

CHAPTER FOUR: SERVICE PLAN IMPROVEMENTS

FINAL TRANSIT SERVICE NETWORK

The foundation of the Northwest Metro Transit Study improvement program is high-frequency, direct urban core local routes. Complementing this network are several timed transfer facilities offering convenient connections between small-bus shuttle routes serving destinations in less-dense suburban areas. Most of the base network is overlaid by additional peak-only commuter routes, providing direct no-transfer service between suburban residential areas and downtown Minneapolis. Many of these routes also serve one or more of the many park-and-ride lots located throughout the suburban areas.

The routes outlined in this chapter are part of the Metro Transit/ Metropolitan Council fixed-route network. Staff has also worked with Maple Grove Transit and Plymouth Metrolink, which are “opt-out” transit systems. Chapter Eight will address potential local route connections between these “opt-out” areas and the rest of the study area. Express services between Plymouth and Maple Grove and downtown Minneapolis, dial-a-ride and other special transit services operating exclusively within these communities are not included in the study.

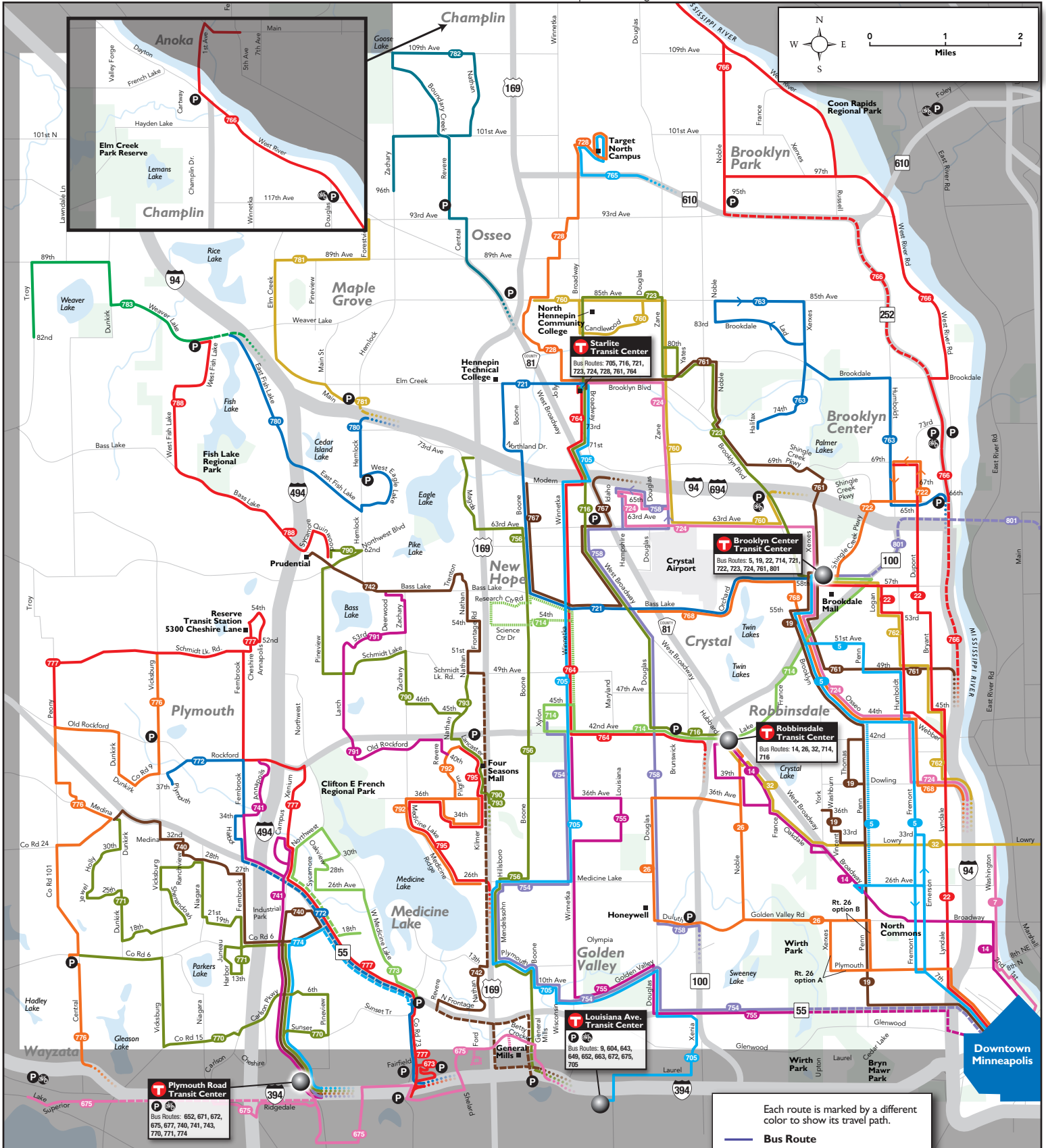
The April 2006 Northwest Metro Transit Restructuring Study Concept Plan document proposed the route changes shown in Figure 7. The Final Plan, which was modified based on feedback received during the public input process, is shown in Figure 8. Sixteen of the 29 routes in the study have been modified in the Final Plan.

STREAMLINED GRID NETWORK-URBAN LOCAL SERVICES

Routes will be simplified, with fewer branches and deviations. More continuous service on primary travel corridors and routes anchored at major destinations will enhance the grid network and make routes more efficient. Shorter trips on Route 5, as appropriate, will ensure more reliable, on-time service. Moving the Route 5R branch on 49th and 51st Avenues to Route 22 will allow the High Frequency Network to be extended all the way to BCTC in the future. The northern terminal for all off-peak Route 22 buses will be Brooklyn Center Transit Center, and the trunk of Route 22 will be extended north to 45th/Bryant Avenue. All Route 32 trips will operate as a Lowry Avenue crosstown route and will be extended to Robbinsdale Transit Center; reverse-commute service to the Washington Avenue industrial corridor will instead be provided by a new branch of Route 7.

In the Concept Plan, a new route, Route 26, was proposed to serve the Plymouth Avenue and Golden Valley Road corridors. Community input supported retaining Route 7 service on Plymouth Avenue instead, and this routing is included in the Final Plan. The retention of Route 7 will continue to allow a one-seat ride (no transfers) between Plymouth Avenue, the Warehouse District, downtown Minneapolis, the University of Minnesota and the Hiawatha/Lake neighborhood in south Minneapolis.

see Champlin inset at right



These routes would be completely or partly replaced:
5, 7, 19, 29, 715, 717, 755, 756, 760, 762

These routes would operate more frequently or over longer hours:
None

These routes would have minor schedule or routing changes:
14, 22, 32, 716, 721, 723, 724, 761, 766

These routes have no changes:
722, 758, 763, 764

New routes:
26, 705, 714, 728, 754, 765, 767, 768

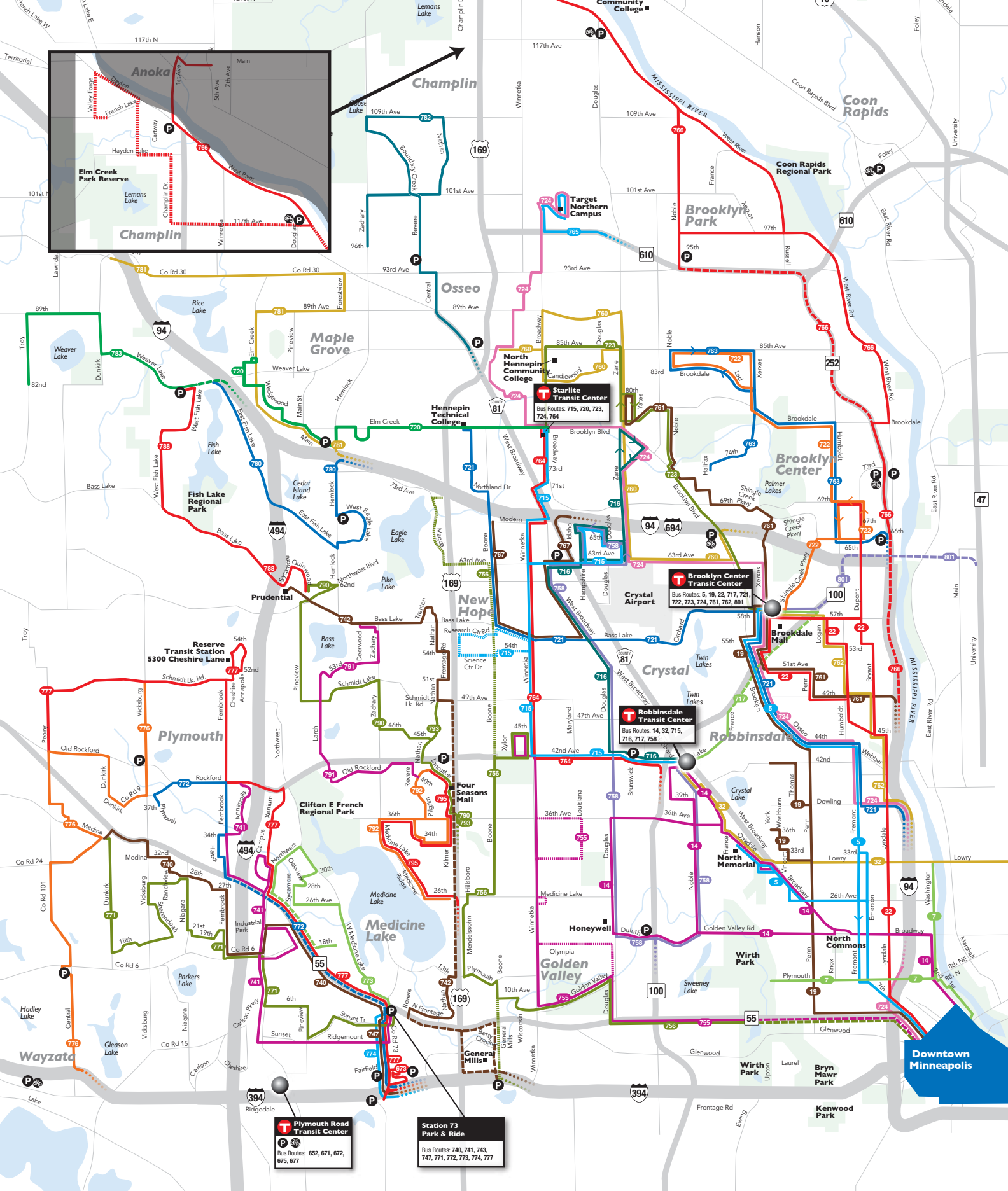
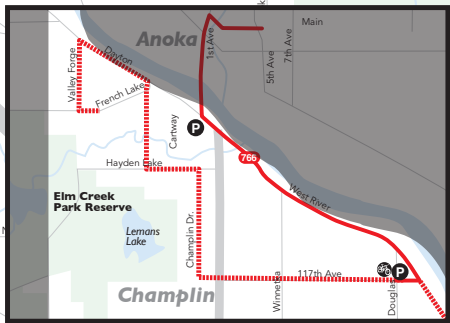
- Each route is marked by a different color to show its travel path.
- Bus Route**
- Non-stop Service**
No stops to pick up or drop off customers on these route segments.
- Limited Service**
Only certain trips take this route.
- To/From Downtown**
Route continues non-stop to/from downtown Minneapolis or St. Paul.
- Route Number**
- Park & Ride lot**
- Bicycle Locker**

Concept Plan

Northwest Metro Transit Study
Final Plan (Apr 06)



Figure 7



T Plymouth Road Transit Center
P 36
Bus Routes: 662, 671, 672, 675, 677

T Station 73 Park & Ride
Bus Routes: 740, 741, 743, 747, 771, 772, 773, 774, 777

T Robbinsdale Transit Center
Bus Routes: 14, 32, 715, 716, 717, 758

T StarLine Transit Center
Bus Routes: 715, 720, 723, 724, 784

T Brooklyn Center Transit Center
Bus Routes: 5, 19, 22, 717, 721, 722, 723, 724, 761, 762, 801

The Final Plan includes a new branch of Route 14 to serve Golden Valley Road. Service on the trunk portion of the route, between downtown Minneapolis and West Broadway/Knox Avenue, will be improved to every fifteen minutes in the off-peak and on weekends. However, the frequency of service on Golden Valley Road west of Penn Avenue will be reduced to 30 minutes during rush hours and hourly at all other times.

One of the cornerstones of the Final Plan is the restructuring of Route 19, which will operate continuous service on Penn Avenue between Olson Highway and 44th Avenue. In the Concept Plan, service on 42nd Avenue west of Thomas Avenue was proposed for elimination. Substantial community input favored retaining service to 42nd Avenue/York Avenue, and this is reflected in the Final Plan. Metro Transit's recommendation is to extend Route 19 from 42nd Avenue/York Avenue to the Robbinsdale Transit Center. Metro Transit is working with the Minneapolis Parks and Recreation Board and the cities of Minneapolis and Robbinsdale to identify an acceptable routing.

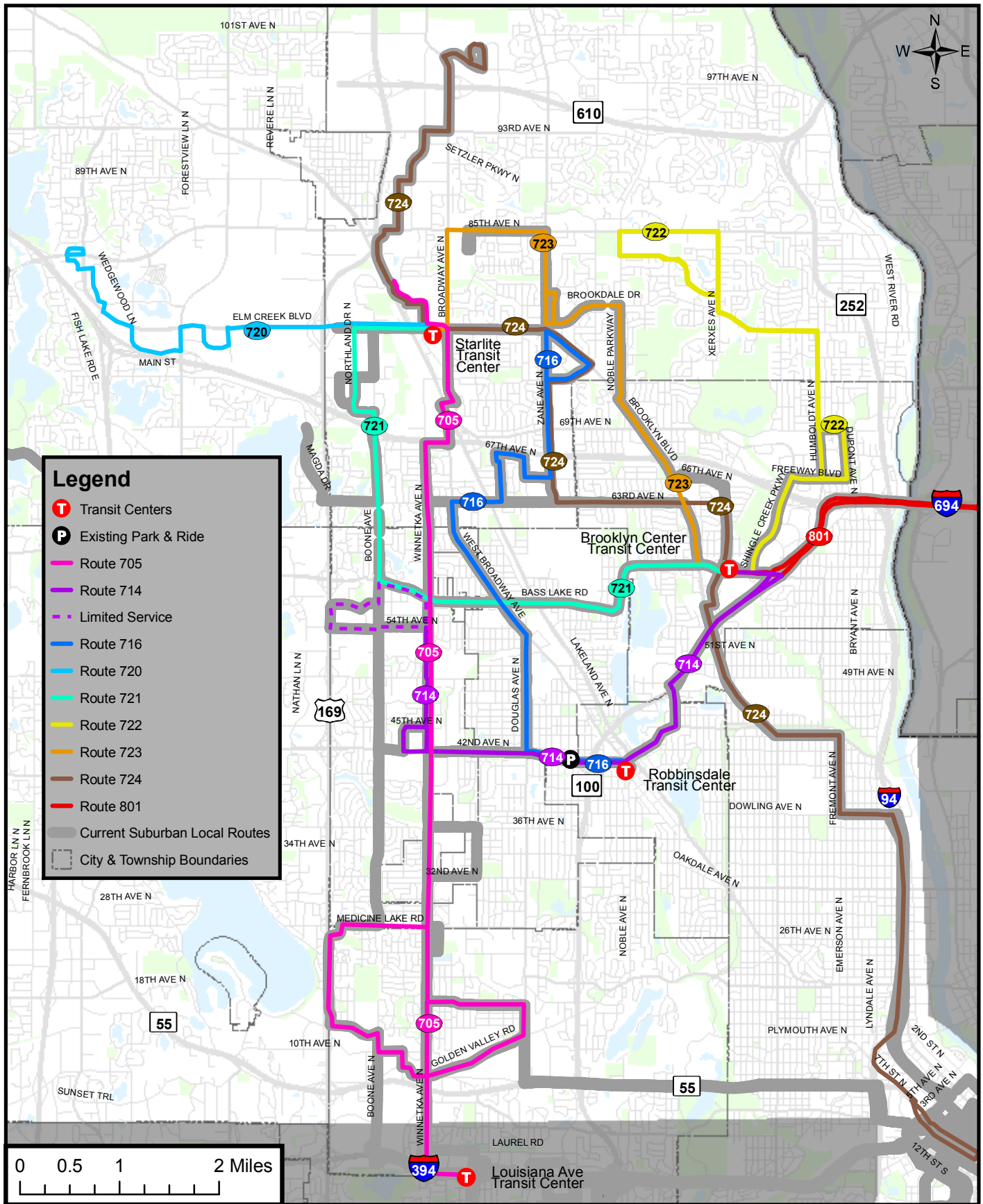
Figure 9 illustrates the enhanced urban local route network.

SUBURBAN BASED SERVICES

Several suburban local routes will operate more-direct service between transit centers and other suburban destinations following main travel corridors such as Zane Avenue, Bass Lake Road, and Winnetka Avenue. A primary goal of the study is to improve suburb-to-suburb travel using timed transfers at suburban transit centers. With timed transfers, several buses arrive at a location at approximately the same time, which makes it convenient for riders to make connections between routes. This strategy improves access to suburban areas without forcing riders to travel to downtown Minneapolis to transfer between routes.

Under the existing resources scenario, a total of five local routes will make a timed transfer connection at the improved Starlite Transit Center, greatly increasing mobility within Brooklyn Park and the surrounding communities. A new route will be added between Starlite and Maple Grove's Elm Creek Parkway retail corridor. This will be a one-year demonstration route. Also, service will be extended from Crosstown North Business Park to Target's North Campus in the peak, offering a new local connection for Target employees living in the northwest suburbs. A third highlight of the Final Plan is a restructured route that will travel the length of Winnetka Avenue between I-94 and I-394, offering service to Minnetonka, St. Louis Park and Hopkins via connections at Louisiana Transit Center.

There are four modifications to suburban local routes in the Final Plan that differ from the Concept Plan. In the Concept Plan, Route 716 was proposed as a connection between Robbinsdale and Starlite Transit Centers via West Broadway. The Final Plan reflects the current routing for Route 716, which will continue to serve the 67th/Idaho area and Zane Avenue/Brooklyn Blvd neighborhoods. Route 724 will also continue operating its current routing, serving 73rd Avenue/Regent Avenue and Brooklyn Blvd. New Route 705 will travel a more-direct routing between downtown Golden Valley and the Louisiana Avenue Transit Center, serving areas east and west of Winnetka Avenue on alternating trips; it will also operate between Starlite and Wal-Mart on Lakeland Avenue in Brooklyn Park.

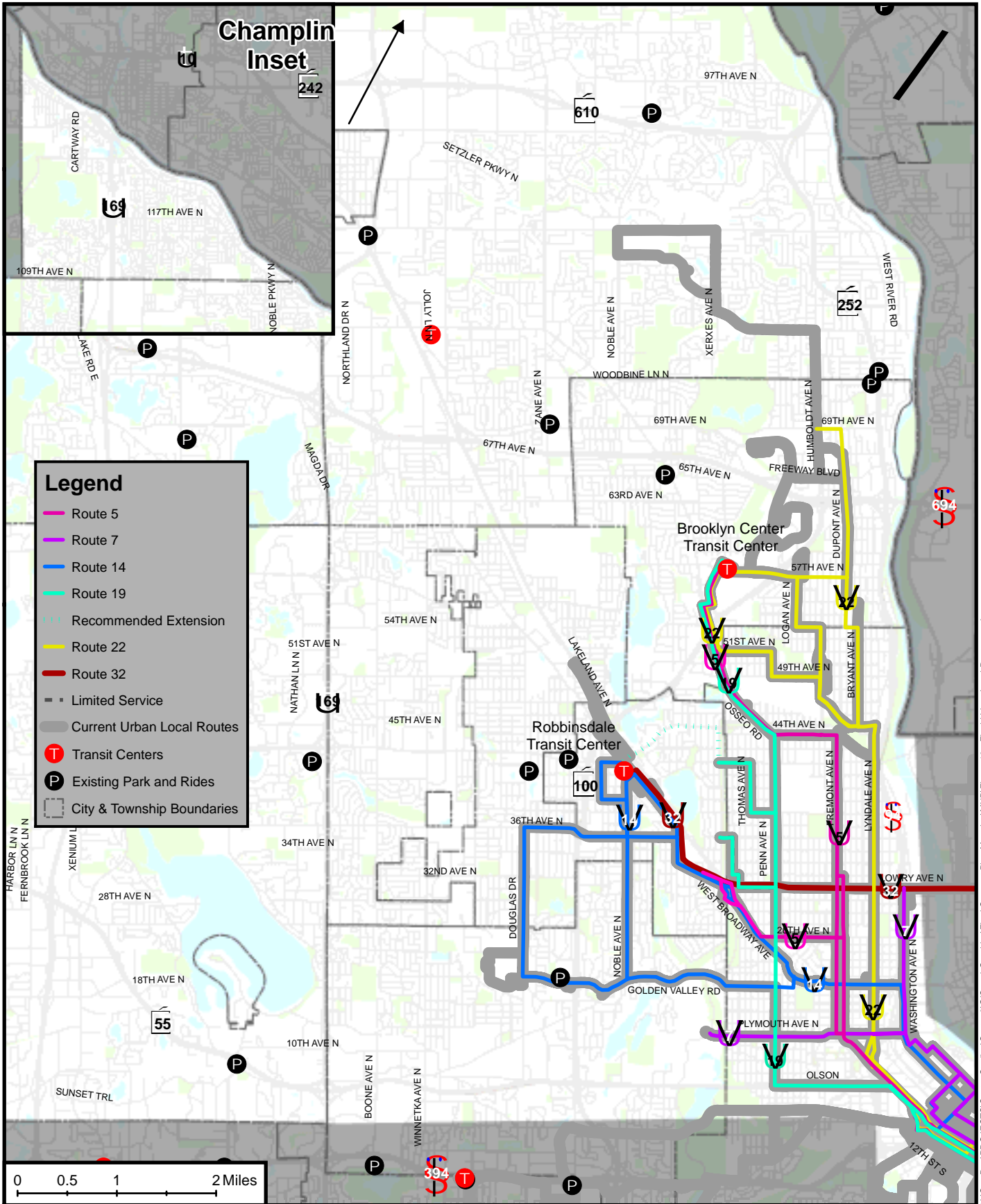


Suburban Local Routes

Figure 10

Northwest Metro Transit Study Final Plan

see Champlin inset at left



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Urban Local Routes

Figure 9

Northwest Metro Transit Study Final Plan



EXPRESS/LIMITED-STOP SERVICES

Park-and-ride lots will continue to be the foundation for the commuter route network. The primary change for the express and limited-stop route network is associated with the opening of the Bottineau Boulevard and 63rd Avenue Park-and-Ride lot along in Brooklyn Park. New Route 767 will operate service between the new facility and downtown Minneapolis, initially using Interstate 94. This new express service is part of Phase I of the Bottineau Bus Rapid Transit project. Another new facility is a joint-use park-and-ride lot at Regal Cinemas on Highway 252 in Brooklyn Center, which will be served by Routes 763 and 766.

Also, limited-stop peak service currently provided by Route 721 will be covered by portions of Routes 724, 767 and 768. Route 755 and 756 service in Golden Valley and New Hope will be restructured into an express route (Route 756), a reverse commute route (Route 754), a limited-stop route (Route 755) and a new suburban local route (Route 705). Finally, all peak trips between the Noble park-and-ride and downtown Minneapolis on Route 766 will travel a faster routing via Highway 610 and Highway 252.

There are four modifications to the express/limited-stop route network in the Final Plan that differ from the Concept Plan:

- A new branch of Route 758 will serve Noble Avenue in Robbinsdale and Golden Valley
- The A branch on Route 760 via Nedderson and Setzler will be retained
- Route 761 will continue to operate on Woodbine Avenue, Halifax Avenue, 71st Avenue and France Avenue
- The F branch on Route 766 in Champlin will not be eliminated

The final express route network is detailed in Figure 11.

DESCRIPTION OF FINAL PLAN SERVICE CHANGES

Figures 12, 13 and 14 show existing routes and the corresponding final plan routes for urban local, suburban local and express service. Also included in each table is a description of routing changes. Figure 15 is a frequency comparison of existing and final plan services. See the Appendix for a full description and map of each Final route.

Figure 12-Final Plan Urban Local Services

Current Route	New Route	Routing Changes See Appendix for Route & Service Details
5	5, 19, 22, 724, 768	All trips will travel as far as Emerson/Fremont and 26th Ave. The current M branch via Emerson-Fremont to Brooklyn Center Transit Center will be maintained. A new shortline at 26th/Broadway will be created to serve buses traveling on 26th Ave. Service on Penn Ave. is replaced by Route 19. R branch on 49th and 51st Ave. served by Route 22. Routing south of downtown is unchanged.
7	7	Service between Plymouth Ave, Warehouse District, and downtown seven days a week. Select peak-period trips will serve Washington Ave. reverse commuters to Lowry Ave. Routing south of downtown is unchanged.
14	14	All trips will travel as far as Broadway/Knox Ave. The current N and R branches will continue to serve Robbinsdale. New branches on Golden Valley Road, Douglas Dr/36th Ave, and Noble Ave will be added. The J trips north of Robbinsdale Transit Center will be eliminated. The routing south of downtown is unchanged.
19	14, 19, 22, 758	Service is restructured, combining portions of Routes 5 and 19 to create a continuous routing on Penn Ave. between Olson Hwy. and 44th Ave. Trips serve the Brooklyn Center Transit Center or 42nd/York. Owl service will be provided on Penn Ave and Olson Hwy. Staff is working with Minneapolis Parks Board to extend 42nd/York trips to the Robbinsdale Transit Center. Three peak trips in each direction will serve 36th/York via Penn and Lowry Ave. to replace Route 32Y. The route will terminate in downtown Minneapolis; service on Cedar Ave and to the V.A. will be provided on Route 22.
22	22, 722, 762, 763	The route has been simplified from six branches to four. All trips travel between downtown and 45th Ave/Bryant Ave via Lyndale Ave. Branches to Brooklyn Center Transit Center via Humboldt and Logan Ave. and Bryant and Dupont Ave. will be maintained. The current Route 5R branch via 49th Ave, and 51st Ave to Brooklyn Center Transit Center will become part of Route 22. A peak only branch will travel via 69th-Dupont-Bryant. In the offpeak all service will connect at Brooklyn Center Transit Center. Portions of the route between Shingle Creek Pkwy. and Hwy. 100 (Earle Brown loop), and north of Freeway Blvd. to Ruter Garage will be discontinued. Service north of 69th/Humboldt Ave. will be covered by Routes 722 and 763.
29	5, 7, 14	Route number eliminated.
32	7, 19, 32	The route will function only as Lowry Ave. crosstown between Rosedale and Robbinsdale Transit Center. Current downtown and reverse commute service will be provided on alternate routes.

Figure 13-Final Plan Suburban Local Routes Table

Current Route	New Route	Routing Changes-See Appendix for Route & Service Details
NEW	705	New route combining Routes 715, 755 and 756 between Starlite Transit Center, downtown Golden Valley and Louisiana Transit Center. Route 705 will offer continuous service on Winnetka Ave. corridor between I-94/694 and downtown Golden Valley. Alternating trips serve Medicine Lake Rd/ Mendelssohn Ave. and Golden Valley Rd/ Douglas Dr. All trips will make timed connections with Route 675 for express service to downtown and the Ridgedale area. Midday trips will operate between Starlite and Wal-Mart on Lakeland Ave. as a shortline.
NEW	714	The route combines portions of Routes 715 and 717 to serve the 42nd Ave. (Lake Dr.) corridor between Winnetka Ave. and France Ave., and via Hwy. 100 to Brooklyn Center. Serves Brooklyn Center Transit Center and Robbinsdale Transit Center. Limited service to the Science Industry Park in New Hope.
715	705, 714, 716, 764	Route number eliminated.
716	716, 724, 758, 764	Route is primarily unchanged.
717	714	Route number eliminated.
NEW	720	New route between Starlite Transit Center, Hennepin Technical College and the Elm Creek Parkway retail corridor in Maple Grove. This is a one-year demonstration route (June 2007-June 2008).
721	721, 724, 767, 768	Route travels between Brooklyn Center Transit Center and Starlite Transit Center via Bass Lake Rd. (58th Ave.), Boone Ave. and Brooklyn Blvd. All trips will be extended from Hennepin Tech College to Starlite Center. Route will be streamlined through Northland Industrial Park using Northland Dr. Buses will not enter the Tech College parking lot. Current limited-stop trips serving downtown will be provided by Routes 724, 767 and 768 instead.
722	722	New weekday branch via Humboldt Ave and Brookdale Dr to 83rd Ave/Noble Ave.
723	723, 724	Route is primarily unchanged except it is extended from North Hennepin Community College to Starlite Transit Center via West Broadway. Buses will not enter the Community College parking lot. The route has been streamlined to travel between Brooklyn Center Transit Center and 65th Ave./Brooklyn Blvd. via Bass Lake Rd. and Brooklyn Blvd. instead of 65th Ave. and Xerxes.
724	724	This route will continue to operate a combination of local and limited-stop service. The local route operates between Brooklyn Center Transit Center and Starlite Transit Center via 63rd Ave., Zane Ave., 73/Regent Ave. and Brooklyn Blvd. Midday and in the off-peak direction during peak periods, Route 724 operates a limited-stop routing between downtown Minneapolis, north Minneapolis and Brooklyn Center Transit Center. Reverse-commute service between Starlite Transit Center, Crosstown North Business Park and Target Northern Campus will operate during peak periods.
801	801	Route remains primarily unchanged.

Existing suburban local routes in Maple Grove and Plymouth are not included in the Northwest Metro Transit Study.

Figure 14- Final Plan Express/Limited-Stop Routes Table

Current Route	New Route	Routing Changes
724	724	This route will continue to operate a combination of local and limited-stop service. The local route operates between Brooklyn Center Transit Center and Starlite Transit Center via 63rd Ave., Zane Ave., 73/Regent Ave. and Brooklyn Blvd. Midday and in the off-peak direction during peak periods, Route 724 operates a limited-stop routing between downtown Minneapolis, north Minneapolis and Brooklyn Center Transit Center. Reverse-commute service between Starlite Transit Center, Crosstown North Business Park and Target Northern Campus will operate during peak periods.
NEW	754	Reverse-commute service between downtown Minneapolis and Golden Valley and New Hope along Hwy. 55, Douglas Dr., 10th Ave./Boone Ave. and Winnetka Ave.
755	705, 754, 755, 756	This route operates on Winnetka Ave. between 45th Ave. and Golden Valley Rd.; operates limited-stop service on Hwy. 55 between Golden Valley and downtown Minneapolis. Route 755 will operate during peak periods only.
756	705, 754, 755, 756	Express route serving 69th/Magda area, Boone Ave., Medicine Lake Rd., Mendelssohn, and 10th Ave. All trips travel between Golden Valley and downtown Minneapolis via I-394. Route 756 will operate only during peak periods.
758	758	Express service along West Broadway, Douglas Dr. and Duluth St. A new branch serving Robbinsdale Transit Center, Noble Ave, and Golden Valley Rd has been added.
760	724, 760	Route is unchanged, except buses will no longer travel west of Xylon Ave to serve the 85th Ave Park and Ride (closed).
761	5, 723, 761	The route will be extended west to serve Starlite Transit Center. There will be no service north of Brookdale Dr. Trips will be rerouted via 51st Ave and Penn Ave to 49th Ave (same as Route 22).
762	22, 762	Shuttle trips that do not travel downtown will be discontinued. The limited-stop routing through north Minneapolis will be extended to serve 49th Ave., Bryant Ave., 45th Ave. and Lyndale Ave. to Dowling Ave. and I-94.
763	763	Route is unchanged.
764	705, 714, 764	Route is unchanged.
NEW	765	A new reverse-commute route between downtown Minneapolis and Target North Campus in Brooklyn Park. This route replaces the T branch on Route 766.
766	765, 766	This express route serves several park-and-rides in Champlin, Brooklyn Park and Brooklyn Center. Local branches operate on Noble Ave. and West River Rd. Midday service will continue to connect Anoka and Champlin. Service to Target will be provided by Route 765. Buses will not exit I-94 between 49th and 53rd Aves.
NEW	767	A new express route serving the new 63rd Ave. park-and-ride lot. Buses will travel between the park-and-ride and downtown via I-94. The local tail will serve the western portion of Route 721 on Boone Ave., Bass Lake Rd., and West Broadway.
NEW	768	A new limited-stop route serving the Bass Lake/58th Ave., Brooklyn Blvd./Osseo Rd., 44th Ave., and Dowling portions of Route 721.

Existing limited-stop/express routes in Maple Grove and Plymouth are not included in the Northwest Metro Transit Study.

Figure 15-Existing and Final Plan Frequency Comparison Table

Route	Weekday Offpeak		Weekday Peak		Saturday		Sunday	
	Existing	Final	Existing	Final	Existing	Final	Existing	Final
5 Emerson/Fremont to BCTC, 26th Ave	7-8	7-8	5-10	5-10	10	10	10-15	10-15
7 Warehouse District, Plymouth Ave	30	30	30	30	30	30	30	30-60
14 Broadway/Washington Ave	15	15	10-15	12-15	15-30	15	30-60	20-30
19 Olson Hwy/Penn Ave/BCTC	15-20	15	10-12	10	20-30	15	20-30	20-30
22 Lyndale Ave to BCTC	20	20	11-15	11-15	20	20	30-60	20-30
32 Robbinsdale-Rosedale via Lowry Ave	30	30-60	30	30	0	0	0	0
705 Starlite-Louisiana TC via Winnetka Ave	0	60	0	60	0	0	0	0
714 42nd Ave/Robbinsdale TC/BCTC	0	60	0	60	0	0	0	0
715 BCTC/42nd Ave/Winnetka Ave/Starlite	60	0	60	0	120	0	0	0
716 Robbinsdale TC/Douglas Dr/W Broadway	60	60	60	60	120	60	0	0
717 Robbinsdale TC-BCTC	60	0	30	0	0	0	0	0
720 Starlite TC-Maple Grove	0	60	0	60	0	60	0	60
721 Bass Lake Rd/Hennepin Tech/Starlite	60	60	30-60	30-60	0	0	0	0
722 BCTC/Shingle Creek/69th & Humboldt	30	30	30	30	30	30	30	30
723 BCTC/North Hennepin College/Starlite	60	60	60	60	60	60	60	60
724 BCTC/63rd/Zane Ave/Starlite/Target Campus	30	30	30	30	30	30	60	60
754 Golden Val/New Hope reverse commute	0	30	0	0	0	0	0	0
755 Hwy 55/Winnetka Ave Limited Stop	120	see 705	20-30	30	0	0	0	0
756 Boone/Mendelssohn/10th Ave express	120	see 705	20-30	30	0	0	0	0
758 Noble Ave/Douglas/W. Broadway express	0	0	30	10-30	0	0	0	0
760 Brooklyn Park-Ride/63rd/Zane express	0	0	15	15	0	0	0	0
761 Brookdale Dr/69th/Xerxes/49th express	0	0	15-30	15-30	0	0	0	0
762 BCTC/Humboldt/Dupont limited stop	0	0	24-36	30	0	0	0	0
763 Brookdale Dr/Humboldt/66th Ave express	0	0	15-30	15-30	0	0	0	0
764 42nd Ave/Winnetka Ave express	0	0	30	30	0	0	0	0
765 Target North Campus reverse commute	0	0	0	30	0	0	0	0
766 Champlin/Brooklyn Park/Hwy 252 exp	60-120	60-120	5-30	5-30	0	0	0	0
767 Boone/Bass Lake/63rd Ave Park-Ride exp	0	0	0	30	0	0	0	0
768 Bass Lake Rd/Brooklyn Blvd limited stop	0	0	0	30	0	0	0	0
801 BCTC-Columbia Hgts-Rosedale	60	60	60	60	0	0	0	0

Maple Grove and Plymouth Metrolink local and limited-stop/express routes are not included in the Northwest Metro Transit Study.