



## E Line Bus Rapid Transit Corridor Study: Kick-Off Phase Survey Responses

**Responses Collected from:  
November 12, 2018 – January 12, 2019**

*Each individual survey response has a unique number associated with it to track comments throughout the document. There were 451 unique responses.*

*All comments are presented verbatim from how they were submitted. No grammatical, word choice changes or spelling has been corrected. Any contact information if provided has been redacted.*

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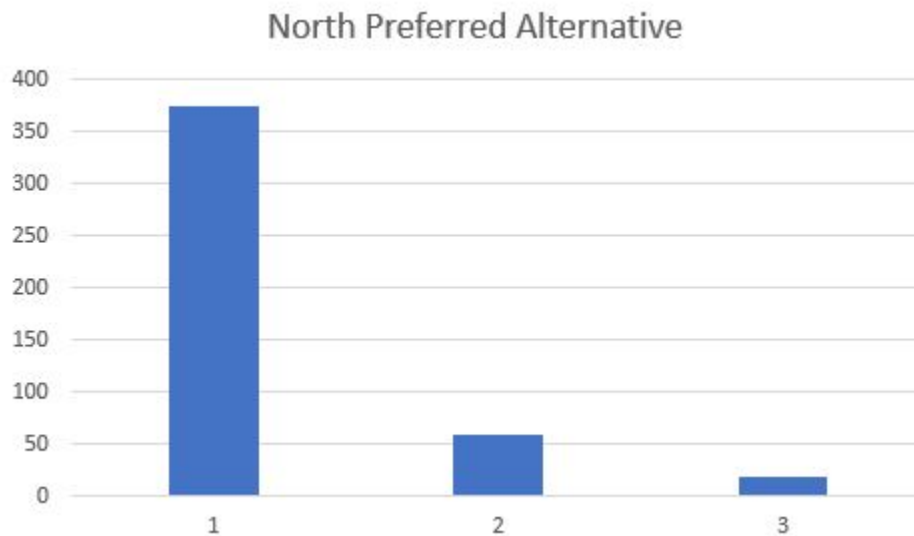
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## North Preferred Alternative

The options for the North Preferred Alternative were:

1. Extend the E Line along University Avenue/4th Street SE to end at either the METRO Green Line Stadium Village Station or Westgate Station
2. Extend the E Line in downtown at Washington Avenue
3. Response left blank.

Option one was selected 374 times, option 2 was selected 58 times, and option 3 was selected 19 times.



### Why do you prefer that option?

**001:** Important high-capacity transit connection to Dinkytown and the U of M to NE and downtown.

**002:** Might go back to work at U of MN.

**003:** Crossing the river gives line users access to a broader range of destinations.

**004:** I live in Prospect Park

**005:** Work at the U live in the Wedge and the 2 is putzy and the 6 unreliable.

**006:** I currently work downtown but extending to UMN campus area would give me additional work/school options while still using public transportation.

**008:** Easy access to U of M campus

**009:** Purely selfish reason: I work at the U on the East Bank.

**010:** Opening up access to the university and NE would increase options and I would use it personally.

**011:** Better access to downtown and uptown.

**012:** I don't care about either. I live at 36th and Hennepin. I don't want bigger buses clogging the street, now that you have bike lanes and limited parking on one side of the street - the wrong side, since

the west side of Hennepin serves a multi unit building where not all the tenants have underground parking, so parking now is worse than it use to be and traffic build and gridlock is happening because of your narrowing 36th Street for bike lanes. The accordion buses now jump the curb and scare drivers because the turn from 36th to Hennepin is too tight. And no one is using the bike lanes.

**013:** less need to transfer when getting to U of MN area

**014:** Because you're directly aligning the E Line with an existing connection in the transit network, which is only indirectly the case on Washington Avenue, and because this option would more evenly distribute some pressure now carried entirely by routes such as 114, 115, etc.

**015:** It adds the flexibility to get across the river and further down University with one route. I would prefer Westgate to be the Station.

**016:** That's closer to my location if work.

**017:** I suspect this corridor might serve a route with a high-density population that is very diverse. Option 1 misses servicing this population which might make more use of the BRT.

**018:** As someone who needs to go to the U frequently, it would be very convinient to have direct, rapid access to both the U and NE Mpls

**019:** Makes more sense dont you think?

**020:** Access to U of M sports games & Surly Brewery

**021:** Gets students to the U.

**023:** I live in proximity to the west gate station

**024:** I rarely go to the university, but, if I did, it would be nice to not change buses.

**026:** Better links Saint Paul into the new E Line and better integrates with the Green Line by providing more overlapping, shared stops (or stops that are nearby.)

**027:** Serves many more destinations, especially the U of MN but also the St. Anthony Main/Hennepin/Central business district. It's far too hard to get to Northeast & Southeast Minneapolis now from South Minneapolis.

**028:** I prefer it to end at Westgate station. Personally, I live in that area but I'm also aware of a number of housing developments in progress that will make good use of the E Line. Many people in this area work at the U of M, downtown, or even further south and want other options outside of the Greenline.

**029:** The 6 bus was the only convenient way to get from NE/University Ave to Uptown. All other options require transfers and take substantially longer (green line to 113/114/115 or green line to downtown). Uptown is an extremely popular destination for young adults, the majority of which live in or around the U of M campus. I think it should go to the Westgate station, as popular University housing extends there. There are also A LOT of new apartment developments happening at Westgate and Prospect Park.

**030:** i live near westgate station and would love the convenience

**031:** I love at the Westgate Station and there are A LOT of housing buildings being built all around us - on Franklin Ave near 280 in St. Anthony Park and down University in Prospect Park. The extension would allow far more residents to use services for more efficient travel into Uptown using public transport.

**032:** It seems like that option would save on transfers at the wash/downtown and be a natural "handoff" for passengers.

**033:** Extending the E Line closer to the city limit is likely to be more attractive to St. Paul residents.

**034:** University of Minnesota connection is critical to build rapid reliable transit options for the thousands of students, faculty, and staff to connect to downtown Minneapolis and beyond without transfers.

**035:** I live along the 67's routing, and a connection here would improve the accessibility of the line to me.

**036:** Access from Prospect Park and University area to uptown for a rapidly increasing population.

**037:** I work on the UMN campus and live in Northeast and would be very well served by this faster option.

**038:** Improve the level of service from Uptown to the University area. Create more opportunities for reliable commutes

**039:** It increases the area served by the high-frequency network.

**040:** More service around the university, a quick option on the east side of the river from downtown that currently doesn't exist

**041:** More rapid transit = more better

**043:** More destinations with upgraded service

**044:** it sure would be nice to not have to change busses to cross the river

**045:** More bus routes crossing the river will be helpful, and it's also good to have more options to get to/from the U

**046:** Please extend to west gate station! We live near this station and spend significant leisure time at the Saint Anthony area, which is the closest neighborhood for shopping, restaurants and movies. There is no direct transit option there so it's one of the few trips where I rely on uber or lyft. (I gave my car away and have committed to public transit for environmental reasons.) west gate is also a connection point for several bus routes. In addition I frequently need to get to uptown for appointments and it is very, very slow with current transit options.

**047:** We need more buses that go across the river please.

**048:** Better access to Central, UofM and connections to Green Line

**049:** Increases number of options to cross Mississippi River

**050:** Links East Bank and Dinkytown to Downtown and Uptown

**051:** This opens up the potential for increased ridership on the E Line in order to access the University area.

**053:** It is a pain to try to get to NE from SW and more access would be wonderful.

**054:** This provides a crucial link to NE Minneapolis.

**055:** Better connection to 280, many new apartment buildings. Difficult traffic on University

**056:** I more often go to the North Loop

**057:** I prefer this option because it will allow increased connectivity for transit between Uptown and the University of Minnesota area. Additionally, this corridor will see more intense development in the future, and installing aBRT services will allow more intensive development to be justified and supported.

**058:** Option 2 - Connect to the University of MN. If this connection is not made, the entire east bank is effectively cut off from service. It is important to connect the activity centers found at the University of MN with downtown and Uptown with frequent, reliable service. There are a significant number of residential units being added in the Marcy Holmes neighborhood, and many residents may not have a car. Providing premium bus service and connectivity to the Green Line will allow new residents to remain car free.

**059:** I live in SW Mpls and work at U of M

**060:** I live at 222 2nd Street SE and go to and from the University often. We need more frequent bus service there!

**061:** The university of minnesota twin cities campus is a vital part of our city both in terms of location and residents. We would be missing a huge opportunity to make it more convenient for both students and residents to be more connected to downtown/the U. I went to school at the U of M and a rapid transit line that extended through where the 6 runs now would have been a GODSEND, especially when having to travel to south mpls or edina.

**062:** The 6U is a major connection between the U of M and densely populated parts of the city. One of the main reasons I don't use it for that as much as I would like is because it's so infrequent. It also connects two major commercial/nightlife parts of the city with an area with a high (carfree) student population. There's a lot of potential users of the E Line should we actually get a stronger transit option. The 114/115 busses are not great for the timing of many classes and for some people, walking across campus from the Green Line/114/115 on the East Bank is not easy. The 6 and 2 augment Uptown/Wedge access to the U of M. The 6 in particular provides transit to other areas like Prospect Park, the U of M stadium, and other increasingly dense destinations. In my experience, adding in a transfer greatly reduces the likelihood that people will choose to take transit, particularly if they feel they have an equally fast second option (i.e. a car), and particularly if the headways between lines are really long (like the delays between 6Us currently are), and this is exacerbated in winter. The E Line extension has the potential to provide real and reliable direct public transit between Prospect Park, the U of M, downtown, and uptown. I'm a U of M graduate who was in school as the 52C came on line. The U of M's subsidized transit pass was a factor in my choice to remain carfree and drivers-license-less to this day--and the 6U was a very important part of that experience, allowing me the freedom to get to class reliably regardless of time of day, without a transfer. I still often take the 6 and often see students

on the bus exploring the city or commuting. I still have the extremely unpleasant experience of hopping onto a 6 to head to the U area and realizing that only some of the 6 busses go that far--it's always a WTF moment. I don't know if the E line extension could pick up some portion of the campus connector traffic or otherwise work in tandem with the U of M more closely to make it more viable, but it's folly to not automatically have it go at least as far as the U of M.

**064:** Marcy holmes neighborhood has a large population of students as well as people who live there and work downtown. Extending the E line into Marcy holmes allows commuters from south minneapolis to the university to reduce a transfer. It allows people who live in marcy holmes rapid transit to south minneapolis and downtown. It also connects people within the university and marcy-holmes neighborhood, preventing a divide between the east and west side of the neighborhood (east side has close access to the green line, but the west side does not). Extending the E line into marcy holmes provides transportation access to Marcy Open school, which allows families easier transportation to the school. The University Ave. and 4th Street roads are already major roads through the neighborhood, and an E line addition wouldn't be a big disruption. It doesn't make sense to go beyond Stadium Village station, as going beyond to Westgate just replicates the university ave routes already covered by the green line and other buses into St. Paul. It's also important to look at the diversity of the population served by the current route 6 lines - what is the racial diversity of the people using route 6 to commute downtown versus the racial diversity of people using route 6 as transportation to the university of minnesota or from the university area to downtown, etc.? It's important to be building transportation that serves communities of color, as these communities have been underserved in the past.

**065:** I could walk to Westgate or Stadium Village station.

**066:** Don't need the added stops.

**067:** If the line extends to Westgate station, I could take transit to Uptown. I would use this line. If you stop the line in downtown, you'll lose a lot of University of MN ridership.

**068:** Westgate. Housing development is booming at the Westgate station. The Weyerhaeuser development will add ~700 units. The Vermillion Development (directly at Westgate) will also be huge. There are many people here who need to reach Uptown and Northeast quickly. It doesn't make sense to wait for the Greenline and then have to transfer in a station or two. I don't know the exact lengths but other ABRT routes are long. Please make the full connection to Westgate.

**069:** I reside in Prospect Park and would use it more often than I do. The eastern edge of University Ave is getting to be quite the destination and hot spot as well.

**070:** I live near Westgate Station. There is a high density of households near Westgate Station. There are two large established condominium developments, two large established apartment buildings, and another apartment building currently under construction within a 3 minute walk of Westgate Station.

**071:** I would ride the bus a lot more if I didn't have to make transfers in downtown. It makes sense to limit the number of times riders have to transfer between lines for three reasons: a) shortens the time from boarding to destination b) no transfers makes the ride length more predictable c) minimizes number of people standing around on the street waiting for their next bus. All of these factors make riding the bus less of an ordeal for elderly/disabled/new riders

- 072:** Needs to serve serve high-growth area with low rate of vehicle ownership.
- 073:** Completes rapid bus / light rail network in dense area connecting downtown Minneapolis, St. Anthony Main, Dinkytown and University of Minnesota East Bank.
- 074:** There's not many businesses along that stretch of University and there are other frequent bus options that cover it.
- 075:** I'm not a University student, but getting express service to the U could be a huge help to students - and to University visitors.
- 076:** I use the 6 from uptown for both downtown, NE, and campus trips. Westgate addition doesn't help me but would add Surly to the line.
- 077:** Will serve all those new apartments and condos in the area as well as give dinkytown a better connection to the green line
- 079:** Currently many students/staff use the 6 to get to and from the U of M. Extending the E Line to include service to UMN would add service/convenience to a lot of people who rely on the somewhat slow/infrequent 6 bus.
- 080:** The extension to UM will duplicate existing routes and does little to save time Univ and 4th St Se is already fast
- 081:** The University Avenue/4th street improves the connectivity of people commuting from the Green Line to uptown and vice versa.
- 082:** I take the 6 downtown now.
- 083:** It would make this a true replacement for the 6 line. If someone wanted to take the E to get to the University, this way they wouldn't have to waste time transferring off the E onto a 6
- 084:** Seamlessly connects the U of MN to downtown and allows options for downtown to U of MN-area commuters to take either the light rail or BRT. Currently, the light rail tends to be crowded between downtown and the U of MN, so this could help reduce crowding and encourage more people to take public transit.
- 085:** Se will save a few mintues since it is a short route to justify the cost. There are ample buslines pile on top of each other
- 086:** I have taken the 6 to and from the U a handful of times during the day. More importantly though, I go to gopher hockey games but always drive and have to park. Direct and frequent service combined with nicer stops would me much more likely to use transit for games.
- 087:** This is only a slight preference, but it is based upon easier access to University Avenue and the businesses on that side of the river.
- 088:** The E line is already connected to the Green Line and the U at the Hennepin Avenue Station. I think the only reason to extend E line to Stadium Village would be if there was anticipated much higher ridership.



**089:** extending the line to Se where there are an abundance of service will duplicate services. Currently the 4 should replace the 6U along with the 3 on Univ /4th St Se 4 keep on 10th Ave to Univ and 3 to Univ Ave Se to 10th Ave Se.Both routes can run every15mins

**090:** More students from the U would gain have easier access to Uptown, which they could revive economically. Also, Nordeast is very, very underserved by transit. It's a major deterrent for me to live there.

**091:** Easy access to State Fair buses at U of M. Also it will expand efficient access to additional neighborhoods for U of M students, relieving some of the pressure on housing stock in the University neighborhoods.

**092:** Provide in NE Minneapolis to light rail

**093:** Because I live in NE near Central and Hennepin, and this would be a faster way to get to south Mpls.

**094:** Access to NE Minneapolis and the Dinkytown side of the U

**095:** In a highly congested and densely populated corridor like U Ave/4th St., rapid service is vital. A worthwhile investment over the current Route 6 service.

**097:** More frequent transit is better and university area needs more

**098:** Enhanced connections to serve more riders and destinations.

**100:** I LIKE TO RIDE THE GREEN LINE TRAIN

**101:** It already passes the green line on 5th, so no need to end at the green line. I don't go into NE much, others may care more, I go between S Mpls and Downtown the most. But if 6 is used by University Students, they could benefit from that.

**102:** I would be able to ride it more easily which I would do.

**103:** Crossing the river feels like one is "leaving downtown" and that feels to me like it should be a different route.

**104:** Need better service to Dinkytown

**108:** The U is a critical commuter destination, ending the line at Washington creates a great deal of transfers, which don't encourage regular ridership

**109:** I think faster service to that end of town could increase ridership substantially

**110:** I would actually prefer that it end at the Prospect Park station, as the bus could easily do its turnaround by going left on Malcom Ave SE, left on 4th St SE, and then another left on 30th Ave SE, where it could park and give the driver a pitstop at Fresh Thyme, which has healthier food options than Metro Petro does. Westgate wouldn't give drivers a chance to use good facilities.

**111:** I don't care. I get off downtown, so Washington is far enough for me.

**112:** It provides a better connection to the university, the Green Line, and Marcy Holmes neighborhood

**113:** Tough to say, is there existing BRT service along 4th St E/University Ave SE?

**114:** Work at the U and it would be an excellent/fast way to get to my job from Uptown

**117:** It would provide another option for students to reach the stadium village area of campus from downtown.

**118:** faster, easier connections to the UMN

**119:** Because then I can easily transfer to the Green Line to get to/from downtown St. Paul. Especially important when heavy snow makes bus travel difficult. Also, I travel to the U with some regularity.

**122:** The University area has so many transit options as is that I don't quite see the need to extend over there. If it would be a trade-off for further extension of the route into South Minneapolis, I'd much rather have longer South route.

**123:** Because it goes further

**124:** Like having the ability to take this all the way down to the U for events

**125:** I dont like either but this seems like it might help more people

**126:** There are limited options from south Minneapolis to the University area and this would be a huge asset at the density of south Minneapolis increases.

**128:** want service to cross river & approach Univ of Minn neighborhood

**129:** I work downtown. I guess if the extension to University/4th would allow stops in downtown I would be OK with extending it but for me personally, ending in downtown would be sufficient.

**130:** By extending the E Line to University Avenue/4th Street SE you are providing the express to those who are going downtown AND those who may want a quick way to get to the U of MN campus.

**131:** I wouldn't have a reason to go farther north than Washington. If I'm going to the U of M campus, I'd just get on the green line.

**134:** It would provide local connections between the University of Minnesota and the Eastgate/St Anthony Main area, and also connects that rapidly growing area with other high quality transit options in downtown and the University area.

**135:** No opinion

**136:** The connection to northeast MPLS and businesses and homes along there is provides a much greater connection

**138:** Need fast connection to U.

**139:** It'd be nice to be able to get to the U without having to take multiple methods of transit.

**141:** I don't know what my answer is because I don't know the ramifications or trade-offs, if any. Does extending the E line eliminate the 6 for local riders/those going a short distance on University? Or does it both increase access and potential ridership with addition of rapid buses on route 6? Increasing access and potential ridership would be my answer to any options in this survey.

**142:** Better serve downtown Minneapolis. Only run the E Line to Stadium Village or extend it to the U of M St. Paul Campus.

**143:** Dinkytown needs better transit options, and the frequency of BRT is necessary for an everchanging U of MN campus.

**144:** Works for me...go to University

**145:** It makes getting to the U for students and fans faster and easier.

**146:** there are already numerous bus lines that can take me to downtown minneapolis, but almost no quick and reliable routes for me to reach my work in St. Paul. This option would make my daily commute significantly easier and faster, saving me tons of time and stress.

**147:** Access to U of M events and State Fair parking there, further east on the light rail to transfer to trains

**150:** I have no reason to get to the Stadium Village area and assume extending that far would mean lower frequency busses to the SW.

**151:** Extending to cross the river would connect the route to a dense and vibrant neighborhood which is increasingly home to many people and a destination for going out.

**152:** I work at UMMC and this would allow me to use public transport

**154:** I can easily transfer to green line at the downtown stop and there are many other options for transit in the area, I think this would allow the bus to circle more quickly to connect areas with less transit to the downtown grid.

**155:** Getting across the river and connecting to other transit options opens up so many more possible destinations.

**156:** I live in Uptown and work at the University of Minnesota. This option would add an option to get to and from my work quickly.

**157:** Connection to Green Line - extra routing options

**158:** For personal use, I would use this route to travel between Uptown and Dinkytown, where I often go to visit my brother (and vice versa - he uses the 6U currently to get to Uptown). I also like the idea of connecting a rapid bus line with the light rail - as a transit user, having more options for connecting points around the cities is helpful and takes stress out of planning a route.

**159:** I work downtown

**160:** Seems like you can pick up the Green line from downtown if you want to get where the "extension" would go.

**161:** To make the E Line as short as possible

**162:** Because that way I wouldn't have to take the 2

**163:** My stop is the 27th Ave and University stop

- 164:** University and 4th Street are very busy corridors.
- 166:** Better serve the very large student and worker population at the University
- 167:** The green line already services University Avenue with frequent trains and a full day schedule. I'd rather see a new E line run in corridors that are currently underserved.
- 168:** goes from southwest minneapolis to the university of Minnesota
- 169:** Currently I never go to the Westgate station, but it would most likely benefit more people to go there...
- 170:** I don't really have a preference because I don't generally ride past downtown.
- 171:** Fast, frequent service to and through dinkytown would be wonderful to have along this route
- 172:** Connection to train
- 173:** LRT is already sufficient to stadium village
- 174:** I work in downtown Minneapolis, and would prefer not having to make a transfer, if at all possible.
- 175:** work downtown
- 176:** Due to the density of development happening along 4th/university
- 177:** Faster access to University Avenue
- 179:** Better connections to the university and the many students who live in Marcy-Holmes and Dinkytown.
- 181:** I often use the six to get to the U; this route would facilitate that
- 182:** More options for more people
- 183:** Green line transit times to the u are slow, would want a faster option. Every time you have to make a transfer, transit time increases and chances to miss your connection go up with every transfer. The more you transfer the longer it takes you to get some where
- 184:** I travel between Edina and the U of M almost every day, rapid service along University would be a massive improvement.
- 185:** It would expand transit service to an area that is likely to see heavy ridership and makes a ton of sense to connect it to the UofM, a major driver of ridership.
- 186:** The northend is short is already served by too many routes duplications
- 187:** Connection to the U
- 188:** This is a more logical ending point. You have so many riders located in East Bank and Marcy Holmes.
- 189:** Why limit a good thing where the already natural routing goes.

**190:** I work near Westgate Station and live reasonably close to the E Line alignment as it continues on Hennepin Avenue. It would provide a convenient commuting option that would allow me to reliably run errands and make social trips while traveling to/from work. Additionally, I have co-workers that live in the vicinity of St. Anthony Main and surrounding neighborhoods that would benefit from a fast, direct link to Westgate. I would imagine that including this segment of the E Line would draw more ridership as well.

**191:** High transit demand and residential growth in the Marcy Holmes neighborhood warrants transit enhancements to provide better and faster service to downtown, uptown, and into the edge of the University. Ending at Stadium Village station should be sufficient

**192:** I'm a student at the U.

**194:** More transport is usually better for residents

**195:** Not a fan of either to be honest, but with how busy the streets become during rush hour, extending the line to stadium/west gate would hopefully improve travel time for those of us who ride the bus.

**196:** Don't force more people to transfer in downtown

**197:** Provides better service to and from the University of Minnesota, a major traffic generator.

**198:** More service to more population centers - makes the route more accessible to U of M students directly instead of transferring downtown.

**200:** this would better serve riders who wanted faster service going across the river, through downtown

**201:** Easier connection to the popular green line train.

**203:** I could take one bus to the University during non-express bus hours.

**204:** I frequently go from Uptown to the university, and I'm never going to choose an option that forces a transfer. Transfer = lost time and uncertainty.

**205:** better option to be able to go farther on the E Line

**206:** Would serve as a useful way to get closer to the University of Minnesota from Northeast Minneapolis/Marcy Holmes neighborhood. Would be allow university students to live further off campus and still have a reliable route to classes.

**207:** Wouldn't ever go past downtown.

**208:** Don't go Pass downtown

**209:** I work at the University of Minnesota and use the bus to get to work between Uptown and the University

**210:** I would like to be able to take the E line across the river into NE ) I live in uptown, and like to go to NE, so I'd like a transit option that takes me there instead of leaving me stranded in Downtown.

**212:** Takes one to the U of MN

**213:** Allows more access to get to more places

**214:** Closer to my residence

**215:** Because I sometimes would like to go to the University. I used to use route 113. I also often go to prospect park, though that's likely rare.

**216:** Provides me more access to the SE area of Minneapolis.

**217:** I live along the university/4th St corridor and would use the e-line frequently in both directions.

**218:** More transit options in that section of the city. Seems underserved by the light rail.

**219:** I have a almost daily commute that starts at the u of m and goes to uptown, I normally have to take the 3 and transfer downtown, it would eliminate an extra step for me.

**220:** Northeast/SE is under served for newer transit options compared to downtown.

**221:** When I go north on the #6 it is to go to the campus or beyond. I am usually coming from the south ends of the #6 since I live and go to church in the area between 36th Street and Groveland.

**223:** The U of M is a huge destination. As a former Linden Hills resident, I'd use the 6 all the time to get to classes while still living at my parents'. When I lived on campus, I'd use it all the time to get to my part time job downtown.

**224:** Extending the northern section to the University area is a massive no-brainer, big bang for buck as far as increased destinations and ridership. The difference between stopping at Stadium Village and Westgate isn't big, but because students increasingly live out in the Westgate area, and because that routing would extend the E-Line past a grocery store, the Surly Brewery, and the future Malcolm Yards food hall, I'd favor that choice.

**226:** Effectively forms a second corridor from northeast to dinkytown/stadium that could easily attract students living in the marcy holmes neighborhood

**227:** I think we should connect up the major high frequency LRT and BRT routes were possible.

**229:** The residents, businesses, and students along the University/4th Corridor need fast, frequent, and reliable transit options. The E Line in this corridor will not only bring mass transit but also fulfill the dire need of improving safety along the deadly University/4th corridor. Ignoring this routing in the prospect of saving a couple dollars would be a step backwards and be a huge disservice to citizens, workers, shoppers, students, and the environment.

**230:** It would be a better option to follow along that route as more people could benefit this option and not take as long and pick up a lot more elderly and handicapped as the option would be more students but you have the green line that could compensate for that.

**234:** More flexibility, should I need to go further on some days.

**235:** There has always been through ridership on route 6 between the Wedge neighborhood and the UofM area.

**236:** Better access/ a one-seat ride to Northeast minneapolis along with access to the University of Minnesota / Dinkytown.

**238:** Helps connect to the University, where a lot of people rely on transit. This would give them another option to reach downtown, and open up easier access between Uptown and the University. Additional connection to the Green line is also a major positive.

**239:** I live near Westgate so would personally use the E line if it ended somewhere that connected to the Green Line station near there

**240:** Little use beyond that with light rail

**241:** Because I work at the University of Minnesota.

**242:** That is as far as I would typically take it

**245:** A ton of ridership coming from Uptown is to the University of Minnesota. This also connects the important and growing activity center in Northeast with better transit.

**246:** It would be great to be able to get to the U without having to transfer in downtown.

**249:** I live near the stadium village Station. The 6 has 30 minute head ways, making incredibly unreliable for transportation to northeast or to downtown for work. The u of m area needs this service.

**251:** It is far far far more useful and connects a large amount of university students to the corridor

**252:** Why would you not connect to the U of M?

**254:** I go there sometimes

**255:** I use the 6 to get to the University of Minnesota when the 114 bus isn't running.

**256:** Provide rapid bus service to SE Mpls/university area, and connect to light rail

**257:** More transit options for more people

**258:** Given the growth along this stretch of University Avenue, it only makes sense to extend high-quality transit to serve it.

**259:** it gives good reliable access to retail, food, shopping sites in Old St. Anthony/NE and connects to parts of the UMN campus currently excluded from the green line.

**260:** Creates a nice connection from the LRT to those dense neighborhoods just beyond the walkshed.

**261:** Serves more people, especially students who need access to more reliable METRO services.

**262:** Because outside of downtown, Uptown and the University area are the Twin Cities largest concentrations of transit users, and we should do everything in our power to ensure that transit users can comfortably take a one-seat ride between those two areas.

**263:** serves the U, gives another option into downtown if light rail is slow, one seat ride from U to the southwest city and burbs.

**264:** Provides more and more convenient transfers, and access to NE Minneapolis and the university area.

**266:** Connecting the U of M campus, and more importantly the student neighborhoods near the U of M, to downtown and uptown better, would be amazing. Route 6 is so slow as is, as is route 3. As with the green line, the U community, and all those visiting it, is a massive base of existing and potential ridership with few other mode choices. It is these young folks who need to be familiar with transit, and view transit positively (and aBRT has improvements over traditional bus service) and use transit a lot, they are the future, and convincing them that attractive options exist other than rideshare (increases congestion and vehicle miles driven) and car ownership is imperative.

**267:** Better access to jobs center at the U of M and growing neighborhoods around NE and Prospect Park.

**268:** Bringing the line up there would bring in riders from North Minneapolis and the U of M; with the bike work on University Ave and 4th Street, it should make those streets more friendly to people who don't drive.

**269:** It would be nice to have this with stops in Northeast.

**270:** As a person who lives in the vicinity of Hennepin, I am more interested in going to Northeast or Dinkytown than destinations downtown. A one seat ride connecting some of the busiest areas of the city (Uptown, Downtown, St. Anthony, and Dinkytown) seems to offer a lot of utility.

**271:** NE Mpls, University Ave, the U of M Campus and Prospect Park have all seen incredible growth and density in the past decade. Having them be connected via aBRT makes sound planning sense and invests in that density.

**272:** Access to restaurants/retail in Dinkytown. High frequency, high speed access for residents of Marcy-Holmes to destinations in downtown and beyond.

**273:** Northeast Minneapolis needs better/more frequent and seamless transit options!

**275:** Access to NE/The U of MN is critical. Also, crossing the river and putting a stop at Central would make access to that corridor a lot easier from South MPLS, not to mention the number of students who live near Uptown that would benefit

**276:** Better serves the University of Minnesota.

**277:** Marcy Holmes is a transit desert with a transit dependent population.

**278:** As a former U of M student who took the 6U and 6 to and from downtown, I can see how having the increased frequency that the E Line would provide would be hugely beneficial. The 20 minute headways on the 6U are inadequate, in my opinion.

**279:** As a University student, this would be incredibly helpful for me to get around rather than wait far too long for a 6U bus.

**280:** St. Anthony, Marcy Holmes, and the University are fast growing areas and significant trip generators. It would be a massive mistake to pass up the best opportunity to connect this young, vibrant, transit-needy corridor to downtown, Uptown, and beyond.

**282:** This makes the most sense given the growing density of NE Minneapolis and gives the opportunity for more rapid transit options in this underserved location.



- 285:** I live in Marcy-Holmes and am transit dependent.
- 286:** Gives NE/U area a connection to DT/South MPLS and Uptown. Also seems odd to stop the line at whole foods, given the population boom across the river, there are thousands of units going up.
- 287:** Connections to the U and easy transit access to Northeast would drive ridership compared to an arbitrary downtown terminus
- 288:** Greater connectivity between downtown and NE Mpls/U of M/Prospect Park
- 290:** More apartment buildings are being built on Univ. Ave and having accessible transportation would be great.
- 291:** There is a very large population across the river which are both choice riders (new market rate apartment developments) and those who need better transit service (legacy lower income and student populations). In addition, this line should be replacing the 6 bus so it should at least cover what the 6 covers and needs to improve transit service and facilities in a very quickly growing St Anthony/Marcy Holmes neighborhoods.
- 292:** Allows more direct rapid transit access to Marcy-Holmes and St Anthony Main riverfront area.
- 293:** The 6U is extremely useful for university students and should be upgraded to ABRT. Plus, there is increased density in NE Minneapolis that should be served.
- 295:** There's so much development happening in NE right now, it only makes sense to serve those riders. Continuing over to the Green Line is a no-brainer once it has gotten that close.
- 296:** Extending across the river will bring higher quality transit to dense parts of Southeast Minneapolis and the edge of Northeast
- 297:** Because it would serve as a connector between the University, Old st. Anthony (NorthEast), downtown, uptown and SW. The University Ave & 4th St. SE Corridors are becoming increasingly more dense and would benefit from upgraded transportation options.
- 298:** It is very convenient for University students, who would use it heavily.
- 299:** The 6U is sooooo infrequent
- 300:** It includes access to the University of Minnesota and the booming NE Minneapolis area.
- 301:** Better mobility for people north/west of the river connecting to the rail lines and into downtown.
- 303:** Used to take this bus frequently when I lived in Prospect Park, and while the 6 ran frequently downtown the 6U only came once every 30 minutes or so. This required planning my entire day around the bus sometimes.
- 304:** Northeast is growing rapidly and a fast and frequent connection to the U, Uptown, Downtown, and Southdale will encourage ridership and discourage auto ownership in this neighborhood. Also Marcy Holmes doesn't currently have the best transit if you aren't on the Central/Hennepin spine. The current 6U doesn't come frequently enough, so this would be better. This will serve the huge number of apartments being built in the General Mills lots as well.

**305:** Adds connection to the dense and growing area on the east bank. I visit many business in this area and would welcome better transit service. Fills in a gap to make better LRT connections.

**306:** This option serves the numerous users at the University of Minnesota and the growing East Bank communities, and also brings connections to destinations across the river, rather than forcing users to transfer.

**307:** Large graduate student population lives near Uptown area. This would improve their access to the University. But also for students to be able to go to and from downtown more quickly.

**309:** Gives university students a decent way to get to uptown that's a big deal for young people

**311:** We need better transit in Dinkytown & Marcy Holmes.

**312:** As a current U of M student, I use the 6U to travel between downtown, Dinkytown, and Prospect Park, but am regularly frustrated by its poor frequency and reliability and would love a faster, more frequent service.

**313:** It brings improved transit to NE Minneapolis.

**315:** Better Marcy Holmes service.

**316:** I prefer this option because it would allow more people to use the line and better serve the community

**317:** St. Anthony Main/East Bank, Marcy-Holmes, and greater Dinkytown are overall massively underserved by transit, especially when you consider the literally thousands of new apartments that have been or will be built along or near the corridor. The area is densifying (especially in Marcy-Holmes and the Central/Hennepin intersection area, yet the existing route 6/6U service level is laughably infrequent in comparison to apartment, student, and other transit-dependent rider density. There are many, many riders who need or would love a fast one-seat ride across the river to downtown and points beyond, such as Uptown and the lakes area. Conversely, it would be equally useful to be able to take a fast bus line straight to the U and the Green Line from points farther south and on the west side of the river. Think of the 25+ story buildings being constructed right by where the E Line would travel in the old st anthony/hennepin central area! Those hundreds and hundreds of new residents (along with existing riders) need and would utilize a high-frequency and comfortable ride downtown and to south Minneapolis! What is the point in truncating the line downtown?

**318:** Primarily because I live near the Westgate Station but also I think option 2 would generate significant additional ridership.

**319:** provides BRT access to the amenities of the Northeast and the University, including U of M athletic events

**320:** We need to get serious about providing high speed service to one of the largest student populations in the state. Not just on a train that goes East and West, but a bus that's within walking distance for everyone in Marcy-Holmes. This is seriously one of the best investments that Metro Transit can make long term. Students. Love. Buses.

**321:** Lots of students take the bus to the University of Minnesota. It would also serve the popular Dinkytown area and TCF Bank Stadium. Current bus service is too infrequent.

**322:** I want increased transit in NE and the St Anthony Main area

**323:** St. Anthony Main to UMN needs upgraded transit

**324:** Better one seat connectivity between Uptown and the St. Anthony/U of M area, and an LRT connection past the Downtown Minneapolis zone.

**325:** I prefer Stadium Village Station, so that the E Line provides access to the U of M without duplicating service already offered by the Green Line.

**326:** Having rapid transit for the students at the U of M's East Bank is important. Furthermore, increasing density in Marcy-Holmes requires rapid transit improvements.

**327:** When I was a student I took the 6 downtown for work everyday. I also took it everyday when I got a job at 50th and France. A lot of people would take advantage of the higher frequency buses near the university.

**329:** 1) There are poor connections along the "east bank" relative to the density of homes in the area. The E Line extension over the river would help make the area more amenable to car-free/car-light lifestyles that accompany the density that has already been built (with more under construction). 2) There is already a lot of bus congestion around Hennepin & Washington/2nd St/1st St with existing routes that end there (including Marq/2 buses). It feels unsafe to be a pedestrian in that area because of high bus traffic and people driving erratically around buses on layover.

**330:** Westgate has connections to more routes (30, 63) and has a lot of population density now and in the works; especially student population. Also, currently it's difficult to get from Westgate to Dinkytown, or to Central/Hennepin area to make connections with Northeast Minneapolis routes (4/10/11/17/25; you have to go all the way downtown on the Green Line to Nicollet or Hennepin to transfer).

**331:** Connection to umn and northeast mpls

**332:** Improves transit connections in St. Anthony/Marcy-Holmes/U of M and lessens need for remnant 6E segment.

**333:** Gives added service level to the booming NE/St Anthony Main neighborhood and along University.

**334:** It serves an area that had high ridership, but not enough frequency

**335:** Uptown to the U of M is a heavily traveled corridor.

**336:** We need brt in more parts of the City, including through the U of M campus. This is one of the most multimodal areas in the City/State.

**337:** More frequent, reliable service to Northeast from downtown.

**338:** I used to be a student at the University of Minnesota and I lived in Marcy-Holmes. The unavailability of regular transit was a problem - the closest bus line to me, at one point, was the 6U,

which only came every half hour. Having the E Line in the neighborhood would have been great for me then and would be great for students and other residents there now.

**339:** The ability to get to Dinkytown and Stadium Village on one bus quickly is appealing. Having E line in the middle of route 6 seems unusual and possibly not efficient or just confusing.

**340:** We have plenty of quick routes that terminate in downtown Minneapolis. It would be great to have a faster option that takes riders further east. While light rail does move riders east, it's not the quickest option, bypassing several light rail stations heading east would be an advantage of this option. Also, the line could increase capacity on heavy light rail traffic days to the UofM - for instance on game days.

**341:** Provide better service to Marcy Holmes.

**342:** Better service along University.

**343:** Light rail is better

**344:** more places to go

**345:** I think having the option to go to the U of M, even if not directly on-campus would be a draw for students like me who commute.

**346:** This will only increase cost and does not save much time for SE Mpls

**347:** I take 6 route to the university.

**348:** Access to St Anthony Main and Marcy Holmes from Uptown has always been a hassle by transit. You miss the 6U and you're out of luck. Frequent service to these growing near-downtown neighborhoods across the river from Uptown would be great.

**349:** Makes for an easier connection to the stretch of University Avenue on the northwest side of the U of MN, and the vibrant area across from downtown where Central Avenue, Hennepin, and University Avenue collide.

**350:** My commute is from Uptown to The University of MN. Routing ending in downtown would make the route of no use to me at all.

**352:** Longer is better, as it will cut down on transfers and waiting time.

**353:** I live off of Hennepin and work at the University of Minnesota and rely on Metro Transit to get to work, and if this bus could extend to the Stadium Village stop, I could get to work on just one bus instead of needing to take the bus to the Green Line.

**355:** Having the Green Line is wonderful for Washington Ave. So many students live closer to 4th and University and having faster access to downtown for weekend outings would be a massive addition to the student population of the University of Minnesota.

**356:** The E Line should replace as much of route 6 as possible. When I was a U student, I remember thinking how slow bus service was to economic and cultural opportunities both downtown and in the southwestern portion of the city (Uptown, for instance). This could remedy that.

**357:** This option takes some pressure off of and compliments U of M express routes such as the 114. The option also further connects the U of M community with Northeast Minneapolis, downtown, and south Minneapolis.

**358:** I actually would prefer that its final stop be the Prospect Park Station, as the bus could very easily turn around on Malcolm Ave SE, onto 4th St SE, park on 30th Ave SE for a driver pitstop, and then turn onto University Ave SE to head back. The facilities available at Fresh Thyme are nice, and the food available to drivers there would be much healthier than what is on offer at Metro Petro. This routing would give excellent connectivity for Prospect Park residents who want to access the Central-Hennepin area, and it would be infinitely more useful than the current terminus at 27th Ave SE. Southeast Minneapolis needs better connections within the community, and an extended E Line would achieve this goal!

**360:** Would encourage more commuter students to the U to use public transit

**361:** so I wouldn't have to get off to transfer to Green Line to continue to U of M

**363:** More streamlined

**365:** I live in Northeast Minneapolis. Transit investments in NE are lagging the rest of the city.

**367:** Direct route to my job at the U

**369:** Cross-town transit connectivity is currently lacking. To really connect neighborhoods, and connect people between where they live and where they work - the E Line should cut across Minneapolis and Saint Paul from Hennepin in Uptown through Downtown into the University, Prospect Park, and Saint Anthony Park. These areas are massive areas of redevelopment and increasing population as well as jobs - but people dont exclusively live and work in just one. New transit investment should connect neighborhoods with the greatest TOD investment and potential for capturing increased ridership, less car ownership, and more access to jobs/resources.

**370:** I would be more likely to use public transit more often if it extended to stadium village because I live in Loring and work at the University. Extending it would be a game changer for my commute.

**371:** Better connectivity,

**372:** I live at AMill artist lofts and am aware of the booming development on this side of the river

**373:** Marcy Holmes is a growing neighborhood with lots of new developments and buildings, it will help new neighbors access downtown. Also, University Ave is highly used by U of M student and that would give them better access to downtown, too.

**374:** I live in Marcy-Holmes and bus multiple times a day. More frequent 6 access would improve my life so much. Further my neighborhood, Saint Anthony Main, has just lost a parking lot to an apartment complex. Relatively soon there will be additional hundreds of residents in the neighborhood. The parking situation is a nightmare. It's hard to have visitors. If I can offer a viable transit option I will and including Marcy Holmes in this new rapid transit corridor would be great.

**375:** The current 6 bus is not fast or reliable enough to connect me from Marcy Holmes to the green line. I think the increasing housing density will put an even greater demand for transit in this area as well.

**376:** I am a U of M alumni and continue to work nearby to the university. In my experience, better service to the part of campus along University avenue is needed.

**377:** I'm standing at the westgate station right now! I'm car-free and it's my closest stop. Dinkytown is an important nearby business node (it has my assigned neighborhood library, e.g) and the current transit connections are abysmal. Would really value more frequent service

**378:** Connection to the light rail, as long as there's a comfortable stop at Washington, as well

**379:** Being able to get farther in a quicker way

**380:** This seems to be a high-demand transit corridor/connection that has not gotten much attention in the past. Converting the 6 to a branded aBRT service in this corridor makes a lot of sense, as a connection between the U, Downtown, and Uptown. I don't have a strong preference or sense for how far east the line should go (Stadium Village vs. Westgate). Let the numbers dictate that decision.

**381:** Connection to the U of MN

**382:** I live on Nicolett Island, and frequently go down University toward the U, and friends that live in the area. I often use the bus, so it would be nice to have more transit options!

**383:** I prefer this option because I work in St Paul and I ride the Light rail.

**384:** A lot of students (and grad students) live in Uptown; it makes sense that there would be more transit up through the university neighborhoods. Additionally, many students use transit heavily, and many do not have personal motor vehicles, so it is sensible that having high-frequency rapid transit through areas with a lot of transit usage would be extended to the stadium or Westgate area.

**385:** being a student from the U, it's great to be able to take just one bus instead of transfer. transfers always add complexity to a trip and can deter people from using public transit

**386:** I think there would be a lot of interest in the extension to end at a Green Line Station. It would also be a handy alternate way to connect to the Green Line.

**387:** Longer route--no transit changes

**389:** I use Westgate Station. It would be nice to ride through without a tx to LRT

**390:** This will dramatically improve the lives of hundreds of students and staff who visit the U of M every day. Also would provide high-quality service for the Marcy-Holmes neighborhood as it continues to change and densify.

**391:** Would only allow for those traveling to/from downtown versus extending to the U of M campus.

**392:** The University/4th Street corridor connecting Stadium Village and Dinkytown to downtown Minneapolis is a growth opportunity for ridership and extending the E Line route to this corridor would be a frequency improvement over existing route 6 service.

**394:** Better access to the U of M from Uptown area. Stadium Village seems like a good ending point; not sure it makes sense to continue to Westgate.

**395:** More public transportation would be beneficial, ergo a longer line would also be beneficial. Plus if the end has easy access to other lines that increases the flexibility of use, which should increase the ridership.

**396:** Less stops on the route and traffic through downtown often makes bus routes late. Stopping right outside of downtown allows people to catch transfer routes sooner.

**398:** I live in uptown, and this would be a fast and easy way for me to get to the majority of the parts of town that I would meet up with friends or groups -- uptown, downtown, NE, u of m.

**399:** I plan to use the e line, I like to go to dinkytown, and I don't like to transfer

**400:** I get off before Washington

**402:** Better service to U of M East Bank campus.

**403:** I want to be able to access northeast and the university more easily from Uptown

**404:** I live on the opposite side of the river -- so if it stops at Washington, I can't get all the way home without waiting for a 6U. In the summer, walking the rest of the way home is fine, but it's tough in the winter. I also have reason to be on the U of M campus occasionally, so it'd be great to have more frequent service to campus.

**405:** Better connectivity with higher capacity transit and significant destinations near the university. Connects downtown with old st anthony.

**407:** Neither

**409:** I live north of the river.

**410:** No preference

**411:** The second option would minimize the need to transfer for people wanting to get to the U.

**412:** because it provides a connection to the St Anthony Main area, and because it allows for a one-seat-ride from Uptown to the University. It would improve connectivity for Marcy-Holmes residents to the University and to both light rail lines.

**413:** The 6U buses that already go to the U of M should use the extended E Line. I don't know if the regular 6 would need to use this extension.

**414:** Connecting Uptown and the U campus seems like a no-brainer.

**415:** I do not think that there will be a lot of need for frequency rides past Washington Ave.

**417:** Extending the E line along University Ave will help connect the east and west banks of the river, and make it way easier to get from Minneapolis to Saint Paul quickly without a car.

**418:** This would serve a growing corridor. Lots of proposed housing going up the the area and needs to have great transit to support it!

**419:** The University Avenue corridor, especially the Old St Anthony neighborhood, is one of the fastest growing areas of the city. A more reliable connection to the University, downtown, and uptown would make it much easier for residents of this area to drive less and still get where they need to go faster and easier.

**420:** Fewer transfers when going to the U

**421:** MOre connections.

**422:** I prefer the option where it goes into Northeast as long as there are convenient stops. I see a lot of students taking the 6 in the morning and I sometimes take it. If the 6 goes away or is more limited, then I think MetroTransit would be eliminating service for a big section that uses the buses.

**423:** More service!

**424:** Makes more sense to continue to a major connecting line. I care more about where the line goes on the southern part of the current line 6. Right now, I commute daily from Uptown at 28th Street to the Linden Hills neighborhood. It is a vital line for me to get to and from work and take the Xerxes line 6 buses.

**425:** The 6U is always crowded... many people go to the U to do things.

**426:** It seems very logical to me to connect to and through the densely populated areas in Northeast and near campus. There are many transit dependent residents in those areas that could use an improved connection to downtown and uptown.

**427:** In a vacuum, more is always better. Beyond accessing locations directly on the extended route, it provides a better jumping off point to Central Ave NE.

**428:** It takes the route farther.

**429:** MUCH easier to get to the Stadium Village area from the 6 and without needing to transfer. It would be much appreciated to be able to take BRT straight from Uptown to the St. Anthony area and/or Stadium Village without the need ontransfer to a local bus or green line

**430:** Doesn't make a difference to me

**431:** live in Prospect Park

**432:** Having a direct option to get to and from NE Minneapolis and the U of M is very nice option.

**433:** It would make my commute into NE from the Green Line much shorter and give me more transfer options in winter to avoid having to stand out in the cold.

**434:** While the University of Minnesota can be served through the METRO Green Line, the proposed E Line route along University/4th St goes through a dense neighborhood that would include many residential and student users. From the northern end of the UMN campus (those that could be served by the E Line), walking to existing stops on the METRO Green Line could be prohibitively far for those with accessibility issues. I think extended the E Line along University Ave/4th St would allow more options for riders in a particularly dense part of the community.



**435:** It's nice to have another option for me to get to Dinkytown/U.

**436:** I take the number 6 bus to get to my apartment on the east bank near University Avenue SE and to get downtown, to uptown and to the University. Ending the line in downtown at Washington Avenue would mean I would have to transfer to another bus or walk home.

**437:** Due to frequent medical visits at the U of MN. We have no car and my husband has disabilities requiring several monthly visits to the clinic at 909 Fulton. We live 6 blocks from the Nicollet Station. The 6U stops in front of our condo building.

**439:** I prefer that option because it is better for me. That is crazy though, seems like a weird question to ask folks, this should be based on data and not a survey.

**440:** I work downtown and would prefer a stop at Washington Ave downtown. If the route were to extend I would still like a stop at Washington Ave. If there would be a stop at Washington Ave with the extended route option as well, I do not see the disadvantage of extending the route and providing service to additional customers.

**441:** I currently commute from the Uptown area to University/Central. I already have to deal with the hassle of half the Route 6 and Route 4 buses not crossing the river.

**443:** More BRT, easier for me to get to NE

**444:** I prefer this option because I live in this option, and I think that it would be a great place for extended transit service. This option covers much of the area when the green line extension could have gone, so the ridership is there to support this line. This area also covers areas where students live in large population. Students are a demographic that are much more likely to use transit, so I think the line would be supported here.

**445:** This is a high traffic corridor with lots of students. When I lived in Marcy Holmes we'd have to rely on the 6, which wasn't as frequent as it could have been. And now half the 6s end downtown. It's an underserved area.

**446:** The mpls downtown council's 2025 Plan calls for improved transit connections to neighborhoods adjacent to downtown. This is a key step to our goal of downtown leading the nation in transportation options. The E Line's connections south would accomplish this to Uptown, which will be tremendous, but Dinkytown and Marcy Holmes deserve a higher level of transit service into downtown as well. The status quo is not what it should be. For three years, I dropped off my sons at a daycare in Dinkytown and then finish my commute into downtown. I'd also often try to make those trips without driving, and I was quite honestly baffled at how infrequent the Route 6 ran. Without higher quality and frequency transit service to Dinkytown and Marcy Holmes, people making trips from those neighborhoods to/from downtown will be much more likely to drive. This results in more traffic congestion on our roads, environmental impacts, and higher expenses (i.e. parking) for users. These neighborhoods should be prime residential options for residents and students who would like to work or frequently visit downtown destinations without utilizing their own car. Extending the E Line along University Ave NE would help make that possible.

**447:** Marcy Holmes needs better transit connections, especially as many more large residential developments are built over the next few years.

**448:** I live in the Marcy-Holmes neighborhood, so it would be much more convenient for me to have a stop along 4th and University.

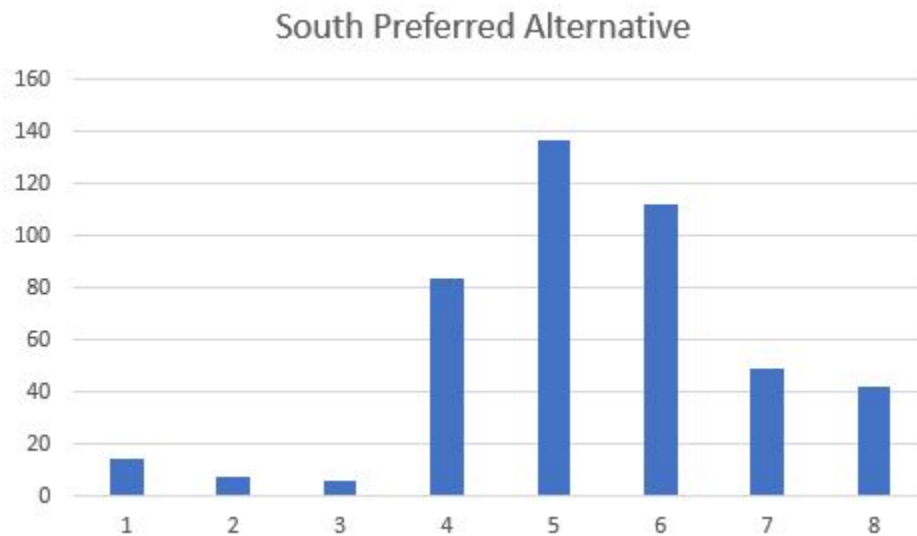
**449:** Because I would actually be able to ride it.

### South Preferred Alternative

The options for the South Alternatives were:

1. End at 50th Street and France Avenue or 44th Street and France Avenue with routing along 44th Street to France Avenue
2. End at 50th Street and France Avenue with routing along Xerxes and 50th Street
3. End at Xerxes Avenue and 50th Street with routing along Xerxes
4. End at Southdale Transit Center with routing along Xerxes Avenue to 50th Street
5. End at Southdale Transit Center with routing along 44th Street to France Avenue
6. End at Southdale Transit Center Routing along Xerxes Avenue
7. End at the future METRO Green Line Extension station of West Lake Street
8. Response left blank

Option 1 was selected 14 times, option 2 was selected 7 times, option three was selected 6 times, option 4 was selected 84 times, option 5 was selected 137 times, option 6 was selected 112 times, option seven was selected 49 times, and option eight was selected 42 times.



Why do you prefer that option?

**Option 1** 50th Street and France Avenue or 44th Street and France Avenue with routing along 44th Street to France Avenue

**100:** I JUST LIKE IT

**116:** Seems to satisfy the busiest corridor with commercial and residential along the way.

**129:** Closer to my home.

**133:** Actually any option that has frequent routes thru 44th & Upton area that connect with blue line works.

**161:** To make the line as short as possible

**185:** Most of the area south of there doesn't really have enough density to support a bus line like this initially, from what I understand. Start with a condensed route through high ridership areas, then expand as able. There are areas far more deserving of aBRT service than that south of 50th and France.

**207:** Supports more businesses along France.

**343:** Shorter seems like it would be built quicker Definitely not option 7!

**358:** No strong opinion here.

**404:** I patronize more businesses along France between 44th and 50th than Xerxes. I occasionally get on a 6 that runs down Xerxes, but I always walk up to France when I get off because of the shopping & restaurants.

**442:** We live half a block from the 46th & France bus stop.

#### Option 2 50th Street and France Avenue with routing along Xerxes and 50th Street

**008:** access to all of uptown and 50th and France neighborhood

**151:** Routes through several destination nodes. 50th and France is a good destination. Connecting with Green Route seems redundant.

**158:** I'd like option one or two. I live near 50<sup>th</sup>

**242:** This is what I would use most

#### Option 3 Xerxes Avenue and 50th Street with routing along Xerxes

**005:** Only because I like to see movies at the Edina theatre.

**029:** When I lived in south Minneapolis, the 6 was substantially less busy south of 50th so I think it could end there. However, the 6 was the only bus option in south Minneapolis that went to the U of M without transfers so it should stay on Xerxes!! Very few people in Edina takes public transit (most are wealthy enough to own cars) so I feel a bus on France Ave is pointless.

**069:** The longer the better but Southdale is too long. The three options to Southdale will most likely alienate the riders that prefer the other two options.

**259:** gives good access to retail and density in uptown and access to greenspace at BOTH Harriet and Bde Maka Ske

**316:** It is the best option that makes the line not horribly long while also serving people who would use the transit

#### Option 4 Southdale Transit Center with routing along Xerxes Avenue to 50th Street

**009:** Not a strong preference, but I'm always for a public transit option that (a) gets people farther (Southdale) and (b) provides access for people from multiple neighborhoods (the bends in the route would allow for more stops for more people than the straight-line option 6, for example).

**014:** Because this option seems to be the most complete fulfillment of the route's purpose and objective, given the need for South Mpls service and that the pending B Line would already connect to West Lake Street Station. Also, 50th & France is a popular area that would benefit even more from this routing.

**015:** It provides connectivity to Southdale Center along major access roads and potential high-rider stops.

**017:** I have the impression that there's a higher density population on this corridor with more amenities with a potential to attract higher ridership.

**021:** It is important to have a high volume south terminus. Options 4 through 7 all provide that. Option 4 is best for my travel.

**027:** My guess is that this route would serve the most customers & businesses.

**031:** I think the route needs to be routed through 50th and France for all the retail there, which would be the appeal for me (my dentist is also located there) and to provide the option to get to Southdale where a lot exists including medical services, metro parking, and more retail. I live in a 1 car family and we rely on Metro Transit a lot for both work and personal transport.

**034:** Options 4, 5, 6, or 7 all provide the high level of connectivity that I believe is critical to creating a successful transit system--beyond just a single successful route.

**035:** It's a tough decision, but this option appears to enhance the most connections (I.E., with the 46, a route I've been on a number of times, and at Southdale). Xerxes might also be a good option, given that it lies completely in Minneapolis, which has now passed zoning laws that allow for larger development.

**047:** Option comes close to delivering passengers to nodes at 50th and Xerxes and 50th and Penn. This would make it possible to reach so many additional destinations.

**048:** Access to the lost destinations. Regional connections at Southdale

**050:** Hits major commercial area at 50th and France, and serves as a critical link at Southdale.

**059:** Ending at southdale makes sense to connect southdale to uptown to downtown all the way. I prefer this specific route because I live on it. I think 50th is big enough to handle a short rapid transit jog. I think it makes sense also for the route to connect to 50/France commercial district

**060:** It would take me to more of my destinations.

**070:** I would find it useful to to be able to get to Southdale shopping mall and businesses on France Avenue in a reasonable time using public transportation. I cannot do that now.

**078:** Would allow BRT through the heart of Linden Hills and extend into Edina. This would connect commercial areas at 50th and France, Linden Hills and Southdale.

**080:** it will serve many retail /high density housings and other jobs

**083:** Will serve more people here I think, also good to connect to destinations like 50th & France and Southdale

**085:** the Hospital and several nursing home nearby will be serve plus the shopping areas in Linden hills,50th /France

**090:** I feel that the Southwest LRT/Green Line extension heavily favors the suburbs and linking the West Lake Station to the E Line seems redundant because the SWLRT already heads that general direction.

**096:** Prefer connection between 50th and Xerxes and 50th and France.

**109:** 1. I think it makes sense to end at Southdale to mirror what was done with BRT in St. Paul. 2. This could bring much more potential business to shops at 50th & Xerxes as well as 50th & France. 3. Me and my family could utilize this for so much of our transit needs - we would hardly need to use our car at all.

**114:** Like having a fast transit option to the 50th & France area. Also good for high school students to access Southwest HS.

**124:** There absolutely needs to be a faster option to the Southdale transit hub than the 6 -- other options would be redundant. Prefer the 50th / France route because it captures most of the shopping centers along that route, but would defer to the route (i.e. straight Xerxes) that gets from downtown to Southdale fastest. Basically, a faster route 6. That's exactly what is needed.

**131:** I really like Option 4 because it hits all of the good shopping/dining areas: Uptown, Linden Hills, 50th and France, and Southdale.

**144:** Closest to my home stops

**145:** Let's be honest this is by far the best option. It connects the most areas of interest, Linden hills, 50th & France and Southdale. Plus it preserves service on Xerxes Ave. which is imperative if you ask me.

**154:** I think this will provide riders that live in the southwest area the most flexible options and would be a "happy medium" for those riding 6C and 6F. The transit options near 50th are okay, but not substantial enough to warrant ending service there. In order to access southdale shopping area, make connections to get downtown and to UMNTC I think it's beneficial to continue service to southdale.

**155:** 50th is already a main thoroughfare and is better suited for buses. Alternatively, 44th is more circuitous (which could cause slowdowns or accidents) and is more neighborhood like. Passing thru 50th and France is a must to bring people to retail. France is also a better option than xerxes because its a main thoroughfare.

**162:** It's efficient for getting to school

**164:** Covers both Xerxes and France to Southdale, both busy corridors.

**169:** All of the rest are useless to me. If you take away the line on Xerxes, I will not be able to use this line, which I currently use. Additionally, we are planning on my children being able to take the bus along xerxes from armatage to SW high school. That transit link would also be lost if the route is not along xerxes.

**170:** Ending at Southdale is the best option because that is already a transit hub. Routing on either Xerxes of France would be good but this option has both so that seems to give the most flexibility to riders.

**172:** I like 2 or 4.. I like near 50th and France... And take bus daily during the week to downtown and am completely frustrated by how unreliable it is.

**174:** I live only a block away, so it would be the best option for me.

**177:** More stops at locations I already frequent

**182:** Seems to provide coverage to more areas along this route

**183:** To be honest, it depends on where the neighborhood stops are This route hits all the areas I use the 6 for. I don't want to increase my walking distances so really depends on where the drop off spots are, getting older and depend on the 6D, 6B, 6E

**184:** Extending to Southdale will better serve a huge amount of people who travel between Downtown and the Southdale area.

**190:** Appears to travel on the fastest roads while covering major activity/retail job centers. Also, B Line would serve West Lake Station, so there would be connections to E Line there.

**191:** Hits key destinations along 50th and France and extends to new developments surrounding Southdale Center - greater opportunity to hit both origins and destinations for transit-minded users. Second choice would be connecting to Green Line extension at West Lake, enabling easy transfer between high-quality transit modes

**198:** Serves the most customers by addressing both Xerxes and France, 50th and France, and Southdale area.

**216:** Connects me with places that I already go to.

**229:** Bypassing important commercial nodes at Linden Hills, 50th and Xerxes, 50th and France, and Southdale would be a missed opportunity to help small business grow by denying access to rapid transit. 50th and France is currently undergoing a redevelopment adding housing and jobs. By limiting transit options more people are forced into cars, creating congestion, and poisoning the environment. Southdale also has the opportunity to be connected to a major retail center, and the fact that it is a park and ride would take more cars off the road and increase ridership, especially if they can be connected to major activity centers and not just downtown. Providing access to the Chain of Lakes provides equity for those who normally not be able to reliably access them. This project cannot be a dormant feeder route from Southwest Light Rail to Uptown, it needs to connect people to where they want to go, live, work, shop, and play.

**273:** Equal support Option 4 or Option 6 to provide more transit access to more of SW Minneapolis and provide service similar to route 6.

**286:** I think a hybrid of 4, 6 and 7 makes the most sense. Have the line go to the West Lake Station, then route down France to 50th and cut over to Xerxes at 50th then take Xerxes/York into Southdale

**304:** Serving the 50th and France hub as well as the Southdale area seems like a good idea. I like the thought of connecting to the Green Line extension as well, so its a toss up. If the 6 is greatly reduced in 322: I like that this route hits both downtown linden hills and 50th and France service when this comes

online, I would wonder how people commuting to Southdale would fair. This one is a harder decision. I would support all.

**307:** I think it is important to serve both 50th and France as well as Southdale. Option 5 I am basically neutral with Option 4. But those two above others.

**319:** important to service the major development centers, including hennepin south of lake, downtown linden hills, 50th and france and southdale, option 5 is also good

**322:** I like that this route hits both downtown linden hills and 50th and France

**330:** Option 4 is superior as it serves all major commercial districts (south end of Uptown, Linden Hills, 50th & France, 50th & Xerxes, Southdale), more transfer opportunities (route 46 at more than one location, and Southdale buses and it's park & ride) and serves Fairview Southdale Medical Center (can be confusing for customers currently to take 6B,D,F southbound, or via France or via Wooddale northbound). This option does it all for all types of riders.

**331:** Connection to southdale and 50th France

**332:** Serves employment center at Southdale, and existing density/destination centers at both 50th and France and Linden Hills.

**334:** 50th and France is a growing residential, commercial, and activity center. Being able to utilize high frequency bus service from downtown Minneapolis to Southdale would benefit theyâ€™re growing residential development in the Southdale area.

**337:** 50th street in Minneapolis is a developed business node

**350:** The longer the route, the more valuable the route becomes. Any route option that extends to the Southdale Transit Center would create an incredibly valuable way for travelers to traverse the entire North-South reach of the city without having to transfer (which is one of the largest barriers to mobility, especially in the winter). If this connected all the way to the UofMN, then additionally the UofMN student population would have direct access to Southdale, a luxury afforded only to those with cars at the university at this time.

**352:** Southdale Transit Center allows for easy connections to the 515. Option 7 is my second choice. Anything that makes Lake Street transit faster and less crowded is a good thing.

**371:** Going to west lake may be redundant with future rapid bus on Lake. And this route connects to most business nodes.

**378:** It hits most of the places I might like to go. However, I rarely go beyond Uptown Transit Station.

**382:** I think its good to hit 50th and France, and go to the transit center.

**386:** Actually any of the options which end at Southdale Transit Center are preferable to Options 1,2,3, or 7. I think Option 4 would provide the most exposure for riders -- just basing this on my fairly frequent riding of Bus Route 6. Option 7 I feel is the worst option, because a) it doesn't provide any rapid transit to the southern part of Route 6 and also there are already ways to get to the future West Lake St Station.

**388:** I don't have a strong preference on what route it takes to get to Southdale

**398:** Any of the ones that end at Southdale are fine with me. I'm not familiar with what the line would bring me to in the different cases. However, it would be nice to have easy and fast access to a shopping center-like area, like Southdale. It would also be nice to have easy access to the Green Line to go further west, but I'd much rather take a standard bus to the new Green Line station and have fast access to Southdale.

**409:** Southdale is a transit hub.

**412:** preserves the routing of current route 6, thereby improving that route for residents that currently depend on it. option 7 is redundant, as riders wishing to travel to Hennepin Ave from future W Lake St Station can utilize the future B Line and planned E Line (if traveling N or S from Lake St)

**431:** best combination of dense people (Xerxes) and destinations (France south of 50th)

**432:** I work at 50th and France and live by Southdale. I use the existing 6 to make this trip every day and often use the 6 to travel between Southdale and Downtown Minneapolis

**436:** I use the #6 bus to go to the lakes, 50th and France and Southdale area without changing buses.

**445:** Extension to southdake is important, given new condos being built there. Going to 50th and France is great for people wanting to eat/drink/movie there. Parking is terrible in that area. I'm ambivalent on whether France or Xerxes is best route south of 50th though.

**448:** I think the E Line will be less redundant to the Green Line if it runs south, and it should go to Southdale since it's a major transit center.

#### **Option 5 Southdale Transit Center with routing along 44th Street to France Avenue**

**002:** I think that ending at Southdale will give people the option of going to another major destination in addition to downtown. France Ave. is closer to my house.

**016:** This would go down France which is closest to my house and going all the way to Southdale center is critics because I get off two stops before the mall.

**024:** I am buying a house at 4023 Zenith Ave. The closest you will come to it is 44th St. and Zenith Ave. I prefer any option that contains that. It would be nice to get to the Southdale Transit station, also.

**026:** Not so concerned about which route, but hope that it extends to the Southdale Transit Center.

**030:** I would take it to southdale and to shopping areas at 44th and France and 50th and France

**033:** Marginal preference for 44th st. route and like ending at Southdale Transit Center.

**038:** Cutting over on 44th and going down France serves more commercial corridors and higher density areas.

**039:** This is the simplest route (fewest roads and turns) that serves both the Fairview Hospital and Southdale Transit Center. Following a single road (as much as possible) makes it easier to understand and remember a route.

**045:** Option 6 would also be fine



**049:** Travels farthest south to give option to more riders.

**053:** France is a highly residential street that could definitely benefit from having this access.

**054:** It covers a swath of SW Minneapolis and Edina with lots of walkable destinations and connects to a major transit hub at Southdale.

**056:** I am in Morningside, close to France and travel often to Uptown, Downtown and Southdale.

**057:** This is the best possible option for E-line aBRT in my opinion. This BRT line should serve the Southdale center since that mall is now experiencing intense development around it, and it would emphasize the increased density of that area. Additionally, 44th Street contains a business district which has seen development in recent years. Running the line over on 44th, then down France to Southdale is the best option because it allows the E Line to serve a lot of commercial corridors in SW Minneapolis and Edina.

**066:** Like the stops on France Ave.

**068:** I don't have strong opinions but it seems the Southdale transit center is the most prominent destination. The greenline ext is nice, but most people can just hop on the greenline somewhere else.

**071:** This routing will provide options for people coming from south of the metro between the future green line and the rapid transit already taking shape along the 35W corridor.

**073:** Connects area's largest commercial nodes at Linden Hills, 44th & France and 50th & France. Links downtown and uptown to jobs and retail in Southdale district.

**074:** Southdale Transit is a hub for a lot of express buses heading into the SW suburbs, and Xerxes should be kept clear for bikers.

**075:** Having express from Southdale to downtown seems wise. France is a busier corridor than Xerxes so makes more sense. I catch the bus near 39th and Sheridan so am not fond of option 7 that would not run by me.

**082:** I sometimes take the bus down to Southdale and find there is more along France Avenue that I would want to stop at.

**086:** Selfishly I prefer routings that hit 50th and France because they run closest to me. Currently I rarely if ever take the 6 south of 50th but southdale transit center does seem to have a good number of boardings. 44th and France seems like a good, slowly growing node to hit.

**087:** It seems quite clear that extending to the Southdale Transit Center is important, and reasonably clear that including the 50th and France area would also be important. I personally would also like access to the businesses at 44th and France, but this is less of an issue, thus, Option 4 also seems reasonable. Though a connection with the Green Line is nice, Option 7 leaves out any thing to the south, an area that is currently bereft of BRT, light rail, or modern streetcar, and with Options 4 or 5, people could either catch the Green Line downtown or take the B line over to get to the Green Line at the West Lake Street Station.

**088:** In order of preference, I think it seems important to connect the commercial nodes at Southdale and 50th/France. In terms of going down Xerxes or France to accomplish that, I'll leave the logistics up

to your transit planners - but it seems like it is easier to take a left turn at 44th (especially if there is some sort of signal installed there with bus priority) than at the crowded 50th/France intersection.

**094:** 50th and France has more attractions/destinations than 50th and Xerxes Traffic/parking is less congested on France than Xerxes Southdale mall and hospital are important destinations for people of all ages who may not be able to drive

**103:** France Avenue better serves commercial districts compared to Xerxes Avenue. Ending the route as far south as Southdale Center provides the best opportunity to provide fast bus service to more people who live too close to downtown to utilize Express bus service, yet live far enough from downtown that riding the bus is really slow because the current bus #6 stops so frequently.

**104:** Prefer option 4 or 5 with little difference between them. Southdale has lots of jobs that could be served

**108:** Service from Southdale into South Minneapolis is slow, and when I lived in the area there was poor express/ltd stop access to downtown even. this would serve the most riders, connect several important commercial areas (44th AND 50th & France). Xerxes is a quieter residential street. Option 7 seems redundant, with plenty of service connecting Green Line to Uptown

**118:** can hit shops in linden hills and more direct to southdale. Faster connections between southdale and downtown is important, without just hitting the infrequent morning busses

**123:** Because it's closer to my house and I take the 6 everyday. Can it stop at 58 and France too?

**125:** Goes to southdale and past school

**127:** Option 5 seems to knit together more existing nodes and assets, allowing one to do more along a single route. It also connects areas that are close enough to choose bussing as a completely viable alternative to driving IF service were a bit quicker, more frequent, and perhaps more reliable.

**128:** use France Ave busier location

**130:** This option cuts through Linden Hills on 44th which would be convenient for those working in the area and students from Southwest High school. Extending the route to Southdale would make a quick and convenient way for those who work at Southdale.

**134:** The land uses along France are more supportive of high quality transit than those along xerxes. Also, the connection to a major employment center like southdale makes sense. however, I think extending the E line along university to connect to the green line is more important, if it comes down to a choice between the two possible extensions

**136:** Connects to densely populated neighborhoods along the route to more options

**140:** Please bring service to West 44th Street. Good for local businesses. Better transit corridor than 39th street. thank you,

**143:** I think it serves many more users at 50th and France, and the length of the line would allow for more intense development along the corridor. Possibly even with the potential of rail in the future.

**176:** Connect to employment at and surrounding Southdale while also serving the employment and destinations at 44th & France and 50th & France. Also one of the more direct options

**179:** More aBRT miles connecting commercial zones.

**181:** All except option 7 are okay; I prefer being able to go to Southdale rapidly but definitely want to go to at least 36th street frequently

**187:** Serves both Linden Hills and 50th and France with the fewest left turns

**189:** I think it'll capture the most riders and goes to larger commercial areas that transit riders want to go to

**194:** I would like to get as far to the Eden Prairie as possible, and France has a lot of shops if I need anything.

**204:** I have no car, and shop at both Southdale and 50th & France, so this option would suit me best. If I have to transfer, I'll probably just take Lyft instead because transfer = longer transit time and more uncertainty.

**205:** Because that is a well traveled busline. Would be fabulous to have a faster route going to Southdale, as well as getting to 44th & France, and to 50th & France. For many of us that live South of Lake Street, and I have lived here 30 years in Uptown, we DON'T WANT THIS ELINE TO END AT THE FUTURE METRO GREEN LINE EXTENSION. We have always had a direct route from downtown south THROUGH Uptown (up to 36th Street & down to Lake Calhoun) with the #6 line. We definitely should continue to have that direct route and not have to get off at Lake Street Station and transfer to just get down to the end of Uptown (36th & Hennepin/Humboldt/Irving). Passengers wanting to get to the Metro Green Line Extension should transfer on a Lake Street bus line -- not delete our current 6 route from taking us downtown and through the END of Uptown and beyond. It was very difficult this past 6 months when Hennepin was closed from Lake to 36th Street. Those of us that live West of Hennepin and in the middle between Lake & 36th were stuck without convenient bus service .... We had to walk either 6 blocks down to 33rd & Fremont to catch bus to downtown ... or 7 long blocks to the Lake/Henn Transit Station. If you stopped the E Line at West Lake Street Station, and not continue having regular 6 busline that we have now stopping along Hennepin past Lake Street you would be taking away bus service for a large section of people that have had frequent bus service for many years (me for 30). Uptown seems to be trying to get rid of car use in the area, we need better bus service, not worse.

**210:** I like the E line to get it farther (hence to Southdale) and this routing to Southdale has the most destinations along it (France and 44, 50th and France, other businesses).

**212:** Lots of dining and shopping choices

**215:** I go south more than west. I go to 50th and France more than anything on Xerxes.

**218:** Near my house, links Linden Hills to 50th and France and Southdale. Makes commuting to Normandale CC relatively easy.

**227:** I think France is the more major business corridor over Xerxes so it should get the BRT. I think it should end at Southdale to extend the reach of BRT. I don't think there's significant advantage to

connect up the BRT with the Green Line West Lake Station. The 6, and thus the E line, is primarily a north/south route in south Minneapolis.

**232:** It hits all the highest density nodes

**239:** More locations I would go to are along that corridor. That being said, any option that goes all the way to Southdale would be good in my opinion

**244:** France is the bigger thoroughfare. More residential and commercial density is planned along France near Southdale, so it makes sense to connect that area to south Minneapolis with better service.

**249:** Access to jobs at 50th/france, the hospital, and Southdale seems important.

**254:** I go there

**262:** It seems to best serve the needs of local transit users in the area by serving the ECCO/South Uptown neighborhoods, as well as the business nodes at Linden Hills, 50th and France, and Southdale.

**268:** Option 5 seems to have more places being connected to the Bus Line; the Hospital is there too, you can't just forget about the hospital on France Avenue.

**269:** For option 5, I like connecting Southdale, 50th and France, and it gets close-ish to Lake Harriet. I would prefer option 7 if it continued from West Lake Station, down France to Southdale. I think having a connection from Southdale to the Green line would be nice.

**271:** This provides for reliable and frequent transit to existing dense nodes of use, yet keeps the route simple enough for efficiency.

**272:** Reaching all the way to Southdale is important for retail workers, shoppers, and residents of the Southdale area. 50th & France has some dense housing and lots of retail destinations for workers and consumers. Continuing straight on 44th and making one turn onto France is most direct.

**277:** Southdale is a major ridership hub, not serving would be foolish. France seems like the easier option to route it through.

**280:** Ending anywhere other than Southdale is a non-starter. Southdale is one of the major employment centers in the region, and simply cannot be left out. In addition, the ECCO/SOUP area is also an area with strong existing ridership. The choice between France and Xerxes is much tougher. France has more retail nodes, but the area surrounding Xerxes is denser, and will be more able to change with the new Mpls 2040 land use. The compromise, Option 4, is a bit illegible, and I think that riders prefer straight, simple, easily memorized routes. In the choice between Options 5 and 6, I slightly prefer serving the higher density of the Xerxes corridor to the high retail activity of the France corridor, but it's a close call!

**282:** First, the route needs to end at the Southdale Transit Center. Second, routing along France allows fewer turns and still provides service to the most possible riders. (More jobs, businesses, etc.)

**284:** Best option would be to West Lake Green Line station, then take Excelsior to France, France to Southdale.

**291:** It is the most logical option to capture the most dense node and usage drivers (Southdale and 50th and France). Option 6 would be ok as well just has less attractions to interest potential riders.

**292:** This hits the most commercial and civic nodes. Our transit system should be reverse TOD. That is to say, development-oriented transit. We should be planning our transit system for places people ALREADY go.

**295:** Serving Linden Hills - including 44th and France - is a must. 50th and France is a crucial node, and while Xerxes between 50th and MN62 has more destinations than does France, running on France would serve the hospital.

**296:** Builds out transit along growth corridors with more stops in Minneapolis. Opportunity for more equitable and age-in-place infrastructure in neighborhoods that have historically shut-out people of color. Also connects to existing transit infrastructure at Southdale

**300:** Includes access to Linden Hills, 44th and France, 50th and France and Southdale.

**301:** Fewer streets impacted allows future development to impact the ridership of this line.

**305:** Connects to Linden Hills business district, and destinations on France. Southdale is an important transfer point.

**306:** This option serves both Morningside and 50th & France, but more importantly also connects to Southdale which is becoming a very important hub and seeing a lot of growth. The extension will give Edina much improved transit access and allow that suburb to continue developing and creating better connections for metro residents.

**312:** Not very familiar with the south end of the E Line Route, but this option seems to connect more commercial nodes and denser developments. Has there been consideration of a hybrid option 5/7: Uptown Transit Station>West Lake Station>France Ave>Southdale? From a regional perspective, this routing seems like it could simplify transfers

**315:** Good access to 50th and France and Southdale.

**320:** Again. Density and ridership coupled with destinations. You're connecting a bus line to where people want to be, and not where you want people to be. That's important.

**325:** Ending at 44th or 50th Streets, while useful, would mainly have the E Line act as a commuter line, getting Linden Hills, Fulton, Morningside, and 50th & France commuters to downtown and back. Extending it to the Southdale Transit Center would be an even better commuter line, allowing car-lite Edinans in Southdale to commute downtown and downtown Minneapolitans to work & shop in Southdale. However, it would also be a fast way for retail, health, and other workers to get between Mpls (or the U) and the Southdale area, a huge medical & retail area (sometimes called the Twin Cities Third Downtown). It becomes an equity issue, as many retail & restaurant jobs are relatively low paying, and those workers need to get around without a car. Going along France instead of Xerxes would allow both Mpls & Edina to further densify the 44th & France and 50th & France nodes/corridors, while also serving the lower income duplexes found along France just north of Hwy 62.

**326:** Rapid transit service to Southdale area is a must. Options 5 and 6 give the most direct routes, however option 5 hits both 44th & France and 50th & France, where 6 doesn't.

**333:** Serves employment center at Southdale, and existing density/destination centers at both 50th and France and Linden Hills.

**338:** I'm not particular about the routing, but having the line reach all the way to Southdale Transit Center would open up so much housing in South Minneapolis to rapid public transportation, and could make it much easier for low- and middle-income folks to live there.

**346:** The will serve all the major employment centers 50th /France ,44th business area ,Hospital and the several nursing home near Xerxes

**347:** Options 4 and 5 were practically tied for me. In my mind, a longer line is better, so Options 4 and 5 are better than 1, 2, and 3. I think the Southdale Transit Center as a terminus is far superior to the West Lake Street METRO Green Line station, because the B line will already connect there (and then someone could transfer from the B to the E at Hennepin). I chose 5 over 4 because it passes by the Linden Hills Co-op, and I don't think there are any destinations as good on Xerxes between 44th and 50th.

**356:** I am not super particular about which routing to get there (though I think going along France might be ideal because of the 50 & France business node), but the E Line absolutely needs to end near Southdale. It's a booming area that needs better transit services/connections.

**357:** France Avenue seems to have more demand for longer trips than Xerxes does. Connecting Southdale to downtown with more reliable transit options is always a good thing.

**361:** Convenient to stay on one line. I can see once the Green Line is open re-evaluating based on Green Line occupancy etc. But is nice for college students to have direct line.

**363:** My closest stop

**365:** Provides fast/reliable service between Southdale and Downtown. Routing on France hits more active nodes than Xerxes.

**370:** Option 5 or 7.

**377:** I don't have strong feelings about this, but this seems to capture the most commercial nodes?

**379:** It's more what I need

**380:** Option 5 serves the most nodes south of Uptown, including Linden Hills, 44th/France, 50th/France, and Southdale.

**381:** Southdale is an important destination. It is a Park and Ride (which I use every day) as well as an entertainment and retail center. There has been a lot of construction (and planned construction) of apartments near Southdale and those people need mass transit. Most importantly it brings people to jobs (Southdale, Fairview Southdale Hospital, and multiple other employers) and health care (Fairview Southdale Hospital, multiple primary and specialty clinics, assisted living facilities). I believe that the area surrounding Fairview Southdale Hospital is called a "medical corridor" (or something similar) that means that there is a concentration of health care services available. I believe extending the route to Southdale is an equity issue so people of all ages and income levels can more easily and quickly access jobs and health care.

**384:** It is important that the line go farther to increase ridership and to go through areas that already have heavier transit usage south of Uptown. France is a more important and higher-trafficked roadway than Xerxes, with multiple commercial areas, so it seems like a better option. As much as it'd be handy to go just to the green line stop, it's not going nearly far enough. Having the E line go farther is also important because if there's already fewer routes going south through this area, it seems valuable that there would be access to the rapid transit.

**392:** Overall, the routing south of Lake Street is tricky. The E Line should definitely extend all the way to Southdale. However, how to get there is more complicated. Transit service connecting the 43rd/Upton, 44th/Beard, 44th/Sunnyside/France, and 50th/France nodes is a needed, currently missing service, so I am very supportive of that option. However, I think the Xerxes corridor as a whole has more ridership potential than the France corridor, but looping back to Xerxes after serving 50th & France makes the routing too indirect and complicated. How do we balance maximizing ridership with directness of service?

**394:** Hits Linden Hills, 50th & France business nodes, close to Southwest High School.

**395:** I catch the bus/get dropped off at 54th and France to/from Downtown Minneapolis. If there is a stop at 54th and France that would be easiest for me. Otherwise I would have to walk several blocks or wait and transfer to a bus, which is rather unpleasant during extremely cold weather.

**402:** Growth in housing near Southdale, and Southdale is a natural urban/suburban connection point. And not enough of a business node at 50th and Xerxes, compared to the opportunity to connect the Linden Hills and Sunnyside business nodes.

**405:** Southdale is a major regional destination that is currently difficult to access from downtown/uptown. 50th & France has more destinations than comparable parts of Xerxes.

**407:** Anything but 7

**411:** - Option 1 is my second choice because it connects Downtown Linden Hills, 44th & France, and 50th & France, which are the most major business nodes in this part of the city. - Option 2 isn't good because 50th & Xerxes doesn't have much going on. - Option 3 isn't good because 50th & Xerxes doesn't have any major services at it, like a library or grocery store. - Option 4 isn't good because travel along 50th Street already is quite slow, especially as one approaches 50th & France from the East, and the intersection at 50th & Xerxes is too narrow to accommodate turning buses, so that idea isn't great. - Option 5 looks the best to me because it hits so many commercial centers where people can shop, go to work, eat dinner, go to the library, etc. - Option 6 isn't good because it skips 44th & France and 50th & France. - Option 7 is the worst option, SW Minneapolis needs BRT, and it shouldn't stop at Lake Street.

**417:** Ending at Southdale provides a transit link to a major jobs/economic center. PLEASE CONSIDER continuing to route along 39th street to France instead of 44th street. Routing along 39th street gives the entire Minikahda Vista and Wolfe Park neighborhoods access to this bus line. Changing the route to 5 blocks south would make this bus line no longer convenient for most of those neighborhoods. I currently take the 6U bus because it drops me off at 39th and France. I would not take it if I could only get off the bus 5 blocks south of there.

**418:** Balances established corridors with areas for growth. The key is to know where the cities are looking to promote growth/density. France Ave seems more likely to provide denser housing, but Xerxes is still a good option.

**419:** While Southwest Minneapolis isn't as densely populated as Marcy-Holmes, and probably won't ever be, it is dense enough to support enhanced bus service now, and will only become denser around Southdale. If we're going to run an enhanced bus line south of Bde Maka Ska, it would be a missed opportunity to not connect the three biggest activity centers - Southdale, 50th and France, and 44th and France.

**426:** I think it is important to connect the commercial and residential nodes along France with uptown and downtown. With appropriate land use to encourage TOD along the route, it would enable the Southwest areas of Minneapolis to take fast reliable transit into their downtown jobs, and would connect service workers on reverse commutes to the job centers in Edina.

**427:** Options 4 and 5 both provide direct access to a hospital, which none of the others do. That in itself makes those two options rise head and shoulders above the others. Other (perhaps less unique) services on these two options are medical clinics, grocery stores, banks, movie theaters, and clothing stores. The choice between 4 and 5 is less clear; I opted for 5 based on having somewhat more of these latter services.

**434:** I think this route covers more areas of interest, businesses, etc. that would increase ridership or make public transit a viable option to reach these locations.

**440:** I would prefer the bus run on 39th and France Ave because they are busier roads.

**441:** Southdale is a major destination and transfer point and should be served by this bus. Option 5 also passes through the Linden Hills commercial district (around 43rd/Upton) and 50th & France along the way; Option 4 would be an acceptable second choice. Option 7 shouldn't be considered at all, especially if Route 6 service is significantly reduced after implementation of the E Line. The B Line is supposed to serve the Lake Street corridor west of Uptown (in addition to existing Route 17 and Route 612 services, unless changes are coming to those routes), so doubling down on rapid bus service in that corridor at the expense of transit service south of Uptown is a bad idea.

### Option 6 Southdale Transit Center Routing along Xerxes Avenue

**001:** Direct link between Southdale, Uptown, and Downtown. Seems like a sensible connection to a major retail destination and the residents of Minneapolis.

**003:** More direct may be a bit faster. The important consideration is that it reaches to Southdale rather than stopping at Lake.

**006:** Xerxes already serves as transit corridor and works well for me; I live on 44th street and it is already a busy street during the day. It's more of a residential street with lots of foot traffic & cars already present a hazard to pedestrians & dogs while walking! I don't want to see buses added on 44th - it would create more hazards for pedestrians & dogs! Ending at Southdale allows me to take public transportation to shopping and thereby minimize my carbon footprint.

**010:** I am a frequent 6 rider and access to Southdale is important.



- 019:** I live on Upton, and France has enough traffic as it is
- 020:** I live close to Xerxes
- 023:** I would take the bus to southdale
- 036:** Access to southdale on the most direct route. Lower priority for me to extend route on this end than to extend to Westgate.
- 043:** More destinations with enhanced service, less duplication/overlap with B Line.
- 051:** This is the most direct route to what I view as the best end point.
- 058:** The connection of Southdale and less affluent residences away from France Avenue is a benefit to workers travelling to the jobs around Southdale and into Downtown.
- 063:** Just end at Southdale Transit Center, doesn't matter to me how it gets there. (Xerxes or France)
- 065:** Gets me closest to work
- 084:** I prefer any option that goes to Southdale Transit Center to help ease congestion between southern Mpls and downtown. I would also suggest a spur going to the future METRO Green line extension.
- 089:** This is faster and serve many employment center shopping and health care centers
- 097:** More transit is better and more direct is better. Uptown needs better transit options
- 098:** Option 5 & 6 would appear to serve the most riders and destinations, with option 6 (Xerxes) appearing to offer a faster service than 5 (France Ave) while not making much different in ridership figures between the two options.
- 101:** it just happens to work better for me. I am close to Lyndale and 54th, so coming down Xerxes is still pretty walkable, but France is pretty far from Lyndale. Stopping at the future Green line cuts out too much of the southern direction of the route, and connects to something going west, not south.
- 112:** Simpler and more straightforward route - makes fewer turns, which will make it easier for customers to navigate the system and this route in particular.
- 119:** Option 4 or 6 are best. Xerxes is closer to commercial activity, schools and dense development than France. Ending at Southdale extends option to all of the new high-rise dev going up on York between 66th and 70th.
- 124:** Currently reside along the 6 route and while I personally wouldn't need this to go out towards Southdale I think it would reach more people. Especially with all of the new developments and hotels out that way it provides people a way to get downtown without having to drive or pay for an uber.
- 137:** Most direct and fastest route to interconnect transit options, plus fewer traffic issues along Xerxes than on France.
- 142:** This will better allow for connections to Southdale Pediatrics as well as connecting with multiple bus routes at Southdale Transit Center (515, 538, SouthWest Transit, etc.)

**146:** it seems like the most far-reaching and may have the potential to help the most people with their commutes. I don't have much of a personal investment in this part of the route.

**147:** Continues through current route 6 service areas - ending it at 44th or at the future green line extension stop will not serve and benefit enough people who currently use the route 6 bus. There are necessary amenities along Xerxes/York and I see more people using the bus on that street than on France in Edina. I believe following this route would increase transit usage.

**148:** It's the most direct route from my house at 44th and Upton to Southdale Mall/Target.

**150:** Most beneficial to me and to the other riders on route 6 and the express routes 578 and 156.

**152:** Provides the most direct route!

**156:** This would give more opportunities for people living in S. Minneapolis to get to town quickly.

**159:** It is hard to know without understanding trade-offs. Such as what are the ridership numbers, and extra costs involved in the extension.

**166:** 44th street is very narrow and congested, with a LOT of people parking on the street and not a good option no matter what. France can also be congested and slow. Xerxes is less congested, and would be faster than France. Serving Southdale makes sense, this is a hub for shopping.

**167:** Makes most sense to end at a transit hub. The 6 already serves France Ave. The E line via Xerxes should, hopefully, relieve some pressure from the 6 and allow it to serve a local route more effectively.

**168:** All of the rest are useless to me. If you take away the line on Xerxes, I will not be able to use this line, which I currently use. Additionally, we are planning on my children being able to take the bus along xerxes from Armatage to SW high school. That transit link would also be lost if the route is not along xerxes.

**180:** Seems to make the most sense, serve the most communities that would be likely to use the service.

**186:** Serve many employment centers

**195:** Again, not a fan of any of these. It would seem like a better option to route the line to the Green Line extension and then down to the transit center to provide more options for people and potentially allow more people to use it as well.

**197:** Provides rapid bus service closest to my home.

**203:** It has less overlap with other bus routes.

**217:** Option 7 would be best but is furthest into the future

**221:** When I go south on the #6, it is usually to Southdale. Going on Xerxes goes through the middle of a much more densely populated residential area than the France Ave section--running on the Edina border, where there are few riders. Also the Southdale area has many employment opportunities compared to any of the other options (and who is going to travel 10 more miles out to Eden Prairie to shop or work?).

**223:** Must go to Southdale. Xerxes is more dense and has a good street grid. The Minneapolis 2040 plan will allow much more future density along Xerxes than France. Jogging over to France jumbles up the legibility of the line.

**234:** I often take the 6 bus to Southdale area, and I find the Xerxes route the most efficient. It also gives access to the 50th street shopping corridor.

**235:** It's the fastest, most direct route. It also makes it clear that surviving Route 6 will provide good frequency along the current 6B&D route. The options that are part Xerxes and part France are confusing from a routing standpoint and would threaten the quality of the remaining Route 6 service.

**238:** Southdale is a major draw for riders, so it should end there.

**241:** Because it would bring me closest to home.

**243:** Southdale area is a huge growing dense residential area. Connecting to that will help provide important transit options and create another destination point on the route.

**245:** I think it would be more feasible for riders in southern parts of SW Minneapolis to use the line if it ended at Southdale. France is SO busy and Xerxes feels like a good routing compromise so you can walk from France Ave, from the center of Linden Hills, from residential parts of Minneapolis east of Xerxes and still reach the BRT line.

**246:** Very few turns overall (thus more comfortable) while still connecting Southdale to the network. That said, I'd prefer option 7 if it went from West Lake Street Station south along France to Southdale.

**252:** Try to limit the number of jogs the route takes. A straighter route on fewer streets is easier to comprehend to those who do not use transit daily.

**260:** Connects to the medical and retail in Edina in the most direct route.

**264:** The E Line should go to southdale at a minimum. Ending at Normandale Lakes would be even better. 1, 2, 3, and 4 don't go far enough south, and 4 duplicates the B Line/midtown corridor too much. Option 6 serves southdale and doesn't zigzag too much, but there could be better options not yet listed here. It would be nice to see options for simplifying and rationalizing the 6 Bus and E Line together. We need useful bus service on both France and Xerxes. Since the E Line can only serve one of them, it matters what would happen with the 6 on the other. Retaining the ability to travel crosstown around the linden hills area, between France and Xerxes, would also be nice. Maybe if the E Line is routed like in option 1, but all the way to southdale. Then the 6 bus travels up Xerxes from Southdale, ultimately heading to the West Lake greenline station? (thus intersecting with the E line around Linden Hills, where people could transfer).

**267:** Southdale is a growing job center, improving reverse commuting to this area would be hugely beneficial.

**270:** Serves Fulton and Southwest Minneapolis- it also looks like the straightest route, which is more legible than the seemingly arbitrary ducks and weaves. There are also more amenities along Xerxes than France Ave.

**274:** Option 6 or Option 7 with Option 5 routing down to southdale.

**289:** Higher ride quality with fewer turns, connects Southdale with high frequency transit, looks like it could connect with future American Boulevard aBRT

**290:** Direct routing to Southdale. Southdale is a huge stop for many people and provides jobs for people who needs it. E line will provide that access to more jobs.

**297:** Southdale could use better transit options and Xerxes would serve more Minneapolis Neighborhoods

**310:** Ending at Southdale will increase (hopefully) ridership. Running on Xerxes would give the easiest path for operators/future rail conversion

**311:** Serve the whole 6 line, go all the way to Southdale. Keep the routing as straight as possible to make it easy for riders to understand.

**317:** Although I haven't lived as near the south E Line portion (lived 1 yr in Marcy-holmes), it is clear that the overall best option is to keep the connection to southdale and far SW Mpls vibrant! A straight routing down Xerxes makes the most sense to me because it might cut down on travel time and would also simplify the route map and understanding for transit users. It would also serve residential commuters in that part of SW Mpls who would be more likely to take advantage of a frequent and hopefully 60-foot electric rapid bus to go downtown than the late and always-overcrowded 6. The routing to West Lake Station could be duplicative of future B Line service AND of hopeful future Midtown Streetcar service. That doesn't make sense to me.

**321:** Simple routing, and the Southdale area is booming in development. Lots of people going to/from Southdale. Alternatively, route to West Lake Station via Lake Street and then to Excelsior Boulevard and then south on France Avenue to Southdale. The E Line should be extended a little further south from Southdale to Minnesota Drive to serve the office buildings and senior housing and provide convenient transfer to/from Route 540.

**324:** Edina/Southdale needs faster connections, and Xerxes is less crowded than France

**329:** 1) Xerxes corridor has more consistent historical streetcar density remaining, making the investment more likely to produce a ridership increase (similar to Snelling Ave in St. Paul 2) Intersecting with but not duplicating the B-Line at Hennepin & Lake will improve connections, especially connections to jobs near/at Southdale. 3) Seems like it would make remaining 6 service easier to structure if the E Line served one branch and not the other.

**340:** While this end of the route does not affect my trips as much, I see value for a BRT line to run more directly for a faster trip. Also, Xerxes has more room to accommodate a priority lane for the BRT. I think having this option originating/ending at the Southdale transit center will be a transit advantage that could encourage more potential users to opt for tran

**341:** Most logical route to Southdale

**342:** I really have no preference between options 4-5-6, but feel it should go all the way to Southdale and not to the West Lake Street Station. I don't understand why a BRT is necessary to connect two LRT stations. We need better/faster service along the route served by the 6.

**345:** I think linking to a transit station could help draw park and ride commuters. I would also recommend Xerxes as the main corridor through South Minneapolis, as France Avenue is already so congested.

**362:** 1- this is along the route I take and is closer to the SW HS; 2 - too many corners/turns might slow things down.

**372:** Appears most efficient

**387:** Live near Southdale--Xerxes is a "quicker route"

**389:** I catch the 6E in Linden Hills and don't want to lose that stop.

**399:** I want it to end at Southdale, I don't care how it is routed. Lots of people who work at Southdale ride the six to get there, so let's make it fast for them/us.

**414:** I think routing along the east side of Bde Maka Ska adds useful service to a lot of people and extending to Southdale seems like an obvious way to connect in another destination as well as making the service more useful to some suburbanites.

**415:** I live near the Xerxes and this is the easiest way to go home. I also prefer not to transfer since I do not have to on my current 6 route.

**420:** Ending at Southdale meets more of my transit needs. No preference between France or Xerxes options.

**421:** Keep the stop at 36th and Hennepin for Vail Place. More businesses on Xerxes....Aldi, Arc, restaurants...maybe then over towards France by the hospital. Then to Southdale.

**424:** Either options 2, 3, 4 or 6. I commute daily from Uptown to Linden Hills. (Hennepin at 28th to Sheridan and West 43rd Street). Without the bus, I would not be able to get to and from work.

**428:** It is the most straight forward route and it goes the farthest. It needs to end at Southdale.

**429:** Toss-up between option 6 and 7. I think there needs to be an easy way to get from east of Bde Maka Ska to the green line station on the west side, but it looks like that's already being considered with other projects. For that reason, I think it makes sense to route BRT in a way that gives as straight a shot as possible (i.e., little to no turning) and it's be GREAT to have Southdale and it's transit station better connected to Uptown

**438:** I would no longer take the bus if this line did extend to 50th & Xerxes.

**443:** Lots of BRT, easy for me to get places I go

**445:** I prefer this option because the route is simple but also reaches a large number of people who may be dependent on transit.

**446:** I'm less familiar with this part of town, but a longer route that serves more people would be very valuable.

## Option 7 the future METRO Green Line Extension station of West Lake Street

**018:** I frequently go down to Calhoun Square to run errands, the E line would become a realistic option for those trips with option 7.

**028:** I don't have much of a preference for this side of things. Option 7 would simply make for a shorter route overall but I'm not very particular in this area.

**032:** like making the N side terminus at westgate, this would provide a handoff to the green line. This route would sort of parallel the green line extension serving a few benefits: alternate routing through SE and uptown that is much needed and give an indication of how the green light extension might be populated.

**040:** Don't reward sfh development with good transit, it won't support it. The connection to southdale is kinda compelling though considering the # of connections, straight down xerxes makes the most sense to me because it's easy to understand the route (option 6 is my 2nd choice)

**044:** covering all of lake st in express service is important. option 6 is a nice second option to get us all the way to southdale.

**052:** Unites routes better. Keeps it focused on the city

**055:** Won't be connected for a long my time. The other options seem very slow. Hennepin traffic through uptown in rush hour is horrible

**061:** I think we should be doing our best to connect the green line to the rest of our transit system, and there's already regular express buses that run many of the other routes.

**067:** Connections which strengthen the light rail lines make sense to me. Also, I rarely go to the suburbs, but I go to Uptown often.

**110:** I don't have a strong opinion here.

**111:** I like the option of connecting to LRT

**113:** Option 7 seems to be the most efficient/direct, especially since it connects to the Green Line LRT.

**120:** It doesn't go in front Carondelet school where children play and St Thomas Church are located and there are parking problems already.

**157:** This was a difficult question and I'm not strong on my preference. Ultimately I decided I liked route 7 best because it hooks a rapid bus line to a light rail line, which I appreciate.

**171:** I like an ending either at the Green Line extension or at Southdale. I think this line is strongest if it connects to other transit, since connections make transit more usable. I have no strong personal feelings about routing on France vs Xerxes, but I think the opportunity to connect to Southdale is seriously worth considering.

**173:** There is higher density on option 7, and a growing number of developments.

**175:** closer to my shopping

**211:** Minimum residential impact

**214:** I never travel to the other end points and would not use those options.

**247:** More users per mile

**250:** This option makes the most sense based on traffic congestion in uptown

**255:** Of the options given, that is the area I travel to the most.

**256:** Closer Connection to light rail from uptown. I question whether Southwest Mpls will use frequently enough. Route 6 could be modified to run only from uptown transit center south with the existing branches for Xerxes and France.

**258:** It makes a great deal of sense to make a connection to the Green Line extension. However, once this connection is made, the line should run limited stop service along France to connect to Southdale. The other Southdale routings push this service through a tortuous routing with low density and few drivers of transit service -- this area should be served by existing bus service. Connecting Southdale to West Lake with a fast, efficient routing is a no-brainer.

**266:** The network is still growing, and connectivity within the network is important to boost ridership and make transit look good. Provide great service and network connections, more will use it and demand similar aBRT through their area.

**275:** I think that connectivity with the lake street corridor and the ability to directly transfer to the SWLRT would be hugely beneficial

**278:** Since we have chosen to route SWLRT \*outside\* the densest South Minneapolis neighborhoods, we need a direct rapid transit connection from the closest METRO station to Uptown and points beyond. Beef up route 6 service in SW Minneapolis and Southdale and concentrate high quality aBRT to the densest areas.

**293:** Both ends of the line should be anchored by LRT Stops. In addition, the corridor should extend from the West Lake Station south along excelsior and then down France ave to serve the stops from the other options 1-6.

**303:** Keeps the line shorter and connects to the new green line.

**339:** It would make it logical with a local service between to green line stations. I rarely travel south of Lake St though.

**353:** I would prefer to have direct access to the West Lake Station over the Southdale Transit Center until the B Line is implemented. Once the B line is running, then I think option 6 would be the best route for the E Line, since it would end at a transit center rather than a street intersection. It would allow for easier transfers between stops for riders who need to go further south.

**354:** Rail Connections are awesome!

**355:** Having a direct route from University of Minnesota through the heart of Uptown and to the lake systems would be a massive plus. I was really frustrated when the Green Line extension did not interact more with the heart of Uptown. This E line would fill that gap and allow Uptown residents to use the E line to get to the Green Line extension quickly and efficiently.

**391:** Would make it easier to connect to the Green line SW extension from uptown, where right now there isn't an easy option other than heading to downtown to connect.

**396:** The 6 route takes a long time to make it Downtown Minneapolis and in order to get to Saint Paul from this side of town you would have to travel all the way to Downtown Minneapolis. If it stopped at the Green Line the commute to Saint Paul would be shorter from here.

**433:** I don't actually. These questions need an "I have no opinion" option. Only the parts north of Lake St affect me.

**449:** To connect rails -- makes sense to go from one green line to another (North extended)

### Option 8

**004:** I have no idea on this one - I do like going to either the Southdale Transit Center or reconnecting to the Green Line, though.

**012:** None. It all still effects traffic on west 36th Street and Hennepin.

**064:** I don't have a preferred option beyond not choosing option 7. It doesn't make sense to duplicate the route plans for the B line. Otherwise, the option I would choose depends of the diversity of the population served and the resulting impacts to the neighborhood. Would direct access to the route force lower income people out of their homes and cause limited affordable housing options?

**093:** These choices seem to leave out an optimal choice of routing to the Green Line Extension THEN along France to the Southdale Transit Center. Both Southdale and Green Line will be key hubs for people coming from other routes and more distant areas. I personally would appreciate access via Xerxes, but that would make a Green Line connection less reasonable. I suggest altering the Xerxes 6 C-E-K and 4P schedules so that they alternate being available to the Armatage neighborhood, instead of rotating into the neighborhood and out of the neighborhood at the same time. Having them on opposite rotations even with regular bus service will double our access without adding service.

**141:** I don't typically, so don't go that far. I would say the option that best increases access and ridership for the greatest number of people/potential riders.

**196:** None - connect to the future Green line extension, then continue south to southdale

**276:** I prefer any of the routes that end at the Southdale Transit Center, but have no preference as to how it gets there.

**410:** Any except 7. It would not meet my needs.

**430:** Not stopping at the idiotic Light Rail Station!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! Poor options!! I guess the lesser of all evils would be option 4.

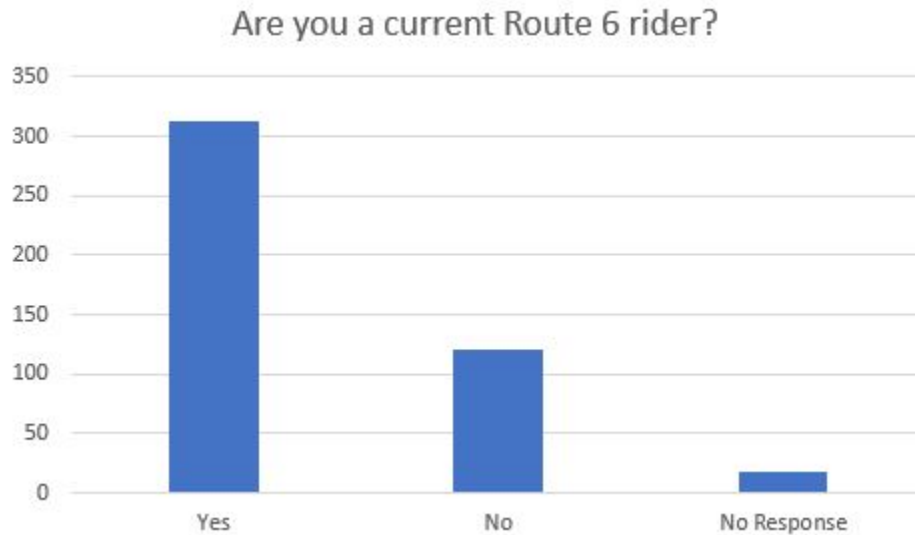
**437:** No preference.



### Are you a current Route 6 rider?

The options for this question was: yes, no, or left blank.

Option one was selected 313 times, option 2 was selected 121 times, and option three was selected 17 times.



### Where do you typically board to start your trip on Route 6?

**002:** Near 50th St at either Xerxes or France

**003:** Uptown Station

**005:** 25th street

**006:** 44th and Xerxes

**007:** Groveland Terrace

**008:** 35th St and Hennepin

**009:** 24th and Hennepin (if I am headed from home to Linden Hills) or Hennepin and 4th street (if I am catching the 6U from downtown to campus).

**010:** 50th and Xerxes

**013:** 39th/Chowen

**014:** Hennepin & 6th St S

**016:** France and Hwy 62 at stop 47790.

**017:** 24th street W.

**018:** Hennepin & Franklin

**019:** 43rd & upton

- 020:** Xerxes & 52nd St.
- 022:** West gate
- 023:** I don't
- 024:** Uptown Transit station
- 029:** By Stadium Village
- 030:** Stadium Village area at the U of M
- 034:** Marcy-Holmes (4th Ave SE)
- 035:** Downtown Mpls, 4th St (Via Route 3)
- 036:** 600 E Hennepin Ave, Minneapolis, MN 55414
- 037:** E Hennepin Ave & 2nd St SE
- 038:** 24th and Hennepin
- 046:** Stadium village
- 047:** 25th and Hennepin
- 048:** Hennepin and 25<sup>th</sup>
- 050:** Hennepin and W 34th St.
- 051:** 25th & Hennepin
- 052:** Hennepin and 27<sup>th</sup>
- 053:** Franklin Ave
- 054:** Downtown
- 055:** 55414 post office
- 056:** 44th and France
- 057:** 24th and Hennepin
- 058:** 4th Street SE
- 059:** 50th/Xerxes
- 060:** University Ave SE and 4th Ave SE
- 061:** 57th and Xerxes or Downtown Mpls
- 062:** 25th & Hennepin
- 063:** Hennepin and N 5th St
- 064:** 1st Ave and 2nd St NE

**068:** Near Stadium village where it lays over  
**069:** U of M  
**072:** Stadium Village  
**073:** 39th and France  
**074:** Washington Ave.  
**075:** William Berry Parkway and Lake Calhoun  
**076:** 33rd St  
**077:** Dinkytown  
**078:** 52nd and Xerxes  
**079:** U of M campus  
**080:** uptown  
**082:** Hennepin and 34<sup>th</sup>  
**085:** downtown  
**086:** 50th and France  
**088:** France Ave and 47th Street  
**089:** uptown and downtown  
**091:** 55th Street  
**092:** 35th st + Hennepin  
**094:** 48th and Xerxes or 48th and France  
**096:** 51st and Xerxes  
**097:** Downtown  
**098:** Uptown Transit Center  
**100:** I CAN NOT REMEMBER  
**101:** Uptown  
**103:** France Avenue and 39th St W  
**105:** 50th & Xerxes  
**109:** 50th & Xerxes or Downtown  
**111:** Uptown Transit Station  
**114:** 35th St. W & Hennepin Ave

- 116:** 43rd st. and Upton Ave.
- 117:** Hennepin Ave
- 118:** uptown
- 119:** 53rd Street
- 121:** Valley View/ Wooddale
- 122:** Downtown Minneapolis or Uptown
- 123:** on 10th and Hennepin downtown mpls
- 124:** Xerxes and 44<sup>th</sup>
- 125:** Souhdale
- 126:** 46th and France
- 127:** Down town at Hennepin and 10th.
- 128:** 11th St & Hennepin Ave
- 129:** 45th & Xerxes or 44th & France
- 130:** W39th & Zenith Ave South
- 131:** Hennepin and 12th.
- 133:** Upton & 43<sup>rd</sup>
- 134:** 4th St SE & 13th Ave SE
- 135:** Downtown
- 136:** 36<sup>th</sup>
- 138:** By Walker Art Center.
- 140:** linden hills
- 141:** 24th and Hennepin or 31st and Hennepin
- 143:** 34th and Hennepin
- 144:** 44th and Upton
- 145:** 44th St. and Sheridan Ave.
- 146:** Hennepin and 25th street
- 147:** Xerxes and 49th, or France and 49<sup>th</sup>
- 148:** Hennepin between 6th and 7th downtown
- 149:** 56th and Xerxes

- 150:** Xerxes and 60<sup>th</sup>
- 151:** 34th and S Hennepin
- 154:** 48th and Xerxes, transfer at uptown transit station
- 156:** Hennepin and 25<sup>th</sup>
- 157:** 24/Hennepin
- 158:** Hennepin and 28<sup>th</sup>
- 161:** Hennepin Avenue & West 34th Street
- 162:** 24th and Hennepin
- 163:** Various
- 164:** 4th Street and 15th Avenue SE
- 165:** Southdale
- 166:** 43 & upton
- 168:** 58th and xerxes
- 169:** Hennepin and 36th street...going North
- 170:** Either Hazelton/York or Southdale Transit Center
- 172:** 51st and France or 50th and France
- 174:** Close to 66th St., or 65th St, and France Ave.
- 175:** 36th & Hennepin
- 177:** 7th Street & Hennepin
- 178:** 4th st and 6th Ave
- 181:** 36<sup>th</sup>
- 183:** 52nd street xerxes or France
- 185:** 4th St. and Ridder Arena
- 186:** Uptown and downtown
- 187:** 50th and France
- 188:** 8th & Hennepin
- 189:** 33rd and Hennepin
- 190:** 36th and Hennepin
- 193:** uptown transit center

- 194:** University and 6<sup>th</sup>
- 196:** Hennepin + 1st st
- 197:** 59th and Xerxes
- 198:** Downtown or Valley View & Wooddale
- 200:** 36th & Hennepin
- 201:** Hennepin and Lake
- 202:** Uptown Transit Station
- 203:** Hennepin and 26th Street
- 204:** Hennepin & 7<sup>th</sup>
- 205:** 33rd & Hennepin
- 206:** University & 4th Street SE or University & 23rd AVE
- 207:** 48th Street
- 209:** uptown bus station
- 210:** Hennepin and 32nd.
- 212:** 33rd st
- 213:** Between 7:30-8am
- 215:** 32nd and hennepin (or detour: 32nd and girard)
- 216:** Hennepin and 12<sup>th</sup>
- 217:** Either 4th St or University at 6th Ave SE
- 218:** 48th and France
- 221:** Groveland Ave
- 223:** 41st and Sheridan
- 224:** Uptown
- 226:** Either Hennepin/Warehouse LRT station or dinkytown
- 227:** 32nd & Hennepin
- 229:** 4th St SE and 15th Ave SE/Dinkytown
- 230:** Hennepin
- 232:** 34<sup>th</sup>
- 234:** 34th street and Hennepin

**235:** 39th & Vincent  
**238:** Downtown or the University  
**240:** Lyndale or Oak Grove  
**242:** 54th and Xerxes  
**243:** Franklin and Hennepin  
**244:** Downtown Minneapolis  
**246:** Uptown Transit Center  
**247:** Franklin Ave  
**248:** 56th & Xerxes  
**249:** Stadium village Station  
**250:** Franklin and Hennepin  
**254:** Hen 25<sup>th</sup>  
**255:** Hennepin and 22<sup>nd</sup>  
**256:** Uptown transit center  
**258:** Lake and Hennepin  
**261:** downtown minneapolis, transfer from the 3  
**262:** Uptown  
**264:** Uptown  
**265:** Sunnyside & France  
**266:** 4th St SE and 15th Ave SE  
**267:** Franklin Ave  
**270:** Hennepin and Franklin  
**272:** Hennepin & 5th/6th St Southbound  
**274:** university of Minnesota  
**275:** Hennepin & 24th St  
**277:** 5th and Hennepin  
**278:** 31st & Hennepin  
**279:** University and Pleasant street  
**285:** 4th St SE and 6th Ave SE

- 287:** Warehouse District/Hennepin Avenue Station
- 293:** Laurel/MCTC and Hennepin
- 298:** Stadium Village
- 300:** Hennepin and Groveland
- 301:** Hennepin and 5th.
- 304:** Warehouse District station
- 305:** Downtown
- 308:** 44th & France Ave.
- 311:** Hennepin & 8<sup>th</sup>
- 312:** 15th Ave and University Ave/4th St
- 315:** 4th and 10<sup>th</sup>
- 316:** 27th Avenue
- 317:** Hennepin and 26th; previously at old apartment, 4th/university and 6th ave SE or near Stadium village station towards Marcy-Holmes.
- 319:** 50th and Xerxes
- 320:** 10th Ave SE & 4th St SE
- 321:** Southdale Transit Center
- 322:** 8th and Hennepin
- 323:** Stadium Village
- 327:** Hennepin and 27<sup>th</sup>
- 328:** Uptown
- 329:** Hennepin Ave S & 4th St. N
- 330:** Downtown at Hennepin and Washington from NE route 4.
- 331:** Umn
- 332:** 5th/Hennepin
- 334:** 36 Street and Hennepin Avenue
- 336:** Hennepin Ave & 24th St
- 337:** downtown, 8th & Hennepin
- 339:** Groveland



- 340:** Uptown transit station
- 342:** 34th and Hennepin
- 343:** 39th and Sheridan
- 346:** Uptown/downtown
- 347:** 60th St and France Ave
- 348:** Hennepin Ave S and 24th St W
- 350:** 36th St W & Hennepin Ave (stop 56775)
- 351:** Franklin
- 352:** Uptown Transit or downtown
- 353:** Hennepin Avenue at MCTC, although soon I will be moving and boarding at Hennepin Avenue and 27th Street.
- 354:** University Ave and 6th St SE
- 357:** Uptown Transit Station
- 359:** Hennepin and Franklin
- 360:** 44th and Vincent Ave S
- 361:** 44th & France
- 363:** Gallagher Drive
- 369:** Hennepin / Franklin
- 370:** Hennepin and Oak Grove
- 371:** hennepin and 28
- 373:** University and 4th St.
- 374:** 4th st and 2nd ave ne
- 375:** University and 4<sup>th</sup>
- 376:** Henn ave between Uptown transit station and Franklin avenue
- 377:** 27th Ave SE? The northernmost stop
- 378:** Hennepin and 10<sup>th</sup>
- 379:** It varies
- 380:** Uptown Transit Center
- 381:** Southdale Park and Ride

- 382:** nicolet island
- 383:** Frankiln and Hennepin
- 384:** 5th/6th & Hennepin Av, Southbound
- 386:** 36th St & Hennepin Ave or Washington Ave & Hennepin Ave
- 387:** Southdale
- 388:** depends which direction I'm going - either by the Walker Art Center (Vineland/Oak Grove & Hennepin/Lyndale) or around 8th Street
- 389:** 43rd and Sheridan
- 390:** 4th St SE and 6th St SE
- 391:** 31st and Hennepin
- 392:** Uptown Transit Station
- 393:** Sunnyside Rd and France
- 395:** 54th & France in mornings/6th & Hennepin evenings
- 396:** Downtown Minneapolis/76th Parklawn
- 397:** Uptown station
- 398:** Uptown Transit Station
- 399:** Hennepin and Franklin
- 400:** 39th and Chowen
- 401:** 48th St and France Ave
- 402:** Northbound, at Vincent or Sheridan. Southbound at 7th St.
- 403:** Northeast Minneapolis on Hennepin and 5<sup>th</sup>
- 404:** 1st Ave NE and 2nd St
- 405:** 12th & hennepin.
- 406:** Hennepin and 27th street south
- 407:** 34 & Hennepin
- 409:** Hennepin and 9<sup>th</sup>
- 410:** 44th and Upton s
- 411:** Xerxes and 46th Street, or sometimes Xerxes and 47th Street.
- 412:** Lyndale Ave S & Vineland Pl

- 413:** Hennepin and Franklin.
- 415:** Xerxes and 64<sup>th</sup>
- 416:** Hennepin and 6<sup>th</sup>
- 417:** Downtown Minneapolis or the Uptown Transit Station
- 418:** 31st & Hennepin
- 419:** Washington and Hennepin
- 420:** 33<sup>rd</sup>
- 421:** Franklin
- 422:** 4th Ave SE on University Ave SE
- 424:** Hennepin & 28<sup>th</sup>
- 425:** uptown transit center
- 426:** Downtown
- 427:** Upton Ave. S. & 43rd St. W. (stop 6202)
- 428:** 34th & Hennepin
- 429:** 33rd And Girard
- 430:** Hennepin and 4th or 8th, Hennepin and 24th or Lake or 50th and France or Xerxes, 42nd and Xerxes
- 431:** 27UN
- 432:** Southdale
- 433:** Hennepin Ave & 5th St S
- 434:** Hennepin Ave & Washington/2nd St
- 435:** Franklin and Hennepin
- 436:** 4th Street SE and 4th Avenue SE
- 437:** Hennipen and 1st St. S.
- 438:** 45th & Xerxes
- 439:** 24th St S and Hennepin
- 440:** 39th and Sheridan Ave
- 441:** Uptown Transit Station or 28th & Hennepin in the A.M.; 4th & Central in the P.M.
- 442:** 46th & France

**443:** 27th and Hennepin or somewhere downtown

**444:** 27th Ave

**445:** 31st and Hennepin

**447:** 4th St. SE & 6th Ave. SE

**448:** 6th Avenue & University / 4th SE

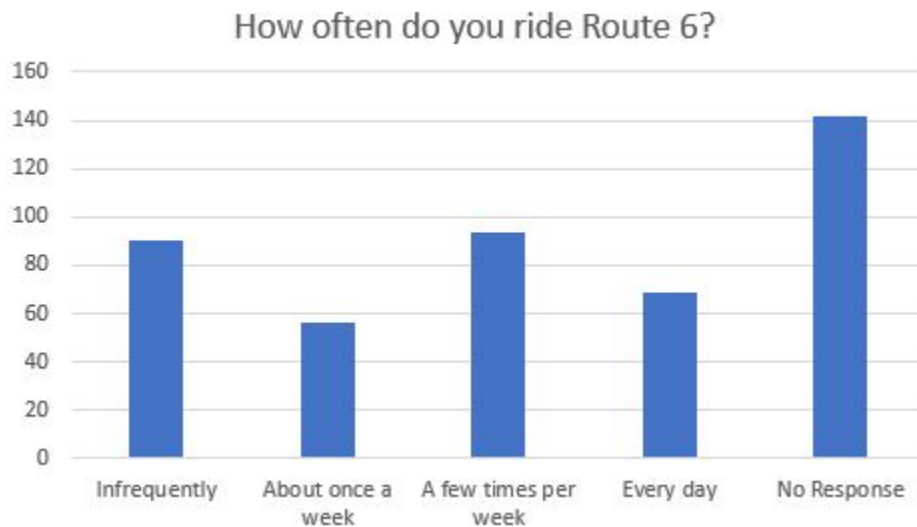
**449:** Central & University

**451:** 54

### How often do you ride Route 6?

In individuals answered yes, they are Route 6 riders, they were then asked how frequently they ride. If they answer no, they do not ride the Route 6, this question was automatically skipped. The options for this question were: infrequently, about once a week, a few times per week, every day, and response left blank.

90 individuals selected that they ride infrequently, 56 about once a week, 94 a few times per week, 69 selected every day and 142 individuals skipped this question.

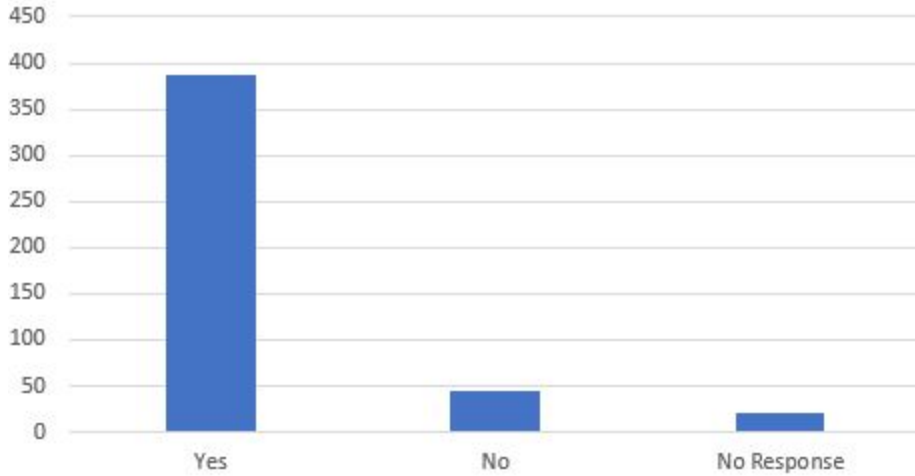


### Do you use other Metro Transit Routes?

The options for this question were yes, no or responded left the response blank.

Yes was selected 386 times, no was selected 45 times, and 20 people left the question blank.

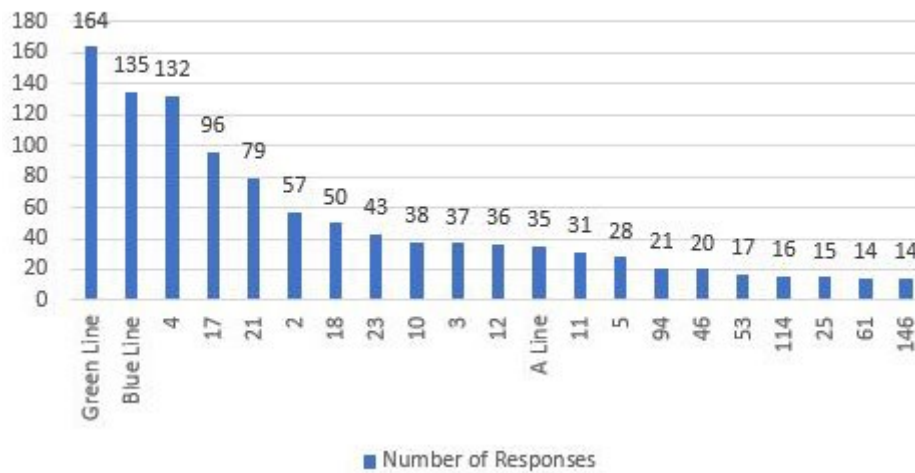
### Do you use other Metro Transit routes?



### Which routes do you typically ride?

If respondents answered yes to whether they use other Metro Transit routes, they were directed to this question. This question was open-ended. Most respondents answered with more than one route.

### Which routes do you typically ride? - Top 20



### Remaining Responses Not in Top 20 Responses

| Route | Number of Responses | Route | Number of Responses |
|-------|---------------------|-------|---------------------|
| 67    | 13                  | 538   | 2                   |
| 87    | 12                  | 68    | 2                   |
| 14    | 12                  | 8     | 1                   |
| 515   | 12                  | 36    | 1                   |
| 54    | 10                  | 38    | 1                   |
| 113   | 10                  | 50    | 1                   |
| 22    | 9                   | 55    | 1                   |

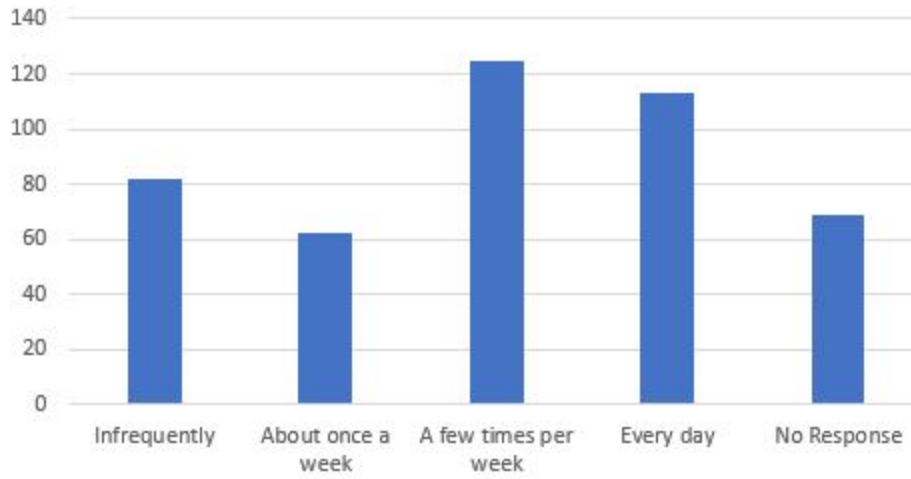
|          |   |     |   |
|----------|---|-----|---|
| 578      | 8 | 57  | 1 |
| 535      | 8 | 65  | 1 |
| 7        | 8 | 70  | 1 |
| 19       | 7 | 71  | 1 |
| 63       | 7 | 75  | 1 |
| 9        | 6 | 111 | 1 |
| 74       | 6 | 133 | 1 |
| 156      | 6 | 141 | 1 |
| 83       | 5 | 219 | 1 |
| 84       | 5 | 225 | 1 |
| 135      | 5 | 250 | 1 |
| 579      | 5 | 436 | 1 |
| 587      | 5 | 525 | 1 |
| 16       | 4 | 539 | 1 |
| 115      | 4 | 597 | 1 |
| 540      | 4 | 615 | 1 |
| 612      | 4 | 652 | 1 |
| 32       | 3 | 664 | 1 |
| 59       | 3 | 667 | 1 |
| 645      | 3 | 668 | 1 |
| Red Line | 2 | 695 | 1 |
| 30       | 2 | 721 | 1 |
| 62       | 2 | 722 | 1 |
| 64       | 2 | 723 | 1 |
| 134      | 2 | 724 | 1 |
| 264      | 2 | 755 | 1 |
| 270      | 2 | 757 | 1 |
| 444      | 2 | 763 | 1 |
| 465      | 2 | 766 | 1 |
| 537      | 2 | 825 | 1 |

### How often do you ride these routes?

In individuals answered yes, they are ride other routes, they were then asked how frequently they ride. If they answer no, they do not ride other routes, this question was automatically skipped. The options for this question were: infrequently, about once a week, a few times per week, every day, and response left blank.

Infrequently was selected 82 times, about once a week was selected 62 times, a few time times per week was selected 125 times, every day was selected 113 times, and 69 respondents left the question blank.

### How often do you ride these routes?

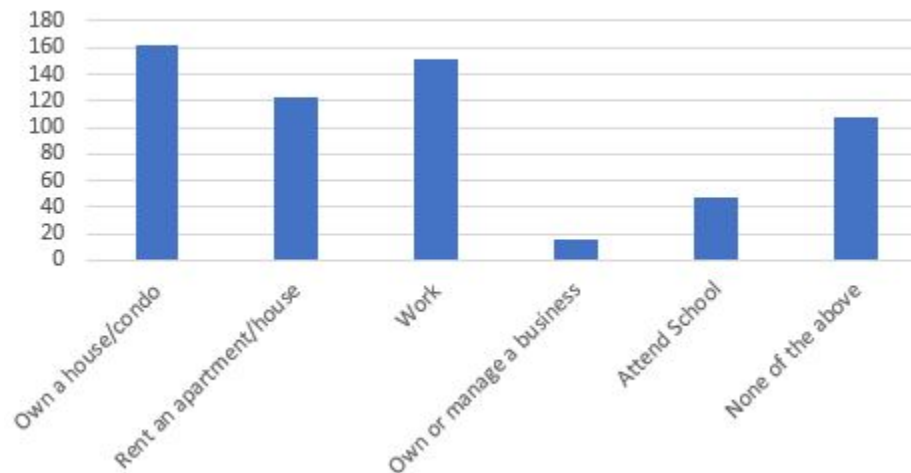


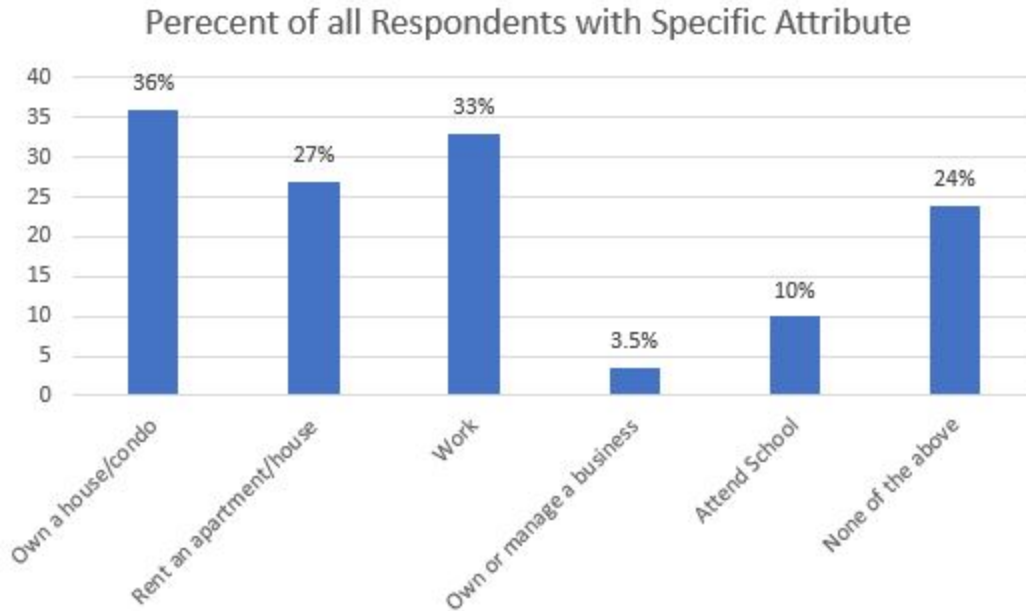
Along the Route 6, do you:

1. Own a house/condo
2. Rent an apartment/house
3. Work
4. Own or manage a business,
5. Attend school
6. None of the above

Own a house/condo was marked 162 times, rent an apartment/house was marked 123 times, work was marked 151 times, own or manage a business was marked 16 times, attend school was marked 48 times, and none of the above/no response was marked 108 times.

### Respondent Attributes





What are the major destinations, social services, regional amenities or other community assets Metro Transit should consider when evaluating routing options?

**001:** Major destinations such as the U of M or Southdale. Connections via the dense urban residential nodes of Minneapolis and these destinations. Other commercial corridors or nodes that would be helpful to connect to via transit.

**002:** SW High school is near. A stop on Xerxes for France could serve it.

**004:** Good food, museums, all that. Honestly, I would turn one of them into just a bus route and walking plaza if I could. Uptown is already a parking nightmare, might as well be nicer for pedestrians and residents and only 1% more of a nightmare for drivers.

**005:** Generally, hubs that will take me to other stations and popular destinations for shopping and entertainment.

**008:** what is quickest access to the airport? Right now, I have to take the 23 to the 38th St Station Blue line.

**009:** Public libraries are great stops, both as destinations and as pick-up sites. Sites that serve people with mobility issues are especially important for public transit. And I love routes that connect with the U, not only for myself, but for other community members who want or need access to this important public institution.

**010:** diversity, density, and access

**011:** Serve low income neighborhoods

**012:** Think about the families, homeowners and seniors who live here. You are disrupting the sustainability of the neighborhood because of millennial bikers and short sighted development plans in



Uptown, forcing change on us and not really including us. The whole redevelopment of Hennepin and of 36th Street were done with only a 10% response from the community. Your city planners admitted it at a community meeting. Your only thinking about more money being made in Uptown.

**013:** Southdale hospital Southdale mall sports venues chain of lakes recreation

**014:** Clinics, medical/dental/chiropractor appointments, shopping, recreation, Phoenix Theater, etc.

**015:** Current access to certain areas in the metro, and frequency of routes. It should consider the potential draw (businesses, shops, etc.) that the route would service

**017:** Arts and cultural events and institutions, health care services, restaurants, libraries, schools, parks and recreation, food markets,

**018:** Access to Mpls parks and lakes

**020:** Commuter/express routes from south Minneapolis to downtown.

**021:** U of M, downtown, eat street, Southdale, other transit connections.

**023:** Allianz field

**024:** Lake Harriet Band Shell

**027:** Downtown, Uptown, U of M, connections to other high-frequency transit, especially connections to Green Line (which is too inaccessible for much of south Minneapolis)

**028:** Most are already being considered- Downtown, U of M, major areas of commerce

**029:** Uptown transit station, Calhoun square, Lake Calhoun, Lake Harriet, Hennepin & Franklin Ave, University of Minnesota

**032:** Major shopping areas

**031:** New housing developments, parks and lakes, universities, retail, medical services (dental, physician, hospital).

**032:** Uptown, SE, university Ave

**033:** Parks, public restrooms, groceries, libraries.

**034:** Connection to other routes, transit and social hubs. Density of population should help determine frequency of routes.

**035:** Bus connections and transit centers; and, of course, even if there aren't any of those stations should still be made with regular frequency, as in the case of the A Line's Hoyt-Nebraska station.

**037:** Increased destinations in NE, comparable options that Uptown has with 113/114 routes should be considered for NE and the UMN campus.

**038:** Orpheum, Calhoun square, uptown Transit center, gateway office tower, Nye's

**039:** Lake Calhoun, Lake Harriet, Fairview Hospital

**043:** Uptown transit station

**044:** grocery stores. good service to the lake would be nice.

**046:** Major retail hubs like uptown and st Anthony main

**047:** Shopping, Housing, Medical, Jobs

**048:** Connections to existing routes and facilities. Large retailers and low-wage job centers. Regional destinations like those on the UofM east bank campus

**049:** Where do people need to drive cars and how can that be reduced.

**050:** The 6U route is a gem. Duplicate that exact route. U of MN, downtown, uptown, southdale

**051:** Access from SW Minneapolis to the East Bank or Prospect Park and heating lamps at any new E Line bus shelters.

**052:** Libraries. Public housing. Major offices.

**053:** Populated intersections (ie Franklin Ave & Hennepin, Lake St and Hennepin), Lakes, Shopping centers/districts

**054:** Dense walkable corridors should be a priority (hello, Uptown!).

**055:** New student apartments. U of MN. Hospitals. Parks!

**057:** Any neighborhood district which includes commercial uses, commonly-boarded bus stops, areas with more intense density.

**058:** Avoid routing on bicycle streets - buses create hazardous pavement conditions at the curblines for bicycling.

**059:** U of M, 50th/France, Southdale hospital and mall area, uptown.

**060:** University of Minnesota, shopping in Edina

**061:** the u of m and surrounding community, 50th and france area, linden hills, the lakes

**062:** Religious destinations--how awesome would it be if we had actual transit service every day, including holy days?! There are major churches all along here: Basilica of St Mary, Temple Israel, Hennepin Ave Methodist, and others, including ones a block or two off. This is one of the closest lines for getting to Bde Maka Ska and Lake of the Isles, two major regional park destinations. Also the Mississippi/Nicollet Island. Probably others. Also all the smaller parks all along it. It's also huge for education: U of M, MCTC, Aveda Institute, FAIR school, DeLaSalle, Southwest, Jefferson, Dunwoody, whatever's in the Basilica School building, some cooking stuff downtown (I think?), and likely others I'm less familiar with. Also things like the Walker Art Center, I think all the Mpls stadia within a short(ish) walk, Sculpture Garden. Uptown. Downtown. Near Northeast/St Anthony Main. It's also a major connector to downtown--the 17 takes too long and the 12 is a suburban line that weirdly doesn't pick up/drop off during the most densely populated part of its route from downtown to uptown. It's a bus for transferring to other busses too.

**063:** Grocery stores, large clusters of apartment housing

**064:** They should consider major transfer points already in place where metro transit already owns the land and has resources/stations already used/developed. They should consider the racial diversity of the population served and strive to provide better services for people of color and immigrant communities. They shouldn't duplicate already planned rapid transit lines or train lines. They should consider placing transit lines that support movement of students and families to public schools.

**065:** Uptown, Lakes, Southdale area

**067:** Connections to rail lines would prompt me to consider taking the bus. Also, I would like increased on-bus security (but NOT ICE)

**068:** Senior and affordable housing (eg. at Westgate) Medical Schools Employment Centers Future TOD

**069:** Disability, medical, education, commerce, shopping in that order.

**070:** Currently there is no convenient public transportation to Edina from the Minneapolis or St. Paul urban areas. There are many high tech employers in Edina where currently the only viable commute is to drive a car.

**071:** Metro Transit should consider ways to minimize the need for passenger transfers while connecting major workplace and event destinations. Perhaps bus loops (for instance, a loop running from the Southdale transit center to downtown Minneapolis to the U of M campus to downtown St Paul and southbound down 35, with a countercirculator too (rather than linear routes) would be a way to handle this. Buses extending out to remote suburbs should stop at several large destinations in the core of the metro, not just one. Spoke-and-hub may work well for the captive audience of airline passengers, but it is not attractive as a means to commute quickly to work (too many transfers make the commute too long and even more unpredictable than driving)

**073:** Metro should strongly consider the importance of the University of Minnesota and the Southdale area as dense centers of housing and jobs. Service in Southwest Minneapolis and Edina should be routed through the major commercial nodes.

**074:** Bikers

**075:** Uptown, downtown, links to existing service.

**076:** Linden Hills Restaurants, Harriet Bandshell, 50th and France shops and movies, Southdale shops and movies, uptown, south Hennepin shops and dining, walker, loring park, St Anthony main, Aveda, lunds, Central and Hennepin dining and shops, Alma, dinkytown, campus, stadiums, Surly, textile center, wcco

**078:** Downtown Linden Hills and the multi family housing nearby, senior housing at 50th and Chowen, commercial and multi family housing at 50th and France

**079:** UMN, grocery stores

**082:** Hennepin Healthcare

**083:** It's good to connect walkable nodes of activity by bus.

**084:** grade schools, high schools, colleges, libraries, grocery stores, connections to existing/future light rail and BRT lines

**086:** I don't think I have a lot of unique thoughts here. The U as a potential destination beyond students. Commercial nodes, pop density, and existing usage.

**087:** Access to businesses, shopping, retail.

**088:** I think it makes sense to connect downtown, 50th/France, and Southdale - all of which are important commercial nodes.

**089:** jobs centers

**090:** Uptown, Saint Anthony Main

**091:** Route 6 CEK and 4P allow Armatage residents access to downtown and uptown, and all the connections those entail. Route 6 also takes us to the Southdale shopping area and other routes that can take us to the airport (though I prefer downtown and Blue Line).

**094:** Schools, healthcare, shopping, libraries, bike path connections

**095:** Uptown/LynLake, Northeast/St. Anthony Main

**096:** Shopping, Downtown, Southdale, Downtown Linden Hills, 50th and France, U of M

**097:** Connect employment centers to housing

**098:** Downtown, Uptown, Northeast, U of M.

**099:** UMN, Other major transit stops, grocery stores, medical centers

**101:** it's nice to have coverage of the city. It's pretty far already between the 4 and the 6, major N-S routes. It would be nice to have an easier way to get on light rail to the airport. From S minneapolis, it is not easy. Rail is easier than buses for airport travel, because carrying luggage onto a bus is hard. Maybe buses with easier on/off ramps/doors for carrying larger items? Maybe more pay on the ground options to make boarding easier with luggage? It would be nice to have the option of paying on the light rail - it is not a good feeling to miss a train because you don't have time to buy a fare. Oh, and one more thing. Could you put a button across the street that signals the bus to wait? It is very frustrating to miss a bus because you are waiting for the cross walk sign, while hundreds of single occupied cars go through the light, which is long for their benefit, and makes bus riders stand there at the light across the street and watch the bus drive away. If there were a way to signal the driver so they would be required to wait, that would help. They don't generally respond to hand waving, jumping up and down, etc. Similarly, if you had lighted signals at bus stops to signal a driver that you are there - I have been passed at bus stops in the dark.

**102:** U of M, DINKYTOWN, UPTOWN

**104:** Concentrations of lower income people, people of color, and housing and jobs

**106:** Malls and shopping areas, parks and recreational areas, business areas, event areas

**108:** Commercial districts are key destinations for work, shopping, socializing. Southdale is an economic anchor in that part of the city. Defer high volume services like this away from residential streets where possible (tricky in Linden Hills). Access to parks is a nice perk.

**109:** Southdale, 50th & France, 50th & Xerxes, Uptown, Lake Calhoun, Linden Hills.

**110:** Connecting Prospect Park and the U with the Central-Hennepin area, which is booming and has lots of amenities.

**112:** commercial nodes, U of M

**114:** Southwest High. North Hennepin area. University of Minnesota Athletic Center. Uptown Transit Center, Walker Art Center. Downtown MPLS.

**116:** Mainly getting to/from the downtown area from the busiest outlying areas in the quickest fashion

**117:** The major destinations are stadium village, uptown, and the northeast area near the Hennepin Ave bridge.

**118:** southdale to the UMN

**119:** High schools, dense development, medical centers, universities, light rail stations

**122:** Grocery stores

**123:** Southdale Transit Center. Bus stops with shelters and heaters. Place to attach bicycle during the summer.

**125:** Southwest high school, southdale, home, joyce uptown foodshelf, edina target

**127:** Connect the precincts of work, living, entertainment, and health care with service that is PREDICTABLY reliable and quick enough to be an easier choice over the flexibility and immediacy of driving a personal car. Leverage digital tools so passengers don't waste time waiting due to the unreliability of your current nexttrip tool – it's baffling that its predictive factors are not sophisticated enough to narrow the margin of error. I love my time on the bus but I often feel that the inability to stay close to schedule, AND/OR the inaccuracy of the digital tools make it too risky to choose the bus over my car.

**128:** business stops along Hennepin Ave in Uptown

**130:** Southdale, Linden Hills 44th, Uptown, Downtown, NE Mpls, U of MN are all hubs of activity people would be traveling to. It would be really great to have express service to these points in the city.

**131:** Work, shopping, bars and restaurants.

**133:** Hennepin entertainment district, airport

**134:** Metro Transit should consider population density, existing transit ridership, and amenities and land use patterns that support walkability above all else. Metro Transit should strive to make transit trips convenient and fast for all daily needs, without an excessive focus on commuters.

**135:** Walker Art Center/Loring Park, Bde Maka Ska, cycling lanes/hubs/transitions to different modes of transport

**136:** Southdale on the south end

**137:** Connecting commercial corridors.

**138:** Direct routes to shopping malls since downtown doesn't have big department stores anymore.

**141:** I am not sure how to prioritize these, they are each important and I wish transportation was increased to make it easier to get to each. But I'd start with getting to grocery and home goods stores, medical appointments, elementary schools. Personally, I wish I could go directly to the University of Minnesota St. Paul campus and to the airport direct from my home near Franklin and Hennepin (especially fast transit). I have the means to have a car, but would go without it if I could - but I am not going to bike, nor do my car-less friends, especially those with children.

**142:** Parks, schools, shopping centers, work areas, living areas & tourist destinations.

**143:** Route through areas with the highest Housing density!

**144:** University, southdale

**145:** Frequent access to banks, stores, grocery, etc. Hence connecting downtown Linden Hills with 50th & France and Southdale just makes sense. Plus it will greatly reduce my time to uptown for errands

**146:** First and foremost, not displacing local communities, especially communities that are already disenfranchised/marginalized Secondly, connecting parts of the city where there is little or no access to high speed transit--the twin cities are heavily trafficked, and those of us without cars are already doing our best to minimize traffic, pollution, and greenhouse gas emissions. That decision feels more worth it and is easier to make when the transit options are reliable, fast, and well-connected. It makes the cities a better place for everyone.

**147:** U of M events on the north end, reasonably prices grocery and providers like Cub Foods, Target, and the YMCA on the south side

**150:** Libraries, coffee shops, restaurants.

**151:** Southwest HS, Popular neighborhood nodes: 50th & France, Linden Hills. Lake Harriet.

**155:** Convenient dropoffs at major shopping areas would cut down on traffic.

**156:** Connection the light rail, downtown, the U of M, proximity of route to high schools.

**157:** Downtown, major offices, shopping, grocery, schools

**160:** Bus stops near bike paths! This is already done pretty well, whether intentionally or not. I chose "infrequent" for how often I take the bus because I usually ride a bike for the full length of a journey, but sometimes I combine transit methods.

**159:** Traffic congestion

**161:** Spacing between stations and stops. I would prefer that when the Metro E Line comes to Minneapolis and Edina, Metro Transit does not remove anymore stops on Route 6. The E Line should be a supplement to, and not a replacement for, Route 6.

**162:** That a lot of kids have to walk long distances to their bus stops ever since Hennepin reopened and the detour was closed

**163:** all/any retail

**164:** Churches, shelters, libraries, restaurants, bars/nightclubs, lakes/parks/trails

**165:** Getting people to schools and

**166:** Downtown, shopping, University of MN

**168:** SW high school (note that a route along France doesn't serve the high school well because from 54th south, Edina extends east to Xerxes).

**170:** The south end of the current route 6 (around Centennial Lake) to Minnesota Drive and France is important and I would not like to see the routing there limited or eliminated.

**171:** I think building a well connected web of services allows people to reach destinations effectively. Connecting to county services, commercial areas for both employment and shopping, as well as major transit connection points, is super important.

**173:** What's the density. What are the homes, apartments, condos like? Do they have lots of parking, minimal parking, or no parking? Consider the traffic in the area as well. Option 7 is in an area with growing congestion.

**176:** Hospitals, and schools.

**177:** Access to local businesses along routes while limiting stops so the E Line isn't as slow as the 4 or 6

**178:** College students at the U, riders in SW Minneapolis/Edina going to Target Field/center

**179:** Schools, universities, shopping, transit connections, housing density, affordable housing, recreation and parks, healthcare.

**180:** Downtown and Uminn events (sports, concerts)

**181:** Southdale, Downtown, the U

**183:** Access to medical and dental services,

**184:** U of M, Hennepin Avenue, Uptown, 50th and France, Southdale

**185:** Connect to high ridership destinations, like the UofM, especially for a population that is transit dependent. Generally, improve service for those who are transit dependent over trying to attract a few more suburban riders. Connecting to major destinations like stadiums is also good, as it increases chances to reduce the need for parking at those locations.

**186:** Shopping employment centers

**189:** 50th and France, bde maka ska, Calhoun Square area,

**190:** Connecting people to jobs and retail opportunities, getting through or around downtown Minneapolis quickly

**191:** Universities/schools, existing transit-usage rates, and opportunities for daily trips beyond just commuting - shopping, recreation, dining, etc.

**193:** Shopping centers, Hotels, apartment buildings

**194:** I would like to see a direct connection between route 6 and Eden Prairie

**195:** Improving local route service in general. I'd ride the bus/light rail more frequently if shelters were better, maps were better, timetables were better, transfers were better coordinated. Cant tell you how many times last year I'd be on the green line pulling into the station to watch the 63 pulling out and then have to stand in sub 0 temps where the wind blows into the 'heated' shelter. It might be heated, but it doesnt actually heat anything. Not to mention, if you want to do any shopping, most of the buses are way too full to bring shopping bags on.

**196:** Make sure local service is still available through uptown

**197:** Southdale area, downtown Mpls, University of Minnesota, Linden Hills/Lake Harriet

**198:** The parts of current route 6 not served by the future E line should be considered in how they can still be served even if not on/directly on the E Line

**199:** Not disturbing residential areas.

**200:** hospitals, shopping areas, grocery stores, libraries, government offices, office parks, bars, restaurants, childcare facilities, connections to lightrail, sporting arenas

**201:** Southdale, Lake Calhoun and Southtown would be really nice.

**202:** Traffic flow. The E-Line sounds great but without some soft of traffic flow changes I have doubts of how it will succeed.

**203:** Access to parks, connections to other bus routes

**204:** Uptown, downtown, Southdale, University of MN

**205:** Downtown, Southdale, North Loop (I would vote HIGHLY for the 6 line to continue into the North Loop downtown -- rather than just turning around on 2nd Street, I think it should continue going west into North Loop up to Plymouth Avenue and turn around and back. Many business now located in there, as well as condos that are far enough from Henn that people would take the bus if they could catch a bus that would turn down Hennepin and they could just take 1 bus (not go 5-6 blocks and have to transfer on Hennepin to go another 5 blocks.

**207:** Support existing retail business districts.

**210:** Parks, business nodes, bike routes (I bike and bus all the time).

**213:** Uptown, downtown, north loop, and the University of MN



**214:** Avoiding the displacement of pre-existing businesses. Despite what MTC claims, hundreds of small businesses were displaced or destroyed with construction of the Green Line and resulting gentrification. Economically we suffered a lot and lost irreplaceable cultural assets.

**215:** downtown (e.g., theaters along Hennepin) farmer's market under the 394 bridge university 50th and france green line extension to the west

**216:** MOA, Southdale/Galleria, Surdyks

**218:** Library/DMV/courthouse at southdale. Normandale community college. Linking up the shopping/business districts on the southwest side of Minneapolis.

**220:** Dinky Town, 50th and France, Southdale, Uptown Dinning/Night Life, St. Anthony Main (Downtown Northeast) Dinning/Nightlife

**221:** large shopping centers or commercial intersections, any senior complexes, large apartment/condo complexes, certain transfer points--esp cross towns, certain parks.

**223:** Southwest High

**224:** The U of M

**226:** Other transit connections, up and coming mixed-use developments, central library, and major shopping centers

**229:** University of Minnesota, Marcy-Holmes, Mississippi River, Chain of Lakes, Southdale medical center, Linden Hills, Uptown, Nicollet Island, Nicollet Island/East Bank commercial district, Downtown Minneapolis, Walker Art Museum, Hennepin Avenue commercial corridor

**233:** Food and shopping

**234:** Downtown St. Paul, from Uptown; University area from Uptown; connecting to other major transportation hubs (I think the 6 is already good at connecting to other bus lines and the green/blue lines.

**235:** Downtown, Uptown, 43rd & Upton (Linden Hills), Southdale area

**239:** Connecting the U to Uptown, 50th & France and Southdale would be a great connection - living close to the U getting to the Southwest metro is pretty difficult and providing a fast, reliable means will lead to me taking Metro Transit more often

**241:** Downtown (Target field), UofM

**242:** I like to use it instead of an Uber to go from Armatage neighborhood to downtown for shows or dinner but right now it takes so long! So I really like the idea of an express route. It feels like 50th and France would be a good destination

**243:** University of Minnesota, Northeast Minneapolis, Downtown Minneapolis, Uptown, Southdale Transit Center

**244:** Multi-family housing, hospitals, higher ed, business districts

**245:** Reaching downtown, the University, and deeper parts of SW Minneapolis. I used to ride the 6 daily and these were my main destinations.

**246:** Shopping districts are fairly important. Being able to access local and regional park destinations is important, along with museums and other areas of interest. For daily riders, connecting major employment centers is important, along with dense, livable, walkable areas.

**247:** Downtown, msp, Moa, etc.

**249:** The u of m, especially the student housing east and west of campus. Transit on university/4th st se needs major improvements

**250:** How will the routing option improve traffic flow and pedestrian safety

**252:** Density of residential, major job centers, walkable destinations.

**254:** Co-working spaces, city hall

**255:** Downtown Minneapolis, University of Minnesota

**258:** Southdale is a huge and growing driver of transit service that shouldn't be ignored. And obviously, the University of Minnesota \*must\* be served.

**259:** bars, breweries, parks

**261:** Universities, local businesses, large business "hubs," other transportation options/transfers

**266:** the University of Minnesota should be weighted more highly, and the massive student population that is best chance at expanding transit ridership (after serving the poor)

**267:** Notice the success of the green, blue, and A lines in a regional and national context. Build in areas with existing population density.

**268:** Houses/Apartments, Hospitals, Transit Centers, Grocery Stores/Retail, and walk-able recreational areas like a Movie Theater.

**269:** Southdale, 50th and France, Lake Calhoun and Harriet

**270:** Schools, Secondary and Post-secondary. It should also focus on a strong network- allowing the routes to be interdependent with some redundancy.

**271:** Prospect Park/UofM/NE Mpls/Downtown/Uptown/Linden Hills/Southdale

**272:** University of Minnesota, Dinkytown, 50th & France, Southdale, Linden Hills, Central & University/4th St

**274:** transit connections

**275:** Henn/Lake, Henn/Franklin, Henn/12th, Henn/7th, Henn/Washington, Henn/University, University/7th SE, University/14th SE, University/23rd SE

**276:** University of Minnesota

**278:** Grocery shopping, convenience store shopping, major entertainment attractions downtown.

- 279:** More options for University students (more than just U of M, all colleges)
- 280:** Southdale, Uptown-44, St. Anthony, U of M.
- 282:** Providing efficient connections to all of what SW Minneapolis/Edina has to offer. 50th and France District, Southdale, Uptown, The Lakes, Linden Hills.
- 285:** Uptown, UMN, residential neighborhoods North of the river
- 286:** neighborhood business nodes; access to transit for suburban people
- 287:** LRT connections, UMN campus, Northeast, downtown, Uptown, Southdale
- 290:** Apartments/Low income housings, Shopping center (For jobs), business centers/regions.
- 291:** Residential density, equity, trip drivers
- 292:** Try to connect commercial and civic nodes, places people need to use. I would also strongly argue against the particular option that just connects the Green Line to itself from Westgate/Stadium to the proposed station on the SW extension.
- 293:** Connectivity with other major routes including future LRT service and other ABRT corridors.
- 296:** existing transit centers, activity centers, dense housing, connections to other transit lines
- 298:** Student neighborhoods and heavily trafficked areas around the U of M campus.
- 300:** Major business nodes, University of Minnesota.
- 301:** Building ridership.
- 302:** Providing bus connections to current and future light rail. Connecting southdale to brt to lrt makes the whole system run better
- 304:** Car-free households, density, future growth of population, jobs.
- 305:** U of M, East Hennepin area (across from downtown), Uptown business district, Linden Hills, Southdale
- 306:** University of Minnesota (and surrounding community), Northeast (Central/Hennepin) district, Downtown, Uptown area, 50th & France, Southdale Center area
- 307:** University of Minnesota -- large population of carless students. And good to help students learn how to use transit early -- and have transit be effective and available -- to help reduce future car usage.
- 309:** Heavily walked areas, including but definitely not limited to, Hennepin Ave, Lake St, and Washington Ave, should be easily accessible by transit. A more connected city is pedestrian-friendly, and will be key to bringing young talent to the area.
- 310:** Malls, Sports Complexes, Downtowns.
- 311:** University of Minnesota, University/4th Street destinations, SW Minneapolis. Limit number of stops.

**312:** University of Minnesota, commercial/residential nodes in Dinkytown and Stadium Village, St. Anthony Main and nearby development In the south side, Southdale Mall, connections to SWLRT and B Line, probably many more I'm unfamiliar with

**315:** Speed of route, and transit priority at signals and ahead of cars especially southbound at the hennepin ave bridge into downtown, the lights are too slow and the busses get stuck waiting for turning cars.

**316:** The university of Minnesota, uptown, dinkytown, and downtown

**317:** Please consider destinations like Southdale, but more importantly for the northern portion, destinations like the booming old st. Anthony/east bank hennepin-central and marcy-holmes neighborhoods, the U, and the current Green Line. MT should make sure to increase service to transit dependent and lower income populations (including students), and should simply not truncate the line at downtown. Please! The lack of high-quality transit in the east bank areas i described is a problem! The 2 is not sufficient, is very slow, and doesn't serve the same destinations that the E Line would.

**318:** U of M, Dinkytown, East Bank area, Downtown, Uptown, Chain of Lakes, Upton and 43rd retail node, 44th and France, 50th and France, Southdale.

**319:** Williams Arena, TCF Bank, LRT lines, Southdale

**320:** The University of Minnesota, Marcy Open School, Northeast Minneapolis, 1000s of new housing units, Hennepin County services.

**321:** Southdale area, along York Avenue south of Southdale, Minnesota Drive & France Avenue area, Normandale Community College, Normandale Lake District, University of Minnesota, Marcy-Holmes neighborhood, Dinkytown, and Westgate area.

**322:** Commercial nodes like downtown linden hills, 44th and France, 50th and France, and Southdale

**323:** St. Anthony Main, Uptown, 50th & France

**324:** I imagine if it's important enough to put a transit center somewhere, it's important enough to connect to downtown rapidly.

**325:** Jobs, affordable housing, multifamily housing, supermarkets/co-ops, dense mixed-use buildings and nodes/corridors, walkable/bikeable nodes/corridors (so you can get to destinations other than just your stop), and other retail & service shops that will allow people to live a car-free or car-lite life.

**326:** Metro Transit should concentrate on the most dense (both housing and employment) urban areas. Particularly Midtown and St. Anthony/Marcy-Holmes areas of Minneapolis that could use rapid transit.

**327:** They should consider population centers and areas of interest. They should also consider other things like schools, hospitals, and social services offices.

**329:** Connections between NE Minneapolis and the University of MN are currently poor; E Line can fill a major gap while also supplementing service into DT on routes that can occasionally be near capacity (10, 11)

**330:** Working closely with the retail, businesses, and residents along transit lines, and showing them how much transit can (and does) work for them rather than against them.

**331:** Southdale, umn

**332:** Serve as many high-density residential and commercial nodes as feasible.

**333:** As mentioned early. Areas that are already getting development. Southdale, Uptown, Downtown, NE, University. Option 2 on the north end and 5 on the south end.

**336:** Job centers, parks, commercial areas

**338:** A broad set of offices and residential areas.

**339:** University of Mn, connections to green and blue lines

**340:** Access to downtown St. Paul for work, entertainment options in both downtown areas, employment centers, community gathering spots (i.e. parks), hospitals and health care clinics,

**342:** Various commercial nodes in Linden Hills, Uptown, and smaller ones elsewhere. Walker Art Center/Loring Park area.

**343:** Museums

**345:** I would focus on creating the least amount of additional traffic.

**346:** employment centers and apartments

**348:** Would like to see more consideration on transferring between E Line and existing local bus routes.

**349:** Major job centers, hubs of local businesses, and (most of all) neighborhoods with a high population density, especially people who are likely to use transit (students, low-income neighbors).

**350:** Southdale, Uptown, Calhoun Square, Uptown Lakes, UofMN, Westgate, local business districts between each.

**352:** Any bus that intersects with a light rail stop should be a high-frequency bus. Route 23, I am talking to you! This is a fantastic route that is underused because it doesn't come often enough. The 38th Street business corridor would be well served by a high-frequency bus.

**353:** I think getting to the University of Minnesota should be a high priority when evaluating routes, because there are so many students and staff who need to get there every day from around the metro area.

**355:** Universities, major event centers, outdoor destinations (lake systems), connecting major points to each other directly (west metro to airport). Do not build the system where all transfers from light rail have to be in downtown!

**356:** Jobs, business nodes, places for education/training. And we should always be connecting places with high density of housing to these amenities!

**357:** U of M campus, Uptown Transit Center, TCF Bank Stadium, UST, MCTC, Southdale, Green Line Extension, Fairview Hospital, 50/France.

**358:** Connecting Southeast Minneapolis along University/4th. There is a lot of shopping to be done in the Cen-Henn area, and currently the connections are poor along these arteries. So poor, in fact, that I don't ever use them because they're so infrequent and frustrating.

**359:** Gets me to my place of work most efficiently - I am disabled and do not drive.

**360:** High schools, shopping amenities/districts, senior centers. Transit centers/transfer centers

**361:** universities, tech businesses, malls, grocery stores, clinics, hospitals, places for families to bring kids, airport

**363:** Cedars of Edina at Gallagher Drive, Off France

**364:** University

**365:** Density of uses, regardless of type. The more people the line can serve per mile, the better.

**367:** University of Minnesota

**369:** University Campuses, major development centers, major concentrations of jobs.

**371:** As many business and higher density residential neighborhoods as possible.

**372:** Get plain clothes police officers or uniformed officers on random routes to control the crime. The public transit system in Minneapolis scares me - even in broad daylight

**373:** Local businesses

**374:** The ballooning population in Marcy Holmes. Please consider not just current residents but those expected within the next six months to two years. My neighborhood will be dramatically more livable with this extension.

**375:** Connecting people to their daily needs like grocery stores, dense areas of housing and employment, parks etc.

**377:** Underserved business nodes

**378:** doctors, shopping (including groceries), places of work for people who rely on bus transportation to get there, lakes

**379:** Shopping

**380:** Major retail areas, high density housing, hospital/medical services areas. Areas where parking is already constrained are going to be natural transit markets.

**381:** Access to entertainment (at Southdale), retail (near and at Southdale), increased density of housing is being built and more is planned, Fairview Southdale Hospital, primary and specialty clinics, assisted living facilities, Hennepin County Services Center (inside Southdale).

**382:** medical services, grocery stores, pharmacies,

**383:** Grocery stores, churches, hospitals, schools, family and friends

**384:** Grocery stores (Cub Foods, Kowalski's Market, Lund's, Whole Foods, etc.), Minneapolis Community and Technical College, Basilica of Saint Mary, Minneapolis Central Library, Walker Library, Dunwoody, Vision Loss Resources, Loring Park, Walker Art Center and the Sculpture Garden, breweries in NE Minneapolis, specifically Surly Brewing (near the Green Line), St. Anthony Main, Stone Arch Bridge, the Guthrie, Mill Ruins Park, the Central Downtown and West Downtown Arts District (including the theaters in the Hennepin Theatre Trust, Target Field, Southdale Center, 50th & France commercial district, Dinkytown, all the university-related stadiums as well as university campus and neighborhoods, the Chain of Lakes (especially Bde Maka Ska, Lake of the Isles, and Harriet), Lyndale Park Rose Garden and the Harriet Bandshell, The Bakken Museum

**386:** Libraries, shopping of any kind, medical and other professional services, restaurants, gov't services, parks, theaters.

**387:** Business areas, hospitals, and shopping areas, schools

**389:** France and Minnesota (tx to suburban lines), 78th street for Bloomington/Edina (commercial)

**391:** Making a faster option for those commuting to work downtown, so a route 6 with limited stops from uptown to downtown.

**393:** Downtown, Shopping, government, transportation,

**394:** Service should extend wherever people regularly travel, and be frequent & fast.

**395:** Southdale, 50th & France, Uptown and its lakes, and, of course, a block away from my house :)

**398:** Don't industrialize areas that have a quaint vibe, but express buses on Hennepin would be cool. If it requires tearing down buildings, though, I'd have to be asked again after I had the new information.

**399:** U of m, Southdale, linden hills, downtown, mctc, uptown, libraries, grocery stores

**401:** Shopping, groceries, YMCA.

**402:** Business nodes, schools and colleges, parks, transit hubs including the airport, high density residential areas.

**404:** U of M campus including TCF Bank Stadium, St. Anthony Main

**407:** Workplace, grocery, daycare, medical facilities

**409:** The U, the Lakes

**411:** I'd really like it if the next iteration of the 6 went all of the way down to the Southdale YMCA. They don't have enough room in their parking lots either, so I think that the Y would be supportive of this.

**412:** The Minnesota Streetcar Museum and Lake Harriet Bandshell

**413:** With major construction along Lyndale Ave, and a very infrequent schedule for the # 4, I think the # 4 line should be improved, A lot of people have been using Lyndale more due to the construction on Hennepin Ave.

**414:** Providing service for as many people as possible and linking obvious destinations with population centers. Make it easy for people to live car free!

**416:** Connecting with light rail stations

**417:** Please keep the 6 bus (or future E line) as close to the Excelsior and Grand area of Saint Louis Park as possible. It's a great resource for the neighborhood and moving it from 39th to 44th would take that away.

**418:** Hennepin County offices, retail (Southdale, 50th & France, Linden Hills, Downtown Mpls), connection to light rail downtown, Hennepin Theater/Arts District, NE pubs

**419:** It's important to connect the major activity centers of the University, Old St Anthony, downtown, uptown, and Southdale.

**421:** Drop in centers for those living with mental conditions.

**422:** University of Minnesota needs to stay as part of the route.

**424:** Schools, shopping, healthcare facilities, government offices, libraries

**425:** Go to the U. I'd like an easy bus to the struthers center, it takes 3.

**426:** Dense housing and job centers are the key things to connect.

**427:** Hospitals, medical clinics, and grocery stores are the most fundamental, but significant weight should also be given to restaurants/bars given the desire to avoid drinking and driving.

**428:** Avoiding poor, undesirable neighborhoods.

**429:** No suggestions that aren't already considered.

**430:** I visit 42nd and 50th and Xerxes businesses. I visit Sunnyside and France, 50th and France, Fairview Hospital and Southdale. I also go the Byerlys and Target Southdale. Any bus service there?

**432:** Downtown, Southdale, Uptown, U of M

**433:** Main St/St. Anthony Falls Area

**435:** Hennepin Ave, University of MN

**436:** Lakes and parks, entertainment venues, shopping, social services, medical facilities, schools.

**441:** Southdale (major transfer point, shopping destination, low-wage service workers, also a major hospital in the area), University of Minnesota, Marcy-Holmes area (large student population, many of them transit-dependent), major commercial areas like University/Central/Hennepin.

**442:** Hospitals, Uptown, 50th & France

**444:** Uptown, the U, and the Green line

**445:** Restaurants, entertainment (theaters, bars, breweries), light rail stops, neighborhoods with renters/students that may not have cars



**448:** Southdale, 50th & France, lakes, uptown, University of Minnesota

**449:** Easy connection to more transit

**We want to hear from the community. Do you have any suggestions of groups that would like to know about this project?**

**008:** South Uptown (formerly CARAG) neighborhood association.

**009:** Parents who work at the U and bring their kids to childcare there.

**014:** Uptown Association, Inc., CARAG, CANDO, Corcoran Neighborhood Association, East Calhoun Community Organization, Indigeneous Internet Chamber of Commerce, Longfellow Business Association, Lyn-Lake Business Association, Metro IBA, South Hennepin Business Association, West Calhoun Neighborhood Council

**019:** SWHS I'm sure

**024:** Cedar Lakes Dean Neighborhood Association

**027:** People who live along major potentially-connecting bus routes - e.g. #23 bus, #46 bus, #2, #21 and #53. Could those routes be improved to better feed/leverage an investment in a new E Line? What about U of M commuters who are take seasonal express routes but lack good options when school isn't in session?

**029:** Prospect Park 2020 <https://www.pp2020.org/> St. Anthony Park Community Council <http://www.sapcc.org/>

**030:** employees of Southdale, apartment/condo dwellers around Southdale, and employees of the medical complex north of Southdale.

**031:** Next Door neighborhood groups along the proposed expansion lines.

**032:** Towerside innovation district, prospect park association, st Anthony park cc.

**034:** University of Minnesota students, faculty and staff.

**038:** People who work and live in the corridor

**044:** maybe ride the 6 a few times and ask people to fill out the survey while they're on it

**048:** University students, senior groups, service providers, new Americans. Current metro transit riders across the system.

**050:** Commuters. Have paper surveys on the buses so riders can fill them out. Have survey takers at major stops along the routes.

**057:** People who commute to work to Southdale and other employers in this corridor

**060:** University students

**062:** Talk to the Minneapolis Pedestrian Advisory Committee. Do outreach through Our Streets. Talk to MCTC (I've repeatedly been unable to board 6s in the morning because of the number of students taking

them from downtown to MCTC--haven't taken that route at that time of day in the last year or two, but certainly showed very high usage!). Talk to the religious institutions along there (specifically any environmental/social justice people) about how to work with them to get their car-dependency down for people attending their services and what it might take. Talk to the Park Board to look into routing through/to some of the parks. Figure out how to time things with Community Ed courses. Talk to past U of M students like me who are loyal transit customers because of the U/MetroTransit connection, and talk to current students. Figure out how to expand and emphasize transit for students. Check with regular actual 6/6U riders, at all times of day, by riding transit. Or putting a survey up on the ticker tape. Or ??? But the meeting times/locations aren't easy for many of us to attend or get to (in part because I'd have to take a 6U which means planning more than I do for transit!) and others are unlikely to be able to take that time regardless or to hear about it since there wasn't a lot of outreach/reminders around it (I did appreciate the mailer I received as an apartment resident (so rare to get that kind of outreach from agencies/gov!), which I meant to add to my calendar and promptly misplaced). I'd also like to see outreach to weekend users, evening users, and transit-dependent users, which aren't always the same groups. It'd be great to have at least one more outreach option, at the downtown public library, with signs outside at the bus stops to let people waiting for busses know that it's happening. Ideally with snacks/treats/a single-ride bus pass thing. :) I know there are some transit/walk-specific initiatives in some adjacent areas to the E Line, and those individuals might be interested. There are also senior high rises along this route. I'm most familiar with the Kenwood and the one at 28th/Hennepin--those groups/AARP/MPHA might have insight into how this line could support seniors in particular being carfree and getting to locations along this route.

**064:** Minneapolis Public Schools

**068:** Towerside Innovation District

**069:** Do as much and go as far as you can.

**070:** Employers in Edina.

**071:** U of MN students

**080:** defer the SE study so they can focus on the Southdale extension because the services is very slow to Southdale and there are many jobs there .SE does save much time to justify extending .

**082:** You could distribute this to the ECCO community organization.

**089:** focus Southdale to downtown

**091:** I don't know how to contact them, but high school students at Southwest and Washburn might have interest in route questions.

**094:** Southwest High School, Linden Hills coop members

**097:** SEcomo neighborhood association

**103:** Minikahda Vista Neighborhood Association ([vistaview6@gmail.com](mailto:vistaview6@gmail.com))

**110:** The Prospect Park Association, University of Minnesota, Hennepin County Library

**112:** U of M

**116:** I work at HCMC, likely other large employers like Target downtown and the sporting event games to offer discounted prices to ride the metro

**117:** Downtown residents should also be informed of this project and university of Minnesota students.

**119:** streets.mn; Southwest High School; neighborhood orgs; Southwest Journal; UMN students

**122:** I use the buses as my sole form of transportation. I'm a little upset to see lines like this into wealthy areas of South Minneapolis (Edina) being put into place when the routes I take (17, 6) are so often late and dangerously crowded. I'd like to see Metro Transit convey an improvement in quality to riders while improving quantity of rides. I want more frequent trips of the central downtown lines I depend on for my work and livelihood. These Southdale lines are nice for shopping excursions but I'm tired of the deluxe A-line services going to suburban and shopping destinations.

**123:** Employees at Target Headquarters or other businesses that commute by bus from Edina or routes on the 6 in uptown or near the lates.

**128:** ride six route almost every day sometimes go to U of Minn also this route is important to me as I do NOT have a vehicle

**130:** Southwest High School, local retailers to represent needs of employees, MCTC students and other schools in the downtown area

**135:** impacted neighborhood associations

**138:** Everyone living in the downtown core.

**140:** Linden Hills Biz Association

**141:** The Lake Street Council is a helpful advocate for a diverse group of business owners and their employees and customers. They'd be a start and could recommend others. Also, businesses in Uptown which are suffering from the local construction, lack and loss of parking, and 35W closure.

<https://www.facebook.com/UptownCollectiveMpls/>

**146:** Students who attend University of Minnesota's St. Paul campus, or maybe residents of uptown and south Minneapolis.

**151:** High school students.

**155:** Strategic planning with bike routes would be smart.

**157:** Local businesses, office workers

**162:** A majority of the Somali community takes the 21 to the 6 to get to Southwest, and I know that the 21 buses get really full because of it

**163:** All riders

**164:** Neighborhood groups and social services along the corridor - Marcy-Holmes, LHENA, CARAG, Linden Hills, etc. St. Stevens Outreach, churches with shelters.

**171:** I mean presumably you're involving Our Streets

**173:** Neighborhood associations, the gym members along each of the routes, restaurants along the routes, apartment and condo buildings,

**177:** The Wedge Neighborhood Community Council

**181:** South Uptown Neighborhood Association

**183:** Downtown workers

**190:** For those that have heard of the E Line, I think they associate it with a Hennepin Avenue project in Uptown, so making sure that people with an interest in the southern and eastern terminals are engaged is important.

**200:** senior centers or residents, public housing residents

**203:** Lowry Hill East neighborhood association.

**204:** Schools along the route might want input.

**205:** Yes homeowners/rents that live in the section of Uptown from Lake Street to 36th and Hennepin West to the Lake --- Huge amounts of us that would not want to lose the 6 busline going down Hennepin and around the lake at 36th!

**212:** Please consider a meeting location near the uptown area

**213:** Bus commuters

**214:** Local artists!!!!!! We have been perennially ignored, overlooked and undervalued. It is disgraceful that hundreds of artists along MTC routes have lost their work spaces.

**215:** carag (now south uptown?) community group?

**218:** Please talk to Normandale about the project, their students need the access. Also talk to the groups at the southdale library/DMV. These are critical services to developing a more productive populace in the city.

**221:** Southwest HS students

**224:** Students!

**229:** University of Minnesota students, renters, small business owners, city officials

**234:** High school youth in South Minneapolis. I noticed that a lot of them use the 6 bus to get to school during the week, and some of the options presented may impact their ability to get to school.

**245:** More on social media to reach more potential riders. I haven't seen much yet.

**250:** Businesses on Hennepin in uptown

**252:** U of M students

**255:** Commuter students

**261:** University of MN students, residents of neighborhoods along route 6

- 266:** University of Minnesota Student Association
- 272:** Residents of downtown Minneapolis/Marcy-Holmes Students at University of Minnesota Workers at Southdale
- 301:** Underserved populations.
- 302:** Our streets
- 309:** Greater MSP, Make it. MSP.
- 311:** Uptown & Downtown YWCAs.
- 316:** Students
- 320:** Minnesota Student Association, Transit Riders Union.
- 322:** CARAG, and other neighborhood groups
- 325:** Morningside Neighborhood Association; Edina Neighbors for Affordable Housing
- 331:** Umn students
- 332:** Parents at Jefferson Community School
- 333:** Streets.mn
- 334:** National Federation of the Blind
- 338:** Twin Cities Transit Riders Union, MoveMN, MN350
- 342:** Neighborhood groups.
- 353:** If the E Line does extend to the Stadium Village Station, I think you should make sure to get in contact with the UMN or MN Daily for coverage about when the line will open to the public.
- 356:** Neighbors for More Neighbors, Our Streets Minneapolis
- 358:** Prospect Park Association Transportation Committee!
- 360:** Various neighborhood groups.
- 361:** Yes, ARC, AuSM & Governors Council for Persons with Developmental Disabilities
- 363:** University of Minnesota
- 369:** Towerside Innovation District, Creative Enterprise Zone
- 372:** Traffic study
- 373:** U of M student senate
- 378:** neighborhoods where people have no other means of transportation, shelters, Street Voices of Change

**380:** I think you should interact with folks that make transfers at Uptown Transit Center, particularly those transferring to Route 6 to reach low-wage jobs at 50th/France & Southdale area.

**381:** City of Richfield, city of Mpls, city of Edina have health and human services groups that should be consulted. Employers in the area including Southdale and Fairview Southdale Hospital.

**384:** People who have reverse commutes, people who work odd hours, people who are entirely reliant on public transit (no flexibility to use a personal vehicle or take an Uber to get to work, the grocery store, etc.), visitors to the public library system, poorer people (who may or may not have regular access to email/computers), students at MCTC and the U of M, the elderly who are transit reliant (especially those who heavily use Metro Mobility)

**389:** The hotels and businesses around 78th and Bush Lake Road may have something to say for their employees.

**390:** Minnesota Student Association

**392:** East Isles Residents Association Transportation Committee.

**395:** Senior housing; schools; restaurant owners; homeowners.

**399:** TCTRU, Our Streets Mpls, Neighbors for More Neighbors

**402:** Southwest High School students, Linden Hills Neighborhood Council, property owners along the current and proposed routes.

**407:** Major downtown employers with a lot of 6 ridership such as Target.

**409:** Schools

**418:** Uptown Association, Catholic Charities, Uptown neighborhood orgs (ECCO, East Isles, LHENA aka Wedge, South Uptown)

**419:** Neighbors for More Neighbors, the TC Transit Riders Union

**422:** Minnesota Student Association at the University

**426:** People who are transit dependent by necessity (can't afford a car). People who work non-regular hours and have to commute at off-peak times or reverse commute.

**427:** streets.mn

**429:** All the affected neighborhood associations, but they're typically anti-transit and anti-density NIMBYs when stuff like this comes up

**430:** All number 6 bus riders. Also have your listening sessions (that you will pay NO attention to) and have them at CONVENIENT places to get to by bus

**429:** Prospect Park Neighborhood Association

**436:** Marcy Holmes Neighborhood Association; senior groups

**437:** Northside Alliance Zone (NAZ)

**445:** Twin cities transit rider union, streets.mn

### Anything else you would like to share?

**003:** Lake St and Marshall Ave could be good for a letter route.

**004:** I love this! All the transit! Hike my taxes! I do wish there were more prospective surveys about "if there was a route, would you use it?" There may be, but I certainly haven't found them.

**007:** Metro transit needs to spend more time evaluating Rapid Bus or Light Rail options along Nicollet Avenue and/or 4th Avenue South and/or Penn Avenue N. and/or Plymouth Avenue N., etc., to better serve communities of color and other underserved populations who do not own vehicles and rely heavily on Metro Transit. These populations need to be viewed as true "community assets." An extension down Hennepin Avenue/W. Lake/Xerxes/France Avenue is only improving access for those populations who already have ample means.

**008:** This line needs to be High Freq. at all times. Not just during rush hour.

**009:** Thanks for collecting community voices!

**012:** Poor planning. More crowding. If you don't live here, Uptown is just a playground. It's been my neighborhood for nearly 20 years. I moved here because it was quiet, I knew my neighbors. Now it's a suburban divorce and college graduate haven, with new bars and lots of drugs sales, and increasing crime - some of it hate crimes. This is all a big mistake - and destruction of a once special neighborhood.

**015:** I currently do not use public transit to access Uptown and the surrounding neighborhoods due to the amount of time current routes take. If this route was added, I would foresee myself using Route 6/E Line much more frequently.

**016:** I would like to see a faster route for the 6.

**018:** Thank you for making Transit a more accessible and realistic option for those living in and near Uptown

**019:** Anything to make sure the 6 isn't always late, no matter what day of the week, what time of the day, what month of the year or in worst cases, sometimes doesn't even show up at all.

**020:** I moved from Maple Grove where the buses ran like clockwork. Route 146 has been especially unreliable - often 10-20 minutes late in the evenings which has been incredibly frustrating.

**024:** Your map for serving the Lake Street Station looked like the route would continue west of that for a couple of blocks. I don't know how you would do that. I live at Drew and Lake. I would love streamlined service.

**026:** I love metro transit...makes me proud to live here.

**030:** if you build it, i will come

**031:** If feasible, the most expansive route would serve the most people.

**032:** Thank you for your efforts on keeping and improving our metro transit system

**035:** Hennepin Ave is a very busy street, and I would probably take Route 6 more often than the other route combinations I take if it weren't for the oppressively large amount of traffic along the street. For that reason, I would suggest that, when constructing the E Line, cut and cover transit tunnels are installed for the sole use of buses such as the E Line and the 12, with the reduced Route 6 remaining as a more frequently stopping service on the street. It could begin at Interstate 94 and end at the Midtown Greenway, possibly coinciding with any future railway and current bikeways in a similar fashion to that of the Green Line in the U of M's East Bank.

**036:** Would be great to have easier access from Prospect Park to Dinkytown, Hennepin and Central, and Uptown without having to transfer. I enjoy having high frequency service when taking the train or A line.

**039:** Please make dedicated bus lanes, especially on high-traffic roads and intersections.

**044:** ban cars.

**046:** I Love BRT!

**048:** Excited for the E Line! Please prioritize transit advantages like bus-only lanes, even if only at peak, and real TSP with preemption. Engage with City to enact real change in traffic operations to benefit transit riders. Parts of Hennepin corridor will not benefit from E Line without real advantages for transit.

**050:** Keep up the awesome work! Can't wait until this is complete

**051:** Thank you for listening to the community during the decision making process.

**055:** Great idea! Traffic on Hennepin through Uptown can be awful in rush hour.

**057:** This bus line along with the B Line have the potential to drastically improve the quality of transit in the uptown area, which is one of the densest parts of Minneapolis. Allowing access to reliable transit will allow this region to prosper well into the future.

**058:** Thank you for this survey. The north routing options should be noted as Option 1 and Option 2 when asked to select a preferred option to improve understanding of the question.

**062:** I've wondered why there's only free public transit lines on Nicollet, not on Hennepin. It seems...weird. If it's funded by the DID/or a SSD, that's one thing, but it seems like MetroTransit and to have it on one corridor but not another feels like it's something about Hennepin (and cross streets) that doesn't deserve it. The Douglas to Lake redo of Hennepin seems extremely important to consider--right now, people have to cross 4-6 lanes of speeding vehicle traffic to catch or walk from the bus, on very long blocks, including at intersections with actuated signals. It's not uncommon for me to either just miss my bus or be running after it and I've watched older people cross against the light, in heavy traffic, trying to make the bus. I think this can all be actually humanely designed, if MetroTransit pushes for it and for prioritizing busses over private motorized vehicles. I also would love to see the Uptown Transit Station reimaged. I actively avoid catching busses there if I can avoid it because it's really unpleasant, with no benches (at least for short people), often smelling of diesel of idling busses and cigarette smoke trapped under the awning, no businesses close by, no access to the Greenway, no reason to linger, speeding vehicle traffic adjacent, difficult crossings, weird sheltered space that I've never felt welcome to use or clear on why I would, etc. I also am curious what the plan is to connect Nordeast to the U of M/Prospect Park. It's really weird that there isn't a direct line. I might shift my support for the E Line



extension to support a BRT line like that, assuming they intersected and had regular connections. Thanks for all you do! I might not sound like it with all my comments, but I <3 MetroTransit!

**063:** I love public transit and encourage all expansion.

**066:** Love Metro Transit. Great service and staff!

**068:** Thanks for this survey. i'm excited about this service.

**070:** More express bus lines. I find the A line bus very useful. Express bus lines are a very cost effective way to provide public transportation from suburbs to downtown areas. Current low frequency, high stop routes just take too long. More than 6 busses per day to and from Lake Forest. More Northbound busses in the morning and Southbound busses in the evening.

**071:** Please give serious thought (and maybe enlist some smart folks for computer modeling) to map out ways to serve the metro that minimize transfers

**073:** As long as the B Line is built and 17 service is maintained at the proposed Lake St Green Line station then the Xerxes/44th/France/Southdale alignment would give riders the most benefit. Every response I've given assumes adequate service between Lake St Station and uptown.

**075:** Thank you for working on this! I might take the bus more often if it was an express.

**080:** 4-6-17-12 all running on HENN is it is time to run the buses limited stops along HENN AVE segment because the 17 is usually trailing the 6 and 4

**082:** This would be really helpful in making my commute faster. Love it!

**083:** I'm all for projects like this. Better transit service is long overdue!

**085:** Run the 6 as 12 from Uptown to downtown stopping @ lake /Henn 28th 24th ,franklin,16th 12 th ,8th 5th 17 runs every 15mins to provide local services

**086:** I was so excited to hear about this! I knew about original E line plans and wished for more and here we are!

**087:** I would advocate for prioritizing speed of transit over frequency of stops, i.e. a longer walk to get to and from the stop is acceptable to decrease the time to get to a final destination.

**088:** I work downtown and live off of the 6 route. Prior to my current home, I lived near Diamond Lake Road and Nicollet and was a Metropass holder and daily bus commuter (on the 18 and 554 routes). Unfortunately, to ride the 6 (or the 156) into downtown takes about twice as long as driving - so needless to say I am very excited about the E line and hopeful that it will expedite the trip so I can go back to bus commuting!

**089:** #6 can run limited stop on Henn currently since 4/17 provide local stops. Discontinue the 6U and restructure 2/3/4 to serve the current riders saving money and improving services Biggeer buses should be used on #6 21A run limited stops to Snelling ,21ED will be local

**091:** I hope the suggestion to alternate 6CEK and 4P service to Armatage can be considered, whether as part of this project or not. It seems silly that each route rotates away from the neighborhood and back

to the neighborhood on the same schedule. If the 4 were available when the 6 is over on France, or the 6 were available when the 4 is on Lyndale, we would have double the service without adding buses. I do realize other scheduling issues might make that impractical for reasons I'm not aware of, but if it just hasn't been considered, I'd appreciate this happening.

**094:** Please find a better way to connect the route to light rail! It is such a waste that the West Lake station will be so close yet the bus route will circumnavigate Bde Maia Ska and then backtrack over to Hennepin.

**095:** Great work so far with other BRT routes!

**098:** Current bus lines have too many stops too close to each other and lack traffic signal priority, leading to way too much inconsistency in experiences with Metro Transit. Even non-BRT stops need more spacing than there is currently.

**101:** Thank you for expanding bus service! with so much residential construction going on, we need a way to get around other than cars. Car transportation is near saturation.

**103:** I live near France Ave and 39th St W. When I ride the #6 bus it takes 30-35 mins to get to my 4th St destination in downtown. I wish there were Express buses that served my area because I'd prefer to ride the bus if it were only faster. I feel like I could ride an Express bus to downtown faster from Bloomington even though it's twice as far as my house. Secondly, in regards to Express buses from the west metro: Today all the Express buses from the west exit 394 at 12th St and then slowly crawl north on Hennepin. So if you work at the north end of downtown (warehouse district) there's an extra 15 mins of crawling through downtown to get to your destination. Often times my colleagues get off at 12th St. and walk the remaining 9 blocks because it's faster than staying on the bus. Improvement: Make it so half the bus routes enter downtown at Washington Avenue and then travel SOUTH down Hennepin Ave.

**109:** How can I help? :)

**110:** Please, please extend the E Line down Uni/4th! This area is growing by leaps and bounds and currently has bizarrely meager bus service. Southeast Minneapolis in general needs to be better connected, and this would be a great way to do it. Again: please extend it to the Prospect Park station. It would be an ideal location for the drivers and residents of Prospect Park. 27th Ave SE is a bad, bad terminus.

**111:** Make the route as simple as possible to help riders not question if they're in the right place at the right time.

**119:** Please build this! It would be a great amenity and encourage more people who cannot or should not drive to use transit.

**122:** See comments above. Improvement of 17 service, re: timeliness, and make rush hour downtown lines more frequent so that people aren't packed in like sardines (or lower your threshold for Dropoff Only status -- I'm on buses where you can't move to get off because it is so full)

**123:** We need more buses!

**125:** Why are we doing this

**127:** Get a more reliable online tool/app. It's less of a problem for me that the bus can get off-schedule than that the nextrip and the digital signs at bus stops can be quite inaccurate. Make the bus a good choice on busy days too. I meditate, zone out, and/or catch a second wind of work related creativity on the bus. But when service is variable the margin for these things on any given day can evaporate quickly if the bus is late, too early, or the digital tools can't offer reliably corrected information.

**130:** It makes a lot of sense to bring express service downtown deeper in to the Linden Hills neighborhood. Many work downtown and the bus only skirts around the edges of the neighborhood.

**133:** Safety at the intersection of Hennepin & 5th Street. It's a major issue in how comfortable I am using this route. That area needs serious attention to make riders want to use that route. At night, I get off the lite rail at the Nicollet Mall stop & walk down to the bus stop by Whole Foods so I can feel safer waiting for the 6. Also, the stop at Lake & Hennepin needs serious attention to security as well.

**135:** increase incentives to use mass transit, reduce fares for low income

**137:** Why aren't there any questions about the main Hennepin leg of this route? The BRT on Hennepin is a good idea if the parking lanes can be eliminated. Maintain the existing vehicular lanes and eliminate street parking. North of 31st, Hennepin can't handle a lane restriction because traffic is often backed up by multiple southbound blocks around Lake/Lagoon, and then multiple northbound and southbound blocks close to I-94 and Franklin. And because of bus schedule infrequency and minimal east-west bus service, transit isn't yet a full option in the city. The result is that BRT will not reduce congestion.

**138:** Keep on busing!

**141:** Something has to be done about the congestion in this city, which has palpably increased over the last year, and will only get worse. The fact that low-use, prohibitive, and discriminatory transportation has taken priority in city planning (Minneapolis) where buses could have had dedicated lanes is debilitating movement and increasing pressures. And there should be no discussions about increasing density without pre-planning how the masses will be able to get around.

**145:** Make it a 24 hour route please

**147:** Yes. On one of your earlier questions I checked "infrequently" because I don't ride the bus every week. there is a big statistical leap from once a week to infrequently. I sometimes ride it every other week, sometimes once a month, but it is important enough to me that I would not call it "infrequent"

**149:** Love the idea of the E line but would also like some better east west options further out from downtown.

**155:** Thanks for asking for input!

**159:** I live 7 miles from work. If I take the bus there in the morning, it takes 40-45 minutes. When I come home, it takes about an hour. I tried taking the bus for a long while, but 1.25 hours is way too long for a 7 mile distance when I can drive 40 minutes each way. And with parking and gas, it's still more money to ride the bus. The money I can forgo because I believe in public transit, but time is just too much to justify.

**160:** "rapid bus project" doesn't give any specifics of how the enhancements will be accomplished (better amenities, faster service, more comfortable). It would be nice to have some visual renderings of

what is planned. Or a more in-depth description. Or, an example of what other cities have done that is being adopted.

**162:** I think that this is a good idea because I go to Southwest High School and take the 6 to get there, and the buses are always super full, so it would be great if they would send more

**163:** don't eliminate lanes or parking. No bike lane on Hennepin!!! Keep most stops by retail, many riders stop to run errands

**164:** If this plan is to be implemented go wall to wall and save money now rather than extending it later at inflated costs.

**171:** I'm so glad this is in the works!!

**172:** Please fix reliability of the bus.. we need to get places on time and the bus does not help us!!

**173:** Unless southdale will allow commuters to park in their lot, I don't think southdale is a good idea.

**174:** I would prefer service, so that I really don't have to worry if I will be able to get home, no matter what time it would be. I sometimes work late, and having a reliable way to get home, without the worries, would be fantastic.

**177:** Minneapolis' bus system is way better than Los Angeles'

**179:** BRT and aBRT can't come soon enough. I ride the A-line often and love it. I ride it more often than I rode the 84 bus because it is more dependable, frequent, and has better stops.

**183:** Please make sure that there are frequent stops in neighborhoods for those of us that depend on the bus and are aging, walking or pushing a wheelchair can be hard

**184:** Better service on the 6 is crucial. I know many people who lament about being stuck on the bus on Hennepin Avenue. The current service is too slow. I ride almost the full length of the 6 every day and it takes an hour. ABRT along this corridor needs to be implemented as quickly as possible.

**185:** Keep adding aBRT!! I wish you were adding like 50 aBRT lines instead of the Green Line extension, honestly.... Even though I still want the extension. These are so much more cost effective and drastically improve the experience for existing riders.

**186:** Run6 limited stops on Henn because 4 17 already serve Henn Extend 2 to uptown replacement for UM buses

**188:** More transit police.

**191:** aBRT is a fantastic upgrade to our transit infrastructure and should be rolled out aggressively across the system, reaching as many users and destinations as possible to encourage transit use for commuting and other daily needs. A fast, reliable user experience is the best way to achieve this, and aBRT provides more speed and reliability than traditional bus service

**200:** thanks for the opportunity to share my thoughts. Public transportation is vital and so essential to the life in the cities

**201:** Yes, if the bus fares will increase years after this project is complete or years before this project in order to have sufficient funds to pay for all of it. Then I would want the whole project cancelled. I am not willing to pay for higher fares on any route for this project to be completed.

**202:** Its a great idea. Hope it works!

**204:** For me, comprehensive line with fewer stops is better than a short line that meets another. I will walk 10 extra blocks before I'll transfer. Mpls service is too infrequent and too often late for me to risk doubling my trip time with a transfer.

**205:** Why are you considering "taking away" the 6 line and replacing with the E line, unless the E line would run the same distance out to Southdale. If the E line doesn't end up running out to Southdale, I would hope we wouldn't lose our frequent #6 busline that gets those of us living farther down past Lake Street to our jobs downtown! It takes long enough to go less than 3 miles to downtown, than to have to transfer buses to just get another 6 blocks ... Weather etc doesn't make it easy to walk 6 blocks .... again adding time. thank you.

**209:** it is a great idea

**214:** I would like to see MTC in its arrogance apologize to the arts community and other small businesses along the Green Line who were forced out. I would also like to see compensation paid to them.

**218:** I take the SBS system in NYC a fair amount and really like it. I will be a proponent of rapid bus transit. It works well.

**221:** Even if there is BRT on the #6, it is important that bus stops along the entire route area of the #6 both on France and on Xerxes be maintained within walking distance--1/3d mile and less going E and W. Remember that that 4 grid-blocks the long way (as on France and Xerxes) equals 1/2 mile. You can't expect the elderly to walk 1/2 mile to a stop, esp at night and in winter conditions.

**227:** I'm looking forward to more BRT roll outs. I think it will make a positive impact without significant investment. I would like the stations to get more investment and TLC than what we get today on high frequency routes like the 6.

**229:** Hennepin Ave Downtown and University/4th need clearly delineated bus lanes. A lame sign will not do anything. Red paint is a cheap and effective treatment. Dedicated lanes will reduce delays and make the street a much safer and enjoyable place. Hennepin Avenue from Downtown to Uptown needs to be in a dedicated center-running busway with farside stops. Streetcars historically operated in the center of the road because that is where the fast traffic goes. Highways use this same model. This ensures buses will not be delayed and can depart immediately after boarding. This also increasing safety and reliability for motorists and pedestrians by having protected right turns, eliminating weaving around stopped buses, and short signal timing. This is not a freeway, this is a local street. So what if it takes away some parking spaces? Most people would not be comfortable parallel parking on Hennepin Avenue during rush hour anyway. Buses on this section of Hennepin Avenue carry around 50% of people, it is time we built Hennepin to reflect that. Intersections along the whole route need TSP (transit signal priority) installed to ensure the long corridor adheres to its schedule and remains reliable. Do not be intimidated by the people who claim the bus will disrupt their business and way of living (see 48th and Chicago),

because they most likely undisturbed by the already present, inefficient bus service. When you invest in transit people will use it, and that has been proven on every built transitway in Minneapolis and St. Paul.

**234:** I'm a frequent bus rider in the winter (less so in summer because I bike), and I find that it take a long time to get to downtown St. Paul from Uptown. This seems unfortunate, as there should be faster transit between these two hubs.

**235:** Or Route 6, bring back the stops on Hennepin at 32nd and 35th Streets. Get the City of Minneapolis to restripe 39th Street off-center so buses can actually make the right turns from Sheridan and from France. Install a bus shelter at the Cub Foods stop on York.

**239:** I try to take Metro Transit whenever I can but we need to connect dense areas of our city together better - connecting the U to Uptown to 50th & France would be a great addition to our transit network

**252:** Keep bus routes simple. Just because a bus can turn on any street, doesn't mean it should.

**255:** The E-line sounds like a great idea! I hope it will help the major delays along Hennepin when it snows.

**260:** Excited to see more aBRT infrastructure. Super cost effective use of public money for public good.

**261:** Appreciate these surveys, even though I don't ride route 6 regularly, it has been an option for me to connect from the green line and I will use the E line more often if it is built!

**280:** Keep up the great work!

**282:** Thank you for allowing feedback.

**291:** The original routing is just inadequate, any extension would be preferable and more successful.

**292:** Thanks for the work you do and taking feedback to heart. I look forward to the Twin Cities having a robust transit system in the coming decades.

**300:** Ending at a West Lake seems to duplicate the B Line, and not extending it to Stadium Village would be a major missed opportunity

**304:** Hope to see this project completed and up and running. The A Line was a great improvement and I think the E will be the same.

**305:** Please strongly consider these options that cover more of the 6 route. The E line will be more useful and connect more destinations.

**306:** I think it's important for the route to go through the city, not just dead-end. Going through the city allows riders to not have to transfer. Having to transfer is a big deterrent to using transit.

**309:** Loving the expansion of rail and BRT! Good work Metro Transit!

**310:** Add Rail As an option.

**311:** What benefit does extending to Westgate have over stopping at Stadium Village? Would be duplicated with Green Line along that stretch.

**317:** The E Line can be a vital route for Minneapolisians, Twin citizens, and visitors alike! What I will say here is that it should have dedicated lanes of some form on south Hennepin between Lake and Franklin, and potentially also on 4th-University because those streets are incredibly wide. As awesome as this project is, what's the use if it is only marginally faster because we won't do anything big to actually speed transit? We need dedicated lanes, please! (Especially given the Univ-4th in Marcy Holmes often already doesn't have parking but are wide but also can get very, very congested at peak times)

**318:** Might be worth exploring extending E line further south of Southdale perhaps to American Blvd

**319:** excited to see this project become a reality, would significantly reduce travel to times from my home to downtown/the U/Southdale by transit

**320:** This would be a HUGE mistake to skip out on 1000s of riders living north of the river.

**321:** Either increase frequency and add weekend service on Route 537, or extend some Route 6 trips south to Normandale Community College. ABRT should eventually be implemented on both France Avenue and Xerxes Avenue. Consider ABRT on current Route 46 between Opus campus and West 7th.

**325:** I live in a single family home four blocks from the 6 bus line, and about a mile from the future SWLRT. I look forward to the E Line not only for equity reasons, but also for a selfish reason: I don't use the 6 Bus line much simply because it takes too long to get downtown, the U, or to Southdale. With an E Line sporting faster ride times (and electric buses?), I would use transit much more than I do today, and we could probably reduce the cars in our household by 1.

**327:** Midtown needs LRT

**330:** Let's prioritize bus lanes and bike lanes on Hennepin through Uptown to downtown, and make Hennepin a rich green corridor of human-scale development and retail, rather than prioritizing fast single-occupancy vehicle flow (they can use Lyndale instead).

**331:** Build it now!!

**333:** I hope to see the aBRT lines take off. The A line is great and we can do so much more with aBRT than with everything being LRT. Dedicated lanes are important! It would be great if express buses could use the dedicated lanes in option 2 on the north end.

**338:** My office is considering a move to Hennepin Avenue, and I frequent many of the businesses there as well.

**342:** I don't know that BRT is the answer, but welcome the study. I've been hoping for a limited stop bus along Hennepin for years - sim to the 21/53 combo along Lake/Marshall. Last night's commute stopped at every stop but one between downtown and Uptown. It makes for a very long end to the workday.

**343:** Build this quick!!! The 6 is too slow up Hennepin!!!

**352:** I wish the 53 ran more frequently or that the 21 had those larger buses. Either choice would serve the riders better. Also, please bring back Poetry in Motion (the poems on the bus)!

**353:** Thank you for your work creating this line! I'm excited to have this transit option available.

**355:** Traffic light timing all over the city, and specifically Uptown is really bad. Traffic is so gridlocked due to this. Improve traffic light timing please and continue to add restrictions on left turns on Lydale and Hennepin during rush hour. These roads are so hazardous (especially because Lyndale north bound goes to 1 lane at 26th ave and you still allow left turns...

**356:** Let's get this done!

**358:** Please, please extend the E Line to the Prospect Park LRT station!

**360:** I'd love to see this happen.

**361:** So grateful for Metro Transit! Only recommendation is to find a way to allow for more people with disabilities to have accessibility and to be treated with respect & dignity from drivers and other passengers

**363:** There is a large metro transit consumer group at Cedars of Edina. If 6 is stopped, and alternate connectivity is not provided, then we will suffer. Other option is to extend route E south to France (At least till Gallagher Drive).. Thanks..

**374:** Please extend to Marcy Holmes.

**378:** I would like convenient and frequent connecting routes to places bypassed by these new routes

**380:** Has the study considered taking the E Line south of Southdale Transit Center? Or the inverse of that question, has Metro Transit considered relocating the Southdale Transit Center closer to the south end of the mall property / Galleria? With the rapid growth of the greater Southdale area, particularly between the station (near 66th/York) and ~72nd Street, it would seem desirable long-term to relocate the transit center further south. I know this is unlikely with how recently the station was rebuilt, but something to consider long-term. If the E Line could serve more than just the very northern tip of the Greater Southdale area, that would be ideal. For example, if the E Line's southern end was routed as a "loop" around France/66th/York/69th (or 70th or Hazleton), that would serve so many more key destinations, such as the Library, Lunds, and THOUSANDS more apartments and condos that are just outside of easy walking distance to the current station. Doing a loop for the south end of the route could also provide a much-desired circulator service around the greater Southdale area, hitting destinations on both York and France, rather than having to choose only one.

**381:** The 6 is a good route but it is so slow. The drivers are doing the best they can but there is so much traffic on Hennepin from downtown to 36th and there are SO many stops between MCTC and 36th. The speed of trips, as you know, is a huge reason that some people chose not to use local buses. I've used the A line several times and absolutely loved it! So much quicker with fewer stops and paying on the sidewalk. Thank you for asking for input from the community!

**382:** thank you for the outreach ill send it to my friends

**384:** This is great! I just wish we could get one along the 4 line, too! Also, I am very in-favor of having options to buy transit tickets at the stops/stations (similar to the LRT). This should be done more. As well as more of the digital update signs (not just along the fancy suburban commuter routes).

**386:** I'm excited that a BRT will happen for Route 6. I ride the A Line nearly every day and I love it.



**389:** Please keep a 6E running to Cahill Road at least a couple times a day

**390:** Thank you for all that you do!

**392:** Bus-only lanes on Hennepin between Lake St and Franklin Avenue would be a great enhancement and Metro Transit should make them a priority to whatever extent possible for the upcoming reconstruction of Hennepin along that segment.

**395:** Please don't take away my bus route - I specifically bought my house to be close to the bus route and I have been a rider for 26 years because of it.

**396:** I think that there should be an ad campaign or signage that emphasizes that Metro Transit is PUBLIC transportation. Just as a reminder to people who treat the bus like it's a private cab ride. Too many passengers as of late are just blatantly disrespectful to the people around them and the drivers. Everything you say and do effects others around you. Including the five minute to an hour long trip to share with strangers.

**401:** Thank you for researching this option.

**402:** 1) I am very interested in the related rerouting of Route 6. Xerxes Ave south of Linden Hills seems like a better fit for regular bus service than for BRT service. 2) Are jobs driving BRT buses higher paying than jobs driving regular buses? Because my evening commute on the 6 southbound from downtown has gotten very unpredictable in the past 6-8 months, with trips being canceled -- and I presume that's been due to your driver shortage. 3) Thank you very much for the chance to provide input.

**404:** I'm really glad you're considering building up the frequency of buses that go to the U of M campus (if you decide to extend it that far). I did my undergrad there, and at the time, the 6U only ran every half an hour, which was really cold in the winter -- and really frustrating if you happened to miss it! I think students would really appreciate this.

**407:** Would love to see express service between 36/Hennepin and downtown to offer a faster ride for those further south. This part of the route really crawls and if we want to attract residents to the urban core it shouldn't be a longer to commute 3 miles within the city than driving from the suburbs or taking an express bus to the suburbs. The new light rail line will only materially benefit suburbanites as there's little density near the Mpls stops.

**409:** This is awesome! I love the A line!

**410:** Thanks for asking

**411:** I'd like it if Metro Transit ran an awareness campaign with businesses about how bus riders spend money in their stores and that being accessible by bus is a great thing for them because it brings in X% more revenue if they're within a block or two of a stop.

**413:** Yes: Every winter all northbound # 6 buses between 7 to 9 AM are almost always filled up with people. I call them Sardine buses because there are some buses that the drivers allow more people on even when there is no place for people to stand or sit. Some drivers don't allow this, but some do.

**414:** Really looking forward to this. I'm hoping it can be useful enough to be a viable commuting option for me to go between Uptown and Roseville.

**417:** Keeping the bus route going to 39th and France, and not moving it south to 44th, is very important to me and my neighbors

**418:** Thank you for prioritizing aBRT development. I would love to see Bus Only lanes on Hennepin between downtown and Uptown!

**421:** Thanks for this survey and kudos to those working on it and congrats to Com. McClaughlin for the Eden Prairie extension!

**422:** The 6 near the University needs to be improved, because it has timing issues at the end of north bound trips and around the green line stop, where traffic lights at University & Huron are timed very poorly and the bus often sits there for long periods.

**426:** Please consider bus only lanes through downtown and uptown, at minimum during rush hour. The pilot this summer looked successful.

**429:** Keep up the great work! It's not too late to reroute the green line down ACTUAL Uptown (parallel or on hennepin) like it SHOULD be

**430:** You are going to do whatever you want to regardless of the feedback you get. Just let people know your all powerful decision after you have "listened" to people and ignored their feedback.

**431:** very nice and tidy survey!

**432:** Could this route be somehow seasonally extended to service the State Fair grounds. several years ago when Southdale was dropped as a park and ride for the State Fair it created a void which is missed by many.

**438:** I would no longer take any Metro Transit bus if the 6 did extend to at least 50th & Xerxes on the southern end.

**441:** Please keep in mind that not everyone starts or ends their trip in downtown proper.

**443:** Yay BRT, we need a much better transit system, and for it to be prioritized over cars.

**445:** Ive been riding the 6 for 20 years and while I love it, it's slow as molasses sometimes, it doesn't include all the neighborhoods it used to (why don't all 6 routes go to Univ anymore?). I love that it's being evaluated as a BRT route, making it faster and more convenient will only encourage more people to use it and ditch their car, in my opinion.