



Midtown Corridor Alternatives Analysis

Summary of January 2013 Open Houses

Summary of Open House Format and Activities

Two public open houses were held for the Midtown Corridor Alternatives Analysis in January 2013. The purpose of these open houses was to provide initial information about the study, including the process and scope, and to gain public input on:

- Project purpose and need
- Project goals and objectives
- Corridor alignment alternatives
- Mode alternatives

<u>Date/Time</u>	<u>Location</u>	<u>Attendance*</u>
January 28, 2013 6:00 PM – 8:00 PM	Colin Powell Center Minneapolis	56
January 29, 2013 6:00 PM – 8:00 PM	Whittier Park Recreation Center Minneapolis	75

**Attendance does not include Metro Transit staff and consultant staff, but does include Technical Advisory Committee and Policy Advisory Committee members who signed in at each location. Attendance numbers may not include some spouses who did not sign in.*

Each meeting was two hours in length and conducted in an open house format with visual display boards. Interactive activities were provided to solicit information and input from attendees. Metro Transit staff and consultants were available to answer questions. A Spanish interpreter and Somali interpreter were on available if needed.

Comment Sheet

A comment sheet was provided for individuals to submit written comments. In addition to collecting general comments, the comment sheet also posed two questions:

- 1) What are the transportation needs of the corridor?
- 2) How can transit use in the corridor be increase?

Priority Setting Exercise

A priority setting exercise was available where each participant was given three tokens and asked to place them in boxes labeled with priorities for the corridor that they considered the most important (See Table 1). Topics included:

- More reliable transit service
- More frequent transit service



- Faster transit travel times
- Better passenger amenities at stops/stations
- Fast and easy connections to light rail
- Fast and easy transfers to connecting bus service
- Better connections to pedestrian walkways and bicycle paths
- More bicycle amenities/parking at transit stops
- Better connections to developments on the Greenway

Participant Assessment

An aerial layout of the study area was provided for attendees to indicate where they live, work or a location they typically visit. Participants were also able to place comments on the aerial. (See Figures 1, 2 and 3)

Open House Marketing

The open houses were advertised on Metro Transit's website, Facebook account and Twitter account. Flyers (which included Spanish and Somali translations) were distributed electronically to Technical Advisory Committee and Policy Advisory Committee members, as well to neighborhood organizations and business groups. These groups sent the flyer/open house information through newsletters and/or list serves. Posters and flyers were also hand-delivered to businesses and organizations along Lake Street and the Midtown Greenway. Metro Transit staff provided a news release to the media.

Summary of Public Comments

The following is a summary of both verbal and written comments received at or shortly after the public open houses. From the January 28 open house, 29 comment sheets were submitted; 39 comment sheets were submitted on the January 29 open house. As of February 5, five emails had been received.

The comments are organized by general topics with subtopics included where applicable. In order to provide context for some of the responses to the questions on the comment cards, the beginning of the comment includes '[Needs]' to indicate a response to the first question listed on the comment sheet, or '[Increase transit use]' to indicate a response to the second question.

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|----------------|-------------------------------|
| • Lake Street | • Environmentally Sustainable |
| • Greenway | • Development |
| • Modes | • General Comments |
| • Service Area | • Staff Feedback |
| • Operations | |



Lake Street

Transit Service-Lake Street

- There really can be no fast express service on Lake Street if vehicles can travel no faster than traffic.
- A comparison between Lake Street and the Greenway is an apples to oranges comparison. To make an apples to apples comparison, a subway under Lake Street must be studied.
- [Needs]: Reliable transit to Lake Street businesses
- [Increase transit use]: Create dedicated bus/bike lanes on Lake. This will simultaneously create easy transit along Lake while making traffic flow more difficult—this will make it easier for people to choose transit along Lake.
- [Increase transit use]: Use Lake Street!
- [Needs]: Reliable, fast to get from one end of Lake Street to the other.
- We note that no businesses or special venues are located along the Greenway; meanwhile Lake Street is full of businesses which are having a hard time to cope with the existing traffic. Putting the rail on Lake will add to the chaos, not only during the construction phase but also after the project is finished.
- [Needs]: Reliable transit on Lake Street—to continue access to shops, restaurants.
- [Needs]: Faster bus transit on Lake Street.
- We need something that's affordable and attractive to businesses. We also need something that will satisfy the needs of Lake Street and the MGC [Midtown Greenway Coalition].
- Lake Street is better [than the Greenway for new transit] BUT too many businesses were damaged beyond repair to survive the last reconstruction of Lake St. The Xcel Power line added insult to injury because they could have buried it when they reconstructed. Must be FAR BETTER using scarce financial resources.
- I feel strongly that whatever gets built should be on Lake Street NOT in the Greenway trench.
- The corridor (Lake Street) already has good service in terms of frequency (21) but could use a faster service (53) more often.
- I think the corridor needs faster, more frequent, and higher capacity public transit along Lake Street, serving the many businesses and destinations along Lake Street.
- [Needs]: Both short local trips on Lake Street and the need for a cross-town line that connects all the transit corridors.
- 29th or Lake???? Prefer the visibility on Lake but would likely regret the slow speed of the car/trolley interaction.
- Lake Street has been a Twin Cities local business gem for generations. There are numerous connections to Hennepin, Lyndale, Nicollet (eat street), Chicago and emerging business communities. The proposals make for a great transit day trip.
- Lake Street = No [new transit]
- Something that can compete with east of traveling down Nicollet Ave could propel Lake Street to become a destination for visitors and people within the city.
- In my opinion, making transit investments along Lake Street makes more sense in terms of potential economic benefits just given the established commercial nodes along the street.
- Change Lake Street to a light-rail line from Hennepin to Hiawatha/Minnehaha/St. Paul.



- The current Lake corridor is desperately slow. It should be speedy. It has good proximity to destinations - Something that would be lost in the Greenway alignment.
- Love to see designated (BRT/Streetcar) transit lanes on Lake. I think it could be the only way to decrease car traffic.
- I personally feel that transit should stay on Lake Street. It's already a business hub, would be great for people riding transit to visibly see what's there.
- Doesn't seem feasible to implement dedicated transit way on Lake Street because of current dimensions (unless auto parking was removed – however that may affect businesses and/or receive negative feedback).
- If you go with Lake Street alternative, it is best if you bus route of LRT. I think more people will use it if located on Lake Street because “out of sight out of mind” and because people are so busy that walking a block to Greenway is not something they will do.
- I live on 34th Street and my closest east-west transit options are on 38th, which has limited frequency and hours, and Lake, which is great. Reducing the service on Lake and increasing service in the Greenway would put me out of reasonable walking distance to high-frequency, all-day transit service with high-quality amenities. Thus, whatever options are explored in the Greenway, Lake Street service should be maintained and ideally improved as well.
- Building an LRT line down Lake Street would allow for smooth interlining from the SWLRT, would open up the possibility of expansion of the line onto Marshall Ave, potentially coupling up with an arterial BRT line or LRT line down Snelling Avenue, and, since University Avenue is a comparable street, we could build off of the experience building that line in putting in a Lake St LRT. What is more, if done properly, this could prove to be an excellent opportunity to build a multi-modal station at I-35, linking with the I-35 Orange Line in a meaningful way. The prospect of having north-south and east-west rapid transit lines in the city is highly attractive, especially since the Orange Line is far from up-and-running, and the SW line basically skirts past the most heavily populated urban areas of the Twin Cities.
- I would support a road transit system (bus) on Lake Street. I fully appreciate the needs of the very local and suburban area, to transit to, within, and between areas in a very timely fashion.
- The current bus system running on Lake Street should continue.
- Transit on Lake Street is very important, but frequency and reliability can be improved. The facilities on Lake Street are also in need of improvement for the number of people that use transit there.
- The best way to improve transit mode share on Lake Street and reduce congestion would be to upgrade transit options on Lake Street. Small businesses on Lake Street would be poorly served by a streetcar in a trench a block away, compared to the convenience of a streetcar directly on Lake Street with visual access and direct pedestrian connections to their storefronts.
- The corridor already captures captive transit dependent riders. To increase ridership Lake Street needs LRT or more frequent fast bus service.
- More better bus routes
- Increase bus frequency
- Increase bus speeds
- Pull out lanes for buses



- Less stops on #21, or more #53 routes or BRT
- As a taxpayer that rides the bus five days a week downtown, I want to see rapid bus transit on Lake Street. Let's build upon what we have already rather than spend millions down the Greenway.
- I favor rapid busway on Lake Street.
- BRT seems like an intriguing option on Lake because of frequency of stops/relative low-cost of infrastructure investment.
- Always more buses, more often.
- I think rapid bus transit would be the best option – there would be less traffic on Lake Street and the Greenway can be preserved. This is also the cheapest option so to me it is the most sensible.
- [Needs]: A bus/something that still stops every block (like the 21) with increased speed (BRT?) to meet lower income community needs.
- [Needs]: Enhanced bus service - improve running time and reliability.
- Improve bus stops with a unifying, unique design, with lighting and heat.
- Expand NextTrip numbers to bus stop signs along corridor.
- [I'm] in support of building an LRT spur line off of the SW LRT (Green Line) on Lake Street.
- I think a streetcar on Lake Street is the best option.
- Connect Lake to Southwest LRT and Hiawatha.
- As a connecting route, would like to see higher frequencies on the 11, especially in the evening. The freeway is a barrier to get to the 18 and Park and Portland are barriers to get to the 5 effectively and comfortably.
- I think the more visible the service the more it will attract the community (keep it on Lake as opposed to Greenway) Greenway should increase bike capacity (2 Lanes) and need space to do that.

Traffic/Congestion-Lake Street

- Increase flow of Lake Street to improve viability.
- Have people considered the options of 28th and 26th streets as a means to reduce traffic on Lake Street?
- The corridor needs something to ease traffic and congestion on Lake Street.
- The congestion on Lake Street needs to be dealt with. I am not sure if a LRT on Lake Street would increase or decrease traffic or if it would be better to put it in the Greenway corridor.
- Lake Street is extremely congested creating no fast and easy form of public transit across the corridor. A BRT or streetcar, operating in traffic, would not necessarily help this problem, especially during rush hour.
- Traffic should be where it is already – ON LAKE STREET!
- Add turn lanes for some busier streets
- Reduce cars and congestion and pollution along Lake Street.



Parking-Lake Street

- Eliminate parking issues and encourage more walking on Lake Street, increasing viability for local businesses.
- On Lake Street, remove some on-street parking, provide parking ramps.
- Losing parking on Lake Street is fine with me. Arterial streets should be used for traffic flow first, parking only as a secondary use.

Urban Design

- Better walkways on Lake Street, make it more inviting
- Reclaim Lake Street from the automobile and create a more walkable transit-corridor.
- Add green space to Lake Street, where possible.

Economic Development

- Would be great to see transit improvements on Lake Street coupled with streetscaping/business development. Development efforts on the corridor.
- Transit should reinforce economic development on Lake Street. It should provide a clear, predictable, high amenity service. It should also provide exposure to the businesses.
- [Needs]: Economic development along Lake Street and reliable transportation across S. Minneapolis.

General

- The priority on Lake Street should be flow through and to destinations; making it secondary.
- You just spent millions rebuilding Lake Street. You will look like idiots if you chose a solution that results in large scale redesign of Lake Street.
- As a resident between the Midtown Greenway and Lake Street, I am excited for this project to be in the works. My only caution if it does go on Lake Street is that many businesses suffered during the reconstruction of Lake Street, so this should be considered during the investigation period.
- Avoiding the loss of right-of-way caused by running the line on Lake makes sense to me.
- Improve bike options on Lake Street for connection between destinations
- Make it easier and more efficient for employees and customers to get to Lake Street.

Greenway

Transit Service-Greenway

- I am 100% behind developing the Midtown/Greenway corridor for rail transit. Developing the corridor would be greatly preferable to a grand, intrusive project on Lake Street. It would be a shame for Lake Street to end up like University Avenue in St. Paul. I would love light rail or streetcars.
- Without seeing the actual data, I imagine that making the Greenway a transitway would enable faster travel.
- Speed. Use the grade-separated space in the Greenway to get it.
- Extend the Greenway over the Mississippi River on a non-motorized pedestrian bridge and



continue on rail corridor all the way to downtown St. Paul.

- Additional options along the Greenway would make transit even easier.
- [Increase transit use]: Creative use of the Greenway that adds transit without sacrificing biking and walking options. Some transit in Greenway could increase nighttime safety for walkers/bikers.
- The grade separation of the Greenway provides the best opportunity to improve the speed and reliability of travel time in the corridor. While it requires extra walking, the consistency of service would be a large plus
- [Increase transit use]: High speed rail! Realistically: streetcar or light rail on Greenway.
- We need to create a more efficient system using the existent green corridor way instead of Lake Street. The Greenway was formerly created for rail transportation. Let us share the green corridor for light rail and bicycle use.
- Electric streetcars with batteries.
- I love the Greenway and think it must remain as a bicycle facility. There's nothing wrong with riding a bike next to streetcar tracks. Also, from a long-term perspective, sharing bicycle and transit corridors will enable more of both.
- I whole heartedly object to LRT on the greenway or ANY motorized traffic.
- I don't think that transit belongs in the Greenway Trench east of Uptown.
- Having transit on the Greenway may be faster, but it would suck life off of Lake Street and would be inconvenient for people traveling to Lake Street destinations. From Uptown to the Southwest LRT station, it could run along the Greenway since there aren't many intermediate destinations.
- Use the Greenway! Speed/capacity. If not enough room currently, make room!
- Midway Corridor = Yes (please) [new transit]
- Preserve the wonderful bike access on the Greenway and add more reliable, faster, transit option.
- I'd be ok with a streetcar in the Midtown Greenway but not a rail.
- An LRT or BRT in the Greenway would completely destroy the beauty of the Greenway while also hindering the current 4000-5000 cyclists who ride the Greenway daily. Any decision on Lake Street will most likely not help the speed of traveling across town making the streetcar on the Greenway logically the best decision for transit riders as well as the safety and development of the corridor.
- Preserve the quality of the Greenway as a bike route. That means not adding more hazards/coverings/events/doors onto the Greenway, and NOT DIESEL in the trench.
- Very concerned about the effectiveness of transit on Greenway from Green Line to Hennepin as it impacts safety, increases noise, and vibration in residential and recreational areas and – most importantly – is not visible/does not serve Uptown businesses. Uptown Businesses not visible to ridership on that portion of Midtown Greenway. Otherwise from Hennepin – Blue Line it makes sense and does not have the impact to safety, residences, and enjoyment of res. spaces.
- Greenway should stay for bikers, there is already bike-related level forming - no need to change land use patterns. Greenway can become 2/4 lanes for bikers, they're barely crowded on the weekend. Putting transit in the trench makes it seem like it's meant to be hidden. Also would



decrease accessibility for people in area (disabled, low-income) you should hold an open house specifically targeting those populations to get their input. They normally don't have a voice and will be more directly impacted since they don't have other options like most of the middle class bikers/transit users do. Figure out the Greenway transit limitations for them. I think there will be many, but I could be wrong.

- My vote is for a streetcar in the Greenway because it would be able to exist along a dedicated transit lane (no autos) resulting in increased speeds and reliability. In addition, a Greenway streetcar would create a stronger connection between Lake Street and the Greenway, create economic development, and increase safety along the greenway.
- Minneapolis is unique in meeting the needs of a mobile population via bicycle and foot within all areas of the urban setting. To have these needs “depleted” in any manner would take away from what I believe is one of Minneapolis’ prime attractions, and uniqueness: The Greenway. The interaction in any manner between people on foot, on bicycle, with an urban transit system would readily reduce the experience of those on foot, with bicycle. I would strongly suggest that the Greenway be left fully intact without the interaction, in any form, of a transit system. This is to ensure a prime feature, a great attraction that makes Minneapolis unique among major urban areas in the US.
- Put streetcar in Greenway corridor – it will be faster, is an attractive corridor, increases the corridor as an amenity. Plazas for the stops would be destinations, opportunity for place making, green space, public art. It’s about more than transportation, though that is of prime importance. Just as people are attracted to the cherry spoon bridge at Walker, they would find the public plazas for transit places to go – “I’ll meet you at the _____ stop”
- Use the Greenway and use a trolley system
- I found the Greenway would be best. No disruption to small businesses that cannot afford the shut down.
- I’m concerned that putting the transit way in the Greenway will have a negative impact on bike commuting – due to construction, increased development leading to more inattentive people on the Greenway and the possible reduction of Greenway and the proximity of trail to the transit way.
- I bike the Midtown Greenway bike path almost every day when the weather is nice. I worry that if you lose Greenway alignment it might make the biking/walking/running/experience less enjoyable. Since I live next to the Greenway, I also think it will make my property less desirable as well.
- Transit in the Greenway should only be provided if Lake Street cannot work. The Greenway is great for providing a faster option along the corridor because of the lack of traffic crossings, but this has to balance with the fact that Lake Street is the heart of the corridor and the Greenway plays an important role for bikers. I don't know that there's space for both bikers and transit.
- As a Minneapolis cyclist of 17 years, I am very concerned about maintaining our hard-won gains as concerns off-street cycling infrastructure. The Midtown Greenway is essentially a highway for bicycles, and unless streetcar boarding occurred exclusively on the south side of the Greenway, I foresee a streetcar line disrupting and harming the viability of this very, very valuable piece of



cycling infrastructure. Cars have thousands of miles of roadways, while we cyclists must make due with what we have, grateful though I am for Minneapolis' outstanding work in this arena.

- Keep Midtown Greenway trail as it is!
- Like the idea of additional transit such as streetcar, but concerned about space with the bike trail and if all the greenery on the “Greenway” would go away.
- [Increase transit use]: Rail of some sort. Lake Street can't due to space.
- I favor the trolley/streetcar on the Greenway because it has a better chance of being funded and as a bicycle rider on the Greenway and the streetcar/trolley is much more compatible with biking on the Greenway.
- A streetcar on the Greenway is the best option because it would be fastest. Additionally, rail is known to bring economic development due to increased new ridership around the amusement of the ride. The streetcar, on turf tracks, would be better integrate the Greenway with Lake Street and create opportunity for programming at station stops.
- [Increase transit use]: Trolley or streetcar on the unused south side of the Greenway, especially November-March.
- Trolley would add to the ambiance of the Greenway
- I would put the streetcar it's a small train vehicle along on the trails (Roll in same as MTA LRT). or put the classic PCC cars (1950's rail vehicle) with remodeled for wheelchair accessibility (Lift equipped) or ramp deploy cage on the platform that unlock from train conductor to take ramp down onto train's doorway (Same on Boston's and San Francisco PCC).
- When bike season ends, I drive my car to work in Bloomington. I need an off season solution that goes down the Greenway from Bryant to Hiawatha.
- Our Mercado Central is formed for about 40 businesses and would like to see the light rail go on the Greenway instead of Lake Street. The construction of the light rail will indeed revitalize the area but since Lake and the Greenway are so close, probably it will not affect the access from/to the centers of work and residence. We think that the least disruptive effect in the local economy will be the use of the Greenway corridor instead of Lake Street. Many, many families derive their living from their businesses on Lake Street. Construction on Lake will most likely kill our businesses. In our case, not only our 40 families depend on our businesses. We have a chain of suppliers and contractors that comprise around 500 people. We would like our area to develop the better rail system on the Greenway space instead of the Lake Street.
- I believe the cost to implement this project is a logistical nightmare. And it's not a good idea for James, Irving and Humboldt, with the traffic, bikes, etc. Someone for sure will have an accident.
- If alternative is placed along Greenway, emphasis needs to be placed on visibility – promote to the city as something that will decrease congestion on Lake Street – meaning one of the needs is to decrease Lake Street congestion
- [Increase transit use]: By putting a limited stop, rapid transit line on the Greenway.



Urban Design-Greenway

- If transit down Greenway—agree to keep it green. Possible vegetation barrier. Maximize gardens.
- Please keep the Greenway green.
- If a streetcar is placed in the Greenway do it in a way so it is not viewed as a big trench. Make the architectural connections to Lake Street.

Bicyclists

- [Needs]: Better bike parking on Greenway
- [Needs]: Better bike lanes north/south from Greenway
- [Needs]: Maintaining bike transit on Greenway
- I need the Midtown Greenway to continue to provide excellent bike corridor/amenities. I use it to commute from Loring Park to downtown St. Paul for work.

General-Greenway

- Make Greenway safer at night—more users= safer
- [Needs]: Better entrances and exits to Greenway
- The Greenway's pedestrian lanes are too narrow and should be widened, but not at the expense of the bike lanes.
- Leave the Greenway as it is – it is one of the features that Minneapolis is famous for.
- The best way to enhance the Midtown Greenway as an active transportation corridor would be to expand the space available for active transportation. On nice days, the Greenway is often congested with strolling families, joggers, bicyclists, and dog-walkers. This is of course a good 'problem' to have, and it would best be solved by using the southern portion of the Greenway trench for an expansion of the pedestrian/park realm. The thin strip of asphalt adjacent to the bike trail is hardly optimal for current non-biking uses in the Greenway. As more developments near the Greenway are constructed, and hundreds of families move to sites with pedestrian access the Greenway, the current configuration will be inadequate to meet the combined ped/bike demands for space.

Modes

General-Modes

- I'm pretty neutral about whether [new transit] is through bus, trolley, or light rail, but I think it is critical that transit be separated from traffic flow.
- Especially if electrified steel-on-steel technologies are used (LRT, streetcar), please consider the energy footprint and integrate clean energy infrastructure into the corridor. Shading a line with solar arrays/creating financing programs for energy efficiency, demand management, and clean energy can make the corridor a leader on both transit and energy. This should be set up in a way that promotes community ownership and enables low-income families to participate.
- I'm concerned that "mixed traffic operation" will be "stuck in traffic" operation. Given that right-of-way on the street will be hotly contested, it's good to have the Greenway available, too. Whichever alignment is chosen, please have dedicated right-of-way.



- Like streetcars for the greenway area (midtown). I like buses for Lake Street. I like hooking up to light rail all connecting to each other and with one kind of payment.
- I would propose the following:
 - 1) Maintain bus services on Lake Street as is
 - 2) Provide trolley/streetcar in the Greenway trench with less frequent stops than the bus on Lake Street
 - 3) You can fine tune the amount of stops of the bus and streetcar/trolley to the needs of the future
- Stop buses. Highly flexible and correspondingly useless. Skip LRT. Unjustifiably expensive. Get your nose under the tent flap with a trolley and let the system justify itself over the years. Upgrade to LRT if desired at a later time. Good Luck!! Thanks!
- [Needs]: Multimodes- express or BRT on Lake Street in addition to local bus service, limited stop streetcar on the Greenway corridor
- [Needs]: A mix of transportation modes (car, bike, ped, public transit)
- Streetcar would be great for slower, stop-a-lot line, BRT or bus lanes for better expense routes.
- [Increase transit use]: Bus rapid transit or streetcars
- Would be helpful to see lane width requirements on the board that showed characteristics of bus, light rail, and streetcar.
- [Needs]: LRT, BRT
- No more cars! Need mass transit that's predictable and on a dedicated right-of-way. A system that has good accessibility. Easy to use. Visible stations—signage—way finding.
- Multi-modes express or BRT on Lake Street in addition to local bus service, limited stop streetcar on the Greenway corridor.

Bus – Dedicated busway or bus rapid transit (BRT)

- BRT stations at least half a mile apart, if implemented.
- A rapid bus might be as effective, but should be big enough/cleaner/more comfortable than current buses.
- I like the dedicated busway or BRT options.
- My take away from reading the 2007 Streetcar Feasibility Study is that the streetcar option serving Uptown is not a high priority and would require much additional investment; and, based on the recent LPA decision to use Hennepin (instead of Lake) for the Southwest Light Rail Project, perhaps the light rail decision has already been made. I'd support focusing on bus options and eliminating streetcar & light rail early.
- A suitable BRT would require a dedicated guide way, electric propulsion, and platform boarding. Don't cheap out.
- Would it be possible to create the BRT bus improvements (right-most column in meeting display board that shows four transit options.) in the near term at the described cost of \$2-6 million/mile, and then use some of that same infrastructure for a streetcar farther in the future? It seems as though planfully [sic] designed stations/waiting areas could be built to be compatible with both BRT and Streetcar systems.

**Rail – Streetcar or light rail transit (LRT)**

- A rail line will attract businesses; a rapid bus line does not cater to economic development. It may encourage more people to use the Greenway, too.
- I prefer light rail or streetcar and oppose bus lanes. We're willing to pay higher property taxes for good infrastructure.
- Light rail in railway trench and streetcar on Lake?
- I would highly prefer a streetcar/LRT, but I'm not sure which corridor/route is better. I'd like more information and long-term effects on local businesses—not just short-term.
- LRT in the Greenway; streetcar or bus on Lake Street.
- [Increase transit use]: Frequency-rail.
- [Increase transit use]: Through transit investments in permanent infrastructure and dedicated public transit lanes separate from auto traffic i.e. LRT and streetcar.

Light rail

- [Increase transit use]: By offering both options, bicycling and light rail, on the same corridor. It will also create better, faster and an easier way to commute between home and work for all those who bike on a daily basis.
- If a rail option is chosen, it would be best to design with the same clearances as the Hiawatha and Southwest LRT lines, to allow for a consistent user experience, unified fleet, and allow for the possibility of interlining service.

Streetcar

- Please no "bus." We like the "streetcar" or "LRT." Thank you
- I like the idea of the trolley car option. However, I realize BRT is much cheaper and I do think ensuring minimal disruption to businesses should be a priority. I vote trolley car! But BRT is my runner-up!
- The mode is [not extremely] important to me, but I believe a streetcar would drive more TOD [transit-oriented development].
- Streetcar in the Greenway west of Hiawatha, [and] streetcar on Lake Street east of Hiawatha to St. Paul's Marshall Avenue
- A streetcar (on Lake Street or the Greenway) would be more fun, more attractive
- Streetcars seem to foster development—can't see and reason why that wouldn't happen here.
- I like the aspect of less pollution (I assume) caused by streetcars.
- I've used modern streetcars in Portland and Seattle. I found that the slow speed of the Portland streetcar, in part, due to traffic, made it non-competitive with walking. I look forward to a transit system in the midtown corridor that does not end up with the same characteristics as the Portland streetcar.
- [Increase transit use]: Streetcar—people like rail, people who don't ride buses ride rail.
- Consider researching the historic streetcar system. Look at the 100% corners, where is the most density? The most connections. Consider a single lane trolley/streetcar lane separate from cars. Separate the lane to two at stations and other key locations where there is space.



These are passing locations. Consider having two transit options—Line A, Line B. ‘A’ would stop at half-mile stations. B would be on alternate stations. This would expedite users. Make the system more efficient.

- Streetcars are better than any BRT we have seen built in the U.S.
- Transit use in the corridor can be increased by choosing the streetcar. It’s affordable, attractive, more energy efficient and will bring something new to the area.
- [Increase transit use]: Nicollet streetcar.
- Absent any cost-benefit analyses the streetcar strikes me as the best valued amenity of the four options, I’m still open to any of them. Electric only if in the Greenway trench.
- Streetcar alternative. NO BUSES! If you lose midtown corridor alternative.

Service Areas

East of Hiawatha/St. Paul

- I live just across the river, and we spend a lot of time on East Lake. We would go farther down the corridor to places we enjoy (Midtown Global Market, Ingebretsen’s, Mercado Central) more often, and use transit to do it, if the transit investment expanded to the river—or even across it. It would also open up more transit use overall by connecting more quickly to other north-south routes.
- I feel a trolley system would be great from Whole Foods down Lake Street into St. Paul. St. Paul would be [benefitted] as well as the business owners along Lake Street.
- I believe the study area of the transit corridor needs to be expanded: I, and many others frequently travel beyond the Hiawatha line—even the 21E goes to 27th. I think any study needs to include the area all the way to the river, if not beyond. And I don’t just mean look at transit connections beyond Hiawatha. I mean all of these need to figure out how to get me to East Lake Library or downtown St. Paul in a fast, reliable, and comfortable manner without switching to another mode. It should not take me three modes of transit (bus to Lake, light rail to Hiawatha, bus to library) to get from my house on 35th and 16th Street to my local library on Lake and 28th Avenue.
- It’s important to look wider than the Midtown Corridor—a connection to St. Paul on Marshall Avenue—don’t think about this as an afterthought.
- I’d love to find a way to extend the route even just a couple of blocks east of the Hiawatha LR station. There’s such a great commercial hub developing in the ½ mile-to-mile stretch of Lake east of Hiawatha. Very inconvenient to walk to because of the awful Lake/Hiawatha intersection.
- I often go from Uptown to St. Paul rather than staying local so any rapid system shouldn’t end at Hiawatha but connect well all the way to St. Paul.
- Many of the destinations along Lake Street- and destinations are why people rode transit – are in the first mile east of Hiawatha. I strongly support extending this study, at least to Minnehaha or two blocks further to 28th. Stopping this route at the human-hostile environment at Hiawatha cut those destinations off from high quality service and the riders off from many destinations.
- Keep the opportunity to expand into St. Paul viable – that’s a big need, a quicker connection from Uptown to Grand Ave. If not happening; it should be an option for the future.



- Why isn't the portion of Lake Street between Hiawatha LRT and West River Parkway part of this analysis? Clearly, there are many important trip generators and destinations east of Hiawatha, and extending the line east would help Longfellow residents access Hiawatha LRT, as well as Midtown and Uptown destinations.

Between SWLRT and Hiawatha LRT

- I feel like there needs to be a connection between the proposed SW corridor LRT and the Hiawatha Line.
- Connecting the two light rail lines, as well as everywhere in between, will be very helpful in moving residents and visitors east and west across Minneapolis. I go to the Global Market the most and would appreciate easier access.
- East-West connections that are timely would benefit the corridor greatly. It would also improve the speediness of the trip via the higher frequency North-South feeder lines. By having a fast East-West gateway, I think we can help ridership on both LRT lines.
- [Needs]: Connection between the two light rail lines and some stops/access to residential and commercial along the corridor.
- Make the connections between the Hiawatha Line and proposed SW line.
- [Needs]: Connect the corridor with Hiawatha so that the suburbs don't have to go all the way downtown to get to the airport.
- Please build a limited stop streetcar, or lightrail spur line, connecting Hiawatha to the southwest line at Lake Calhoun with stops at Hennepin, Lyndale, Nicollet, Chicago, and Bloomington. This line could provide a rapid connection that compliments the local service provided by the 21 bus. It would serve the popular shopping and nightlife in Uptown, as well as minority and immigrant populations in Midtown, while enhancing the value of both the Hiawatha and Southwest lightrail lines by creating a faster path between the suburbs and the airport. As a compliment to the overall rail infrastructure being built, a spur line of this sort on the Greenway just makes sense.
- [Needs]: Quick transit between light rail lines
- Better connections to LRT
- Connect light rail lines
- We need an easy way to connect with future Kennilworth trail LRT.

General-Services Areas

- [Needs]: Regular and reliable transit up and down Lake (or Greenway), Bloomington, Chicago, Nicollet, Lyndale (and maybe others) that is not restricted by traffic.
- I think that building up density of transit stops, whether on Lake or the Greenway, will help tremendously.
[Needs]: Local, transfer (bus to LRT; bus to bus), multi-city (Minneapolis to St. Paul).
- [Needs]: Access to I-35W and recreation areas (River Parkways and the chain of lakes). Access to multi-family and single form housing.
- [Needs]: Route to services riders need—particularly #21—current riders need the services and businesses on Lake Street



- [Increase transit use]: Ensure adequate stops, use & build business hubs.
- Stops at convenient, high density and/or important use/amenity locations – Nicollet and Lake, Henn and Greenway, Chicago, Hiawatha. It should make it easier to connect with buses and other mass transit 6 complete trip, or walk a few blocks to destination.
- [Needs]: Fast, limited stop service connection south Minneapolis to the two LRT lines (Hiawatha and Southwest), allowing many more people to live without cars and energizing this part of town.
- [Needs]: Reliable, high-speed connectivity to Uptown.
- We need a transportation method which seamlessly integrates with light rail, commuter rail, and future similar projects. Connect retail centers like Calhoun Square, MGM [Midtown Global Market], Mercado Central.
- [Needs]: Places along corridor—bus and bicycle access
- [Needs]: Places beyond corridor—bus and bicycle access
- [Increase transit use]: Great connections to bike paths, other light rail, bus and BRT, and availability of Park & Ride somewhere with reasonable access. Make it inviting—a place you take out-of-town visitors and show off our infrastructure.
- [Increase transit use]: The robustness and coverage of the whole system needs to improve. A network of transit!
- [Needs]: Provide access to businesses, goods and services. Safe transit.

Operations

- [Needs]: Reliable, fast, safe, connections to other transit (bus, light rail, bicycle lanes), affordable
- [Increase transit use]: Reliable and affordable = use.
- [Increase transit use]: Less stops, faster routes.
- [Needs]: More frequent connections
- [Needs]: Fast, reliable transit service.
- [Increase transit use]: [Make it] more convenient and safe.
- [Needs]: Speed, consistency.
- [Increase transit use]: Reducing travel time, making ride more comfortable, more consistent travel time. Larger-capacity vehicles would help with comfort, and low-floor vehicles would help reduce boarding time. Limited-stop service should be the default, rather than local.
- [Needs] Faster, more attractive, clean, easy connectivity for buses and other transit, easy to load bike on/off (like current LRT).
- [Increase transit use]: Run buses and trains until 1:30 a.m. to attract 20- and 30-year olds.
- [Increase transit use]: Publicize ease of use of Go-To card, highlight that the ticket cost is 2.5 hours in any direction so it is feasible to do errands.
- Sunday is not a day of less transit need- the schedule should be heavy all day long on Sunday. [Buses] are way too crowded!
- [Needs]: Frequent service—service that supports investment; housing that is accessible to jobs
- Clearer signage at stops and the ability to pay at the stop, with a credit/debit card.
- [Increase transit use]: Faster, no more moving one car per stop light change= more people using it. More reliable service means you know you will arrive when the schedule says you will arrive=



more people using it.

- [Needs]: Often enough [transit frequency].
- More frequent runs:
 - Some express
 - Some stops more frequently for closer stops to services
- [Needs]: Faster service. A ride that comes on schedule (or so frequently – every 8 minutes – that a schedule is unnecessary). A ride we all deserve. Not the cheapest thing we can get away with.
- [Increase transit use]: Make it more predictable and comfortable.
- Make it economical by having adequate cars/buses running at convenient times – Keep schedules accurate.
- [Needs]: A more reliable, frequent transportation mode that will also give people the opportunity to take advantage of the amenities and destinations along the corridor.
- [Increase transit use]: Frequent service/visible stations/incentives (like free rides on Nicollet Mall).
- [Increase transit use]: By implementing faster and more frequent service that brings people to their destinations and connects with other transit routes.
- [Increase transit use]: Maximize speed and capacity. Make transit faster/more efficient than driving.
- [Needs]: Providing access to destinations within the corridor and better travel time for people going into and through the corridor. The 21 is too slow.
- [Needs]: Reliable, attractive transit.
- [Increase transit use]: More frequent, faster.
- [Increase transit use] Clear and easy blue/green line integration
- [Increase transit use]: More visible, better pedestrian way finding.
- I believe something faster than the 21 would wonderfully help to increase my ridership.
- I think faster transit would be helpful.
- [Increase transit use]: By making transit clearly faster than cars and capable of serving people who are running errands and shopping and may need one of those little shopping bag folding carts to carry everything. On level boarding.
- Maximize stops/frequency of transit vehicles.
- Affordable rates for users of any new system is important.
- [Increase transit use]: Increased reliability. The 21 bus works MOST of the time. Unfortunately, most of the time is not acceptable when you are trying to catch a connecting bus. Winter biking has become a better solution for me than the 21 bus.
- Encourage more people to use “go” passes
- [Needs]: Faster movement on public transit particularly through slow points such as around Nicollet Ave and the Midtown St at Chicago.
- [Increase transit use]: Speed from point A to B. Keep it safe feeling. Good connections to other routes.
- [Increase transit use]: Faster more reliable transit with more routes per avenue. People are too lazy to walk long distances to stops and too impatient to wait long periods of time for mass transit to come.



- [Needs]: Dedicated transitways to decrease time of transit trips; station amenities (ie protected waiting area, real time arrival info) that make transit use more appealing; stations located adjacent to job and commercial centers.
- Best to have transportation stops where people want to go – also visible to those who might use (motorists, business patrons, owners, employees).
- [Needs]: Faster service, more frequent service.
- [Increase transit use]: Faster and more reliable/frequent service. Visibility → easy connections to other main transit routes.
- Speed is probably #1 thing – if it's faster, people will take it.
- [Needs]: Fast, reliable service through midtown.
- [Needs]: Faster, more frequent transit to complement the other existing modes (bus, car, walk, bicycle).
- [Needs]: Faster service, fewer stops
- [Increase transit use]: Faster service, fewer incidents with unruly passengers (rt 21). Eliminating extremely slow service at Nicollet and Chicago.
- Offer trips with limited stops – maybe as a pilot

Environmentally Sustainable

- Climate impact of our choices needs to be considered! Carbon! Carbon! Carbon!
- [Needs]: environmentally sustainable solution, planning for future density.
- [Needs]: low-carbon way for people to move about. Electric.
- [Needs]: Environmental, healthy

Development

- [Needs]: Create vibrant hubs in urban corridors.
- [Increase transit use]: Encourage developments that create density along major thoroughfares.
- [Increase transit use]: Transit oriented development

General Comments

- [Needs]: Connections between corridor (Greenway and Lake Street) destinations
- [Needs]: We need a 5.5 mile linear park to transport people, nature and wildlife.
- [Needs]: Plan for the future—do it right the first time. Make access great for both local residents and visitors.
- Whatever choice(s) is made, the cost can't be borne too much by corridor businesses.
- [Needs]: To improve safe, reliable transit options that contribute to our local quality of life. Enabling effective transit that's compatible with recreational use is key—and challenging!
- Thanks for asking for input this way and for making staff available for dialogue.
- I believe there are two needs:
 - 1) Existing transit users which are more likely using transit out of necessity or for philosophical reasons;
 - 2) Those that are less constrained and choose transportation more based on convenience. I think the latter is harder to attract. Both are important.



- 3) Thank you for holding this meeting.
- I hope Minneapolis does not go through the same mistake that St. Paul did by having LRT on University Avenue—should have been at Pierce Butler Route.
 - I think any transit option that:
 - 1) reduces the highway feel of Lake Street; and,
 - 2) increases the amount of attractive green spaces (instead of asphalt) will improve the corridor.
 - Is there any chance the study period can be shortened? Some of the previous studies are more than ten years old.
 - Encourage people to walk, bike (Greenway) or take the bus or the streetcar.
 - [Needs]: Efficient—one mass transit corridor, not two
 - Please establish ONE mass transit “corridor”; not two.
 - Is the rice-a-roni car real? How fast would that trip be?
 - I am very keen to learn the number of minutes each option would take from Lake/Hennepin to Hiawatha line. Please do make a genuine effort to canvas current #21 and #53 riders. Speakers of Spanish, Somali, etc. that don’t look [like] National Immigration Agency workers.
 - Money: this is a costly project, we need to be smart with our allotted transit money and not spend just to spend!
 - Great event tonight, also a great turnout. I hope to come to one of these meetings again with new information.
 - [Needs]: Create attractive, reliable, safe transit options to promote growth in density (residential units) and additional businesses to separate us from our fossil-fuel vehicles.
 - I think people like safe and affordable transportation. If the LRT or streetcar could be safe and effective in moving people east to west and vice versa, I think more people would use it.
 - Transit should provide easy access to businesses.
 - Based on my personal experience and the qualities of the area, I believe there is real potential to move this project forward.
 - I envision improving both Lake Street and having a high-capacity commuter line on the Greenway. There is no efficient way to go East-West in Minneapolis that does not involve driving. If you made a commuter line – quality transit option people would find that more appealing.
 - A more robust network will serve more workers. Higher amenity service that runs faster likely will be more attractive to new customer.
 - What data/info do you have about travel patterns? How many are on/off within the corridor and how many going beyond, improving frequency for former and speed for latter would be great.
 - I believe that fast, reliable transportation should be the primary goals of the project. Secondary considerations for me are cost and feasibility.
 - [Needs]: Move people without having to use cars. Accessible to residence/work/shopping.
 - If we wait 20 years the density will increase and the need will be overdue. Time (years) and funding \$ = Reality in transportation options.
 - I’m not sure the corridor transit needs to justify the expense of any rail system. Maybe not even



a bus system. But I definitely think the needs of a Twin Cities rapid transit system clearly justifies this 'leg' because it runs right through some of the highest density neighborhoods in the cities, as well as some huge employer and consumer destinations.

- Serve residents, commuters, and visitors – connect people to commercial destinations, open spaces, job centers, and home. Users need reliable, fast, affordable, convenient, and regular transit options.
- Use transit investments as opportunity to do whole street scope/public realm improvements – to ensure safety, walk/bikeability, and aesthetic value of the corridor.
- [Increase transit use]: By providing a reliable transit option that can take you from the Green Line to the Blue Line.
- [Needs]: Easily cut across the city from east to west and vice versa.
- The constraints of the historic preservation denigration aren't important to me. Is there a way to adjust those?
- [Needs]: Easier for through dense traffic. Slow mass transit because even slower during rush hour traffic times.
- [Needs]: Reliable transit service designed for needs of local residents and those working in the area.
- [Needs]: Provide an important link in the larger regional transit system.
- The route chosen should:
 - 1) reinforce the economic development along the commercial corridor of Lake by maintaining increasing visibility of those businesses
 - 2) protect the bike/pedestrian amenity of the Greenway.
- [Needs]: To destinations – Uptown business district.
- Reduce congestion traffic by getting people where they need to go efficiently. i.e. Uptown businesses Green Line/Blue Line.
- [Needs]: Safety and walkability – encourage those who walk and ride their bikes!
- Could there be a possibly be a third alternative? For instance go down to Lake Street from the Green Line to roughly Humboldt which is the last street the Greenway crosses until well beyond Chicago Ave – Best of both worlds!
- I live in the Uptown area and am a realtor in the area. My office is also in Uptown, so very familiar with transit issues – including parking (my husband is in the parking business!), safety, walkability, congestion. I also am a member of the East Isles Green Team and am very concerned that we do this "right" in a way that promotes use of mass transit, is efficient, and reduces wasteful pollution, etc.
- [Needs]: Faster more frequent service. Stronger focus on public transit, public transit connections linking Lake Street and the Greenway, [lessens] focus on personal automobiles.
- [Needs]: Time, safety, security in assuring people transit from A to B in a timely manner.
- [Increase transit use]: Reconnect Nicollet and make more walking-friendly places along Lake Street (most of it already is but places like Kmart and Target don't make transit as friendly of an alternative to cars) – same with where the Green Line is connecting by Lake Calhoun – transit work best where walkability is at its highest. Hopefully transit will spur that, but the city could take steps to help that process.



- I definitely recommend putting some of the cardboard slides on the webpage if they aren't already. Particularly the ones comparing the different methods of transit, that was very helpful (maybe it's already on there and I missed it, who knows).
- "Daily Circuit" show on transit issues a couple of weeks ago. The things I took away from it were: 1) MSP region is very behind in our transit planning and implementation, especially where mass/fast transit is concerned 2) The kind of people we want to attract and keep – well-educated, skilled, high quality worker employees and citizens want and expect more efficient mass transit don't want to depend on cars, want to live in well-functioning urban areas. People calling in to this show were mostly young and had lived in or visited other cities in U.S. and abroad where they had experienced the kind of transit they would like to have in the Twin Cities.
- [Needs]: Alternatives to driving and use the current bus system to conserve energy.
- [Needs]: Increased bicycle infrastructure and faster, more frequent transit for the public.
- The comparison of options should fully address:
 - the importance of a catalytic transit investment directly on Lake Street. If a streetcar is built, putting it on Lake Street could do much to spur redevelopment, especially on the south side of Lake, which has less direct Greenway access. (Whereas, significant redevelopment along the Greenway is already happening.)
 - the additional station costs for vertical circulation if the line is built in a trench
 - the loss of valuable space that could be used for expanded pedestrian/park amenities if the line is built in the Greenway trench
 - the extra time it would take to get from streetcar platforms to Lake Street businesses if the streetcar were in the trench
 - the benefits of expanding the park space in the Greenway soon (because costs would be lower presumably) compared to adding a streetcar several years later (because costs for the streetcar would presumably be higher than costs for adding a pedestrian trail and a few park amenities to the land currently held in reserve for tracks)
- I'd also be interested to see a cost comparison between: Adding Nice Ride stations every 3-4 blocks along the Greenway, compared to building a train in the Greenway trench. Because Nice Ride bikes wouldn't require waiting for the next train, average total trip times are likely comparable, if not shorter than for a streetcar. Also, depending on the destination, the Nice Ride user might be able to get closer to their destination using Nice Ride than using the streetcar. Similar to a Streetcar, Nice Ride stations would provide Greenway transit to people accessing the Greenway without a bike. Admittedly, the Nice Ride system is only available April-October. But if a close-knit system of Greenway Nice Ride stations would cost 1% as much as a streetcar, while providing 60% as much benefit - isn't that an option worth considering?
- Improve experience once you get off transit – streetscape improvements including crosswalks/bulbouts/leading pedestrian walk
- Consider innovative and international treatments in the study (ex: overhead wire-free light rail ... preference toward dedicated busways ... could removing on-street parking during rush hours or creating a couplet of some kind be an option?)



Staff Comments

Staff that were in attendance at the open houses were asked to provide any common questions or themes that arose. Below are comments from staff:

Questions from attendees

- Why isn't the route being planned farther east into St. Paul?
- What is the funding process?
- What is the project timeline?
- What/why are the various modes being considered?

Conversation themes/topics

- Interest in preserving/having no impacts to the bicycle/pedestrian facility on the Greenway if that alignment is chosen for a transit option
- Further interest in the one-way pairing of a transitway improvement (streetcar was noted) on Lake Street and the Greenway

**Table 1: Results from Priority Setting Activity**

Topic	Colin Powell Center	Whittier Park
Faster transit travel times	29	22
Fast and easy connections to light rail	22	11
Better connections to pedestrian walkways and bicycle paths	12	17
More frequent transit service	12	12
More reliable transit service	9	13
Fast and easy transfers to connecting bus service	11	9
More bicycle amenities/parking at transit stops	7	13
Better connections to developments on the Greenway	11	7
Better passenger amenities at stops/stations	6	6

Figure 1: Results from Open Houses Aerial Plots-West End of Corridor



Figure 2: Results from Open Houses Aerial Plots-Middle of Corridor

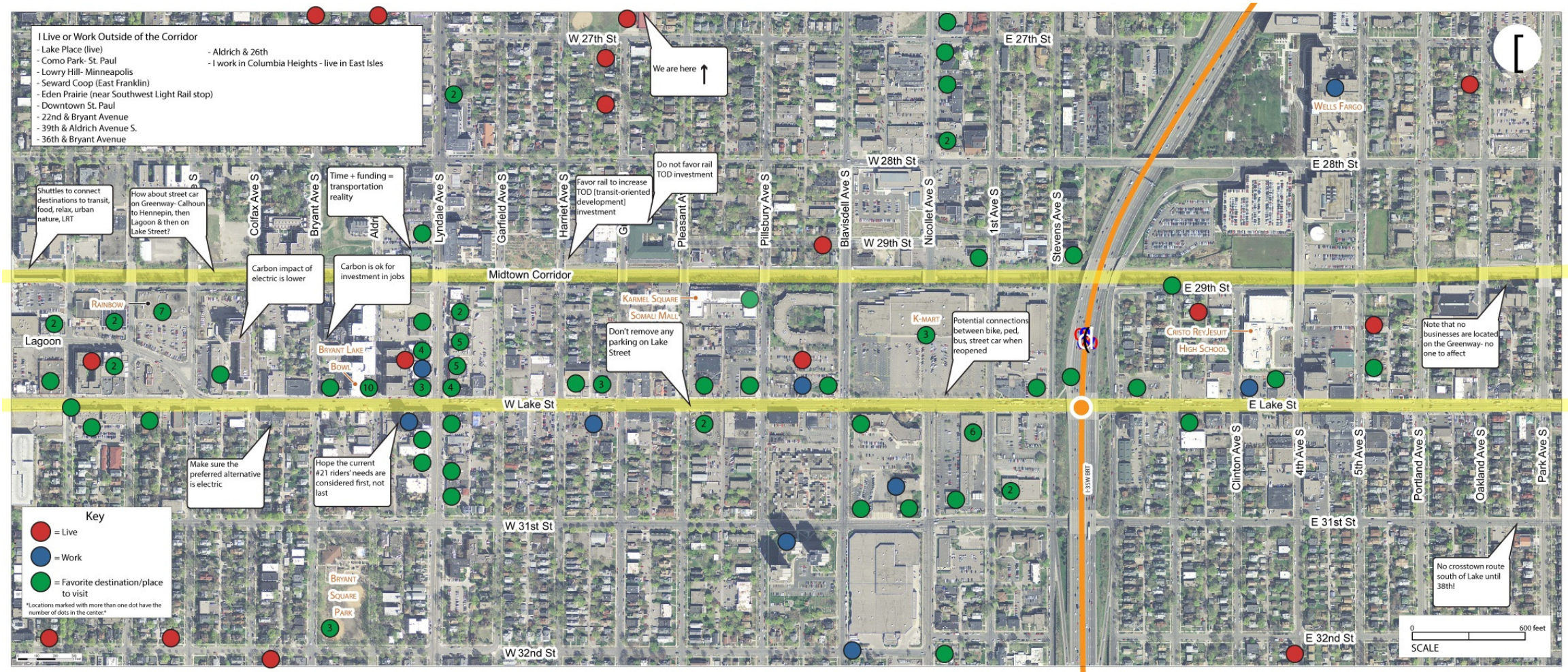


Figure 3: Results from Open Houses Aerial Plots-East End of Corridor

