

Appendix E: Summary of Proposed Service Improvements

| Route | Route Type | Improvement Type | Description | Implementation Phase | Overall Score |
|-------|------------|-------------------------|--|----------------------|---------------|
| 2 | Local | Extend Route | Extend Route to future Green Line Extension at 21st St Station via Douglas Ave | 2021-2023 | Low |
| 3 | Local | Increase Frequency | Improve Sunday frequency to every 15 minutes between downtown Minneapolis and Snelling Ave and every 30 minutes on the branches running on Maryland and Energy Park Drive/Front Ave to downtown St. Paul. Improvement between 9 a.m. and 9:30 p.m. | 2018-2020 | Medium |
| 3 | Local | Increase Frequency | Increase frequency on weekdays to at least every 20 minutes on Maryland Ave and Energy Park Drive/ Front Ave between Snelling Ave and downtown St. Paul. | 2021-2023 | High |
| 4 | Local | Simplify or Restructure | Split route into two separate routes to improve travel time reliability. South end would retain Route 4 numbering; north-end would become Route 15. Route 4 and Route 15 would overlap on Hennepin Ave. | 2018-2020 | High |
| 6 | Local | Increase Frequency | Extend all Route 6 trips ending in downtown to 27th Ave SE and University Ave. This will increase frequency on University to every 10 minutes on weekdays and every 15 minutes on weekends. | 2021-2023 | High |
| 6 | Local | Increase Frequency | Increase frequency to every 10 minutes between downtown Minneapolis and Minnesota Drive & France Ave on weekdays from 7 a.m. to 10 p.m., Saturdays from 8 a.m. to 9 p.m. and Sundays from 9 a.m. to 7 p.m. | 2021-2023 | Medium |
| 6 | Local | Increase Frequency | With the opening of the Green Line extension, Route 12 will be discontinued. Increase rush hour frequency to every 5 minutes from Uptown Transit Center to downtown Minneapolis to replace Rt 12 trips on Hennepin Ave. | 2021-2023 | High |
| 6 | Local | Longer Service Hours | Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week. | 2018-2020 | Medium |

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| 6 | Local | Increase Frequency | Add 8 non-stop trips from Uptown Transit Center to Franklin Ave in the morning and afternoon rush hour. | 2018-2020 | High |
| 7 | Local | Increase Frequency | Improve Sunday frequency to every 20 minutes | 2021-2023 | Medium |
| 7 | Local | Increase Frequency | Improve weekday midday frequency to every 20 minutes | 2018-2020 | High |
| 7 | Local | Increase Frequency | Improve Saturday frequency to every 20 minutes between 9 a.m. and 7 p.m. | 2018-2020 | High |
| 7 | Local | Increase Frequency | Increase frequency to every 15 minutes between 27th Ave & Franklin Ave and 1st St and 8th Ave during morning and afternoon rush hours | 2018-2020 | High |
| 10 | Local | Increase Frequency | Improve Saturday morning and afternoon frequency to every 10 minutes. | 2018-2020 | High |
| 10 | Local | Increase Frequency | Increase Sunday frequency to every 30 minutes on University Ave and Central Ave branches to Northtown Mall. | 2018-2020 | Medium |
| 12 | Local | Longer Service Hours | Add a 1 a.m. line up trip in downtown Minneapolis to facilitate connections to non-traditional work shifts | 2018-2020 | Medium |
| 12 | Local | Longer Service Hours | Restore weekday midday service between Uptown Transit Center and downtown Minneapolis until Green Line extension is implemented | 2018-2020 | Medium |
| 12 | Local | Simplify or Restructure | Route 12 will be discontinued and replaced by increased Route 6 service (both regular service and limited stop) and Route 612 with the opening of the Green Line extension. | 2021-2023 | Medium |
| 13 | Local | New Route | New urban crosstown on University Ave from Columbia Heights Transit Station to Stadium Village Station. 30 minute weekday service from 6 a.m. to 8 p.m. | 2021-2023 | Medium |

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| 14 | Local | Increase Frequency | Increase Saturday service to every 15 minutes from 8:30 a.m. to 6:30 p.m. from Bloomington Ave & 38th St to West Broadway & Emerson Ave. Increase to every 20 minutes from W Broadway & Emerson to Robbinsdale Transit Center and from 66th St & Richfield Parkway to Bloomington & 38th | 2021-2023 | High |
| 14 | Local | Increase Frequency | Increase Weekday midday service to every 15 minutes from Bloomington Ave & 38th St to West Broadway & Emerson Ave. Combined with Saturday improvement add this segment to the Hi-Frequency Network. Also increase to every 20 minutes from W Broadway & Emerson to Robbinsdale Transit Center and from 66th St & Richfield Parkway to Bloomington & 38th | 2021-2023 | High |
| 14 | Local | Simplify or Restructure | Route 14L branch on Noble to be replaced by additional service on Route 758. Current L branch trips will convert to 14 N branch trips via Broadway | 2021-2023 | Medium |
| 15 | Local | New Route | Route 15 is a new route resulting from the split of the north and south ends of Route 4. Route 15 will begin in downtown and follow the current Route 4 routing north along Johnson Parkway to Silver Lake Village and New Brighton | 2018-2020 | High |
| 17 | Local | Increase Frequency | With the opening of the Green Line extension, Route 17 frequency west of the future West Lake Station will be increased to every 10 minutes during the rush hour and every 15 minutes on midday and Saturdays. Route would extend to Blake Road Station from Knollwood Mall. | 2021-2023 | Low |
| 17 | Local | Increase Frequency | Extend all trips to 27th Ave NE and Washington St. This will increase frequency to at least every 15 minutes in the weekday rush hour and midday, and every 15 to 30 minutes on weekends. | 2018-2020 | High |
| 17 | Local | Increase Frequency | Expand weekday midday service on 17F branch along Highway 7 service Rd, Beltline Boulevard and 36th St | 2018-2020 | Medium |

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| 18 | Local | Increase Frequency | Begin 10 min frequency at 9 a.m. on Sundays. | 2018-2020 | High |
| 19 | Local | Increase Frequency | Extend Hi-Frequency Network portion of the route to Brooklyn Center Transit Center by increasing southbound a.m. frequency to every 15 minutes | 2018-2020 | Medium |
| 21 | Local | Extend Route | Extend route to future Green Line extension at West Lake Station via Lake Street. Frequency would be every 20 minutes weekdays and weekends from 7 a.m. to midnight | 2021-2023 | High |
| 21 | Local | Longer Service Hours | Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week. | 2018-2020 | Medium |
| 22 | Local | Increase Frequency | Improve Sunday frequency to every 15 minutes between 42nd St N & Lyndale Ave and the VA Medical Center | 2018-2020 | High |
| 22 | Local | Increase Frequency | Add to Hi-Frequency Network between 42nd St N & Lyndale Ave and the VA Medical Center. Improve weekday midday and morning service to every 15 minutes. Improve Saturday frequency to every 15 minutes from 9 a.m. to 6 p.m. | 2018-2020 | High |
| 23 | Local | Increase Frequency | Improve frequency to every 15 minutes during weekday rush hour and every 20 minutes midday. Improve weekend frequency to every 20 minutes during the day and every 30 minutes in the morning and evenings | 2021-2023 | High |
| 23 | Local | Increase Frequency | Add route to the Hi-Frequency Network. Improve weekday frequency to every 15 minutes all day, 30 minutes late evenings and early mornings. Improve weekend frequency to every 15 minutes during the day and every 30 minutes in the morning and evenings | 2024-2030 | Medium |

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| 25 | Local | Increase Frequency | Improve weekday midday and Saturday frequency to every 30 minutes from downtown Minneapolis to Silver Lake Village. Add evening service with 60 minute frequency | 2018-2020 | Medium |
| 25 | Local | New Weekend Service | Add 60 minute frequency service on Sundays (matching current Saturday schedule). | 2018-2020 | Medium |
| 26 | Local | New Route | New circulator route to start with opening of Green Line extension. Connects future Van White stations via 26th Ave N, Lyndale, Van White Blvd, and Hennepin. Route would terminate at 7th St Garage and would replace Route 5 F branch service. Would operate 30 minute frequency from 6 a.m. to 9 p.m on weekdays. | 2021-2023 | High |
| 30 | Local | Extend Route | Extend route 30 along Golden Valley Rd and Douglas Dr. Replace Route 14D and G branches, which are rerouted to run via West Broadway to Robbinsdale Transit Center | 2021-2023 | High |
| 32 | Local | Increase Frequency | Improve weekday frequency to every 20 minutes and increase evening hours of operation to 10 p.m. | 2018-2020 | High |
| 33 | Local | New Route | New route 33 would replace Route 3 service from downtown Minneapolis via Kasota Ave. New route would run via Kasota Av to Westgate station, increasing service between here and downtown Minneapolis. Route would operate every 30 minutes on weekdays and every 60 minutes on weekends | 2021-2023 | High |
| 46 | Local | Extend Route | Extend weekday morning and afternoon rush hour service to Opus II office park every 30 minutes. Increase rush hour frequency to every 15 minutes from France Ave & 46th Street Station | 2021-2023 | Low |
| 47 | Local | New Route | New route running every 60 minutes from Southdale Transit Center to I-35W & 46th St Station via Xerxes Ave, 56th St, Lyndale Ave, Diamond Lake Rd and Nicollet Ave | 2021-2023 | Medium |

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| 51 | Local | New Route | New limited stop service from Mall of America to downtown Minneapolis to support Route 5. Route 51 will run every 15 minutes in the rush hours, northbound in the morning and southbound in the afternoon | 2018-2020 | High |
| 52 | Local | New Route | New limited stop service from Brooklyn Center Transit Center to downtown Minneapolis to support Route 5. Route 52 will run every 15 minutes in the rush hours southbound in the morning and northbound in the afternoon | 2021-2023 | High |
| 53 | Local | Increase Frequency | Run Route 53 every 30 minutes in both directions in the rush hour | 2021-2023 | High |
| 54 | Local | Increase Frequency | Improve weekday and Saturday frequency to every 10 minutes during the day and every 15 minutes early morning and late evening. Improve Sunday service to every 15 minutes in the day | 2018-2020 | Medium |
| 58 | Local | New Route | New limited stop route from American Boulevard in Bloomington to downtown Minneapolis via Nicollet Ave to support Route 18. Operate 6 trips to downtown in the morning rush hour, and 6 trips out of downtown in the afternoon rush hour. Designated stops at 46th St, 38th St., Lake St., Franklin Ave and Grant St, with local stops south of 46th street. | 2018-2020 | High |
| 61 | Local | New Weekend Service | Improve Saturday to 30 minutes and add evening service. Add 30 minute service on Sundays with span to match current Saturday service. | 2018-2020 | High |
| 61 | Local | Increase Frequency | Improve frequency weekdays to every 15 minutes during the rush hour | 2018-2020 | High |
| 62 | Local | Longer Service Hours | Add late night line up trips in downtown St. Paul all days of the week to improve connections to non-traditional work shifts | 2018-2020 | Medium |

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| 63 | Local | Increase Frequency | Add route to the Hi-Frequency Network between Raymond Station and Lower Afton Rd. Increase weekday and weekend frequency to every 15 minutes during rush hours and midday, every 20 minutes in the late evenings. | 2018-2020 | High |
| 64 | Local | Longer Service Hours | Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week. | 2018-2020 | Medium |
| 64 | Local | Increase Frequency | Improve Sunday frequency to every 15 minutes from 9 am to 7 pm and to every 20 minutes in the morning and later evening. Improve weekday and Saturday evening frequency to every 15 to 20 minutes. Extend span of service on 64D branch, including hourly Sunday service. Add new trips to meet early morning and late night lineup trips in downtown St. Paul. | 2018-2020 | Medium |
| 68 | Local | Longer Service Hours | Add late night and early morning lineup trips in downtown St. Paul to improve connections to non-traditional work shifts | 2018-2020 | Medium |
| 68 | Local | Increase Frequency | Add route to Hi-Frequency Network between 14th St & Jackson and 5th Ave & South St. Improve rush hour and midday frequency to every 15 minutes all days and every 20 minutes in the mornings and late evenings | 2021-2023 | Medium |
| 70 | Local | Increase Frequency | Increase frequency to every 30 minutes all days from 5 a.m. to midnight | 2018-2020 | Medium |
| 71 | Local | Longer Service Hours | Improve weeknight and weekend service on the 71B branch to Concord & Exchange with hourly service on weekday and Saturday nights and hourly service all day on Sundays. | 2018-2020 | Medium |
| 74 | Local | Longer Service Hours | Add late night and early morning lineup trips in downtown St. Paul to improve connections to non-traditional work shifts | 2018-2020 | Medium |

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| 74 | Local | Increase Frequency | Add route to Hi-Frequency Network between 46th Street Station and Stillwater Ave & Nakomis Ave. Improve weekday and weekend service to every 15 minutes during the rush hour and midday, and every 20 minutes in the early mornings and later evenings | 2018-2020 | High |
| 77 | Local | New Route | New route between Maplewood Mall and Tamarack village via McKnight Rd. Weekdays service would run every 30 minutes in the rush hour and 60 minutes in the midday and evenings. Service would run every 60 minutes on Saturdays | 2024-2030 | Medium |
| 80 | Local | Increase Frequency | Improve frequency to every 30 minutes and extend service earlier and later in the day for all days. Route would operate from 6 a.m. to 8 p.m. | 2018-2020 | Medium |
| 83 | Local | Increase Frequency | Increase weekday service frequency from the current 30 minute service to every 20 minutes from 6 a.m. to 7 p.m. to match the frequencies of other crosstown routes in the Green Line corridor. | 2021-2023 | Medium |
| 87 | Local | Extend Route | Extend Route 87 service from Cleveland and Ford Parkway to 7th and Davern via Cleveland, Sheridan, Fairview, St Paul Ave, W 7th St, Davern, Shepard Rd, Gannon Dr, and Norfolk. | 2024-2030 | Low |
| 94 | Express | New Weekend Service | Add weekend and weekday evening service every 30 to 60 minutes until midnight | 2018-2020 | High |
| 101 | Local | New Route | New route connecting Prospect Park area to the Quarry Shopping Center via University Ave, 4th St, 15 Ave SE, Como, and 18th Ave SE. Would operate every 30 minutes on weekdays. | 2021-2023 | Medium |

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| 110 | Local | New Route | New U of M route serving Longfellow and Seward neighborhoods of Minneapolis with access to west edge of Prospect Park. Two trips to U of M in AM and from U of M in PM (one operates each peak during breaks and the May/Summer sessions). Travel via current Route 9 routing to Franklin Ave to cross bridge into East bank before traveling to West Bank via Washington Ave bridge. | 2018-2020 | High |
| 113 | Local | Increase Frequency | Improve to every 30 minutes southbound from 6 to 9pm. | 2021-2023 | High |
| 114 | Local | Increase Frequency | Improve to every 30 minutes southbound from 6 to 9pm. | 2021-2023 | High |
| 115 | Local | Simplify or Restructure | Replace with increased afternoon and evening service on Routes 113 and 114 | 2021-2023 | High |
| 133 | Local | Simplify or Restructure | Reroute from I-35W to Park and Portland Aves to provide limited stop service to and from downtown Minneapolis in the Phillips, Whittier and Powderhorn neighborhoods. Slight increase in travel time is balanced by increased access in these communities. Increase frequency to compensate for travel time. | 2018-2020 | High |
| 135 | Local | Simplify or Restructure | Reroute from I-35W to 1st and Blaisdell Aves to provide limited stop service to and from downtown Minneapolis in the Phillips, Whittier and Powderhorn neighborhoods. Slight increase in travel time is balanced by increased access in these communities. Increase frequency to compensate for travel time. | 2018-2020 | High |
| 146 | Local | Simplify or Restructure | Replace Route 146B branch to with Route 587 extension. Route 146 would begin at Eden Ave. | 2021-2023 | Medium |

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| 215 | Local | New Route | Reestablish a local route connecting White Bear Lake to Maplewood Mall Transit Center on weekdays. The new route would originate at Hwy 61 and 2nd St, to Bald Eagle, to 4th St, and then follow the current Route 265 route alignment from downtown White Bear Lake, via Hwy 61, White Bear Ave, Beam Ave, to Maplewood Mall Transit Center. Service would operate every 30 minutes during the peak and midday, and every 60 minutes in the evening. | 2018-2020 | Low |
| 219 | Local | New Weekend Service | Increase frequency and span of service on Saturdays and Sundays. Saturday service every 30 minutes from 6am to 7pm, then hourly to 10:30pm. New Sunday service introduced every 60 minutes from 6am to 8pm. | 2018-2020 | Low |
| 221 | Local | New Route | New circulator route in Forest Lake connecting to Forest Lake Transit Center. Route would run every 60 minutes via Cub Foods, Everton Ave, Broadway, 220th St, 12th St, Highway 61, 11th Ave, 8th St, Goodview, 202nd St, County Rd 50 and Forest Rd. | 2021-2023 | Low |
| 223 | Local | New Weekend Service | Improve frequency from every 90 minutes to every 30 to 60 minutes. Extend the span of service into the evening until 10PM. Add Saturday and Sunday service every 60 minutes. | 2018-2020 | Low |
| 225 | Local | Longer Service Hours | Increase hours of operation to accommodate non-traditional work start times all days per week | 2018-2020 | Low |
| 227 | Local | Longer Service Hours | Increase hours of operation to accommodate non-traditional work start times all days per week | 2018-2020 | Low |
| 228 | Local | New Route | New route operating between Rosedale and the TCAAP site in Arden Hills. Route would run every 30 minutes on weekdays and weekends in the rush hour and midday and every 60 minutes in the mornings and evenings. From Rosedale the new route would follow Snelling, (Hwy51), Co Rd E, Lexington, Hwy 96, to a planned new diagonal road that would terminate near I-35W and Co Rd I. | 2024-2030 | Low |

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| 250 | Express | Increase Frequency | Increase frequency to every 5 minutes in the peak of the rush hour from 95th Ave Park and Ride. | 2021-2023 | Medium |
| 250 | Express | Longer Service Hours | Add 90 minute frequency midday service between downtown and 95th Ave park-ride. | 2021-2023 | Low |
| 263 | Express | Extend Route | Extend first morning and last afternoon trips from Rice Street Park and Ride to St. Croix Valley Park and Ride in Stillwater. | 2021-2023 | Medium |
| 267 | Express | New Route | Establish new weekday express service from the Roseville I-35E & County Rd. C Park and Ride to downtown St. Paul. Service would operate every 30 minutes with 6 morning and 6 afternoon trips. | 2021-2023 | Medium |
| 270 | Express | Longer Service Hours | Add midday service every 30 minutes via Rt 270P branch serving Rice Street Park and Ride as well as County Rd C & Highway 61 and Maplewood Mall Park and Rides. Extend hours of operation to approximately 8 p.m. | 2018-2020 | Medium |
| 274 | Express | New Route | Establish a new weekday peak period express route from the St Croix Valley Park and Ride lot in Stillwater to downtown Minneapolis with 30 minute service offering 4 morning and 4 afternoon trips. Additional early morning and later afternoon service will be provided by extending selected Route 263 trips from the Rice Street Park and Ride to Stillwater. | 2021-2023 | Medium |
| 275 | Express | Increase Frequency | Increase rush hour frequency to every 15 minutes in the morning and afternoon rush hours at County Road 14 and County Road E Park and Rides. | 2018-2020 | Medium |
| 276 | Express | New Route | New express route from County Rd 14 and County Road E Park and Rides to downtown Minneapolis. Add 4 trips each rush hour period. | 2021-2023 | Medium |
| 294 | Express | Longer Service Hours | Add hourly midday and Saturday service between Stillwater, Lake Elmo, Oakdale and downtown St. Paul. | 2024-2030 | Medium |

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| 301 | Local | New Route | New bi-directional route connecting the future METRO Gold Line's Helmo Ave Station with the future I-94 and Manning Ave Park & Ride via 4th Street, Radio Drive and Hudson Road. Service would operate every 20 minutes during the rush hour and 30 minutes during the midday, evenings and weekends. | 2024-2030 | Low |
| 302 | Local | New Route | New bi-directional route connecting the future METRO Gold Line's Helmo Ave Station with the future I-94 and Manning Ave Park & Ride via 4th Street and Hudson Boulevard. Service would operate every 20 minutes during the rush hour and 30 minutes during the midday, evenings and weekends. | 2024-2030 | Low |
| 303 | Local | New Route | New bi-directional route connecting the future METRO Gold Line's Tamarack Road Station and Woodbury Theatre Station to the Woodwinds Health Campus and Tamarack Village shopping center via Valley Creek Road, Wooddale Drive, Lake Road, Wier/Woodwinds Drive and Tamarack Road. Service would operate every 30 minutes during the rush hour and evenings and every 60 minutes during the midday and weekends. | 2024-2030 | Low |
| 304 | Local | New Route | New bi-directional route connecting the future METRO Gold Line's Woodbury Theatre Station to the commercial development near Woodbury Drive and Hudson Road via Valley Creek Road and Woodbury Drive. Service would operate every 30 minutes during the rush hour and evenings and every 60 minutes during the midday and weekends. | 2024-2030 | Low |
| 305 | Local | New Route | New bi-directional route connecting the future METRO Gold Line's Woodbury Theatre Station to the residential development within southern Woodbury via Valley Creek Road, Woodlane Drive, Lake Road, Woodbury Drive, Bailey Road and Settlers Ridge Parkway. Service would operate every 30 minutes during the rush hour and evenings and every 60 minutes during the midday and Saturday. | 2024-2030 | Low |
| 306 | Local | New Route | New circulator route connecting 3M campus with future Gateway Corridor station. Service would operate on weekdays every 10 minutes in the rush hour and every 30 minutes midday | 2024-2030 | Low |

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| 353 | Express | Longer Service Hours | Introduce 30 minute weekday midday and early evening express service between the new Manning park and ride, downtown St Paul and downtown Minneapolis. The expanded service would serve the Manning, Guardian Angels, and Woodbury Theatre park and ride lots via Sun Ray Shopping Center. | 2018-2020 | Medium |
| 363 | Express | Longer Service Hours | Introduce 30 minute weekday midday and early evening express service between the Cottage Grove park and ride, downtown St Paul and downtown Minneapolis. The expanded service would serve the Cottage Grove, Newport, Lower Afton park and ride lots. | 2021-2023 | Medium |
| 367 | Express | New Route | Introduce 30 minute weekday peak period express service from Hastings to downtown Minneapolis via the Newport Park and Ride. | 2021-2023 | Medium |
| 381 | Express | New Route | New 15 minute weekday express service from the planned new Manning park and ride to downtown St. Paul. | 2018-2020 | Medium |
| 385 | Express | New Route | New 15 minute weekday express service from the planned new Manning park and ride to downtown Minneapolis. | 2018-2020 | Medium |
| 412 | Local | New Route | New route between Northern Dakota County Service Center and Invest Hills Community College. Route would operate every 30 minutes during weekday days and every 60 minutes evening hours timed for Inver Hills classes | 2021-2023 | Low |
| 418 | Local | New Route | New route between the Blue Line Fort Snelling Station, the Northern Dakota County Service Center in West St Paul, and the South St Paul Industrial Park. Service would operate on weekdays every 60 minutes during off-peak times and every 30 minutes during peak times. | 2021-2023 | Low |
| 419 | Local | New Route | New suburban limited stop route along I-494 corridor in from Woodbury Theater to the Northern Dakota County Service Center. Stopping at Woodwinds Health Campus, Newport Park and Ride, and 5th Ave S. in South St. Paul. Would operate every 30 minutes weekdays in the rush hour and every 60 minutes midday and evenings. | 2021-2023 | Low |

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| 451 | Express | New Route | Reintroduce 30 minute weekday rush hour express service from the West St Paul Sports Center park and ride to downtown St Paul. | 2021-2023 | Medium |
| 453 | Express | New Route | New express route from Inver Grove Heights to downtown St. Paul via Rt 68 routing in Inver Grove Heights to Upper 55th to Highway 52. Establish a new park and ride lot at Highway 52 and Upper 55th. Service would operate every 30 minutes in the rush hours | 2018-2020 | Medium |
| 455 | Express | New Route | New express route between Kenrick Park and Ride in Lakeville and downtown St. Paul and Union Depot. Route would operate 3 morning and 3 afternoon rush hour trips | 2021-2023 | Medium |
| 505 | Local | New Route | New route replacing Route 515 C and E branches. Travel from VA Medical Center to Mall of America via Cedar Ave. Route would operate every 30 minutes during the weekday rush hours and every 60 minutes in the midday, evenings and on weekends | 2021-2023 | Medium |
| 515 | Local | Simplify or Restructure | Route 515 C and E branches replaced by new Route 505. All route 515 trips would travel via Longfellow Ave to the Mall of America | 2021-2023 | Medium |
| 515 | Local | Longer Service Hours | Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week. | 2018-2020 | Low |
| 535 | Express | Increase Frequency | Improve weekday frequency to every 30 minutes all day and weekend service every 30 to 60 minutes matching weekday hours of operation | 2024-2030 | Medium |
| 536 | Local | New Route | New route replaces Route 539 segment to Normandale College and Knox Ave Park and Ride. Would operate via Collegeview Rd, W 90th St, Penn Ave and Lyndale Ave. Service would run every 30 minutes on weekdays and every 30 to 60 minutes on weekends | 2018-2020 | Low |

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| 537 | Local | Extend Route | Extend Route to Bloomington Ferry Road via Old Shakopee Road. Add off-peak service weekdays between 7am and 6pm every 30 to 60 minutes. | 2021-2023 | Low |
| 538 | Local | Increase Frequency | Increase weekday frequency to every 30 minutes from 6 a.m. to 9 p.m. with the opening of the Orange Line | 2021-2023 | Medium |
| 539 | Local | Simplify or Restructure | Replace Normandale College and Knox Ave Park and Ride segment with new Route 536. Increase weekday rush hour frequency to every 15 minutes and every 30 minutes during evenings and midday. Increase weekend hours of service to 9 p.m. | 2018-2020 | Low |
| 540 | Local | Extend Route | Add new branch to Braemer Park in Edina via W 78th St. Service would be every 30 minutes all day on all branches. Improve weekend frequency to every 30 to 60 minutes. | 2018-2020 | Low |
| 540 | Local | Longer Service Hours | Increase hours of operation to approximately 5:30 a.m. to 11:30 p.m. all days per week | 2018-2020 | Medium |
| 542 | Local | New Weekend Service | Add 30 minute service on weekends | 2018-2020 | Medium |
| 542 | Local | Longer Service Hours | Increase hours of operation to approximately 5:30 a.m. to 11:30 p.m. all days per week | 2018-2020 | Medium |
| 542 | Local | Increase Frequency | Add weekday midday service every 30 minutes | 2018-2020 | Medium |
| 542 | Local | Increase Frequency | Increase rush hour frequency to every 15 minutes and every 30 minutes in the evenings | 2018-2020 | Medium |
| 547 | Local | New Route | New route in West Bloomington from South Bloomington Transit Center to Bloomington Ferry Rd and Veness Rd. via Old Shakopee Rd. Service would operate weekdays every 30 minutes in the rush hour and 60 minutes in the evenings and midday | 2024-2030 | Low |

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| 562 | Express | New Route | New express route from Southdale Transit Center to downtown St. Paul via Highway 62, Highway 110 and I-35E. Would also stop at Fort Snelling Park and Ride. Route would operate 3 morning and 3 afternoon rush hour trips. | 2021-2023 | Medium |
| 566 | Express | New Route | New express route from Richfield and south Minneapolis to downtown St. Paul and the Union Depot via I-35W and I-94. Intermediate stops at I-35W & 66th St., 46th St, Lake St. Would operate 3 morning and 3 afternoon rush hour trips | 2024-2030 | Medium |
| 578 | Express | Increase Frequency | Improve reverse commute service to office buildings near I-494 and France Ave. Operate 3 morning and afternoon rush hour trips timed for common work shifts | 2021-2023 | High |
| 587 | Express | Increase Frequency | Add 3 morning and afternoon rush hour trips to downtown Minneapolis from new Park and Ride at Eden Ave & Highway 100 | 2021-2023 | Medium |
| 589 | Express | Increase Frequency | Add 2 additional morning and afternoon rush hour trips to downtown | 2021-2030 | Medium |
| 601 | Local | New Route | New suburban route between the future Green Line West Lake Station and Louisiana Transit Center via France Ave, Ewing Ave, Cedar Lake Parkway, Wayzata Blvd, and 26th Street to be implemented with the Green Line extension. Route would operate counter-clockwise in the morning and clockwise in the afternoon running every 30 minutes all days of the week. Route 601 would replace Route 9H branch on 26th and Wayzata Blvd west of Zarthan. | 2024-2030 | Medium |
| 602 | Local | New Route | New route between West Lake Station and Southdale Transit Center via Excelsior Blvd and France Ave to be implemented with the Green Line extension. Service would operate every 30 minutes all days. | 2021-2023 | Medium |

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| 604 | Local | Extend Route | Extend route from Excelsior and Grand to Belt Line Boulevard Station with opening of the Green Line extension. Service would operate every 30 minutes all days | 2021-2023 | Low |
| 605 | Local | New Route | New route from downtown Hopkins Station to Beltline Station via 2nd St and the Blake Rd Station area and 36th St and the Woodale Station area with the opening of the Green Line Extension. It would replace a portion of current Route 615. Route 605 would operate every 30 minutes all days | 2021-2023 | Medium |
| 612 | Local | New Route | New route replacing Route 12 and would operate from Main Street & 17th Ave in Hopkins to the West Lake Station via Excelsior Blvd. Service will run every 15 minutes weekdays and Saturdays and every 30 minutes on Sundays. | 2021-2023 | Medium |
| 614 | Local | Longer Service Hours | Increase hours of operation to approximately 5:30 a.m. to 11:30 p.m. all days per week | 2018-2020 | Low |
| 614 | Local | Extend Route | Extend Route 614 between Vine Hill Rd and Hopkins Station via Excelsior Blvd with the opening of the Green Line extension. This would replace the segment of Route 670 operating here. Route would run every 30 minutes in the weekday rush hours and every 60 minutes evenings, midday, and weekends | 2021-2023 | Low |
| 615 | Local | New Route | Increase hours of operation to approximately 5:30 a.m. to 11:30 p.m. all days per week | 2018-2020 | Low |
| 615 | Local | Simplify or Restructure | Route 615 will be restructured with the opening of the Green Line extension to replace portions of Route 12 on 11th Ave. New route 615 will operate between Carlson Parkway and Opus Station via Ridgedale, County Rd 73, downtown Hopkins Station, 11th Ave S and Opus. Service would operate every 30 minutes all days | 2021-2023 | Medium |

Appendix E: Summary of Proposed Service Improvements

| Route | Route Type | Improvement Type | Description | Implementation Phase | Overall Score |
|-------|------------|----------------------|---|----------------------|---------------|
| 616 | Local | New Route | New circulator route from Opus Station and the Minnetonka Corporate Center via Bren Rd, Rowland Rd, Clearwater Dr, Baker Rd, and Culligan Way. It would operate every 30 minutes during weekday rush hours. | 2021-2023 | Low |
| 645 | Local | Increase Frequency | Increase weekday midday frequency to 15 minutes between downtown Minneapolis and Ridgedale and Plymouth Road Transit Center | 2021-2023 | Low |
| 645 | Local | New Weekend Service | Increase weekend frequency to every 30 minutes between downtown Minneapolis and Ridgedale. Extend hourly Sunday service to 9 p.m. | 2021-2023 | Medium |
| 645 | Local | New Weekend Service | Add weekend service every 60 minutes to Mound | 2018-2020 | Low |
| 645 | Local | Longer Service Hours | Increase hours of operation to approximately 5:30 a.m. to 11:30 p.m. all days per week | 2018-2020 | Low |
| 651 | Express | New Route | New express route providing reverse commute service from downtown St. Paul to Louisiana Transit Center and Ridgedale. 3 morning and afternoon trips and 4 midday trips | 2024-2030 | Low |
| 653 | Express | New Route | New express route from County Road 73 Park and Ride to downtown St. Paul via I-394 and I-94. 4 morning and afternoon rush hour trips. | 2024-2030 | Low |
| 664 | Express | Increase Frequency | Add 3 morning and afternoon reverse commute trips from downtown Minneapolis to the Opus office complex | 2021-2023 | Medium |
| 669 | Express | Increase Frequency | Add 3 morning and afternoon reverse commute trips from downtown Minneapolis to I-494 & County Rd 62 Minnetonka Corporate Center. | 2021-2023 | Low |
| 673 | Express | Increase Frequency | Increase service for expansion of Co 73 park-ride. Add 4 new trips at end of morning and afternoon rush hours. | 2021-2023 | Medium |
| 674 | Express | Extend Route | Add a new branch serving Maple Plain Park and Ride via Highway 12 West of Long Lake. Extension would have 4 new morning and afternoon rush hour trips | 2024-2030 | Low |

Appendix E: Summary of Proposed Service Improvements

| Route | Route Type | Improvement Type | Description | Implementation Phase | Overall Score |
|-------|------------|---------------------|---|----------------------|---------------|
| 676 | Express | New Route | New express route from County Road 73 Park and Ride to Uptown Transit Center via I-394, Dunwoody, and Hennepin Ave. Route would operate 4 morning and afternoon rush hour trips | 2024-2030 | Low |
| 700 | Express | New Route | New crosstown route from Robbinsdale Transit Center to the Edina Industrial corridor via Highway 100 with intermediate stops on Glenwood, Xenia, Park Place, Parkdale and 36th, Park Center Blvd, and Excelsior Blvd. Route would operate every 30 minutes in morning and afternoon rush hours and every 120 minutes midday | 2024-2030 | Low |
| 704 | Local | New Route | Connect 85th Ave and Broadway Ave corridor with Robbinsdale Transit Center via Bottineau Station. Route operates every 30 minutes in the weekday rush hour | 2021-2023 | Medium |
| 705 | Local | Increase Frequency | Increase weekday frequency to every 30 minutes on Winnetka Blvd and every 60 minutes on Douglas Dr and Mendelson Rd branches | 2018-2020 | Medium |
| 705 | Local | New Weekend Service | Add weekend service every 30 minutes | 2021-2023 | Low |
| 705 | Local | Extend Route | Extend route to downtown Osseo to connect residents with future Brooklyn Blvd Station on Blue line extension. | 2021-2023 | Medium |
| 706 | Local | New Route | New route between future Bottineau Blvd Station on Blue line extension and County Rd 61 & Northwest Blvd in Plymouth via Bass Lake Rd. Route would operate every 30 minutes on weekdays | 2021-2023 | Low |
| 712 | Local | New Route | New route along 36th Ave N in Plymouth, New Hope, Crystal and Robbinsdale connecting Cubs Foods PR with Robbinsdale Transit Center. 30-minute frequency. | 2021-2023 | Medium |
| 716 | Local | Extend Route | Extend all weekday and Saturday trips to Starlite. | 2021-2023 | Medium |

Appendix E: Summary of Proposed Service Improvements

| Route | Route Type | Improvement Type | Description | Implementation Phase | Overall Score |
|-------|------------|-------------------------|---|----------------------|---------------|
| 716 | Local | Increase Frequency | Improve weekday rush hour frequency to every 30 minutes and increase hours of operation to 5 a.m. to 1 a.m. Add 60 minute Sunday service | 2021-2023 | Medium |
| 717 | Local | New Weekend Service | Implement weekend service every 60 minutes | 2018-2020 | Medium |
| 717 | Local | Increase Frequency | Increase weekday frequency to every 30 minutes all day | 2021-2023 | Medium |
| 720 | Local | New Route | New route from Starlite Transit Center to Zinnia & Maple Knoll Way via Elm Creek Blvd and Shoppes at Arbor Lakes. Route would operate weekdays every 60 minutes | 2021-2023 | Low |
| 723 | Local | Longer Service Hours | Increase weekend service to every 30 minutes. Saturdays extend hourly service until 9 p.m. | 2018-2020 | Medium |
| 724 | Local | Increase Frequency | Increase morning and afternoon rush hour service to every 15 minutes | 2018-2020 | High |
| 725 | Local | New Route | New route from 93rd Ave & Central and 81st Ave & West River Road via 85th Ave in Brooklyn Park. Connect to future Blue Line station at North Hennepin Community College. Service would run on weekdays every 30 minutes from 6 a.m. to 8 p.m. | 2021-2023 | Medium |
| 756 | Express | Longer Service Hours | Extend hours of operation to 5:30 p.m. | 2018-2020 | Medium |
| 758 | Express | Simplify or Restructure | Replace Rt 14L branch on Noble Ave with additional trips on Route 758. 1 new trip in each direction. | 2021-2023 | Medium |
| 765 | Express | Longer Service Hours | Provide midday service between downtown Minneapolis and Target North Campus every 75 minutes | 2021-2023 | Medium |
| 766 | Express | New Weekend Service | Add weekend service every 60 minutes on Rt 766G branch via West River Road from 8 a.m. to 8 p.m. | 2024-2030 | Medium |
| 766 | Express | Longer Service Hours | Extend hours of operation to 9 p.m. | 2018-2020 | Medium |

Appendix E: Summary of Proposed Service Improvements

| Route | Route Type | Improvement Type | Description | Implementation Phase | Overall Score |
|-------|------------|---------------------|--|----------------------|---------------|
| 801 | Local | New Weekend Service | Add weekend service from Brooklyn Center Transit Center to Rosedale every 60 minutes from 8 a.m. to 9 p.m. | 2018-2020 | Medium |
| 801 | Local | Increase Frequency | Improve weekday frequency to every 30 minutes and extend hours of operation to 9 p.m. | 2018-2020 | Medium |
| 802 | Local | New Route | New local route on Coon Rapids Blvd between Northown Transit Center and Anoka Tech replacing local Route 852 service in this segment. Route will operate every 30 minutes on weekdays. Route 852 will continue to operate hourly service between downtown Minneapolis and Foley Blvd Park and Ride via East River Rd and Northtown | 2021-2023 | Medium |
| 805 | Local | Increase Frequency | Improve weekday rush hour frequency to every 30 minutes | 2021-2023 | Low |
| 805 | Local | New Weekend Service | Add Sunday service every 60" from 9 a.m. to 6 p.m. | 2021-2023 | Low |
| 817 | Local | New Route | New Route between Northtown Transit Center and eastern Anoka Co. Via County Rd 10, 85th Ave, Naples St, Lake Dr, Lexington Ave, Pleasant Ridge Dr, 109th Ave, Apollo Dr, through Kohls and Target Parking lot and Lino Lakes Civic Center. Route would run every 60 minutes from 6 a.m. to 6 p.m. | 2021-2023 | Low |
| 823 | Local | New Route | New route connecting Pioneer Village in Blaine, The Village, and Lexington/Circle Pines. Route would operate weekdays every 60 minutes | 2024-2030 | Low |
| 827 | Local | New Route | Restore local service on East River Road south of I-694 to downtown Minneapolis. Route will operate every 30 minutes in the weekday rush hours | 2018-2020 | Low |
| 831 | Local | New Weekend Service | Restore Saturday service running every 60 minutes. from 8 a.m. to 6 p.m. | 2021-2023 | Low |

Appendix E: Summary of Proposed Service Improvements

| Route | Route Type | Improvement Type | Description | Implementation Phase | Overall Score |
|--------|------------|----------------------|--|----------------------|---------------|
| 831 | Local | Extend Route | Extend route to Pioneer Village at 125th Ave NE and Highway 65 in Blaine. | 2021-2023 | Low |
| 831 | Local | New Weekend Service | Add Sunday service running every 60 minutes. from 8 a.m. to 6 p.m. | 2024-2030 | Low |
| 852 | Express | New Weekend Service | Implement Sunday service running every 60 minutes. Match current Saturday schedule. | 2018-2020 | Medium |
| A Line | ABRT | Longer Service Hours | Add late night and early morning trips to facilitate connections to nontraditional work shifts. One trip per hour 2 a.m. through 5 a.m. all days per week. | 2018-2020 | Low |