

August 10, 2006

Mr. Adam Harrington  
Manager, Route and System Planning  
Metro Transit  
560 6<sup>th</sup> Avenue North  
Minneapolis, MN 55411-4398

RE: Response to Northwest Metro Transit Restructuring Study Concept Plan

Dear Mr. Harrington:

The following is a summary of City staff's response to the Northwest Metro Transit Restructuring Study Concept Plan:

- **Route 26 Plymouth vs. Golden Valley Road Alternatives**  
Metro Transit should continue to study the two proposed alternatives for the route 26 routing between Penn Avenue and Xerxes Avenue: Option A which runs on Plymouth Avenue and Xerxes Avenue and Option B which runs on Penn Avenue and Golden Valley Road. Option A provides better overall system coverage, but Option B has higher current ridership. Additionally, Metro Transit should consider that Xerxes is a residential street with a park on the west side and single family homes on the east side. It has a steep hill, it does not have sidewalks on the west side of the street, and the pavement is not designed for heavy use by buses and trucks.
- **Elimination of 42<sup>nd</sup> Avenue Thomas to York Service**  
Metro Transit should work with north Minneapolis residents to address the elimination of the 42<sup>nd</sup> Avenue segment of the existing route 5H branch. This service change would modify the existing routing on Thomas from a branch terminating at 42<sup>nd</sup> Avenue and York to a loop back to Penn and 42<sup>nd</sup> Avenue and continue on to Brooklyn Center. It would require some riders to walk an additional ¼ mile to Thomas and 42<sup>nd</sup> Avenue.
- **Consistency of Service Changes with the Access Minneapolis Primary Transit Network**  
The Concept Plan recommends some service improvements which are consistent with the Primary Transit Network developed by Metro Transit and the City of Minneapolis in the Access Minneapolis Ten-Year Transportation Plan: new through-service on Penn Avenue and improved weekend service frequency on Broadway and Lyndale. However, it also recommends some service reductions in PTN

corridors: reduced midday service on Broadway and reduced weekday service on Lowry. Metro Transit recommends future service enhancements on Broadway and Lowry as additional funding becomes available. Metro Transit should address the PTN system in the Concept Plan and explain how PTN service levels will be achieved on Broadway and Lowry, given the recommended service reductions.

- **Two-Way Street Operations on Fremont and Emerson**

The Access Minneapolis Study is investigating the potential conversion of one-way streets to two-way streets, including the Fremont and Emerson two-way pair in north Minneapolis on which the route 5 service runs. Metro Transit should address in the Concept Plan how it would route the #5 service should Emerson and Fremont be changed from one-way operations to two-way operations.

- **Public Involvement**

At the public hearing held June 13, 2006, a group called the Access Transportation Coalition voiced their concern that Metro Transit has not involved transit dependent people and the community as a whole in this process. Metro Transit should continue to work with north Minneapolis communities to ensure that their concerns are addressed.

Sincerely,

Anna Flintoft  
Transportation Planner  
City of Minneapolis  
Department of Public Works  
612-673-3885

cc: Council Member Samuels  
Council Member Johnson  
Council Member Hofstede  
Rhonda Rae, Director of Engineering Services  
Jon Wertjes, Director of Traffic and Parking Services