

# **Detailed Definition of Alternatives**

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## Nicollet-Central Transit Alternatives

DRAFT – April 2013



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# 1. Introduction

This report defines the key physical and service elements of the transit modal and alignment options that advanced through the initial screening and will be evaluated in detail. (*Technical Memorandum #4: Initial Screening of Alternatives* documents the initial screening process and findings.) These alternatives are listed below. Figure 1 illustrates the alignment options that were studied and recommended for detailed development:

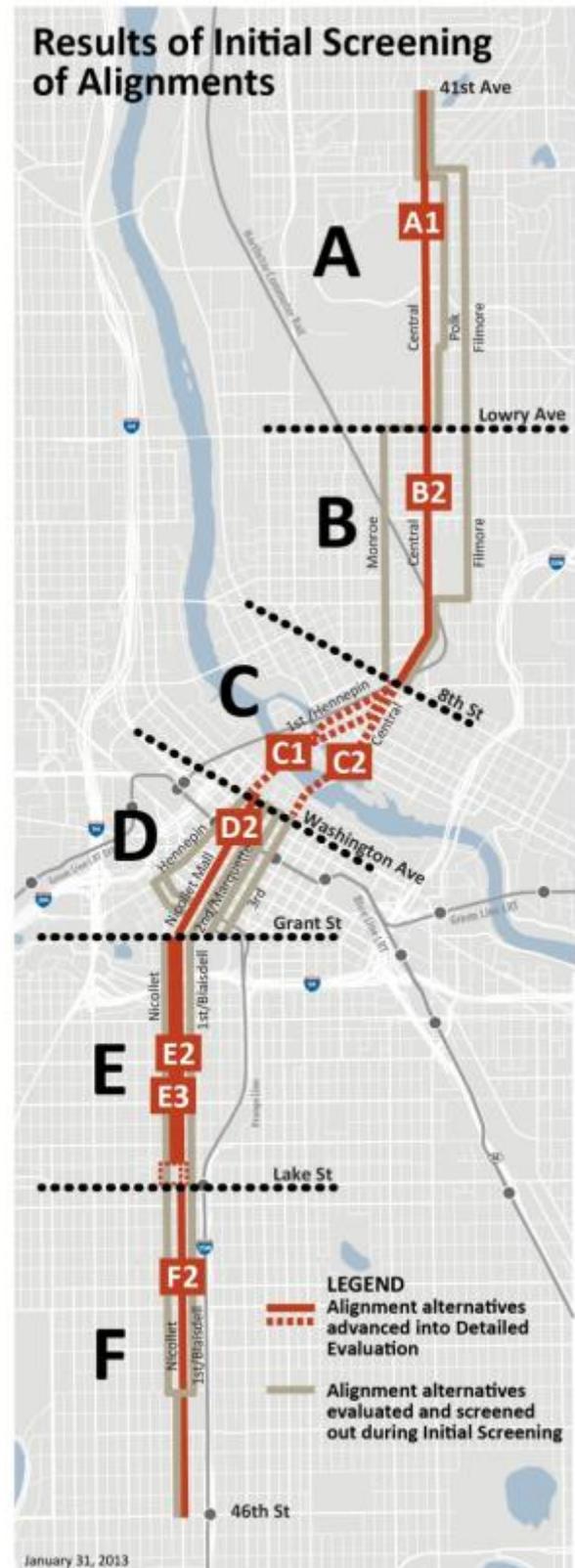
- Transit modal options
  - Conventional bus
  - Enhanced bus
  - Modern streetcar
- Alignment options
  - Central Avenue from 41<sup>st</sup> Avenue NE to Seventh Street NE
  - Downtown Minneapolis via Nicollet Mall
  - Nicollet Avenue from Grant Street to 46th Street
  - Two options for crossing the Mississippi River:
    - Hennepin/First Avenue
    - Central/Third Avenue
  - Two options to connect to Lake Street:
    - First/Blaisdell Avenue
    - Through K-mart site

## 1.1 Detailed Alternatives

The transit modes and alignment options were then paired together to define the detailed alternatives for the *Nicollet-Central Transit Alternatives* study:

- No-Build
- Enhanced bus for the full length of the Nicollet-Central corridor, from 41<sup>st</sup> Avenue NE to 46<sup>th</sup> Street S
- Modern streetcar for the full length of the Nicollet-Central corridor, from 41<sup>st</sup> Avenue NE to 46<sup>th</sup> Street S
- Preliminary modern streetcar starter line between E Hennepin and Lake Street, approximately 3-½ miles long.

Figure 1: Results of Initial Screening of Alignments



## 1.2 Key Physical and Service Elements

For purposes of estimating cost and ridership and assessing impacts and benefits, this study defines the detailed alternatives based on the categories identified in the Metropolitan Council's *Regional Transitway Guidelines* listed below.

- Service plan
- Stop spacing
- Stop facilities
- Transit vehicles
- Fare collection
- Technology and customer information
- Identity and branding
- Maintenance facility
- Systems/other

## 2. No-Build Alternative

The No-Build alternative is a local bus alternative that assumes no significant changes to existing transit service and facilities in the Nicollet-Central Corridor. Appendix A presents existing bus schedules for Routes 10, 18 and 59.

### 2.1 Service Plan

The service plan for the No-Build alternative only includes one key modification to one of the three primary routes operating currently in the Nicollet-Central corridor. This single key change is on the Route 10, where frequencies for both mid-day and peak periods would increase from existing 10 minutes to 7.5 minutes. There are no assumed key changes to Routes 18 and 59 for these time periods. (Route 59 only currently operates in the peak periods in the peak direction; there is no mid-day or reverse commuter service in the peak period.) Changes to the peak and mid-day periods (when ridership is highest) are considered significant because they affect bus fleet requirements and drive operating and maintenance costs. See Appendix A for current bus schedules for Routes 10, 18 and 59.

### 2.2 Stop Spacing

The No-Build alternative assumes no changes to existing stop spacing along the Nicollet-Central corridor. Currently, Routes 10 and 18 have stops at approximately every block (one-eighth mile) outside of downtown, and every other block along Nicollet Mall. Route 59 would continue to provide limited-stop service at the same stop locations as today.

### 2.3 Stop Facilities

There will be no changes to bus stop facilities. Some stops currently have shelters, while others only have benches or signs, as shown on Figure 2.

Figure 2: Nicollet Avenue Shelter



### 2.4 Runningway

Buses operate in mixed traffic along Central and Nicollet Avenues, as well as a combination of downtown streets between the Third/Central Avenue Bridge and Nicollet Mall. On Nicollet Mall, buses share the road only with taxis and bicycles, as shown on Figure 3.

Figure 3: Bus on Nicollet Mall



### 2.5 Transit Vehicles

There are no planned changes to the type of buses that operate in the Nicollet-Central Corridor, i.e. 40-foot hybrid buses as shown Figure 3.

### 2.6 Fare Collection

Like other urban local bus routes in Metro Transit’s system, buses in the Nicollet-Central corridor have on-board or pay-as-you board fare collection that includes a cash farebox and/or Go-To proximity module.

## 2.7 Technology and Customer Information

Technology and customer information systems that exist in the Nicollet-Central corridor include transit signal priority along Central Avenue from Second Street SE to 53<sup>rd</sup> Avenue NE and a NextBus information sign at the corner of Seventh Street S and Nicollet Mall for buses crossing the corridor in the east-west direction. The No-Build alternative assumes no modifications to these systems.

## 2.8 Identity and Branding

There will be no changes to the identity or branding of transit service in the corridor. Currently, there are two elements of enhanced branding of service in the corridor. The first is the Nicollet Mall “free ride.” This service branding consists of two elements: stand-alone beacons at bus stops along Nicollet Mall and electronic signs on the front and side of only northbound Route 18 and southbound Routes 10 and 59 buses on the Mall scrolling “Nicollet Mall Free-Ride.” Figure 2 below shows a northbound Route 18 bus on Nicollet Mall at Ninth Street; the free ride sign is on the right-hand side of the photo. The second is the network of “Hi-Frequency” routes, including Routes 10 and 18, with service at least every 15 minutes all day from 6 a.m. to 7 p.m. on weekdays and from 9 a.m. to 6 p.m. on Saturdays. The “Hi-Frequency” branding effort consists of an additional logo on the bus stop sign, printed schedules, and website route information.

Figure 4: “Free Ride” on Nicollet Mall



## 2.9 Maintenance Facility

This study assumes that the bus fleet for the No-Build alternative (Routes 10, 18 and 59) would be stored and maintained at either existing Metro Transit garages or a new facility (location and program still to be determined). This study will not identify and assess potential sites for a new garage. Details of any cost implications of this assumption will be documented separately. Finally, this approach is consistent with other transitway planning studies.

### 3.0 Enhanced Bus Alternative

The enhanced bus alternative represents implementation of substantial changes in the service plan and facilities along the Nicollet-Central corridor.

#### 3.1 Service Plan

Transit service in the Nicollet-Central Corridor would be revamped to better meet the diverse travel needs of different parts of the corridor. Essentially, enhanced bus would become the local service, replacing Route 10 and Route 18. Route 59 would also be discontinued. Other local routes such as Route 11, Route 17 and Route 25 would remain unchanged. The new proposed transit service in the corridor would be a combination of bus routes as shown on Figure 7 and described below.

- Enhanced bus service would operate from 41<sup>st</sup> Avenue NE to 46<sup>th</sup> Street S and is shown as a red line on Figure 7. Due to the flexible nature of bus modes, service on the enhanced bus route would continue to provide local service north and south of the study corridor, terminating at 53<sup>rd</sup> Avenue NE and 66<sup>th</sup> Street S. This configuration is shown as grey lines on Figure 7. The enhanced bus service would operate every 7.5 minutes during the peak and 10 minutes mid-day. The enhanced bus service would be the primary transit service for trips within the study corridor.
- Limited-stop bus service (depicted as dark green lines on Figure 7) is intended to serve longer trips that either begin or end beyond the study corridor. This service has two routes:
  - On Central Avenue, the limited-stop service would operate between Nicollet Mall and the Columbia Heights Transit Center, and continue on to Northtown via University Avenue. This service would operate every 15 minutes during the peak and mid-day periods.
  - On Nicollet Avenue, the limited-stop service would operate between Nicollet Mall and 104<sup>th</sup> Street S in Bloomington every 30 minutes in the peak and mid-day periods.
- Local bus service on Central Avenue north of 41<sup>st</sup> Avenue NE via Central Avenue to Northtown is depicted as a grey line on Figure 7. This new route would operate between 41<sup>st</sup> Avenue NE and Northtown every 30 minutes during the peak and mid-day periods.
- The Grand Avenue circulator is shown as a light green line on Figure 7. It would be a new circulator route operating on Grand Avenue between Lake and 46<sup>th</sup> Street S every 30 minutes during the peak and mid-day periods. It would connect the Lake and 46<sup>th</sup> Street S stops/stations on both the enhanced bus service and Orange Line (I-35W BRT). It would replace the branch of Route 18G south of Lake Street.

#### 3.2 Stop Spacing

The proposed stop spacing for the enhanced bus and limited stop bus routes are also shown on Figure 7 and summarized as follows:

- Enhanced bus: Every other block or one-quarter mile (compared to every block today, or one-eighth mile) within the build area from 41<sup>st</sup> Avenue NE to 46<sup>th</sup> Street S. Existing stop spacing would remain the same for the local service north and south of the study corridor, terminating at 53<sup>rd</sup> Avenue NE and 66<sup>th</sup> Street S.
- Limited stop: Approximately every mile within the study corridor and outside of downtown, and every one-half mile north of 41<sup>st</sup> Avenue NE and south of 46<sup>th</sup> Street S.
- Local and Grand Avenue circulator: At existing stops along their route which is approximately every block or one-eighth mile.

### 3.3 Stop Facilities

Upgrades to amenities/facilities associated with the enhanced bus service would only be at locations where the enhanced bus service is proposed to stop. All other bus stops in the corridor would remain as they are today. Each enhanced bus stop facility would include the following key elements:

- Ticket vending machine with functions similar to those of Metro Transit’s LRT system, such as fare payment by cash, credit card, and GoTo card). See *Section 3.6 Fare Collection*.
- Recognizable shelters similar to Kansas City Max and Swift in Everett, WA (see Figure 5). They are assumed to be modular to allow variable sizing based on demand. It is also assumed that the scale and level of finish of the shelter would be different for downtown (Nicollet Mall) from the rest of the corridor.
- Stop platform/curb extensions (other than Nicollet Mall) that are generally 100 feet long, sufficient to accommodate two transit vehicles: the hybrid articulated bus assumed for enhanced bus service and a 40-foot hybrid bus for local and limited stop bus service. Stops would be integrated into the sidewalk along Nicollet Mall.
- Integrated bus stops (see above).
- Concrete bus pad
- Level or near-level boarding is assumed at each modern streetcar stop.
- Board/de-board using any enhanced bus door.
- Real-time information, described in *Section 3.7 Technology and Customer Information*.

### 3.4 Runningway

Enhanced bus service would use existing roadways, i.e. generally Central Avenue, Nicollet Mall and Nicollet Avenue S. Concepts for how enhanced bus service could be accommodated within these roadways are presented in Appendix B. In summary, the enhanced bus service would operate as buses do today, loading and unloading passengers on the right-hand side.

Figure 5: Enhanced Bus Concept (Everett, WA)



### 3.5 Transit Vehicles

The enhanced bus alternative would use 60-foot hybrid articulated buses. This would be a new type of transit vehicle in the Twin Cities that would require the creation of a dedicated fleet. The limited-stop bus service assumes the use of 40-foot hybrid buses, similar to those currently in use on Routes 10, 18, and 59. Other local bus routes including the Grand Avenue circulator would use standard 40-foot diesel buses. Figure 6 shows an example of the 60-foot hybrid articulated bus used for the HealthLine in Cleveland, OH.

Figure 6: Cleveland HealthLine Enhanced Bus



Figure 7: Enhanced Bus Conceptual Service Plan



Figure 8: Modern Streetcar Conceptual Service Plan



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### 3.6 Fare Collection

The enhanced bus service would use two types of fare payment:

- Off-board, proof-of-payment system: Similar to the system currently used on the Blue Line LRT and Northstar Commuter rail. Passengers would pay their fare prior to boarding the enhanced bus. This system includes fare enforcement. Each enhanced bus stop would include a ticket vending machine, as described in *Section 3.3 Stop Facilities*. Figure 9 presents a photo of the ticket vending machine currently used by Metro Transit.

**Figure 9: Existing Metro Transit Ticket Vending Machine**



- On-board: The enhanced bus service would also use on-board fare collection as it is proposed to continue as local bus service on Central Avenue

north of 41<sup>st</sup> Avenue NE and Nicollet Avenue S south of 46<sup>th</sup> Street.

The limited-stop, local bus and Grand Avenue circulator routes assume use of on-board fare collection.

### 3.7 Technology and Customer Information

The enhanced bus alternative would take advantage of technology to improve transit travel, reliability and customer experience. Specifically, it assumes the use of the following features:

- Transit signal priority (TSP): This system is currently in place along Central Avenue from Second Street SE to 41<sup>st</sup> Avenue NE. Under the enhanced bus alternative, TSP would also be implemented along Nicollet Avenue from Grant Street S to 46<sup>th</sup> Street. TSP would improve transit travel time modifying transit signal phasing or timing, such as extending the green time to allow transit vehicles to progress through an intersection. Note that TSP is not signal preemption which often causes significant delays for regular traffic. Signal preemption is used in the Twin Cities and examples include Hiawatha Avenue as part of the Blue Line LRT operations and emergency vehicles.
- Real-time signs: These signs would provide similar information as those currently used along Second and Marquette Avenues in downtown Minneapolis. However, the size of the real-time signs assumed for the enhanced bus alternative would be smaller with capability for displaying information for up to three bus routes at a time. Each sign is assumed to be integrated with the shelter instead of requiring its own structural pole, as is the case with the Second and Marquette Avenue signs.
- Automated vehicle location (AVL) system: The enhanced bus alternative – specifically, the 60-foot hybrid, articulated buses – would use AVL that is compatible with Metro Transit’s system.
- Transit control center: The enhanced bus alternative assumes the use of Metro Transit’s transit control/dispatch center.

### **3.8 Identity and Branding**

The enhanced bus alternative includes uniquely-branded stops and vehicles, similar in scale to the Kansas City MAX and Swift systems in Everett, WA, as shown in Figure 5. While there would be some general variation in scale and finish between enhanced bus stops on Nicollet Mall and the rest of the Nicollet-Central corridor, generally, it is anticipated that each stop would include a highly visible or easily identifiable element such as the green and blue Swift beacon shown on Figure 5. The enhanced bus vehicle would also have a unique appearance to distinguish it from other bus service on the corridor and allow transit patrons to see it from a distance.

### **3.9 Maintenance Facility**

Similar to the No-Build Alternative, this study assumes that the bus fleet for the enhanced bus alternative would be stored and maintained at either existing Metro Transit garages or a new facility (location and program still to be determined). This study will not identify and assess potential sites for a new garage. Details of any cost implications of this assumption will be documented separately. Finally, this approach is consistent with other transitway planning studies.

## 4.0 Modern Streetcar Alternative

Implementation of the modern streetcar alternative entails substantial changes in transit service and infrastructure in the Nicollet-Central corridor.

### 4.1 Service Plan

Transit service in the Nicollet-Central Corridor would be revamped to better meet the diverse travel needs of different parts of the corridor. Essentially, modern streetcar would become the local service, replacing Route 10 and Route 18. Route 59 would also be discontinued. Other local routes such as Route 11, Route 17 and Route 25 would remain unchanged. The new proposed transit service in the corridor would be a combination of modern streetcar and bus as on Figure 8 and described below.

- Modern streetcar service would operate from 41<sup>st</sup> Avenue NE to 46<sup>th</sup> Street S and is shown as a red line on Figure 8. The modern streetcar service would operate every 7.5 minutes during the peak and 10 minutes mid-day. The modern streetcar service would be the primary transit service for trips within the study corridor.
- Limited-stop bus service (depicted as dark green lines on Figure 8) is intended to serve longer trips that either begin or end beyond the study corridor. This service has two routes:
  - On Central Avenue, the limited-stop service would operate between Nicollet Mall and the Columbia Heights Transit Center, and continue on to Northtown via University Avenue. This service would operate every 10/15 minutes during the peak and mid-day periods.
  - On Nicollet Avenue, the limited-stop service would operate between Nicollet Mall and 66<sup>th</sup> Street S in Bloomington every 30 minutes in the peak and mid-day periods.
- Local bus service under the modern streetcar alternative is depicted as a grey line on Figure 8 and has the following routes:
  - Central Avenue: A new local bus route would operate between 41<sup>st</sup> Avenue NE/Columbia Heights Transit Center and the Northtown Transit Center via Central Avenue every 30 minutes during the peak and mid-day periods.
  - Nicollet Avenue: A new local bus route would operate along Nicollet Avenue between 46<sup>th</sup> Street S and 104<sup>th</sup> Street S every 30 minutes during the peak and mid-day periods.
- The Grand Avenue circulator is shown as a light green line on Figure 8. It would be a new circulator route operating on Grand Avenue between Lake and 46<sup>th</sup> Street S every 30 minutes during the peak and mid-day periods. It would connect the Lake and 46<sup>th</sup> Street S stops/stations on both the modern streetcar service and Orange Line (I-35W BRT). It would replace the branch of Route 18G south of Lake Street.

### 4.2 Stop Spacing

The proposed stop spacing for the modern streetcar and limited-stop bus are also shown on Figure 8 and summarized as follows:

- Modern streetcar: Every other block or one-quarter mile (compared to every block today, or one-eighth mile).
- Limited stop: Approximately every mile within the study corridor and outside of downtown, and every one-half mile north of 41<sup>st</sup> Avenue NE and south of 46<sup>th</sup> Street S.
- Local and Grand Avenue Circulator: At existing stops along their route which is approximately every block or one-eighth mile.

### 4.3 Stop Facilities

Similar to the enhanced bus alternative, upgrades to amenities/facilities associated with the modern streetcar alternative would only be at locations where modern streetcar is proposed to stop (see Figure 10). All other bus stops in the corridor would remain as they are today. Each modern streetcar stop would include the following key elements:

**Figure 10: Portland Streetcar Stop with Curb Extension**



- Ticket vending machine with functions similar to those of Metro Transit’s LRT system, such as fare payment by cash, credit card, and GoTo card). See *Section 4.6 Fare Collection*.
- Recognizable, modular shelters to allow variable sizing based on demand. It is also assumed that the scale and level of finish of the shelter would be different for downtown (Nicollet Mall) from the rest of the corridor.
- Stop platform/curb extensions, (other than Nicollet Mall) that generally 110 feet long, sufficient to accommodate two transit vehicles: the modern streetcar (assumed to be similar to the Portland and Seattle vehicles that are each 67 feet long) and a 40-foot hybrid bus for local and limited stop bus service. Stops would be integrated into the sidewalk along Nicollet Mall.
- Integrated modern streetcar and bus stops (see preceding bullet).
- Level or near-level boarding at each modern streetcar stop.
- Board/de-board using any modern streetcar door.

- Real-time information, described in Section 4.7, *Technology and Customer Information*.
- Bike bypass around stops. Figure 11 presents an example concept in Portland. Detailed configuration of the bike bypass will be determined during advanced concept design or preliminary engineering.

**Figure 11: Modern Streetcar Stop and Bike Bypass Concept (Portland, OR)**



### 4.4 Runningway

The modern streetcar will operate within existing roadways, i.e. generally on Central Avenue, Nicollet Mall and Nicollet Avenue S. Preliminary concepts for how modern streetcar could be accommodated within these roadways are presented in Appendix B.

### 4.5 Transit Vehicles

This study assumed the use of a modern streetcar vehicle similar in size as the Portland and Seattle vehicles, as shown in Figure 12. This modern streetcar is approximately 67 feet long. Additionally, the modern streetcar alternative assumes the use of 40-foot hybrid buses for the limited-stop service and 40-foot diesel buses for the local and Grand Avenue circulator routes.

Figure 12: Seattle Modern Streetcar Vehicle



#### 4.6 Fare Collection

Modern streetcar service assumes the use of off-board fare collection (proof-of-payment) similar to the system currently used on the Blue Line LRT and Northstar Commuter rail. Passengers would pay their fare prior to boarding the modern streetcar. This system includes fare enforcement. Each modern streetcar stop would include a ticket vending machine, as described in *Section 4.3 Stop Facilities*. Figure 9 presents a photo of the ticket vending machine currently used by Metro Transit.

The limited-stop, local bus and Grand Avenue circulator routes assume use of on-board fare collection.

#### 4.7 Technology and Customer Information

Similar to the enhanced bus alternative, the modern streetcar alternative would take advantage of technology to improve transit travel, reliability and customer experience. Specifically, it assumes the use of the following features:

- **Transit signal priority (TSP):** This system is currently in place along Central Avenue from Second Street SE to 41<sup>st</sup> Avenue NE. Under the enhanced bus alternative, TSP would also be implemented along Nicollet Avenue from Grant Street S to 46<sup>th</sup> Street. TSP would improve transit travel time modifying transit signal phasing or timing, such as extending the green time to allow transit vehicles to progress through an intersection. Note that TSP is not signal preemption which often causes significant delays for regular traffic. Signal preemption is used in the Twin Cities and examples include Hiawatha Avenue as part of the Blue Line LRT operations and emergency vehicles.
- **Real time signs:** These signs would provide similar information as those currently used along Second and Marquette Avenues in downtown Minneapolis. However, the real-time signs assumed for the modern streetcar alternative would be smaller with the capability for displaying information for up to three transit routes at a time. Each sign is assumed to be integrated with the shelter instead of requiring its own structural pole, as is the case with the Second and Marquette Avenue signs.
- **Automated vehicle location (AVL) system:** The modern streetcar would use an AVL system that is compatible with Metro Transit's existing system.
- **Transit control center:** The modern streetcar alternative assumes the use of transit control/dispatch system that could be integrated such as Metro Transit's.

#### 4.8 Identity and Branding

Modern streetcar represents a new mode in Twin Cities. Some of its basic elements contribute to its identity and branding, such as tracks, power system (overhead contact system) and rail vehicles may be familiar to many because of some degree of similarity with light rail. Additionally, this study also assumes other identity and branding features that are part of the enhanced bus alternative including unique shelters and signs.

#### 4.9 Maintenance Facility

The modern streetcar alternative assumes the need for a new maintenance facility as it is a new mode to the Twin Cities region. Additionally, unlike the No-Build and enhanced bus alternatives, the ability to locate a streetcar maintenance facility proximate to the streetcar line is an important consideration. For purposes of this study, the streetcar operations and maintenance facility would generally require a two- to three-acre site where vehicles would be stored and “light” maintenance functions would be performed such as vehicle cleaning and painting. “Heavy” maintenance functions such as wheel truing are assumed to be performed at a Metro Transit light rail facility. (Figure 13 presents the Seattle modern streetcar maintenance facility.) A modern streetcar maintenance facility also includes components such as tracks to connect the mainline to the facility and for storage, and overhead contact system to power the vehicles.

#### 4.10 Systems/Other

The modern streetcar alternative requires the development of specialized systems including overhead contact system and traction power substations to power the modern streetcar vehicle. Overhead contact system includes catenary poles and wire that will run the full length of the alignment, spaced approximately every 80 feet. Each traction power substations would each require an area approximately 15 feet by 20 feet, and spaced every one-half mile proximate to the modern streetcar line (generally one to two blocks from the line). Figure 14 presents a traction power substation in Portland, integrated within an existing freeway viaduct.

**Figure 13: Seattle Modern Streetcar Maintenance Facility**



**Figure 14: Portland Modern Streetcar Traction Power Substation**



## 5.0 Preliminary Modern Streetcar Starter Line

In addition to evaluating an enhanced bus and modern streetcar alignment for the full 9.2-mile study corridor, the *Nicollet-Central Transit Alternatives* study will also examine a preliminary modern streetcar starter line between Lake Street S and the intersection of Hennepin and Central Avenue, approximately 3-½ miles long. There are several reasons for evaluating a starter line based on a review of modern streetcar systems in design or currently operating in the U.S. Generally, starter lines vary in length between 1 and 4 miles. Systems have also been typically implemented in phases, such as Portland's (five phases). A phased approach also addresses concerns regarding construction impacts and cost of implementing a 9.2-mile line at once. Table 1 presents a summary of peer modern streetcar systems.

**Table 1: Modern Streetcar Cost and Peer City Experience**

CITY	OPENING YEAR	CONSTRUCTION COST	ROUTE MILES
<i>Portland - Phases 1-4</i>	<i>2001-2007</i>	<i>\$103 million</i>	<i>4.0</i>
<i>Portland - Phase 5</i>	<i>2012</i>	<i>\$148 million</i>	<i>3.3</i>
<i>Seattle - South Lake Union</i>	<i>2007</i>	<i>\$52 million</i>	<i>1.3</i>
<i>Seattle - First Hill</i>	<i>2014</i>	<i>\$134 million</i>	<i>2.5</i>
<i>Tucson</i>	<i>2013</i>	<i>\$199 million</i>	<i>3.9</i>
<i>Atlanta</i>	<i>2014</i>	<i>\$69 million</i>	<i>1.3</i>
<i>Dallas</i>	<i>2014</i>	<i>\$62 million</i>	<i>1.6</i>
<i>Salt Lake City</i>	<i>2014</i>	<i>\$56 million</i>	<i>2.0</i>
<i>Cincinnati</i>	<i>2015</i>	<i>\$125 million</i>	<i>3.6</i>

Based on results of the detailed evaluation (cost, ridership, impacts and benefits), the endpoints of the preliminary modern streetcar starter line option may be refined.

### 5.1 Service Plan

The service plan associated with the preliminary modern streetcar starter line is summarized as follows and includes its potential integration with the background bus network. Because of its shorter length, its service plan is substantially different from the full 9.2-mile modern streetcar alternative.

- Modern streetcar service would operate from Hennepin/Central Avenues to Lake Street S every 7.5 minutes during the peak period and every 10 minutes in mid-day. The modern streetcar service will be the primary transit service for trips occurring within this portion of the corridor.
- Bus service would have the following elements:
  - On Central Avenue, bus service would be the same as in the No-Build alternative, i.e.:
    - Route 10: Frequency increased from current 10 minutes to 7.5 minutes during both peak and mid-day periods
    - Route 59: No change from existing during the peak period, and no service during mid-day or reverse commute peak period.

- Nicollet Avenue
  - Limited-stop bus service would operate between Washington Avenue and 66<sup>th</sup> Street S. This service would operate every 20 minutes between downtown and 66<sup>th</sup> Street S in the peak and mid-day periods.
  - Local bus service would operate between Lake Street S and 104<sup>th</sup> Street S every 20 minutes during the peak and mid-day periods.
- The Grand Avenue circulator would be a new route on Grand Avenue between Lake and 46<sup>th</sup> Street S every 30 minutes during the peak and mid-day periods. It would connect the Lake and 46<sup>th</sup> Street S stops/stations on both the modern streetcar service and Orange Line (I-35W BRT). It would replace the branch of Route 18G south of Lake Street.

### **5.2 Stop Spacing**

Stop spacing for the preliminary starter line modern streetcar is the same as the 9.2-mile alternative. (See Section 4.2.) Additionally, the limited-stop bus service would make the same stops on Nicollet Mall; every mile when service overlaps with modern streetcar; and every one-half mile or four blocks south of Lake Street.

### **5.3 Stop Facilities**

See Section 4.3.

### **5.4 Runningway**

See Section 4.4

### **5.5 Transit Vehicles**

See Section 4.5.

### **5.6 Fare Collection**

See Section 4.6.

### **5.7 Technology and Customer Information**

See Section 4.7.

### **5.8 Identity and Branding**

See Section 4.8.

### **5.9 Maintenance Facility**

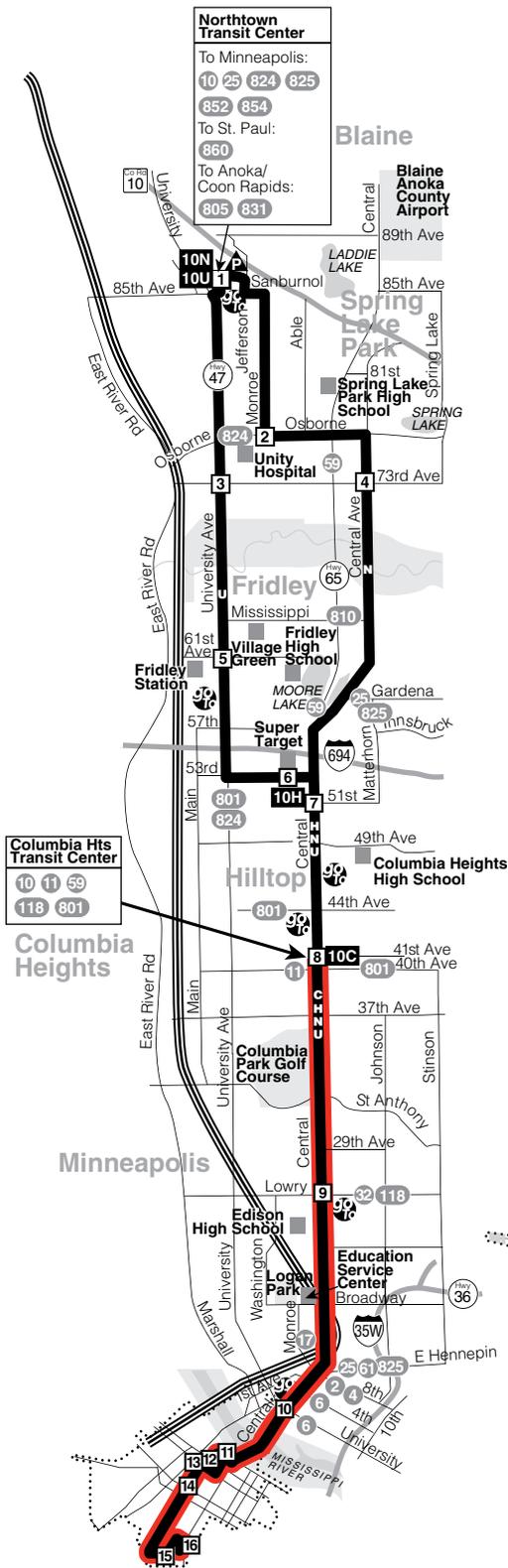
See Section 4.9. Additionally, potential facility sites that are proximate to the preliminary starter line are an important consideration as they would facilitate future line extensions.

### **5.10 Systems/Other**

See Section 4.10.

## **Appendix A: Schedules for Routes 10, 18 and 59**

DRAFT – April 2013



**3** **Timepoint on schedule**  
 Find the timepoint nearest your stop, and use that column of the schedule. Your stop may be between timepoints.

**Regular Route**  
 Bus will pick up or drop off customers at any bus stop along this route.

**Hi-Frequency Service**  
 Service every 15 minutes on weekdays 6 a.m. – 7 p.m. and on Saturdays 9 a.m. – 6 p.m.

**Light Rail**  
 Trains will pick up or drop off customers at any station along this route.

**Northstar Line**  
 Transfers from Northstar to light rail are free. Transfers from light rail to Northstar require an additional fare.

**Route Ending Point**  
 Trips with the indicated number/letter end at this point. Number/letter is found in schedules and on bus destination signs.

**Route Letter**  
 Indicates which trips travel on this section of the route. Letter is found in schedules and on bus destination signs.

**324 11** **Connecting Routes to transfer to/from**  
 See those route schedules for details.

**Park & Ride Lot**  
 Park free at these lots while you commute.

**Go-To Card Retail Location**  
 Buy a Go-To Card or add value to an existing card at these locations.

**Transfer Point**  
 Several routes serve this stop.

**Park & Ride Lot Location**  
 Park free at this lot while you commute. No overnight parking.

**Blaine Northtown Transit Center** - near 85th Avenue and University Avenue - west side of mall near transit shelters.

**Retail Locations**  
 Buy a Go-To Card or add value to an existing card at these locations.

**Blaine**  
 Cub Foods, 585 Northtown Dr NE

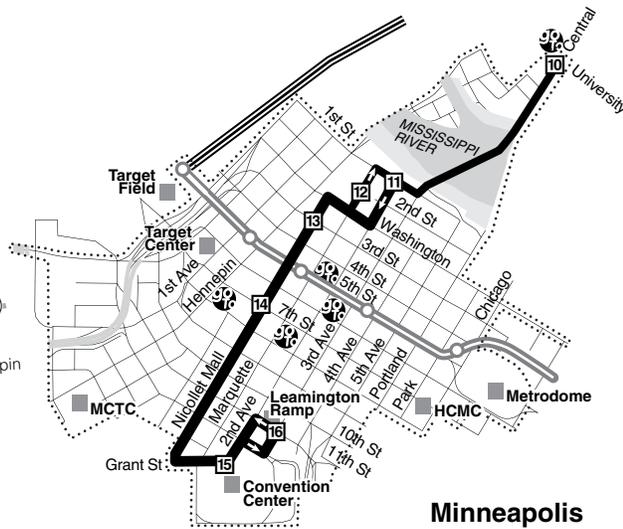
**Fridley**  
 Cub Foods, 250 57th Ave NE

**Columbia Heights**  
 Kwik Cash 2, 4639 Central Ave NE  
 Rainbow Foods, 4300 Central Ave NE

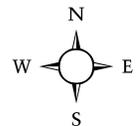
**Minneapolis - NE**  
 Kwik Cash, 2211 Central Ave NE

**Minneapolis - SE**  
 Lunds, 25 University Ave SE

**Downtown Minneapolis**  
 Commuter Connection, 220 6th St S (US Bank Plaza)  
 Metro Transit Store, 719 Marquette Ave  
 Towers Convenience, 150 5th St S (skyway)  
 Unbank, 727 Hennepin Ave



**Minneapolis Downtown Zone**  
 Ride in the Downtown Zone for 50¢.



**FREE RIDE** Pay no fare when boarding southbound Route 10 buses marked "Free Ride" on Nicollet Mall.

**Special Notes:**

- Downtown Mpls. Midnight-5:00 am  
Timed connections with other late night/  
early morning routes at 7th and Nicollet.
- For rush hour limited stop service on  
Central Avenue see the Route 59 schedule.
- For rush hour limited stop express service  
on University Avenue see the Route  
824/854 schedule.

**Holiday service operates on the following  
holidays:** New Year's Day, Memorial Day,  
Independence Day, Labor Day, Thanksgiving  
and Christmas.

Metro Transit may operate reduced service  
on days before or after Independence Day,  
Thanksgiving, Christmas or New Year's Day.  
Look for details at [metrotransit.org](http://metrotransit.org) or in  
*Connect* on buses and trains prior to  
these holidays.



**Say hi to less waiting.**

This route is part of the Hi-Frequency network. Segments of routes 5, 6, 10, 18, 19, 21, 64,

84 and 515, and all of routes 16, 54 and 55 (Hiawatha Line) operate at least every 15 minutes weekdays from 6 a.m.–7 p.m. and Saturdays from 9 a.m.–6 p.m. See maps for details.

Schedule subject to change. Traffic and weather conditions may delay buses.

Please have exact fare ready. Bus fareboxes and drivers do not make change.

This document is available in alternate formats to individuals with disabilities by calling 612-349-7365 (TTY 612-341-0140).



**Buses and trains have free storage racks so you can bring your bicycle along.**

Look for instructions on the rack or visit [metrotransit.org/bike](http://metrotransit.org/bike)

Northbound - Weekday  
from downtown Minneapolis to 53rd Ave/Central Ave or Northtown

	Downtown Minneapolis														
route number & letter	Learnington Ramp	Convention Center	Nicollet Mall and 7th St S	Nicollet Mall and 3rd St S	Marquette Ave and 2nd St S	Central Ave SE and University Ave SE	Central Ave SE and Lowry Ave SE	Central Ave NE (Col His Transit Ctr)	Central Ave NE and 51st Ave NE	53rd Ave NE and Super Target	University Ave and 61st Ave NE	Central Ave NE and 73rd Ave NE	University Ave NE and 73rd Ave NE	Monroe St NE and Osborne Rd NE	Northtown Transit Center
	16	15	14	13	12	10	9	8	7	6	5	4	3	2	1
AM															
10U	5:01	5:04	5:10	5:13	5:16	5:19	5:27	5:34	5:38	5:39	5:44	-	5:47	-	5:51
10U	5:21	5:24	5:30	5:33	5:36	5:39	5:47	5:54	5:58	5:59	6:04	-	6:07	-	6:11
10N	5:41	5:44	5:50	5:54	5:57	6:00	6:08	6:15	6:19	-	-	6:27	-	6:32	6:38
10U	5:51	5:54	6:00	6:04	6:07	6:10	6:18	6:25	6:29	6:30	6:35	-	6:38	-	6:42
10N	6:05	6:08	6:14	6:18	6:21	6:25	6:34	6:41	6:45	-	-	6:53	-	6:58	7:04
10U	6:21	6:24	6:30	6:34	6:37	6:41	6:50	6:57	7:01	7:02	7:08	-	7:11	-	7:15
10N	6:36	6:39	6:45	6:49	6:52	6:56	7:05	7:12	7:16	-	-	7:24	-	7:29	7:35
10U	6:51	6:54	7:00	7:04	7:07	7:11	7:20	7:27	7:31	7:32	7:38	-	7:41	-	7:45
10H	7:03	7:06	7:12	7:16	7:19	7:23	7:32	7:39	7:43	7:44	-	-	-	-	-
10H	7:14	7:17	7:23	7:27	7:30	7:34	7:43	7:50	7:54	7:55	-	-	-	-	-
10N	7:17	7:20	7:26	7:30	7:33	7:37	7:46	7:53	7:57	-	-	8:05	-	8:10	8:16
10U	7:26	7:29	7:35	7:39	7:42	7:46	7:55	8:02	8:06	8:07	8:13	-	8:16	-	8:20
10H	7:37	7:40	7:47	7:51	7:54	7:58	8:07	8:14	8:18	8:19	-	-	-	-	-
10N	7:47	7:50	7:57	8:01	8:04	8:08	8:17	8:24	8:28	-	-	8:36	-	8:41	8:47
10U	7:57	8:00	8:07	8:11	8:14	8:18	8:27	8:34	8:38	8:39	8:45	-	8:48	-	8:52
10N	8:06	8:09	8:16	8:20	8:23	8:27	8:36	8:43	8:47	-	-	8:55	-	9:00	9:06
10H	8:18	8:21	8:28	8:32	8:35	8:39	8:48	8:55	8:59	9:00	-	-	-	-	-
10U	8:28	8:31	8:38	8:42	8:45	8:49	8:58	9:05	9:09	9:10	9:16	-	9:19	-	9:23
10N	8:38	8:41	8:48	8:52	8:55	8:58	9:08	9:15	9:19	-	-	9:27	-	9:32	9:38
10H	8:51	8:54	9:01	9:05	9:08	9:11	9:21	9:29	9:33	9:34	-	-	-	-	-
10U	9:01	9:04	9:11	9:15	9:18	9:21	9:31	9:39	9:43	9:44	9:50	-	9:54	-	9:58
10N	9:11	9:14	9:21	9:25	9:28	9:31	9:41	9:49	9:53	-	-	10:01	-	10:06	10:12
10H	9:21	9:24	9:31	9:35	9:38	9:41	9:51	9:59	10:03	10:04	-	-	-	-	-
10U	9:31	9:34	9:41	9:45	9:48	9:51	10:01	10:09	10:13	10:14	10:20	-	10:24	-	10:28
10N	9:41	9:44	9:51	9:55	9:58	10:01	10:11	10:19	10:23	-	-	10:31	-	10:36	10:42
10H	9:50	9:53	10:00	10:04	10:07	10:10	10:20	10:28	10:32	10:33	-	-	-	-	-
10U	10:00	10:03	10:10	10:14	10:17	10:20	10:30	10:38	10:42	10:43	10:49	-	10:53	-	10:57
10N	10:10	10:13	10:20	10:24	10:27	10:30	10:40	10:48	10:52	-	-	11:00	-	11:05	11:11
10H	10:20	10:23	10:30	10:34	10:37	10:40	10:50	10:58	11:02	11:03	-	-	-	-	-
10U	10:30	10:33	10:40	10:44	10:47	10:50	11:00	11:08	11:12	11:13	11:19	-	11:23	-	11:27
10N	10:40	10:43	10:50	10:54	10:57	11:00	11:10	11:18	11:23	-	-	11:31	-	11:36	11:42
10H	10:50	10:53	11:00	11:04	11:07	11:10	11:20	11:28	11:33	11:34	-	-	-	-	-
10U	11:00	11:03	11:10	11:14	11:17	11:20	11:30	11:38	11:43	11:44	11:50	-	11:54	-	11:58
10N	11:10	11:13	11:20	11:25	11:28	11:31	11:41	11:49	11:54	-	-	12:02	-	12:07	12:13
10H	11:20	11:23	11:30	11:35	11:38	11:41	11:51	11:59	12:04	12:05	-	-	-	-	-
10U	11:30	11:33	11:40	11:45	11:48	11:51	12:01	12:09	12:14	12:15	12:21	-	12:25	-	12:29
10N	11:40	11:43	11:50	11:55	11:58	12:01	12:11	12:19	12:24	-	-	12:32	-	12:37	12:43
10H	11:50	11:53	12:00	12:05	12:08	12:11	12:21	12:29	12:34	12:35	-	-	-	-	-
PM															
10U	12:00	12:03	12:10	12:15	12:18	12:21	12:31	12:39	12:44	12:45	12:51	-	12:55	-	12:59
10N	12:10	12:13	12:20	12:25	12:28	12:31	12:41	12:49	12:54	-	-	1:02	-	1:07	1:13
10H	12:20	12:23	12:30	12:35	12:38	12:41	12:51	12:59	1:04	1:05	-	-	-	-	-
10U	12:30	12:33	12:40	12:45	12:48	12:51	1:02	1:10	1:15	1:16	1:22	-	1:26	-	1:30
10N	12:40	12:43	12:50	12:55	12:58	1:01	1:12	1:21	1:26	-	-	1:34	-	1:39	1:45
10H	12:50	12:53	1:00	1:05	1:08	1:11	1:22	1:31	1:36	1:37	-	-	-	-	-
10U	1:00	1:03	1:10	1:15	1:18	1:21	1:32	1:41	1:46	1:47	1:54	-	1:58	-	2:02
10N	1:10	1:13	1:20	1:25	1:28	1:32	1:43	1:52	1:57	-	-	2:05	-	2:10	2:16
10H	1:20	1:23	1:30	1:35	1:38	1:42	1:53	2:02	2:07	2:08	-	-	-	-	-
10U	1:30	1:33	1:40	1:45	1:48	1:52	2:03	2:12	2:17	2:18	2:25	-	2:29	-	2:33
10N	1:40	1:43	1:50	1:55	1:58	2:02	2:13	2:22	2:27	-	-	2:35	-	2:40	2:46
10H	1:50	1:53	2:00	2:05	2:08	2:12	2:23	2:32	2:37	2:38	-	-	-	-	-
10U	2:00	2:03	2:10	2:15	2:18	2:22	2:33	2:42	2:47	2:48	2:55	-	2:59	-	3:03
10N	2:10	2:13	2:20	2:25	2:28	2:32	2:43	2:52	2:57	-	-	3:05	-	3:10	3:16

	Downtown Minneapolis															
	route number & letter															
	Learning Ramp	Convention Center	Nicollet Mall and 7th St S	Nicollet Mall and 3rd St S	Marquette Ave and 2nd St S	Central Ave SE and University Ave SE	Central Ave SE and Lowry Ave SE	Central Ave NE	Central Ave NE (Col His Transit Ctr)	Central Ave NE and 51st Ave NE	53rd Ave NE and Super Target	University Ave and 61st Ave NE	Central Ave NE and 73rd Ave NE	University Ave NE and 73rd Ave NE	Monroe St NE and Osborne Rd NE	Northtown Transit Center
	16	15	14	13	12	10	9	8	7	6	5	4	3	2	1	
10H	2:19	2:22	2:29	2:34	2:37	2:41	2:52	3:01	3:06	3:07	-	-	-	-	-	
10U	2:26	2:29	2:37	2:42	2:45	2:49	3:00	3:09	3:14	3:15	3:22	-	3:26	-	3:30	
10N	2:34	2:37	2:45	2:50	2:53	2:57	3:08	3:17	3:22	-	-	3:30	-	3:35	3:42	
10H	2:43	2:47	2:55	3:00	3:03	3:07	3:18	3:27	3:32	3:33	-	-	-	-	-	
10U	2:53	2:57	3:05	3:10	3:13	3:17	3:28	3:37	3:42	3:43	3:50	-	3:54	-	3:58	
10N	3:02	3:06	3:14	3:19	3:22	3:26	3:37	3:46	3:51	-	-	3:59	-	4:04	4:11	
10H	3:13	3:17	3:26	3:31	3:34	3:38	3:49	3:58	4:03	4:04	-	-	-	-	-	
10U	3:20	3:24	3:33	3:38	3:41	3:45	3:56	4:05	4:10	4:11	4:18	-	4:21	-	4:25	
10N	3:27	3:31	3:40	3:45	3:48	3:52	4:03	4:12	4:17	-	-	4:26	-	4:31	4:38	
10U	3:37	3:41	3:50	3:55	3:58	4:02	4:13	4:22	4:27	4:28	4:35	-	4:38	-	4:42	
10N	3:49	3:53	4:02	4:07	4:10	4:14	4:25	4:34	4:39	-	-	4:48	-	4:53	5:00	
10U	3:59	4:03	4:12	4:17	4:20	4:24	4:35	4:44	4:49	4:50	4:57	-	5:00	-	5:04	
10N	4:08	4:13	4:22	4:27	4:30	4:34	4:45	4:54	4:59	-	-	5:08	-	5:13	5:20	
10U	4:18	4:23	4:32	4:37	4:40	4:44	4:55	5:04	5:09	5:10	5:17	-	5:20	-	5:24	
10H	4:28	4:33	4:42	4:47	4:50	4:54	5:05	5:14	5:19	5:20	-	-	-	-	-	
10N	4:38	4:43	4:52	4:57	5:00	5:04	5:15	5:24	5:29	-	-	5:38	-	5:43	5:50	
10U	4:48	4:53	5:02	5:07	5:10	5:14	5:25	5:34	5:39	5:40	5:47	-	5:50	-	5:54	
10H	4:58	5:03	5:12	5:17	5:20	5:24	5:35	5:43	5:48	5:49	-	-	-	-	-	
10N	5:08	5:13	5:22	5:27	5:30	5:34	5:45	5:53	5:58	-	-	6:06	-	6:11	6:18	
10U	5:21	5:26	5:35	5:40	5:43	5:47	5:58	6:06	6:11	6:12	6:19	-	6:22	-	6:26	
10N	5:31	5:35	5:44	5:49	5:52	5:56	6:07	6:15	6:20	-	-	6:28	-	6:33	6:40	
10H	5:41	5:45	5:54	5:59	6:02	6:06	6:17	6:25	6:30	6:31	-	-	-	-	-	
10U	5:53	5:57	6:06	6:11	6:14	6:18	6:29	6:37	6:42	6:43	6:50	-	6:53	-	6:57	
10N	6:03	6:07	6:16	6:21	6:24	6:28	6:39	6:47	6:52	-	-	7:00	-	7:05	7:12	
10U	6:14	6:18	6:26	6:31	6:34	6:38	6:49	6:57	7:01	7:02	7:08	-	7:11	-	7:15	
10N	6:26	6:29	6:37	6:42	6:45	6:49	7:00	7:08	7:12	-	-	7:20	-	7:25	7:32	
10U	6:37	6:40	6:48	6:53	6:56	7:00	7:11	7:19	7:23	7:24	7:29	-	7:32	-	7:36	
10N	6:51	6:54	7:02	7:07	7:10	7:13	7:24	7:32	7:36	-	-	7:44	-	7:48	7:55	
10U	7:06	7:09	7:17	7:22	7:25	7:28	7:39	7:47	7:51	7:52	7:57	-	8:00	-	8:04	
10N	7:22	7:25	7:32	7:37	7:40	7:43	7:54	8:02	8:06	-	-	8:14	-	8:18	8:25	
10U	7:37	7:40	7:47	7:51	7:54	7:57	8:08	8:16	8:20	8:21	8:26	-	8:29	-	8:34	
10N	7:52	7:55	8:02	8:06	8:09	8:12	8:23	8:31	8:35	-	-	8:43	-	8:47	8:53	
10U	8:07	8:10	8:17	8:21	8:24	8:27	8:38	8:46	8:50	8:51	8:56	-	8:59	-	9:04	
10N	8:22	8:25	8:32	8:36	8:39	8:42	8:53	9:01	9:05	-	-	9:13	-	9:17	9:23	
10U	8:37	8:40	8:47	8:51	8:54	8:57	9:08	9:16	9:20	9:21	9:26	-	9:29	-	9:34	
10N	8:57	9:00	9:07	9:11	9:14	9:17	9:28	9:36	9:40	-	-	9:47	-	9:51	9:57	
10U	9:17	9:20	9:27	9:31	9:34	9:37	9:48	9:56	10:00	10:01	10:06	-	10:09	-	10:14	
10N	9:37	9:40	9:47	9:51	9:54	9:57	10:08	10:16	10:20	-	-	10:27	-	10:31	10:37	
10U	9:58	10:00	10:07	10:11	10:14	10:17	10:28	10:36	10:40	10:41	10:46	-	10:49	-	10:53	
10N	10:18	10:20	10:27	10:31	10:34	10:37	10:47	10:55	10:59	-	-	11:06	-	11:10	11:16	
10U	10:38	10:40	10:47	10:51	10:54	10:57	11:07	11:15	11:19	11:20	11:25	-	11:28	-	11:32	
10N	11:02	11:04	11:11	11:15	11:18	11:21	11:31	11:38	11:42	-	-	11:49	-	11:53	11:59	
10U	11:33	11:35	11:41	11:44	11:47	11:50	12:00	12:07	12:11	12:12	12:17	-	12:20	-	12:24	
AM																
10H	12:03	12:05	12:11	12:14	12:17	12:20	12:29	12:36	12:39	12:40	-	-	-	-	-	
10H	-	-	1:11	1:14	1:17	1:20	1:29	1:36	1:39	-	-	-	-	-	-	
10H	-	-	2:11	2:14	2:17	2:20	2:29	2:35	2:38	2:39	-	-	-	-	-	

 Operates school days only.

Shaded times denote rush-hour service.

Southbound - Weekday

from Northtown or 53rd Ave/Central Ave to downtown Minneapolis

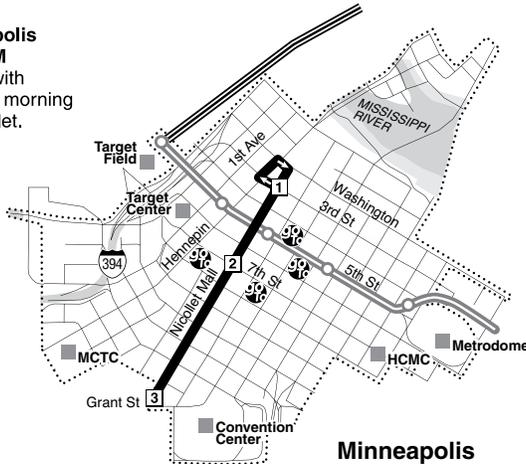
route number & letter	Northtown Transit Center	Monroe St NE and Osborne Rd NE	University Ave NE and 73rd Ave NE	Central Ave NE and 73rd Ave NE	University Ave and 61st Ave NE	53rd Ave NE and Super Target	Central Ave NE and 51st Ave NE	Central Ave NE (Co Hi's Transit Ctr)	Central Ave & 40th Ave NE and Lowry Ave NE	Central Ave NE University Ave SE	2nd Ave S and 1st St S	Nicollet Mall and 3rd St S	Nicollet Mall and 7th St S	Convention Center	Leamington Ramp	Downtown Minneapolis
1	2	3	4	5	6	7	8	9	10	11	13	14	15	16		
<b>AM</b>																
10	-	-	-	-	-	4:24	4:26	4:30	4:36	4:44	4:46	4:48	4:50	4:56	4:59	
10	-	-	-	-	-	5:01	5:03	5:07	5:13	5:21	5:23	5:25	5:27	5:33	5:36	
10	5:01	-	5:06	-	5:09	5:13	5:15	5:19	5:26	5:34	5:36	5:38	5:40	5:46	5:49	
10	5:10	5:17	-	5:21	-	-	5:29	5:34	5:41	5:49	5:51	5:53	5:56	6:02	6:05	
10	5:30	-	5:35	-	5:38	5:42	5:44	5:49	5:56	6:04	6:06	6:08	6:11	6:18	6:21	
10	5:39	5:46	-	5:51	-	-	6:00	6:05	6:12	6:20	6:22	6:24	6:27	6:34	6:37	
10	6:01	-	6:06	-	6:09	6:14	6:16	6:21	6:28	6:36	6:38	6:40	6:43	6:50	6:53	
10	-	-	-	-	-	6:25	6:27	6:32	6:39	6:47	6:49	6:51	6:54	7:01	7:04	
10	6:24	-	6:29	-	6:32	6:37	6:39	6:44	6:52	7:00	7:02	7:04	7:07	7:14	7:17	
10	6:26	6:33	-	6:38	-	-	6:48	6:53	7:01	7:10	7:13	7:15	7:18	7:25	7:28	
10	6:36	6:43	-	6:48	-	-	6:58	7:03	7:11	7:20	7:23	7:25	7:28	7:35	7:38	
10	6:54	-	6:59	-	7:02	7:07	7:09	7:14	7:22	7:31	7:34	7:36	7:39	7:47	7:50	
10	6:57	7:04	-	7:09	-	-	7:19	7:24	7:32	7:41	7:44	7:46	7:49	7:57	8:00	
10	7:08	7:15	-	7:20	-	-	7:30	7:35	7:43	7:52	7:55	7:57	8:00	8:08	8:11	
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10	7:28	7:35	-	7:40	-	-	7:50	7:55	8:03	8:12	8:15	8:17	8:20	8:28	8:31	
10	-	-	-	-	-	7:58	8:00	8:05	8:13	8:22	8:25	8:27	8:30	8:38	8:41	
10	7:52	-	7:58	-	8:01	8:06	8:08	8:13	8:21	8:31	8:34	8:37	8:40	8:48	8:51	
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10	8:29	-	8:35	-	8:38	8:43	8:45	8:50	8:58	9:08	9:11	9:14	9:17	9:25	9:28	
10	8:35	8:42	-	8:47	-	-	8:56	9:01	9:09	9:19	9:22	9:25	9:28	9:36	9:39	
10	-	-	-	-	-	9:04	9:06	9:11	9:19	9:29	9:32	9:35	9:38	9:46	9:49	
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10	9:06	9:13	-	9:18	-	-	9:27	9:32	9:40	9:50	9:53	9:55	9:58	10:06	10:09	
10	9:21	-	9:27	-	9:30	9:35	9:37	9:42	9:50	10:00	10:03	10:05	10:08	10:16	10:19	
10	-	-	-	-	-	9:43	9:45	9:51	9:59	10:09	10:12	10:14	10:17	10:25	10:28	
10	9:35	9:42	-	9:47	-	-	9:55	10:01	10:09	10:19	10:22	10:24	10:27	10:35	10:38	
10	9:49	-	9:55	-	9:58	10:03	10:05	10:11	10:19	10:29	10:32	10:34	10:37	10:46	10:49	
10	-	-	-	-	-	10:13	10:15	10:21	10:29	10:39	10:42	10:44	10:47	10:56	10:59	
10	10:06	10:13	-	10:18	-	-	10:26	10:32	10:40	10:50	10:53	10:55	10:58	11:07	11:10	
10	10:20	-	10:26	-	10:29	10:34	10:36	10:42	10:50	11:00	11:03	11:05	11:08	11:17	11:20	
10	-	-	-	-	-	10:44	10:46	10:52	11:00	11:10	11:13	11:15	11:18	11:27	11:30	
10	10:36	10:43	-	10:48	-	-	10:56	11:02	11:10	11:20	11:23	11:25	11:28	11:37	11:40	
10	10:50	-	10:56	-	10:59	11:04	11:06	11:12	11:20	11:30	11:33	11:35	11:39	11:48	11:51	
10	-	-	-	-	-	11:14	11:16	11:22	11:30	11:40	11:43	11:45	11:49	11:58	12:01	
10	11:06	11:13	-	11:18	-	-	11:26	11:32	11:40	11:50	11:53	11:55	11:59	12:08	12:11	
10	11:18	-	11:24	-	11:27	11:33	11:35	11:41	11:49	11:59	12:02	12:04	12:08	12:17	12:20	
10	-	-	-	-	-	11:43	11:45	11:51	11:59	12:09	12:12	12:14	12:18	12:27	12:30	
10	11:35	11:42	-	11:47	-	-	11:55	12:01	12:09	12:19	12:22	12:24	12:28	12:37	12:40	
10	11:48	-	11:54	-	11:57	12:03	12:05	12:11	12:19	12:29	12:32	12:34	12:38	12:47	12:50	
<b>PM</b>																
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10	12:03	12:10	-	12:15	-	-	12:24	12:30	12:39	12:49	12:52	12:54	12:58	1:07	1:10	
10	12:17	-	12:23	-	12:26	12:32	12:34	12:40	12:49	12:59	1:02	1:04	1:08	1:17	1:20	
10	-	-	-	-	-	12:42	12:44	12:50	12:59	1:09	1:12	1:14	1:18	1:27	1:30	
10	12:32	12:39	-	12:44	-	-	12:53	12:59	1:08	1:18	1:21	1:23	1:27	1:36	1:39	
10	12:46	-	12:52	-	12:55	1:01	1:03	1:09	1:18	1:28	1:31	1:33	1:37	1:46	1:49	
10	-	-	-	-	-	1:11	1:13	1:19	1:28	1:38	1:41	1:43	1:47	1:56	1:59	
10	1:02	1:09	-	1:14	-	-	1:23	1:29	1:38	1:48	1:51	1:53	1:57	2:06	2:09	
10	1:15	-	1:21	-	1:25	1:31	1:33	1:39	1:48	1:58	2:01	2:03	2:07	2:16	2:19	
10	1:22	1:29	-	1:34	-	-	1:43	1:49	1:58	2:08	2:11	2:13	2:17	2:26	2:29	
10	-	-	-	-	-	1:51	1:53	1:59	2:08	2:18	2:21	2:23	2:27	2:36	2:39	

	Downtown Minneapolis															
	route number & letter	Northtown Transit Center	Monroe St NE and Osborne Rd NE	University Ave NE and 73rd Ave NE	Central Ave NE and 73rd Ave NE	University Ave NE and 61st Ave NE	53rd Ave NE and SuperTarget	Central Ave NE and 51st Ave NE	Central Ave NE (Col His Transit Ctr)	Central Ave NE and Lowry Ave NE	Central Ave SE and University Ave SE	2nd Ave S and 1st St S	Nicollet Mall and 3rd St S	Nicollet Mall and 7th St S	Convention Center	Learnington Ramp
	1	2	3	4	5	6	7	8	9	10	11	13	14	15	16	
10	1:45	-	1:51	-	1:55	2:01	2:03	2:09	2:18	2:28	2:31	2:33	2:38	2:47	2:50	
10	1:52	1:59	-	2:04	-	-	2:13	2:19	2:28	2:38	2:41	2:43	2:48	2:57	3:00	
10	-	-	-	-	-	2:21	2:23	2:29	2:38	2:48	2:51	2:53	2:58	3:07	3:10	
10	2:13	-	2:20	-	2:24	2:30	2:32	2:38	2:47	2:57	3:00	3:03	3:08	3:17	3:20	
10	-	-	-	-	-	-	-	-	2:52	3:14 <sup>A</sup>	3:17	3:20	3:25	3:34	3:37	
10	-	-	-	-	-	-	-	-	2:52	3:14 <sup>A</sup>	3:17	3:20	3:25	3:34	3:37	
10	2:21	2:28	-	2:33	-	-	2:42	2:48	2:57	3:07	3:10	3:13	3:18	3:27	3:30	
10	-	-	-	-	-	2:50	2:52	2:58	3:07	3:17	3:20	3:23	3:28	3:37	3:40	
10	-	-	-	-	-	-	-	-	3:07	3:24 <sup>A</sup>	3:27	3:30	3:35	3:44	3:47	
10	2:45	-	2:52	-	2:56	3:02	3:04	3:10	3:19	3:29	3:32	3:35	3:40	3:49	3:52	
10	2:51	2:58	-	3:03	-	-	3:12	3:18	3:27	3:37	3:40	3:43	3:48	3:57	4:00	
10	3:03	-	3:10	-	3:14	3:20	3:22	3:28	3:37	3:47	3:50	3:53	3:58	4:07	4:10	
10	3:12	3:19	-	3:24	-	-	3:33	3:39	3:48	3:58	4:01	4:04	4:09	4:18	4:21	
10	-	-	-	-	-	3:41	3:43	3:49	3:58	4:08	4:11	4:14	4:19	4:28	4:31	
10	3:34	-	3:42	-	3:46	3:52	3:54	4:00	4:08	4:18	4:21	4:24	4:29	4:38	4:41	
10	-	-	-	-	-	4:03	4:05	4:11	4:19	4:29	4:32	4:35	4:40	4:49	4:52	
10	3:52	3:59	-	4:04	-	-	4:14	4:20	4:28	4:38	4:41	4:45	4:50	5:00	5:03	
10	4:03	-	4:11	-	4:15	4:21	4:23	4:29	4:37	4:47	4:50	4:54	4:59	5:09	5:12	
10	-	-	-	-	-	4:31	4:33	4:39	4:47	4:57	5:00	5:04	5:09	5:19	5:22	
10	4:21	4:28	-	4:33	-	-	4:43	4:49	4:57	5:07	5:10	5:14	5:19	5:29	5:32	
10	4:33	-	4:41	-	4:45	4:51	4:53	4:59	5:07	5:17	5:20	5:24	5:29	5:39	5:42	
10	4:43	4:50	-	4:54	-	-	5:04	5:09	5:17	5:27	5:30	5:34	5:39	5:48	5:51	
10	-	-	-	-	-	5:13	5:15	5:20	5:28	5:38	5:41	5:44	5:49	5:58	6:01	
10	5:06	-	5:13	-	5:17	5:23	5:25	5:30	5:38	5:48	5:51	5:54	5:59	6:08	6:11	
10	5:15	5:22	-	5:26	-	-	5:36	5:41	5:49	5:59	6:02	6:05	6:10	6:19	6:22	
10	5:34	-	5:41	-	5:45	5:50	5:52	5:57	6:05	6:15	6:18	6:21	6:26	6:35	6:38	
10	5:47	5:54	-	5:58	-	-	6:08	6:13	6:21	6:31	6:34	6:37	6:41	6:50	6:53	
10	6:07	-	6:14	-	6:18	6:23	6:25	6:30	6:38	6:48	6:51	6:53	6:57	7:05	7:08	
10	6:20	6:27	-	6:31	-	-	6:40	6:45	6:53	7:03	7:06	7:08	7:11	7:19	7:22	
10	6:38	-	6:44	-	6:48	6:53	6:55	7:00	7:08	7:18	7:21	7:23	7:26	7:34	7:37	
10	6:50	6:57	-	7:01	-	-	7:10	7:15	7:23	7:33	7:36	7:38	7:41	7:49	7:52	
10	7:08	-	7:14	-	7:18	7:23	7:25	7:30	7:38	7:48	7:51	7:53	7:56	8:04	8:07	
10	7:25	7:32	-	7:36	-	-	7:45	7:50	7:58	8:08	8:11	8:13	8:16	8:24	8:27	
10	7:51	-	7:57	-	8:00	8:04	8:06	8:11	8:19	8:29	8:31	8:33	8:36	8:44	8:47	
10	8:06	8:13	-	8:17	-	-	8:26	8:31	8:39	8:49	8:51	8:53	8:56	9:04	9:07	
10	8:32	-	8:37	-	8:40	8:44	8:46	8:51	8:59	9:09	9:11	9:13	9:16	9:24	9:27	
10	8:46	8:53	-	8:57	-	-	9:06	9:11	9:19	9:29	9:31	9:33	9:36	9:44	9:47	
10	9:12	-	9:17	-	9:20	9:24	9:26	9:31	9:39	9:49	9:51	9:53	9:56	10:04	10:07	
10	9:27	9:34	-	9:38	-	-	9:47	9:52	10:00	10:09	10:11	10:13	10:16	10:23	10:26	
10	10:00	-	10:05	-	10:08	10:12	10:14	10:19	10:27	10:36	10:38	10:40	10:43	10:50	10:53	
10	10:27	10:34	-	10:38	-	-	10:46	10:50	10:57	11:06	11:08	11:10	11:13	11:20	11:23	
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AM																
10	12:16	12:23	-	12:27	-	-	12:34	12:38	12:45	12:53	12:55	12:57	1:00	-	-	

<sup>A</sup> Operates school days only.

Shaded times denote rush-hour service.

**Downtown Minneapolis**  
**Midnight to 5:00 AM**  
Timed connections with other late night/early morning routes at 7th & Nicollet.



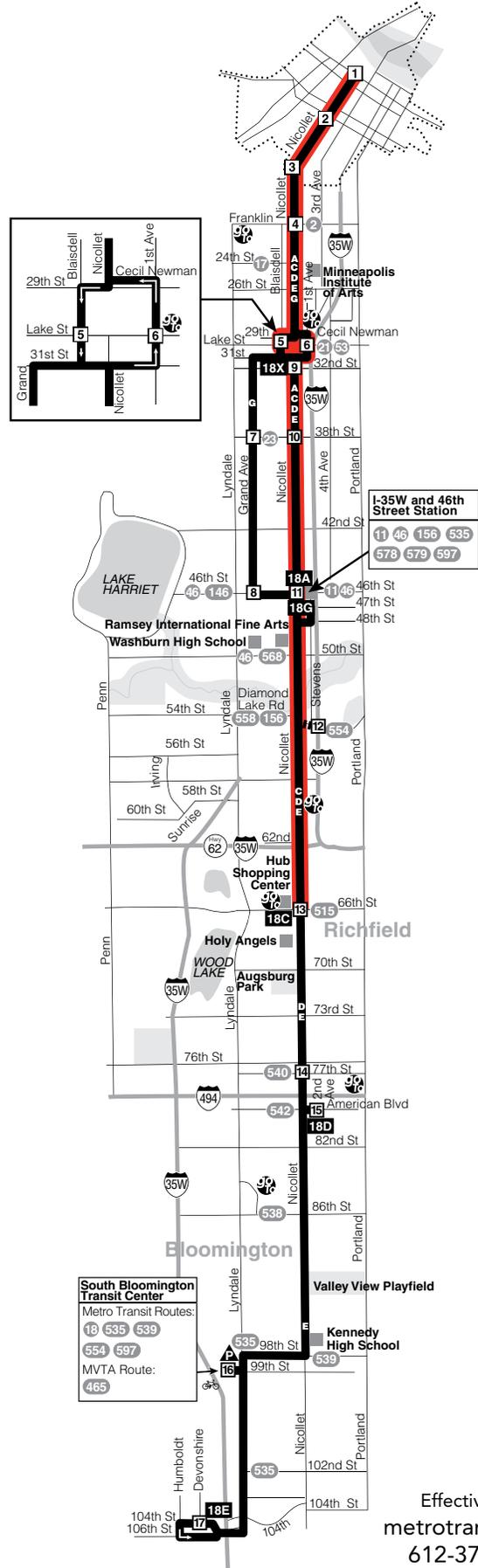
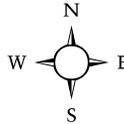
**Minneapolis Downtown Zone**  
Ride in the Downtown Zone for 50¢.



Metro Transit keeps the Twin Cities moving with even less impact on the environment by using hybrid buses on this route. Learn more at [metrotransit.org/GoGreener](http://metrotransit.org/GoGreener).



Pay no fare on when boarding northbound Route 18 buses marked "Free Ride" on Nicollet Mall.



- 3** **Timepoint on schedule**  
Find the timepoint nearest your stop, and use that column of the schedule. Your stop may be between timepoints.
- Regular Route**  
Bus will pick up or drop off customers at any bus stop along this route.
- Hi-Frequency Service**  
Service every 15 minutes on weekdays 6 a.m. – 7 p.m. and on Saturdays 9 a.m. – 6 p.m.
- Light Rail**  
Trains will pick up or drop off customers at any station along this route.
- Northstar Line**  
Transfers from Northstar to light rail are free. Transfers from light rail to Northstar require an additional fare.
- Limited Service**  
Only certain trips take this route.
- 49S** **Route Ending Point**  
Trips with the indicated number/letter end at this point. Number/letter is found in schedules and on bus destination signs.
- B** **Route Letter**  
Indicates which trips travel on this section of the route. Letter is found in schedules and on bus destination signs.
- 324 11** **Connecting Routes to transfer to/from**  
See those route schedules for details.
- Go-To Card Retail Location**  
Buy a Go-To Card or add value to an existing card at these locations.
- Bike Locker**  
These sites have weatherproof bike storage for rent.
- Park & Ride Lot**  
Park free at these lots while you commute.
- Transfer Point**  
Several routes serve this stop.

### Retail Locations

Buy a Go-To Card or add value to an existing card at these locations.

#### **Downtown Minneapolis**

Commuter Connection, 220 6th St S  
(US Bank Plaza)

Metro Transit Store, 719 Marquette Ave

Towers Convenience, 150 5th St S (skyway)

Unbank, 727 Hennepin Ave

#### **Minneapolis – South**

The Wedge, 2105 Lyndale Ave S

New Money Express, 108 Lake St E

Cub Foods, 5937 Nicollet Ave

#### **Richfield**

Rainbow Foods, 140 66th St W

#### **Bloomington**

Cub Food, 8421 Lyndale Ave S

Super Cash, 7854 Portland Ave

### Park & Ride Lot Location

Park free at this lot while you commute.  
No overnight parking.

#### **Bloomington**

**South Bloomington Transit Center –**  
Aldrich Avenue and 99th Street.



### Say hi to less waiting.

This route is part of the Hi-Frequency network. Segments of routes 5, 6, 10, 18, 19, 21, 64, 84 and 515, and all of routes 16, 54 and 55 (Hiawatha Line) operate at least every 15 minutes weekdays from 6 a.m.–7 p.m. and Saturdays from 9 a.m.–6 p.m. See maps for details.



**Buses and trains have free storage racks so you can bring your bicycle along.**

Look for instructions on the rack or visit [metrotransit.org/bike](http://metrotransit.org/bike)

### Special Notes:

For Express Service to/from Richfield and Bloomington, see the Metro Transit Route 554 schedule.

**Holiday service operates on the following holidays:** New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

Metro Transit may operate reduced service on days before or after Independence Day, Thanksgiving, Christmas or New Years Day. Look for details at [metrotransit.org](http://metrotransit.org) or in *Connect* on buses and trains prior to these holidays.

Schedule subject to change. Traffic and weather conditions may delay buses.

Please have exact fare ready. Bus fareboxes and drivers do not make change.

This document is available in alternate formats to individuals with disabilities by calling 612-349-7365 (TTY 612-341-0140).

Northbound - Weekday  
from Bloomington to downtown Minneapolis

	route number & letter														Downtown Minneapolis		
	104th St and Devonshire Rd	South Bloomington Transit Center	2nd Ave S and American Blvd	Nicollet Ave and 77th St	Nicollet Ave and 66th St	Stevens Ave and Diamond Lk Rd	Nicollet Ave and 46th St	Nicollet Ave and 38th St	Nicollet Ave and 32nd St	46th St and Grand Ave S	Grand Ave S and 38th St	ARRIVE 1st Ave and Lake St	DEPART 1st Ave and Lake St	Nicollet Ave and Franklin Ave	Nicollet Ave and Grant St	Nicollet Mall and 7th St S	Nicollet Mall and 3rd St S
	17	16	15	14	13	12	11	10	9	8	7	6	6	4	3	2	1
AM																	
18	-	-	4:13	4:15	4:19	-	4:27	4:30	4:33	-	-	4:35	4:37	4:42	4:46	4:50	4:53
18	-	-	-	-	4:45	-	4:53	4:56	4:59	-	-	5:01	5:03	5:08	5:12	5:16	5:19
18	4:39	4:45	-	4:55	4:59	-	5:07	5:10	5:13	-	-	5:15	5:17	5:22	5:26	5:30	5:33
18	-	-	-	-	5:14	-	5:22	5:25	5:28	-	-	5:30	5:32	5:37	5:41	5:45	5:49
18	-	-	-	-	-	-	5:25	-	-	5:26	5:30	5:38	5:40	5:45	5:49	5:53	5:57
18	5:10	5:16	-	5:26	5:30	-	5:38	5:41	5:44	-	-	5:46	5:48	5:53	5:57	6:01	6:05
18	-	-	-	-	5:42	-	5:50	5:53	5:56	-	-	5:58	6:00	6:05	6:09	6:13	6:17
18	5:32	5:38	-	5:48	5:52	-	6:00	6:03	6:07	-	-	6:09	6:11	6:17	6:21	6:25	6:29
18	-	-	-	-	-	-	6:07	-	-	6:08	6:12	6:21	6:23	6:29	6:33	6:37	6:41
18	-	-	6:07	6:09	6:13	-	6:21	6:24	6:28	-	-	6:30	6:32	6:38	6:42	6:46	6:50
18	-	-	-	-	-	-	6:27	6:31	6:35	-	-	6:37	6:39	6:45	6:49	6:53	6:57
18	-	-	-	-	6:26	-	6:35	6:39	6:43	-	-	6:45	6:47	6:53	6:57	7:01	7:05
18	-	-	-	-	-	-	6:40	-	-	6:41	6:45	6:54	6:56	7:02	7:06	7:10	7:14
18	-	-	6:36	6:38	6:42	-	6:51	6:55	6:59	-	-	7:01	7:03	7:10	7:14	7:18	7:22
18	-	-	-	-	-	-	6:56	-	-	6:57	7:01	7:10	7:12	7:19	7:23	7:27	7:31
18	-	-	-	-	6:56	-	7:06	7:10	7:15	-	-	7:17	7:19	7:26	7:30	7:35	7:39
18	-	-	-	-	-	-	7:13	7:17	7:22	-	-	7:24	7:26	7:33	7:37	7:42	7:46
18	-	-	7:04	7:06	7:10	-	7:20	7:24	7:29	-	-	7:31	7:33	7:40	7:44	7:49	7:53
18	-	-	-	-	-	-	7:22	-	-	7:23	7:27	7:37	7:39	7:46	7:50	7:55	7:59
18	-	-	7:15	7:17	7:21	-	7:31	7:35	7:40	-	-	7:42	7:44	7:51	7:55	8:00	8:04
18	-	-	-	-	7:30	-	7:40	7:44	7:49	-	-	7:51	7:53	8:00	8:04	8:09	8:13
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18	-	-	7:41	7:43	7:47	-	7:57	8:01	8:06	-	-	8:08	8:10	8:17	8:21	8:26	8:30
18	-	-	-	-	-	-	8:05	8:09	8:14	-	-	8:16	8:18	8:25	8:29	8:34	8:38
18	-	-	-	-	8:02	-	8:12	8:16	8:21	-	-	8:23	8:25	8:32	8:36	8:41	8:45
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18	-	-	-	-	-	-	8:34	8:38	8:43	-	-	8:45	8:47	8:54	8:58	9:03	9:07
18	-	-	-	-	8:31	-	8:41	8:45	8:50	-	-	8:52	8:54	9:01	9:05	9:10	9:14
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18	-	-	8:40	8:42	8:46	-	8:56	9:00	9:04	-	-	9:06	9:09	9:16	9:20	9:25	9:29
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18	9:07	9:13	-	9:25	9:29	-	9:39	9:43	9:47	-	-	9:49	9:52	9:59	10:03	10:08	10:12
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	route number & letter													Downtown Minneapolis			
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	(17)	(16)	(15)	(14)	(13)	(12)	(11)	(10)	(9)	(8)	(7)	(6)	(6)	(4)	(3)	(2)	(1)
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18	-	-	-	-	-	-	11:48	11:51	11:55	-	-	11:57	12:00	12:07	12:11	12:16	12:21
18	-	-	11:38	11:40	11:45	-	11:55	11:58	12:02	-	-	12:04	12:07	12:14	12:18	12:23	12:28
PM																	
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18	11:37	11:43	-	11:55	12:00	-	12:10	12:13	12:17	-	-	12:19	12:22	12:29	12:33	12:38	12:43
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18	-	-	-	-	-	-	12:35	12:38	12:42	-	-	12:44	12:47	12:54	12:58	1:03	1:08
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	(17)	(16)	(15)	(14)	(13)	(12)	(11)	(10)	(9)	(8)	(7)	(6)	(6)	(4)	(3)	(2)	(1)
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AM																	
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18	-	-	12:20	12:22	12:26	-	12:34	12:37	12:40	-	-	12:42	12:43	12:47	12:51	12:55	12:58
18	-	-	-	-	1:26	-	1:34	1:37	1:40	-	-	1:42	1:43	1:47	1:51	1:55	1:58

 Operates on school days only.

 Shaded times denote rush-hour service.

Southbound - Weekday  
from downtown Minneapolis to Bloomington

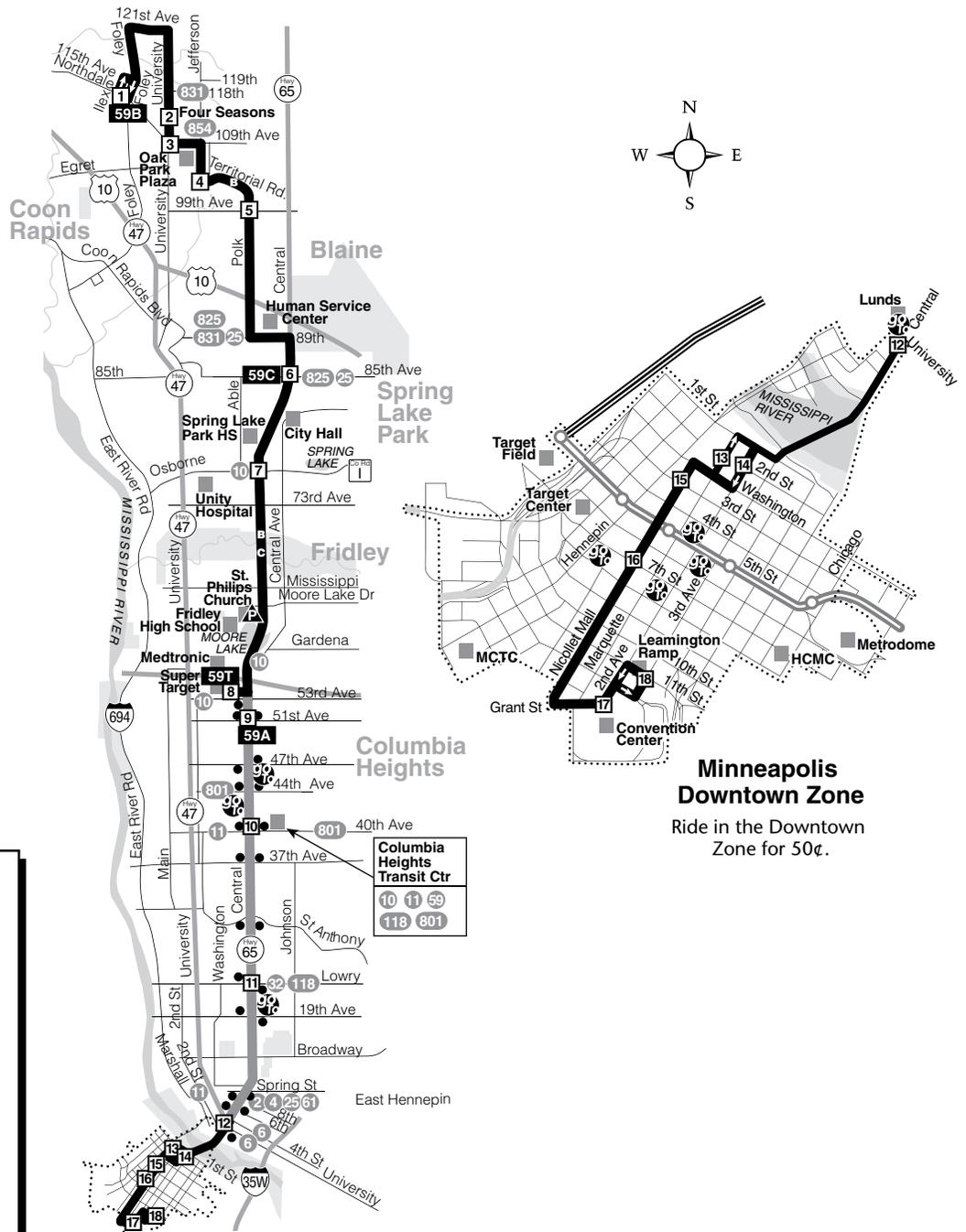
	Downtown Minneapolis																
	route number & letter																
	Nicollet Mall and 3rd St S Nicollet Mall and 7th St S Nicollet Ave and Grant St Nicollet Ave and Franklin Ave Blaisdell Ave and Lake St Grand Ave and 38th St Grand Ave and 46th St Nicollet Ave and 32nd St Nicollet Ave and 38th St Nicollet Ave and 46th St Nicollet Ave and 66th St Nicollet Ave and 77th St 2nd Ave S and American Blvd South Bloomington Transit Center 104th St and Devonshire Rd																
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18E	5:33	5:35	5:40	5:43	5:49	-	-	5:50	5:53	5:56	6:04	6:07	-	6:17	6:22		
18D	5:45	5:48	5:53	5:56	6:02	-	-	6:03	6:06	6:10	6:18	6:22	6:24	-	-		
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18D	6:20	6:23	6:29	6:32	6:38	-	-	6:39	6:43	6:47	6:56	7:00	7:02	-	-		
18E	6:30	6:33	6:39	6:42	6:48	-	-	6:49	6:53	6:57	7:06	7:10	-	7:20	7:25		
18C	6:41	6:44	6:50	6:53	6:59	-	-	7:00	7:04	7:08	7:17	-	-	-	-		
18D	6:52	6:55	7:01	7:04	7:10	-	-	7:11	7:15	7:19	7:28	7:32	7:34	-	-		
18E	7:01	7:04	7:10	7:13	7:19	-	-	7:20	7:24	7:28	7:37	7:41	-	7:51	7:56		
18G	7:08	7:11	7:17	7:20	7:26	7:30	7:34	-	-	7:35	-	-	-	-	-		
18D	7:15	7:18	7:24	7:27	7:33	-	-	7:34	7:38	7:42	7:51	7:55	7:57	-	-		
18A	7:24	7:27	7:33	7:36	7:42	-	-	7:43	7:47	7:51	-	-	-	-	-		
18E	7:32	7:35	7:41	7:44	7:50	-	-	7:51	7:55	7:59	8:08	8:12	-	8:22	8:27		
18C	7:38	7:41	7:47	7:50	7:56	-	-	7:57	8:01	8:05	8:14	-	-	-	-		
18A	7:40	7:43	7:49	7:52	7:58	-	-	7:59	8:03	8:07	-	-	-	-	-		
18D	7:45	7:48	7:54	7:57	8:03	-	-	8:04	8:08	8:12	8:21	8:25	8:27	-	-		
18A	7:53	7:56	8:02	8:05	8:11	-	-	8:12	8:16	8:20	-	-	-	-	-		
18E	8:00	8:03	8:09	8:12	8:18	-	-	8:19	8:23	8:27	8:36	8:40	-	8:50	8:55		
18G	8:08	8:11	8:17	8:20	8:26	8:30	8:34	-	-	8:35	-	-	-	-	-		
18D	8:15	8:18	8:24	8:27	8:34	-	-	8:35	8:39	8:43	8:52	8:56	8:58	-	-		
18A	8:23	8:26	8:32	8:35	8:42	-	-	8:43	8:47	8:51	-	-	-	-	-		
18E	8:31	8:34	8:40	8:43	8:50	-	-	8:51	8:54	8:58	9:07	9:11	-	9:21	9:26		
18A	8:38	8:41	8:47	8:50	8:57	-	-	8:58	9:01	9:05	-	-	-	-	-		
18D	8:45	8:48	8:54	8:57	9:04	-	-	9:05	9:08	9:12	9:21	9:25	9:27	-	-		
18A	8:54	8:57	9:03	9:06	9:13	-	-	9:14	9:17	9:21	-	-	-	-	-		
18E	9:01	9:04	9:10	9:13	9:20	-	-	9:21	9:24	9:28	9:37	9:41	-	9:51	9:56		
18G	9:09	9:12	9:18	9:21	9:28	9:33	9:37	-	-	9:38	-	-	-	-	-		
18D	9:16	9:19	9:25	9:28	9:35	-	-	9:36	9:39	9:43	9:52	9:56	9:58	-	-		
18A	9:24	9:27	9:33	9:36	9:43	-	-	9:44	9:47	9:51	-	-	-	-	-		
18E	9:31	9:34	9:40	9:43	9:50	-	-	9:51	9:55	9:59	10:08	10:12	-	10:22	10:27		
18A	9:39	9:42	9:48	9:51	9:58	-	-	9:59	10:03	10:07	-	-	-	-	-		
18D	9:46	9:49	9:55	9:58	10:05	-	-	10:06	10:10	10:14	10:24	10:28	10:30	-	-		
18A	9:54	9:57	10:03	10:06	10:13	-	-	10:14	10:18	10:22	-	-	-	-	-		
18E	10:01	10:04	10:10	10:13	10:20	-	-	10:21	10:25	10:29	10:39	10:43	-	10:53	10:58		
18G	10:08	10:11	10:18	10:21	10:28	10:33	10:37	-	-	10:38	-	-	-	-	-		
18D	10:15	10:18	10:25	10:28	10:35	-	-	10:36	10:40	10:44	10:54	10:58	11:00	-	-		
18A	10:23	10:26	10:33	10:36	10:43	-	-	10:44	10:48	10:52	-	-	-	-	-		
18E	10:30	10:33	10:40	10:43	10:50	-	-	10:51	10:55	10:59	11:09	11:13	-	11:23	11:28		
18A	10:38	10:41	10:48	10:51	10:58	-	-	10:59	11:03	11:07	-	-	-	-	-		
18D	10:45	10:48	10:55	10:58	11:05	-	-	11:06	11:10	11:14	11:24	11:28	11:30	-	-		
18A	10:53	10:56	11:03	11:06	11:13	-	-	11:14	11:18	11:22	-	-	-	-	-		
18E	11:01	11:04	11:11	11:14	11:21	-	-	11:22	11:26	11:30	11:40	11:44	-	11:54	11:59		
18D	11:08	11:11	11:18	11:21	11:28	-	-	11:29	11:33	11:37	11:47	11:51	11:53	-	-		
18G	11:16	11:19	11:26	11:29	11:36	11:41	11:45	-	-	11:46	-	-	-	-	-		
18D	11:23	11:26	11:33	11:36	11:43	-	-	11:44	11:48	11:52	12:02	12:06	12:08	-	-		
18A	11:31	11:35	11:42	11:45	11:52	-	-	11:53	11:57	12:01	-	-	-	-	-		
18E	11:38	11:42	11:49	11:52	11:59	-	-	12:00	12:04	12:08	12:18	12:22	-	12:33	12:38		
18A	11:46	11:50	11:57	12:01	12:08	-	-	12:09	12:13	12:17	-	-	-	-	-		
18D	11:53	11:57	12:04	12:08	12:15	-	-	12:16	12:20	12:24	12:34	12:38	12:40	-	-		
PM																	
18A	12:01	12:05	12:12	12:16	12:23	-	-	12:24	12:28	12:32	-	-	-	-	-		

	Downtown Minneapolis																
	route number & letter																
	Nicollet Mall and 3rd St S	Nicollet Mall and 7th St S	Nicollet Ave and Grant St	Nicollet Ave and Franklin Ave	Blaisdell Ave and Lake St	Grand Ave and 38th St	Grand Ave and 38th St	Grand Ave and 46th St	Nicollet Ave and 32nd St	Nicollet Ave and 38th St	Nicollet Ave and 46th St	Nicollet Ave and 66th St	Nicollet Ave and 77th St	2nd Ave S and American Blvd	South Bloomington Transit Center	104th St and Devonshire Rd	
	1	2	3	4	5	7	8	9	10	11	13	14	15	16	17		
18E	12:08	12:12	12:19	12:23	12:30	-	-	12:31	12:35	12:39	12:49	12:53	-	1:04	1:09		
18G	12:16	12:20	12:27	12:31	12:38	12:43	12:47	-	-	12:48	-	-	-	-	-		
18D	12:23	12:27	12:34	12:38	12:45	-	-	12:46	12:50	12:54	1:04	1:08	1:10	-	-		
18A	12:31	12:35	12:42	12:46	12:53	-	-	12:54	12:58	1:02	-	-	-	-	-		
18E	12:38	12:42	12:49	12:53	1:00	-	-	1:01	1:05	1:09	1:19	1:23	-	1:34	1:39		
18A	12:46	12:50	12:57	1:01	1:08	-	-	1:09	1:13	1:17	-	-	-	-	-		
18D	12:53	12:57	1:04	1:08	1:15	-	-	1:16	1:20	1:24	1:34	1:38	1:40	-	-		
18A	1:01	1:05	1:12	1:16	1:23	-	-	1:24	1:28	1:32	-	-	-	-	-		
18E	1:08	1:12	1:19	1:23	1:30	-	-	1:31	1:35	1:39	1:49	1:53	-	2:04	2:09		
18G	1:16	1:20	1:27	1:31	1:38	1:43	1:47	-	-	1:48	-	-	-	-	-		
18D	1:24	1:28	1:35	1:39	1:46	-	-	1:47	1:51	1:56	2:06	2:10	2:12	-	-		
18A	1:32	1:36	1:43	1:47	1:54	-	-	1:55	1:59	2:04	-	-	-	-	-		
18E	1:40	1:44	1:51	1:55	2:02	-	-	2:03	2:07	2:12	2:22	2:27	-	2:38	2:43		
18A	1:48	1:52	1:59	2:03	2:10	-	-	2:11	2:15	2:20	-	-	-	-	-		
18D	1:56	2:00	2:07	2:11	2:18	-	-	2:19	2:23	2:28	2:38	2:43	2:45	-	-		
18A	2:04	2:08	2:15	2:19	2:26	-	-	2:27	2:31	2:36	-	-	-	-	-		
18E	2:11	2:15	2:22	2:26	2:33	-	-	2:34	2:38	2:43	2:54	2:59	-	3:10	3:15		
18G	2:19	2:23	2:30	2:34	2:41	2:47	2:51	-	-	2:52	-	-	-	-	-		
18D	2:25	2:30	2:37	2:41	2:48	-	-	2:49	2:53	2:58	3:09	3:14	3:16	-	-		
18E	2:31	2:36	2:43	2:47	2:54	-	-	2:55	2:59	3:04	3:15	3:20	-	3:31	3:36		
18A	2:37	2:42	2:49	2:53	3:00	-	-	3:01	3:05	3:10	-	-	-	-	-		
18D	2:44	2:49	2:56	3:00	3:07	-	-	3:08	3:12	3:17	3:28	3:33	3:35	-	-		
18A	2:51	2:56	3:03	3:07	3:14	-	-	3:15	3:19	3:24	-	-	-	-	-		
18E	2:58	3:03	3:10	3:14	3:21	-	-	3:22	3:26	3:31	3:42	3:47	-	3:58	4:03		
18G	3:05	3:10	3:17	3:21	3:28	3:34	3:38	-	-	3:39	-	-	-	-	-		
18D	3:12	3:17	3:24	3:28	3:35	-	-	3:36	3:40	3:46	3:57	4:02	4:04	-	-		
18A	3:20	3:25	3:32	3:36	3:43	-	-	3:44	3:48	3:54	-	-	-	-	-		
18D	3:28	3:33	3:40	3:44	3:51	-	-	3:52	3:56	4:02	4:13	4:18	4:20	-	-		
18G	3:37	3:42	3:49	3:53	4:00	4:06	4:10	-	-	4:11	-	-	-	-	-		
18C	3:45	3:50	3:57	4:01	4:09	-	-	4:10	4:14	4:20	4:31	-	-	-	-		
18A	3:52	3:57	4:04	4:08	4:16	-	-	4:17	4:21	4:27	-	-	-	-	-		
18D	3:58	4:03	4:10	4:14	4:22	-	-	4:23	4:27	4:33	4:44	4:49	4:51	-	-		
18G	4:06	4:11	4:18	4:22	4:30	4:36	4:40	-	-	4:41	-	-	-	-	-		
18C	4:13	4:18	4:25	4:30	4:38	-	-	4:39	4:43	4:49	5:00	-	-	-	-		
18G	4:20	4:25	4:32	4:37	4:45	4:51	4:55	-	-	4:56	-	-	-	-	-		
18D	4:27	4:32	4:39	4:44	4:52	-	-	4:53	4:57	5:03	5:14	5:19	5:21	-	-		
18C	4:32	4:37	4:44	4:49	4:57	-	-	4:58	5:02	5:08	5:19	-	-	-	-		
18G	4:38	4:43	4:50	4:55	5:03	5:09	5:13	-	-	5:14	-	-	-	-	-		
18C	4:42	4:47	4:54	4:59	5:07	-	-	5:08	5:12	5:18	5:29	-	-	-	-		
18A	4:50	4:55	5:02	5:07	5:15	-	-	5:16	5:20	5:26	-	-	-	-	-		
18D	4:57	5:02	5:09	5:14	5:22	-	-	5:23	5:27	5:33	5:44	5:49	5:51	-	-		
18G	5:03	5:08	5:15	5:20	5:28	5:34	5:38	-	-	5:39	-	-	-	-	-		
18C	5:09	5:14	5:21	5:26	5:34	-	-	5:35	5:39	5:45	5:55	-	-	-	-		
18A	5:17	5:22	5:29	5:34	5:42	-	-	5:43	5:47	5:53	-	-	-	-	-		
18D	5:24	5:29	5:36	5:41	5:49	-	-	5:50	5:54	6:00	6:10	6:14	6:16	-	-		
18G	5:32	5:37	5:44	5:49	5:57	6:03	6:07	-	-	6:08	-	-	-	-	-		
18D	5:40	5:45	5:52	5:57	6:05	-	-	6:06	6:10	6:15	6:25	6:29	6:31	-	-		
18A	5:49	5:54	6:01	6:05	6:13	-	-	6:14	6:18	6:23	-	-	-	-	-		
18E	5:55	6:00	6:07	6:11	6:19	-	-	6:20	6:24	6:29	6:39	6:43	-	6:53	6:58		
18G	6:04	6:09	6:16	6:20	6:28	6:34	6:38	-	-	6:39	-	-	-	-	-		
18D	6:13	6:18	6:25	6:29	6:37	-	-	6:38	6:42	6:46	6:56	7:00	7:02	-	-		
18A	6:22	6:27	6:34	6:38	6:45	-	-	6:46	6:50	6:54	-	-	-	-	-		
18E	6:30	6:35	6:42	6:46	6:53	-	-	6:54	6:58	7:02	7:12	7:16	-	7:26	7:31		
18G	6:40	6:44	6:51	6:55	7:02	7:07	7:11	-	-	7:12	-	-	-	-	-		
18A	6:47	6:51	6:58	7:02	7:09	-	-	7:10	7:14	7:18	-	-	-	-	-		
18D	6:55	6:59	7:06	7:10	7:17	-	-	7:18	7:22	7:26	7:36	7:40	7:42	-	-		

	Downtown Minneapolis																
	route number & letter																
	Nicollet Mall and 3rd St S	Nicollet Mall and 7th St S	Nicollet Ave and Grant St	Nicollet Ave and Franklin Ave	Blaisdell Ave and Lake St	Grand Ave and 38th St	Grand Ave and 38th St	Grand Ave and 46th St	Nicollet Ave and 32nd St	Nicollet Ave and 38th St	Nicollet Ave and 46th St	Nicollet Ave and 66th St	Nicollet Ave and 77th St	2nd Ave S and American Blvd	South Bloomington Transit Center	104th St and Devonshire Rd	
	1	2	3	4	5	7	8	9	10	11	13	14	15	16	17		
18A	7:05	7:09	7:16	7:20	7:27	-	-	7:28	7:32	7:36	-	-	-	-	-	-	-
18E	7:14	7:17	7:24	7:28	7:35	-	-	7:36	7:40	7:44	7:54	7:58	-	8:08	8:13	-	-
18G	7:25	7:28	7:35	7:39	7:46	7:51	7:55	-	7:56	-	-	-	-	-	-	-	-
18C	7:35	7:38	7:45	7:49	7:56	-	-	7:57	8:01	8:05	8:15	-	-	-	-	-	-
18A	7:45	7:48	7:55	7:59	8:06	-	-	8:07	8:11	8:15	-	-	-	-	-	-	-
18D	7:57	8:00	8:07	8:11	8:18	-	-	8:19	8:23	8:27	8:37	8:41	8:43	-	-	-	-
18E	8:09	8:12	8:19	8:23	8:30	-	-	8:31	8:35	8:39	8:49	8:53	-	9:03	9:08	-	-
18G	8:21	8:24	8:31	8:35	8:42	8:47	8:51	-	8:52	-	-	-	-	-	-	-	-
18C	8:33	8:36	8:43	8:47	8:54	-	-	8:55	8:58	9:02	9:12	-	-	-	-	-	-
18A	8:45	8:48	8:55	8:59	9:06	-	-	9:07	9:10	9:14	-	-	-	-	-	-	-
18D	8:57	9:00	9:07	9:11	9:18	-	-	9:19	9:22	9:26	9:36	9:40	9:42	-	-	-	-
18E	9:09	9:12	9:19	9:23	9:30	-	-	9:31	9:34	9:38	9:48	9:52	-	10:02	10:07	-	-
18G	9:22	9:25	9:32	9:36	9:42	9:47	9:51	-	9:52	-	-	-	-	-	-	-	-
18A	9:37	9:40	9:47	9:51	9:57	-	-	9:58	10:01	10:05	-	-	-	-	-	-	-
18D	9:52	9:55	10:02	10:06	10:12	-	-	10:13	10:16	10:20	10:29	10:33	10:35	-	-	-	-
18E	10:07	10:10	10:17	10:21	10:27	-	-	10:28	10:31	10:35	10:44	10:48	-	10:58	11:03	-	-
18D	10:22	10:25	10:32	10:36	10:42	-	-	10:43	10:46	10:50	10:58	11:02	11:04	-	-	-	-
18A	10:37	10:40	10:47	10:51	10:57	-	-	10:58	11:01	11:05	-	-	-	-	-	-	-
18C	10:52	10:55	11:02	11:06	11:12	-	-	11:13	11:16	11:20	11:28	-	-	-	-	-	-
18C	11:07	11:10	11:17	11:21	11:27	-	-	11:28	11:31	11:35	11:43	-	-	-	-	-	-
18D	11:27	11:30	11:37	11:41	11:47	-	-	11:48	11:51	11:55	12:03	12:07	12:09	-	-	-	-
18A	11:47	11:50	11:57	12:00	12:05	-	-	12:06	12:09	12:13	-	-	-	-	-	-	-
AM																	
18C	12:09	12:12	12:18	12:21	12:26	-	-	12:27	12:30	12:34	12:42	-	-	-	-	-	-
18C	12:37	12:40	12:46	12:49	12:54	-	-	12:55	12:58	1:02	1:10	-	-	-	-	-	-
18X	12:52	12:55	1:01	1:04	1:09	-	-	1:10	-	-	-	-	-	-	-	-	-
18C	1:09	1:12	1:18	1:21	1:26	-	-	1:27	1:30	1:34	1:42	-	-	-	-	-	-
18C	2:09	2:12	2:18	2:21	2:26	-	-	2:27	2:30	2:34	2:42	-	-	-	-	-	-

 Operates school days only.

Shaded times denote rush-hour service.



- 3** **Timepoint on schedule**  
Find the timepoint nearest your stop, and use that column of the schedule. Your stop may be between timepoints.
- Regular Route**  
Bus will pick up or drop off customers at any bus stop along this route.
- Light Rail**  
Trains will pick up or drop off customers at any station along this route.
- Northstar Line**  
Transfers from Northstar to light rail are free. Transfers from light rail to Northstar require an additional fare.
- Limited Stop Service**  
Bus serves only designated bus stops.
- Designated Bus Stop**  
On Limited Stop routes, bus serves only these stops
- 49S** **Route Ending Point**  
Trips with the indicated number/letter end at this point. Number/letter is found in schedules and on bus destination signs.
- B** **Route Letter**  
Indicates which trips travel on this section of the route. Letter is found in schedules and on bus destination signs.
- 324 11** **Connecting Routes to transfer to/from**  
See those route schedules for details.
- P** **Park & Ride Lot**  
Park free at these lots while you commute.
- Go-To Card Retail Location**  
Buy a Go-To Card or add value to an existing card at these locations.
- Trans 104** **Transfer Point**  
Several routes serve this stop.

**Minneapolis Downtown Zone**  
Ride in the Downtown Zone for 50¢.

**Limited stop service stops only at the following designated stops:**

- Central Ave and University Ave (NB only)
- Central Ave and 4th St (SB only)
- Central and Hennepin/6th St (NB only)
- Central Ave and Spring St
- Central Ave and 19th Ave
- Central Ave and Lowry Ave
- Central Ave and St. Anthony Pkwy
- Central Ave and 37th Ave
- Central Ave and Columbia Heights Transit Center (NB only)
- Central Ave and 40th Ave (SB only)
- Central Ave and 44th Ave
- Central Ave and 47th Ave
- Central Ave and 51st Ave
- 53rd Ave (SB only)/SuperTarget (select trips only)

**Service operates Monday through Friday except on the following holidays:**

New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

Metro Transit may operate reduced service on days before or after Independence Day, Thanksgiving, Christmas or New Year's Day. Look for details at [metrotransit.org](http://metrotransit.org) or in *Connect* on buses and trains prior to these holidays.

Schedule subject to change. Traffic and weather conditions may delay buses.

Please have exact fare ready. Bus fareboxes and drivers do not make change.

This document is available in alternate formats to individuals with disabilities by calling 612-349-7365 (TTY 612-341-0140).

 **Retail Locations**

Buy a Go-To Card or add value to an existing card at these locations.

**Downtown Minneapolis**

Commuter Connection, 220 6th St (US Bank Plaza)

Metro Transit Store, 719 Marquette Ave  
Towers Convenience, 150 5th St S (skyway)  
Unbank, 727 Hennepin Ave

**Minneapolis – SE**

Lunds, 25 University Ave SE

**Minneapolis – NE**

Kwik Cash, 2211 Central Ave NE

**Columbia Heights**

Kwik Cash, 4639 Central Ave NE  
Rainbow Foods, 4308 Central Ave NE



Pay no fare when boarding southbound Route 59 buses marked "Free Ride" on Nicollet Mall.

 **Park & Ride Lot Location**

Park free at this lot while you commute. No overnight parking.

**Fridley**

St. Philip's Lutheran Church –  
6180 Highway 65 NE – east lot along  
Highway 65 by bus stop



Buses and trains have free storage racks so you can bring your bicycle along.

Look for instructions on the rack or visit [metrotransit.org/bike](http://metrotransit.org/bike)

Northbound - Weekday

from downtown Minneapolis to Coon Rapids via Fridley, Spring Lake Park and Blaine

	Downtown Minneapolis																
route number & letter	Learnington Ramp	Convention Center	Nicollet Mall and 7th St S	Nicollet Mall and 3rd St S	Marquette Ave and 2nd St S	Central Ave SE and University Ave SE	Central Ave NE and Lowry Ave SE	Central Ave NE (Col His Transit Ctr)	Central Ave NE and 40th Ave NE	53rd Ave NE and SuperTarget	Hwy 65 and Osborne Rd	Hwy 65 and 85th Ave NE	Polk St NE and 90th Ave NE	Territorial Rd and Jefferson St	Northdale Blvd NW and University Ave NE	Four Seasons Home Park	Northdale Blvd NW and 116th St NW
	18	17	16	15	13	12	11	10	9	8	7	6	5	4	3	2	1
PM																	
59T	3:08	3:12	3:21	3:26	3:29	3:33	3:41	3:48	3:52	3:53	-	-	-	-	-	-	-
59T	3:35	3:39	3:48	3:53	3:56	4:00	4:08	4:16	4:20	4:21	-	-	-	-	-	-	-
59A	3:47	3:51	4:00	4:05	4:08	4:12	4:20	4:28	4:32	-	-	-	-	-	-	-	-
59A	3:56	4:01	4:10	4:15	4:18	4:22	4:30	4:38	4:42	-	-	-	-	-	-	-	-
59B	4:06	4:11	4:20	4:25	4:28	4:32	4:40	4:48	4:52	-	5:01	5:04	5:11	5:14	5:18	5:20	5:28
59T	4:16	4:21	4:30	4:35	4:38	4:42	4:50	4:58	5:02	5:03	-	-	-	-	-	-	-
59A	4:26	4:31	4:40	4:45	4:48	4:52	5:00	5:08	5:12	-	-	-	-	-	-	-	-
59B	4:36	4:41	4:50	4:55	4:58	5:02	5:11	5:19	5:23	-	5:32	5:35	5:42	5:45	5:49	5:51	5:59
59A	4:46	4:51	5:00	5:05	5:08	5:12	5:21	5:29	5:33	-	-	-	-	-	-	-	-
59A	4:56	5:01	5:10	5:15	5:18	5:22	5:31	5:38	5:42	-	-	-	-	-	-	-	-
59C	5:06	5:11	5:20	5:25	5:28	5:32	5:41	5:48	5:52	-	6:01	6:04	-	-	-	-	-
59A	5:18	5:23	5:32	5:37	5:40	5:44	5:52	5:59	6:03	-	-	-	-	-	-	-	-
59A	5:51	5:55	6:04	6:09	6:12	6:16	6:24	6:30	6:34	-	-	-	-	-	-	-	-

Shaded times denote rush-hour service.

## Southbound - Weekday

from Coon Rapids to downtown Minneapolis via Blaine, Spring Lake Park and Fridley

route number & letter	Northdale Blvd NW and 116x St NW	Four Seasons Mobile Home Park	Northdale Blvd NW and University Ave NE	Jefferson St and Territorial Rd	Polk St NE and 99th Ave NE	Hwy 65 and 85th Ave NE	Hwy 65 and Osborne Rd	53rd Ave NE and Super Target	Central Ave NE and 51st Ave NE	Central Ave NE (Col His Transit Ctr)	Central Ave NE and 40th Ave NE	Central Ave NE and Lowry Ave NE	University Ave SE and 2nd St	University Ave SE and 2nd St	Nicollet Mall and 3rd St S	Nicollet Mall and 7th St S	Convention Center	Learnington Ramp	Downtown Minneapolis
	1	2	3	4	5	6	7	8	9	10	11	12	14	15	16	17	18		
AM																			
59	5:36	5:46	5:49	5:52	5:56	6:03	6:06	-	6:14	6:19	6:25	6:31	6:34	6:36	6:39	6:47	6:50		
59	-	-	-	-	-	-	-	6:37	6:38	6:43	6:49	6:55	6:58	7:00	7:03	7:11	7:14		
59	6:09	6:19	6:22	6:25	6:29	6:36	6:39	-	6:48	6:53	6:59	7:05	7:08	7:10	7:13	7:21	7:24		
59	-	-	-	-	-	-	-	6:57	6:58	7:03	7:09	7:15	7:18	7:20	7:23	7:31	7:34		
59	-	-	-	-	-	-	-	7:06	7:07	7:12	7:18	7:25	7:28	7:30	7:33	7:41	7:44		
59	-	-	-	-	-	7:06	7:09	-	7:18	7:23	7:29	7:36	7:39	7:41	7:44	7:52	7:55		
59	-	-	-	-	-	-	-	7:27	7:28	7:33	7:39	7:46	7:49	7:51	7:54	8:02	8:05		
59	-	-	-	-	-	-	-	7:37	7:38	7:43	7:49	7:56	7:59	8:01	8:04	8:12	8:15		
59	-	-	-	-	-	-	-	7:47	7:48	7:53	7:59	8:06	8:09	8:11	8:14	8:22	8:25		
59	-	-	-	-	-	-	-	7:57	7:58	8:03	8:09	8:16	8:19	8:21	8:24	8:32	8:35		
59	-	-	-	-	-	-	-	8:06	8:07	8:12	8:18	8:25	8:28	8:31	8:34	8:42	8:45		
59	-	-	-	-	-	-	-	8:18	8:19	8:24	8:30	8:37	8:40	8:43	8:46	8:54	8:57		

Shaded times denote rush-hour service.

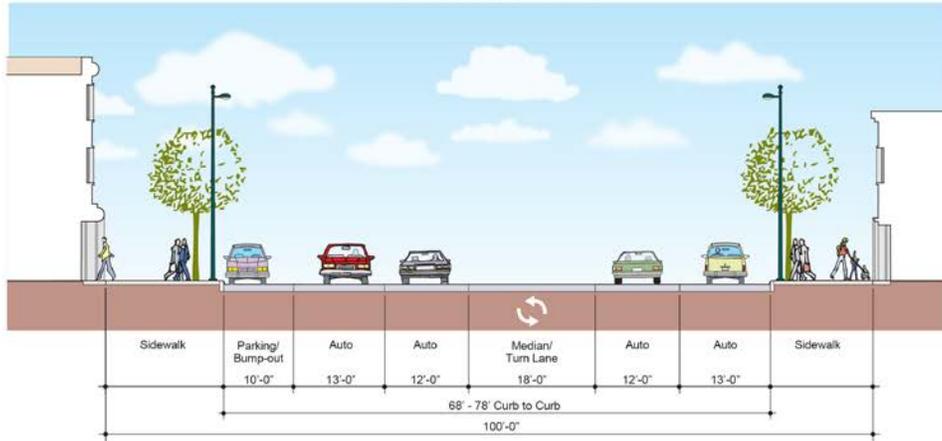
## Appendix B: Proposed Typical Sections

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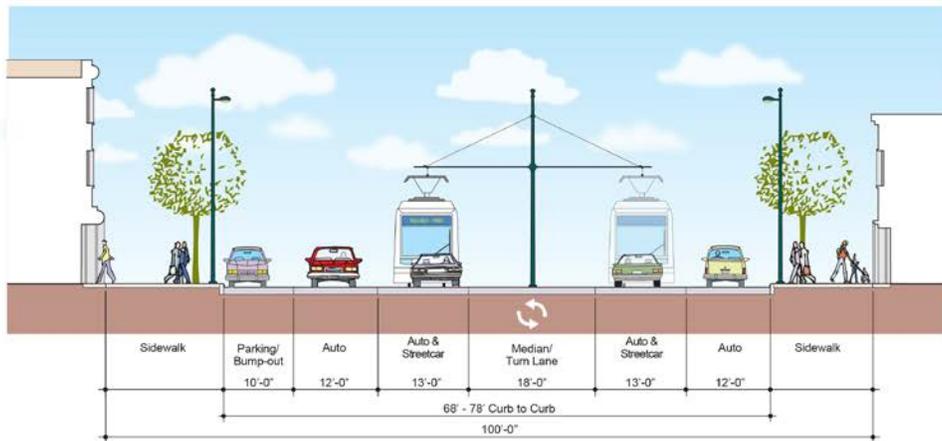
DRAFT – April 2013

**CENTRAL AVENUE NORTH OF 37TH**

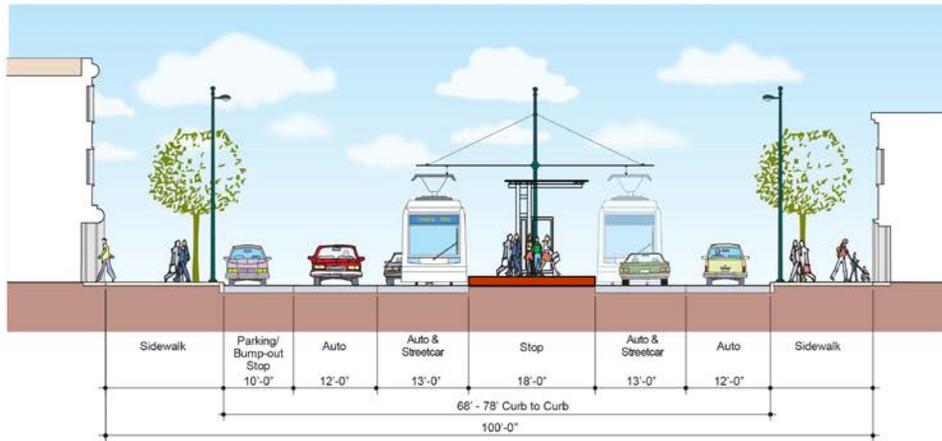
EXISTING SECTION



LEFT-LANE RUNNING STREETCAR



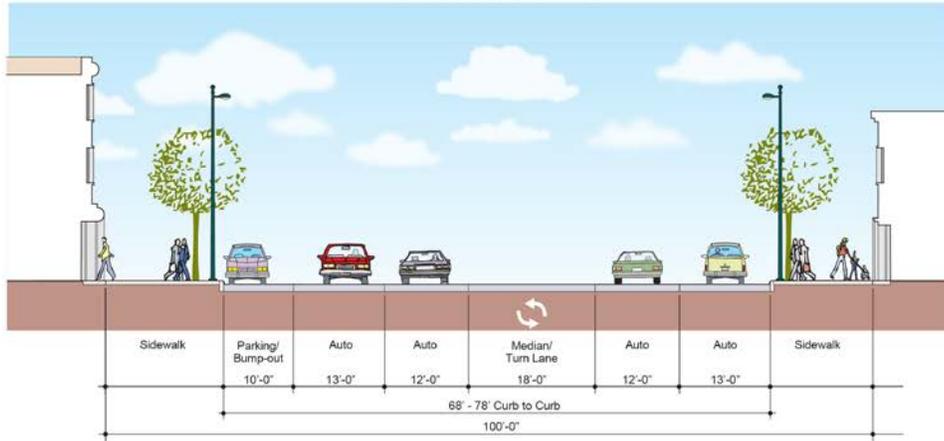
LEFT-LANE RUNNING STREETCAR AT STOP



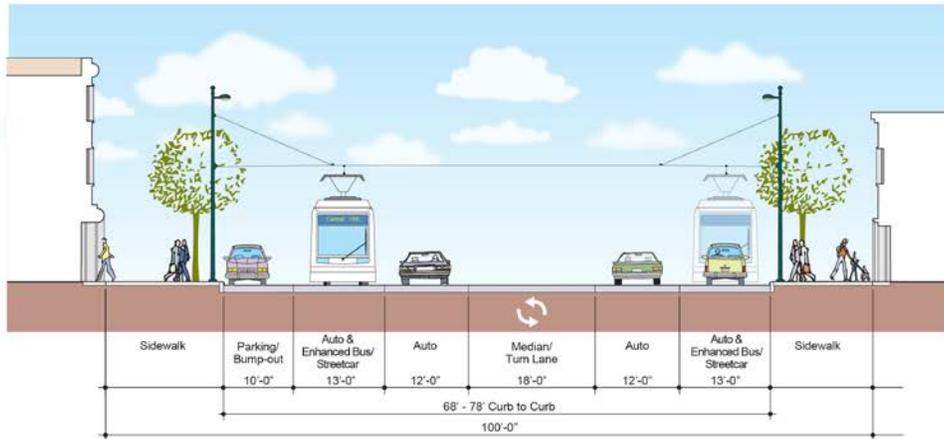
January 17, 2013

**CENTRAL AVENUE NORTH OF 37TH**

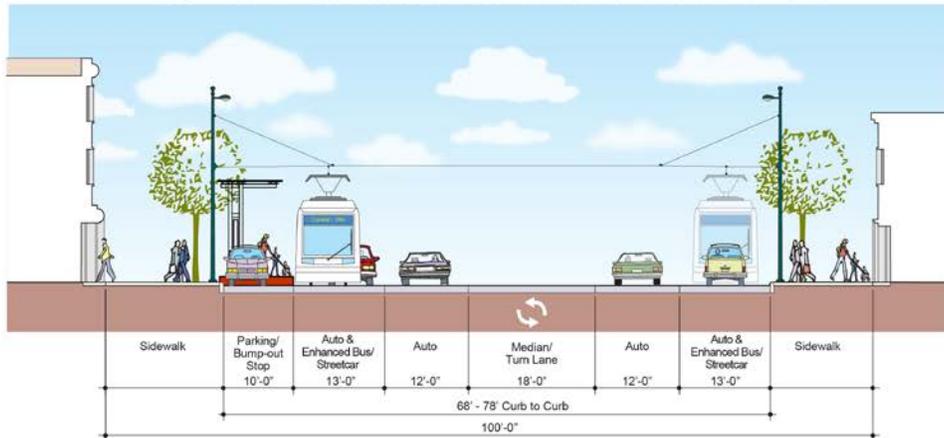
EXISTING SECTION



RIGHT-LANE RUNNING ENHANCED BUS OR STREETCAR



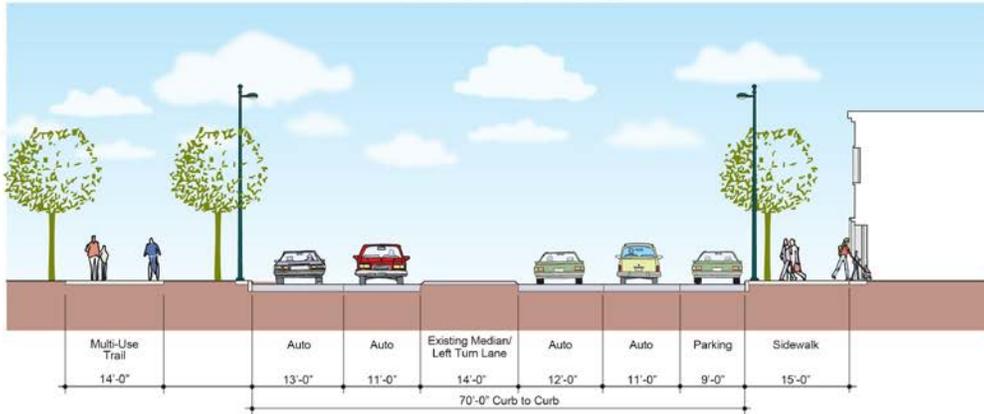
RIGHT-LANE RUNNING ENHANCED BUS OR STREETCAR AT STOP



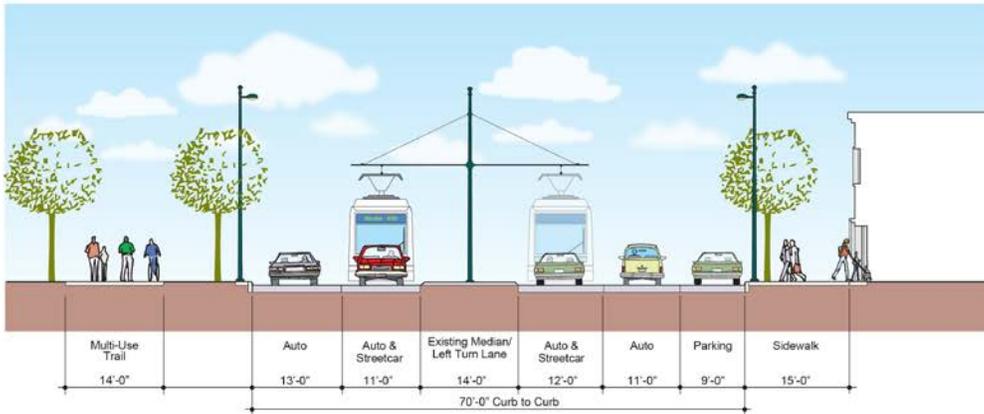
January 17, 2013

**CENTRAL AVENUE (27TH - 37TH)**

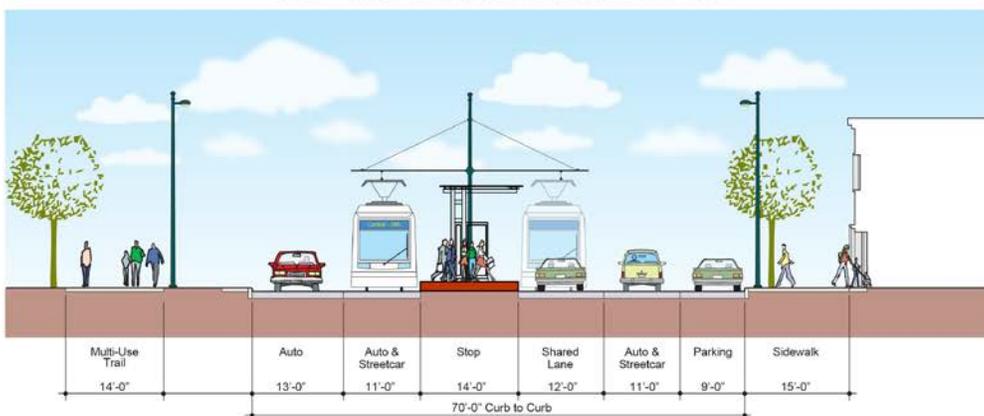
EXISTING SECTION



LEFT-LANE RUNNING STREETCAR



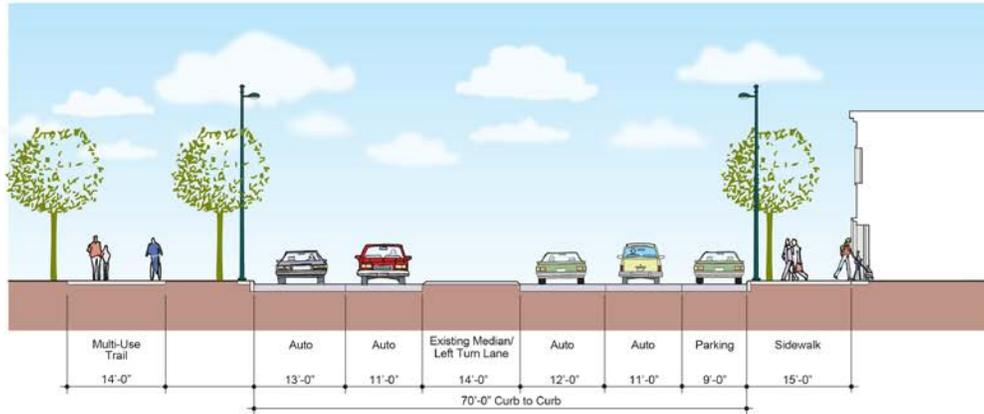
LEFT-LANE RUNNING STREETCAR AT STOP



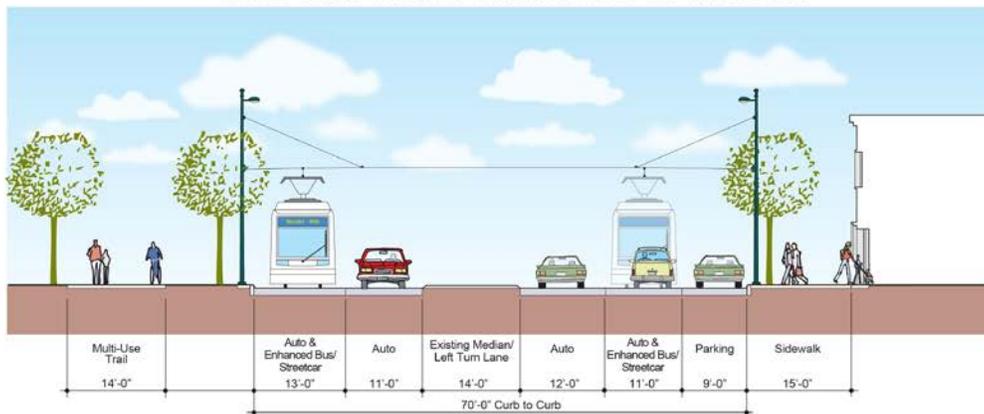
January 17, 2013

**CENTRAL AVENUE (27TH - 37TH)**

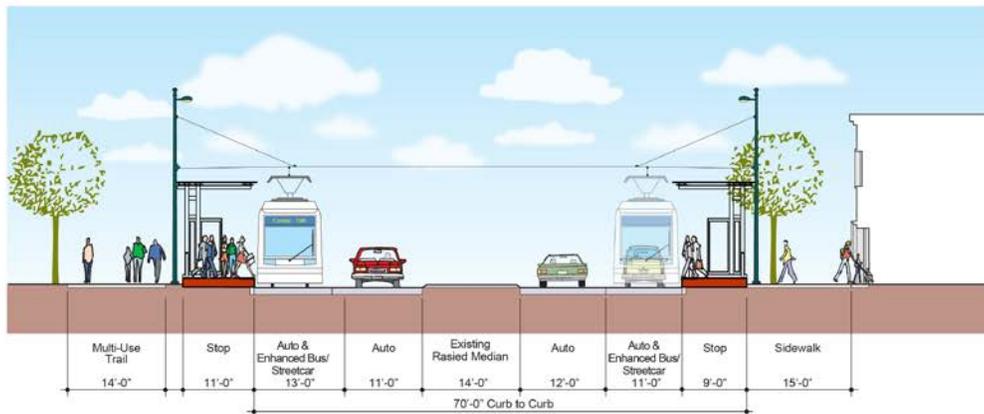
EXISTING SECTION



RIGHT-LANE RUNNING ENHANCED BUS OR STREETCAR



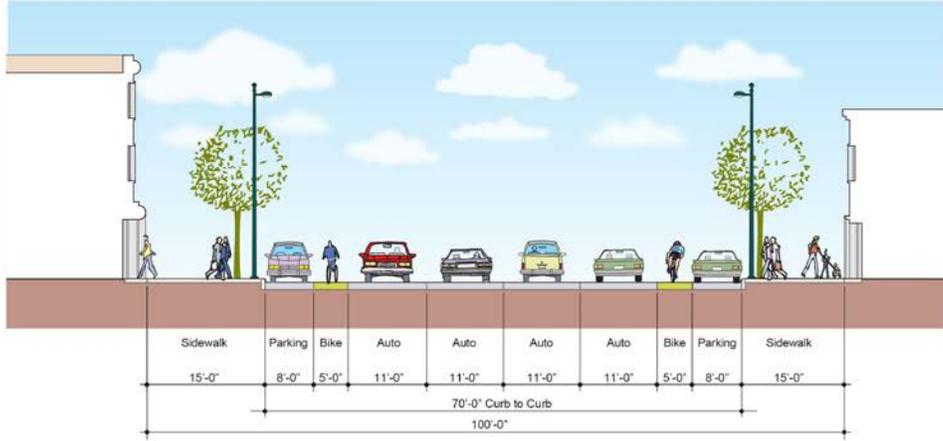
RIGHT-LANE RUNNING ENHANCED BUS OR STREETCAR AT STOP



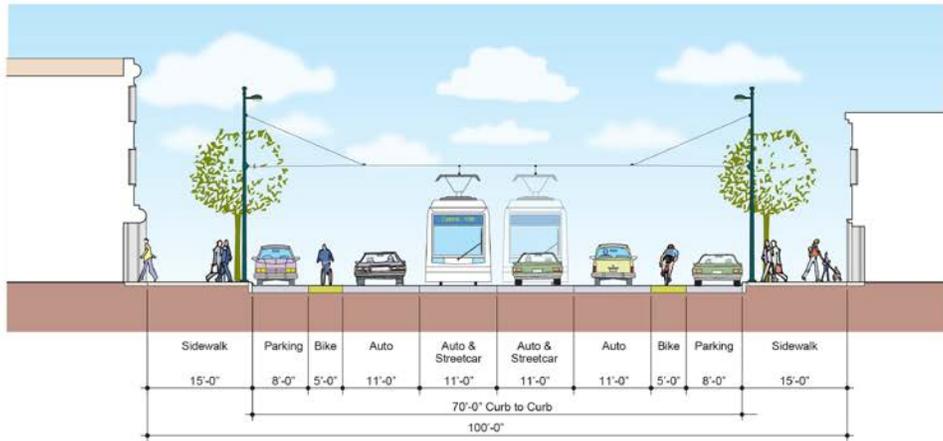
January 17, 2013

**CENTRAL AVENUE (18TH TO 27TH)**

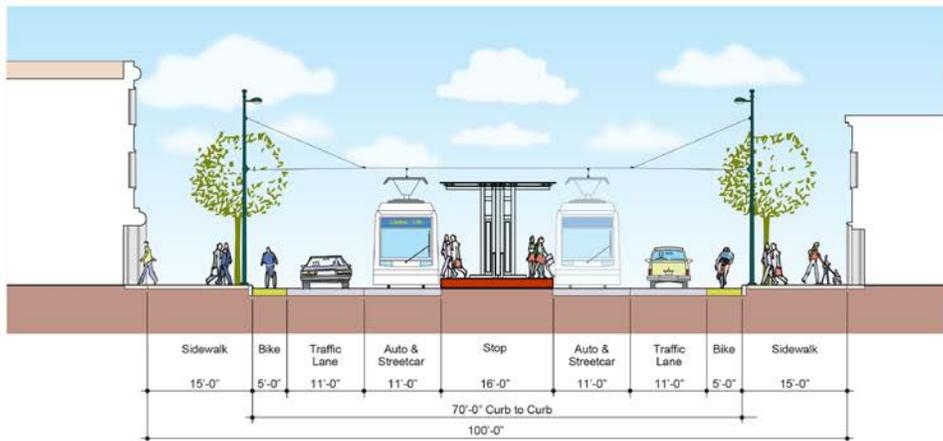
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LEFT-LANE RUNNING STREETCAR



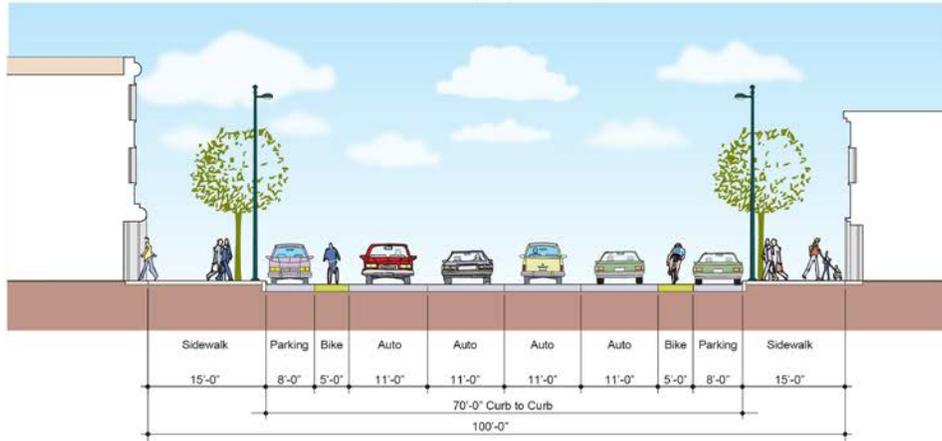
LEFT-LANE RUNNING STREETCAR AT STOP



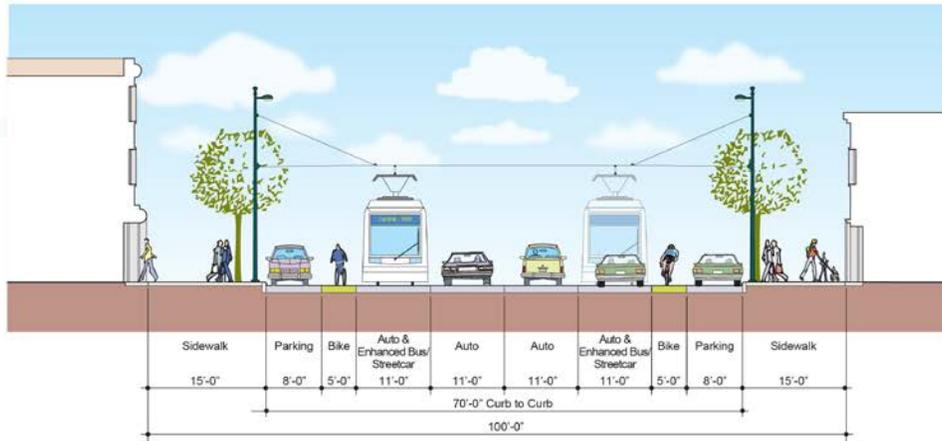
January 17, 2013

**CENTRAL AVENUE (18TH TO 27TH)**

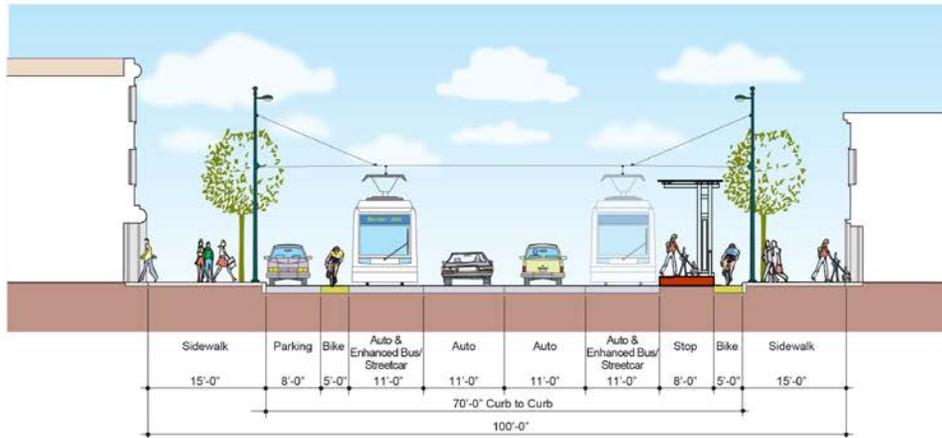
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RIGHT-LANE RUNNING ENHANCED BUS OR STREETCAR



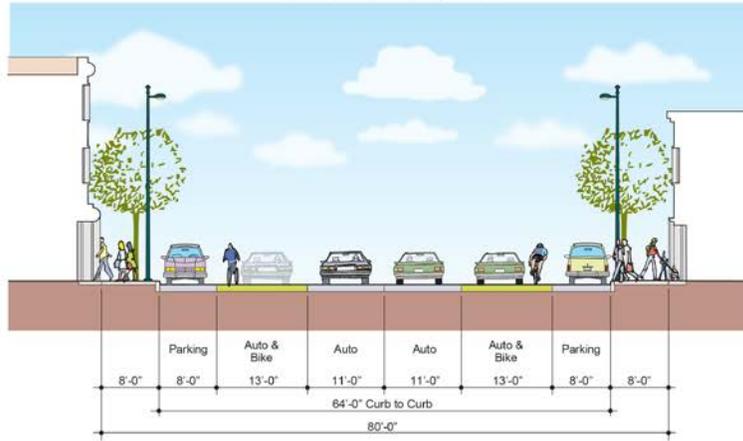
RIGHT-LANE RUNNING ENHANCED BUS OR STREETCAR AT STOP



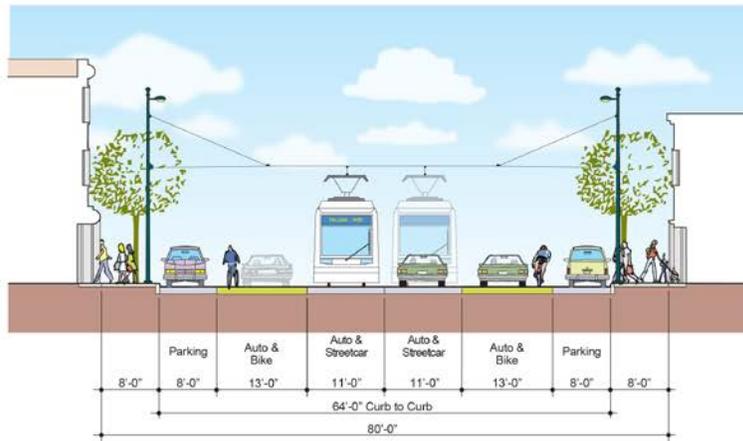
January 17, 2013

**CENTRAL AVE (UNIVERSITY TO 8TH)**

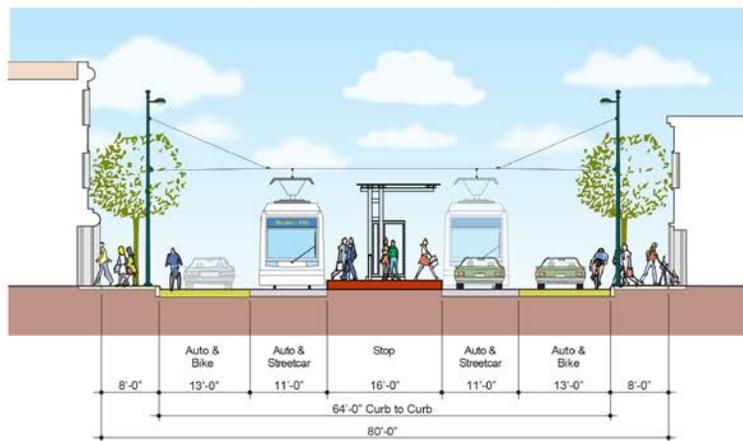
EXISTING SECTION



STREETCAR LEFT LANE RUNNING



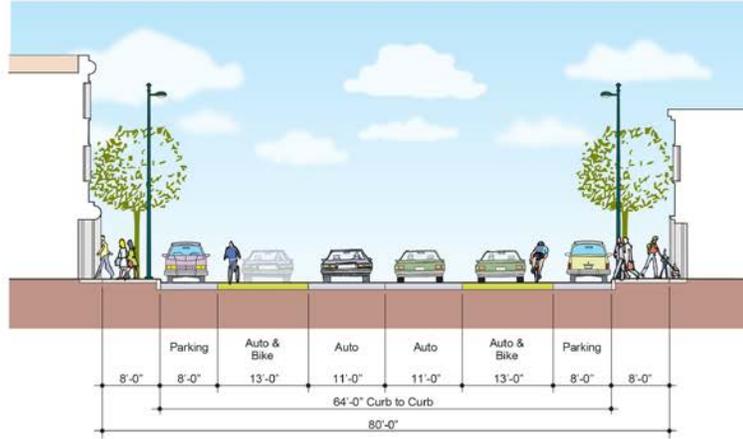
STREETCAR LEFT LANE AT STOP



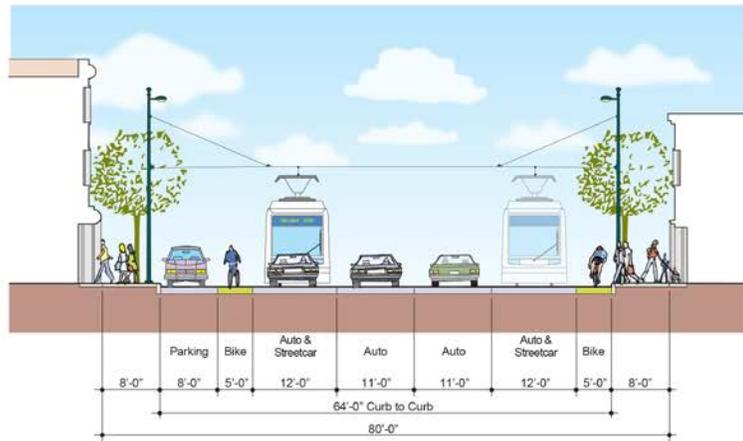
February 11, 2013

**CENTRAL AVE (UNIVERSITY TO 8TH)**

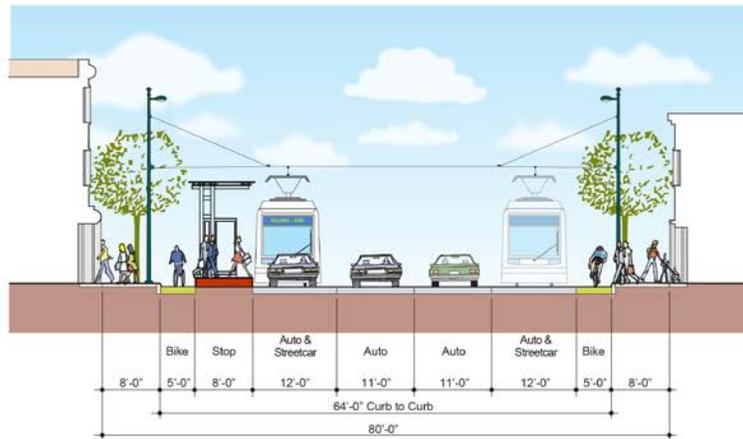
EXISTING SECTION



STREETCAR RIGHT LANE RUNNING/PARKING ONE SIDE



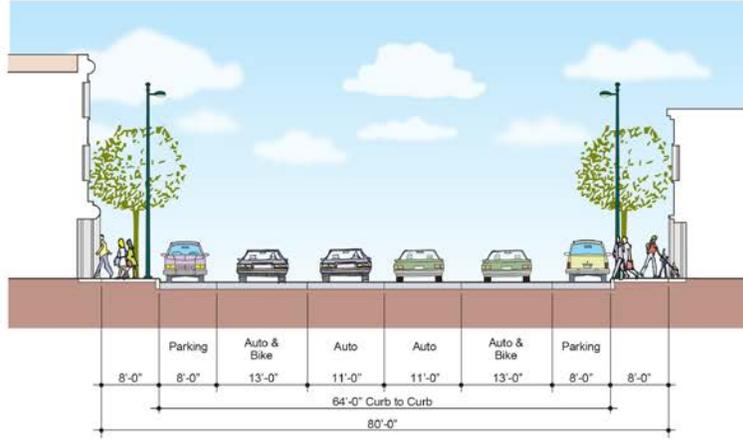
STREETCAR AT STOP/PARKING ONE SIDE



February 11, 2013

**CENTRAL AVE (UNIVERSITY TO 8TH)**

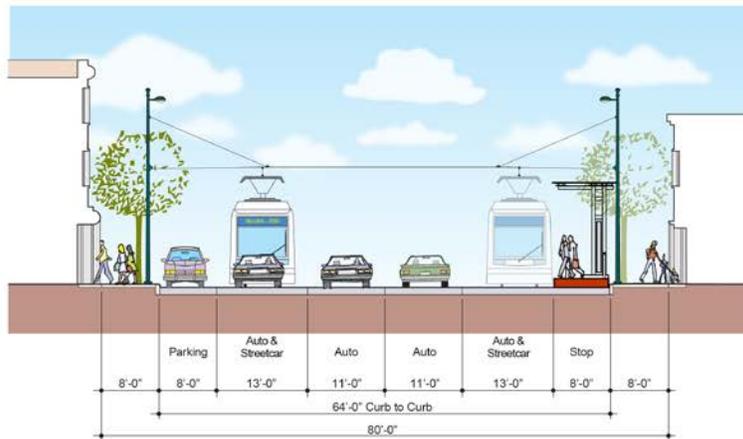
EXISTING SECTION



STREETCAR RIGHT LANE RUNNING/NO BICYCLE FACILITY



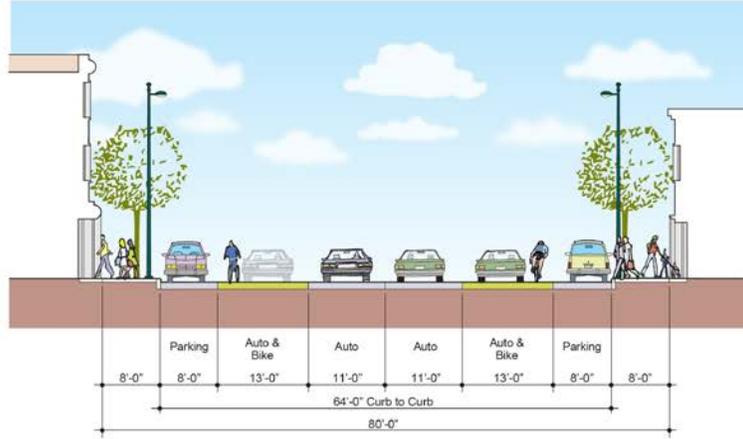
STREETCAR AT STOP/NO BICYCLE FACILITY



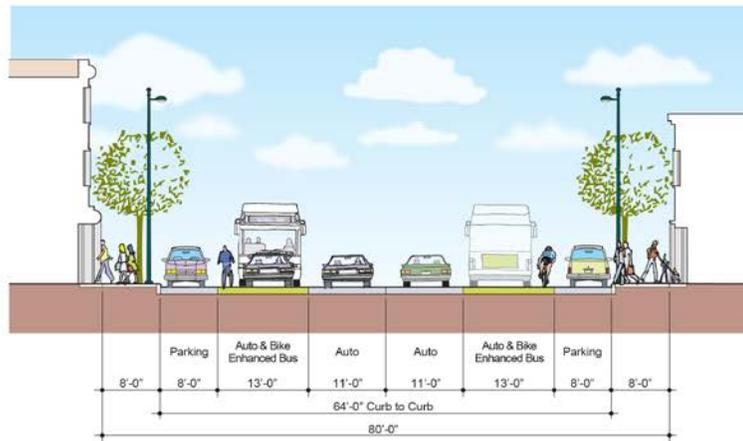
February 11, 2013

**CENTRAL AVE (UNIVERSITY TO 8TH)**

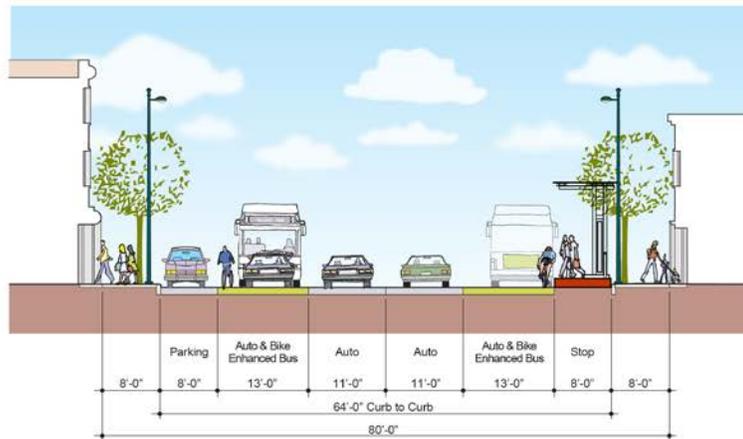
EXISTING SECTION



ENHANCED BUS



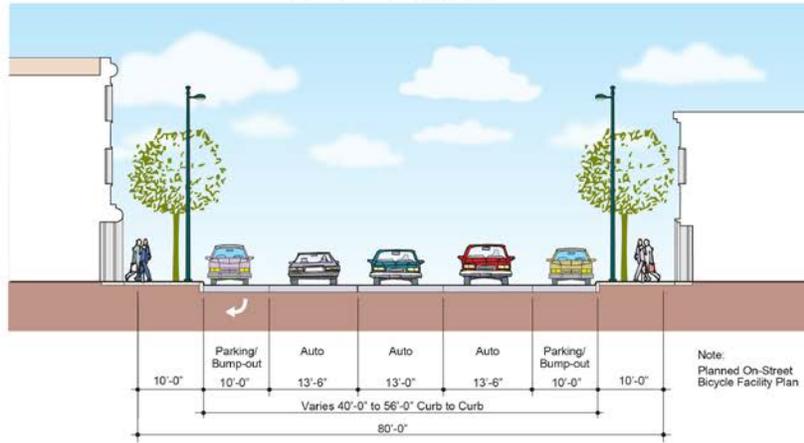
ENHANCED BUS



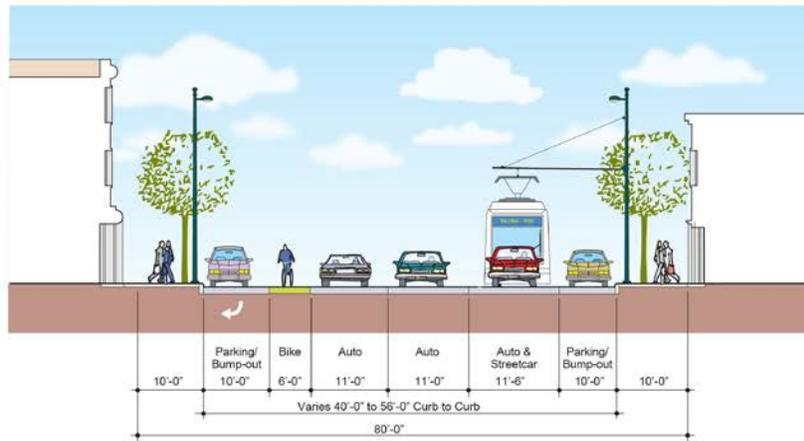
February 11, 2013

**HENNEPIN/1ST (MAIN to CENTRAL)**

EXISTING SECTION



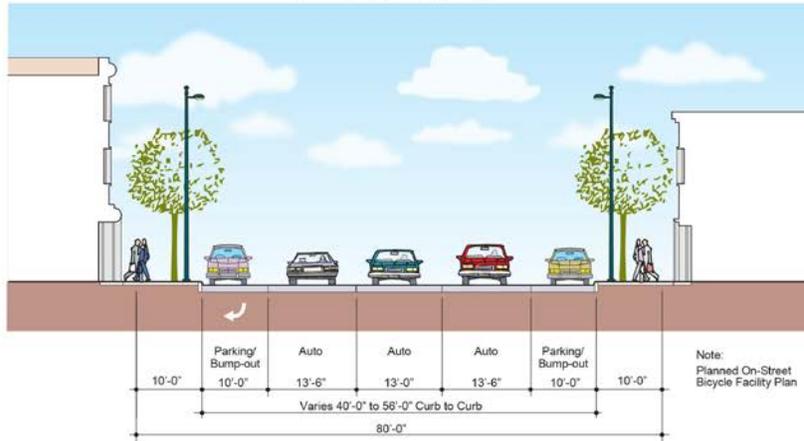
STREETCAR LEFT-LANE RUNNING



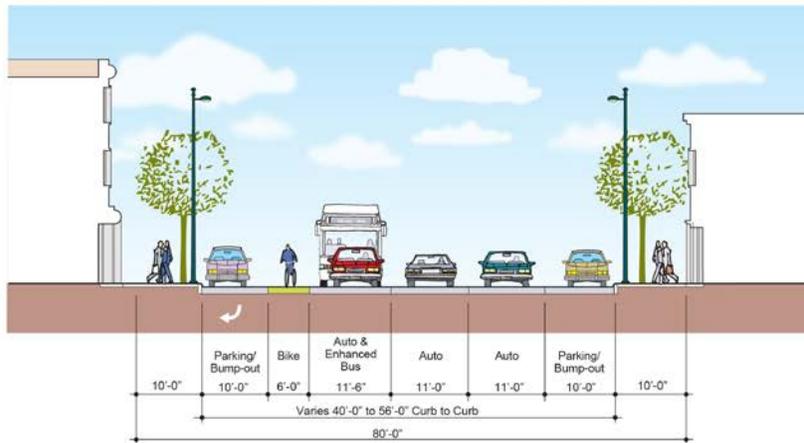
January 17, 2013

**HENNEPIN/1ST (MAIN to CENTRAL)**

EXISTING SECTION



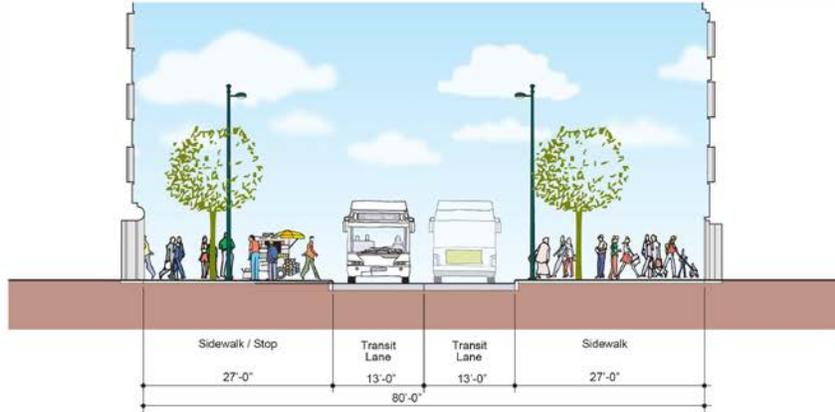
RIGHT-LANE RUNNING ENHANCED BUS



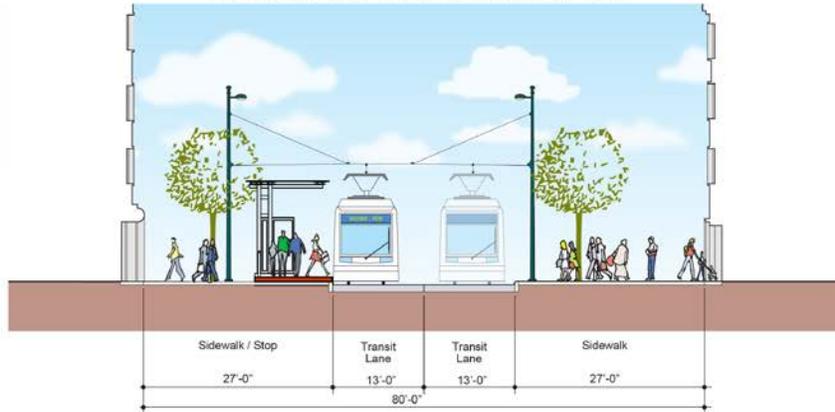
January 17, 2013

**NICOLLET MALL**

EXISTING SECTION



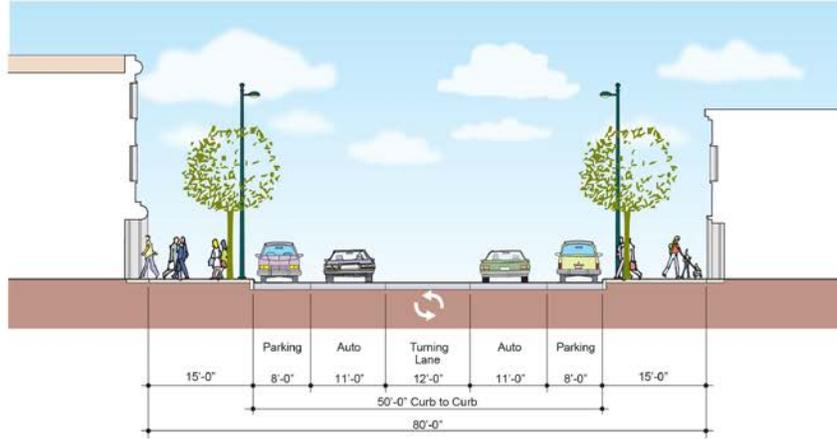
ENHANCED BUS OR STREETCAR AT STOP



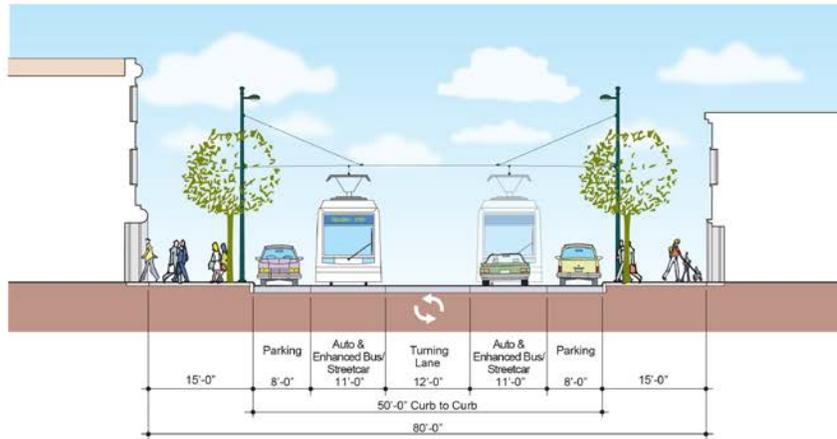
January 17, 2013

**NICOLLET SOUTH (FRANKLIN TO 28TH ST.)**

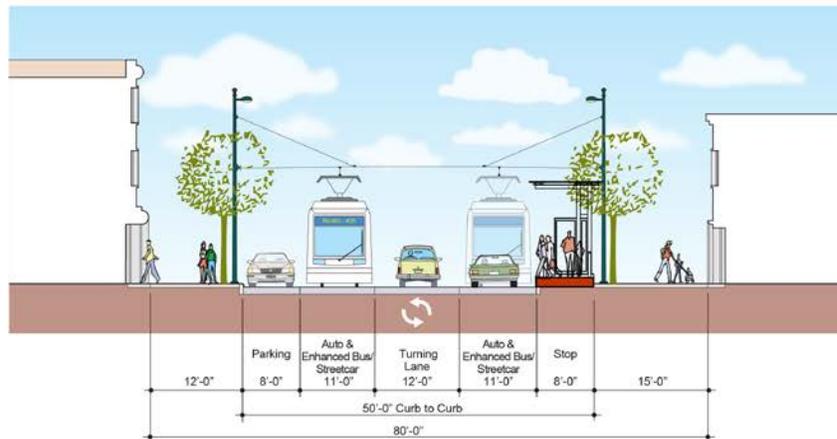
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ENHANCED BUS OR STREETCAR



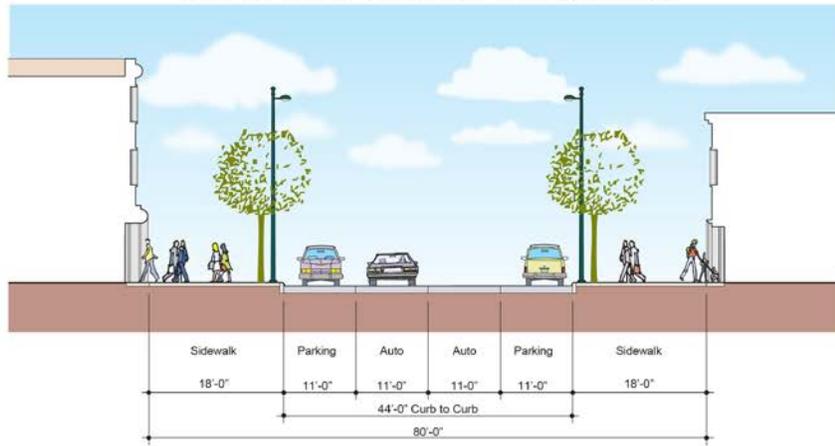
ENHANCED BUS OR STREETCAR AT STOP



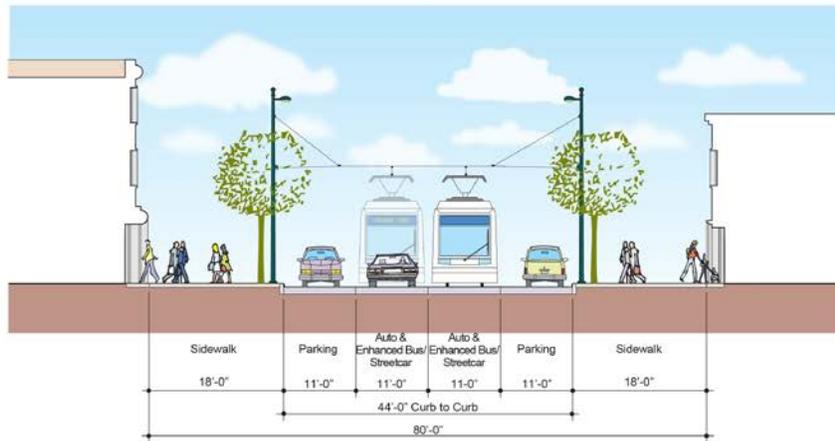
January 17, 2013

**NICOLLET (LAKE ST. to 40th ST.)**

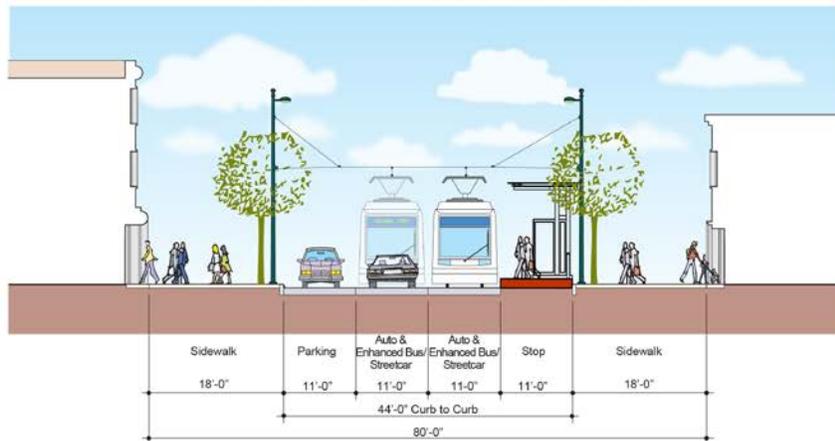
SECTION AFTER 2012/2013 RECONSTRUCTION



ENHANCED BUS OR STREETCAR



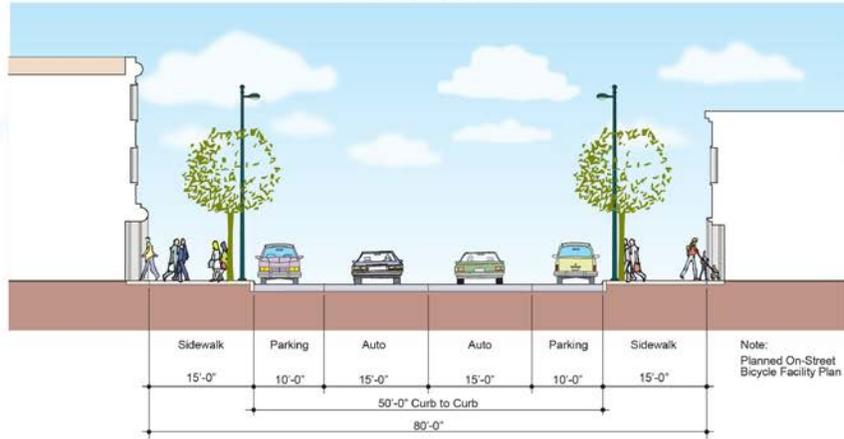
ENHANCED BUS OR STREETCAR AT STOP



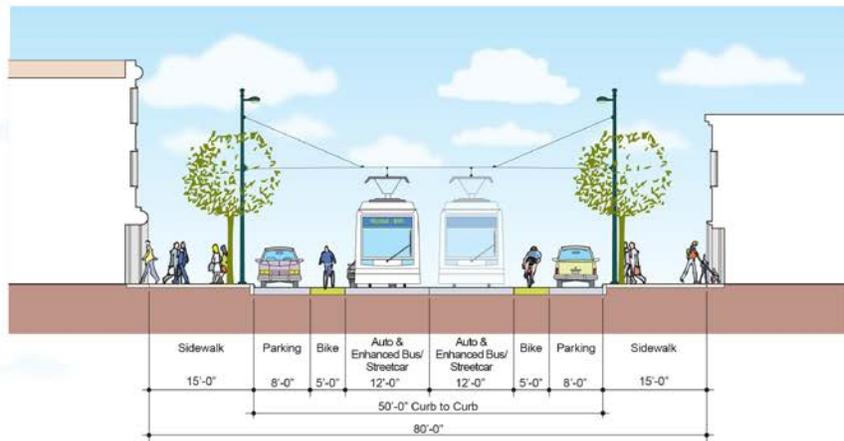
January 17, 2013

**NICOLLET SOUTH (SOUTH OF 40TH ST.)**

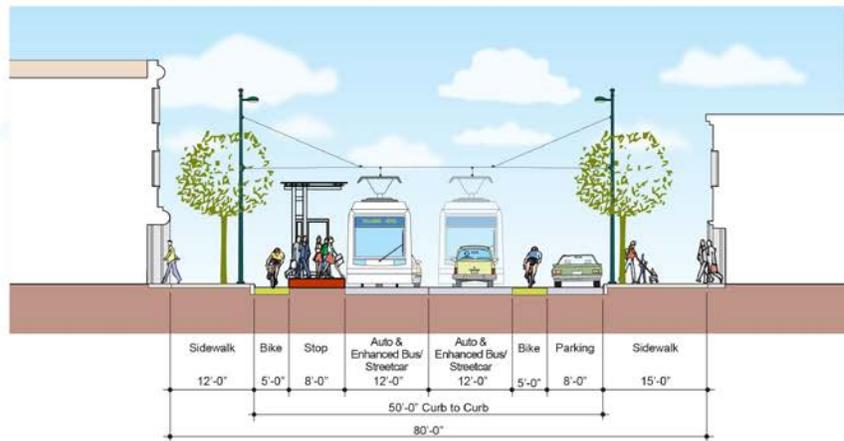
EXISTING SECTION



ENHANCED BUS OR STREETCAR WITH PARKING



ENHANCED BUS OR STREETCAR WITH PARKING AT STOP



January 17, 2013