



E Line Corridor Study – 2nd Round of Open Houses

Southwest High School, May 20, 2019

Marcy Open School, May 21, 2019

Walker Library, May 22, 2019

Each individual comment is assigned a number.

All comments are recorded verbatim from comment cards and post-it notes. No grammatical, word choice changes or spelling has been corrected. If handwriting is unclear, then correct spelling is used and the most contextual word choice is assumed or marked illegible. Any contact information, if provided, has been deleted from these comments.

1: Southwest High School Open House – 5/20/19

46 community members attended this event. 16 were Southwest High School students.

General Comment Card Responses

01:

- Another consideration for the queue jump lane should be the impact to bikers. I bike and bus and would be concerned about large articulated buses moving into a right lane quickly across a bike lane and back to the traffic lane & not watching for bikers.
- Like the higher frequency, including on weekends.

02: More frequent direct routing down France Avenue & to the University (either Stadium Village or further east) would be the better option. There are a number of massive housing projects on France – at 44th St. & the massive complex at France & Market Street that would really benefit from better service on France to downtown & to the U. Having a large bus try to turn at 50th & France would be a large problem. Avoiding a turn at that intersection would also be a very good idea.

03: I think it's great to offer more direct service, especially down France, and added walks between stops is okay. I am concerned about the idea of such big and aggressive changes at "stations". The curb bump outs should not be part of every bus stop since they impede traffic flow and take away valuable parking. Even large shelters would be a detrimental in the more residential neighborhoods. Start small and see where the ridership is first before any overbuilding.

04: I really appreciate the effort to get student feedback, but realistically people are rushing home and will not seriously read/consider all these posters between 3:00 – 3:10 when they have activities. Perhaps an event during the school day would be better.

05: Go down Xerxes. Mak them on time.

06: I'm glad you're reconsidering the system as a whole, not just this line. If you want more people to take transit, you have to make sure that major destinations are accessible and that service is frequent and dependable. Every arterial should have frequent service without the arbitrary jogs and forks.

07: Option 4 is excellent because you get both France/50th & Xerxes/50th – it would be easy to get to the stops by walking from the neighborhood (Also France/44th intersection is already a traffic nightmare) France alone or Xerxes alone wouldn't be nearly as valuable – you'd either miss France/50th or have to walk all the way to France to get on it (if it were Xerxes only)

08: Love signal priority! Trains should do this. Please move to all-electric sooner. Align on Xerxes! Best option for students and the transit-dependent. If 50th & France folks will take it, make sense to have less frequent 6 service cover it

09: I am really excited about options 5 & 6. I can't wait for this to happen!

10: Overview of corridors that run north/south and east/west that could be advanced or upgraded to one way traffic. If more of these thoroughfares were created, traffic would likely move more efficiently. Intersections might be relieved of congestions like left turn back-up, etc. Bike and Transit Lanes could operate along the same corridors with their own lanes in many areas, increasing bus efficiency. (Transit) Increase in NiceRide stations at busy locations may also be helpful. No parking for side streets within

fifty feet of all corners would also help facilitate traffic flow by allowing left and right turns to move out of the mainstream. This could improve movement on both one and two way roadways. Drivers can adjust to a "new way" of navigating and be happier as a result.

11: Go To cards should not expire. I have had several incidences of loading up a card so that I have it where I need it - & there it has expired and I can't use it.

12: Concern that this project will further erode the residential aspect of SW service area when the main slow downs & need for faster service is through the uptown area. Feels like too big a solution for a more concentrated problem.

Dot Activity

Attendees were asked to place a dot by the top three items that are most important for their experience using the bus.

- Overall travel time: 13 dots
- Bus arriving at planned time: 14 dots
- Bus arrives at steady frequency: 8 dots
- Smooth ride – less starting and stopping: 2 dots
- Less delay in traffic or stop lights: 2 dots
- Walk distance to bus stop: 10 dots
- Amenities at stop: 1 dot

Pom-Pom Activity

Attendees were asked to place a pom-pom in a jar corresponding with the southern alternative they prefer.

- Alternative 4: 6 pom-poms
- Alternative 5: 10 pom-poms
- Alternative 6: 12 pom-poms

2: Marcy Open House – 5/21/19

20 community members attended this event.

General Comment Card Responses

01: I think the Route 6 should terminate at Stadium Village station. The Green Line provides good service beyond to Westgate. Metro Transit should explore options with the U of M to build a transit station at Stadium Village so that buses from several routes don't need to park on streets all around the university for their layovers. The E Line should use alternative 5 on France Avenue because that route has higher usage at nodes which is more conducive to ABRT station spacing.

02: Bus only lanes, at least on 4th/University

03: Important items to me:

- Access to at least Stadium Village Green Line stop
- More frequent later service on nights & weekends to better accommodate access to U of M events

- Downtown zone fare within current downtown zone
- Stop at or near 6th Av SE
- Very excited for this BRT route!

04: Please take it all the way to Westgate! There is so much development happening and more to come. Some projects, like the one that will be directly in front of Westgate, where Schneider Drug stands, haven't been widely announced. The rides you get will by far make up for the operating cost. We would love to take this bus to Uptown and beyond! Thank you!

05: The northern part should go all the way to Westgate station

06: I would recommend on the north end to terminate at Westgate to maximize two way use of the line north of downtown.

07: Alignment 5 would be the most time efficient route for the E line. 44th is rarely travelled by vehicles, even during rush hour. But the density is there and growing. Short-term, would it be possible to increase 60 buses to 15 minute peak frequency before 2023.

08: I strongly support extending the north segment to the Westgate station. This will serve the burgeoning population in the Towerside Innovation District and provide a direct connection to the Grand Avenue and Broadway buses at Westgate.

09: I'd definitely be willing to walk further if it meant a shorter bus ride & more reliable timetables, but I am not a person with disabilities, so I don't have that perspective. I think it's important to get the input of people with disabilities to see how they feel about further spaced stops. I would use this mostly in the 4th/University stretch so I hope that will be included in the final plan. I could see myself using it for further distances if implemented, however.

Please keep people riding bicycles in mind also & the impacts to bike lanes. Thank you!

10: Extend to Westgate!

Dot Activity

Attendees were asked to place a dot by the top three items that are most important for their experience using the bus.

- Overall travel time: 8 dots
- Bus arriving at planned time: 7 dots
- Bus arrives at steady frequency: 12 dots
- Smooth ride – less starting and stopping: 0 dots
- Less delay in traffic or stop lights: 6 dots
- Walk distance to bus stop: 4 dots
- Amenities at stop: 1 dot

Pom-Pom Activity

Attendees were asked to place a pom-pom in a jar corresponding with the southern alternative they prefer.

- Alternative 4: 3 pom-poms

- Alternative 5: 3 pom-poms
- Alternative 6: 6 pom-poms

3: Walker Library Open House – 5/22/19

73 community members attended this event.

General Comment Card Responses

01: Prefer France Ave routing south of Uptown to provide more convenient service along commercial corridor.

Frequency and speed of service important.

02: Hi, I own a house on 34th & Hennepin. Right in front of our house is a bus stop. I would really appreciate it if you could avoid choosing that particular stop for the E Line.

I would rather see stops in front of businesses 36th & 31st.

Other than that I don't have any issues with the E-Line.

03: Outside benches need sightlines to marquee/kiosk unlike A Line where you can't see kiosk info from outside metal bench.

04: E-Line. I ride Route 6 Xerxes often – Live at 52nd Street & Washburn Av S. Bus stops often used are Hennepin/25th St (Kowalskis), 31st St, 43rd/Upton, 47th St, Southdale, Hazelton/Target (Library), Route is often delayed – Fix that! If yes, OK, if No, the I say "No thanks, I must keep Route 6 on Xerxes running every 20, 30 minutes as today – E Line would not help me then – Maybe it can go via France Ave.

I like riding the A Line and Route 46 but I don't think the A Line type stations would fit on Xerxes Av though Xerxes is narrower than Ford Pkway or Snelling Ave. Thank you

05: I would highly welcome the extension to Westgate.

06:

- Could use a dedicated bus only lane
- I need access to the 50th & Penn business node.

07: implement this yesterday

Ban cars/transit-only lanes

08: Bus-only lanes on Hennepin are essential. For southern alternatives, I prefer Xerxes routing most, followed closely by 44th/France routing. If the Xerxes routing is chosen, I would strongly recommend looking at shifting 6 alignment from 39th down to 44th, or adding a branch along 44th. I'm concerned that 6 minute headways during rush hour will not be sufficiently consider adding additional frequency during rush hour.

09:

- Dedicated Lanes (even B4 w/ 6 until 2024) – critically on Henn/Lyndale from France to Lyn to downtown
- Xerxes alignment – serve more MPLS residents (w/ 6 on 44th not 39th)
- End at Westgate
- 5 min rush hour headways

10: go to Westgate station

Get dedicate lanes from Lake to beyond 35W – maybe past U of M stadium for events.

Eliminating stops to go faster is OK.

11: Dedicated lanes from 36th to the river at minimum

12: Dedicated bus lanes!

13: E-line needs bus-only lanes

It should run over on 44th then down France

14: Bring it further south or significantly improve service to the more vulnerable communities in southern Edina

15:

- Work w/ city for bus only lanes on Hennepin
- Signal priority
- Thank you for going to Southdale!

16: E-Line (I rarely ride the 6)

- No branching of Rt6 service
- Transit lanes center running on Hennepin
- Extend to Elm/Kasota for workers?

Buses:

- cords easier to use
- Doors on C-Line buses rec-d b/c easier to use, maintain, also faster

Both routes: put materials and survey online!

If can't chg state law to not req. cops to partrol fares, both B + E lines and all aBRT lines moving fwd shall be fare free

17: Get rid of parking on Hennepin

18: Study w no private vehicles on Hennepin, at least portion due for reconstruction. Then keep ¼ spacing for stops – urban area

Need benches! No hostile/anti-homeless benches

Bikes often accessibility/mobility devices, need roll-on options for those who can't do front of bus

19: Alt. 6 is the preferred route option. It serves more transit dependent communities & reduces the need for 3 bus lines to 2.

Extending this to West End makes sense as well – many students commute from Uptown area to West End.

Thanks!

Dot Activity

Attendees were asked to place a dot by the top three items that are most important for their experience using the bus.

- Overall travel time: 31 dots
- Bus arriving at planned time: 16 dots
- Bus arrives at steady frequency: 28 dots
- Smooth ride – less starting and stopping: 3 dots
- Less delay in traffic or stop lights: 24 dots
- Walk distance to bus stop: 13 dots
- Amenities at stop: 3 dots

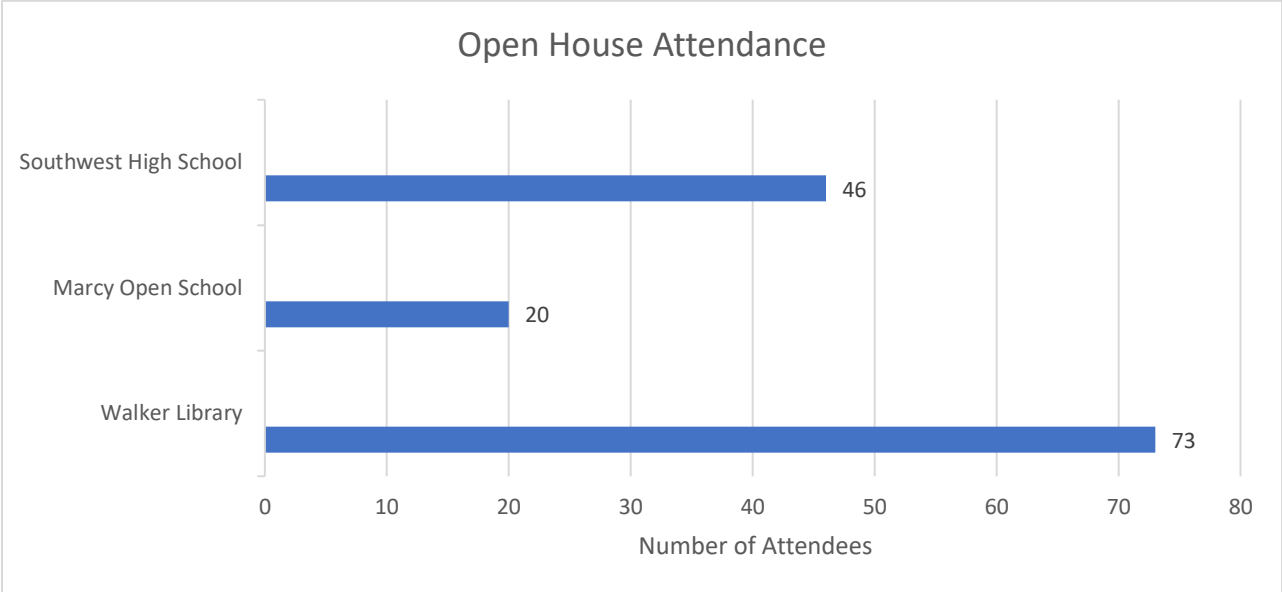
Pom-Pom Activity

Attendees were asked to place a pom-pom in a jar corresponding with the southern alternative they prefer.

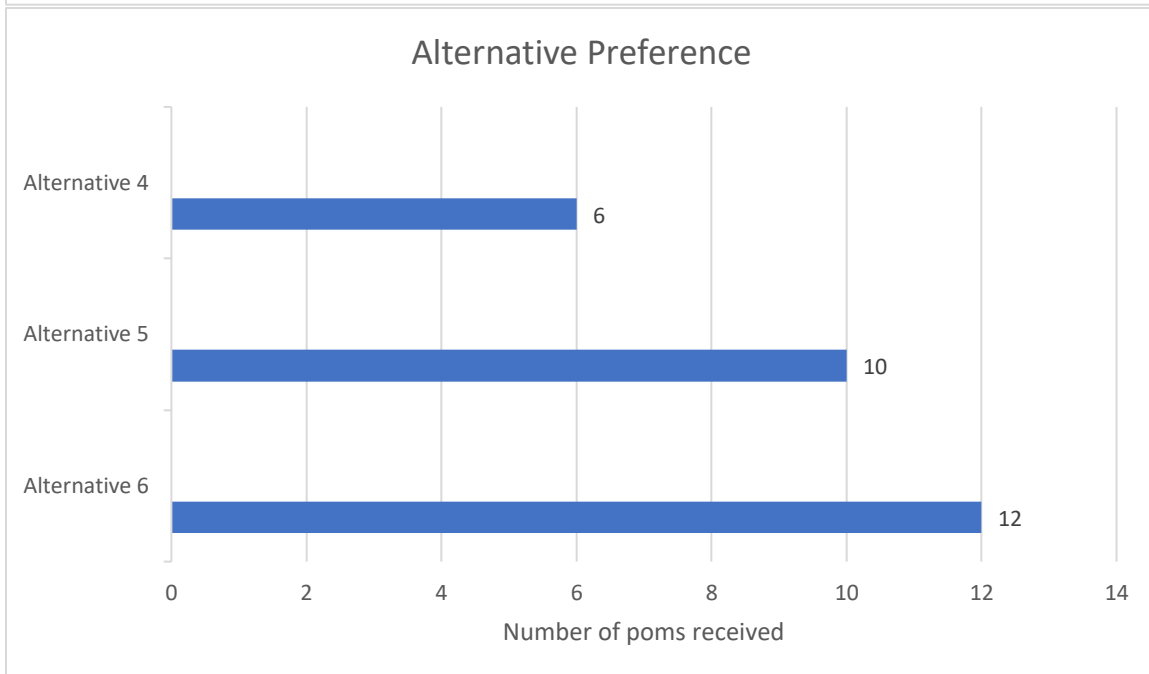
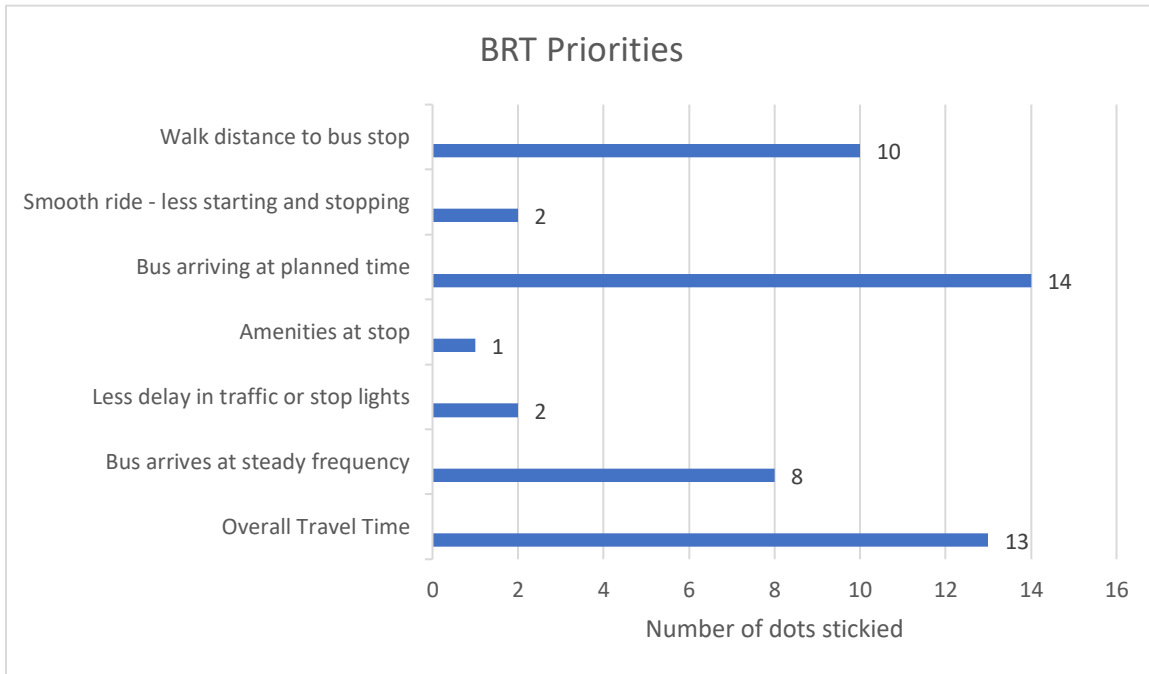
- Alternative 4: 9 pom-poms
- Alternative 5: 17 pom-poms
- Alternative 6: 21 pom-poms

Concluding Data

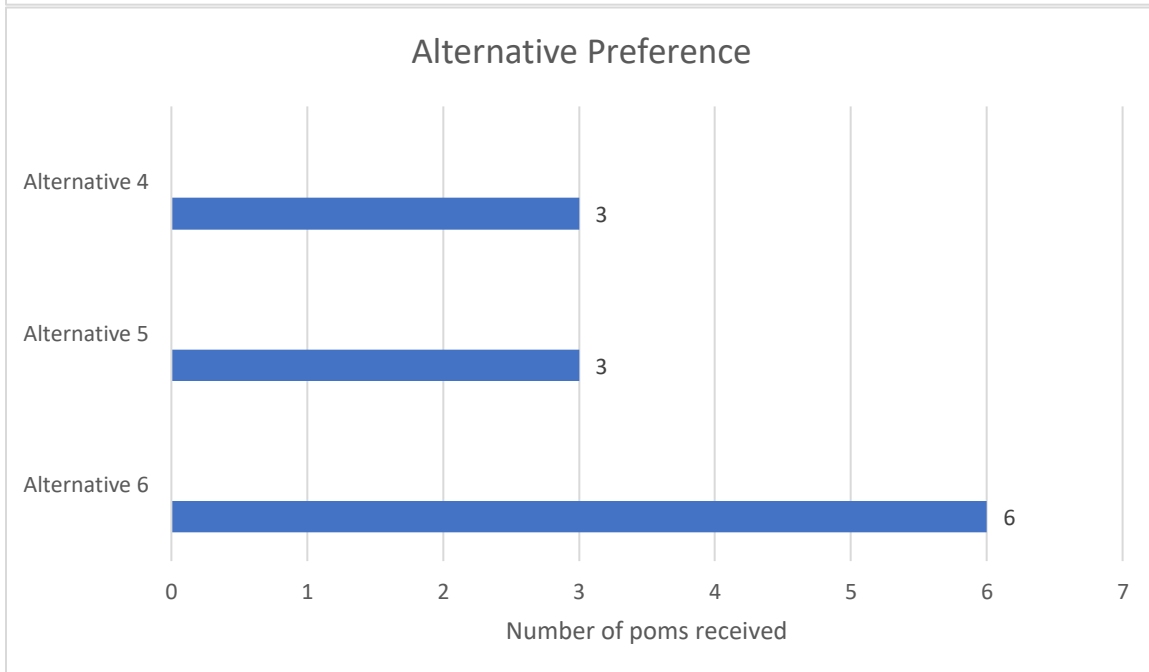
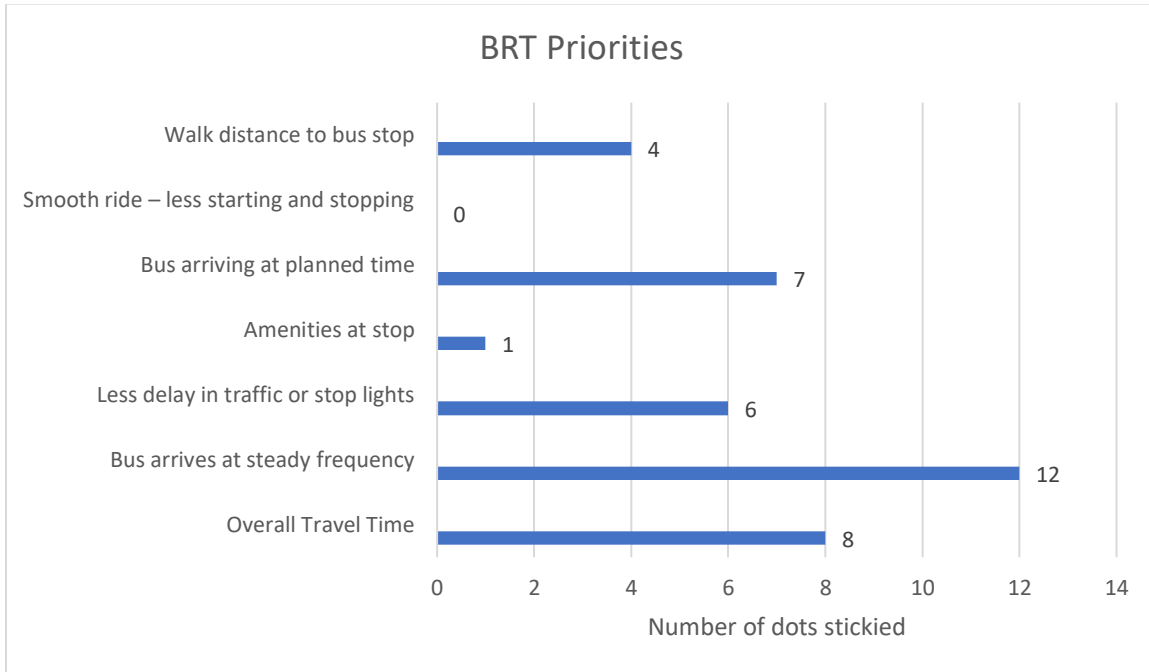
In total, 139 community members attended these 3 open houses.



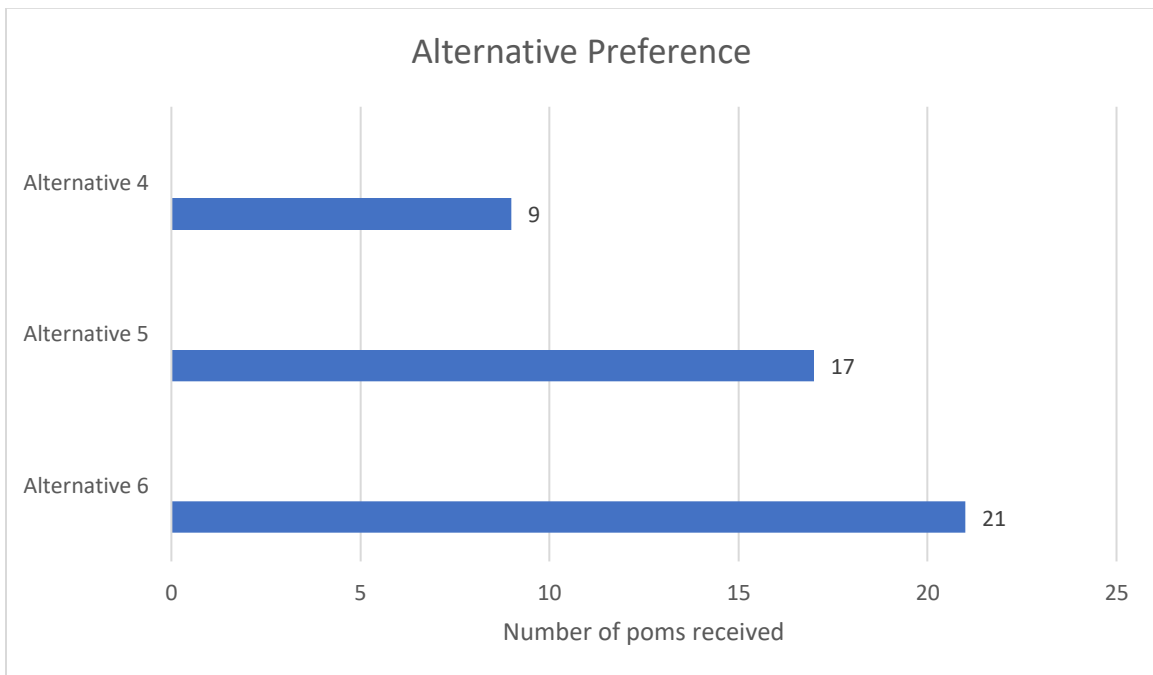
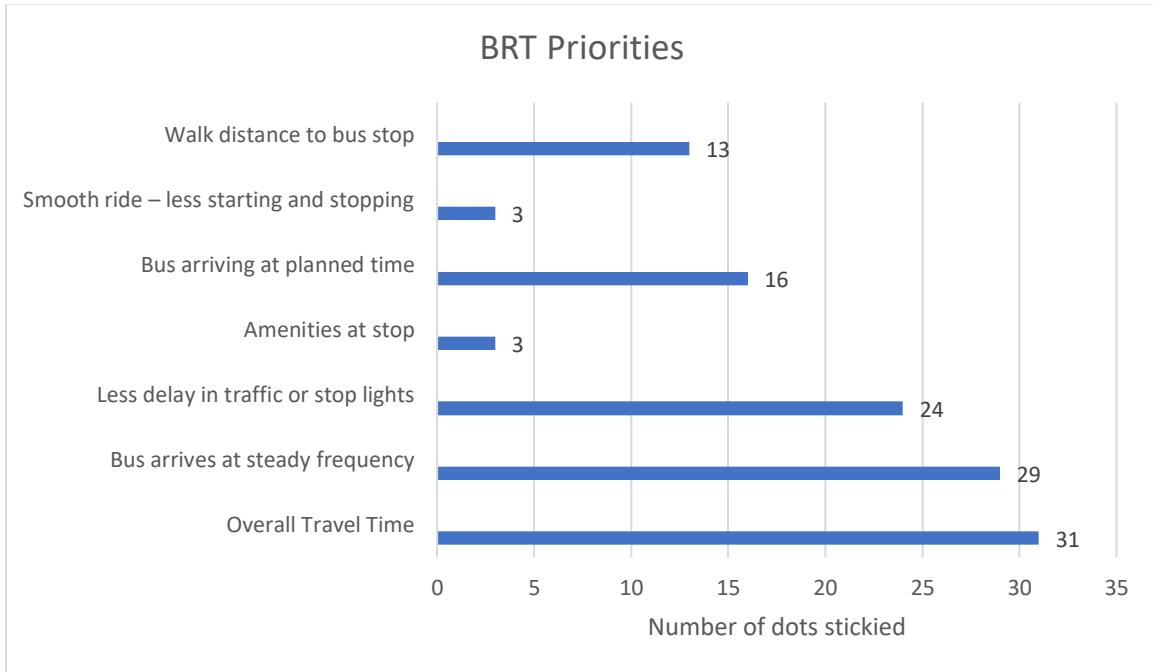
Southwest High School Data Graphics



Marcy Open Data Graphics



Walker Library Data Graphics



Overall Total Data Graphics

