

**Motion**  
**By Hofstede**  
**Item #7 Transportation and Public Works**  
**Bottineau Transitway**

**Council Member Hofstede moves to modify comment #2 in the Bottineau DEIS scoping comments to read as follows:**

**2. D1 Reverse-Commute Feeder Bus Network**

One of the factors contributing to the need for the Bottineau Transitway project, as stated in the DEIS Scoping Booklet, is to improve transit access in the reverse-commute direction between Minneapolis and the inner northwest suburbs to schools and jobs in Maple Grove and Brooklyn Park. Because the D1 alignment alternative largely bypasses North Minneapolis, as stated in comment #2, it is extremely important that the feeder bus network be modified to provide convenient transit connections to the D1-C stations from North **and Northeast** Minneapolis neighborhoods in the reverse commute direction. Currently, the majority of bus service in North Minneapolis, particularly in neighborhoods north of Lowry Avenue, terminates at the Brooklyn Center Transit Center, which does not connect with the D1-C stations, **and there is poor transit connectivity between the D1 alignment and Northeast Minneapolis with only one infrequent bus route on Lowry Avenue crossing the river.** In the inbound direction, the existing bus network provides reasonable connections to the LRT system in downtown and the D1 alignment on Highway 55.

**The City of Minneapolis recommends that the DEIS include an evaluation of reverse-commute feeder bus connection options from North and Northeast Minneapolis to the D1 alignment and identify improvements to the feeder bus network to the D1 alignment connecting residents in North and Northeast Minneapolis with jobs and schools in the northwest suburbs.**