

Table 2 - SIP Project Description Summary

| Route Number | Route Type | Improvement Description | Implementation Phase | Coverage | Frequency | Span | Reverse Commute | Wkdy | Sat | Sun | Overall Score |
|--------------|------------------|--|----------------------|----------|-----------|------|-----------------|------|-----|-----|---------------|
| 2 | Urban Core | Meet HFN criteria between Franklin Av and Wash/Oak, Marcy Holmes. Improve frequency between Franklin/Hennepin and Oak/Wash to 10" between 5:30AM-7PM, 9AM-6:30PM on SAT, 10AM-5PM on SUN. | 2018-2020 | | X | | | X | X | X | High |
| 3 | Urban Core | Add trips to serve early morning and late night lineups in both downtown Mpls and St. Paul, all days of week. (One wkdy EB trip is extended to start in Mpls; counted as an added trip) | 2015-2017 | | | X | | X | X | X | High |
| 3 | Urban Core | Extend most shortline "C" branch trips to St. Paul - alternate between Maryland & Front to provide at least 20" service to each. | 2018-2020 | | X | | | X | | | High |
| 3 | Urban Core | Improve Sunday frequency between 9 AM and 9:30 PM to 15" trunk (to Snelling) and 30 minute branches, like Saturday. | 2015-2017 | | X | | | | | X | Medium |
| 4 | Urban Core | Split route into separate north-end North end becomes Route 15. and south end (would retain Route 4 number) routes. Currently, weekday service during late midday and p.m. peak is split. This practice should be applied to the route at all times and all service days. | 2015-2017 | | | | | X | X | X | High |
| 6 | Urban Core | Extend all trips ending downtown to 27th/University, which will improve freq from 20" to 10" on University (wkdy), and 30" to 15" (Sat + Sun). | 2021-2030 | | X | | | X | X | X | High |
| 6 | Urban Core | With the introduction of SW LRT, Route 12 will be replaced by Route 612 operating between Hopkins and SW West Lake Station. The 612 will not operate to UPTS or DT Minneapolis. As a result, Route 6 peak frequency service on Hennepin Ave between Uptown and downtown will be increased to accommodate passengers that had been using Route 12 on Hennepin Ave between Uptown and downtown. | 2018-2020 | | X | | | X | | | High |
| 6 | Urban Core | Operate 10" freq between DT Minneapolis and Minnesota Drive/France Wkdy 7-10p, Sat 8a-9p, and Sun 9a-7p. | 2021-2030 | | X | | | X | X | X | Medium |
| 6 | Urban Core | Add daily owl trips to routes in high frequency network subsystem routes 6, 10, 18, 21, 54, 64, 84, 515, to facilitate easy connections to reach the large 4 am, 5 am, 6 am daily work starts at MSP International Airport assuming link from St. Paul is Rt 54, from Minneapolis or Mall of America is via the Blue Line. | 2015-2017 | | | X | | X | X | X | Medium |
| 7 | Urban Core | Improve midday freq from 30" to 20" to match market area guidelines. | 2015-2017 | | X | | | X | | | High |
| 7 | Urban Core | Improve frequency to every 20 minutes on Saturdays 9-7. | 2015-2017 | | X | | | | X | | High |
| 7 | Urban Core | Add a shortline between 27th/Franklin and 1st/8th to provide 15 minute frequency during peaks. | 2015-2017 | | X | | | X | | | High |
| 7 | Urban Core | Improve Sunday afternoon frequency to every 20". Would coordinate well with the Rt 23 improvement found in Item 74. Planned new, more dense mixed use developments along the Minnehaha Av corridor called for in the Minnehaha-Hiawatha Small Area Plan would support this upgrade. | 2018-2020 | | X | | | | | X | Medium |
| 10 | Urban Core | Improve frequency from 15" to 10" from:- 9:00 a.m. to 10:30 a.m.- 4:30 p.m. to 6:00 p.m. | 2015-2017 | | X | | | | X | | High |
| 10 | Urban Core | Add daily owl trips to routes in high frequency network subsystem routes 6, 10, 18, 21, 54, 64, 84, 515, to facilitate easy connections to reach the large 4 am, 5 am, 6 am daily work starts at MSP International Airport assuming link from St. Paul is Rt 54, from Minneapolis or Mall of America is via the Blue Line. | 2015-2017 | | | X | | X | X | X | High |
| 10 | Urban Core | Extend all trips between approximately 6:00 a.m. and 11:00 p.m. to Northtown. Currently, trips alternate between shortline H trips and longline U and N trips. Trips will alternate between the U and N branches. | 2015-2017 | | | X | | | | X | Medium |
| 11 | Urban Core | Improve midday and Sat frequency from 30" to 15" between I-35W/46th St and 2nd St/Lowry to meet market area guidelines. | 2015-2017 | | X | | | X | X | | High |
| 12 | Urban Core | Restore wkdy off peak service between Uptown Transit Station and downtown until SW LRT is implemented. | 2015-2017 | X | | | | X | | | High |
| 12 | Urban Core | add 1:00a line-up trip downtown | 2015-2017 | | | X | | X | | | Medium |
| 13 | Urban Supporting | New urban crosstown on University Avenue from Columbia Heights Transit Station to Stadium Village Station. 30 minute weekday service from 6am-8am. | 2018-2020 | X | | | | X | | | Medium |
| 14 | Urban Core | Increase service to every 15-minutes from 8:30 a.m. to 6:30 p.m. on trunk portion of route (Bloomington/38th St - W Broadway/Emerson). Trips would be long-lines from 66th/Richfield to Robbinsdale Transit Center via the R branch. | 2018-2020 | | X | | | | X | X | High |
| 14 | Urban Core | Increase service to provide 15-minute frequency on trunk portion of route (Bloomington/38th St - W Broadway/Emerson), roughly between 10 a.m. and 2 p.m. Trips would be long-lines from 66th/Richfield to Robbinsdale Transit Center via the R branch. | 2018-2020 | | X | | | X | | | High |
| 17 | Urban Core | Extend all trips to 27th/Wash on weekdays. | 2015-2017 | X | | | | X | | | High |
| 17 | Urban Core | With the introduction of SW LRT, frequency west of the West Lake Station area would be increased to every 10 minutes during the peak and every 15 minutes midday. Service to Beltline Boulevard would be reduced. All service to the Knollwood Mall area would be extended to the Blake Road Station. Service hours would remain the same, approximately 5:00 AM to 2:00 AM weekdays and 5:30 AM to 2:00 AM Saturday and Sunday. | 2018-2020 | X | X | | | X | X | X | Low |
| 18 | Urban Core | Add one more southbound trip between 5-6PM in order to maintain a 7&8 minute headway through 6PM on Saturdays. | 2015-2017 | | X | | | | X | | High |
| 18 | Urban Core | Begin 10 min frequency at 9AM on Sunday. | 2015-2017 | | X | | | | | X | High |
| 18 | Urban Core | Add daily owl trips to routes in high frequency network subsystem routes 6, 10, 18, 21, 54, 64, 84, 515, to facilitate easy connections to reach the large 4 am, 5 am, 6 am daily work starts at MSP International Airport assuming link from St. Paul is Rt 54, from Minneapolis or Mall of America is via the Blue Line. | 2015-2017 | | | X | | X | X | X | High |
| 19 | Urban Core | Increase frequency to every 15" beginning at 9:00 a.m. until 3:00 p.m on Sunday. | 2015-2017 | | X | | | | | X | High |

Table 2 - SIP Project Description Summary

| Route Number | Route Type | Improvement Description | Implementation Phase | Coverage | Frequency | Span | Reverse Commute | Wkdy | Sat | Sun | Overall Score |
|--------------|------------------|--|----------------------|----------|-----------|------|-----------------|------|-----|-----|---------------|
| 19 | Urban Core | Improve frequency to/from BCTC on the 19B branch so that it conforms to the High Frequency Network (HFN) beyond Penn/Dowling where the 19H branch splits from the trunk route. Currently, the only instance in which the route does not meet HFN standards is southbound in the morning. This is due to the fact that both the H branch and the Y branch are operating at that time, creating holes in the frequency north of Penn/Dowling. | 2015-2017 | | X | | | X | | | Medium |
| 21 | Urban Core | With the introduction of SW LRT, Route 21 trips would be extended to the SW West Lake Station via Lake Street every 20 minutes Monday through Sunday with service hours approximately 7:00 AM to 12:00 AM. | 2018-2020 | X | | | | X | X | X | High |
| 21 | Urban Core | Add daily owl trips to routes in high frequency network subsystem routes 6, 10, 18, 21, 54, 64, 84, 515, to facilitate easy connections to reach the large 4 am, 5 am, 6 am daily work starts at MSP International Airport assuming link from St. Paul is Rt 54, from Minneapolis or Mall of America is via the Blue Line. | 2015-2017 | | | X | | X | X | X | Medium |
| 22 | Urban Core | Improve trunk frequency to every 15" between 9 a.m. and 6 p.m. on Sundays. | 2015-2017 | | X | | | | | X | High |
| 22 | Urban Core | Improve frequency to 15" between 6am and 7pm. Currently, service is less than every 15" before the a.m. peak and during the midday. Improve Saturday frequency from 9am-6pm on the trunk. | 2015-2017 | | X | | | X | X | | High |
| 23 | Urban Supporting | Restore frequencies up to levels of June 2004 to improve connectivity with the Blue Line. WKDY: 15" 6-9a/3-7p, 20" 9a-3p, 30" 5-6a & 7p-1a SAT: 20" 8:45a-5:45p, 30" other hours SUN: 20" 9:45a-5:45p, 30" other hours About 1/2 trips via Vets Home, "C" branch & 1/2 trips via Highland, "H" branch. | 2018-2020 | | X | X | | X | X | X | High |
| 23 | Urban Supporting | Improve frequency to HFN standards daily. Wkdy - 15" 6a-7p, 30" 5-6a/7p-1a. Sat+Sun - 15" 8:45a-6:45p, 30" other hours. About 1/2 trips to Vets Home, "C" branch and 1/2 to Highland "H" branch. | 2021-2030 | | X | | | X | X | X | Medium |
| 25 | Urban Core | Improve weekday midday and Saturday service to every 30 minutes (as far as Silver Lake Village). Widen span to include evening service. Sunday service already implemented | 2015-2017 | | X | X | | X | X | X | Medium |
| 25 | Urban Core | Add Sunday service to the route 25. Duplicate current Saturday service. | 2015-2017 | X | X | X | | | | X | Medium |
| 26 | Urban Supporting | North Minneapolis circulator. Connects with both Penn Ave and Van White Green Line stations. 30-minute service from 6 a.m. to 11 p.m. Possible elimination of Route 5F service on 26th Ave N. | 2018-2020 | X | | | | X | | | High |
| 30 | Urban Supporting | Implement weekend service. | 2015-2017 | X | | | X | | X | X | High |
| 32 | Urban Supporting | Implement Sunday service: 30" frequency from 8am to 9pm. | 2015-2017 | | | X | | | X | X | High |
| 32 | Urban Supporting | Improve frequency to every 20" between 6am and 10pm. Extend evening span of service from 8pm to 10pm. | 2015-2017 | | X | X | | X | | | High |
| 33 | Urban Core | New route would replace Route 3K and other Route 3 via Kasota Av service. More service to Kasota Ave from both downtown Mpls and Westgate Station in response to the continual hiring in that area. Daily midday and late evening service to accommodate people who don't work the regular day shift. | 2018-2020 | X | | | X | X | X | X | High |
| 46 | Urban Supporting | Extend peak period service west beyond Eden Av to Opus II Office Park in Minnetonka. Three trips about 30 minutes apart to start with, during each peak. Trips would be added between existing trips from 46th & Hiawatha Av, making 15-minute service on route east of France Av. Compliments Orange Line BRT. | 2018-2020 | X | | | X | X | | | Low |
| 47 | Urban Supporting | Urban support route providing off-peak service to complement Route 156, 535 and future Orange Line. This compensates for loss of I-35W/Diamond Lake Rd stop on Rt. 535 and brings all neighborhoods in SW corner of Minneapolis to within a 1/4 mile walk of transit. Shuttle would cover same streets as Rt 156 south of Diamond Lake Rd. except 60th St./Sunrise/58th St., with northern end via Nicollet to 46th St. terminal at the I-35W Station on Stevens Av at 46th, with southern end at Southdale TC. 60 min. frequency. | 2018-2020 | X | | X | | X | X | X | Medium |
| 54 | Urban Core | Extend Route 54 Limited Stop service from downtown St Paul to Maplewood Mall via East 7th Street, Arcade, Maryland, White Bear Avenue. Route alignment and bus stops would match future B Line ABRT. Service runs every 15 to 30 minutes 7 days a week matching current Route 54 frequencies. | 2015-2017 | | X | X | | X | X | X | High |
| 54 | Urban Core | Add daily owl trips to routes in high frequency network subsystem routes 6, 10, 18, 21, 54, 64, 84, 515, to facilitate easy connections to reach the large 4 am, 5 am, 6 am daily work starts at MSP International Airport assuming link from St. Paul is Rt 54, from Minneapolis or Mall of America is via the Blue Line. | 2015-2017 | | | X | | X | X | X | High |
| 61 | Urban Core | Improve Saturday to 30 minutes and add evening service. Add 30 minute service on Sundays with span to match current Saturday service. | 2015-2017 | | X | X | | | X | X | High |
| 61 | Urban Core | improve frequency Mon-Sat, add Sunday. Improved Saturday to 30", added Sunday at 30", increased weekday peak frequency to 15". | 2015-2017 | X | X | | | X | X | X | High |
| 62 | Urban Core | Improve frequency on Rice St. to Larpenteur to HFN on wkdays (6AM-7PM) and Saturdays (9AM-6PM); improve south end frequency on Saturdays from 60" to 30" (9AM-6PM). Sundays improve Rice St. to 20" between 9 AM-6 PM; south end remains 60". | 2015-2017 | | X | | | X | X | X | High |
| 62 | Urban Core | Add trips to serve St. Paul lineups from 5 AM to 1:15 AM all days of week, serving both Rice St and south end (Smith Ave). | 2015-2017 | | | X | | X | X | X | Medium |
| 63 | Urban Core | Change to HFN daily, with 15" frequency between Raymond Station and SunRay, 30" frequency to McKnight/Lower Afton. This applies from 6 AM - 7 PM on weekdays, 9 AM - 6 PM on Saturdays and Sundays. Compared to June 2014 service, this is an increase from 20" to 15" to SunRay and a decrease from 20" to 30" to McKnight most of the time. | 2015-2017 | | X | | | X | X | X | High |

Table 2 - SIP Project Description Summary

| Route Number | Route Type | Improvement Description | Implementation Phase | Coverage | Frequency | Span | Reverse Commute | Wkdy | Sat | Sun | Overall Score |
|--------------|------------------|---|----------------------|----------|-----------|------|-----------------|------|-----|-----|---------------|
| 64 | Urban Core | Improve Sunday frequency to HFN, with 15" trunk frequency from 9 AM - 7 PM (currently is 20" to 30"), and improve from 30" to 20" frequency from 8:09 AM and 7-10 PM. Extend the daily span of 64D service via English to 7:30 AM - 9 PM to fill hole in route coverage, including new Sunday hourly 64D service. Extend the span of service to meet 5 AM to 1:15 AM downtown lineups every day, and extend at least hourly service to North St. Paul for that span. Weekday and Saturday keep trunk frequency 15" until 9 PM instead of dropping to 20". | 2015-2017 | X | X | X | | X | X | X | Medium |
| 64 | Urban Core | Add daily owl trips to routes in high frequency network subsystem routes 6, 10, 18, 21, 54, 64, 84, 515, to facilitate easy connections to reach the large 4 am, 5 am, 6 am daily work starts at MSP International Airport assuming link from St. Paul is Rt 54, from Minneapolis or Mall of America is via the Blue Line. | 2015-2017 | | | X | | X | X | X | Medium |
| 68 | Urban Core | Increase to HFN daily between 14/Jackson and 5th/South. Weekdays 15" freq. between 6 AM and 7 PM, Saturdays and Sundays between 9 AM and 6 PM. Also provide 20" frequency until 8 PM every day. All new trips are to go via Oakdale/Marie, as 19/Thompson is much lower productivity. | 2018-2020 | | X | | | X | X | X | Medium |
| 68 | Urban Core | Add trips to serve lineups from 5 AM to 1:15 AM to/from 5th/South via Oakdale/Marie, all days of week. Weekday start from Calif/Camo for 5 AM lineup, since corresponding route 71 trip is via Edgerton and current first route 68 trip has good wkdy ridership from north end. Other trips only to/from 14/Jackson. | 2015-2017 | | | X | | X | X | X | Medium |
| 70 | Urban Core | Upgrade frequency and span on St. Clair Av and Burns Av. 30" frequency, about 5 am - 12 am daily. No change in route. | 2015-2017 | | X | X | | X | X | X | Medium |
| 71 | Urban Core | Improve weeknight and weekend service to the 71B terminal at Concord/Exchange with hourly service on weekday and Saturday nights and hourly service all day on Sundays. | 2015-2017 | | | X | | X | X | X | Medium |
| 74 | Urban Core | Add WB trips to serve St. Paul lineups from 5 AM to 1:15 AM all days of week. | 2015-2017 | | | X | | X | X | X | Medium |
| 77 | Suburban Local | New crosstown suburban local route between Maplewood Mall and Tamarack Village via McKnight Rd. 30-minute peak and 60-minute off-peak with 60-minute Saturday service. Weekday span from 6 AM to 8:30 PM and Saturday span from 8 AM to 6:30 PM. Route intended to be implemented in anticipation of Gateway Corridor service. General routing: Maplewood Mall-Lydia Ave-McKnight Rd-Sun Ray Transit Center-McKnight Rd-Lower Afton Rd/Valley Creek Rd-Woodbury Village Shopping Center-Bielenberg Dr-Tamarack Rd-Tamarack Village. | 2021-2030 | X | | | | X | X | | Medium |
| 80 | Urban Supporting | Improved frequency to 30 minutes daily and extended span to earlier in the morning and later in the evening for all days. Matched level of service with Market Area II guidelines. | 2015-2017 | | X | X | | X | X | X | Medium |
| 83 | Urban Supporting | Increase weekday service frequency from the current 30 minute service to every 20 minutes from 6AM to 7PM to match the the frequencies of other crosstown routes in the Green Line corridor. | 2018-2020 | | X | | | X | | | Medium |
| 84 | Urban Core | Add daily owl trips to routes in high frequency network subsystem routes 6, 10, 18, 21, 54, 64, 84, 515, to facilitate easy connections to reach the large 4 am, 5 am, 6 am daily work starts at MSP International Airport assuming link from St. Paul is Rt 54, from Minneapolis or Mall of America is via the Blue Line. | 2015-2017 | | | X | | X | X | X | Low |
| 94 | Commuter/Express | Add weeknight and weekend service primarily to facilitate travel for commuters covering 2nd and 3rd shifts in both inner cities and nearby suburbs. Many 2nd and 3rd shifts run 7 days per week, so the span of service would become the same every day, only frequency would be thinner on Saturday (30"-60") than on weekdays, and thinner on Sundays (90") than on Saturdays. | 2015-2017 | | | X | | X | X | X | High |
| 101 | Urban Supporting | Revisiting an old route connecting Prospect Park area with Quarry Shopping Center via University, 4th St SE, 15th Ave SE, Como, 18th Ave SE/Stinson. | 2018-2020 | X | | | | X | | | Medium |
| 110 | Urban Supporting | New direct U of M - Longfellow Neighborhood in Mpls. Similar local routing to the #9 line. Student address data from U of M shows strong potential for ridership in this neighborhood. Via: Becketwood-42nd St-4-34th- 36 Av-25th-Minnehaha-26th-Hiwatha-I-35W- Washington Ave SE. Sch. | 2015-2017 | | X | | | X | | | High |
| 215 | Suburban Local | Reestablish a local route connecting White Bear Lake to Maplewood Mall Transit Center on weekdays. The new route would originate at Hwy 61 and 2nd St, to Bald Eagle, to 4th St, and then follow the current Route 265 route alignment from downtown White Bear Lake, via Hwy 61, White Bear Avenue, Beam Avenue, to Maplewood Mall Transit Center. Service would operate every 30 minutes during the peak and midday, and every 60 minutes in the evening. | 2015-2017 | X | | | | X | | | Low |
| 219 | Suburban Local | Increase frequency and span of service on Saturdays and Sundays. Saturday service every 30 minutes from 6am to 7pm, then hourly to 10:30pm. New Sunday service introduced every 60 minutes from 6am to 8pm. | 2015-2017 | | X | X | | | X | X | Low |
| 221 | Suburban Local | Forest Lake circulator route. Route: Starting at Cub Foods - Everton Ave N - Broadway - Everton Ave N - 220th St N - 12th St SW - Broadway - Hwy 61 - 11th Ave SE - 8th St SE - Goodview - 202nd St - Co Rd 50 - Forest Rd. | 2018-2020 | X | | | | X | | | Low |
| 223 | Suburban Local | Improve frequency from every 90 minutes to every 30 or every 60 minutes. Extend the span of service into the evening until 10PM. Add Saturday and Sunday service. | 2015-2017 | | X | X | | X | X | X | Low |
| 228 | Suburban Local | New route operating between Rosedale and the TCAAP in Arden Hills. From Rosedale the new route would follow Snelling, (Hwy51), Co Rd E, Lexington, Hwy 96, to a planned new diagonal road that would terminate near I-35W and Co Rd I. | 2021-2030 | X | | | X | X | X | X | Low |
| 250 | Commuter/Express | Increase peak of peak frequency to provide a bus every 2-5 minutes from 95th Avenue park-ride. | 2021-2030 | | X | | | X | | | Medium |
| 250 | Commuter/Express | Add 90 minute frequency midday service between downtown and 95th Avenue park-ride. | 2018-2020 | X | X | X | | X | | | Low |

Table 2 - SIP Project Description Summary

| Route Number | Route Type | Improvement Description | Implementation Phase | Coverage | Frequency | Span | Reverse Commute | Wkdy | Sat | Sun | Overall Score |
|--------------|------------------|---|----------------------|----------|-----------|------|-----------------|------|-----|-----|---------------|
| 263 | Commuter/Express | Extend first am and last pm trips from Rice Street Park and Ride to St. Croix Valley Park and Ride in Stillwater. New Route 274 will provide direct non-stop service from Stillwater during the peak of the peak period. | 2018-2020 | X | | | | X | | | Medium |
| 267 | Commuter/Express | Establish new weekday express service from the Roseville I-35E/Co Rd. C Park and Ride (and Rosedale maybe) to DT St. Paul. Service would operate every 30 minutes with 6 morning and 6 afternoon trips. | 2018-2020 | | | | | X | | | Medium |
| 270 | Commuter/Express | Add midday service at 30" frequency via 270P routing serving Rice St. P&R as well as Co. Rd. C/Hwy.61 and Maplewood Mall P&Rs. Extend span later in the evening. | 2015-2017 | | | X | X | X | | | Medium |
| 274 | Commuter/Express | Establish a new weekday peak period express route from the St Croix Valley Park and Ride lot in Stillwater to downtown Minneapolis with 30 minute service offering 4 morning and 4 afternoon trips. Additional early morning and later afternoon service will be provided by extending selected Route 263 trips from the Rice Street Park and Ride to Stillwater. | 2018-2020 | X | | | | X | | | Medium |
| 275 | Commuter/Express | Service expansion assumes 6 morning and 6 afternoon trips are operating with the opening of the Co rd 14 and the Co Rd E park and ride in late 2014. Project adds 4 AM and 4 PM trips for a total of 10 morning and 10 afternoon trips offering 15 minute rush hour service from the Co Rd 14 and Co Rd E park and rides. Selected peak of peak trips may by-pass Co Rd E park and ride. Add shortline trips from Co Rd E during these periods. | 2015-2017 | | X | X | | X | | | Medium |
| 294 | Commuter/Express | Add hourly midday and Saturday service between Stillwater, Lake Elmo, Oakdale and downtown St. Paul. Saturday service EB from 8 AM - 6 PM, WB starts about 9 AM - 7 PM. Weekday convert pull-in to WB in-service trip leaving St. Croix P&R approx. 7 PM. | 2021-2030 | | | X | X | X | X | | Medium |
| 300 | Suburban Local | This feeder route coincides with the Gateway Corridor transitway. The route is an east-west circulator providing service mostly along Hudson Road in Woodbury. This feeder route will provide connections from the Gateway Corridor project to existing and future commercial uses along Hudson Road and Radio Drive (in Woodbury). Service is assumed to be bi-directional with 15-minute peak and 30-minute off-peak service. The assumed span of service is 5 am to 10 pm on weekdays with weekend daytime service at 30-minute frequencies. | 2021-2030 | X | | | | X | X | X | Low |
| 301 | Suburban Local | This is a complimentary circulator to Route 300. Service would mostly be north of the Gateway Corridor project along Hudson Boulevard. From the Manning Avenue station, the route would travel north on Manning Avenue crossing I-94 to Hudson Boulevard and then head west. The route would continue until Inwood Avenue then head south to serve the Hudson Drive Station. Service is assumed to be bi-directional with 15-minute peak and 30-minute off-peak service. The assumed span of service is 5 am to 10 pm on weekdays, with weekend daytime service at 30-minute service frequencies. | 2021-2030 | X | | | | X | X | X | Low |
| 302 | Suburban Local | This feeder route provides north-south connectivity starting from Woodlane Drive in Woodbury, along commercial and shopping areas along I-494 and Bielenberg Drive. 30-minute and 60-minute midday service frequencies are proposed. The assumed span of service is 6 am to 6 pm on weekdays, with Saturday daytime service at 60-minute service. | 2021-2030 | X | | | | X | X | | Low |
| 303 | Suburban Local | This feeder route is a north-south circulator. Proposed frequencies are 30-minutes in the peak periods and 60-minute in the non-peak periods. The assumed span of service is 6 am to 6 pm on weekdays, with Saturday daytime service at 60-minute service. | 2021-2030 | X | | | | X | X | | Low |
| 304 | Suburban Local | Circulator route to connect the 3M Campus with the proposed BRT service. 3M currently provides a campus circulator and an on-demand van service. The route defined is assumed to reflect a modification of this existing 3M circulator. Proposed service frequencies are every 10 minutes in the peak periods and 30 minutes in the midday. The assumed span of service on this route is 6 am to 6 pm with service provided on weekdays only. | 2021-2030 | X | | | | X | | | Low |
| 353 | Commuter/Express | Introduce 30 minute weekday midday and early evening express service between the new Manning park and ride, downtown St Paul and downtown Minneapolis. The expanded service would serve the Manning, Guardian Angels, and Woodbury Theatre park and ride lots via Sun Ray Shopping Center. | 2015-2017 | X | X | X | | X | | | Medium |
| 363 | Commuter/Express | Introduce 30 minute weekday midday and early evening express service between the Cottage Grove park and ride, downtown St Paul and downtown Minneapolis. The expanded service would serve the Cottage Grove, Newport, Lower Afton park and ride lots. | 2018-2020 | X | | | | X | | | Medium |
| 367 | Commuter/Express | Introduce 30 minute weekday peak period express service from Hastings to downtown Minneapolis via the Newport Park and Ride. | 2018-2020 | X | | | | X | | | Medium |
| 383 | Commuter/Express | New 15 minute weekday express service from the planned new Manning park and ride to downtown St. Paul. | 2015-2017 | X | | | | X | | | Medium |
| 385 | Commuter/Express | New 15 minute weekday express service from the planned new Manning park and ride to downtown Minneapolis. | 2015-2017 | X | | | | X | | | Medium |
| 412 | Suburban Local | Route 412 would be part of a new group of routes serving the proposed Inver Grove Hts./West St Paul Transit Center. The new weekday connector route would operate between the Inver Grove Hts./West St Paul Transit Center/Transit and Inver Hills Community College. (The TC is not essential to begin operating this route.) The proposed route would operate every 30 minutes during Inver Hills Community College daytime and every 60 minutes during night class hours. | 2018-2020 | X | | | X | X | | | Low |

Table 2 - SIP Project Description Summary

| Route Number | Route Type | Improvement Description | Implementation Phase | Coverage | Frequency | Span | Reverse Commute | Wkdy | Sat | Sun | Overall Score |
|--------------|------------------|---|----------------------|----------|-----------|------|-----------------|------|-----|-----|---------------|
| 418 | Suburban Local | Route 418 would be part of a new group of routes serving the proposed Inver Grove Hts./West St Paul Transit Center. The new weekday connector route would operate between the Inver Grove Hts./West St Paul Transit Center and the Blue Line Fort Snelling Station providing a new link between south Mpls and suburbs and St Paul suburbs. (The West St Paul TC is not essential to begin operating this route.) The proposed route would operate every 30 minutes during peak times and every 60 minutes midday and evening hours. | 2018-2020 | X | | | | X | | | Low |
| 451 | Commuter/Express | Reintroduce 30 minute weekday peak period express service from the West St Paul Sports Center park and ride to downtown St Paul. | 2018-2020 | X | | | | X | | | Medium |
| 453 | Commuter/Express | New Inver Grove Hts. to downtown St Paul weekday express route via Route 68 routing in Inver Grove Hts. to Upper 55th to Hwy 52. Service would operate every 30 minutes with 4AM and 4PM trips. Establish a new park and ride lot at Hwy. 52 and Upper 55th. Proposed new Route 412 would offer a midday connection to the new P/R via the proposed Robert Street TC. | 2015-2017 | X | | | | X | | | Medium |
| 455 | Commuter/Express | Express route added direct between Kenrick P&R in Lakeville and downtown St. Paul (Union Depot terminal). Three AM trips to St. Paul arriving downtown 7:15 to 8:15 am. Three PM trips to Lakeville leaving downtown 4:15 to 5:15 pm. | 2018-2020 | X | | | | X | | | Medium |
| 505 | Suburban Local | Replace Route 515 C, E branches with one local route: VA Medical Center and Mall of America. Simplifies Rt 515; all trips would go via B-Longfellow Av. Service 30 min. peak, 60 min. off-peak from 5am-11pm. Sat, Sun, freq. 60 min. 6AM-11PM. | 2018-2020 | X | | | X | X | X | X | Medium |
| 515 | Suburban Local | Add daily owl trips to routes in high frequency network subsystem routes 6, 10, 18, 21, 54, 64, 84, 515, to facilitate easy connections to reach the large 4 am, 5 am, 6 am daily work starts at MSP International Airport assuming link from St. Paul is Rt 54, from Minneapolis or Mall of America is via the Blue Line. | 2015-2017 | | | X | | X | X | X | Low |
| 535 | Commuter/Express | Improve freq M-F to every 30" 7-11p with weekend service every 30-60" during span similar to wkdy. | 2021-2030 | | X | X | | X | X | X | Medium |
| 538 | Suburban Local | Increase frequency on weekdays to every 30" at all hours - about 6 am to 9 pm. (Longer term - implement with METRO Orange Line) | 2018-2020 | | X | | | X | | | Medium |
| 540 | Suburban Local | Increase span to serve 2nd and 3rd shift and part-time workers (approx.5:30AM-11:30PM) 7 days/week | 2015-2017 | | | X | | X | X | X | Medium |
| 540 | Suburban Local | Add a new branch to Braemer Park (Edina). Serves employers along W 78th St. requesting service and a community/sports center. Peak frequency in NW Bloomington would be reduced from 15 to 30", but increase frequency weekdays to 15" midday, 30" evening. Improve weekend frequency to 30-60". Could be implemented pre-Orange Line as a service build up phase. | 2015-2017 | X | X | | | X | X | X | Low |
| 542 | Suburban Local | Add weekend service | 2015-2017 | X | | | | | X | X | Medium |
| 542 | Suburban Local | Increase span to serve 2nd and 3rd shift and part-time workers (approx 5:30AM-11:30PM) 7 days/week | 2015-2017 | X | | X | | X | X | X | Medium |
| 542 | Suburban Local | Eliminate the midday gap in service. | 2015-2017 | X | X | X | | X | | | Medium |
| 542 | Suburban Local | Increase frequency to 15" peak, 30" evening. | 2015-2017 | X | X | | | X | | | Medium |
| 547 | Suburban Local | Midday and evening service for people living in western Bloomington. Rt. 547 compliments Route 597 peak and Orange Line service. | 2021-2030 | X | | | X | X | X | | Low |
| 562 | Commuter/Express | Commuter Express Route Southdale in Edina - Fort Snelling - Downtown St. Paul. Hwy 62, Hwy 110, I-35E, 5th/6th St. Travel time improvement for 369 downtown St. Paul commuters within range of these two P&R lots. Southdale Park & Ride to St. Paul (Union Depot). Three trips to St. Paul AM. Three trips to Edina PM. | 2018-2020 | X | | | | X | | | Medium |
| 587 | Commuter/Express | Added weekday rush-hour service direct to/from new Edina park & ride near Eden Ave. & Hwy 100. New Express for 7:30-8:30AM work-starts and work-ends from 4-5PM. Three trips each peak to supplement existing Route 587 Express. Local new "B" extension to western Edina replacing 146B extension. | 2018-2020 | X | X | | | X | | | Medium |
| 589 | Commuter/Express | Add two AM and two PM peak period trips to make park & rides more useful and attract more walk up riders. | 2021-2030 | | X | | | X | | | Medium |
| 601 | Suburban Local | With the introduction of SW LRT, Route 601 would be a new crosstown route operating between the SW West Lake Station and the Louisiana Transit Center via France Avenue, Ewing Avenue, Cedar Lake Parkway, Wayzata Boulevard, and 26th Street. It would replace the Route 9H service on 26th and on Wayzata Blvd west of Zarthan. Route 601 would operate counter-clockwise in the morning and clockwise in the afternoon. Peak periods and midday Monday through Sunday it would run every 30 minutes. Service hours would be approximately 4:30 AM to 1:00 AM weekdays, 5:00 AM to 1:00 AM Saturdays and 6:00 AM to 1:00 AM Sunday. | 2018-2020 | X | X | X | | X | X | X | Medium |
| 602 | Urban Supporting | With the introduction of SW LRT, Route 602 would be a new crosstown route operating between West Lake Station and Southdale Transit Center via Excelsior Boulevard and France Avenue. Peak periods and midday Monday through Sunday it would run every 30 minutes. Service hours would be approximately 4:30 AM to 1:00 AM weekdays, 5:00 AM to 1:00 AM Saturdays and 6:00 AM to 1:00 AM Sunday. | 2018-2020 | X | X | X | | X | X | X | Medium |
| 604 | Suburban Local | With the introduction of SW LRT, Route 604 would be extended from Excelsior and Grand to the Belt Line Boulevard Station. Saturday and Sunday service would be added and Route 604 would run every 30 minutes Monday through Sunday. Service hours would be approximately 6:00 AM to 12:00 AM Monday through Sunday. | 2018-2020 | X | X | X | | X | X | X | Low |
| 614 | Suburban Local | Increase span to serve 2nd and 3rd shift and part-time workers (approx. 5:30AM-11:30PM). 7 days/week | 2015-2017 | | | X | | X | X | X | Low |

Table 2 - SIP Project Description Summary

| Route Number | Route Type | Improvement Description | Implementation Phase | Coverage | Frequency | Span | Reverse Commute | Wkdy | Sat | Sun | Overall Score |
|--------------|------------------|--|----------------------|----------|-----------|------|-----------------|------|-----|-----|---------------|
| 614 | Suburban Local | With the introduction of SW LRT, Route 614 would operate the east segment of Route 670 between Vine Hill Road and Hopkins Station via Excelsior Boulevard. The segment of Route 670 from downtown Excelsior to Vine Hill Road would be discontinued as well as the segment between Downtown Hopkins Station and downtown Minneapolis. Peak periods Route 614 would run every 30 minutes and midday every 60 minutes Monday through Sunday. Service hours would be approximately 6:00 AM to 12:00 AM Monday through Sunday. | 2018-2020 | X | X | X | | X | X | X | Low |
| 615 | Suburban Local | Increase span to serve 2nd and 3rd shift and part-time workers (approx. 5:30AM - 11:30PM) | 2015-2017 | X | | X | | X | X | X | Low |
| 616 | Suburban Local | With the introduction of SW LRT, Route 616 would be a new suburban circulator operating between the Opus Station and the Minnetonka Corporate Center via Bren Road, Rowland Road and Clearwater Drive. It would operate only peak periods and would run every 30 minutes. | 2018-2020 | X | | | | X | | | Low |
| 643 | Suburban Local | Route 643 re-designed and expanded to replace parts of Route 9 and give more consistent service in St.Louis Park. Much simpler route structure. Route 643/663: shorten downtown route to terminate on 4th Ave S. and move Rt. 649 downtown terminal to 7th St. & Carew Dr. to make a more efficient cycle. Route 643, as improved, provides more consistent service on Glenwood Av and Xenia Av, and to Cedar Trails/Jewish Community Ctr., Hedberg Dr. | 2015-2017 | | X | X | | X | X | X | High |
| 649 | Commuter/Express | Add hourly round trip off-peak weekday service from LTC and West End of St. Louis Park to downtown Minneapolis 9am-3pm and 6pm-10pm. | 2021-2030 | | | | | X | | | Medium |
| 651 | Commuter/Express | New reverse commute express from downtown St. Paul to Louisiana Transit Center and to Ridgedale. Access to connecting routes serving concentrations of entry-level jobs, such as food processing, assembly, packaging, retail, plus health care workers. Serve 6 AM, 7 AM and 9 or 10 AM work starts, 2 PM, 3 PM starts and ends, 10 and 11 PM work ends 7 days/week. | 2021-2030 | | | | | X | X | X | Low |
| 653 | Commuter/Express | Peak period express Co 73 park-ride to downtown St. Paul via I-394 and I-94. | 2021-2030 | | | | | X | | | Low |
| 664 | Commuter/Express | Add reverse commute service for 600am, 630am and 700am work starts and 230pm, 300pm and 330pm work ends. Route would be extended to serve Opus complex. | 2018-2020 | | | | X | X | | | Medium |
| 669 | Commuter/Express | Add reverse commute service for 630am, 700am and 730am work starts and 300pm, 330pm and 400pm work ends in the I-494/County 62 Minnetonka Corporate Center area | 2018-2020 | | | | X | X | | | Low |
| 673 | Commuter/Express | Increase service for expansion of Co 73 park-ride. Add service at end of AM and PM peak periods. 4 AM and 4 PM round trips added. | 2018-2020 | | X | X | | X | | | Medium |
| 674 | Commuter/Express | Create a long line branch serving Maple Plain park-ride via Hwy 12 west of Long Lake. In addition to more direct service for Maple Plain service would also add frequency for Long Lake as well as Wayzata park-ride. | 2021-2030 | X | X | | | X | | | Low |
| 675 | Commuter/Express | Increase frequency between downtown and Ridgedale from current 60 minutes to 30 minutes. Trips would terminate at Plymouth Road TC to fully utilize cycle. On Saturday 30 minute service would operate from 8am to 8pm. Sunday service would operate 30 minute service from 9am to 6pm. Additionally, Sunday service hours would be extended with 60 minute service operating from 7pm to 9pm. | 2018-2020 | | X | X | | | X | X | Medium |
| 675 | Commuter/Express | Weekend service to Mound. | 2015-2017 | X | | | | | X | X | Medium |
| 675 | Commuter/Express | Increase span to serve 2nd and 3rd shift and part-time workers. (approx. 5:30AM-11:30PM) 7 days/week | 2015-2017 | | | X | | X | X | X | Medium |
| 675 | Commuter/Express | Increase midday frequency between downtown and Ridgedale to 15 minutes service from current 30 minutes. Trips would terminate at Plymouth Road TC to fully utilize cycle. | 2018-2020 | | X | | | X | | | Low |
| 676 | Commuter/Express | Peak period express from Co 73 park-ride to Uptown via I394, Dunwoody, Hennepin. | 2021-2030 | | | | | X | | | Low |
| 700 | Commuter/Express | Commuter cross-town service on Hwy 100, Robbinsdale TC to Edina industrial corridor. Two deviations along Hwy 100: Glenwood, Xenia, Park Place, Parkdale and 36th, Park Center Blvd, Excelsior Boulevard. Edina terminal follow routing of Rt 540. 30 minute service 5am-8am and 4pm-6pm. 120 minute midday frequency. | 2021-2030 | X | | | | X | | | Low |
| 704 | Suburban Local | Connect 85th Ave/Broadway Ave corridor with Robbinsdale Transit Center via Bottineau Station. Provides service on underserved stretch of 85th Ave which includes retail, North Hennepin Community college and Robbinsdale TC. | 2015-2017 | X | | | | X | | | Medium |
| 705 | Suburban Local | Increase frequency to 30-minute service on the trunk, hourly service on the branches. No routing changes. | 2015-2017 | | X | | | X | | | Medium |
| 705 | Suburban Local | Extension to downtown Osseo to connect residents with METRO Blue Line Brooklyn Blvd Station. Only possible within the existing cycle if Route 705 does NOT enter Starlite Center or Walmart, instead making on-street stops. Extension via Lakeland Ave to 83rd Ave N to CR 81 to Central Ave to avoid backups at 85th and Hwy 169 intersection. New layover required near Central and 93rd Ave. | 2018-2020 | X | | | | X | X | X | Medium |
| 705 | Suburban Local | Provide 30-minute weekend service. No routing changes. | 2018-2020 | X | | X | | | X | X | Low |
| 706 | Suburban Local | Bass Lake Rd connection between Bottineau transitway station and Co 61/Northwest Blvd (Prudential) in Plymouth. | 2018-2020 | X | | | X | X | | | Low |
| 712 | Suburban Local | New route along 36th Ave N in Plymouth, New Hope, Crystal and Robbinsdale connecting Cubs Foods PR with Robbinsdale Transit Center. 30-minute frequency. | 2021-2030 | X | | | | X | | | Medium |
| 716 | Suburban Local | Extend all weekday and Saturday trips to Starlite. | 2018-2020 | X | | | | X | X | | Medium |
| 716 | Suburban Local | Improve weekday peak frequency (to 30") and span of service (5am to 130am). Add Sunday service (match existing Saturday schedule). | 2018-2020 | | X | X | | X | | X | Medium |
| 717 | Suburban Local | Double weekday frequency to every 30 minutes. | 2021-2030 | | X | | | X | | | Medium |
| 717 | Suburban Local | Implement weekend service (match weekday schedule). | 2015-2017 | X | | | | | X | X | Medium |
| 720 | Suburban Local | Return of Route 720, Starlite Transit Center to Zinnia/Maple Knoll Way via Elm Creek Blvd and Shoppes at Arbor Lakes. See archived map for specific routing. Weekday only. Hourly service from 6 a.m. to 8 p.m. | 2021-2030 | X | | | X | X | | | Low |
| 721 | Suburban Local | Increase frequency to 30". | 2015-2017 | | X | | | | | X | High |

Table 2 - SIP Project Description Summary

| Route Number | Route Type | Improvement Description | Implementation Phase | Coverage | Frequency | Span | Reverse Commute | Wkdy | Sat | Sun | Overall Score |
|--------------|------------------|---|----------------------|----------|-----------|------|-----------------|------|-----|-----|---------------|
| 722 | Suburban Local | Extend all trips on NEW B branch routing: Humboldt to Brookdale Dr, ending at Zane. Eliminates service on Xerxes, Lad Pkwy, 85th Ave N and Earl Brown loop. Would require new layover in the vicinity of Brookdale/Zane. Impacts about 15 existing riders. Extension would happen with minor route changes on Routes 723 and 724 to improve speed and directness of that service. No initial changes on weekend service. | 2018-2020 | X | | | | X | | | Medium |
| 723 | Suburban Local | Increase frequency to 30" until approximately 645pm NB and 6pm SB. On Saturdays, add 60" service until approximately 9pm. | 2015-2017 | | X | X | | | X | X | Medium |
| 724 | Suburban Local | Improve a.m. and p.m. peak frequency to every 15". | 2015-2017 | | X | | | X | | | High |
| 756 | Commuter/Express | Add a 5:30PM trip. | 2015-2017 | | | X | | X | | | Medium |
| 758 | Commuter/Express | Replace Route 14L service with additional trips on Route 758. One new trip in each direction, each preceding the final Route 758D trip. Operate existing 14L branch service as 14N. | 2018-2020 | X | X | | | X | | | Medium |
| 765 | Commuter/Express | Provide midday service between downtown Mpls and Target North Campus, roughly 9:30 a.m. - 3:00 p.m. 75-minute frequency. | 2018-2020 | | | X | | X | | | Medium |
| 766 | Commuter/Express | Weekend service on Route 766G branch. 60-minute frequency from 8 am - 8 pm. Stops at all PRs along route. | 2021-2030 | X | | | | | X | X | Medium |
| 766 | Commuter/Express | Provide one later NB and SB trip on weekdays. Extended southbound 7:05PM to downtown (currently ends at 66th) then provide an 8:05PM Northbound G trip and a 9:05PM SB trip ending at 66th. | 2015-2017 | | | X | | X | | | Medium |
| 801 | Suburban Local | Add Saturday & Sunday service to from BCTC to Rosedale. 60 minute frequency from 8am to 9pm. | 2015-2017 | X | | X | | | X | X | Medium |
| 801 | Suburban Local | Improve weekday frequency from 60 to 30 minutes. Operate all trips the full length of the route (BCTC to Rosedale). Extend hours of service to 9pm to better match Rosedale's hours. | 2015-2017 | X | X | X | | X | | | Medium |
| 802 | Suburban Local | New suburban local route on Coon Rapids Blvd between Northtown and Anoka Tech, replaces Route 852 local service. Select trips serve Anoka Enterprise Park. 30-minute frequency. Similar to Route 852, Route 802 will operate in conjunction with Route 850 service. No Saturday service, at least initially. | 2018-2020 | X | X | | | X | | | Medium |
| 805 | Suburban Local | Improve WK peak frequency from 60" to 30" (6-9am; 3-6pm). | 2018-2020 | | X | | | X | | | Low |
| 805 | Suburban Local | Add Sunday service every 60" from 9am to 6pm. | 2018-2020 | | | X | | | | X | Low |
| 817 | Suburban Local | New Route between Northtown TC and eastern Anoka Co. Via CR 10, 85th Ave, Naples St, Lake Dr, Lexington Ave, Pleasant Ridge Dr, 109th Ave, Apollo Dr, through Kohls and Target Parking lot and Lino Lakes Civic Center. | 2018-2020 | X | | | | X | | | Low |
| 823 | Suburban Local | New loop route connecting Pioneer Village in Blaine, The Village, and Lexington/Circle Pines. Hourly service. | 2021-2030 | X | | | | X | | | Low |
| 827 | Urban Supporting | Restore local route on E. River Rd south of Georgetown peak only to serve BAE, Marshall St NE. Route terminated Dec 05. Peak periods only, 6 roundtrips trips in each AM/PM. | 2015-2017 | | | | X | X | | | Low |
| 831 | Suburban Local | Restore Saturday service. 8AM to 6PM every 60". | 2018-2020 | X | | | | | X | | Low |
| 831 | Suburban Local | Extend all Rt 831 trips to Pioneer Village. Assumes item 155 (Saturday svc on Rt 831) is in place. | 2018-2020 | X | | | | X | X | | Low |
| 852 | Commuter/Express | Implement Sunday service. Schedule should match the existing Saturday schedule. | 2015-2017 | X | | | | | | X | Medium |
| 14/30 | Urban Supporting | Route 30 extension along Route 14D/G branch. WEEKDAY: Same frequency and span. WEEKEND: hourly service ending at Duluth/Lilac, 7 a.m.-11 p.m. Route 14 D/G trips would converted to R trips. Greater span of service along Douglas Dr, but will require a transfer to get downtown. | 2018-2020 | | | X | | X | X | X | Medium |
| 17F | Urban Core | Expand service on the 17F branch (Burlington Coat Factory branch). | 2015-2017 | X | | | | X | | | Medium |
| 17W | Urban Core | Add 1AM lineup trip on 17W (to match other nights of week). Shift and extend trip 178 as 17W. Trip 174 instead of pulling in becomes 12:43 SB trip that takes over current trip 185 (1:10AM lineup SB). | 2015-2017 | | | X | | | | X | High |
| 225/227 | Suburban Local | Expand weekday and Saturday service by 6 in service hours per day to serve the growing employment near Co Rd F and Lexington. Introduce Sunday service with 8 in service hours to serve work shifts. | 2015-2017 | | | X | | X | X | X | Low |
| 536/539 | Suburban Local | Restructure: replace Normandale College/ Knox Park & Ride segment with new route 536 - Collegeview Rd W 90th - Penn - Lyndale Av. Would also replace the 535E Lyndale Av branch. Weekday freq. = 30". Weekend freq. = 30 - 60". Span similar to Rt 539 circa 2014. Could be implemented pre-Orange Line as a service build up phase. Lyndale Av planned development, per city comp plan, helps support service improvements. | 2015-2017 | X | X | X | | X | X | X | Low |
| 605/612/615 | Suburban Local | With the introduction of SW LRT, Route 612 is proposed to replace Route 12 and operate from Mainstreet and 17th Avenue in Hopkins to the West Lake Station via Mainstreet and Excelsior Boulevard. Route 615 would be operate as a combination of parts of the current Route 12 south of downtown Hopkins and Route 615 north of downtown Hopkins. The eastern portion of Route 615 would be covered by the new Route 605. Route 605 would be a new route covering the eastern half of the area previously served by Route 615. | 2018-2020 | X | X | X | | X | X | X | Medium |