

Network Now Framework: Updated 2026 Amendment

Business Item 2026-207

Transportation Committee | November 9, 2026

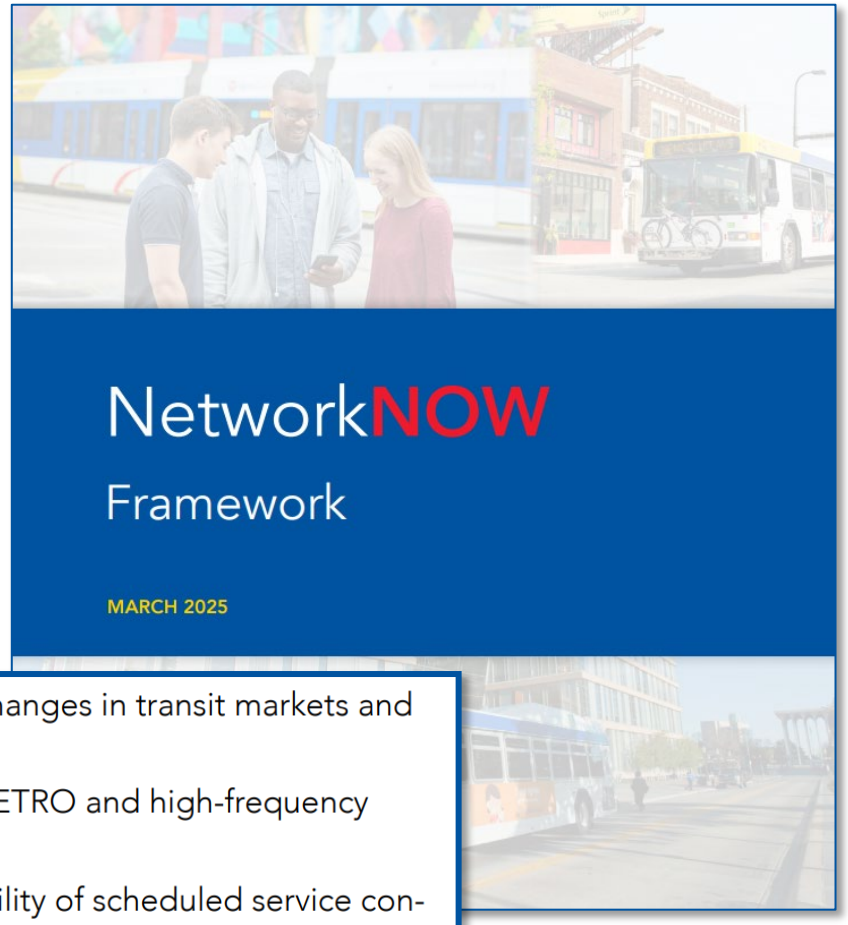
Metro Transit

Proposed action 2026-207

- That the Metropolitan Council endorse the 2026 Network Now Framework Amendment

Network Now Framework

- Council policy guidance on Metro Transit's service improvements to grow ridership, enhance mobility, and meet travel needs
- Approximately 50% of the service increase on the framework has been implemented
- Amendment needed to further develop corridor plans for extended Green Line connecting bus, Highway 55 service



- Adapt service to changes in transit markets and travel patterns.
- Prepare for new METRO and high-frequency routes.
- Maintain the reliability of scheduled service consistently over time.
- Build on success to grow ridership, adding service where people use transit the most.
- Provide access to opportunities and services with a focus on advancing equity and reducing regional disparities.

Network Now Principles

2026 Network Now Amendment

- Process:

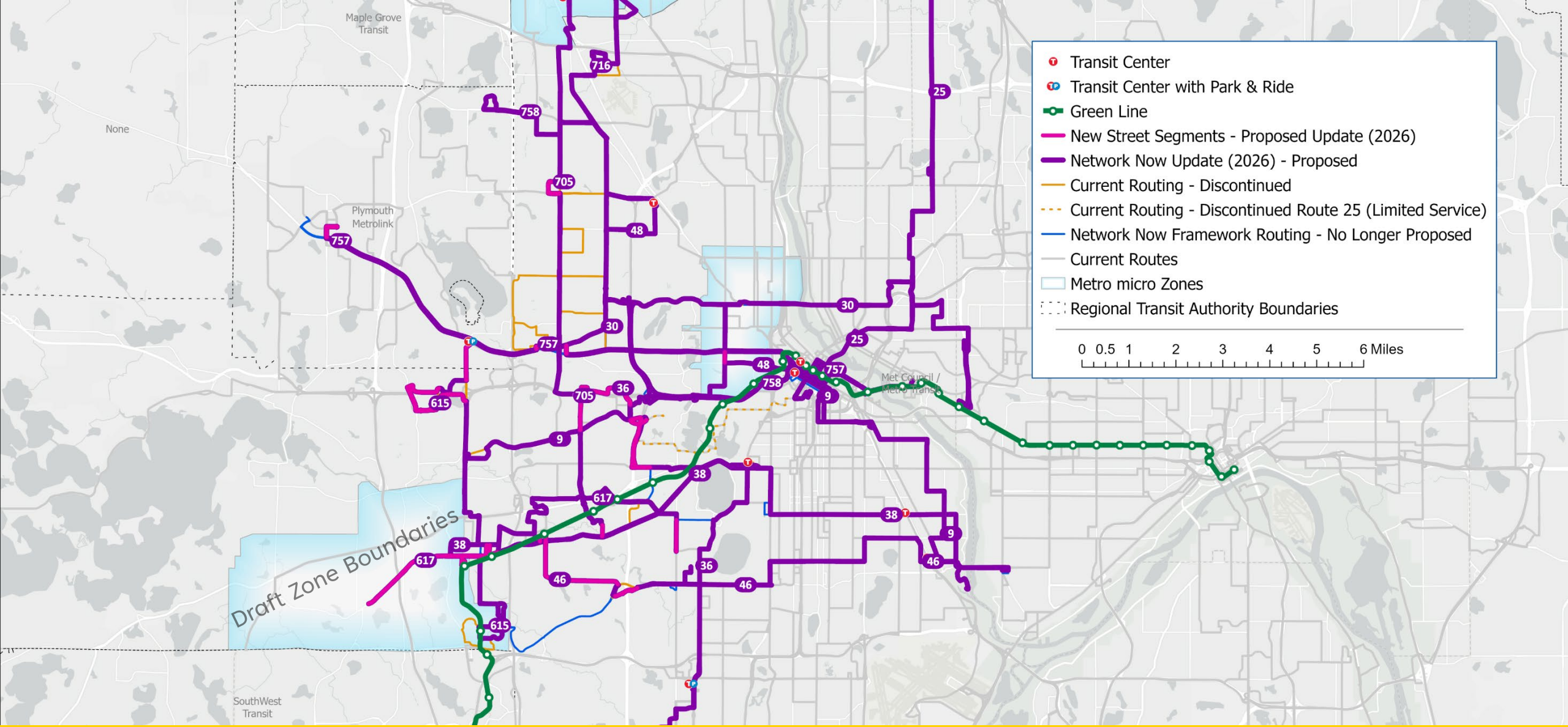
☑ **June:** Develop draft changes

☑ **July:** Meet with partners to review draft changes

☑ **August 24:** Transportation Committee information item

☑ **August 25–October 4:** Public engagement

November 9/November 18: Request Transportation Committee and Council endorsement



Overview: Changes proposed for public feedback (August 2026)

Public Engagement

- August 25 – October 4
- Raising Awareness
  - Social media posts
  - Rider alerts at 308 stops
  - Push to notification subscribers
- Four public meetings
  - 3 in-person, 1 virtual
- Transit onboards
  - 81 hours across all affected routes
- Online and paper survey
- Sought and received feedback from corridor cities



Feedback was largely positive, with some areas of requested plan revisions

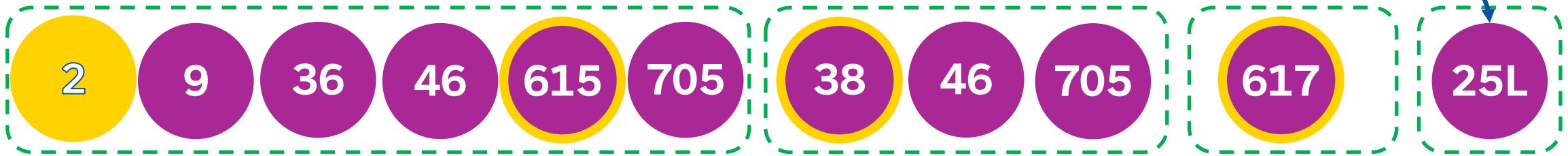
- 459 comments received
- Many positive comments on added frequency, new night and weekend service, improved connections
- Opposition to frequency changes on 11th Ave in Hopkins
- Requests for Route 2 service to extended Green Line
- Requests to retain Route 755 and 25L single round trip
- Requests for additional night and overnight service, reinstatement of Route 146

2026 Network Now Amendment

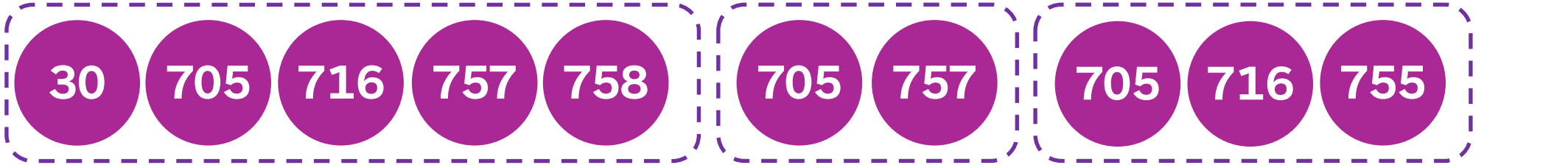
Proposed Route Modifications

Route has changes from draft plan

Green Line Extension

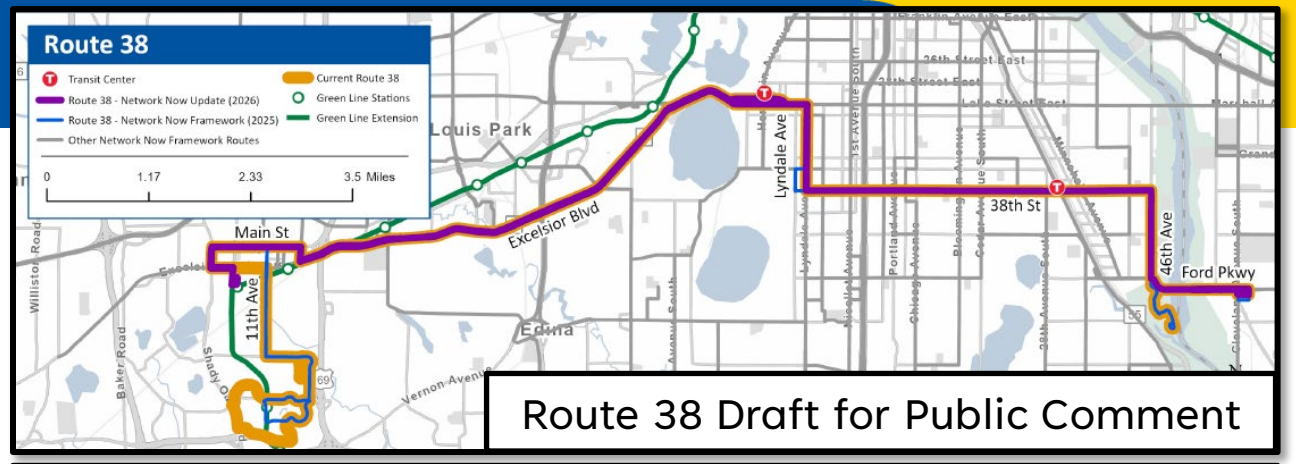


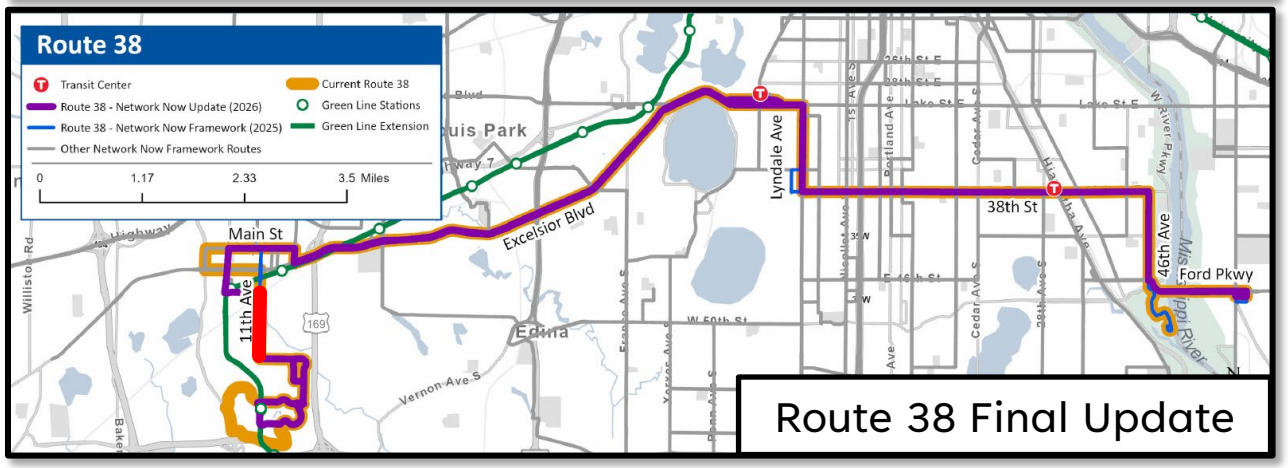
Highway 55



Plan modification:
Route 38

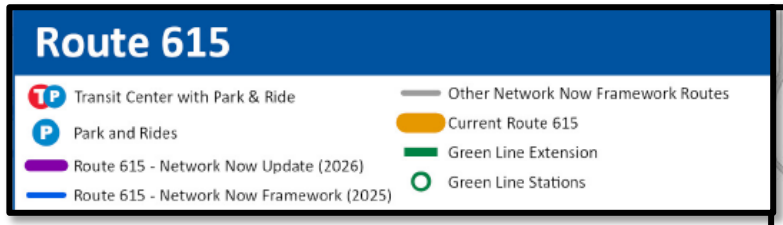
- Retain service on 11th Avenue in Hopkins and to Opus
  - Reliability:
    - Draft plan proposed ending route near Shady Oak Station to aid in reliability
  - Layover:
    - Draft plan proposed using transit-owned facility for operator layover and restroom
    - Planned operator layover no longer feasible



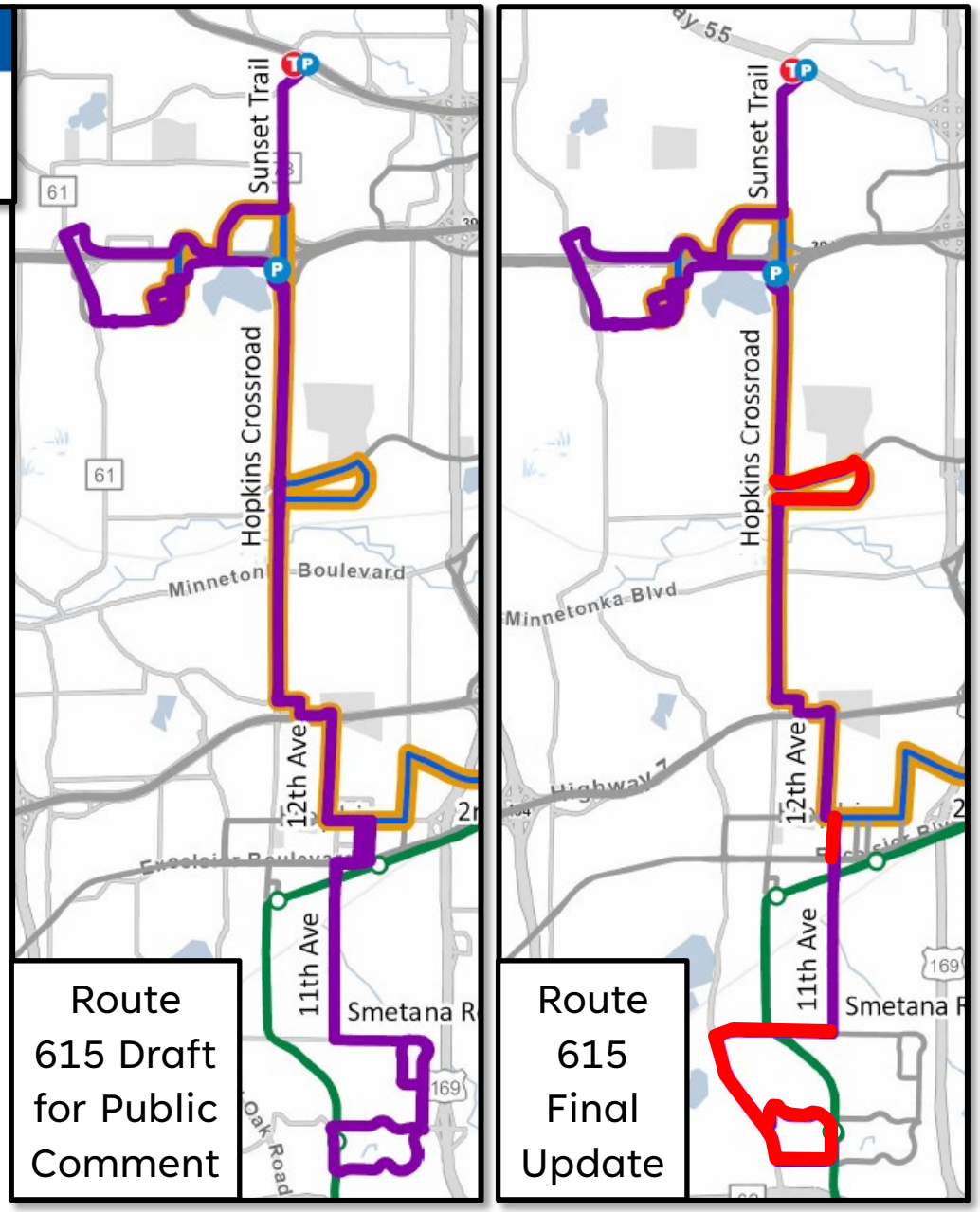


- Customer Feedback:
  - Significant concern about reductions to frequency or span on 11th Ave
- Downtown Hopkins routing modification
  - Maintains strong connection to Shady Oak Station
  - Aids in reliability

Plan modification:
Route 615



- Serve Opus west of Green Line
  - Maintains requested north-south service between Ridgedale and Opus
  - Retains fixed route service for riders closer to Shady Oak Road
  - Efficient use of scheduled time
- Modify routing in downtown Hopkins
  - Fewer turns
  - Green Line connection at Opus Station rather than downtown Hopkins Station
- Retain Greenbriar deviation
  - Responsive to feedback requests
  - Customers do not need to cross Hopkins Crossroad

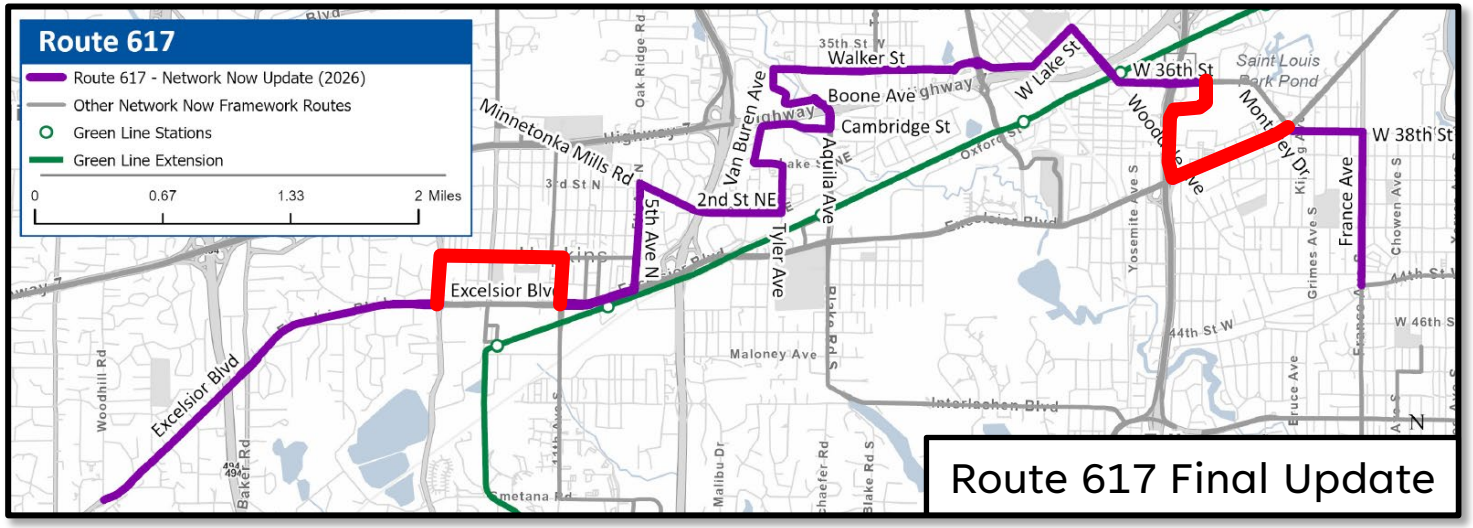


Plan modification:

Route 617

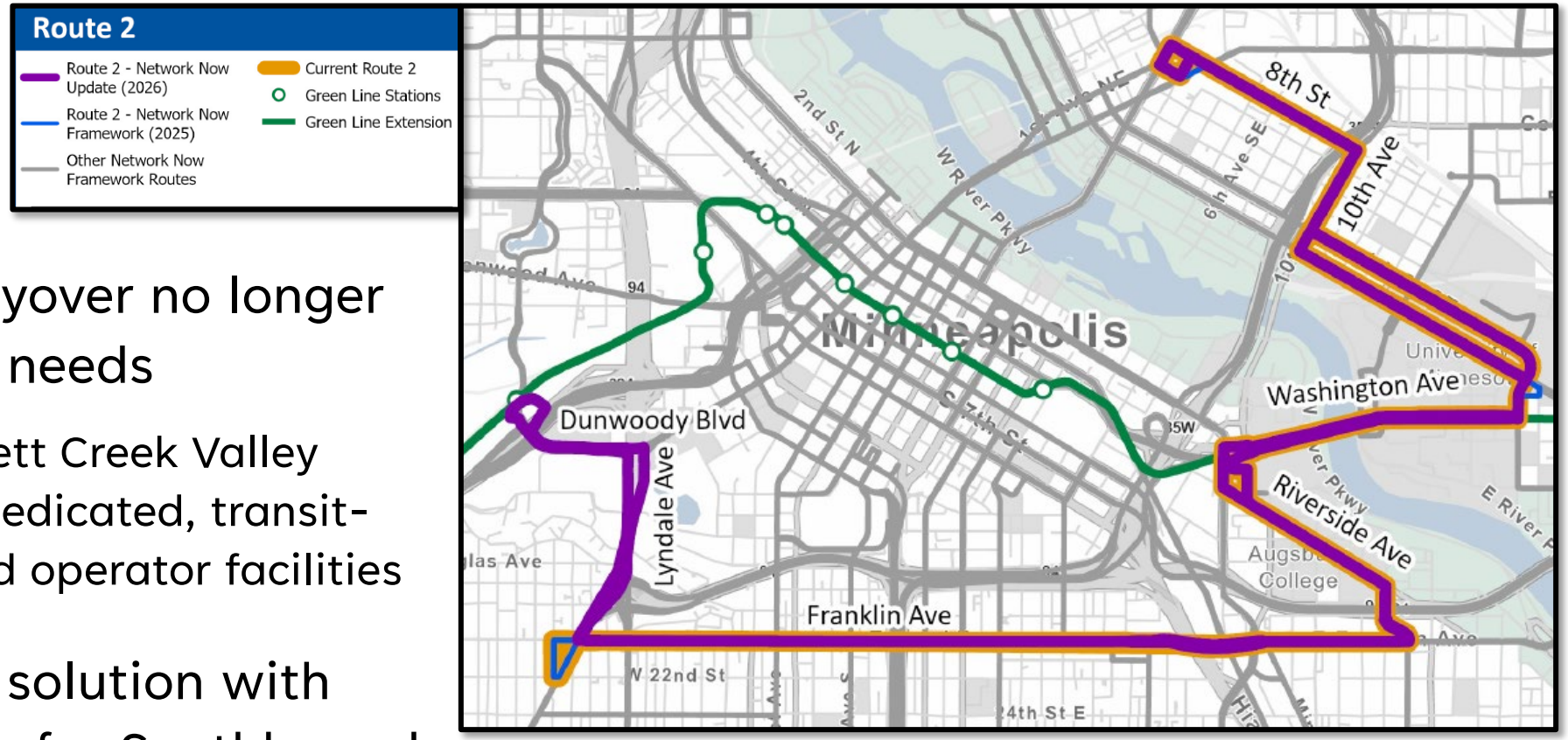
- Modify routing in downtown Hopkins
  - Moves service to Mainstreet, improving connections and bringing service closer to destinations
  - Maintains Downtown Hopkins Station access





- Retain Park Center Blvd routing in Saint Louis Park
  - Route 615 serves in one direction today
  - Improves access to Target and Lunds and Byerly's

Plan modification:
Route 2

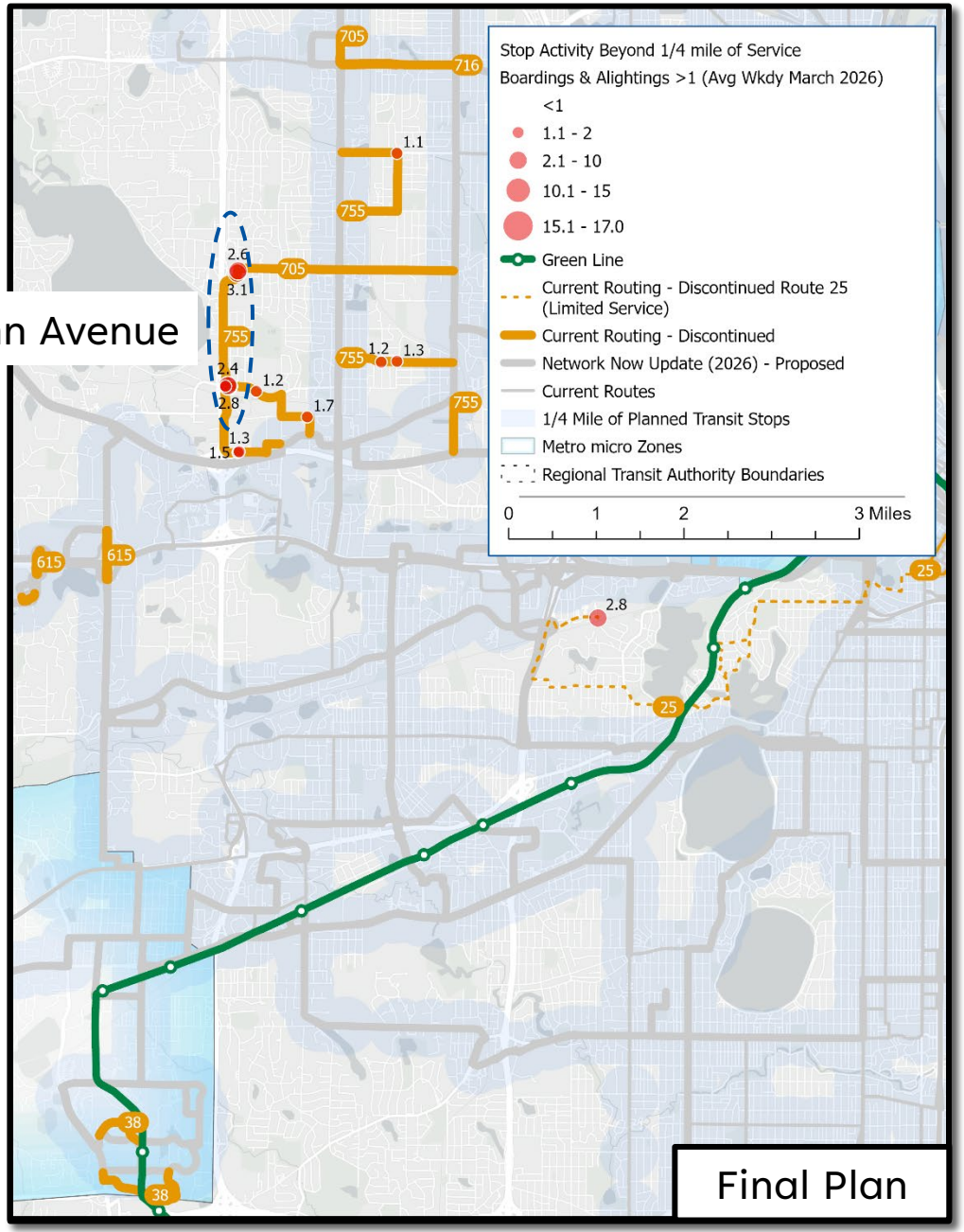


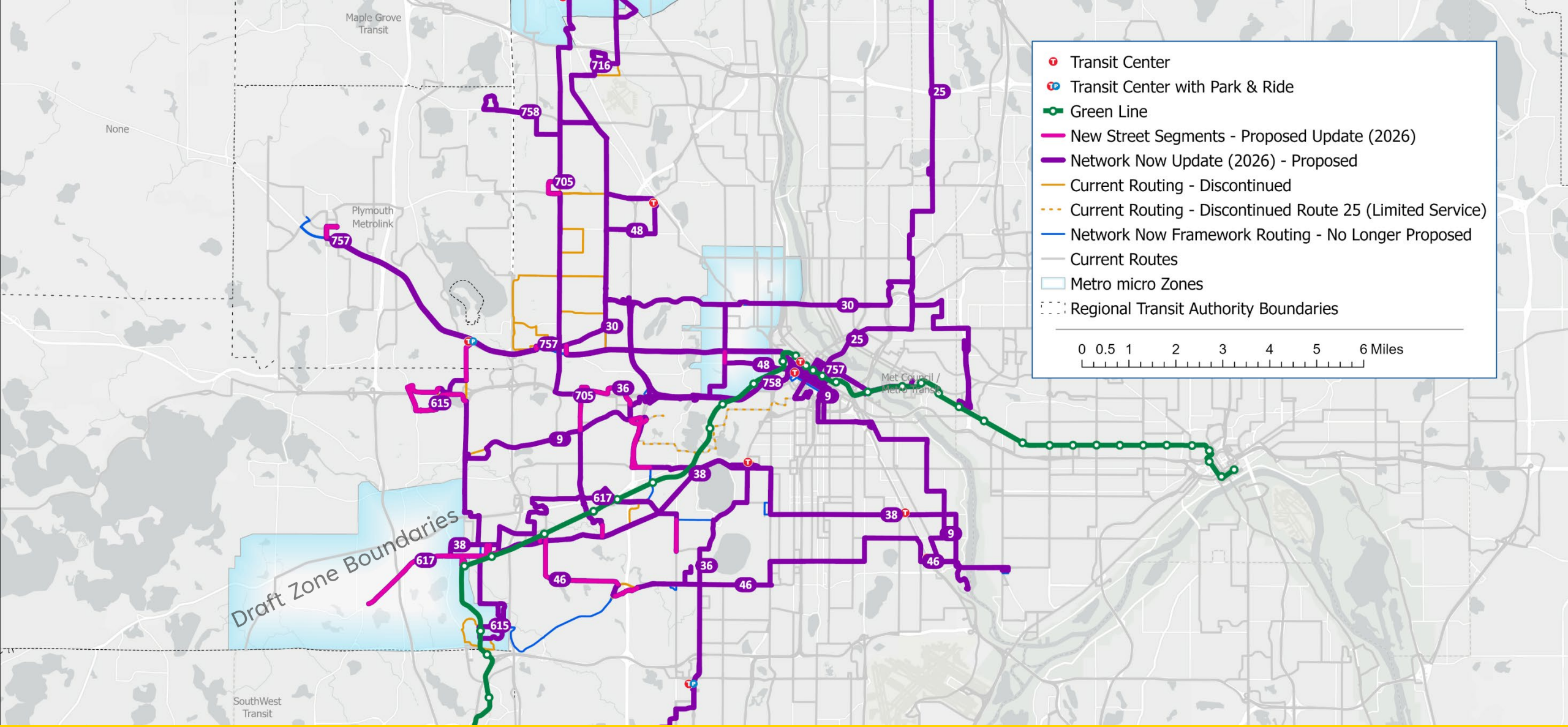
- Existing Route 2 layover no longer meets operational needs
  - Extension to Bassett Creek Valley Station provides dedicated, transit-owned layover and operator facilities
- Pursuing technical solution with City of Minneapolis for Southbound Hennepin to eastbound Franklin turn
  - Southbound routing may change slightly if a solution is not found
- Connects Franklin Ave, Loring Park, and Dunwoody Technical College to Green Line
  - Responsive to public feedback and City of Minneapolis requests

2026 Network Now Amendment

Discontinued Segments

- Draft for public comment: 60 daily riders would be more than a 5-minute walk from alternative micro or bus service
- Targeted focus of engagement activities
- Final update: 12 average daily riders
  - Working with Plymouth Metrolink to provide microtransit coverage on Mendelssohn Ave near Highway 169





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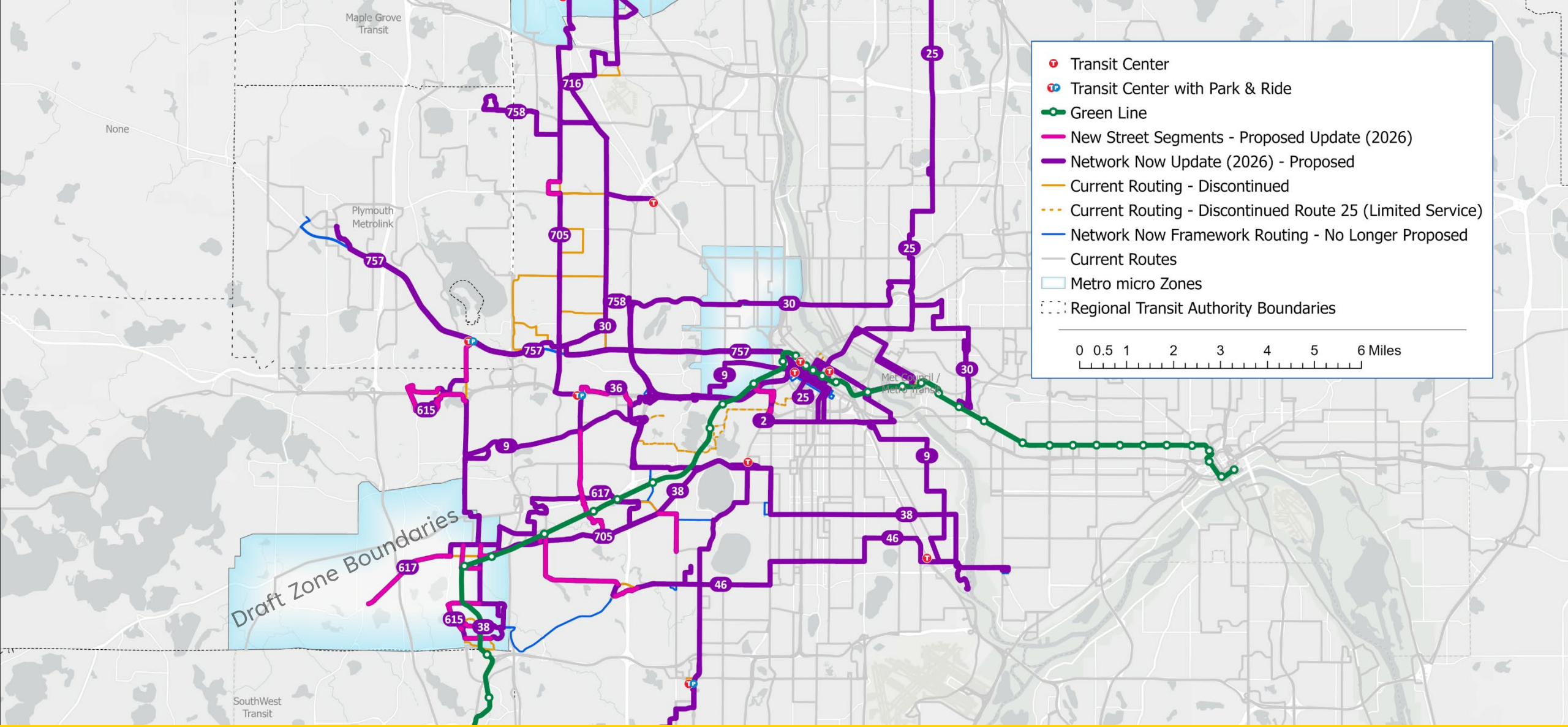
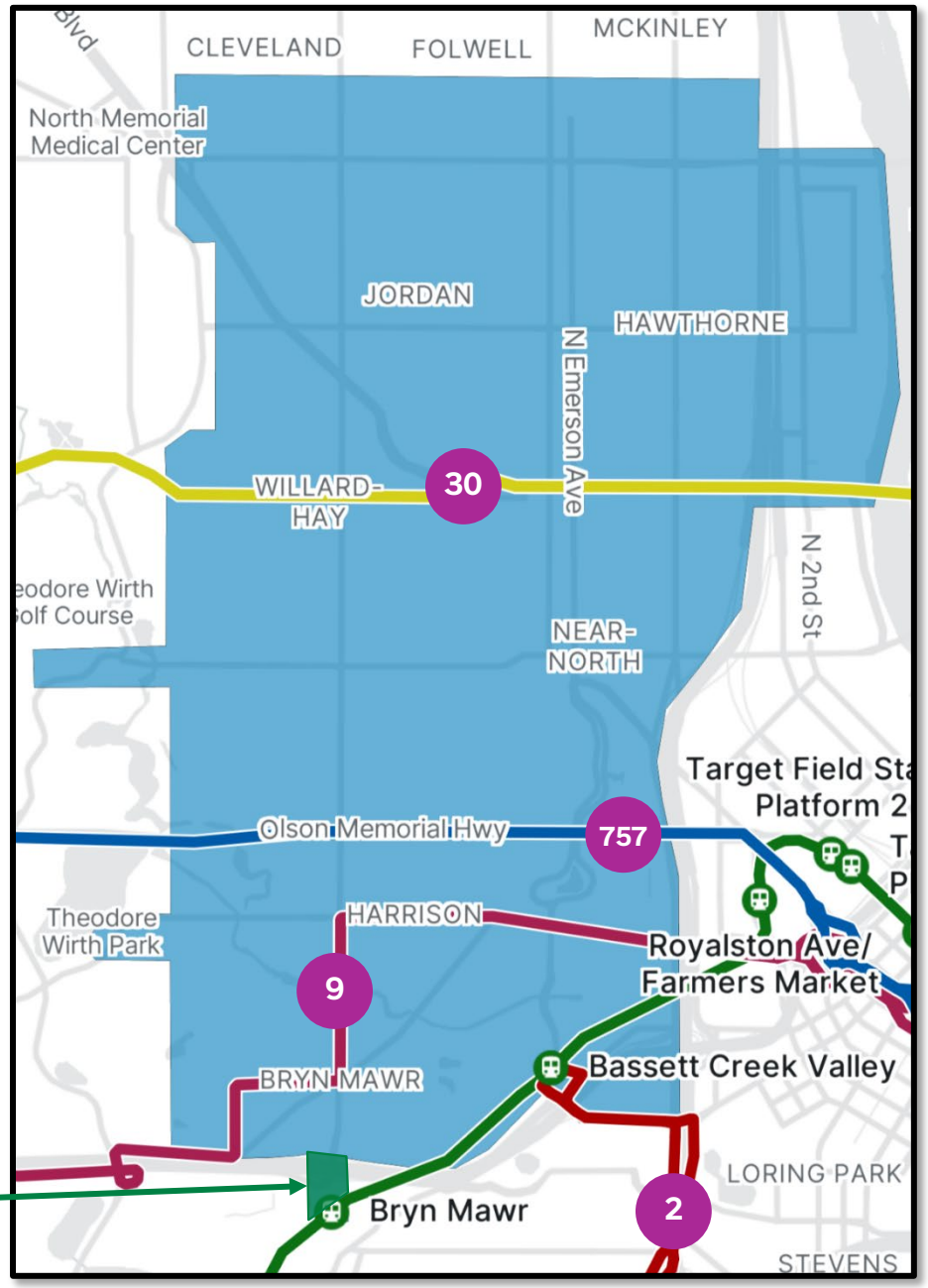


Overview: Final Recommended Changes

Metro Micro:
Minneapolis Area Zone

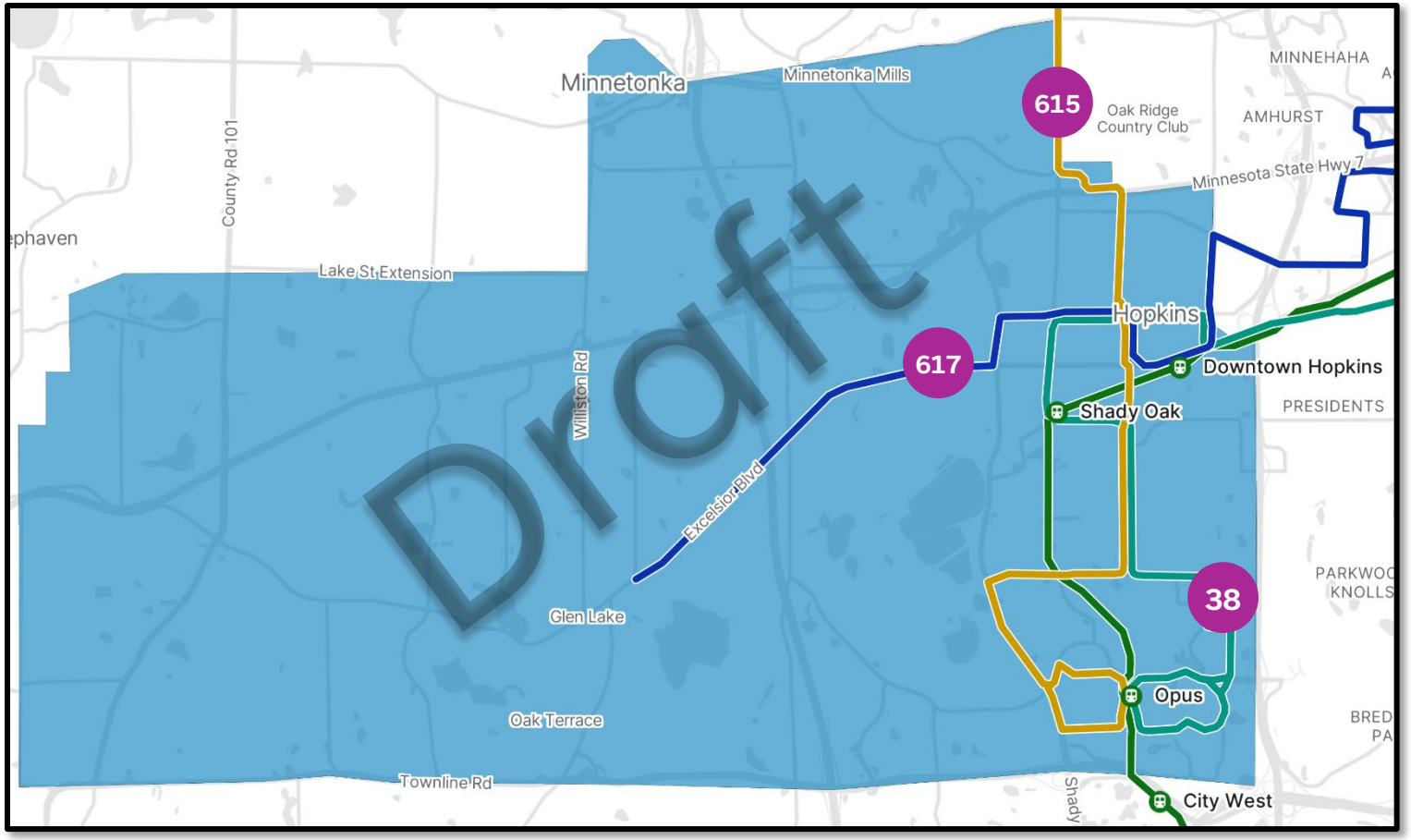
- Expanding zone to connect to Green Line
- Connections at Bassett Creek Valley and Bryn Mawr stations



Zone to be extended to connect to Bryn Mawr Station

Metro Micro:
Minnetonka Area Zone

- New zone launching 2027
- Refining zone boundaries with local government partners
- Connect to Green Line at Opus, Shady Oak, and Downtown Hopkins stations



2026 Network Now Amendment

Key Outcomes

Adapt to change & Build on success

- More travel options for customers with **increased frequency**
- Additional **evening and weekend service**

Prepare for new METRO lines

- **New routes** and **increased service** connecting to Green Line west of downtown Minneapolis
- **70% more** connecting trips **on weekends** over previous plans

Maintain service reliability

- **Legible, easy to understand routes** with fewer branches and complex patterns
- Streamlined routes make it **easier to deliver reliable service**

Increase access to opportunities

- **14,000** additional people with **access to all-day service** with 30-minute frequency or better

Plan modifications do not change plan outcomes

Proposed action 2026-207

- That the Metropolitan Council endorse the 2026 Network Now Framework Amendment