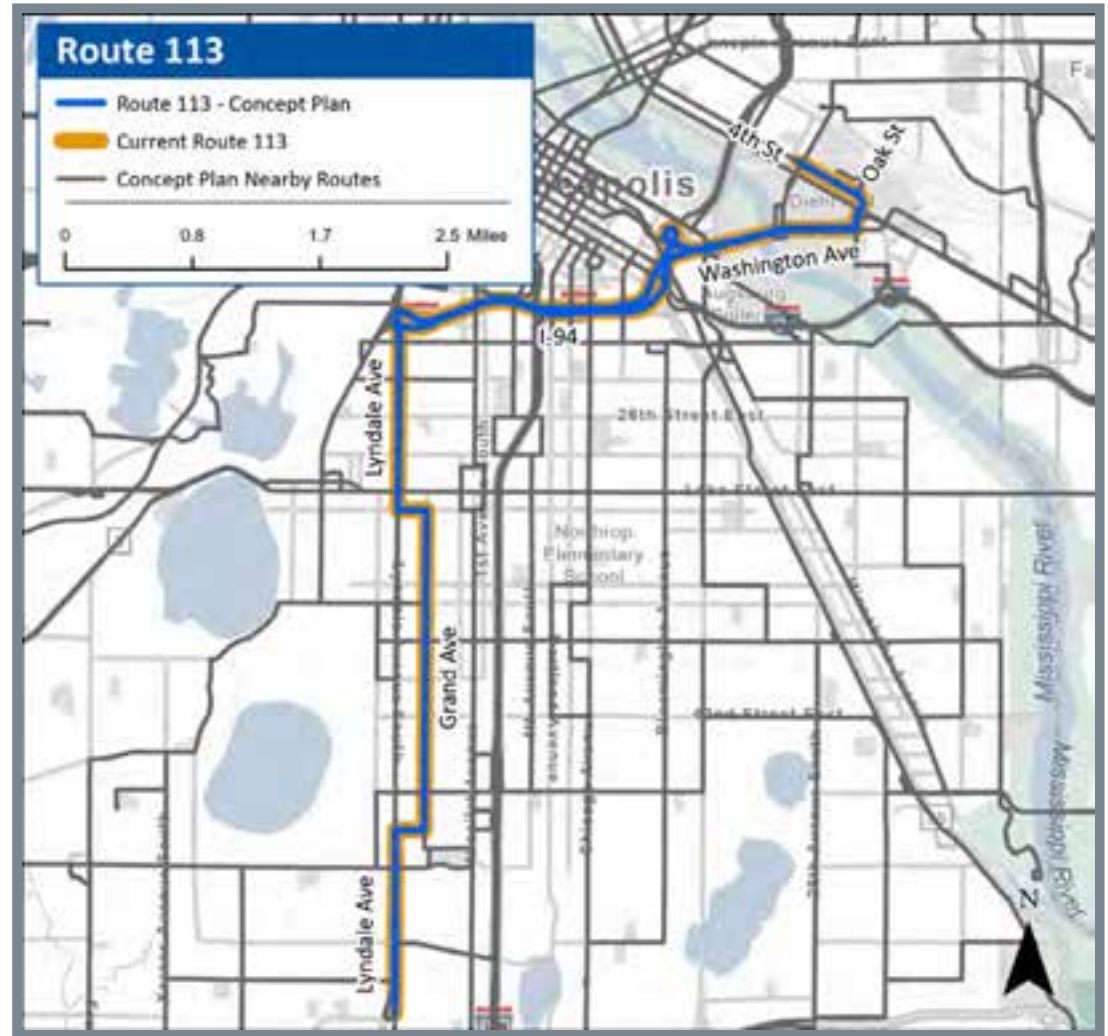
Route Information

Service Changes

- No changes are proposed on Route 113 within Network Now.

Areas the Route Serves

- Route 113 operates from 56th St. & Lyndale Ave in Minneapolis to 4th St. / 5th St. and 17th Ave. in Minneapolis, operating with stops along portions of 4th St., 5th St., Oak St., Washington Ave., Lyndale Ave., 31st St., Grand Ave., and 48th St.



Route 114

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	30	-	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

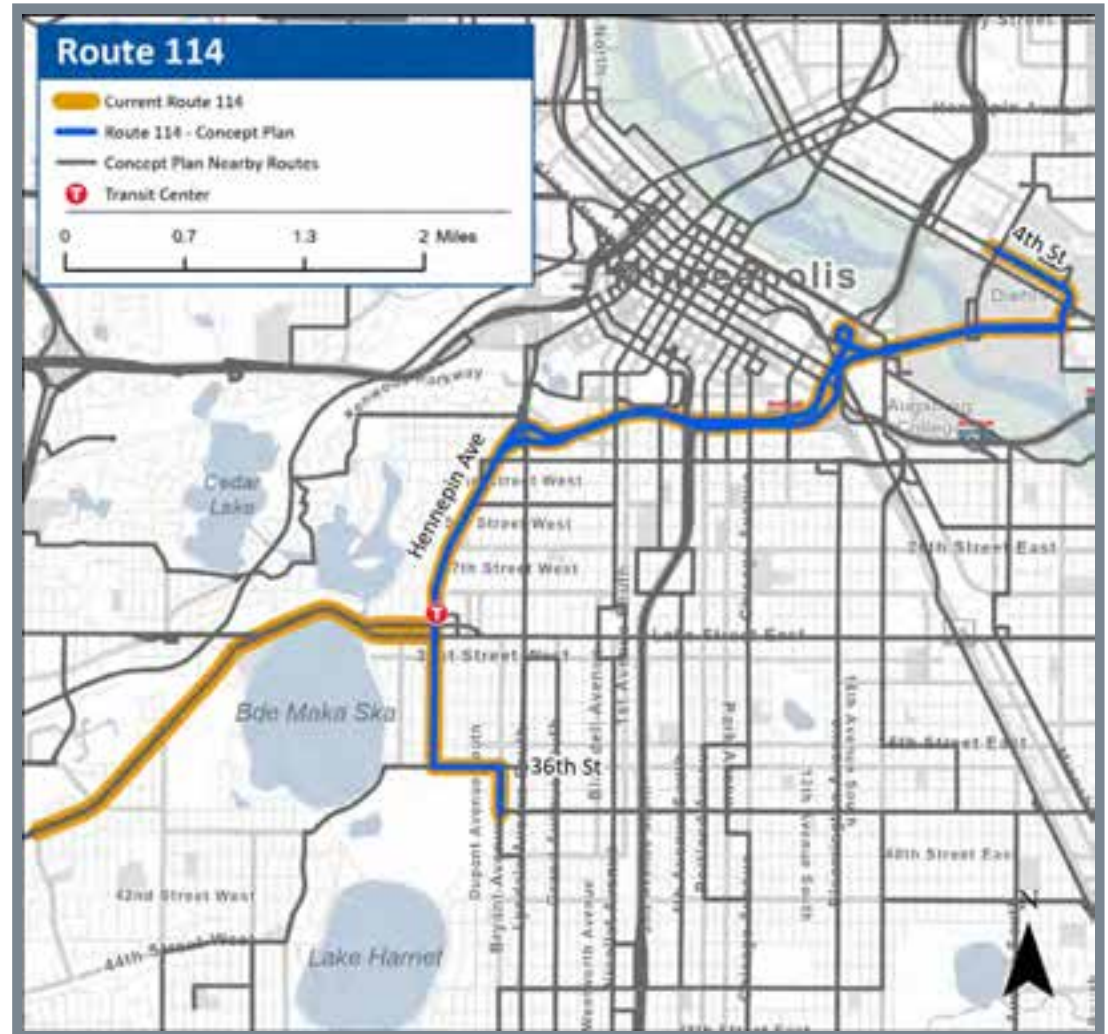
Route Information

Service Changes

- Service on Route 114C will be discontinued. Alternative service available on Route 38.

Areas the Route Serves

- Route 114 will operate between South Minneapolis and the University of Minnesota via Hennepin Ave.
- Connections to the B Line can be made at Lake St. and the E Line along Hennepin Ave.



Route 115

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	2 trips(PM)	-	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in trips) are for the main portion of the route and are intended as guidelines.

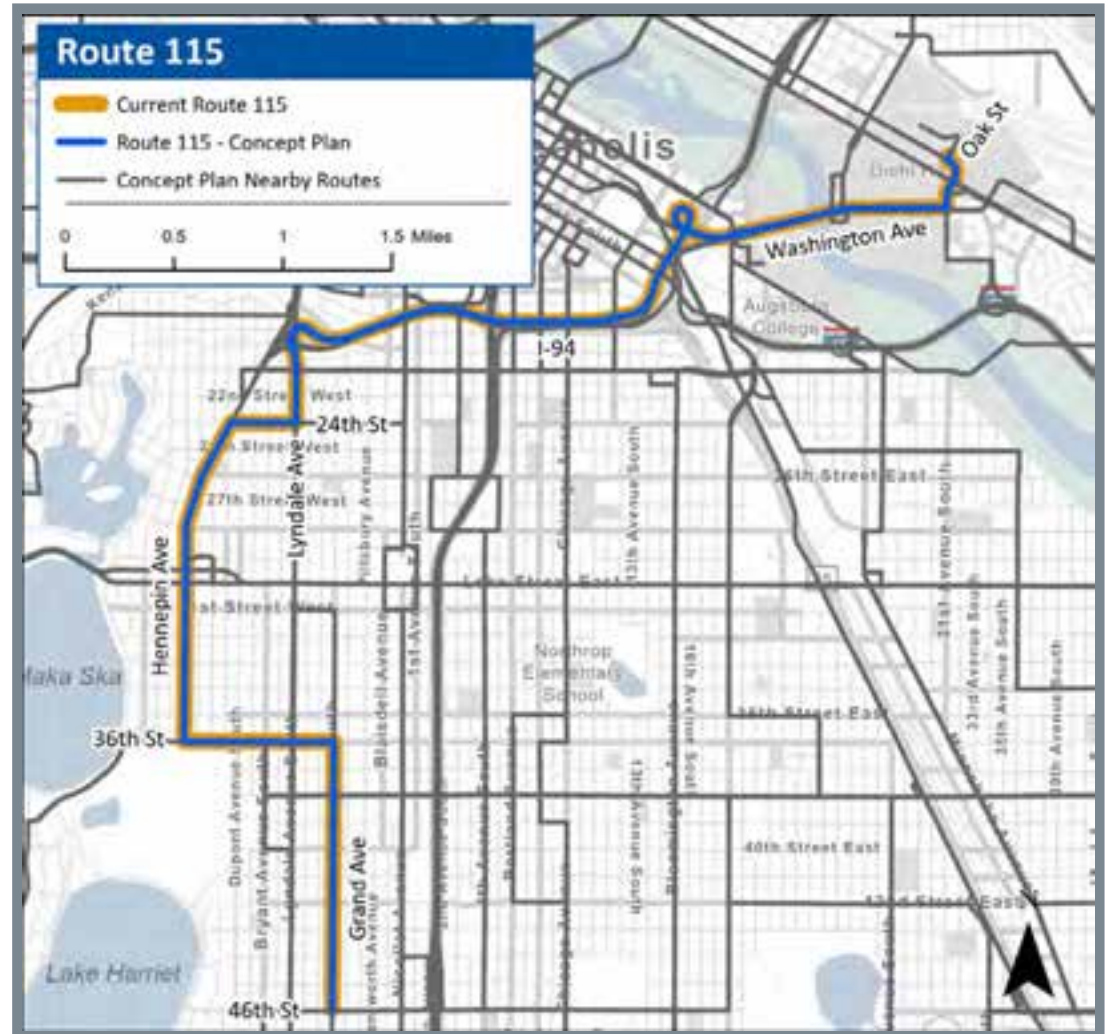
Route Information

Service Changes

- Limited service will be restored with 1-2 trips out-bound from the University of Minnesota in Minneapolis to 46th St. & Grand Ave. in Minneapolis on weekday evenings when school is in session.

Areas the Route Serves

- Route 115 will operate as express service from the University of Minnesota in Minneapolis to 46th St. & Grand Ave. in Minneapolis, operating with stops along portions of 5th St., Oak St., Washington Ave., Lyndale Ave., 24th St., Hennepin Ave., 36th St., and Grand Ave.



Route Information

Service Changes

- Route 118 will be discontinued.

Areas the Route Served

- Route served Northeast Minneapolis via Central and Lowry Aves. and the University of Minnesota via Washington Ave. Alternative service available on Routes 2, 10, and E Line.



Route 129

Network**NOW**

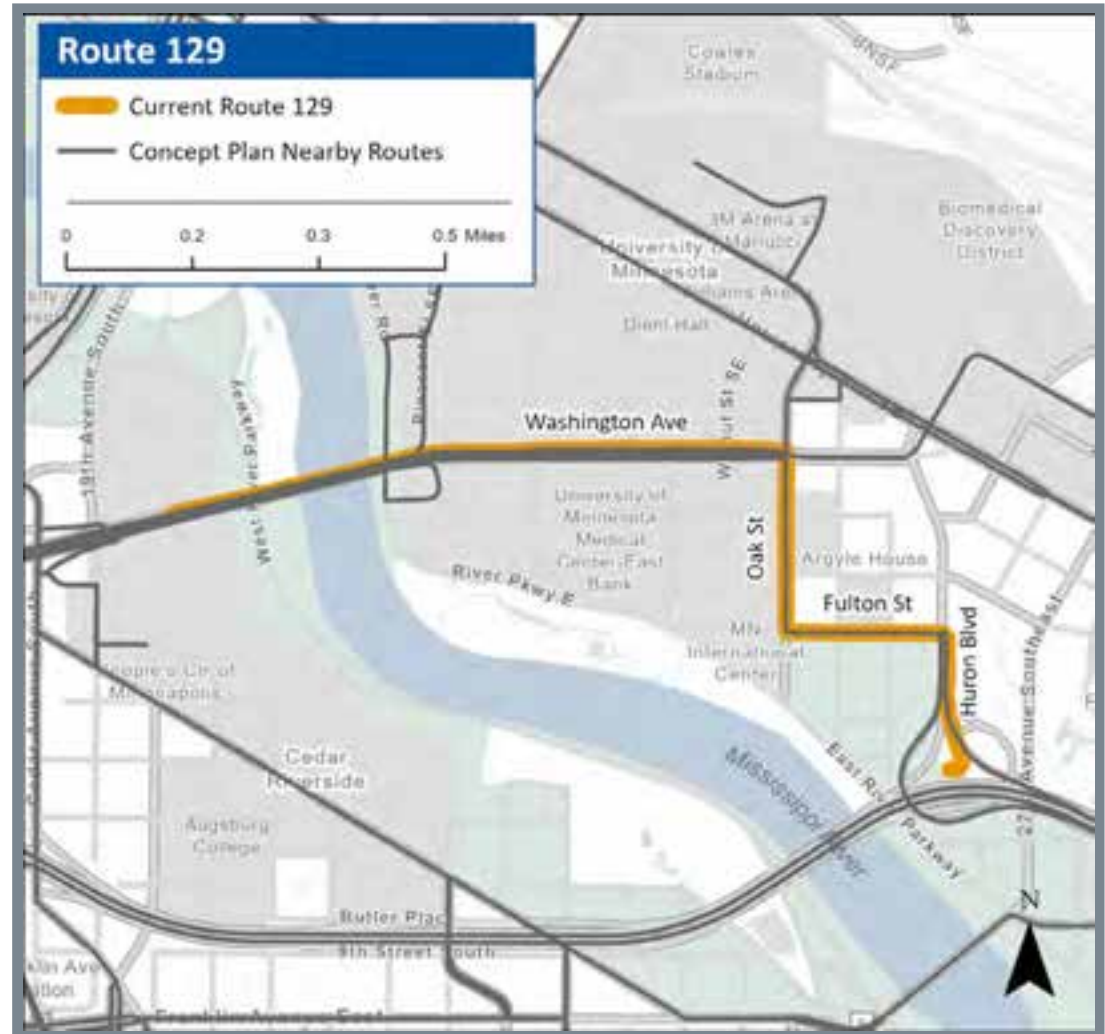
Route Information

Service Changes

- Route 129 will be discontinued.
- Alternative service is available from downtown Minneapolis via Green Line.

Areas the Route Served

- Route served the University of Minnesota East and West Banks in Minneapolis from the Huron Blvd. stop on I-94, with stops along portions of Huron Blvd., Fulton St., Oak St., and Washington Ave.



Route 134

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	2 trips	-	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in trips) are for the main portion of the route and are intended as guidelines.

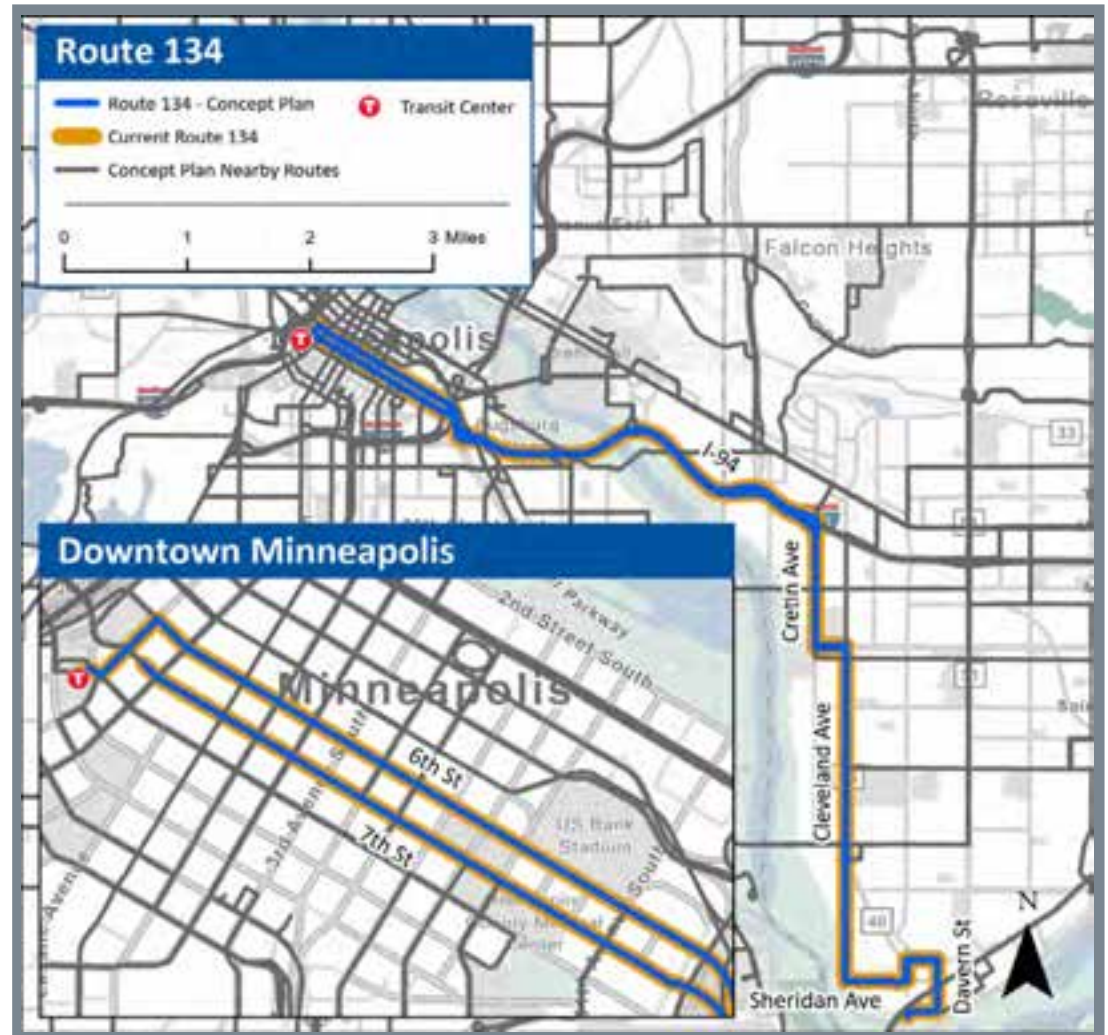
Route Information

Service Changes

- Limited-service additions will be made with 1-2 trips in each direction during morning rush hours and afternoon rush hours.

Areas the Route Serves

- Route 134 will operate between Edgumbe Rd. & Norfolk Ave. in Highland Park in Saint Paul and downtown Minneapolis, making stops on portions of Norfolk Ave., Davern St., Saint Paul Ave., Sheridan Ave., Cleveland Ave., and Cretin Ave., ending at 7th St. Transit Center in downtown Minneapolis along 6th / 7th St.
- Customers can make connections in downtown Minneapolis with other routes at 7th St. Transit Center, C Line and D Line along 7th St., Orange Line at Marquette Ave. & 7th St. Station, E Line at Hennepin Ave. & 7th/8th St. Station.



Route Information

Service Changes

- Route 135 will be discontinued. Alternative service is available on Route 4 and Route 18.

Areas the Route Served

- Route served Grand Ave in Minneapolis between 48th St. and 31st St. with limited stop service to downtown Minneapolis along Marquette Ave. / 2nd Ave.



Route 141

Network**NOW**

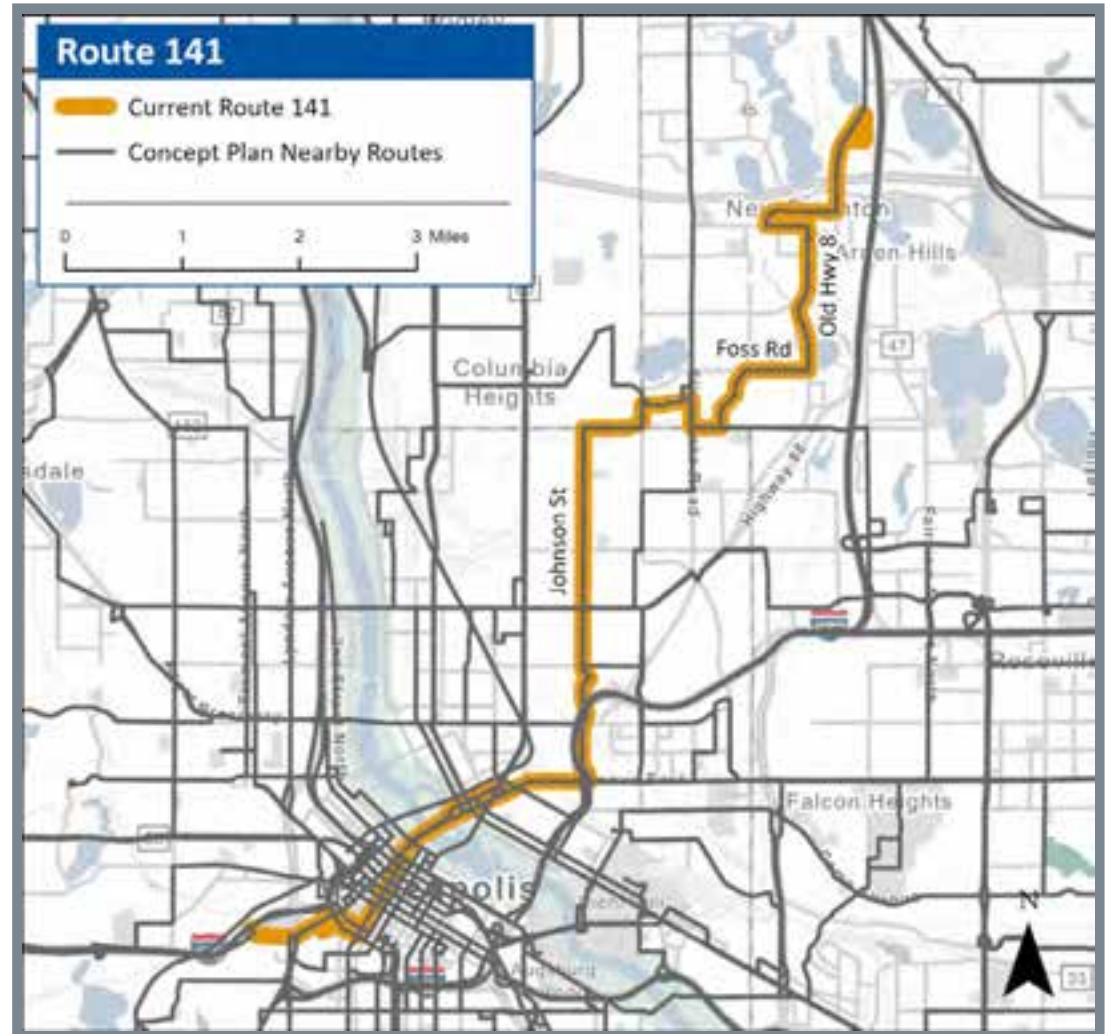
Route Information

Service Changes

- Route 141 will be discontinued. Alternative service available on Routes 4 and 804.

Areas the Route Served

- Route served New Brighton, Northeast Minneapolis, and downtown Minneapolis via Johnson St. and Old Highway 8.



Route 146

Network**NOW**

Route Information

Service Changes

- Service will be added, (1-2 trips in each direction), during the AM and PM rush hours.
- Alternate service on Bryant Ave. and W. 50th St. is available on Route 46.
- Suspended service west of Hwy 100 on Vernon Ave. and Lincoln Dr. will be discontinued.

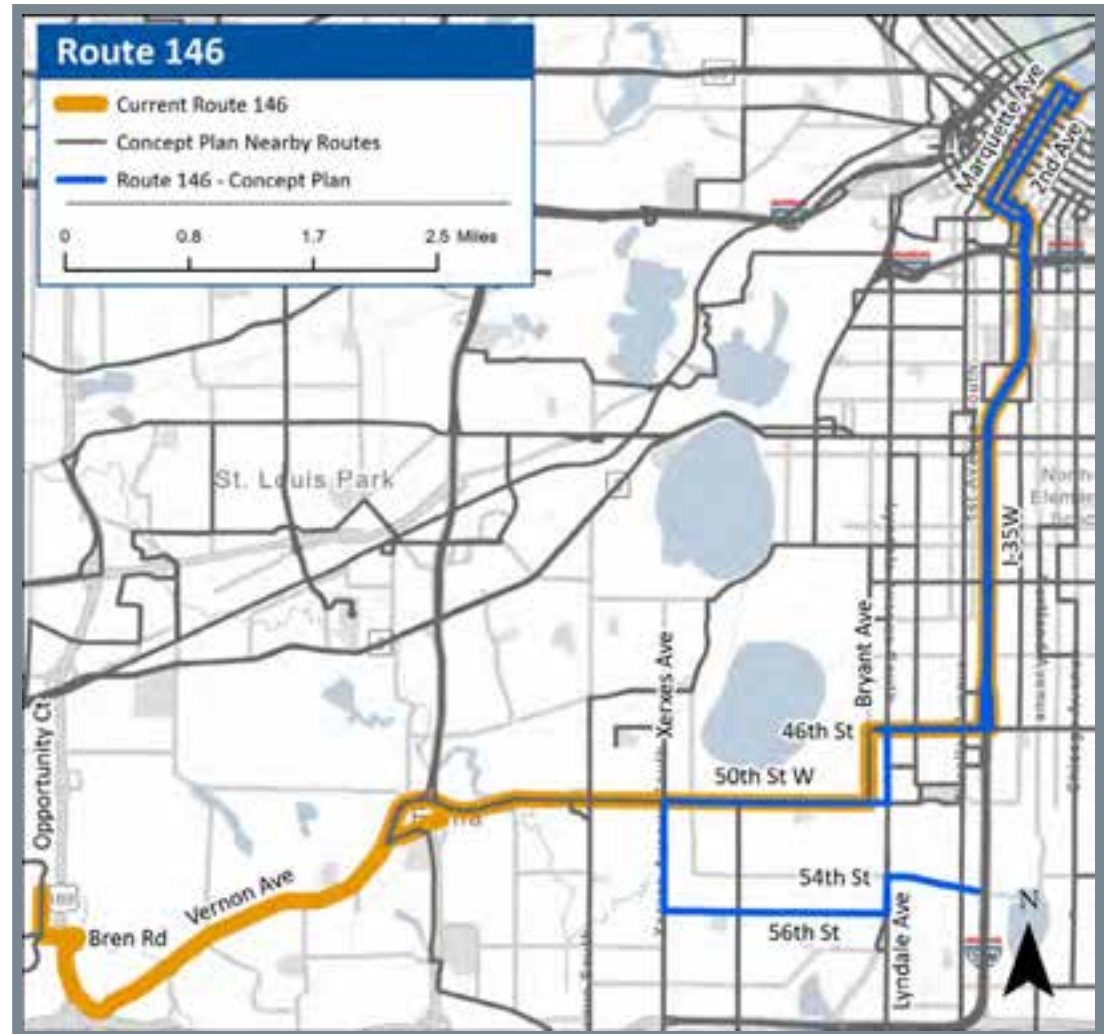
Areas the Route Serves

- Route 146 will operate between I-35W & Diamond Lake Rd. in Minneapolis and downtown Minneapolis with stops along portions of Diamond Lake Rd., Lyndale Ave., 60th St., Xerxes Ave., 50th St., Lyndale Ave., 46th St. and Marquette Ave. / 2nd Ave.

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	2 trips	-	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in number of trips) are for the main portion of the route and are intended as guidelines.



Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	30	30	30	60
Saturday	30	30	30	60
Sunday	30	30	30	60

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Weekdays: Operates every 30 minutes during morning rush hours, midday, afternoon rush hours, evening and every 60 minutes at night.
- Weekends: Operates every 30 minutes during midday, late afternoon, evening and every 60 minutes in the morning and night.

Areas the Route Will Serve

- New suburban local route replacing existing Route 64N in Saint Paul, North Saint Paul and Maplewood between Maplewood Mall Transit Center in Maplewood and Larpenteur Ave. & White Bear Ave. (Hillcrest shopping center) in Saint Paul.
- Customers can make connections with other routes at Maplewood Mall Transit Center in Maplewood and with Route 58 at Larpenteur Ave. & White Bear Ave. for limited-stop service to/from downtown Saint Paul.



Route 215

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	60	60	60	-
Saturday	60	60	60	-
Sunday	60	60	60	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Operates every 60 minutes during the morning, midday, late afternoon and evening all days of the week.
- Replaces existing Route 219 along Lydia Ave. and offers an alternative transit option for existing Route 74G, Route 74K, and Route 74S customers.

Areas the Route Will Serve

- New suburban local route in Saint Paul and Maplewood along McKnight Rd. and Lydia Ave. between Maplewood Mall Transit Center in Maplewood and Sun Ray Transit Center in Saint Paul.
- Destinations include 3M, The Heights (former Hillcrest golf course), Target – Maplewood, Maplewood Mall, Sun Ray Transit Center for connections with Gold Line and Route 63 (high frequency service) and Maplewood Mall Transit Center for connections with Route 58 (high frequency service).
- Customers can make connections with Gold Line at Sun Ray Station and other routes at Sun Ray Transit Center in Saint Paul and at Maplewood Mall Transit Center in Maplewood.



Route 219

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	30	30	30	60
Saturday	30	30	60	-
Sunday	60	60	60	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Saturdays: Frequency will be improved from every 60 minutes to every 30 minutes and will operate later in the evening.
- Sundays: Service will be added every 60 minutes on Sunday.
- Route 219 will be restructured to no longer serve Lydia Ave. and McKnight Rd. in Maplewood, 15th St. and Hadley Ave. in Oakdale, Hudson Blvd. in Landfall and Sun Ray Transit Center in Saint Paul. The route is streamlined to operate along White Bear Ave. and Co. Rd. E in White Bear Lake and continue along Hwy. 120/Century Ave. with a new southern terminal at Woodlane Station in Woodbury.
- Alternative service along Lydia Ave. available on new Route 215, along Hadley Ave. in Oakdale and in Landfall on new Route 221.

Areas the Route Serves

- Destinations include White Bear Lake, Maplewood, and Woodlane Station in Woodbury for connections with Gold Line, M Health Fairview – Woodwinds Hospital and Woodbury Village shopping center in Woodbury.
- Customers can make connections with other routes at Maplewood Mall Transit Center in Maplewood and Gold Line at either Maplewood (3M) Station in Maplewood or Woodlane Station in Woodbury.



Route 221

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	30	30	30	60
Saturday	60	60	60	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

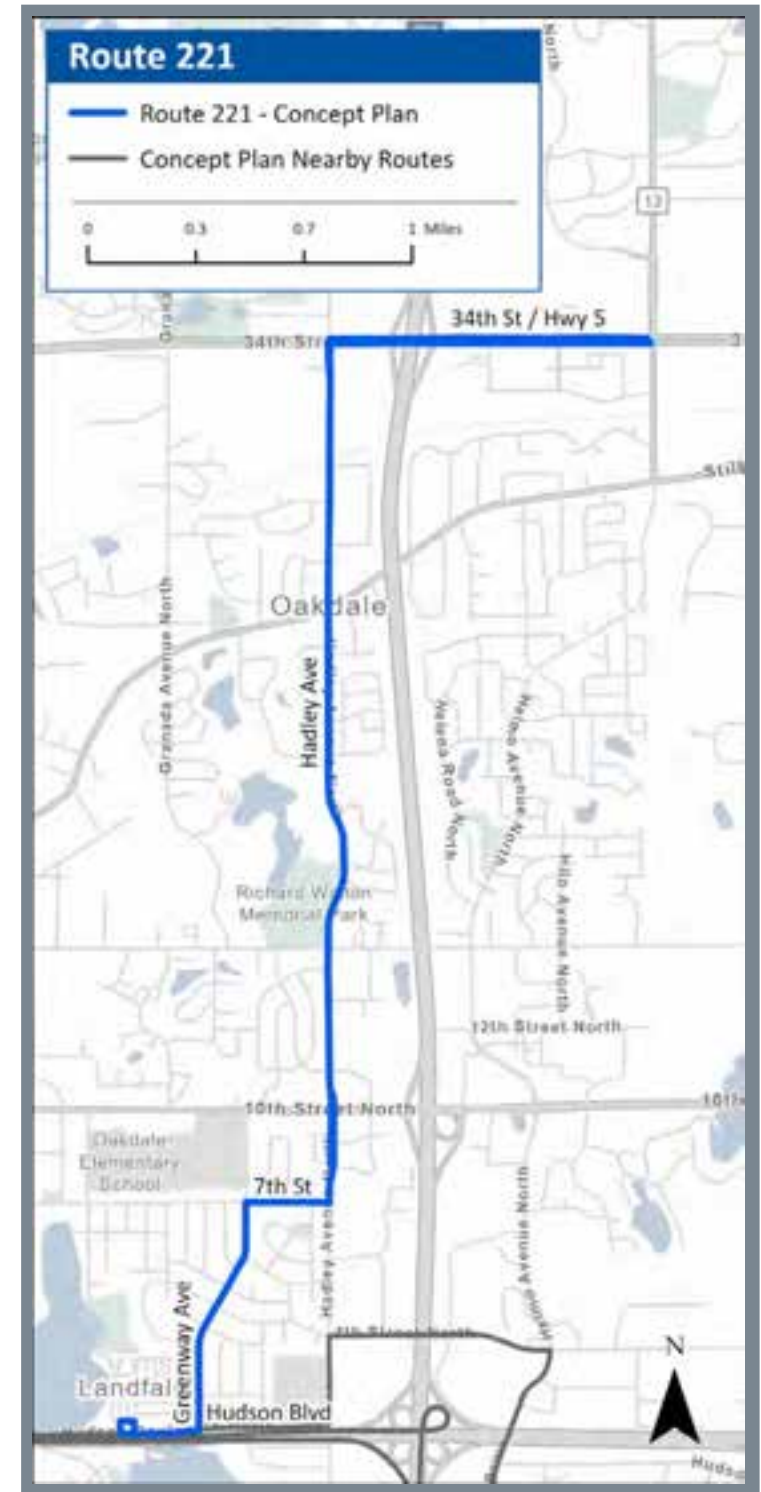
Route Information

Service Changes

- Weekdays: Operates every 30 minutes during the morning, midday, late afternoon, evening, and night.
- Saturdays: Operates every 60 minutes.
- Replaces existing Route 219 along Hadley Ave., 7th St. and Greenway Ave. in Oakdale and Hudson Blvd. in Landfall.
- Replaces existing Route 294 along Hadley Ave. in Oakdale.

Areas the Route Will Serve

- New suburban local route in Landfall and Oakdale along Hudson Blvd., Greenway Ave., and Hadley Ave. between Landfall and 34th St. N. & Ideal Ave. in Oakdale (Oakdale Station/4Front Technology Campus).
- Destinations include Tartan High School, Bergen Plaza shopping center, Oakdale City Hall and Greenway Ave. Station in Oakdale for connections with Gold Line.
- Customers can make connections with Gold Line at Greenway Ave. Station in Oakdale.



Route 223

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	60	60	60	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Route 223 is planned to be restored by December 2027 along previous alignment between Rosedale Transit Center in Roseville and Maplewood Mall Transit Center in Maplewood.
- Weekdays: Frequency will be improved from every 90 minutes to every 60 minutes during morning rush hours, midday, afternoon rush hours and evening.

Areas the Route Serves

- Destinations include Roseville Area High School in Roseville, Montreal Court apartments in Little Canada, M Health Fairview – St. John’s Hospital in Maplewood, Little Canada Station in Little Canada for connections with G Line, Rosedale Transit Center for connections with A Line and Maplewood Mall Transit Center for connections with Route 58 (high frequency service).
- Customers can make connections with other routes and A Line at Rosedale Transit Center in Roseville and with other transit routes at Maplewood Mall Transit Center in Maplewood.



Route 225

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	60	60	-	-
Saturday	60	60	-	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Existing rush hour-only service discontinued along Lexington Ave., Co. Rd. F. and Victoria St. Alternative service is available on Metro micro.
- Route 225 will be extended along Lexington Ave., Hwy. 96 and through Rice Creek Commons in Arden Hills to new northern terminal at I-35W & Co. Rd. H Park & Ride in Mounds View on weekdays and Saturday.
- All trips serve Coventry Apartments on weekdays.

Areas the Route Serves

- Route 225 will operate from Rosedale Transit Center in Roseville to Co. Rd. H Park & Ride in Mounds View, operating along portions of Co. Rd. B2, Fairview Ave., Co. Rd. E, Lexington Ave., Hwy. 96, and Main St.
- Customers can make connections with other routes and A Line at Rosedale Transit Center in Roseville.



Route 227

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	60	60	-	-
Saturday	60	60	-	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

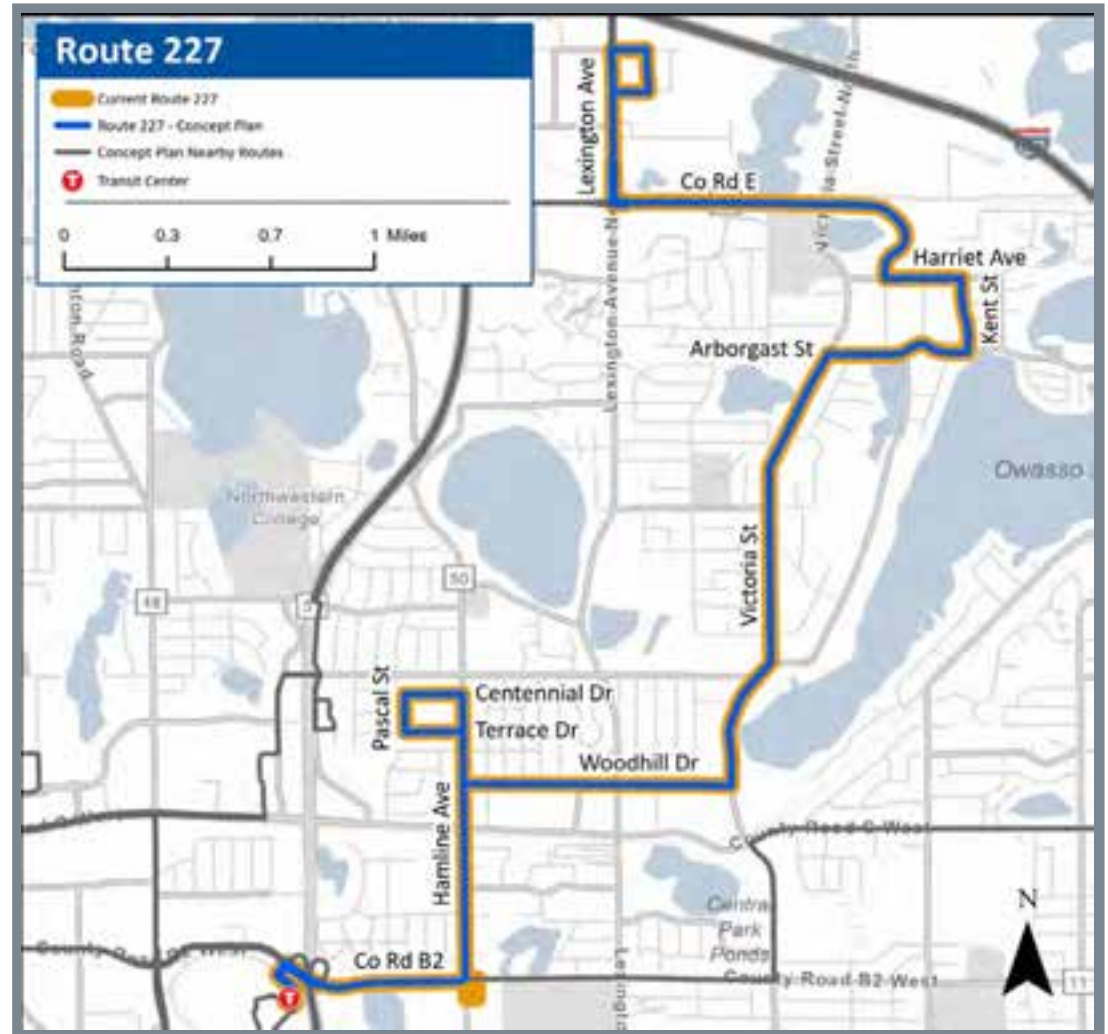
Route Information

Service Changes

- Existing rush hour-only service discontinued along Victoria St. Alternative service is available on Metro micro.
- Grace Church route deviation will be discontinued.

Areas the Route Serves

- Route 227 operates from Rosedale Transit Center in Roseville to Lexington Ave. and Red Fox Rd. in Arden Hills, operating primarily along portions of Co. Rd. B2, Hamline Ave., Woodhill Dr., Victoria St., Kent St., Harriet Ave., Co. Rd. E, and Lexington Ave.
- Customers can make connections with other routes and A Line at Rosedale Transit Center in Roseville.



Route 229

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	60	60	60	-
Saturday	60	60	60	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Route 229 is a new suburban local route replacing existing Route 62C.
- Weekdays: Frequency will be improved from 5-6 trips per direction to every 60 minutes during morning rush hours, midday, afternoon rush hours and evening.
- Saturdays: Frequency will be improved from 3 trips per direction to every 60 minutes during morning, midday, late afternoon and evening.

Areas the Route Serves

- Route 229 will serve Little Canada, Roseville, Shoreview and Vadnais Heights along Rice St. between Little Canada Station in Little Canada and Shoreview Community Center in Shoreview.
- Customers can make connections with other routes and G Line at Little Canada Transit Station in Little Canada.



Route 250

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	15 - 30	90 - 100	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Route 250 will be part of the new Key Express Network.
- Weekdays: Frequency will be improved from every 10-30 minutes to every 15 minutes during rush hours.
- Weekdays: Frequency will be improved from one trip to every 95 minutes in both directions during midday.
- One additional reverse-commute trip serving Medtronic and Wells Fargo workers will be added in each direction.
- Service on Lexington Ave., North Rd., Sunset Ave., and Elm St. will be discontinued.

Areas the Route Serves

- Route 250 serves Blaine, Shoreview, Mounds View, and Minneapolis (South-east, downtown) via I-35W, 4th St. SE, and University Ave. SE.
- Destinations include reverse-commute service to Wells Fargo Operations Center and Medtronic.
- Customers can park and ride from 95th Ave. Park & Ride and Co. Rd. H Park & Ride.



Route 252

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	3 trips	-	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in trips) are for the main portion of the route and are intended as guidelines.

Route Information

Service Changes

- One additional trip per direction will be added when the U of M is in session.

Areas the Route Serves

- Route 252 serves Blaine and Southeast Minneapolis via I-35W, Washington Ave., and 4th St. SE.
- Destinations include U of M – West Bank and U of M – East Bank.
- Customers can park and ride from 95th Ave. Park & Ride.



Route 261

Network**NOW**

Route Information

Service Changes

- Route 261 will be discontinued. Metro Transit micro will be an alternative for connections to local destinations and Rosedale Transit Center for connections to A Line and other routes.

Areas the Route Served

- Route 261 operated as an express route from Shoreview Community Center to downtown Minneapolis, offering stops along portions of Larson Rd., Tanglewood Dr., Lexington Ave., Co. Rd. C, and Hamline Ave., and serving Roseville Skating Center Park & Ride before ending at 11th / 12th Sts. along Marquette / 2nd Ave.



Route Information

Service Changes

- Route 262 will be discontinued.

Areas the Route Served

- Route served Blaine, Lexington, Circle Pines, Lino Lakes, Shoreview, North Oaks, Vadnais Heights, Little Canada, Roseville, and Saint Paul (downtown).



Route 263

Network**NOW**



Route Information

Service Changes

- Route 263 will be discontinued. Alternative service available on Route 270 at Hwy. 36 & Rice St. Park & Ride in Little Canada.

Areas the Route Served

- Route 263 operated as express service from Hwy. 61 & Co. Rd. C Park & Ride in Maplewood, serving Hwy. 36 & Rice St. Park & Ride in Little Canada to downtown Minneapolis.



Route 264

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	3 trips	-	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in trips) are for the main portion of the route and are intended as guidelines.

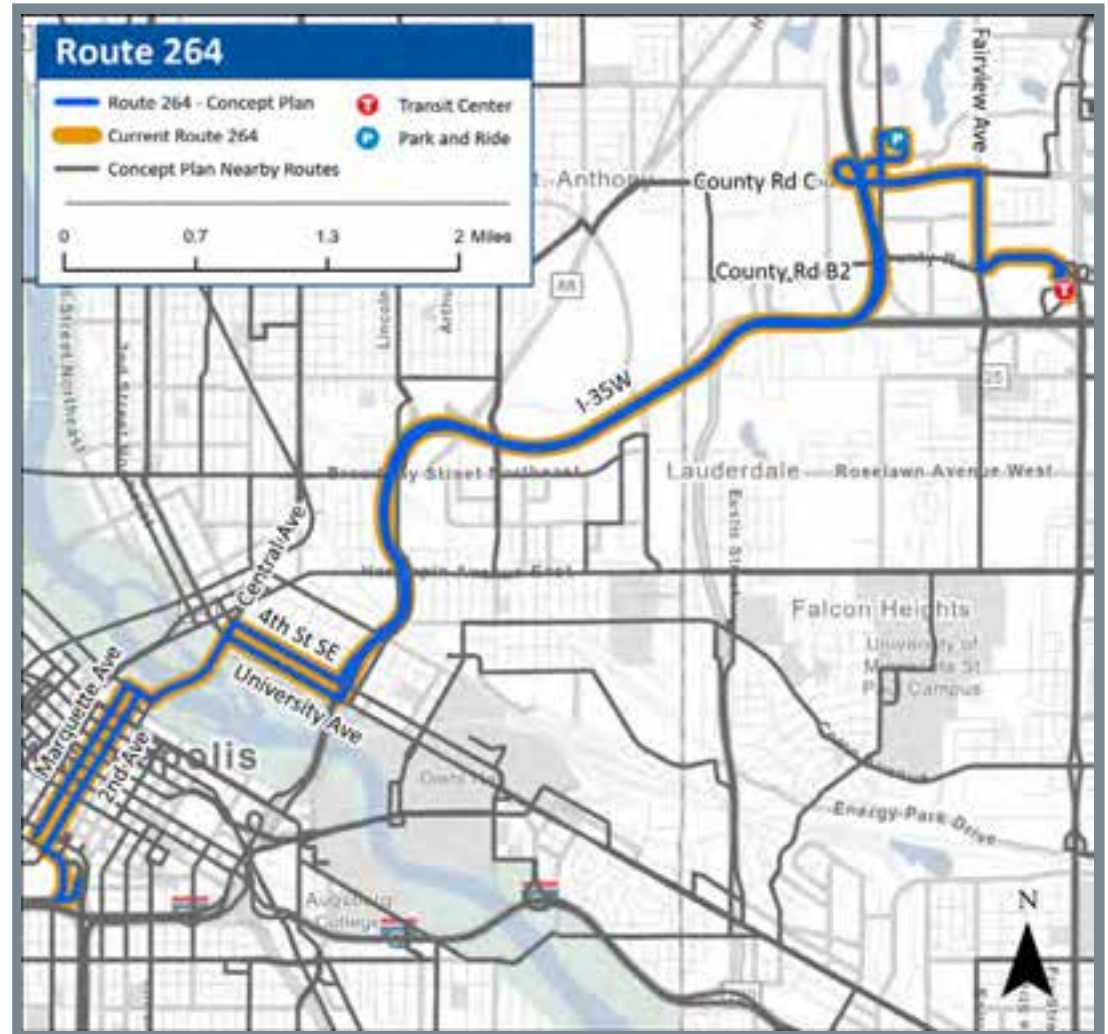
Route Information

Service Changes

- One trip will be added in each direction.

Areas the Route Serves

- Route 264 operates as express service from Rosedale Transit Center to downtown Minneapolis, with stops along portions of Co Rd. B2, Fairview Ave., Co Rd. C, serving I-35W / Co Rd. C Park & Ride, ending at 11th / 12th streets in downtown Minneapolis, operating along Marquette and 2nd Ave.



Route 265

Network**NOW**

Route Information

Service Changes

- Route 265 will be discontinued. Alternative service is available on new Route 291 at Maplewood Mall Transit Center in Maplewood or on Metro micro north of Maplewood Mall Transit Center.

Areas the Route Served

- Route 265 operated from Hwy. 96 and White Bear Pkwy. in White Bear Lake, serving Maplewood Mall Transit Center to downtown Saint Paul.



Route 270

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	15 - 30	120	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Part of the new Key Express Network
- Frequency increased from every 30 minutes to every 15 minutes during the morning rush hours and afternoon rush hours on weekdays.
- Service added every two hours in both directions during midday on weekdays.
- 270E service east of Maplewood Mall Transit Center will be discontinued.

Areas the Route Serves

- Route 270 operates as express service from Maplewood Mall Transit Center to downtown Minneapolis, serving Hwy. 36 & Rice St. Park & Ride in Little Canada



Route 272

Network**NOW**



Route Information

Service Changes

- Route 272 will be discontinued. Alternative service is available on Route 270 at Maplewood Mall Transit Center in Maplewood and Green Line in downtown Minneapolis.

Areas the Route Served

- Route 272 operated as express service from Maplewood Mall Transit Center in Maplewood, serving Hwy. 36 & Rice St. Park & Ride in Little Canada to the University of Minnesota.



Route 275

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	2 trips	-	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in trips) are for the main portion of the route and are intended as guidelines.

Route Information

Service Changes

- Route 275B service discontinued along I-35E, north of Co. Rd. 14. Alternative service available on Route 275 at I-35E & Co. Rd. 14 Park & Ride in Lino Lakes.

Areas the Route Serves

- Route 275 operates as express service from I-35E & Co. Rd. 14 Park & Ride in Centerville, serving I-35E & Co. Rd. E Park & Ride in Vadnais Heights to downtown Saint Paul.



Route 288

Network**NOW**

Route Information

Service Changes

- Route 288 will be discontinued. Alternative service available on Route 250 at I-35W & 95th Ave. Park & Ride in Blaine.

Areas the Route Served

- Route 288 operated as express service from Forest Lake Transit Center in Forest Lake, serving Running Aces Park & Ride in Columbus, to Downtown Minneapolis.



Route 291

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	3 trips	-	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in trips) are for the main portion of the route and are intended as guidelines.

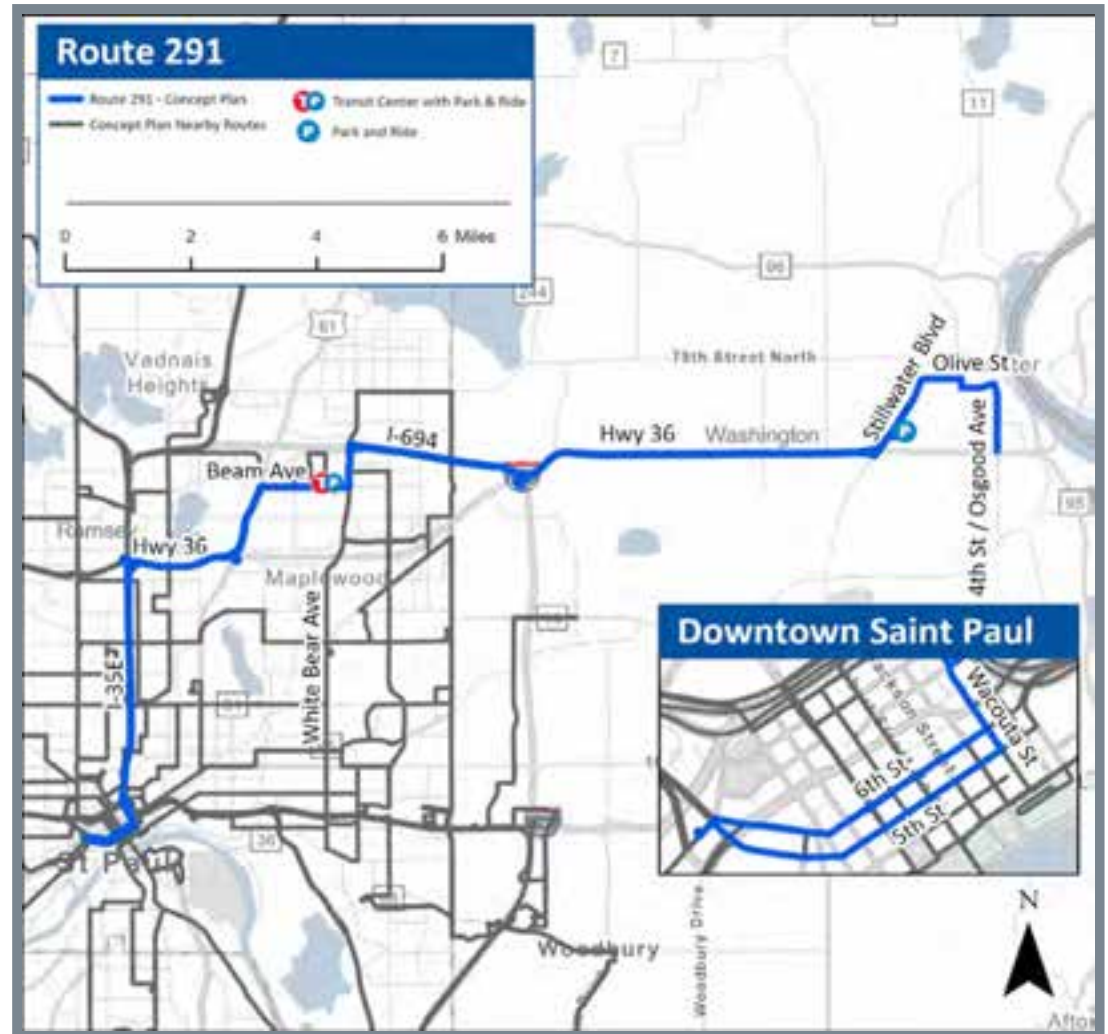
Route Information

Service Changes

- New commuter/express route replacing portions of routes 265 and 294 between St. Croix Valley Recreation Center and Park & Ride in Stillwater, Maplewood Mall Transit Center in Maplewood and downtown Saint Paul.
- Route 291 operates 3 trips in each direction during morning rush hours and afternoon rush hours, with 2 trips in each direction providing local service east of St. Croix Valley Recreation Center and Park & Ride on weekdays.

Areas the Route Serves

- Operates non-stop between St. Croix Valley Recreation Center and Park & Ride, Maplewood Mall Transit Center and downtown Saint Paul along Hwy. 36, I-694, White Bear Ave., Beam Ave., Hwy. 61 and I-35E.
- Operates local service along Stillwater Blvd., Olive St., Greeley St., Pine St. and 4th St./Osgood Ave.



Route 294

Network**NOW**

Route Information

Service Changes

- Route 294 will be discontinued. Alternative service available on Gold Line, new Route 215, Route 219, new Route 221 and new Route 291 at St. Croix Valley Recreation Center and Park & Ride in Stillwater.

Areas the Route Served

- Route 294 operated as express service from downtown Stillwater, serving St. Croix Valley Recreation Center and Park & Ride and Upper 17th St. and Hadley Ave. Park & Ride to downtown Saint Paul.



Route 301

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	60	60	60	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- New suburban local route in Woodbury and Cottage Grove along Valley Creek Rd., Radio Dr./Hinton Ave., 80th St., Jamaica Ave., and E Point Douglas Rd. between Woodlane Station in Woodbury and Wal-Mart in Cottage Grove.
- Operates every 60 minutes during the morning rush hours, midday, afternoon rush hours and evening on weekdays.

Areas the Route Serves

- Destinations include Woodbury Village shopping center, Woodbury City Hall, M Health Fairview Sports Center, Woodlane Station in Woodbury for connections with Gold Line, Park High School, Cub, Target, ALDI and Walmart in Cottage Grove.
- Customers can make connections with other routes and Gold Line at Woodlane Station in Woodbury.



Route 323

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	30	30	30	30
Saturday	30	30	30	30
Sunday	30	30	30	30

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

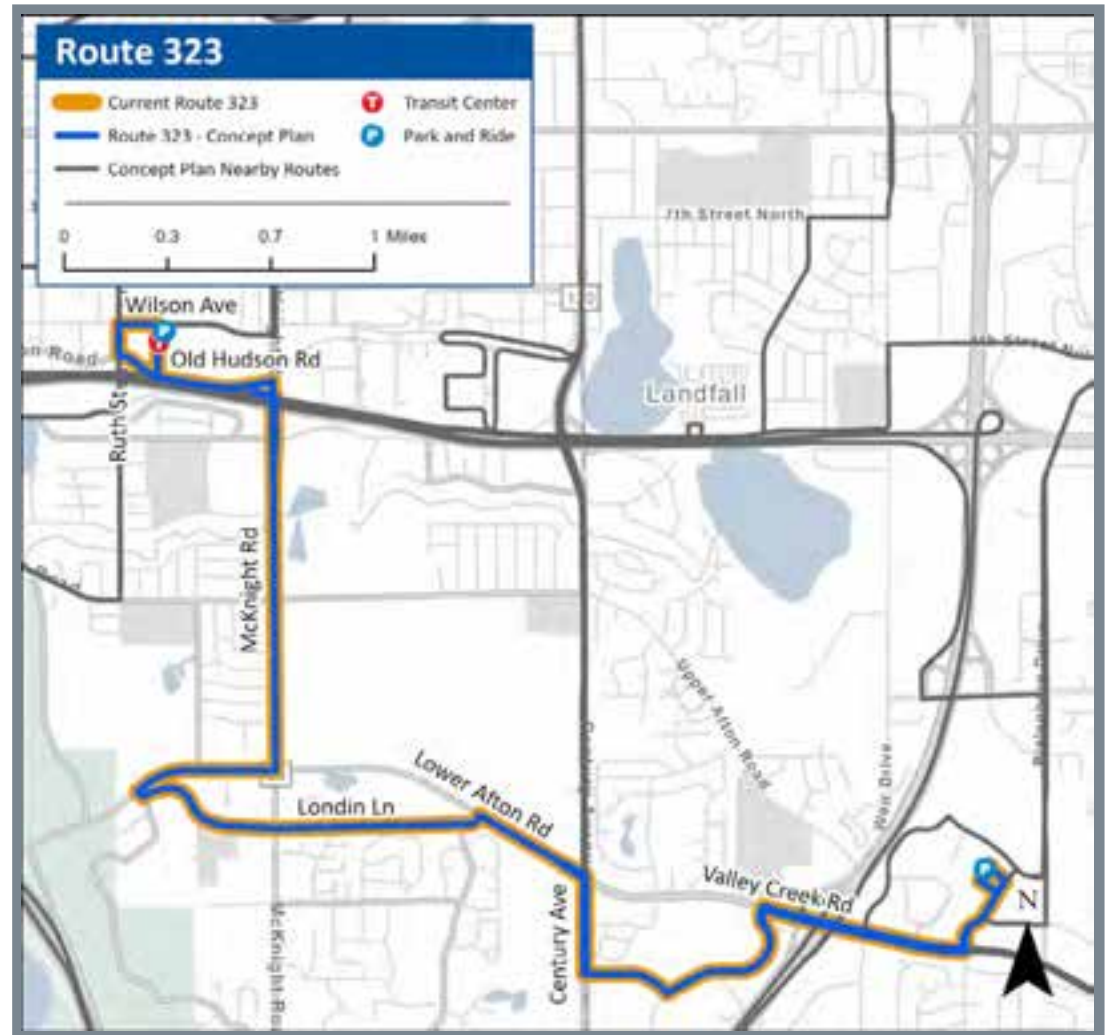
Route Information

Service Changes

- No changes are proposed for Route 323 in Network Now.

Areas the Route Serves

- Route 323 operates between Sun Ray Transit Center in Saint Paul and Woodbury Village shopping Center in Woodbury.
- Destinations include McKnight Rd., Londin Lane, M Health Fairview – Woodwinds Hospital, Valley Creek Rd. and Woodbury Village shopping center.
- Customers can transfer to Gold Line at Queens Dr. Station in Woodbury and various transit routes at Sun Ray Transit Center in Saint Paul.
- Customers can make connections with other routes and Gold Line at either Woodlane Station in Woodbury or at Sun Ray Station and Sun Ray Transit Center in Saint Paul.



Route 350

Network**NOW**

Route Information

Service Changes

- Route 350 will be discontinued. Alternative service is available on Route 63, Route 323 and Gold Line.

Areas the Route Served

- Route 350 operated as express service from Century Ave. and Lake Rd. in Maplewood, serving Sun Ray Transit Center in Saint Paul and downtown Saint Paul.



Route 351

Network**NOW**



Route Information

Service Changes

- Route 351 will be discontinued. Alternative service is available on Gold Line.

Areas the Route Served

- Route 351 operated as express service from Woodbury Theater Park & Ride to downtown Saint Paul.



Route 352

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	2 trips	-	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in trips) are for the main portion of the route and are intended as guidelines.

Route Information

Service Changes

- A new express route between Woodbury Theatre Park & Ride and the U of M.
- This will be limited service with 1-2 trips in each direction to replace westbound express buses stopping at the Huron Transit Station.

Areas the Route Serves

- Route 352 will operate as express service between Woodbury Theater and the University of Minnesota, making stops on Oak St., Washington Ave., Cedar Ave., and 4th St.
- Customers can connect with Gold Line at Queens Dr Station, and Green Line on Washington Ave.



Route 354

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	60	60	60	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes.

- New route using I-494 and Hwy 62 between Woodbury Theatre Park and Ride, Newport Park and Ride and the MSP airport.
- Weekdays: Service operates on weekdays every 60 minutes in the AM rush hour, midday, PM rush hour and evening.

Areas the Route Serves

- Additional stops at I-494 & 5th Ave S in South Saint Paul and at Robert St. & Mendota Rd. to connect with Route 75, G Line Phase 2 and Route 68.
- Customers can connect with Blue Line at Terminal 1 Station, and Gold Line at Woodlane Station



Route 355

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	15 - 30	120	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Part of the new Key Express Network
- Frequency increased from every 15-30 minutes to every 15 minutes during the morning rush hours and afternoon rush hours on weekdays.
- Service added every two hours in both directions during midday on weekdays.

Areas the Route Serves

- Route 355 operates as express service from Woodbury Theatre Park & Ride to downtown Minneapolis.



Route 361

Network**NOW**

Route Information

Service Changes

- Route 361 will be discontinued. Alternative service is available on Route 363.

Areas the Route Served

- Route 361 operated express service from Cottage Grove Park & Ride in Cottage Grove and downtown Saint Paul, serving Hwy. 61 & Lower Afton Rd. Park & Ride in Saint Paul and provided local service within Cottage Grove and Newport.



Route 363

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	3 trips	1 trip	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in trips) are for the main portion of the route and are intended as guidelines.

Route Information

Service Changes

- One midday trip will be added between downtown Minneapolis, downtown Saint Paul and Cottage Grove.

Areas the Route Serves

- Route 363 offers express service from Cottage Grove to downtown Saint Paul and downtown Minneapolis, operating from Cottage Grove Park & Ride, serving lower Afton Rd. Park & Ride in Maplewood to 5th / 6th streets in downtown Saint Paul, ending at 5th Street Transit Center in downtown Minneapolis, operating along 6th / 7th streets.



Route 364

Network**NOW**

Route Information

Service Changes

- Route 364 will be discontinued. Alternative service is available on Route 363.

Areas the Route Served

- Route 364 operated express service from Newport Transit Station in Newport and downtown Saint Paul, serving Hwy. 61 & Lower Afton Rd. Park & Ride in Saint Paul and provided local service within St. Paul Park and Cottage Grove.



Route 365

Network**NOW**

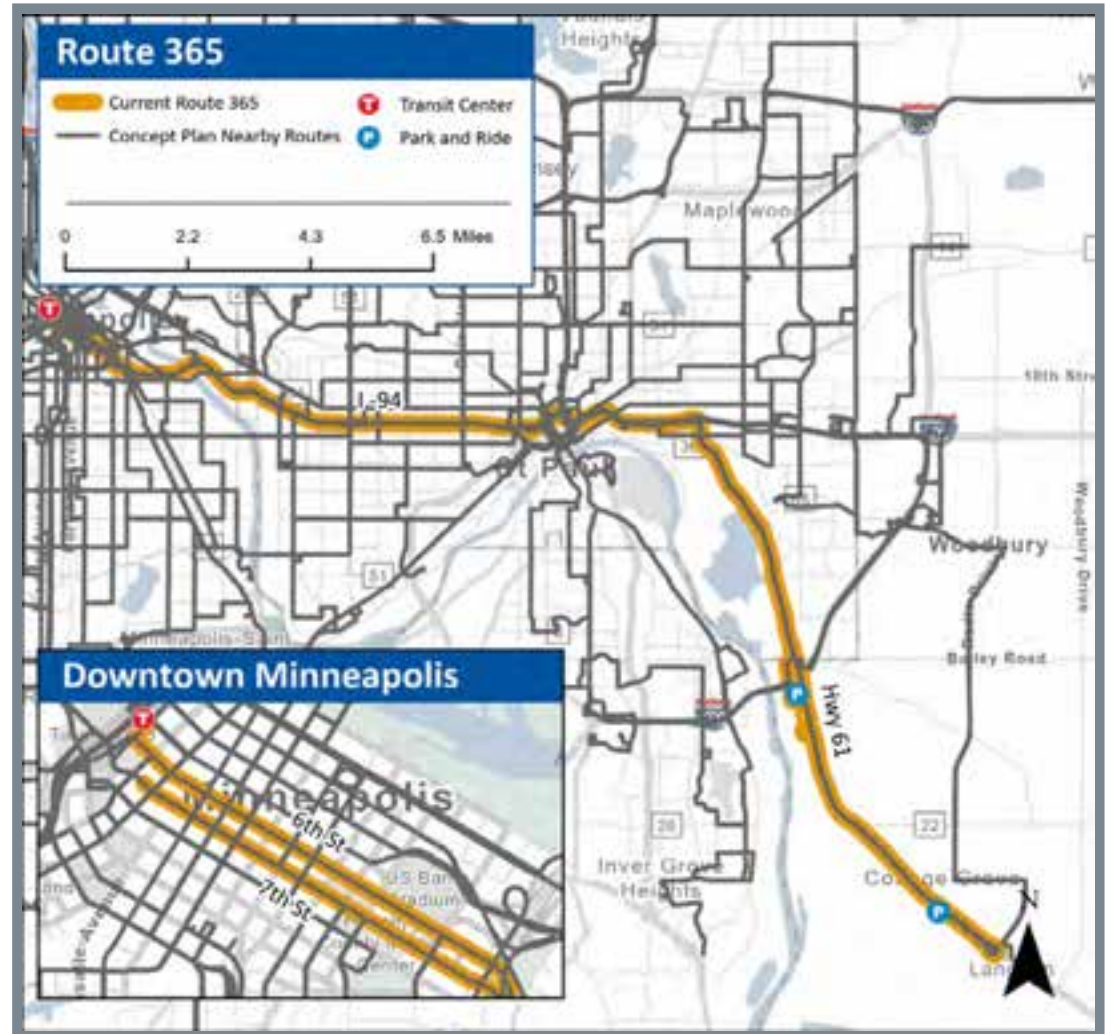
Route Information

Service Changes

- Route 365 will be discontinued. Alternate service will be available on Route 363.

Areas the Route Serves

- Route 365 operated as an express route from Cottage Grove to downtown Minneapolis, traveling from Cottage Grove Park & Ride to Newport Transit Station, to Huron Station, ending at the 5th St. Transit Center in downtown Minneapolis via 6th / 7th streets.



Route 375

Network**NOW**



Route Information

Service Changes

- Route 375 will be discontinued. Alternative service available on Route 355 at Woodbury Theatre Park & Ride.

Areas the Route Served

- Route 375 operated as express service from Guardian Angels Park & Ride in Oakdale and downtown Minneapolis.



Route 415

Network**NOW**



Route Information

Service Changes

- Route 415 will be discontinued.

Areas the Route Serves

- Route 415 operated from Mall of America Transit Center in Bloomington to Mendota Heights Rd. & Visitation Dr. in Mendota Heights, operating with stops along portions of 24th Ave., Pilot Knob Rd., and Mendota Heights Rd.
- Customers could connect with Blue and Red Lines at Mall of America Transit Center, a major route destination.



Route 452

Network**NOW**

Route Information

Service Changes

- Route 452 will be discontinued.

Areas the Route Serves

- Route 452 operated as an express route from Mendota Heights to downtown Minneapolis, making stops along Dodd Rd., portions of Mendota Rd., Livingston Ave., Marie Ave., and Oakdale Ave., until operating along 6th / 7th streets in downtown Minneapolis and ending at the 7th St. Transit Center.



Route 467

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	30	-	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- No changes are proposed for Route 467 in Network Now.

Areas the Route Serves

- Route 467 operates as express service from I-35 & Kenrick Ave. Park & Ride in Lakeville to downtown Minneapolis along Marquette Ave. / 2nd Ave., operating along I-35W with a stop at I-35W & Lake St. Station.



Route Information

Service Changes

- The route 501 will be discontinued.

Areas the Route Served

- The route currently serves employes on Cargo Rd. near Minneapolis-Saint Paul International Airport.



Route 515

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	15	15	15 - 20	20 - 30
Saturday	15 - 20	15	15 - 20	20 - 30
Sunday	20 - 30	20	30	30

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Weekdays: Frequency will be improved from every 20 minutes to every 15 minutes in the AM rush hour, midday, PM rush hour and evening.
- Saturdays: Frequency will be improved from every 30 minutes to every 15 minutes in the mid-day and late afternoon.
- On Sundays service will be improved from every 30 minutes to every 20 minutes in the mid-day.

Areas the Route Serves

- Route 515 operates from Southdale Transit Center in Richfield to Mall of America Transit Center in Bloomington, operating along portions of York Ave., 66th St., Bloomington Ave., 76th St., 12th Ave., American Blvd., and 24th Ave.
- Customers can reach destinations along the route such as Southdale Mall, and Mall of America.
- Connections to E Line can be made at Southdale Transit Center, Orange Line at I-35W & 66th St. Station, D Line at Portland Ave. and 66th St. Station, and at the Mall of America Transit Station connections can be made with the D Line, Blue Line, and Red Line.



Route 534

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	60	60	60	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

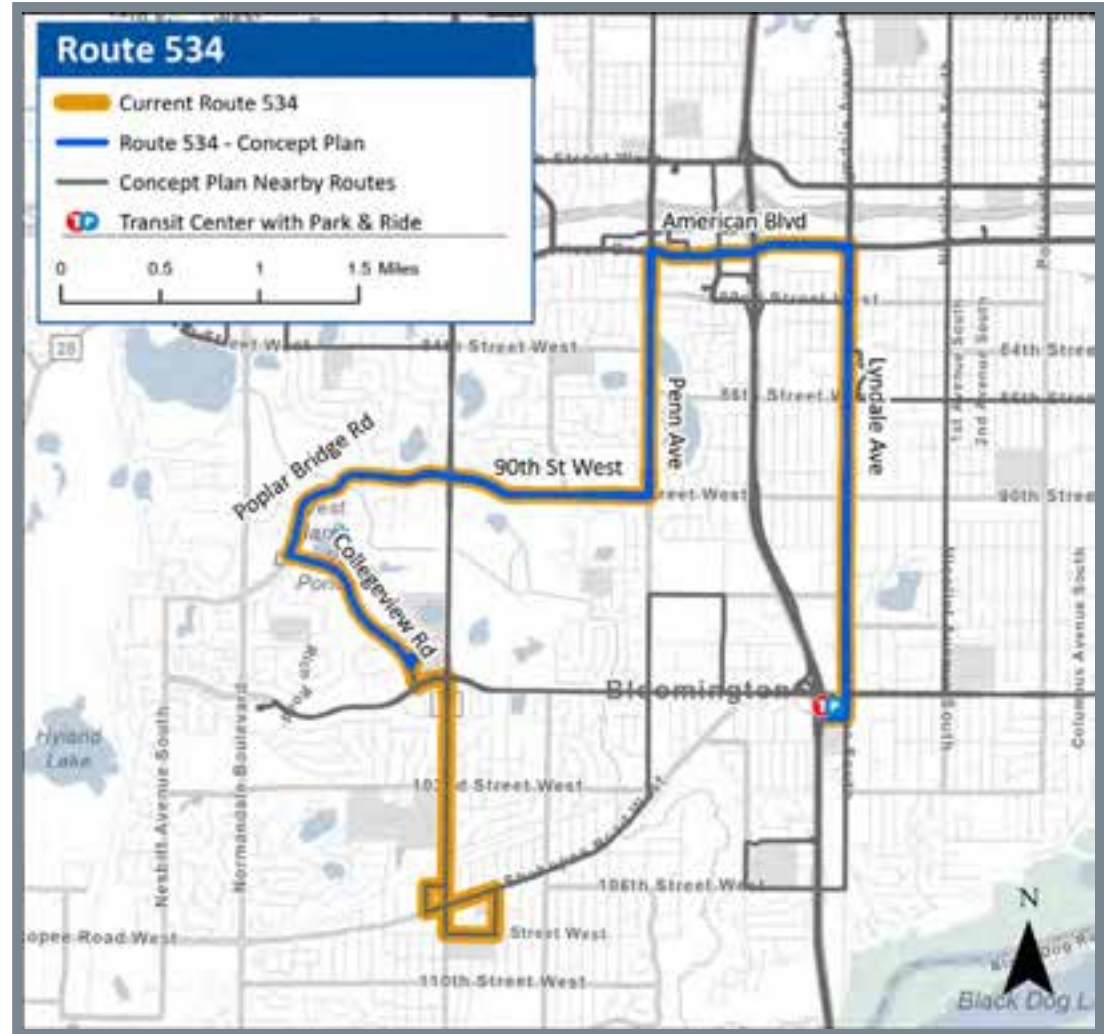
Route Information

Service Changes

- Weekdays: Service will be improved from every two hours to every 60 minutes.
- Weekends: Route 534 will be discontinued.
- Service south of 98th St. will be discontinued. Alternate service will be available on Route 537.

Areas the Route Serves

- Route 534 operates from Beard Ave. & Old Shakopee Rd. in Bloomington to 98th St. Station in Bloomington, operating along portions of Beard Ave., Old Shakopee Rd., France Ave., 98th St., Poplar Bridge Rd., 90th St., Penn Ave., American Blvd., Lyndale Ave., and 98th St.
- Customers can reach destinations along the route such as Cub Foods, Jefferson High School, Normandale College, Knox – American Blvd. Station, and 98th St. Station. Each station offers connections to Orange Line.



Route 537

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	60	60	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Weekdays: Service will be improved from every two hours to every 60 minutes.

Areas the Route Serves

- Route 537 operates from Beard Ave. & 108th St. in Bloomington to Southdale Transit Center in Richfield, operating along portions of Beard Ave., 108th St., Old Shakopee Rd., Valley West South Driveway., Valley West East Dr., France Ave., 98th St., Collegeview Rd., Minnesota Dr., Edinborough Way., 76th St., and York Ave.
- Customers can reach destinations along the route like Valley West Center, Cub Foods, Normandale College, and Southdale Mall.
- Connections can be made with E Line at Southdale Transit Center.



Route 538

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	30	30 - 60	30 - 60	-
Saturday	30 - 60	30 - 60	30 - 60	-
Sunday	30 - 60	30 - 60	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- No changes are proposed for Route 538 in Network Now.

Areas the Route Serves

- Route 538 operates from Southdale Transit Center in Edina to Mall of America in Bloomington, operating along portions of York Ave., 70th St., Parklawn Ave., Xerxes Ave., American Blvd., 79th St., Perimeter Rd., Knox Ave., 82nd Ave., Lyndale Ave., 86th St., Old Shakopee Rd., 24th Ave., and Winstead Way. Limited-service trips are provided to 76th St. & Oliver Way and Target.
- Customers can make connections with E Line at Southdale Transit Center, Orange Line at Knox – American Blvd. Station as well as Blue, Red, and D Lines at Mall of America Transit Center.
- Destinations along the route include Southdale Mall, Southdale Library, Target, Best Buy Headquarters, Cub Foods, and Mall of America.



Route 539

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	30	30	30	60
Saturday	30 - 60	30 - 60	30 - 60	60
Sunday	30 - 60	30 - 60	30 - 60	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- No changes are proposed for Route 539 in Network Now.

Areas the Route Serves

- Route 539 operates from Normandale College in Bloomington to Mall of America in Bloomington, operating along portion of 98th St., Bloomington Ferry Rd., Aldrich Ave., 99th St., Old Shakopee Rd., Old Cedar Ave., 86th St., 24th Ave., and Winstead Way.
- Customers can connect with Orange Line at 98th St. Station, as well as Blue, Red, and D Lines at Mall of America Transit Center. Destinations along the route include Normandale College, Creekside Community Center, Kennedy High School, and Mall of America.



Route 540

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	30	30	30	30
Saturday	30 - 60	30 - 60	30 - 60	-
Sunday	30 - 60	30 - 60	30 - 60	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Route 540 will use 77th St. underpass instead of alignment on American Blvd. to reach MoA.
- Sundays: Service will be improved from every 90 minutes to every 30 – 60 minutes.

Areas the Route Serves

- Route 540 operates from Norman Center Dr. & 84th St. in Bloomington to Mall of America in Bloomington, operating along portions of Norman Center Dr., 84th St., Normandale Lake Blvd., American Blvd., Green Valley Dr., East Bush Lake Rd., Cahill Rd., 74th St., Metro Blvd., 77th St., Minnesota Dr., Edinborough Way., 76th St., 12th Ave., and 24th Ave.
- Customers can connect with Orange Line at Knox – 76th St. Station, D Line at Portland Ave. and 77th St. Station, as well as Blue, Red, and D Lines at Mall of America Transit Center.



Route 542

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	35	35	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Service on Bush Lake Rd. and 78th St. will be discontinued.
- Weekdays: Midday service will be added approximately every 30 minutes.

Areas the Route Serves

- Route 542 operates from Norman Pointe Office Park in Bloomington to Mall of America Transit Center in Bloomington, operating along portions of Normandale Lake Blvd., Green Valley Dr., American Blvd., Normandale Lake Blvd., 84th St., Norman Center Dr., Stanley Rd., 82nd St., France Ave., American Blvd., and 24th Ave.
- Customers can make connections to Orange Line at Knox – American Blvd. Station, D Line at American Blvd. and Chicago Ave. Station, as well as Blue, Red, and D Lines at Mall of America Transit Center.



Route 546

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	30 - 60	60	60	60
Saturday	30 - 60	30 - 60	30 - 60	60
Sunday	30 - 60	30 - 60	30 - 60	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- No changes are proposed for Route 546 in Network Now.

Areas the Route Serves

- Route 546 operates from Normandale Village in Bloomington to 98th St. Station in Bloomington, operating along portions of 98th St., France Ave., Old Shakopee Rd., Penn Ave., 98th St., Aldrich Ave., and Bloomington Freeway Rd. Limited-service trips serve the James Ave., 94th St., and Penn Ave. loop.
- Customers can make connections to Orange Line at 98th St. Station, as well as access destinations along the route such as Normandale College, Valley West, Jefferson High School, and Creekside Community Center.



Route 547

Network**NOW**

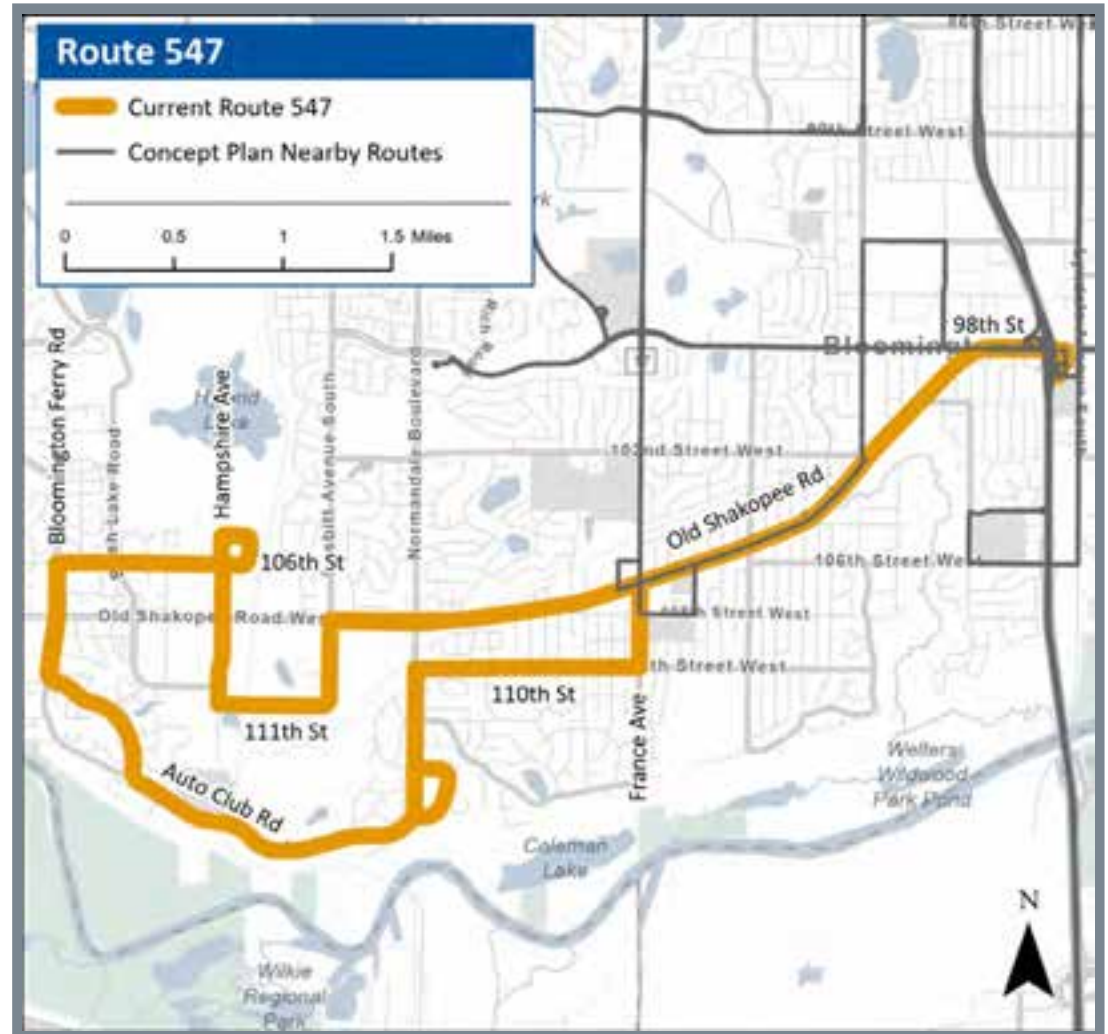
Route Information

Service Changes

- Route 547 will be discontinued.

Areas the Route Served

- Route 547 operated from 106th St. & Bloomington Ferry Rd. in Bloomington to 98th St. Station in Bloomington, operating along portions of 106th St., Hampshire Ave., Nesbitt Ave., 111th St., 110th St., France Ave., Auto Club Rd., Bloomington Ferry Rd., Normandale Blvd., Old Shakopee Rd., France Ave., 98th St., Aldrich Ave., and Bloomington Freeway Rd.



Route Information

Service Changes

- Route 552 will be discontinued.

Areas the Route Served

- Route 552 operated from 10th Ave. & Old Shakopee Rd. in Bloomington to downtown Minneapolis, offering local stops along portions of Old Shakopee Rd., 12th Ave., Bloomington Ave., 60th St., 12th Ave., Diamond Lake Rd., and Marquette / 2nd Ave. in downtown Minneapolis.



Route Information

Service Changes

- Route 553 will be discontinued. Alternate service on Portland Ave. north of American Blvd. available on D Line.

Areas the Route Served

- Route 553 operated from 10th Ave. & Old Shakopee Rd. in Bloomington to downtown Minneapolis, offering local stops along portions of Old Shakopee Rd., Portland Ave., and Diamond Lake Rd., and Marquette / 2nd Ave. in downtown Minneapolis.



Route Information

Service Changes

- Route 554 will be discontinued. Alternate service on Route 18 and Orange Line.

Areas the Route Served

- Route 554 operated from 106th St. & Humboldt Ave. in Bloomington to downtown Minneapolis, offering local stops along portions of 106th St., Humboldt Ave., 104th St., Lyndale Ave., Nicollet Ave., Diamond Lake Rd., as well as 11th / 12th Sts. and Marquette / 2nd Ave. in downtown Minneapolis.



Route Information

Service Changes

- Route 558 will be discontinued.

Areas the Route Served

- Route 558 operated from 84th St. & Stanley Rd. in Bloomington to downtown Minneapolis, offering stops along portions of 84th St., Penn Ave., 66th St., Lyndale Ave., 54th St., and Marquette / 2nd Ave. in downtown Minneapolis.



Route 578

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	3 trips	-	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in trips) are for the main portion of the route and are intended as guidelines.

Route Information

Service Changes

- Two additional trips will be added in the morning and one additional trip in the afternoon rush hours.
- Service on suspended Route 578C will be discontinued.

Areas the Route Serves

- Route 578 operates from 78th St. & Johnson Ave. in Bloomington to downtown Minneapolis, operating with stops along portions of 78th St., Johnson Ave., 77th St., Minnesota Dr., York Ave., Perimeter Rd., Drew Ave., 65th St., Barrie Rd., Heritage Rd., and Marquette / 2nd Ave. in downtown Minneapolis.
- Customers can make connections at Southdale Transit Center, I-35W & 46th St. Station and I-35W & Lake St. Station.



Route 579

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	3 trips	-	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in trips) are for the main portion of the route and are intended as guidelines.

Route Information

Service Changes

- Three additional trips will be added during both the morning and afternoon rush hours when the University of Minnesota is in session.

Areas the Route Serves

- Route 579 operates from Southdale Transit Center in Edina to the University of Minnesota, offering stops on portions of Xerxes Ave. before traveling on I-35W with stops at I-35W and 46th St. Station with connections to Orange Line.
- Service is offered on portions of Washington Ave., Oak St., and 4th St.



Route 587

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	3 trips	-	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in trips) are for the main portion of the route and are intended as guidelines.

Route Information

Service Changes

- Three trips will be added during both morning and afternoon rush hours.

Areas the Route Serves

- Route 587 operates from 78th St. & Johnson Ave. in Bloomington to downtown Minneapolis, offering stops along portions of Johnson Ave., Parklawn Ave., France Ave., 69th St., Valley View Rd., Normandale Ave., as well as 11th / 12th Sts., and Marquette / 2nd Ave. in downtown Minneapolis.



Route Information

Service Changes

- Route 588 will be discontinued. Alternative service is available on Routes 540 and 542 connecting to Orange Line.

Areas the Route Served

- Route 588 operated from 84th St. & Normandale Blvd. in Bloomington to downtown Minneapolis, offering stops on portions of Normandale Blvd., American Blvd., Green Valley Dr., Normandale Lake Blvd., Norman Center Dr., 82nd St., Stanley Rd., as well as 11th / 12th Sts., and Marquette / 2nd Ave. in downtown Minneapolis.



Route Information

Service Changes

- Route 589 will be discontinued.

Areas the Route Served

- Route 589 operated between Blush Lake Rd. E & 86th St. to downtown Minneapolis, offering stops on portions of 86th St., Bush Lake Rd. W, Venness Rd., Bloomington Ferry Rd., Old Shakopee Rd., Nesbitt Ave., 98th St., Normandale Blvd., 84th St., Stanley Rd., 82nd Ave., as well as 11th / 12th Sts., and Marquette / 2nd Ave. in downtown Minneapolis.



Route 604

Network**NOW**

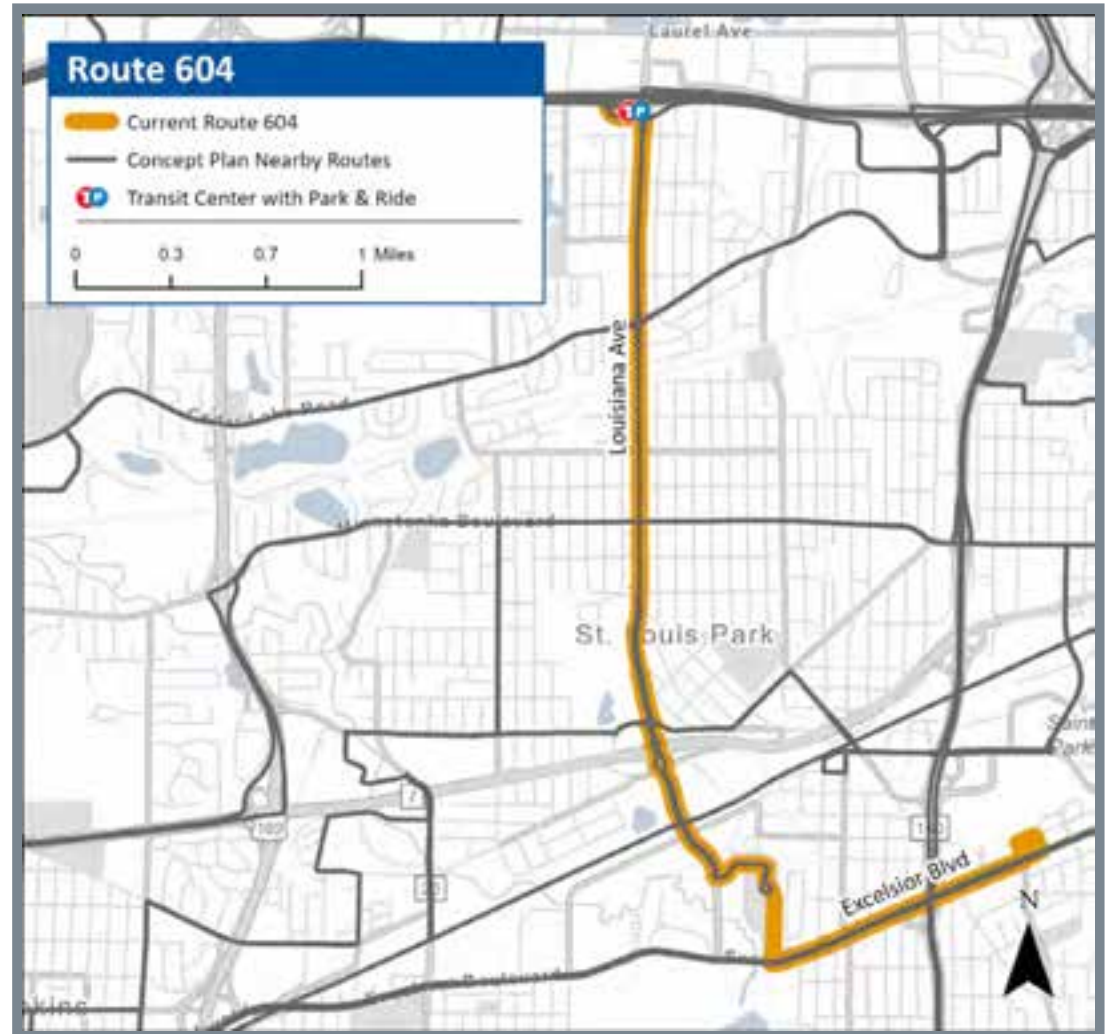
Route Information

Service Changes

- Route 604 will be discontinued. With the opening of Green Line extension, alternative service along Louisiana Ave. will be available on Route 9. Alternative service on Excelsior Blvd. will be available on Route 38.

Areas the Route Served

- Route 604 operated as local service from Excelsior Blvd. and Quentin Ave. in Saint Louis Park to Louisiana Avenue Transit Center in Minneapolis, Operating primarily along portions of Excelsior Blvd., and Louisiana Ave.



Route 612

Network**NOW**

Route Information

Service Changes

- Route 612 will be discontinued. Alternative service available on Route 38.
- When Green Line Extension opens service west of 11th Ave. in Hopkins and South of Bren Rd. in Opus will be discontinued.

Areas the Route Served

- Route served south Minneapolis, Staint Louis Park, Hopkins, and Minnetonka via Excelsior Ave. and 11th Ave.



Route 615

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	60	60	60	-
Saturday	60	60	60	-
Sunday	60	60	60	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

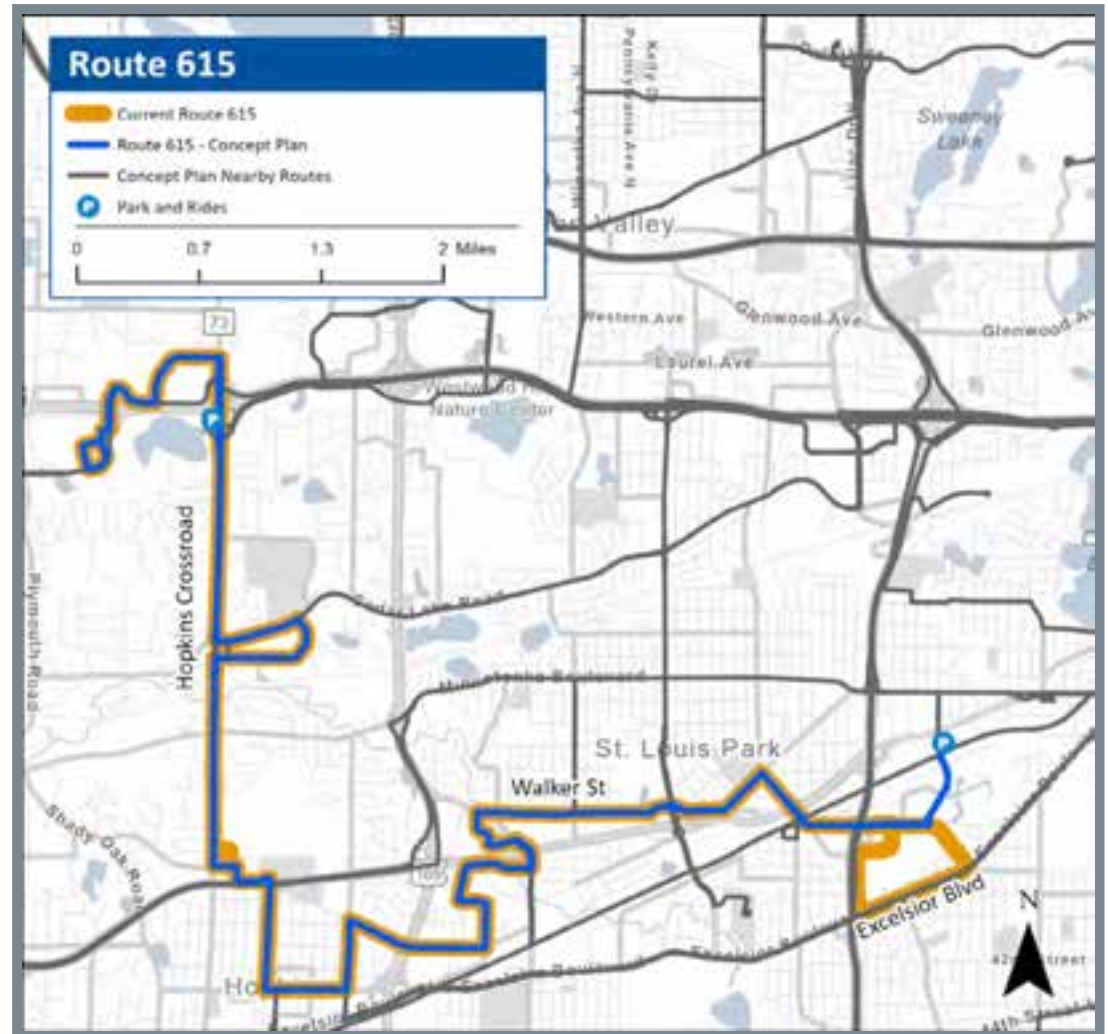
Route Information

Service Changes

- Service will be extended to Green Line Beltline Station via Beltline Blvd. Service south of 36th St. in Saint Louis Park on Monterey Dr., Excelsior Blvd., and Park Center Dr. will be discontinued.
- Sundays: Service will be added at a frequency of every 60 minutes.

Areas the Route Serves

- Route 615 serves Minnetonka, Hopkins, and Saint Louis Park via Hopkins Crossroads and Walker St.
- Destinations include Ridgedale Mall, downtown Hopkins, The Shoppes and Knollwood, and the Saint Louis Park Rec Center.
- Riders can connect to Green Line at Beltline Blvd. Station.



Route 643

Network**NOW**



Route Information

Service Changes

- Route 643 will be discontinued. Alternative service available on Route 667.

Areas the Route Served

- Route served Saint Louis Park and Minnetonka via Cedar Lake Rd.



Route 645

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	30	60	60	-
Saturday	60	60	60	-
Sunday	60	60	60	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- All trips currently ending at Plymouth Rd. Park and Ride will be extended to Wayzata Blvd. & Barry Ave. Park and Ride.
- All trips will serve Shelard Pkwy. Service on Ford Rd. will be discontinued.
- All trips will remain on Wayzata Blvd. between Louisiana Ave. and General Mills Blvd.

Areas the Route Serves

- Route 645 serves Mound, Spring Park, Minnetonka Beach, Orono, Wayzata, Minnetonka, Saint Louis Park, and downtown Minneapolis along the I-394 corridor.
- Destinations include downtown Wayzata, Ridgedale Mall, General Mills Headquarters, West End, and downtown Minneapolis.
- Plymouth Road Park & Ride, I-394 & Co. Rd. 73 North Park & Ride, and General Mills Blvd. Park & Ride will be closed. Alternative Park & Ride locations include Park Place Blvd. Park & Ride, Louisiana Ave. Park & Ride, I-394 & Co. Rd. 73 Park & Ride, Wayzata Blvd. & Barry Ave. Park & Ride, and Mound Transit Center.
- BRT connections, including C, D, and Orange Lines, can be made in downtown Minneapolis.



Route 652

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	4-5 trips	-	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in trips) are for the main portion of the route and are intended as guidelines.

Route Information

Service Changes

- Weekdays: 4-5 trips will run between County Rd. 73 Park & Ride, downtown Minneapolis, and the University of Minnesota. Stops will be added in downtown Minneapolis along 3rd and 4th Streets.
- Service to Plymouth Park & Ride will be discontinued.

Areas the Route Serves

- Route 652 will serve Minnetonka, Saint Louis Park, downtown Minneapolis, and the University of Minnesota.
- Riders can connect to Blue, Green, Orange, C, D, and E Lines in downtown Minneapolis. Connections to E Line can be made on University Ave. and 4th St. near the University of Minnesota.



Route 663

Network**NOW**



Route Information

Service Changes

- Route 663 will be discontinued. Alternative service available on Route 673.

Areas the Route Served

- Route served Saint Louis Park and Minnetonka via Cedar Lake Rd.



Route 664

Network**NOW**

Route Information

Service Changes

- Route 664 will be discontinued. Alternative service available on Green Line and Route 38.

Areas the Route Served

- Route served Minnetonka, Hopkins, and Saint Louis Park and Minnetonka via Excelsior Blvd.



Route 667

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	3 trips	-	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in trips) are for the main portion of the route and are intended as guidelines.

Route Information

Service Changes

- Route 667 will be extended on Hwy 7 west of Hwy 101 to serve downtown Excelsior. All trips will remain on Hwy 7 west of Hwy 169.
- Service on Route 667B via Texas and 36th St. will be discontinued. Alternative service will be available on Routes 17 and 615.
- Service on Hwy 101 south of Hwy. 7 will be discontinued.
- Route will run during AM and PM Rush hours between Excelsior, Minnetonka, Saint Louis Park, and downtown Minneapolis.

Areas the Route Serves

- Destinations include downtown Excelsior and downtown Minneapolis.
- Riders can connect to Blue, Green, Orange, C, D, and E Lines in downtown Minneapolis.



Route 668

Network**NOW**

Route Information

Service Changes

- Route 668 will be discontinued. Alternative service available on Green Line and Routes 17 and 615.

Areas the Route Served

- Route served Hopkins and Saint Louis Park and Minnetonka via Walker St.



Route 670

Network**NOW**

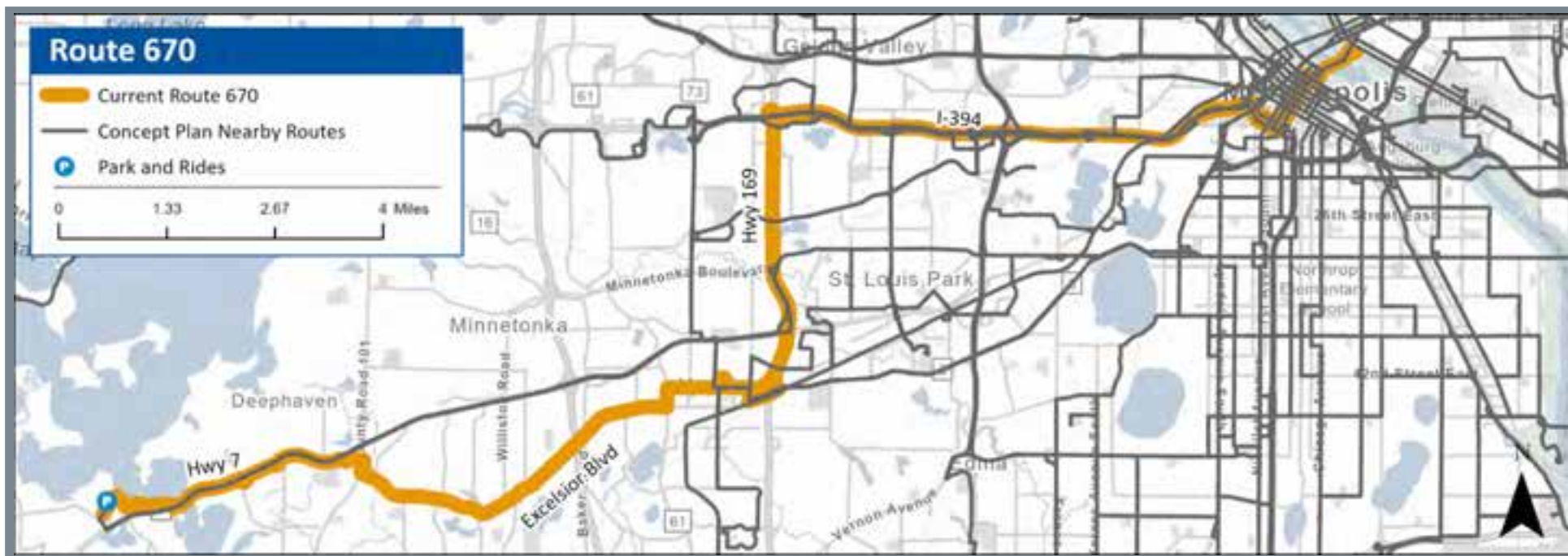
Route Information

Service Changes

- Route 670 will be discontinued. Alternative service is available on the Green Line and Route 667.

Areas the Route Served

- Route served Excelsior, Minnetonka, and Hopkins.



Route 671

Network**NOW**

Route Information

Service Changes

- Route 671 will be discontinued. Alternative service available on Route 667 and 673.

Areas the Route Served

- Route served Excelsior and Minnetonka via Minnetonka Blvd.



Route 672

Network**NOW**

Route Information

Service Changes

- Route 672 will be discontinued. Alternative service available on Routes 645 and 673.

Areas the Route Served

- Route served Maple Plain, Orono, Wayzata, and Minnetonka.



Route 673

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	15 - 30	60	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Part of the new Key Express Network
- On weekdays, frequency increased to every 15 minutes during the AM and PM rush hours.
- Service will be added every hour in during midday on weekdays.
- Reverse commute service to Crescent Ridge Corporate Center north of I-394 will be discontinued.

Areas the Route Serves

- Route 673 runs between Minnetonka, Saint Louis Park, and downtown Minneapolis via Cedar Lake Rd. and Co. Rd. 73 Park & Ride.
- Destinations include downtown Minneapolis. Riders can connect to Blue, Green, Orange, C, D, and E Lines in downtown Minneapolis.



Route 677

Network**NOW**

Route Information

Service Changes

- Route 677 will be discontinued. Alternative service available on Routes 645 and 673.

Areas the Route Served

- Route 677 served Mound, Orono, Wayzata, Minnetonka, and downtown Minneapolis.



Route 679

Network**NOW**

Route Information

Service Changes

- Route 679 will be discontinued. Alternative service available on Routes 645 and 673.

Areas the Route Served

- Route 679 served Golden Valley and downtown Minneapolis.



Route 701

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	60	-	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Route 701 will operate on weekdays in the rush hours every 60 minutes.
- Route 701 will replace parts of Route 761 and 763 where there is no alternate service.

Areas the Route Will Serve

- Route 701 is a new local route in Brooklyn Park and Brooklyn Center will serve 65th Ave. and Brooklyn Blvd. Park & Ride and Hwy. 610 and Noble Pkwy. Park & Ride via Lad Pkwy., Xerxes Ave. 74th Ave., France Ave. and Brooklyn Blvd.
- Customers will transfer to Route 760 or 768 for express service to downtown Minneapolis.



Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	60	-	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Route 702 will operate on weekdays in the rush hour every 60 minutes.
- Route 702 will replace parts of Route 761, 763, and 766 where there is no alternate service.

Areas the Route Will Serve

- Route 702 is a new local route in Brooklyn Park and Brooklyn Center will serve 65th Ave. and Brooklyn Blvd. Park & Ride and Hwy. 610 and Noble Pkwy. Park & Ride. via 97th Ave., W. River Rd., Hwy 252, 66th/65th/Free-way Blvd. and Xerxes Ave.
- Customers will transfer to Route 760 or 768 for express service to downtown Minneapolis.



Route 703

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	90	-	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Route 703 will operate limited service (1-2 trips per direction) in the rush hours on weekdays.
- Route 703 will replace portions of Route 766 north of Hwy. 610 and Noble Pkwy. Park & Ride and will serve new destinations on Hwy. 169.

Areas the Route Serves

- Route 703 is a new local route that will serve downtown Anoka and Hwy. 610 and Noble Pkwy. Park & Ride via Target Northern Campus, Winnetka Ave., Hwy. 169 frontage roads and Cartway Rd. in Champlin and Brooklyn Park.
- Customers will transfer to Route 768 for express service to downtown Minneapolis.



Route 705

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	60	60	60	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- No changes are proposed for Route 705 in Network Now.

Areas the Route Serves

- Route 705 serves Brooklyn Park, Brooklyn Center, New Hope, Golden Valley, and Saint Louis Park via Winnetka Ave.
- Destinations include Starlite Center, New Hope City Center, and Golden Valley City Hall.
- Customers can transfer at Starlite Transit Center and Louisiana Transit Station.



Route 716

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	60	60	60	-
Saturday	60	60	60	-
Sunday	60	60	60	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

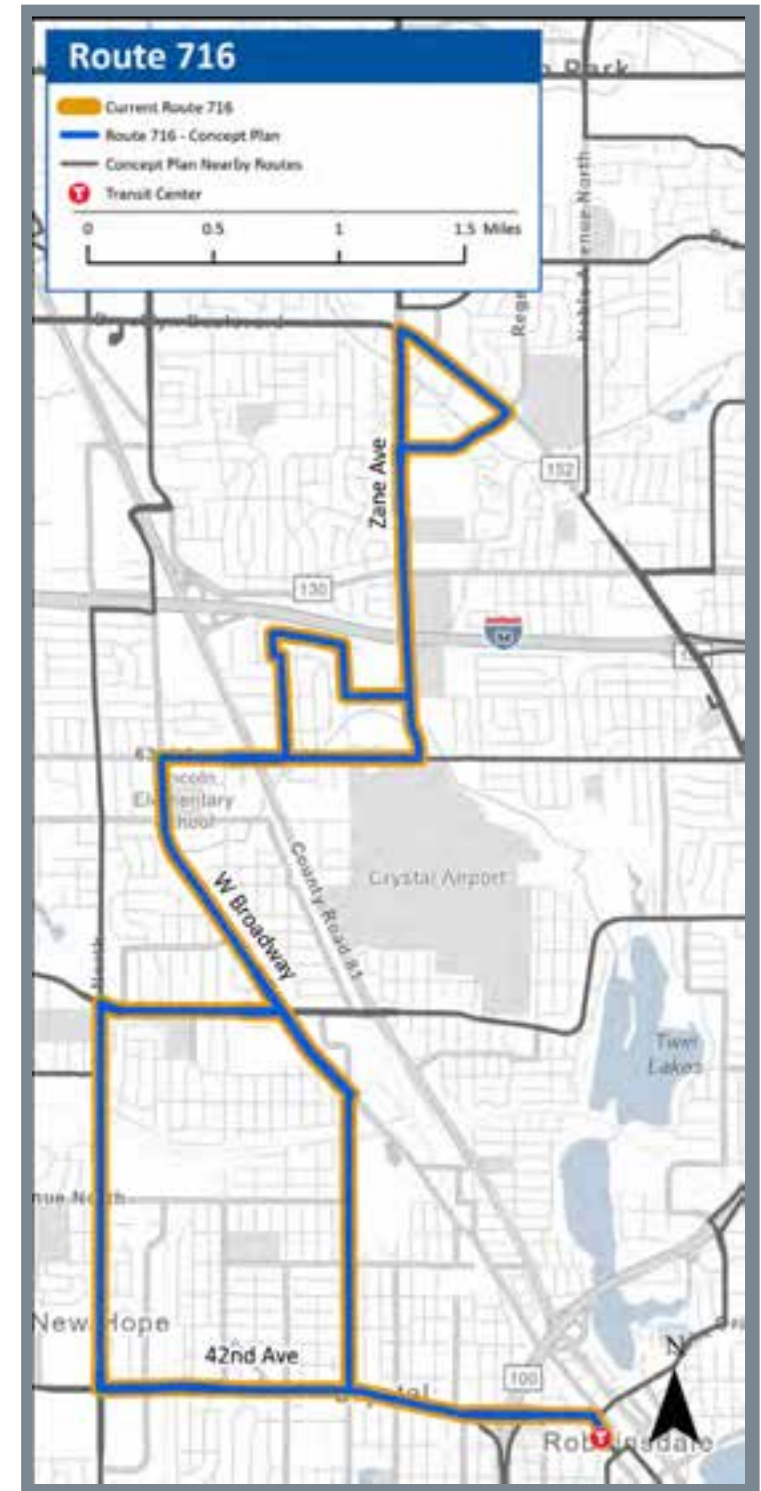
Route Information

Service Changes

- Saturdays: Service span will be extended one hour earlier in the AM and one hour later in the PM.
- Sundays: Service will be added and run every 60 minutes.

Areas the Route Serves

- Route 716 serves Brooklyn Park, Brooklyn Center, Crystal, and Robbinsdale via West Broadway and Douglas Dr.
- Transfer opportunities include Robbinsdale Transit Center.
- Destinations include Crystal Shopping Center, Crystal Community Center, and downtown Robbinsdale.



Route 717

Network**NOW**



Route Information

Service Changes

- Route 717 will be discontinued.
- Route 717 will be mostly replaced by new Route 817, and service on 42nd Ave./Rockford Rd. between Boone Ave. and Nathan Ln. will be discontinued.

Areas the Route Served

- The route currently serves Plymouth, New Hope, Robbinsdale, and Brooklyn Center via 42nd Ave., Lake Dr., Brooklyn Blvd., and Xerxes Ave.



Route 721

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	30 - 60	30	60	60
Saturday	30	30	-	-
Sunday	30	30	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

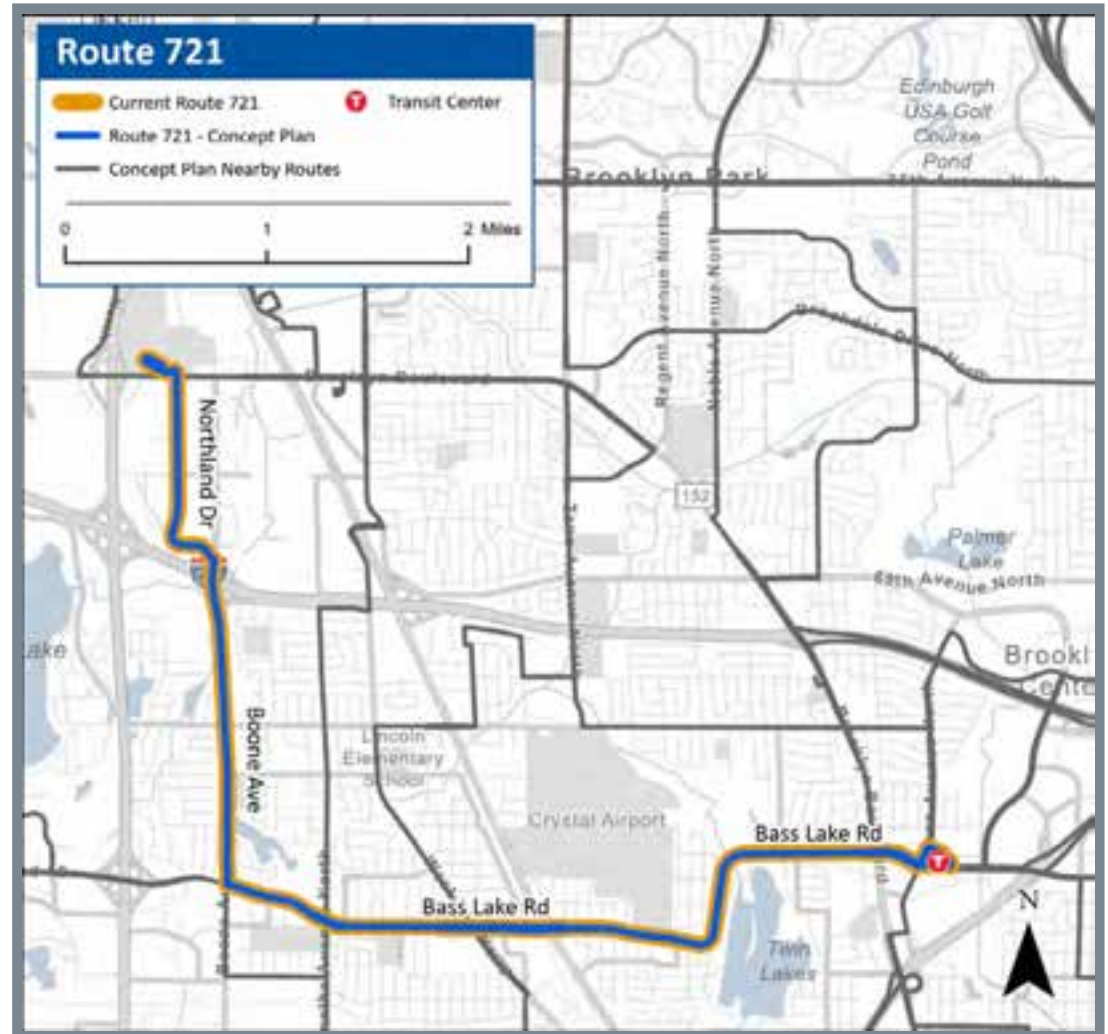
Route Information

Service Changes

- No service changes are proposed for Route 721 in Network Now.

Areas the Route Serves

- Route 721 serves Brooklyn Park, New Hope, Crystal, and Brooklyn Center via Boone Ave. and Bass Lake Rd.
- Destinations include Hennepin Technical College.
- Customers can connect to other routes and C and D Lines at Brooklyn Center Transit Center.



Route 722

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	30 - 60	30	30	30
Saturday	30 - 60	30	30	30 - 60
Sunday	30 - 60	30	30	30

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- No service changes are proposed for Route 722 in Network Now.

Areas the Route Serves

- Route 722 serves Brooklyn Park and Brooklyn Center via Oak Grove Pkwy., Zane Ave., Brookdale Dr., Humboldt Ave., Dupont Ave., and Shingle Creek Pkwy.
- Destinations include Target Northern Campus, Brooklyn Center High School, and Brookdale Regional Center.
- Customers can connect to other routes and C and D Lines at Brooklyn Center Transit Center.



Route 723

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	30	30	60	60
Saturday	60	60	-	-
Sunday	60	60	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

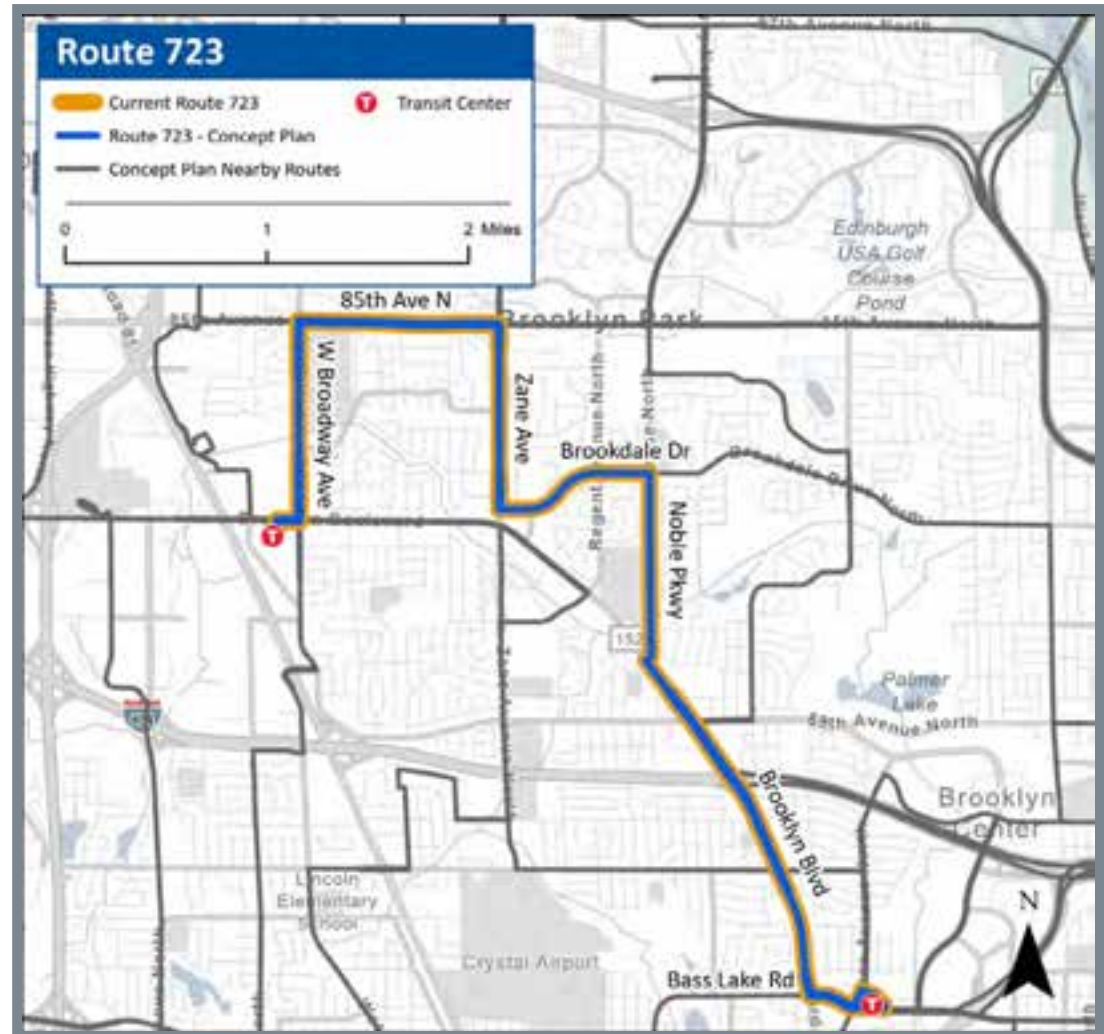
Route Information

Service Changes

- No service changes are proposed in Network Now.

Areas the Route Serves

- Route 723 serves Brooklyn Park and Brooklyn Center via W. Broadway Ave., 85th Ave., Zane Ave., Noble Ave., and Brooklyn Blvd.
- Destinations include North Hennepin Community College.
- Customers connect to other routes and at Starlite Transit Center and C and D Lines at Brooklyn Center Transit Center. Customers transfer to Route 760 at 65th Ave. and Brooklyn Blvd. Park & Ride for express service to downtown Minneapolis.



Route 724

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	10 - 30	10 - 15	10 - 15	30 - 60
Saturday	15 - 60	15	15	60
Sunday	15 - 30	15	15	30 - 60

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Weekdays: Frequency between Starlite Transit Center and Brooklyn Center Transit Center will improve from every 15 minutes to every 10 minutes in the midday and afternoon rush hour.

Areas the Route Serves

- Route 724 serves Brooklyn Park and Brooklyn Center via Brooklyn Blvd., Regent Ave., Zane Ave., 63rd Ave., and Xerxes Ave. Limited service on Route 724C branch additionally serves Brooklyn Park via W. Broadway Ave., 85th Ave., Wyoming Ave., 93rd Ave., and Hampshire Ave.
- Destinations include Target Northern Campus, North Hennepin Community College, and Park Center High School.
- Customers connect to other routes at Starlite Transit Center and C and D lines at Brooklyn Center Transit Center.



Route 725

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	60	60	60	-
Saturday	60	60	60	-
Sunday	60	60	60	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- New local route 725 will serve Osseo, Brooklyn Park, and Blaine via Jefferson Hwy., 85th Ave., and Hwy 610.
- Route 725 will operate service every 60 minutes daily.

Areas the Route Will Serve

- Destinations will include Hennepin Technical College, Walmart Supercenter, North Hennepin Community College, and Northtown Mall.
- Customers will connect to other routes at Starlite Transit Center and Northtown Transit Center.



Route 755

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	60	-	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

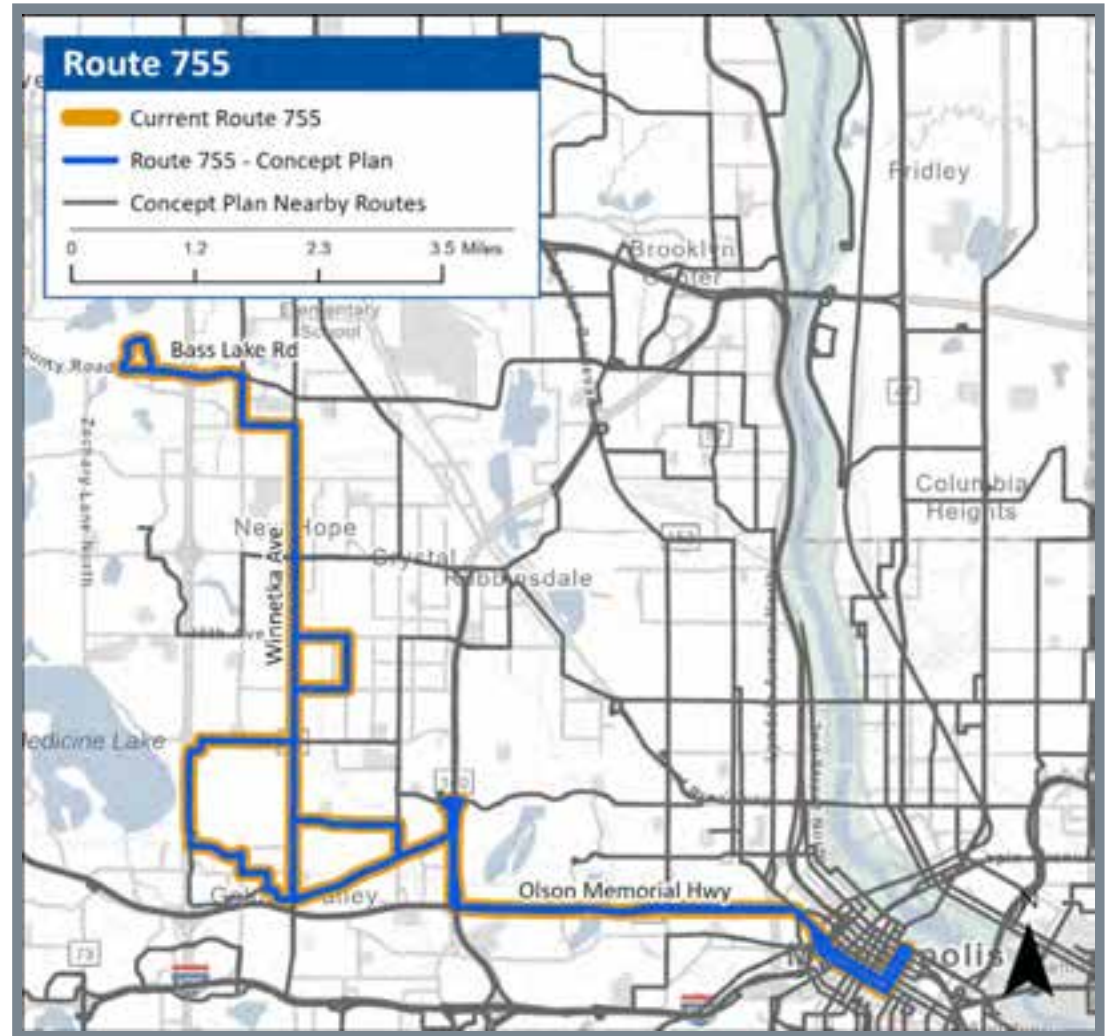
Route Information

Service Changes

- No changes are proposed to Route 755 in Network Now.

Areas the Route Serves

- Route 755 serves New Hope, Golden Valley and downtown Minneapolis via Winnetka Ave.
- Service runs during AM and PM rush hours.
- Customers can connect to Blue, Green, Orange, C, D, and E, Lines in downtown Minneapolis.



Route 756

Network**NOW**

Route Information

Service Changes

- Route 756 will be discontinued. Alternative service will be provided on Route 755.

Areas the Route Served

- Route served New Hope, Golden Valley, and downtown Minneapolis via Boone Ave.



Route 757

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	30	30	30	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Route 757 is a new limited-stop route that will serve downtown Minneapolis, north Minneapolis, Golden Valley, and Plymouth via Hwy. 55 to test market for Hwy. Bus Rapid Transit.
- On weekdays, service will run every 30 minutes during AM rush hour, midday, and PM rush hour.

Areas the Route Will Serve

- Destinations include Harrison Education Center and downtown Minneapolis.
- Customers can connect to Blue, Green, Orange, C, D, and E Lines in downtown Minneapolis.



Route 758

Network**NOW**

Route Information

Service Changes

- Route 758 will be discontinued. Alternative service will be provided on Routes 30 and 716.

Areas the Route Served

- Route served Crystal and downtown Minneapolis via Douglas Dr.



Route 760

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	30	-	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Service will be improved from two trips in each direction to every 30 minutes during rush hours.
- Service on Candlewood Dr., Setzler Pkwy., Nedderson Pkwy., and Douglas Dr. will be discontinued.
- Alternate service on 63rd Ave., Zane Ave., 85th Ave. and W. Broadway will be available on routes 722, 723 and 724.

Areas the Route Serves

- Route 760 currently serves Brooklyn Park, Brooklyn Center, and downtown Minneapolis via I-94, Marquette Ave., and 2nd Ave. S.
- Route 760 will exclusively operate non-stop express service between the 65th Ave. and Brooklyn Blvd. Park & Ride in Brooklyn Center and downtown Minneapolis.



Route Information

Service Changes

- Route 761 will be discontinued.
- Alternate service on Brookdale Dr. and Noble Ave. will be available on Routes 722 and 723, with connections to C and D Line at Brooklyn Center Transit Center.
- Replacement service on Woodbine Ln., France Ave. and 69th Ave. will be provided by new Route 701 with a transfer at the 65th Ave. and Brooklyn Blvd. Park & Ride with Route 760 to downtown Minneapolis.
- Alternate service on 51st Ave., Penn Ave., and 49th Ave. will be available on Route 22.

Areas the Route Served

- The route currently serves Brooklyn Park, Brooklyn Center, and downtown Minneapolis via I-94.



Route Information

Service Changes

- Route 762 will be discontinued. Alternate service is available on Route 22.

Areas the Route Served

- Route 762 served Brooklyn Center and downtown Minneapolis via I-94.



Route Information

Service Changes

- Route 763 will be discontinued.
- Replacement service on Lad Pkwy., Xerxes Ave., and 74th Ave. will be available on new Route 701 with a transfer at 65th Ave. and Brooklyn Blvd. Park & Ride with Route 760 and at Hwy. 610 and Noble Pkwy. Park & Ride with Route 768 to downtown Minneapolis.
- Alternate service on 66th Ave. and 65th Ave. will be available on Route 702 with a transfer at Hwy 252 and 66th Ave. Park & Ride with Route 768 and at 65th Ave. and Brooklyn Blvd. Park & Ride with Route 760 to downtown Minneapolis.
- Alternate service on Humboldt Ave. and Brookdale Dr. will be available on Route 722 with connections to C and D Line at Brooklyn Center Transit Center.
- Alternate service on parts of Dupont Ave. N will be available on Routes 22 and 722.

Areas the Route Served

- The route currently serves Brooklyn Park, Brooklyn Center, and downtown Minneapolis via I-94.



Route 764

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	1 trip	-	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in trips) are for the main portion of the route and are intended as guidelines.

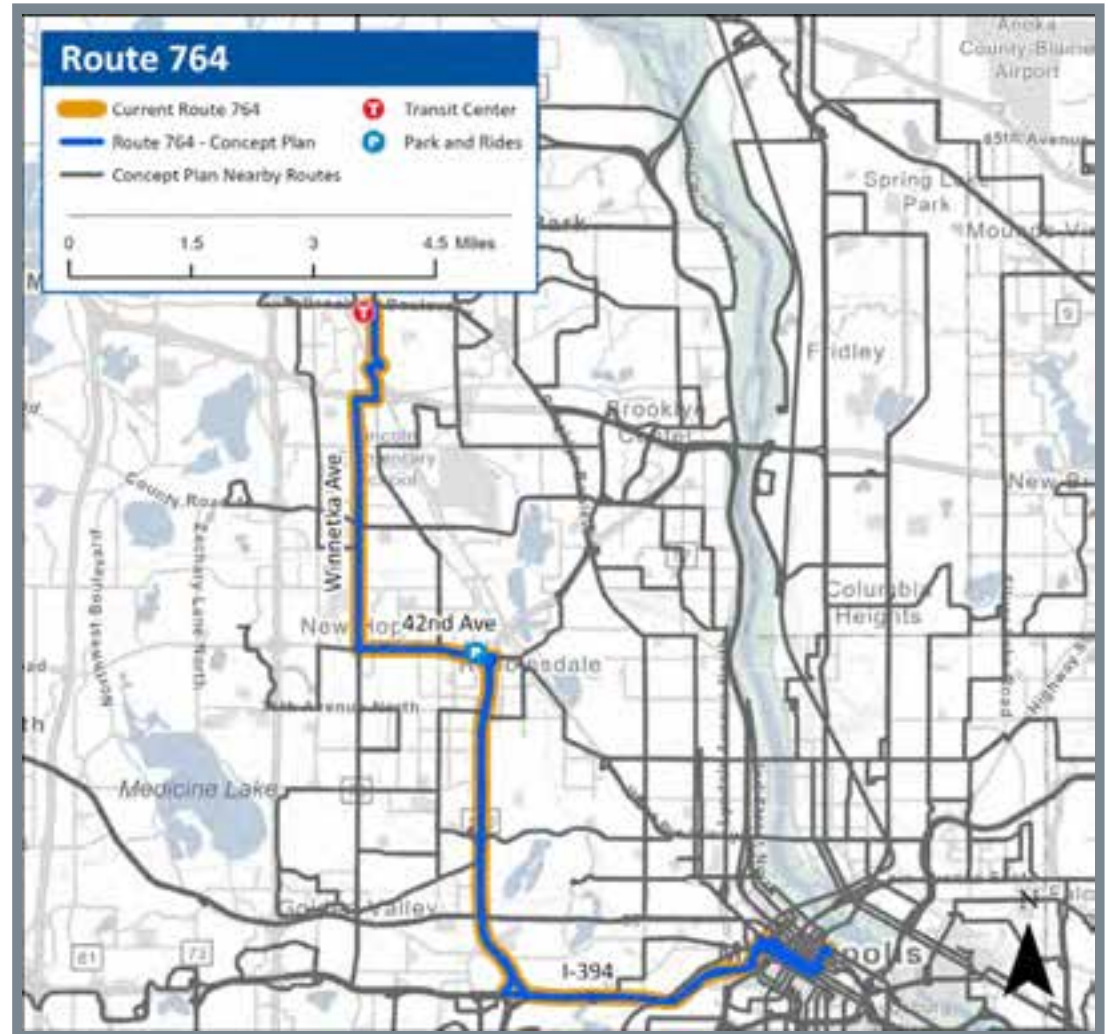
Route Information

Service Changes

- No changes are planned for Route 764 in Network Now.
- Route 764 will run during the AM and PM rush hours.

Areas the Route Serves

- Route 764 serves Brooklyn Park, New Hope, Crystal, and downtown Minneapolis via Winnetka Ave. and 42nd Ave.



Route Information

Service Changes

- Route 765 will be discontinued.
- Alternate service to Target Northern Campus will be available on routes 722, 724 and new Route 703 (with a transfer from express Route 768 at Hwy 610 and Noble Pkwy. Park & Ride).

Areas the Route Served

- Route served reverse-commute trips from downtown Minneapolis to Brooklyn Park via I-94.



Route Information

Service Changes

- Route 766 will be discontinued.
- Replacement service on W River Rd. south of 97th Ave. will be available on new Route 702 with connections to Routes 760 at 65th Ave. and Brooklyn Blvd. Park & Ride and to Route 768 at Hwy. 610 and Noble Pkwy. Park & Ride, Church of the Nazarene Park & Ride, and Hwy. 252 and 66th Ave. Park & Ride to downtown Minneapolis.
- Replacement service on Cartway Dr., Hayden Lake Rd. and Business Park Blvd. will be available on new Route 703 with a connection to Route 768 at Hwy. 610 and Noble Pkwy. Park & Ride to downtown Minneapolis.

Areas the Route Served

- The route currently serves Champlin, Brooklyn Park, Brooklyn Center, and downtown Minneapolis via I-94.



Route Information

Service Changes

- Route 767 will be discontinued.
- Alternate service on W Broadway Ave. and part of 63rd Ave. is available on Route 716 with a connection to Route 764 at Fail Lilac Way Lutheran Church Park & Ride to downtown Minneapolis.
- Alternate service on Boone Ave. and part of Bass Lake Rd. is available on Route 721 with connections to C and D Lines at Brooklyn Center Transit Center.
- Alternate service on part of 63rd Ave. is available on Route 724 with connections to C and D Lines at Brooklyn Center Transit Center.

Areas the Route Served

- Route 767 served Maple Grove, Brooklyn Park, New Hope, Crystal, Brooklyn Center, and downtown Minneapolis via I-94.



Route 768

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	15 - 30	75	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Route 768 will be part of the new Key Express Network.
- Service will be improved from every 30 minutes to every 15 minutes during rush hours.
- Service will be improved from 3 trips to every 75 minutes in both directions midday.

Areas the Route Serves

- Route 768 serves Brooklyn Park, Brooklyn Center, and downtown Minneapolis via Hwy 610, I-94, Marquette Ave., and 2nd Ave. S.
- Customers can park and ride from Hwy. 610 and Noble Pkwy. Park & Ride, Church of the Nazarene Park & Ride, and Hwy. 252 and 66th Ave. Park & Ride.



Route 801

Network**NOW**



Route Information

Service Changes

- Route 801 will be discontinued.
- Route will be replaced by new Route 817.

Areas the Route Served

- The route currently serves Brooklyn Center, Fridley, Columbia Heights, St. Anthony, and Roseville via Bass Lake Rd., University Ave., 44th Ave., Central Ave., 37th Ave, Cleveland Ave., and Co. Rd. B2.



Route 804

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	60	60	60	-
Saturday	60	60	60	-
Sunday	60	60	60	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

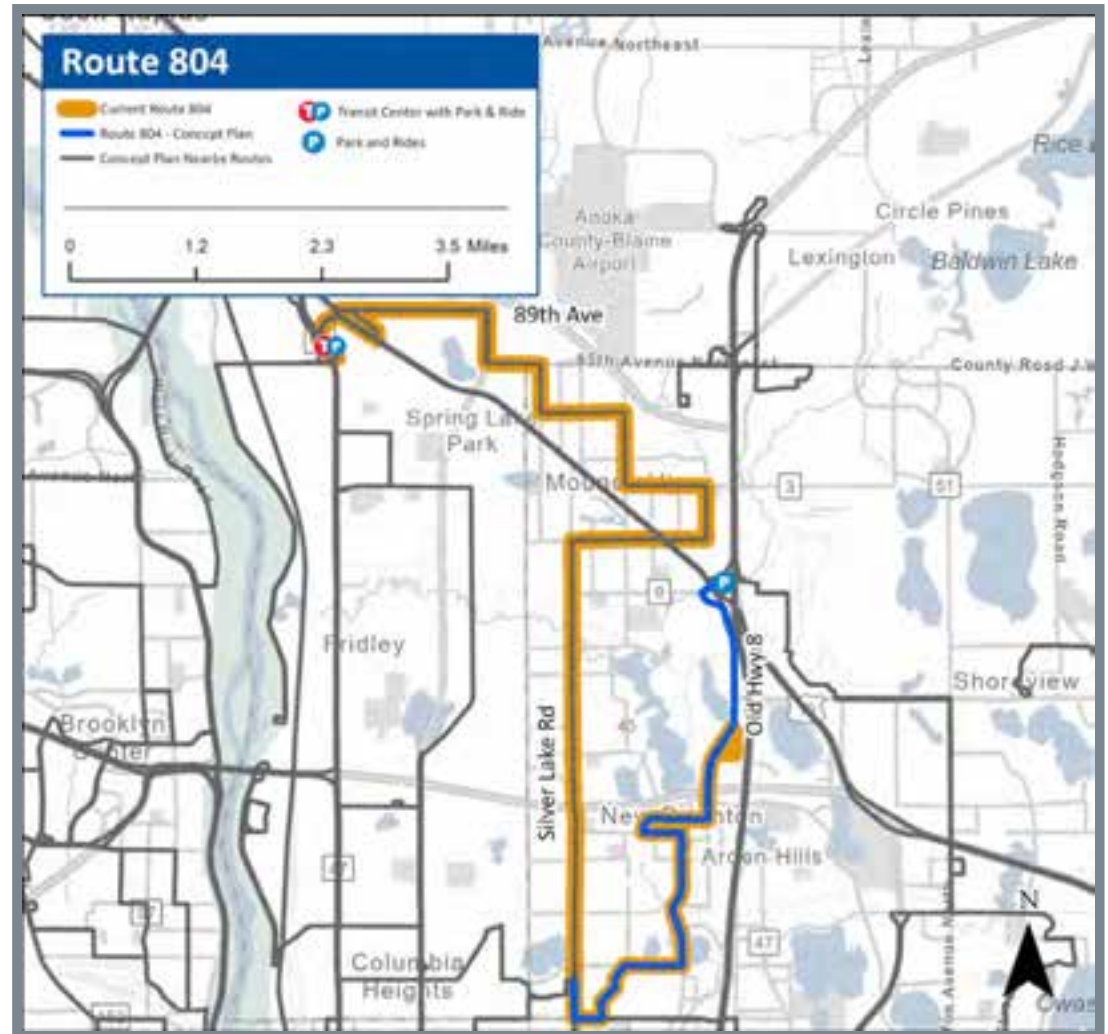
Route Information

Service Changes

- Route 804 will travel only between Silver Lake Village and County Rd. H Park & Ride via New Brighton. Service between Silver Lake Village and Northtown Transit Center will be discontinued, with alternative service available on Route 25.
- Saturdays: Frequency will improve from every 120 minutes to every 60 minutes and will begin earlier in the morning.
- Sundays: Service will be added and will run every 60 minutes.

Areas the Route Serves

- Route 804 will serve St. Anthony and New Brighton via Old Hwy. 8. Destinations include Silver Lake Village and New Brighton City Hall.



Route 805

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	60	60	60	-
Saturday	60	60	60	-
Sunday	60	60	60	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

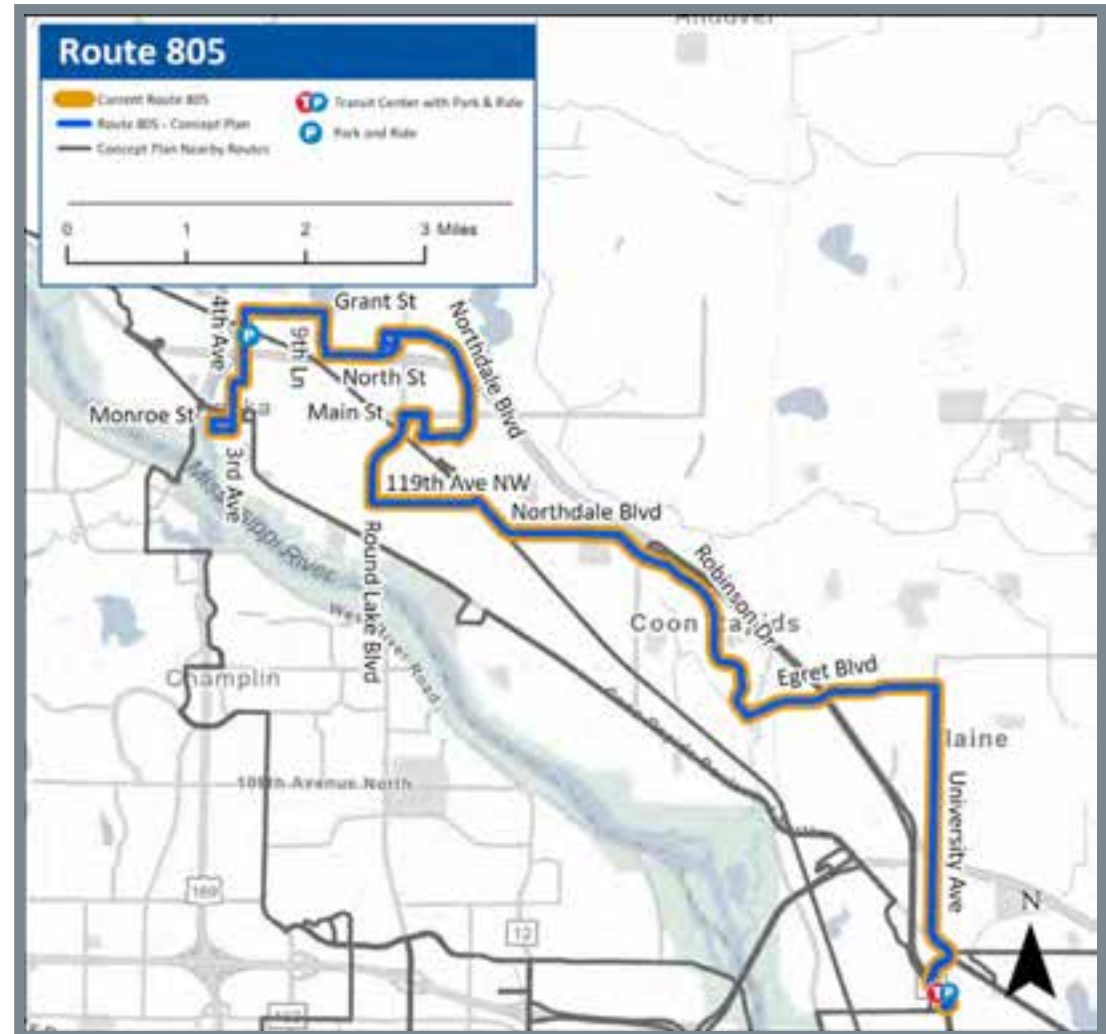
Route Information

Service Changes

- Sundays: Service will be added every 60 minutes in the morning, midday, and evening.

Areas the Route Serves

- Route 805 serves Anoka, Coon Rapids, and Blaine via 4th Ave., Northdale Blvd., Egret Blvd., and University Ave.
- Destinations include Anoka County Government Center, Riverdale Crossing, Riverdale Village, Riverdale Commons, Coon Rapids High School, Coon Rapids City Center, and Northtown Mall.
- Customers connect to other routes or Northstar Commuter Rail at Anoka Station and Northtown Transit Center.



Route 817

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	60	60	60	-
Saturday	60	60	60	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Route 817 is a new local route that will combine most of existing routes 717 and 801, serving Plymouth, New Hope, Robbinsdale, Brooklyn Center, Fridley, Columbia Heights, St. Anthony, and Roseville via 42nd Ave., 44th Ave., 37th Ave, Cleveland Ave., and Co. Rd. B2.
- Weekdays and Saturdays: Trips will operate every 60 minutes morning through evening.
- Trips will run new service on Boone Ave., 36th Ave. N, and Lancaster Ln.
- Trips will run new service on E River Rd., 53rd Way NE and 51st Way NE every two hours, alternating with trips serving University Ave.
- **Areas the Route Will Serve**
- Destinations will include Winnetka Shopping Center, Shingle Creek Crossing, Silver Lake Village, and Rosedale Center.
- Customers can connect to other routes at Robbinsdale Transit Center, and Columbia Heights Transit Center as well as C and D Lines at Brooklyn Center Transit Center and A Line at Rosedale Transit Center.



Route 824

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	1 trip	-	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in trips) are for the main portion of the route and are intended as guidelines.

Route Information

Service Changes

- No service changes are proposed for Route 824 in Network Now.

Areas the Route Serves

- Route 824 serves Blaine, Spring Lake Park, Fridley, Columbia Heights, and Minneapolis (Northeast, downtown) via University Ave., 81st Ave. NE, Monroe St., Osborne Rd., Marquette Ave., and 2nd Ave S.
- Customers connect to other routes at Northtown Transit Center. Customers can park and ride from Church of St. William Park & Ride.



Route Information

Service Changes

- Route 825 will be discontinued. Alternative service will be available on Route 25.

Areas the Route Served

- Route 825 served Blaine, Mounds View, New Brighton, and Northeast Minneapolis.



Route 831

Network**NOW**

Route Information

Service Changes

- Route 831 will be discontinued. Alternative service may become available with future Metro micro.

Areas the Route Served

- Route served Blaine via 89th Ave. NE, Polk St., and University Ave.



Route 850

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	15 - 30	90	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Route 850 will be part of the new Key Express Network.
- Service will be improved from every 15-30 minutes to every 15 minutes during rush hours.
- Service will be added every 90 minutes between downtown and Foley Park & Ride in both directions midday.
- Service north of Foley Park & Ride on Routes 850A and 850N will be discontinued.
- Alternate service on the Route 850A via Coon Rapids Blvd., 5th Ave., and Main St. will be available on Route 852.
- Alternate service on Route 850N via Northdale Blvd. will be available on Route 805.

Areas the Route Serves

- Route 850 currently serves Anoka, Coon Rapids, and downtown Minneapolis via Hwy. 610, I-94, Marquette Ave., and 2nd Ave. S.
- Route 850 will exclusively operate non-stop express service between Foley Park & Ride in Coon Rapids and downtown Minneapolis.



Route 852

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	60	90	90	-
Saturday	90	90	-	-
Sunday	-	-	-	-

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Limited service via Thurston Ave. and Lund Blvd. will be discontinued.

Areas the Route Serves

- Route 852 serves Anoka, Coon Rapids, Blaine, Fridley, and downtown Minneapolis via Coon Rapids Blvd., Springbrook Dr., E River Rd., and I-94.
- Destinations include Anoka Technical College, Anoka County Government Center, Mercy Hospital, Anoka-Ramsey Community College, and Northtown Mall.
- Customers connect to other routes at Northtown Transit Center, including Route 860 for express service to downtown Saint Paul. Customers can park and ride from Foley Park & Ride, Northtown Transit Center, or Fridley Station.



Route Information

Service Changes

- Route 854 will be discontinued.
- Alternate service on part of University Ave. north of Northtown Transit Center is available on Route 805. Alternate service on part of University Ave. south of Northtown Transit Center is available on Route 10 and 824 with service to downtown Minneapolis.
- Alternate service may become available with future Metro micro.

Areas the Route Served

- Route served Coon Rapids, Blaine, Spring Lake Park, Fridley, and downtown Minneapolis via University Ave. and I-94.



Route 860

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	2 trips	-	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in trips) are for the main portion of the route and are intended as guidelines.

Route Information

Service Changes

- Two trips in each direction will be added during the morning and afternoon rush hours.

Areas the Route Serves

- Route 860 serves Coon Rapids, Blaine, Mounds View, and downtown Saint Paul via Hwy. 47, Co. Rd. 10, I-694, I-35E, 5th St., and 6th St.
- Customers may park and ride from Coon Rapids-Riverdale Station, Northtown Transit Center, and Co. Rd. H Park & Ride.



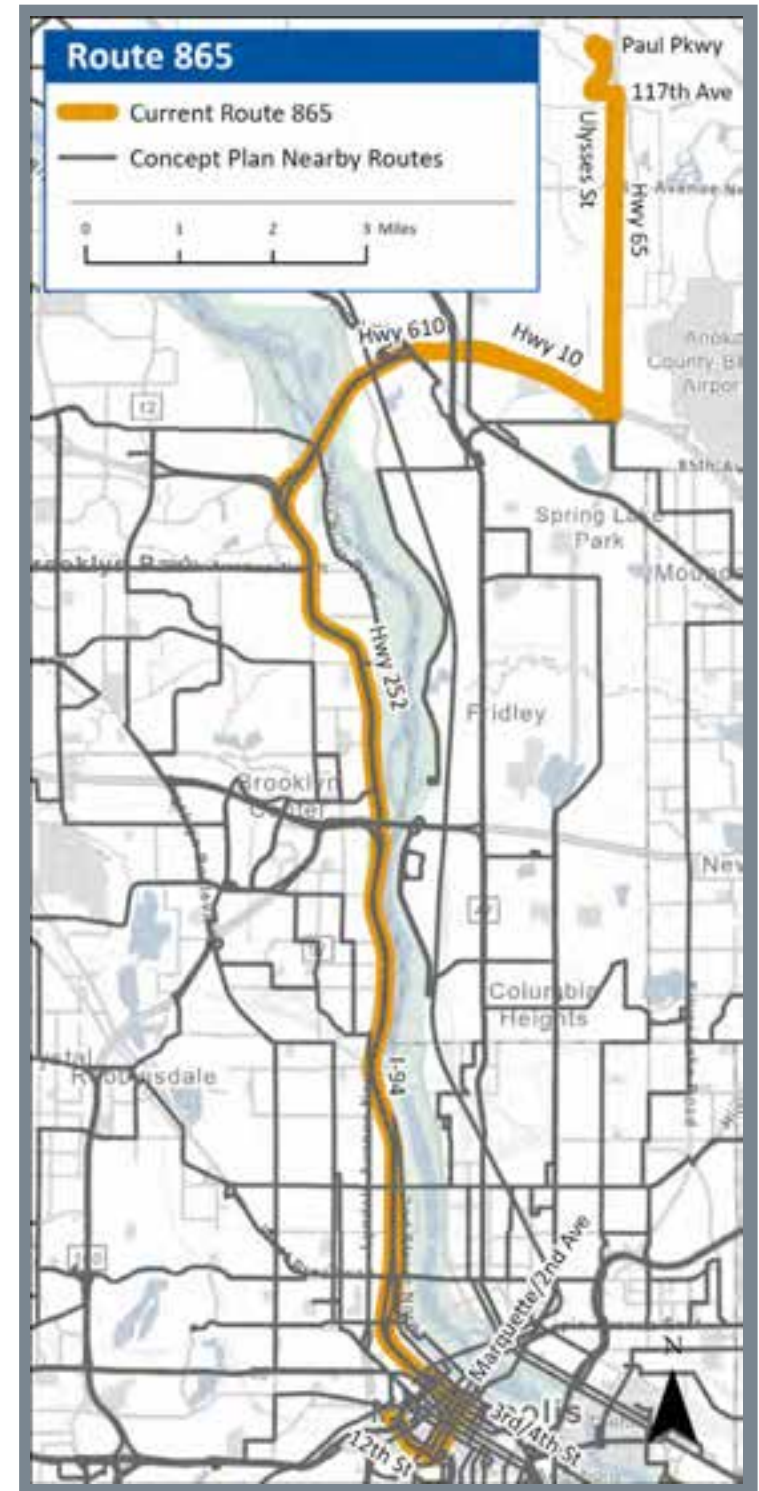
Route Information

Service Changes

- Route 865 will be discontinued.
- Alternate park-and-rides with express service to downtown include Foley Park & Ride on Route 850 and 95th Ave. Park & Ride on Route 250.
- Alternate service may become available with future Metro micro.

Areas the Route Served

- Route 865 served Blaine and downtown Minneapolis via Hwy. 65, Hwy. 610, and I-94.



Northstar Commuter Rail

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	3	-	-	-
Saturday	-	-	-	-
Sunday	-	-	-	-

Note: frequencies (shown in trips) are for the main portion of the route and are intended as guidelines. 1 reverse trip per rush hour is provided.

Route Information

Service Changes

- No changes are proposed for Northstar in Network Now.

Areas the Route Serves

- Commuter rail serves Big Lake, Elk River, Ramsey, Anoka, Coon Rapids, Fridley, and downtown Minneapolis.
- Customers connect with other routes or METRO lines at Anoka Station, Coon Rapids-Riverdale Station, Fridley Station, and Target Field Station (Green and Blue Lines).



METRO Blue Line

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	10	10	10 - 15	15 - 30
Saturday	10	10	10 - 15	15 - 30
Sunday	10	10	10 - 15	15 - 30

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Frequency increased from every 15 minutes to every 10 minutes in the morning, midday, late afternoon and evening on all days of the week.

Areas the Line Serves

- Blue Line operates from Mall of America Transit Station in Bloomington to Target Field Station in downtown Minneapolis, operating on a dedicated right of way, partially along 34th Ave., Hiawatha Ave., and 5th St.
- Major destinations along the route include MSP International Airport, Fort Snelling, VA Medical Center, Minnehaha Park, and downtown Minneapolis.
- Customers can make connections to Red and D Lines at Mall of America Transit Center, A Line at 46th St. Station, B Line at Lake St./Midtown Station, Green Line on 5th St. in downtown Minneapolis, E Line at Warehouse District/Hennepin Ave. Station, and Orange Line on Marquette Ave. / 2nd Ave.



METRO Green Line

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	10	10	10 - 15	15 - 30
Saturday	10	10	10 - 15	15 - 30
Sunday	10	10	10 - 15	15 - 30

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Frequency will be improved from every 15 minutes to every 10 minutes in the morning rush hours, midday, afternoon rush hours and evening.
- Green Line will be extended west of Target Field Station to serve St. Louis Park, Hopkins, Minnetonka and Eden Prairie along a dedicated alignment.

Areas the Line Serves

- Green Line light rail will operate from SouthWest Station in Eden Prairie to Union Depot Transit Center in downtown Saint Paul, traveling through Minnetonka, Hopkins, and St. Louis Park, then along 5th St. in downtown Minneapolis, Washington Ave. through the University of Minnesota, University Ave. through Midway of Saint Paul, and along Cedar St. and 4th St. in downtown Saint Paul.
- Customers can make connections in downtown Saint Paul with G Line at University Ave. & Rice St. Station, B Line at 6th St. & Minnesota St. Station as well as Lake St and Gold Line at 5th St. & Cedar St. Station. Customers can also make connections with A Line at Snelling Ave. & University Ave. in Saint Paul, Blue Line along 5th St., Orange Line at Marquette Ave. & 5th St. Station, C Line and D Line at Hennepin Ave. & 7th/8th St. Station and E Line at Hennepin Ave. & 5th St. Station in downtown Minneapolis and other routes at SouthWest Station in Eden Prairie.



METRO Red Line

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	30	30	30	30
Saturday	30	30	30	30
Sunday	30	30	30	30

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- No changes are proposed for the Red Line in Network Now.

Areas the Line Serves

- Red Line operates between Apple Valley Transit Station and Mall of America in Bloomington, traveling along Highway 77 making stops at 147th Street Station, 140th Street Station, and Cedar Grove Transit Station.
- Major destinations along the route include Cub Foods and Super Target in Apple Valley along with Twin Cities Premium Outlets in Eagan.
- Customers can make connections to Blue and D Lines at Mall of America Transit Center.



METRO Orange Line

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	10	15	15	30
Saturday	15	15	15	30
Sunday	15	15	15	30

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Weekdays: Frequency increased from every 15 minutes to every 10 minutes during the morning and afternoon rush hours.
- Weekends: Frequency increased from every 30 minutes to every 15 minutes. Service will start one hour earlier in the morning and three hours later in the evening.

Areas the Line Serves

- Orange Line operates between Burnsville Heart of the City Transit Station and downtown Minneapolis on Marquette Ave. and 2nd Ave., operating along I-35W, with major destinations including Best Buy and Southtown Mall.
- Customers can make connections with B Line at I-35W and Lake St. Station, C and D Lines at 7th St./8th St. and Blue and Green Lines along 5th St. in downtown Minneapolis.



METRO Gold Line

Network**NOW**

Route Information

Service Changes

- Gold Line is a new BRT (bus rapid transit) route between Saint Paul, Maplewood, Oakdale and Woodbury.
- Operates every 10 minutes on weekdays during the morning rush hours, midday, afternoon rush hours and every 30 minutes in the evening and at night.
- Operates every 15 minutes on weekends during the morning, midday and late afternoon and every 30 minutes in the evening and at night.
- Replaces existing Route 294 between Maplewood and downtown Saint Paul.
- Replaces Route 350 between Sun Ray Transit Center and downtown Saint Paul.
- Replaces existing Route 351 between Woodbury and downtown Saint Paul.
- More information can be found at: metrotransit.org/gold-line-project.

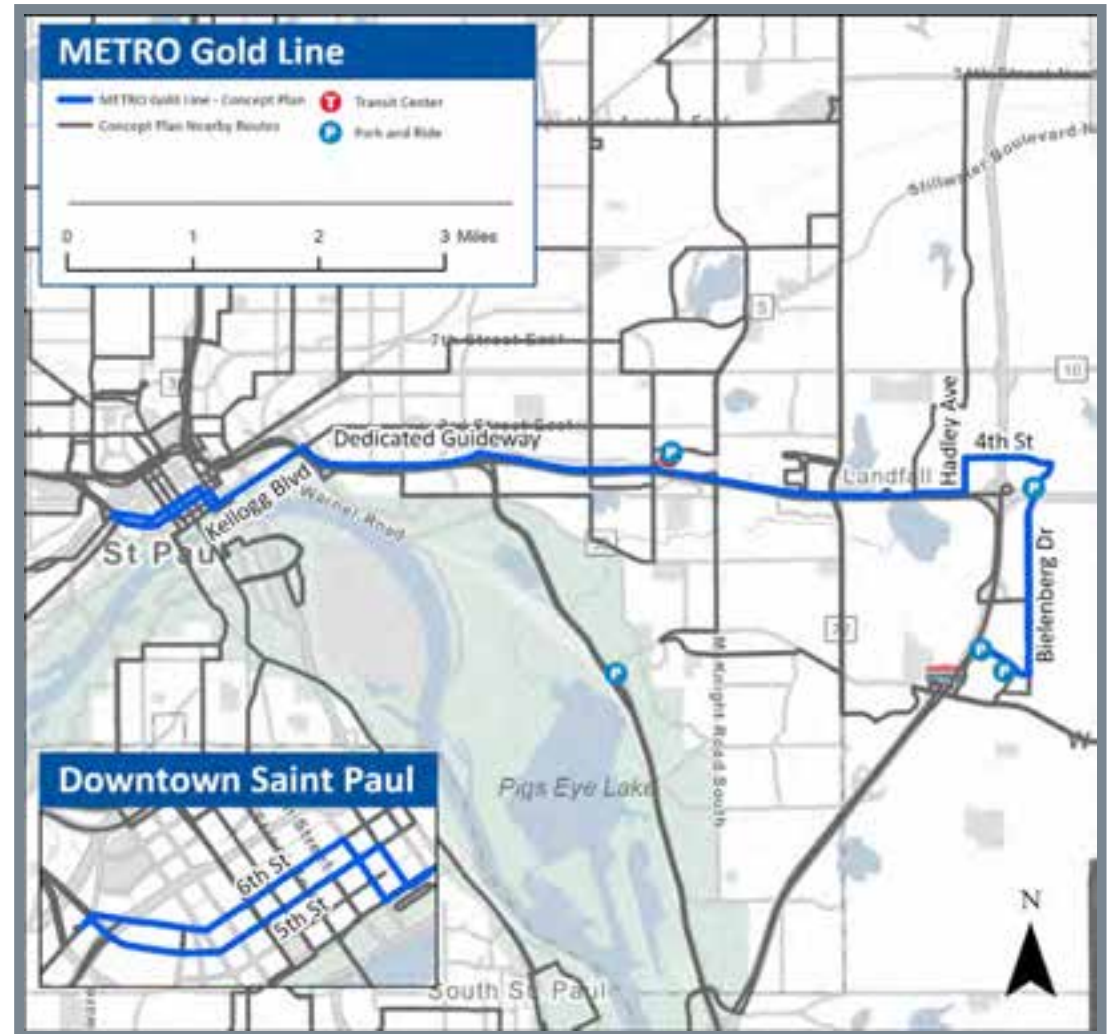
Areas the Route Serves

- Gold Line operates from Woodbury to downtown Saint Paul.
- Customers can make connections in downtown Saint Paul with G Line at Robert & 5th/6th St. Station, Green Line at Central Station and B Line along 6th St. Customers can also make connections with other routes at Sun Ray Transit Center in Saint Paul and Woodlane Station in Woodbury.

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	10	10	30	30
Saturday	15	15	30	30
Sunday	15	15	30	30

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.



Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	10	10	10 - 15	15 - 30
Saturday	10 - 15	10 - 15	15	15 - 30
Sunday	10 - 15	10 - 15	15	15 - 30

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Weekends: Service will be improved from every 15 minutes to every 10 minutes in the midday.
- Weekdays: Frequency will be improved from every 15 minutes to every 10 minutes in the morning rush hours, midday and evenings.

Areas the Line Serves

- A Line operates from Rosedale Transit Center in Roseville, to 46th St. Station in Minneapolis, operating along Snelling Ave. and Ford Pkwy. in Saint Paul and 46th St. in Minneapolis.
- Customers can make connections with other routes at Rosedale Transit Center in Roseville, Green Line at Snelling Ave. Station in Saint Paul, B Line at Snelling Ave. & Dayton St. Station in Saint Paul, Blue Line and other routes at 46th St. Station in Minneapolis.



METRO B Line

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	10	10	10 - 15	15 - 30
Saturday	10 - 15	10 - 12	12 - 15	15 - 30
Sunday	10 - 15	10 - 12	12 - 15	15 - 30

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Weekdays: Service will run every 10 minutes in the midday and rush hours, 10 – 15 minutes in the evening, and 15 – 30 minutes at night.
- Weekends: Service will run every 10 – 15 minutes during the day and 15 – 30 minutes at night.

Areas the Line Will Serve

- B Line will largely replace the Route 21 with service from Lake & France in Minneapolis to Union Depot in Saint Paul, traveling along Lake St., Marshall Ave., Selby Ave., and 5th / 6th Streets in downtown Saint Paul.
- Customers can make connections in downtown Saint Paul with G Line at Robert & 5th/6th St. Station, Green Line at Central Station and Gold Line along 5th St. Customers can also make connections with A Line at Snelling Ave. & Dayton St. Station in Saint Paul, Blue Line at Lake St./Midtown Station, D Line at Chicago Ave. & Lake St. Station, Orange Line and other routes at I-35W & Lake St. Station, E Line and other routes at Uptown Transit Station, and Green Line at West Lake St. Station in Minneapolis.



Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	10	10	10 - 15	15 - 30
Saturday	10 - 20	10 - 15	15	15 - 30
Sunday	12 - 20	10 - 15	15	15 - 30

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Weekdays: Frequency will improve from every 12 minutes to every 10 minutes in the morning rush hour, midday and evenings.

Areas the Line Serves

- C Line serves Brooklyn Center and Minneapolis (North, downtown) via Brooklyn Blvd., Penn Ave., Hwy. 55/Olson Memorial Hwy, 7th St., and 8th St.
- Destinations include Shingle Creek Crossing, Camden High School, and Northpoint Health and Wellness Center.
- Customers connect to other routes and D Line at Brooklyn Center Transit Center, D Line at Ramp A/7th St. Transit Center, E Line on Hennepin Ave., and Orange Line on Marquette Ave. / 2nd Ave.



Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	10	10	10 - 15	15 - 30
Saturday	12 - 15	10 - 12	12 - 15	15 - 30
Sunday	12 - 15	10 - 12	12 - 15	15 - 30

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Weekdays: Frequency will improve from every 12 minutes to every 10 minutes in the morning rush hours, midday and evening.

Areas the Line Serves

- D Line serves Brooklyn Center, Minneapolis (North, downtown, South), Richfield, and Bloomington via Brooklyn Blvd., Fremont Ave. N, Emerson Ave. N, 7th St., 8th St., Chicago Ave., Portland Ave., and American Blvd.
- Destinations include Shingle Creek Crossing, Camden High School, Children's Hospital and Clinic, Abbott Northwestern Hospital, Midtown Global Market, and Mall of America.
- Customers connect to other routes and C Line at Brooklyn Center Transit Center, C Line at Ramp A/7th St. Transit Center, Blue Line and Red Line at Mall of America Transit Center, E Line on Hennepin Ave., Green Line at Royalston Station, and Orange Line on Marquette Ave. / 2nd Ave.



METRO E Line

Network**NOW**

Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	10	10	10 - 15	15 - 30
Saturday	12 - 20	12 - 15	15	20 - 30
Sunday	12 - 30	12 - 15	15	20 - 30

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

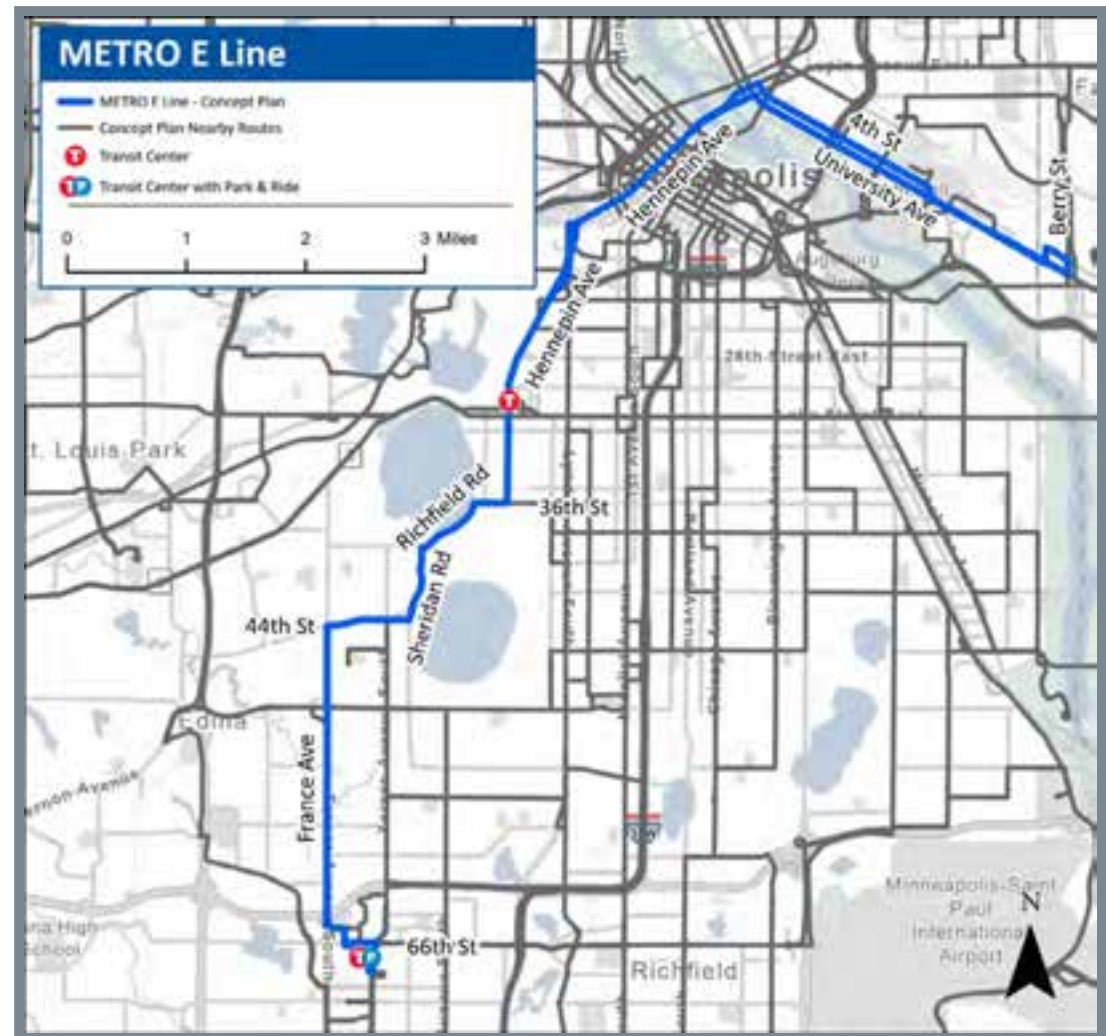
Route Information

Service Changes

- All Days: Service will operate at least every 12 minutes in the morning, every 15 minutes in the evening and every 20 minutes at night on all days of the week.
- Weekdays: Service will operate every 10 minutes during midday and afternoon rush hours.
- Weekends: Service will operate every 12 minutes during midday and late afternoon.

Areas the Line Will Serve

- E Line replaces Route 6 on France Ave., Hennepin Ave., and University Ave./4th St. SE between Southdale Transit Center in Edina and the University of Minnesota in Minneapolis.
- Customers can connect with B Line at Lake St near Uptown Transit Station, C and D Lines at Hennepin Ave and 7th St./8th St. Stations, Blue and Green Lines on 5th St. and Orange Line on Marquette Ave., both in downtown Minneapolis.



Planned Schedule

	Rush Hour	Midday	Evening	Night
Weekday	15	15	15 - 30	30
Saturday	15 - 30	15	20 - 30	30
Sunday	15 - 30	15	20 - 30	30

Note: frequencies (shown in minutes) are for the main portion of the route and intended as guidelines.

Route Information

Service Changes

- Weekdays: Service will operate every 15 minutes in the morning rush hours, midday and afternoon rush hours and every 15-30 minutes in the evening.
- Weekends: Service will operate every 15-30 minutes in the morning rush hours, every 15 minutes in the midday and afternoon rush hours and every 20-30 minutes in the evening and night.

Areas the Line will Serve

- G Line Phase 1 will replace Route 62 on Rice St. north of downtown Saint Paul with all trips traveling on 11th and 12th streets, Robert St., and Kellogg Blvd. ending at Union Depot Transit Center.
- Customers can make connections in downtown Saint Paul with Green Line at Capitol/Rice St. Station, B Line at 6th St. & Jackson St. Station and Gold Line at 5th St & Robert St Station. Customers can also make connections with other routes at Little Canada Transit Station in Little Canada.
- G Line will be extended on Robert St., south of downtown Saint Paul in 2028 or 2029.

