



Midtown Corridor Alternatives Analysis

Summary of May 2013 Public Meetings

6/12/2012

Prepared by the
SRF Consulting Group Team
for



Table of Contents

Public Meeting Overview	1
<i>Meeting Format</i>	<i>1</i>
<i>Participant Comments/Feedback</i>	<i>1</i>
<i>Open House Marketing</i>	<i>1</i>
Summary of Public Comments	2
<i>Lake Street Enhanced Bus Alternative</i>	<i>2</i>
<i>Greenway Single/Double Track Streetcar Alternative</i>	<i>5</i>
<i>Dual Alternative-Greenway Streetcar and Lake Street Enhanced Bus</i>	<i>10</i>
<i>Feedback on the Public Meetings</i>	<i>13</i>
<i>Overall General Comments</i>	<i>13</i>

Public Meeting Overview

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

- The screening process of the alternatives.
- The three alternatives moving forward for further analysis.

The open houses were held at:

Date/Time	Location	Attendance*
May 21, 2013 6:00 PM – 8:00 PM	Colin Powell Center Minneapolis	50
May 23, 2013 6:00 PM – 8:00 PM	Whittier Clinic Minneapolis	53

*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.

Meeting Format

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

Participant Comments/Feedback

Written comments/feedback on the screening process and the three alternatives that are moving forward in the study were collected by placing a flip chart alongside the boards related to these topics. In addition, written comments were collected via post-it notes on the three map plots for the three alternatives. A comment sheet was also provided and requested responses to the following questions:

- 1) What are your thoughts about enhanced bus on Lake Street?
- 2) What are your thoughts about single/double track streetcar in the Midtown Greenway?
- 3) What are your thoughts about a combination of both single/double track streetcar in the Midtown Greenway AND enhanced bus on Lake Street?

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. Metro Transit staff provided a news release to the media. In addition, the flyer was provided at the following community events:

- Breakfast with Council Member Gary Schiff: Friday, April 26, 7:30 am-8:45 am at Mercado Central
- 5th Precinct Open House: Tuesday, May 14, 5 pm-7 pm at Minneapolis 5th Precinct Police Station

The Minneapolis Neighborhood Outreach staff also distributed the meeting flyer to their networks including their contacts in the Somali, Latino and American Indian communities.

Summary of Public Comments

The following is a summary of written comments received at or shortly after the public open houses. From the May 21 open house, 20 comment sheets were submitted; 30 comment sheets were submitted at the May 23 open house. As of June 5, two comment sheets were received after the public meeting. Comments also include those posted on map layouts of the alternatives and comments collect on flip charts.

The comments are organized by general topics with subtopics included where applicable.

Lake Street Enhanced Bus Alternative

Development-Lake Street

- It will not stimulate TOD [Transit Oriented Development] the way steel rails would.
- Enhanced bus is just a big can! Streetcar will support TOD!
- Does not bring economic development, better for poor and disabled people, cost effective, not sustainable!!!

Extension to St. Paul-Lake Street

- Do it and do it right! Off-bus fare payment, all door boarding from curb bump outs, run the bus all the time, all the way to St. Paul, and don't add more stops.
- I would use this alternative only for trips to St. Paul.
- I think it is a good idea, especially between Hiawatha and St. Paul, however, I doubt that it will be significantly faster than the 21.
- Yes I agree with it but it MUST go all the way to Snelling/University --- many people in South Minneapolis work in St. Paul, it would be very unfortunate to not have it run all the way to St. Paul.
- Yes! I like it IF it goes to Midway, My favorite. I like seeing my destinations through windows.
- I like it! It's low cost, low-impact on Lake, no-impact on the Greenway, and flexibly for the future. But if it stops at Hiawatha, it's not much use. Bike or slow bus will get me that far. Extend to the river! Extend to St. Paul!

Service Timing-Lake Street

- Hard to see how it will be a fast alternative – as it's in traffic – even with timed lights.
- Too slow to attract Allina/Abbot-Northwestern and Wells Fargo employees; won't transfer from LRT to "slow" bus
- This is likely to be too slow and congested to attract strong ridership
- There is already too much traffic. Would adding more bus traffic actually improve it?
- Bus, even enhanced, could not be faster than a car, which takes quite a while from west Lake to Hiawatha, especially in rush hour
- It is a good idea but the buses will still not be able to travel faster than traffic, so it is inadequate as the only solution.
- Lake Street is already congested, would enhanced bus even decrease travel times?
- Will the option be faster than current bus service on Lake St?
- *Posted on map next to Lyndale Ave Station:* There are 38 stop and go signals between West Calhoun and Hiawatha. How can signal priority work on all of them?
- *Posted on map next to Chicago Ave:* Will Abbot Northwestern employees and Wells Fargo employees take SW or Hiawatha LRT then transfer to a slow bus?

Traffic Congestion-Lake Street

- I think it would likely worsen congestion and commute on an already congested street.
- Won't make any difference – the motor vehicle congestion will still obstruct it.
- Concern about if adding enhanced bus would increase congestion on Lake and if that would spill over onto 31st and 32nd.
- This would be a welcome addition to make the system more robust but is not sufficient on its own due to the car traffic already on Lake.
- Concerned it'll further clutter Lake St.
- *Posted on map next to the West Lake Station:* The Congestion here is already HORRIBLE! 39,500 vehicles per day - #1 busiest HC road and you want to add ANOTHER bus line!! How crazy is that!!

Station Location-Lake Street

- *Posted on map next on east side of Midtown station* – Why does it stop here? Need it east of Hiawatha.

Support of Alternative-Lake Street

- More is better, and I agree the street can't currently support a reduction in lane space. I would support this in connection with a rail option.
- I think it's a great idea!
- Love it. A good use of existing structures and faster implementation. Money would be well spent.
- This seems more cost effective and practical than streetcar. It will accommodate a more diverse population and be more accessible.
- Very needed we are behind most cities in this area.
- Good idea.
- Strong support. People want to be on Lake St and Lake St. bus is slow
- I like the enhanced bus idea as long as there is some space to put luggage (I use the 21 bus to travel from my home to the LRT to the airport). It would also make sense to have the bike racks on the inside of the bus to save on some travel time.
- Enhanced bus would help improve transit in the short term but might not be a good long term solution. Enhanced bus may make sense on all high-frequency corridors in Minneapolis and St. Paul
- I think enhanced bus is a good idea in general and should be applied broadly to routes that are currently busy and/or slowed by traffic. It's a no brainer to implement on Lake Street, absent any better options.
- I am in favor of anything that gets people to not use cars. It's hard to imagine bus travel on Lake being chosen by travelers who have other choices.
- The option I would definitely prefer.
- Very good idea. – I would use it every day.
- Great idea! Really necessary – buses are too slow- and worth the money as reasonable financially.
- I like it! I agree that a trolley has more tourist value, but a BRT option is also great.
- BRT will provide access for more people, not destroy Greenway and much much cheaper!
- Stick with the bus cheaper. Too much traffic to handle tracks.
- Enhanced bus to St. Paul – no RAIL alternative

Opposition of Alternative-Lake Street

- It should not be done. From wherever you are on Lake Street, there are already faster ways to reach the green line by the current bus system.
- Interesting but not my preferred solution.
- The enhanced bus is not worth the investment if we are thinking far into the future. We need something fast, reliable and permanent – and that is not another bus.
- Not too interested in it, but if streetcar alternatives failed, it would be the next best option.
- #2 choice. Only if a streetcar is unfeasible would I recommend this option. While bus transit could be improved on Lake – increasing the vehicular orientation of Lake Street should be a long-term goal and argument against this option.
- I think this would make minimal improvement.
- No enhanced, Better Greenway, Faster Transit Greenway
- If enhanced bus is all we can get east of Hiawatha, then I guess “yes” on that segment. I’m still in favor of using the max money on streetcars West of Hiawatha.
- I ride the 21 and the 53 with some frequency. Enhanced bus a poor substitute for streetcar, especially for stimulating TOD.
- Double/single track – Buses hold up metro urban street traffic enough – let’s NOT add more or change up routes – let’s do trains – however keep transit options for bicycles
- As an urban driver, the thought of additional buses make me nuts. I support mass transit but let’s remove vehicles rather than add them.
- This is not just about moving people. IT is also about creating delightful ways to get around. Enhanced bus falls short of delight. People want to live in walkable, bikeable, transit sewed locales. Bus is not really transit – it’s a big can.

General-Lake Street

- Transit times; connections to intersections between stops; ridership estimates?
- More express busses.
- Already there. It’s smooth.
- Could the enhanced bus stations be designed to serve both buses and future streetcars when the conversion makes sense?
- Enhanced bus should have roll on bicycle capacity. I don’t bike because my back prohibits lifting my bike.
- Lake street drivers are generally inattentive and a danger to society and we must do all possible to reduce vehicle traffic and increase public transit for safety for all.
- In general I don’t think it would add the convenience and speed of the other alternatives. The familiarity of bus transport might be more attractive to some.
- Would it be possible to build enhanced bus on Lake in a way that leaves the door open for streetcars in the future? As the city grows, they might become a better choice, and if we can do things now that reduce the cost later, that would make a switch easier.
- Number of customers that can see what businesses are on Lake St from the Greenway is zero. Number of customers that can see businesses on a Lake St Streetcar (tens of ?) thousands daily

- *Posted on map between Knox Ave and Hennepin Ave S Stations:* Will BRT turn from Lake to the Uptown Transit Station, then back to Lake? That maneuver takes 10 minutes by itself!!
- *Posted on map between Cedar Ave and Midtown Station –* Why wouldn't I just drive this stretch instead of paying to take a bus? Railcar/Streetcar on the Greenway would save time and time equals money.

Greenway Single/Double Track Streetcar Alternative

Development-Greenway

- Nice, will stimulate some TOD, but not to the extent that streetcars on Lake would.
- Economic development.

Turf Track

- Please consider seriously a turf track, this is very important for the continued vitality of the corridor, which has become much more than a transit corridor, a real jewel for the city and the region.
- It would be positive to make it more active so it will be safer for cyclists/walkers. Its KEY to put turf on track, not remove any of the green.

Connectivity-Greenway

- Connections to intersection between stops
- Access to businesses and other destinations on Lake Street.
- *Posted on map next to West Lake Station:* Connectivity from West Lake Street to West Lake station and bus layout station.
- Concern that it would be inconvenient for many who live along the route and aren't simply trying to get from Lake Calhoun to Midtown Station.
- *Posted on map next to Calhoun Beach:* Could the ramp be on the south side instead of the north?
- *Posted on map next to Calhoun Beach:* What will connections be like to the surrounding amenities? Hope it is clear path or view to Lake Calhoun!
- *Posted on map next to Midtown Station:* This should connect to downtown St. Paul.
- *Posted on map east of Midtown Station:* Consider streetcars connection to connect to St. Paul streetcar study on Marshall.

Accessibility-Greenway

- Only if it is 100% ADA Compliant with Wheelchair tie downs and restraints per SAE440.
- Harder for disabled people to use.

Extension to St. Paul-Greenway

- Focus on the area between Hiawatha and West Lake for now rather than expanding the scope.
- Full East-West Trolley/Street Car Calhoun to downtown Saint Paul ASAP (no budget track please)
- *Posted on map next to Midtown Station:* What about Lake Street east of Hiawatha?

Stations-Greenway

- *Posted on map next to Lyndale Station:* How will stations meet with street level (i.e. Lowered terrain for greenway trench vs. street level)?

- *Posted on map next to Lyndale* : New stations at places where they are not currently entrances to the Greenway. What does this mean? Will there be bike accessibility too?
- *Posted on map next to West lake Station*: How would both LRT and streetcar dock at the West Lake Station?

Support of Alternative-Greenway

- Love it. I am a happy greenway cyclist and would love to share with a streetcar.
- The streetcar in the greenway would attract riders and “enhance” their days. Obviously transit links at places along the greenway have to make sense.
- This is my first choice.
- I like it. Quiet, clean, fast, classy. I’d eventually like to see this extended to St. Paul.
- #1 choice. This is the clear choice. The Greenway has built in benefits for the transit connection between bike/other modes. Linking the Greenway to Lake Street will balance the neighborhood and extend business reach.
- I love the Greenway as it is, but I think that the streetcar would provide the fastest service from Hiawatha to the SWLRT, much improving access to jobs in the SW suburbs for commuting city residents
- Preferred option. Will be faster the bus and attract people and development to the Greenway. Prefer turf track
- Like it – No interference with current traffic – brings more life to Greenway at all hours
- Best option, it would help build density along the line and work well with existing rail
- A Streetcar in the Midtown Greenway could offer a long-term transit solution for the corridor that would provide a high level of transit service for the next 100 years
- A turf track streetcar on the Greenway will be fast. Increase safety in the trench by increasing people in the Greenway and also increase economic development in the Midtown Corridor due to the reliability of rail.
- I think starting with the Greenway would make the most sense. It would help spur further development along the Greenway
- I prefer this option. Properly designed, it would increase safety on the Greenway by bringing more people there. I would like to see this option also as a way to more fully use this cross town artery.
- I think this is a great option as it will leave Lake Street a little less congested and it will provide another transit option for those that don’t feel comfortable riding the bus.
- This is a great idea since it can make use of grade-separation for speed and safety.
- Great fast transit. Half of the Greenway it’s been dedicated for transit for decades.
- Love it! We need regional transit maps that show an express rail line E-W through South Minneapolis connecting to two LRT lines, allowing more people to live without cars.
- This is a necessary addition to the existing runs for developing the public transit system in Minneapolis
- What a great way to update an older lifeline that helped build Minneapolis and make it great: to make it an even greater place to live.
- I think this is an excellent idea because it would provide dedicated right of way for the streetcar.
- Like it very much, assuming it’ll work.
- Very positive, so long as the Greenway remains an East-West bicycle freeway.

- This would be a faster alternative; the single track segments would be imperative over the any double track.
- I think that could work as it will not add to existing traffic (take out tracks and now replace?)
- Yes if it is faster than Lake Street bus #21
- This would seem more efficient than the enhanced bus and once people use it I think they will realize its utility.
- The streetcar will be a very long-term investment, allowing for more businesses to build down to Greenway level, and improve the Greenway Area.
- Greenway Streetcar seems like the way to go!
- Agree that streetcar is the way to go with limited funding I think a streetcar on the Greenway would save enough time and provide enough ease-of-use to make it a preferred option.
- I find the streetcar option attractive. A new streetcar line – or second one if Nicollet Central happens – would help establish a streetcar network in the Twin Cities. Plus, a streetcar on the greenway could potentially be extended east of Hiawatha.
- Streetcars will attract riders and they will enjoy their time in the Greenway.
- After riding a crowded bus after several business trips, I definitely see a need to provide more transit in this corridor. I know I already mentioned it, but the space for luggage either next to you (see the Line that goes to the Midway Airport in Chicago) Or above you makes sense to me since I really believe more people will use this corridor for traveling to the airport when it gets established. I like the Greenway for this corridor as I already feel Lake Street is too congested.
- Rail Transit in the Greenway, and less traffic presence on Lake St, will help Lake St retailers it seems to me. I would use Lake St businesses more with a Greenway Streetcar.

Opposition of Alternative-Greenway

- I'm concerned with the high cost, at grade crossings. I'm still trying to understand why we want to run in the trench.
- I think it would be a waste to have a single track streetcar because you would be leaving people stranded however a double track would take away from the beauty of the greenway plus I feel the greenway is meant for biking.
- Poor idea. Cost high. Prefer NG bus on wheels
- Potential accidents, many. Scary for bikers, walkers
- Less green showing
- Vertical access-cost
- Sound and crossing Humboldt, Irving, James
- I like fast transit options, but I oppose any Greenway transit option that would degrade the bike/ped paths and the "green" of the Greenway.
- The alarms/bells (signals) for safety will be noisy – hard on residents AND unpleasant for running/biking
- I'm concerned about the eastern section – it doesn't seem like there's room even for single track. And I'm skeptical about safety I don't like the idea of waiting in the Greenway late at night. And I don't think people passing rapidly on a train will make it much safer for walkers or bikers.
- I do not like the idea. I think the Greenway should stay and be enhanced. Streetcars are meant to be on the street. I would never get out of the trench and walk a block to Lake Street businesses.

- Double track would require high walls in many points of the Greenway. It is a narrow corridor, and would impact the immensely successful bike trail.
- Do not lose even 6" of trail to streetcar! I won't really use it – I'd rather play tag in the green space.
- Would NOT prefer any tracks on the Greenway – a unique area, path for people rather than machines/streetcar.
- 4-5K use the Midtown Greenway for bikes. It's beautiful and an asset to this city. Streetcar would destroy this unique transitway.
- Keep the Greenway bike oriented.
- No tracks on Greenway.
- Again – no to any tracks/streetcar on the Greenway. I realize land could be set aside for potential rail use BUT Minneapolis is identified as a green area – do not make it something else.
- Leave the Greenway alone – just leave the trench alone – there is not enough room
- Keep the economic vitality on Lake Street. That is the economic center of South Minneapolis. Streetcars on the Greenway will just allow people to pass by all the businesses on Lake Street. It will kill the businesses. I truly don't understand what would be gained with streetcars on the Greenway. It's all residential.
- Shouldn't use trails to build transit.
- There's a reason why just about every streetcar ever built (or being built) was placed directly along urban business districts. Not away from them.
- I question how much use the Greenway/Trolley would get due to not many destinations on that route. Also Challenges with grade negotiation.
- I'm worried about cost and the historic bridges and that it would make more sense to run the BRT in Lake up to Snelling.

General-Greenway

- Transit time
- Ridership estimates
- In parts of the greenway there is only room enough to accommodate single track. But frequent double track passing points could be built.
- Why not use LRT technology to conform with other developments and unify transit options? The user experience will be more streamlined metro-wide.
- Double track on Greenway.
- It provides the speed improvements needed.
- Only one block from Lake St.
- Elevators are an added expense.
- Long lasting effect, safer for bikes, more "eyes on the street."
- Why not on Greenway when CP vacates it?
- Perhaps artistic green wall (plants) divider between streetcar + bike trail can minimize disruption + enhance bikers and peds experience on Greenway.
- Wondering if this would decrease congestion on Lake.
- Faster connection
- I like the streetcar but wonder about the value to the Greenway overall.
- 26th/28th Street streetcar might work better than Greenway.

- Regarding concern by bikers and peds, there could be a cement/planted wall divider between the streetcar and bike trail.
- If compatible vehicles can be found, I feel that the SWLRT platforms could be shared with the streetcar service. This would also be ideal at the Hiawatha end, though a connecting flyover would be expensive. LRT-style vehicles should be used since the Greenway doesn't have the space constraints of a true "streetcar".
- Do not think a streetcar would be viable with the type of winters we have. Great that new buses are now more energy efficient and that some of them are now produced in Minnesota.
- Though streetcars, and run by electricity reduce noise we live on Irving within a half block of potential "bells and whistles" when trains go by and cars continue on Irving. I do NOT want a "bells and whistles" stop every 15/20 minutes!! To listen to.
- How will at grade crossings at James, Irving and Humboldt be addressed?
- You would do a world of good by telling the East Isles Community that you will study "no bells" at Irving, James, Humboldt.
- Tell us you are going to study no bells. Use traffic lights.
- Use single LRV to save operational and maintenance costs! That way stations will be LRT-Compatible for future alignment.
- I am interested in hearing how at grade crossings on James, Irving & Humboldt will be handled, obviously, safety is paramount. Every one of my neighbors and friends with whom I have discussed the possibility of a trolley in the Greenway is strongly in favor of it.
- I think a train running in a ditch (in a trendy neighborhood) would make a good additional tourist attraction (not sarcasm).
- Strong consideration should be paid to the value of the Greenway as an attractive, green trail. There are other options for transit on Lake and 28th/26th. A Greenway transit option should only be explored if other options don't make sense.
- Require private development on southern edge of Greenway to include vertical circulation.
- *Posted on map next to Hennepin Ave S Station:* How will at grade crossings be addressed? (James, Irving, Humboldt).
- *Posted on map next to Hennepin Ave S Station:* How will people access here? Humboldt Irving and James are at grade; easier for pedestrians.
- Service frequency can make or break a system. I'd love 7-minute headings on rail line.
- Harnj used extensively the method of systems in NYC, London and Paris, I can honestly say that walking one block (another from Lake St.) would be a very easy walk as transit use goes. This is a ready-made "open" subway.
- Crosstown transit the slowest I ever use. The short blocks, heavy vehicle congestion, etc. Make it imperative that the Greenway have rail. Actually, I would prefer light rail on the Greenway, but I guess that's not on the table.
- *Posted on map next to Chicago Ave Station:* Bus Station
- *Posted on map next to Bloomington Ave:* What is total transit time from start to end at Midtown.
- *Posted on map next to Bloomington Ave:* Recently planted trees at Cedar to the east.
- *Posted on map next to West Lake Station:* Share platforms with Green Line to provide future interline opportunities.

- *Posted on map next to Hennepin Ave Station:* Close at least one of Humboldt, Irving, or James at-grade intersection or grade separate.
- *Posted on map next to Hennepin Ave Station* – Double-track LRT-ready from W. Lake to AT LEAST Hennepin for future LRT routing (southwest LRT or new alignment).
- *Posted on map next to Lyndale Station:* Public – Private partnerships to take advantage of the grade separation and provide lower-cost vertical circulation to stations.

Dual Alternative-Greenway Streetcar and Lake Street Enhanced Bus

Extension to St. Paul-Dual Alternative

- BRT continuing east of Hiawatha would be best, regardless of which option is west of Hiawatha. It could connect with the Green Line and the Snelling BRT.
- *Posted on map next to 31st Ave Station:* BRAVO! For not stopping- go to St. Paul.
- *Posted on map next to Midtown Station:* It's very very important that this is connected to University and Snelling. This corridor needs to connect to St. Paul.
- *Posted on map next on to 31st Ave:* Would be really good to continue to on Lake and Marshall east of Hiawatha with some kind of fast transit.

Support of Dual Alternative

- This is the best option
- If the Greenway is affordable, I would support this alternative. It adds a faster route to St. Paul and would possibly be faster and more efficient than going downtown on LRT first before going to St. Paul.
- Love the long term vision of the combined streetcar/bus option. Invest now in system that serves the future!
- Do this, and please provide for future rail extension to St. Paul.
- Sounds good, don't know if it's politically feasible.
- Combo – Good.
- Both investments may be the best choice overall if complementary service is provided. Each mode would have different funding sources, so they could be implemented as funds are available
- I support this idea. While I still believe that the enhanced bus won't be as successful as the streetcar, it would be beneficial to have some kind of improved transit on Lake Street.
- Both would be best long term
- If we can make the funding work, I'm all for it. This could be the best of both worlds.
- Like this.
- Best idea, least cost effective but would be beneficial in long run
- This would be ideal if there is funding based on the alternatives presented; it would speed up transit and add robustness to entire system while allowing a connection to St. Paul
- Over all, the fact that you show this connecting to the University Ave, light rail in St. Paul, it's the best, but most expensive. Connecting bus corridor efficiently to the Midtown Corridor and the University Ave/St. Paul Light Rail.

Opposition of Dual Alternative

- NOT A CHOICE. The ridership to St. Paul just won't be there. The length of the route is too long to serve any practical purpose for a transit user.
- Only streetcars are needed on the Greenway, connecting the Green line extension on the west with the blue line on the east. Also, loop should be built on either end so that passengers will always face forward.
- Redundant. Keep the Greenway bike-oriented. Increases lighting but the street car might be a boondoggle.
- Not thrilled
- Seems like overreach, maybe as a future extension
- No. I think dual options will confuse the uninformed or inattentive transit rider. Make it easy and develop within the entire metro-wide vision
- Too expensive
- Not too wild about it.
- I'd probably prefer a streetcar all the way along the Greenway, East Lake Street, and into St. Paul, but this option would allow similar service. It should be done if the alternative is a streetcar with only the existing bus, which is too slow.
- Greenway streetcar yes – "Enhanced" Lake St. a waste of money
- Would suggest options on Lake and 26th/28th between Blue Line and Green Line. Not a supporter on Greenway transit.
- To Midtown Great! The design is great for bus, but having both seems a silly use of \$ and like it divides the riders by two modes
- Well, I like the Lake bus and don't like the Greenway track. I also don't see the need for two lines in the corridor. But I love the extended bus route on the map for this option.
- I like the longer BRT. I think the cost of a streetcar in addition to the bus may not be worth it, and am wondering if they would be competing for the same ridership.
- Too expensive – slow

General-Dual Alternative

- I think this is a good effort, do both right, though don't water it down to "normal bus with new paint" and 1x hourly trolley.
- I think that more service will continue on Lake St, so it might as well be enhanced, faster service. Then the streetcar could be built in the Greenway, for faster service as funds become available. The Streetcar is more likely to promote economic development in the corridor, through the bikeway is already doing that to some extent.
- Cost
- Ridership estimates
- Transit times
- Sound and crossing Greenway on Humboldt, Irving, James
- Vertical access to/from Greenway
- Connections to intersections between stops
- I wonder how ridership would support both options? It seems that one mode whatever it is should service our needs.

- If the ridership and cost is justified, and retailers on Lake St. really want this, it seems like a possible solution. Cost and bus rides times could be a problem.
- Would it be more cost than necessary? I.e. are there enough riders for both? If you had to choose one, choose the one that will go through to St. Paul.
- Full package east west all the way - Expand Green Space
- Full package east west dual track all the way
- A pedestrian friendly Lake St means more traffic for Lake St stores.
- I like LRT connections.
- Connecting between the streetcar and the next transit vehicle can't be too much of a schlep (packages, children, late night, bad weather).
- If BRT and Streetcar are too expensive, please give us the Streetcar. We can then get to St. Paul by going downtown on the Hiawatha LRT.
- Still concerned about traffic on Lake Street.
- Concern about cost – not sure there's demand for both? – But might be good to reduce overall congestion. Good to have extension further East on Lake/Marshall
- Possibly...but still concerned about space on Lake St.
- Make it fast!! There will always be buses on Lake St for local trips.
- # of buses bunched together at MPH on Lake Street
- Congestion on Lake is horrible now as far east as 29th Ave – And Uptown and beyond Hiawatha – How would this plan impact that?
- Giving people an alternative to driving would reduce congestion. And congestion isn't necessarily bad anyways.
- *Posted on map next to Calhoun Beach and Calhoun Pkwy West stops:* Existing right of way most cost effective solution
- *Posted on map next to I-35W and 5th Ave Station:* Think linear part dual track and bike path.
- *Posted on map between Chicago Ave and Bloomington Ave stops:* Why a gap here? No connecting bus routes.
- *Posted on map at Midtown Station:* Run a streetcar from the Greenway under Hiawatha down East Lake Street into St. Paul.
- *Posted on map next to 36th Ave station:* This section seems like a no-brainer. More connections between Minneapolis/St. Paul and Snelling BRT.
- *Posted on map next to corner between Fry Street station and St. Anthony/I-94 –* How do I get downtown? Don't stop we're not there yet.
- *Posted on map next to Nicollet Ave:* Condemn K-Mart.
- *Posted on map next to Nicollet Ave and 35W:* Combine 35W and Nicollet stations! Save money, increase speed, and create amazing transfer opportunities.
- *Posted on map next on Midtown Station:* Lower this terminus below grade (but open air) so there can be exit down E. Lake/Marshall (put in cut and cover tunnel between Midtown Station Sta. and 27th Ave)

Feedback on the Public Meetings

- Regarding today's meeting on 5/21: About six spots in the parking lot were cordoned off when I arrived but someone later made them accessible. I'd suggest being sure all available parking is open at the beginning of the event.
- For open houses put all bus routes on cross streets on layout.
- This is my first Metro transit meeting and I was very impressed by the knowledge of the staff and their interpersonal skills.
- I spoke with some very helpful folks and hadn't attended a meeting before so I had acronym questions – defining acronyms in the PowerPoint would have been helpful.
- Staff was very approachable and informed which I greatly appreciated.
- I liked the multi-lingual resources being available.
- An informal 10-minute presentation at 6:30 and again at 7:30 pm might have helped answer some of my questions.
- Thank you for listening to public comments.
- Please work hard to get communities of color to these input meetings as South Minneapolis is primarily neighborhoods with communities of color and their voices need to be heard.
- Thank you for providing an opportunity to see and discuss the options! Transparency is important to me.
- Lots of good information
- Easy to understand and very informative
- Pizza next time? Pepperoni?
- Great discussions. Good to see most viable options advance.
- I liked that the feasibility process was outlined and that alternatives that aren't being pursued were presented to give context. That was very helpful.

Overall General Comments

- I wish that CO2 emission of the two options were a factor at this point.; i.e., train very low in emissions, trolley (electricity) can be generated in a more environmentally friendly way than busses can ever be. We cannot continue to burn fossil fuels!
- Beware of too many color names! Using numbers or letters keeps things a little more straightforward for the colorblind. Connections and timing to other lines is very important
- Off topic slightly: Why don't all LRT station display boards always show a minute countdown until the next train? This is a standard feature of every world transit system and it's so strange the best Metro Transit can do is remind us not to take bags from strangers
- The current light rail cars have "0%" wheelchair tie downs per ADA standard we should either pit them in and "man" them, shut down the current system, or post "cripples not welcomed". Or change the law. This is also in the Northstar system.
- Put all bus routes on cross streets on map
- Thank you for serving the majority with these transportation options and building for the future we want

- Several years ago, Transit riders in Oslo, Norway were already able to check the real time arrival of the next transit vehicle at their stop with their phones. Predictability and frequency are important. Streetcars are much more attractive to riders than buses. I think it's in the public good to get folks on transit. Transit should be free. Businesses should be given an incentive to pass on to employees who don't drive cars to work
- I don't suppose there's potential for a Cedar Ave streetcar stop is there? Asking because it's closet to my house, I can see the argument for not including it
- If you concentrate on unifying the station areas on the Greenway with Lake Street this will go a long way to making the project a success. Not only that, the human traffic oscillating between the Greenway station areas and Lake Street will create new opportunities for business and city life to cultivate beyond Lake
- Saplings (some, not all) planted on east of Cedar Avenue will have to be removed. The transit stations planned re in the perfect locations. There is already plenty of room to a loop on the east side, next to the large area between the alley and the blue line bridge, and room could be made on the west side by removing trees between the bikeway and the area near where Chowen bends to become Abbott
- Lots of thorough work was done at a crisp pace to narrow options
- It absolutely needs s to extend past Hiawatha into St. Paul. To not do this would be foolish.
- Were there any neighborhood advocates or partners? I would be interested in the local business community's feedback as well as transit users on Lake Street – Specifically called out so that I understand the problems and possibilities through the lens of the local residents!
- I am very interested in seeing how this comes together.
- Good options, want to stay informed. Don't dilute bike/walking options.
- If value capture is used for a streetcar it will be important to understand the funding sources early on so the land use plans correspond to the value available.
- I love biking on the Greenway and LRT but would prefer No Gas Bus with wheels on Greenway.
- I wish more consideration would be given to the idea of connecting the North and South better or at least improving what is there. It is very difficult to get places non-rush hour. It is as if nobody thinks people have the get places (especially on the weekend). What about Route 32 on weekends and earlier service going west recently waited 2 hours in the AM for the 32 to go west. People really do live and work in North Minneapolis, thanks for your consideration
- If ridership would pay for itself then maybe tracks in future!
- I strongly support connections between the Greenway and Lake St.
- I am really curious about the furthering data from the Alternatives Analysis. Most of my comments will be influenced by capital cost, ridership, efficiency, and community feedback and values.
- Perfect hook up between Southwest LRT to airport. I bike for 35 years bicycle [illegible] want to keep the Midtown Greenway for biking.
- Too late for major planning. Please don't disrupt and ruin what makes Minneapolis so sweet. It's a beautifully laid out city. The Garden State Parkway cut my home town in half and it affected the economics of East Orange, besides tearing down many beautiful neighborhoods (my grandma's house, too). My other grandma in Detroit had to give up her Arts and Crafts home for a big highway which also split the town (couldn't walk to the Piggly-Wiggly anymore)

- Kudos to you all to try to improve an already great system to make it even greater. Keep up the “great work.”
- Disconnect TH 25 road from Hwys 100 and 7 interchange.
- To better answer these questions I feel I need the information about potential ridership, costs, speed, frequency. I understand this info will be provided in the next phase.