

Outreach, Communications and Feedback Summary

Pre-Concept Plan/Phase 1

The goal of this phase was to introduce transit customers and stakeholders in south Minneapolis and the south metro to the project, including the METRO Orange Line itself as well as the scope and Existing Service Conditions report for the connecting bus routes study. Staff also sought feedback on several key planning questions to inform the development of a Concept Plan. Metro Transit staff applied several outreach tactics to inform and engage stakeholders in the Pre-Concept Plan phase.

Process

The Orange Line will replace Route 535, so these customers will be most affected by service changes and were identified as key targets for seeking feedback. Additional stakeholders in the study area are identified in the *Orange Line Connecting Bus Study Outreach Plan*.

Packets including a one-page project summary and rider alert to describe the study scope and open house details were distributed, along with a postage-paid survey with planning questions about stakeholders' travel behavior and preferences. The survey was also available on the project website. The survey and rider alert were also available in Spanish.

Outreach

In late October 2019, staff rode many of the trips on Routes 535 and 597 to speak with customers about the study and distribute rider alerts and surveys. Staff also visited the Knox Ave Park & Ride to hand out survey packets to customers. Metro Transit staff set up a table at two community events in the corridor to notify attendees of the study and encourage completion of the survey. Precise attendance counts are not available for these events.

- Kopp Student Center at Normandale Community College, Thursday October 31, 2019
- Minnesota College of Art and Design Internship Fair, Friday November 8, 2019

Open houses were held in Richfield, Minneapolis and Bloomington to share the existing service conditions report and seek feedback. Large display boards were used to share information about existing demographic data and current transit service in the study area. Surveys were also available for attendees to complete.

- Woodlake Nature Center, Wednesday November 6, 2019 (six attendees)
- Rev. Dr. Martin Luther King Jr. Recreation Center, Thursday November 7, 2019 (six attendees)
- Volunteers Enlisted to Assist People, Thursday November 14, 2019, (seven attendees)

Communication Activities

Staff used the following activities to notify current customer, stakeholders and the general public about the study, survey and open houses.

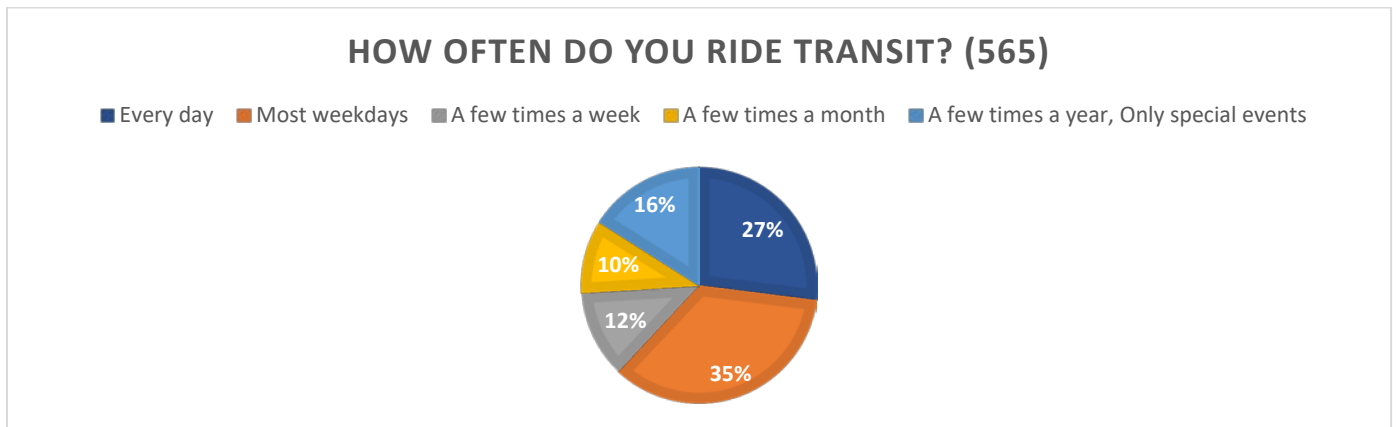
- Updated Orange Line website to add a page for the Connecting Bus Service Study
- Rider alert e-mailed to nearly 1000 Route 535 subscribers
- Posts to Metro Transit's Facebook and Twitter accounts

- Garage visits were conducted by staff to inform garage management about the rider alert and survey hand-out effort.
- Riders alerts with surveys were provided for bus operators to distribute on Routes 27, 537, 538, 539, 540 and 542.
- E-mail to stakeholders
- I-494 Commuter Services (transportation management organization in the study area) included notice of the study in their newsletter of 4,500 subscribers.
- *Connect* November 2019 article
- Orange Line newsletter sent to list of over 600 subscribers
- Southwest Journal writer Andrew Hazzard published “Seeking Connections to the Orange Line” Nov. 18, 2019

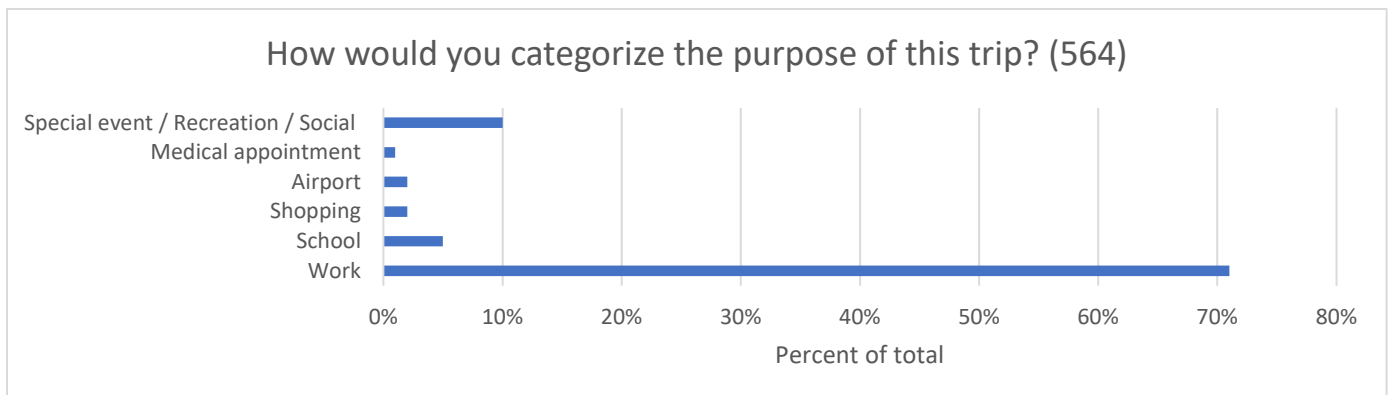
Overall Outreach Results

There were 565 responses to the surveys, 400 were received online and 165 paper surveys were mailed back to Metro Transit. Most respondents answered all the questions or provided origin and destination data.

Question 1: How often do you ride transit?



Question 2: How would you categorize the purpose of the trip?



For Question 3: **Where did your board?**

Origins were concentrated in a few sub-areas within the study area covering south Minneapolis, Richfield, Edina and Bloomington. The sub-areas are the same as selected to show trip distribution in the Existing Conditions Report to offer guidance to concept plan priorities.

Of the **545** respondents giving their origins, the majority started their trip from one of five subareas: Downtown Minneapolis, Lake Street, 46th Street, 66th/76th St (Richfield/ Edina), and 98th St (South Bloomington) had a total of 445 origins which account for 82% of all responses.

Question 4: **Where did you exit?**

Destinations were concentrated in a few sub-areas within the study area covering south Minneapolis, Richfield, Edina and Bloomington with a distribution that closely mirrors the reported origins described above.

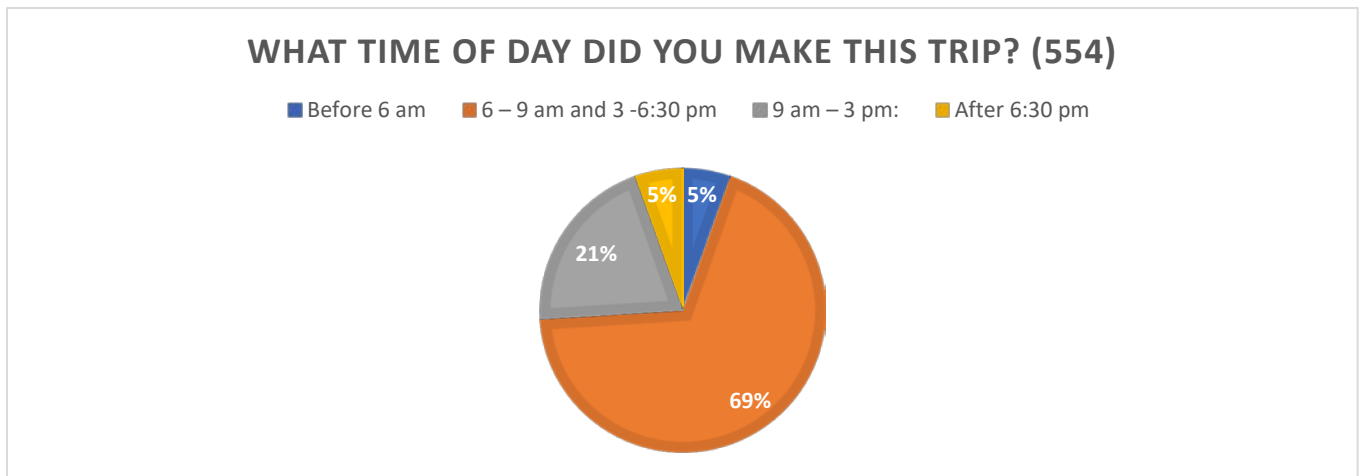
Question 5: **What route(s) did you take?**

The most commonly referenced routes were the **535, Blue Line, Green Line, 18, 4, 46, 539, and 597.**

Question 6: **Did you make a transfer from one route to another?**

33% Yes and 67% No.

For Question 7: **What time of day did you make this trip?**



Respondents were overwhelmingly peak period commuters. This was especially true in Bloomington and Richfield.

Question 8: **If this is a regularly occurring trip, on what days do you typically make it?**

Respondents overwhelmingly checked all weekdays, regardless of how they answered question 1. While 7% of respondents say they rode on at least one weekend day, virtually all of them also rode weekdays.

Question 10: **Have you heard of the METRO Orange Line before today?**

Of the 562 that answered this question, 364 (65%) answered yes and 198 (35%) answered no.

Responses to Open-Ended Questions

The results from the two open-ended questions are discussed below. These comments offer planning guidance to the development of a connecting bus concept plan. See comments in appendix 1 and 2.

Question 9: **Is there a location in the area currently not well served by buses where service should be added?**

Responses varied over from general ideas to specific corridor and bus stop suggestions for improving transit access. About half did *not* answer Question 9, but some of the 241 (see Appendix 1) that did used it to discuss employment areas that are *without* much direct transit service today, at least for their needs. Examples:

1. Improve service to Normandale Lake Offices in Bloomington via American Blvd (Route 542),
2. Southwestern Bloomington employers near Old Shakopee Rd., added trips for various shifts,
3. Add peak hour trips to/from Opus II Office Park in Minnetonka via 50th St/Vernon Avenue in Minneapolis and Edina (Route 46).

Feedback that will more directly influence the changes to connecting bus service that will be proposed in the concept plan include travel between Orange Line Stations and these locations or corridors:

1. Normandale Community College
2. Lyndale Ave or Penn Ave in Bloomington and Richfield
3. Employers located along 94th St and James Ave in Bloomington

Question 11: **How would the Orange Line affect your travel?**

There were 485 responses to Question 11, (see Appendix 2). There were 366 responses or comments received for *both* questions and 9 and 11. Most of these 366 were favorable regarding how the METRO Orange Line would affect respondents' travel. A significant number, 175 or 48%, mentioned locations beyond walking distance from a planned Orange Line station and stated their need for convenient connecting bus service. Some of the feedback was related to the design of the Orange Line itself and not the connecting bus plan, including the location of the 76th Street Station in relation to the Knox Avenue Park and Ride and adding a stop at 9th Street in downtown Minneapolis. The geographic distribution of the 366 responses, defined by Orange Line Stations, were as follows:

Minneapolis Downtown = 55 or 15%

Lake St subarea = 34 or 9%

46th St subarea = 81 or 22%

66th St / 76th St subarea = 109 or 30%*

American Blvd subarea = 26 or 7%

98th St subarea = 44 or 12%

South of Minnesota River subarea = 17 or 5%

Note* Responses from the 66th St/76th St subarea were unique in being concentrated at the Knox Ave Park & Ride or along 76th/77th St. In the other subareas, the respondents' origins were dispersed.

Outreach Conclusions and Next Steps

The next step is to create a Connecting Bus Service Concept Plan, accounting for the major themes brought out in the public outreach process. Access is clearly the main concern in key corridors in the study area and connecting bus service can address many of these issues. The Concept Plan will be available for public review and comment in Spring 2020.

Appendix 1 – Question 9 Is there a location in the area currently not well served by buses where service should be added?

1. The Route 46 will service the 46th St Station but is infrequent
2. West Bloomington (west of Lyndale Avenue) and along Nicollet and Lyndale between Old Shakopee and American Boulevard. More frequency on the 539 is needed as is better service to Eden Prairie.
3. Downtown Minneapolis to South Bloomington (Old Shakopee Road)
4. South Metro. I work in South West Bloomington (near Hyland Park Reserve), and there is no good transit option to arrive there from my neighborhood near Powderhorn, all take far too long to be practical for everyday commuting. It would take me an hour and a half to arrive to work by bus, vs a 25-minute ride in my personal vehicle.
5. Getting from St. Paul to Bloomington (close to QBP) hard. When I try and take mass transit to work, it tells me there is no option EX: The trip from 1782 Palace Ave, Saint Paul, MN, 55105 to 6400 105th St W, Bloomington, MN, 55438 is not possible Please enter new selections or consider these options: Plan a trip from a Park & Ride lot. Explore other options for sharing the ride. Bike-N-Ride to a location. Speak to a transit expert in our Transit Information Center
6. There is very little bus service near where I work at 105th and Hampshire. The only bus that serves this area regularly is the 539. If you miss it, you are out of luck and it's a long walk (1 mile) to get to the bus stop. Just having an additional option would be helpful. I regularly bike from the S. Bloomington Transit Center to work just because there isn't a better option after 7 am to get out to West Bloomington from Minneapolis.
7. Bus from initial location is VERY infrequent. More buses there would be great.
8. non-arterial routes run infrequently & slowly. The service gap, in my opinion, is between one's home and/or workplace and the park & ride lots or express stops. For example, I can easily walk to an LRT station from home. But metro transit serves my workplace in West Bloomington infrequently, to the point of being useless. Last time I checked it would take longer to use transit than to ride my bike; this for a 15-mile commute (15 by bike – over 20 by LRT & Bus). No thanks.
9. The area of West Bloomington near quality Bicycle Products, if there was a convenient route to that area from Richfield then I would try to commute using it.
10. I now work at 6400 W 105th St in Bloomington. I've looked into routes from the Woodbury area to Bloomington, but they're very limited and would require me to go from Woodbury to downtown Minneapolis, transfer to another bus to take me to Bloomington in early morning.
11. West Bloomington
12. Shakopee at Co Rd 21 & Hwy 169
13. All of Bloomington - nothing goes East West locally and its nuts.
14. Northeast Minneapolis could use more transit.
15. 540 during the weekend should be every 30 minutes. Last bus should be after mall closes on Saturdays like at 10:02pm. During Black Friday should be every hour starting at 4am due to mall opening at 5am.
16. MOA to Hyland Park
17. There are lots of people at QBP in Bloomington who live in Minneapolis and Richfield that want to use transit, but the service is hard to find, access, use. For those who want to use bike plus bus (it is a bike company after all), there are only 2 spots on a bus for bikes. So, transit needs to stop more often (easier to walk to said stops) or explicitly allow more than 2 bikes.

18. S. Bloomington Transit Center does not have enough West and East running busses to the cluster of warehouses currently serviced by the 597E (Best Buy, QBP, Ritchey Logistics, etc.). The Orange line will not solve this problem, in fact it will leave me stranded at the transit center in the least bike friendly portion of Bloomington. Biking from Normandale CC is my closest option. Pressure the city into fully developing on street bike infrastructure to Hyland Park Preserve, 98th St, and Old Shakopee Rd.
19. South Minneapolis to Bloomington without lots of transfers
20. Old Shakopee Rd. and Hampshire Ave. I work for Quality Bicycle Products. If there was a convenient way for me to get from 43rd and Upton to Old Shakopee and Hampshire I would ride the bus almost every day. It would have to take 45 minutes or less. I think additional bus service in this area is badly needed, there are numerous businesses, distribution centers, apartments and schools in Bloomington, but getting to here and back to Minneapolis is extremely difficult. Miss your bus, you're screwed!
21. It's really hard to get from South Minneapolis to West Bloomington. If I drive, it's 20 minutes. If I ride my bike, it's 45 minutes. If I take the bus, it's 1.5 hours. I would love to take the bus to work instead of driving on bad weather days, but it takes too long.
22. Old Shakopee Road between I35W and Hwy 169 has very limited services/times
23. I would like it if the 46 bus, between 42nd St and the 46th St LRT Station would use Minnehaha Avenue on the east side of Hiawatha. This would increase the trip time a bit, but it would connect the 46 more easily to other routes and more riders.
24. Yes. There should be a crosstown bus line located on 90th street through east Bloomington.
25. At my previous address in St Paul, there was no usable bus service connecting me to my job at Best Buy HQ in Richfield, which forced me to drive to work when I would have preferred not to!
26. Please add Apple Valley to a south metro route besides Mall of America. Perhaps a bus that goes from Apple Valley to 35W Bloomington.
27. I don't think so
28. Bloomington Minnesota. Specifically, West Bloomington on Old Shakopee
29. Higher frequency for routes 540 and 542. I use both for errands frequently and they make it difficult to do errands on the weekend or later in the evening.
30. W Old Shakopee and Hampshire Ave S. The 597 is my only way to get there. There are only 2 buses a day and they are very early.
31. To get to work on time, I need to leave very, very early in the morning due to the staggered schedules of the buses I ride.
32. From downtown to W River Rd/Broadway
33. I try to avoid taking buses. I take them because I have to. I really like the train.
34. I work for QBP in Bloomington. It is a very commuter friendly and promoting company. I live in Anoka and try to take public transport all the way to work.
35. East to West Bloomington
36. Minnetonka Blvd and 100. I would bus to work, but there is nothing close enough
37. 46th St in Minneapolis should have higher frequency buses at all times of the day to connect with Orange Line. 30-minute frequency doesn't cut it.
38. The 46 is not frequent enough for me to rely on it, so sometimes I must take the A-Line and walk about a mile if the timing is bad.

39. The area along Cedar and Bloomington near Lake Nokomis is not well-served. It's too far to walk to D Line or Blue Line. Multiple routes but branching and extremely low frequencies makes it difficult to count on any of them. The 46 is far too low of a frequency.
40. East-West through Southwest Minneapolis.
41. This area is well-served by transit, but higher off-peak and weekend frequencies will be welcome, both along 35W and 46th Street (Route 46).
42. Without the 535 Normandale College will not be well served
43. Connection to Franklin
44. I work in south Bloomington and live off of 100 in St Louis Park. If there were an express bus down 100, I would consider taking but local service is too slow. I would prefer the investigates alternative of rail between the SW LRT and Bloomington. That would be perfect.
45. From St Paul to Maple Grove in Am and from Maple Grove to St Paul in PM.
46. Golden Valley
47. Route 495 needs to make a connection with the Orange line somewhere in Burnsville. Shakopee has no weekend service except the Route 495, which many people take to work from Minneapolis to places like Amazon in Shakopee. The MVTA also does not operate weekend service to Minneapolis so this new route is still leaving us unconnected on the weekends and midday times.
48. Between 46th St Blue Line Station and 46th St Orange Line Station at 35W. Consider extending the A Line to cover this corridor, or significantly enhanced service on the Route 46.
49. 82nd and Knox Ave
50. No but there is a VERY unnecessary stop on the route! Why stop at Knox P&R and then at the Apartments on Knox Ave which are maybe 50 yds away???? It's silly to make bus stop again and slow down the commute. People can walk that short of a distance.
51. Routes 46 and/or 515 could be considered for future Arterial BRT routes (or at least improved with some BRT features, like limited stop spacing, improved branding/signage & shelters). The A Line could be extended west to 35W. Route 515 could be rebranded as Route 66 (common sense to the general public; no one outside of Metro Transit staff cares that "Route numbers 60-89 are reserved for St. Paul routes").
52. More direct service to downtown Saint Paul
53. with the proposed orange line there needs to be more coverage on the places the Rt 535 currently goes, such as 94th St.
54. I live on 70th and Garfield in Richfield and probably about halfway between the Knox Ave park & ride and the 66th and 35W stops. The construction on Lyndale makes both stops inconvenient and I have recently moved so I'm not sure if these routes are more easily accessible from my home when Lyndale is fully opened.
55. between Burnsville and Richfield along 35W (what will be the orange line). it seems like most buses from Burnsville all go to MOA for transfer purposes as opposed to going up 35W.
56. No, but I wish there was one bus and no transfer.
57. a more frequent 46 line would aid in linking the orange line, blue line, and future Chicago Ave rapid transit line to South Minneapolis neighborhoods.
58. Lexington Ave in Blaine/Circle Pines/Lexington.
59. ? I live in Northfield and work in Richfield. I'd love to have a rapid transit option. Is it not possible to have limited runs to such locations daily?

60. I live close to Route 444 stops
61. Yeah there should be a rapid bus in Northeast. There should actually be more than one.
62. The connection to the University from the main 35W corridor. Southbound, this was served well when all buses stopped at Lake St, but now there is only the 579 and then going all the way downtown to the green line (which takes twice as long).
63. The 27 is a valuable shortcut for running errands in South Minneapolis. I rode it twice, but hardly ride it because it's inconvenient to transfer from the 18. It should be extended to Nicollet, and it would be even better if it operated to Uptown to complement the 21.
64. I'd like to see more bus service on Grand Ave S in Minneapolis
65. Knox Park & Ride doesn't always get the best service. Bus drivers don't like to go all the way into the area.
66. Downtown East by Wells Fargo offices
67. More frequent service on route 46
68. Not that I am aware of. I actually think there are a lot of stops around the Park and Ride that could be reduced to the Park and Ride and one at the top of 76th and Knox.
69. I would ride from home - close to Normandale Blvd, if there were better options.
70. Rt. 46 - Needs service every 15 mins rush hour, 20 mins non rush, replace the 146, and have people transfer to the Orange Line. Rt. 542 - All day service instead of only rush hour, at least every 20-30 mins 539 - Increase frequency to every 20 mins all day Better Service in General in West Bloomington, maybe extend the 542 and 539 to cover that area, only express service in the 3rd largest city in Minnesota is pitiful.
71. I wish it were easier to get from South Minneapolis to northeast Minneapolis
72. Getting from Nicollet Mall to Target Field can be awkward at night.
73. More frequent down Old Shakopee to 98th also add stop at 106th to service middle school
74. More regular and reliable transit service on Lake Street and at intersecting transit lines.
75. Lakeville, we need to extend the Red Line and planned Orange line to CR 70 to serve the southern metro, and specifically Air Lake Industrial park.
76. I live in Edina and work in Midtown Minneapolis. I would like to take transit, but there are so few options that don't require me to go through downtown. I would love a bus that I could take from Edina and connect to the Orange line to get to Midtown.
77. The freq. of the 17 (Minneapolis only) should be upped to every 15 mins during peak and NEAR-peak times. Living at far the eastern end of the 17, there are some sched. gaps (no WB trips from 5:16 to 5:51pm!) and having a better freq. until at least 8:00 p.m. would be great. Or, the 17 from just Uptown to downtown could be added to the high-frequency network, or if not officially, could have a 15-min freq. from 6-9 am and 4-8 p.m. I lived near 24th St. and buses were always overfull!
78. Pretty much all areas of Tangletown need more regular bus service if it is to be useful and the service needs to be safe. I no longer take classes at the U but may again and find it difficult to get there other than by auto. The current system is inefficient, unreliable, unsafe. A neighbor who took the 18 bus regularly got robbed and beaten up when she got off at 48th street. She was an older woman.

79. Not necessarily in the area but getting to my house in Bloomington (near Normandale & Old Shakopee) from the U campus is next to impossible. More frequent service down Normandale Boulevard, or from 35W south and west towards Normandale & 102nd would allow me to take the bus instead of using a rideshare app.
80. Nice if there was a way to go between Lyndale and Penn Ave during day hours (not early am and late afternoon only) on 58th or 60th St.
81. More buses on Washington that connect to Nicollet Mall with rapid service.
82. Routes are in the right corridor, would just like to see more frequent service.
83. Bring back the 18S route. It was awesome!
84. I am not as fluent on the current bus line so I am not sure of the accuracy, but it seems a terminal in the CR42/35W/35E area in Burnsville could use better service. There is a prime opportunity for a beautiful terminal right at the 35W/35E Split called the Golden Triangle that could provide inline access to both freeways for riders coming from the south. The Golden triangle is greenfield land and hard to develop privately and would fit a terminal perfectly. Potential for bridge like Cedar Av
85. It would be nice if a route that stopped at the U of M campus also stopped at the I-35W and 46th St stop.
86. Increased frequency of buses along 46th Street would make use of the Orange Line better. Northbound service along Bryant Ave is poor in the morning. I drop my child off at school there at 8:25 and there are NO Rt 4 NB buses running between 8:17 and 8:47 with more frequent service before and after that. This makes it hard for parents dropping kids off to commute in.
87. I really like using buses and for me I find it very convenient. This isn't an Orange line comment per se, but if there was something like the Orange line that went from Brooklyn Center or Robbinsdale down to Bloomington (like going down Hwy 100), that would be fabulous.
88. South Minneapolis.
89. Northeast Minneapolis
90. 76th St - Service is too slow for me to use. No way an express.
91. Burnsville, Apple Valley, Plymouth
92. 94th St and 35w entrance. It's the most convenient stop for work (for me personally)
93. This bus doesn't run on weekends I feel it should run part of it not as often as during the week.
94. More frequent Route 46
95. 94th St at I-35W. Do not change this route! I would need to quit my job if this change is made - bus not stopping at 94th St.
96. American Blvd - Need to keep buses running on American Blvd.
97. increase frequency of the 4-bus line
98. Burnsville YMCA because only select buses go that far and it would help a lot of people not need to drive to the Burnsville transit station
99. Lyndale between Lake Street and 50th
100. The timing of the 46 connecting to 535 is too spread out during the afternoon rush hour
101. No - I purposely bought a house where there are many public transport options
102. Going between 104th St & Devonshire and South Bloomington TC
103. American Blvd near Penn Ave
104. Would ride the bus from 66th and Penn going to/from downtown if there were some that took 35W most of the way.

105. Don't know.
106. Not for my purposes.
107. Yes - service should just be revamped so that there is a transit only lane. It is inefficient and counter-incentivizing to have buses stuck in traffic caused by cars. That makes the "service" less attractive - yes we should add more routes, but making existing routes really easy/better to use than cars is a HUGE piece of it.
108. The North Loop has had so much growth but so little transit growth. Old routes that cover north Minneapolis go there, but no routes from the south or west. And no connections between North Loop and downtown except the light rail. My wife works in the North Loop but must drive. This is a major deficiency in our transit system.
109. Why are you not including connections between Orange Line and the 538, 539 routes? From my east Bloomington neighborhood, we access north south service to downtown via these buses. The 5 and 538 no longer reaches into my neighborhood since the mall opened.
110. Needs are well served
111. No, I have other options, but 76th & Knox is the most convenient.
112. I think it would benefit having more 540 C and E. Any route that picks up/ drops off on Cahill will be great. Also, more route 6 in Cahill will also be great. There are a lot of businesses and apartments in the neighborhood that don't have enough buses. Thanks a lot!
113. Getting to QBP Central just south of by land lake park from Minneapolis is not currently very convenient. The closest stop is Normandale College and the commute times are too infrequent and end too early for commuters from the company. It would be great if a rout like the 539 would make a stop in that area and connect with the orange line. Or perhaps this could be solved with a connecting route to the SW rail line.
114. Andover MN
115. 66th St, 77th St in Richfield.
116. Champlin on weekends
117. 38th / 35W
118. Bloomington, between 94th St and Southtown-82nd St midday, for errands.
119. Lyndale Ave & 96th St on Saturdays. Quit working Saturdays - no service.
120. East/west route on American Blvd with stop(s) between 35w bridge & Lyndale
121. Normandale Blvd in evening hours.
122. None
123. Getting from 42nd to Nicollet or 46th to connect with buses going towards downtown or campus, especially during University breaks
124. we had weekend 535 service from Bloomington transit - was cancelled
125. Looks like orange has it covered
126. Only one line goes to the Fort Snelling station
127. No
128. Routes 6 and 18 are slow and would like some express options on these routes, stopping downtown, Franklin, Lake St, like Route 12 does.
129. More 133 express buses on Chicago
130. Cross-town making stops along I-494.
131. Cahill Rd in Edina - not enough frequency so must park & ride -
132. not sure

133. Many locations in the suburbs where there are a whole lot of jobs are not served very well or not at all: Shoreview, Arden Hills, Eagan, Plymouth, Eden Prairie. Some of them go one way, but not the other way. Some you can't use in the daytime when you might have an interview. This is a real barrier for many of us getting permanent jobs.
134. York Ave & 76th St - more frequency needed.
135. Buses are irregular: sometimes are late; sometimes don't show up but are not cancelled. This has happened on the 18G route, even on Sundays, when it runs only once an hour. This line is vital to me. Also, there used to be a #18 on Nicollet that went to Southdale, but it was cut, & now I must transfer to a #515 or walk to a #4 or #23 and transfer to a #6 to get to Southdale. For those of us who are seniors, who don't feel safe walking 3-4 blocks in the dark, especially in winter, this is rough.
136. Old Shakopee and Hampshire. Only gets 2 buses coming and going all day.
137. From Central/ western Richfield & Bloomington to Burnsville Transit Station
138. University Ave NE & 53rd Ave NE to points south.
139. Additional bus to University of Minnesota, or a direct line to St. Paul campus
140. East/West from Richfield to park and rides
141. Knox Park Ride is great--little less convenient with construction for getting in and out of lot w/uneven and dusty roads.
142. Busses should have a consistent route on Bryant Ave S. Bryant Ave S has been used since the streetcar days and now some #4 routes leave Bryant for Lyndale. It's confusing for the rider and multiple times I have been waiting for a #4 that never arrives, as it bypasses Bryant for Lyndale, or am on a bus that unexpectedly turns off Bryant. This inconsistency is a deterrent to riding public transit.
143. The route of the 11 is slow and indirect, and frequency is barely passable. I am also frustrated by the regularity with which Rt11 trips are canceled without notice. I often run into this problem with the northbound 11 during the AM rush period, which is very frustrating for me and results in me arriving to work late.
144. 102nd St. in Bloomington since you keep cutting trips.
145. 540 should run more at night very hard to get home from work at night and on the weekends
146. We need the 515pm bus back on the way home.
147. I am happy with the 535 and would bus to work more frequently if not working from home >90% of the time.
148. American Blvd and Lyndale Ave
149. Richfield to St. Paul - Tough getting from Richfield directly to St. Paul, always required to make a stop.
150. Wish the trip back to Burnsville midday didn't have so many stops or was faster
151. Hennepin county service centers such as Bloomington public health building (WIC), and Bloomington public schools (POND center, also a clinic).
152. The 18 is painfully slow to get from Kingfield to downtown. It would be amazing. If there were more express routes in the area. The 135 doesn't seem very express.
153. For me there is not.
154. East to West suburbs

155. I worked at the University of Minnesota and lived in Richfield for almost 20 years. There was no way to take a bus without transferring downtown. The trip was an hour. Driving my car was 20 minutes on a good day half an hour in traffic. I've wished many times there would be a bus to take to the University.
156. Access to Pond Center 3rd Ave S and E 96th St. There is a low cost/ free clinic located there that serves the underserved in our community, as well as a school for English language learners, several preschool programs and other resources that could be utilized by many people, especially those with limited transportation.
157. I think people want to get into the cities from the suburbs for work and for events. There's no good way to get to St. Paul from the southern suburbs without going through Minneapolis
158. It's extremely difficult to get from the University area to Uptown and South Minneapolis.
159. Bloomington to Minnetonka area (opus campus).
160. Frecuencia es el problema. Hay servicio pero 15 minutos no es suficiente.
161. York Ave. I stay @ 7201 York Ave S. I do not have express buses after 8:15 am to downtown. Kindly look for adding until 10:00 AM
162. Yes! These buses need to have a stop at the Gateway Ramp downtown. It is a very long walk for people who work in the Wells Fargo Buildings by Us Bank Stadium Taking the train is not a solution and there is no skyway at that time of the day. It's just one more quick stop on their way back out of downtown. I do not understand why they won't do it. Walking in 20 below cold, snow, and icy streets for 5 blocks is just not right.
163. suburbs during the day
164. Washburn high school!
165. No - adding the 578 and 597 to pick up and drop off at the 46th Station was amazing!
166. Better service for Penn Ave. The 558 and 4 are slow rides home from DT Minneapolis. I can to Lakeville quicker on a 467 than to Richfield on the 558.
167. The 542 connections at Lyndale never work so it is not an option for me. If I take the 542 traveling east to go home from work, it arrives at Lyndale going North just as the 4L is going past. And then it's a long wait for the next one.
168. If there was any service at all to 90th & Lyndale during reverse-commute hours, or more frequent service to 90th & Nicollet (not just every 34 minutes on 18E), I would take transit to and from work much more often. Service to 90th & Lyndale on a reverse-commute schedule decently synchronized with the Orange Line is a must for me to consider the Orange Line. I gave up 535 because I got burned by the fact that on any day you have driver shortages, 535 is one of the first routes you cut.
169. I'd like more buses heading south past Southdale.
170. Lyndale & American Blvd please!!!! From the Nokomis neighborhood
171. It would be nice if the Route 537 could leave Southdale earlier than 7:34 a.m. Like around 7:30 a.m. so I would not be late to school.
172. Not near me.
173. West side of Bloomington could have more times for the 589
174. Eastern edge of dt (HCMC, Elliot Park). Increased frequency of 135,113, and 18G on grand. Increase quantity, quality and visibility of bike parking at stations. Due to freeway + lower density many riders will be walking + biking distances to the station. Improve waiting experience. Time connections.

175. Southdale, 5:53 a.m. route 578 was eliminated causing some of us to have to drive to another park and ride. Also, not many afternoon returning options for 578
176. Harrison Road
177. Edina/Industrial Blvd area. Buses only run during rush hour/typical work time.
178. I would suggest from 82nd and Lyndale Ave/Richfield to the Bloomington South Transit Center
179. Lyndale & 90th St (Thermo King employs ~500 people)
180. Dakota County. I realize Dakota County is MVTA, but route frequency is very low and there are lots of places the busses don't go.
181. Specially to other cities.
182. 78th & Creekridge
183. Yes, please put an express bus near 66th & highway 77 in Richfield. There is a huge need for it with new development.
184. The North loop area, especially Washington Ave. Commuters coming from the suburbs need to take multiple types of transit or walk a long distance to access the North Loop.
185. Yes, 71st and Cedar. it would help a lot because a large population of residents around here take the bus and have to walk long distance to catch it.
186. 146 is not frequent enough
187. 110th and Nesbitt Ave.
188. Yes. Saturday services to Normandale Community College--campus is open on Saturday's.
189. If service could be restored after the cuts in 2017 and 2018 to rtes. 540 and 542 for up until 7:10 p.m. it would be very helpful.
190. 90th & France currently under construction for bike path
191. No, this area is good for transit.
192. outskirts of Bloomington
193. Options other than having to travel to downtown to connect. More crosstown. More fast options to St. Paul.
194. Portland Ave between Diamond Lake Rd and 50th St. Express bus to get downtown and back again winters are too cold to walk to bus stop, no parking available and other option walk to Chicago Ave and 51st but too cold, no shelter, very icy sidewalks, and creepy to be alone female in the dark and cold and bus takes too long to get downtown, creepy disgusting people get on this route and I don't feel safe, need something on Portland Ave and 50th or 51st that is express service during the week,
195. More frequency on the 23 line
196. The number 46 route should run more often.
197. Service "coverage" is good in my area, but I would benefit greatly from improvements in travel time and frequency. In particular, I would be interested in speeding up north/south travel on Nicollet Ave (Route 18) and adding frequency on Route 23. I travel by air fairly regularly for work, and if I arrive at the airport in the evening the Blue Line to Route 23 trip can be quite lengthy due to the connection time and I usually opt to take Lyft. I would also benefit from faster downtown N/S travel.

198. More frequent Rt 113 service through the day; maintain service during University breaks, because staff doesn't take those breaks.
199. Upper 55th, IGH
200. It's very difficult to get around by bus in Bloomington without going to a station.
201. Currently served but not on proposed route.
202. Washington Ave S between Hennepin and Chicago is quickly becoming one of the densest residential corridors in the city, but is poorly served by buses, since the 7 and 22 both veer south to duplicate service into the downtown core rather than providing a direct connection between the North Loop and Seven Corners.
203. It would be nice if the #14 would run more frequently during rush hour.
204. Express bus out of downtown during afternoon/evening rush hours that go directly to Lake St or Uptown Transit. There are no express routes serving the area south of Franklin/Lake prior to 46th St. stop.
205. It would be nice if there were one or two earlier buses from downtown to Best buy HQ-- currently get here at 6:30 a.m. would like to be at 6:00 or 6:15 a.m.
206. 46th and the benches at the Uptown transit station. Please install real heated benches that are actually usable. Have you or ANYONE in government ACTUALLY ever sat on an Uptown transit station bench?
207. nope, all good
208. The 4 became much more difficult to use when the route was split between Bryant and Lyndale. If the 4 on Bryant is late it is difficult to know whether to go to Lyndale or vice versa. This has also made it very difficult for patrons transferring from the route 46 in this area.
209. Coverage is good. Execution is poor. Buses never on time. GPS inaccurate and too many stops
210. Not really. A few more buses on Sunday would be nice. (More than 1/hour)
211. #5 is slow. Do BRT soon. Service south of 35th St on Cedar would be nice. #23 is too infrequent.
212. Stretch between 35 W and Lyndale on American Blvd.
213. Need midday and evening busses to the University of Minnesota--every time i need to go there I drive because the fast service ends at 9 AM
214. I wish you'd return to running the 535 on weekends. I work Sunday-Thursday and miss the fast route on the weekends.
215. Weekend schedules should be the same as weekday schedules
216. I would like to see a bus going down 82nd. West and East to Southtown. (2 Blocks south of American Blvd.
217. Yes- add a stop east of Nokomis near 62- Bossen Park. Most of us are far from the light rail and this would be a much faster bus ride to downtown. This area is not served by buses at all. Lots of housing nearby.
218. Lyndale Ave. West Bloomington
219. Major east-west connections to the Orange Line stations
220. The area near Lake Nokomis I like near 52nd Ave & 50th St, I work at moa, and my work schedule has me start at 6:00a, in order to get there on time, I have to take a 25 minute walk to the 50th St LRT station.. Even during the winter
221. Stops should be added at Franklin and 36th or 38th to make this line useful to those traveling in the city. This should not be for suburban commuters only.

222. A local bus in the Grand Ave corridor that's more frequent would be nice. Maybe going somewhere south of 46th St like 56th/Lyndale or further. That would provide more trip options in the neighborhood.
223. Need better service E-W along American Blvd from Normandale to MOA.
224. Bloomington: West of France, Penn, Lyndale Ave. Extend routes 4 and 6 south into western Bloomington.
225. No, but run more often.
226. The 444 bus takes me close to my uncle's and my parents (35W and Burnsville Parkway and McAndrews and County Road 5 in Burnsville, respectively) and I want better service there, especially late in the evening and weekends.
227. Need more 46-service east of 35W to Saint Paul
228. 98th St. from Nicollet Ave. to Penn Ave.
229. Please send more express buses into the North Loop. At least a few blocks up Washington Ave. would help.
230. Lyndale at 82nd to Lyndale & 98th add a straight up and down Lyndale Ave route.
231. Currently I end up driving to travel north/south through South Minneapolis - bus travel tends to take a very long time in this corridor, and taking the light rail requires going east away from commercial corridors I wish to visit.
232. Possibly along 50th St and /or Minnehaha Creek. Would aid many students getting to Washburn High School or connecting with Route 18.
233. Airport to Saint Paul Connecting the suburbs without going through Minneapolis or Saint Paul
234. The Prometric test center has a lot of users from the University of Minnesota for testing, but isn't accessible from transit, especially on Saturday's.
235. I would like more connection to Blackhawk Park and Ride during day. Buses serving Eagan assume you want to return from your morning destination...I want to go to one place, go somewhere else midday and return from that second location
236. west Bloomington really only has 589, which doesn't go northbound often enough in AM, leaves downtown in the PM way too early (last bus is 5:15 at my stop)
237. Rt 23 is not frequent enough crosstown trips for people living south of Lake and north of 46th
238. Sat and Sunday Route 535 would be nice.
239. Necesito autobuses en Penn Ave & Old Shakopee Rd - Lyndale Ave 66 - 98 y mas en Nicollet 3 - 7 pm, No uso I-35W, no necesito.
240. Not for me, but I have a neighbor that wants more buses to go direct to his job at United Health on Bren Rd. in Minnetonka.
241. 90th St & Fremont Ave S, Bloomington

Appendix 2 - Question 11: How would the Orange Line affect your travel?

1. It could allow easier transit to Burnsville
2. I would use it to get downtown
3. It would make it possible to get to areas outside Minneapolis and St. Paul.
4. It might make my trip faster but involve a transfer, I'll have to weigh the time difference in one bus vs two or a walk
5. I would consider travelling to locations along the route to shop and eat out
6. Living in Whittier, the orange line would be convenient for trips south, to Richfield.
7. I would like to have more options to get to work in West Bloomington. Currently there is only one trip in the morning and one in the evening that work for me. I would like greater flexibility because I am car-free and can't go to work without the bus.
8. Alternative to using the Blue Line to get to work and Downtown Minneapolis.
9. Not on a daily trip but I look forward to its implementation for occasional trips.
10. It would make transit to south Bloomington a lot easier, as long as the routes are less limited than the current 535, which end in the morning before 7am and end again in the afternoon before 4pm. Too limiting to use.
11. It could make riding public transit to work a possibility!! Especially with a bike to get to and from stops if the western headed routes are not updated. With limited stops, could be helpful to avoid MUCH slower bus routes that head south.
12. Provide a faster option to get from Minneapolis to Bloomington
13. It probably wouldn't.
14. Orange Line, it's useless to me. Metro Transit is establishing reasonable pathways in & out of the metro but does not connect well between the main arteries. I live near the blue line but work west of the orange line. Getting from the blue line terminus (MOA) to West Bloomington using transit is painfully slow. The orange line does nothing to solve that problem.
15. I think it would make any bus trips along the 35w corridor more convenient though it will likely not replace my commute to work via car.
16. I really enjoy take the bus for my work commute and I would appreciate more options to commute from the East Metro to W 105th St in Bloomington.
17. I could take it with another bus to get to work in Bloomington.
18. I would travel downtown far more frequently on the bus line.
19. Hope it is faster
20. Positively
21. Aid it EXCEPT again there is not an East West Route
22. Rapid transit bus from downtown close to my work. I ride transit with a bike so this could be a good solution for getting to work.
23. unsure
24. Would affect me meeting up with family after work
25. I would use it to get to sport game in downtown Minneapolis and I would also use it to check out the Burnsville area as well.
26. I would use it daily.
27. I could get the Orange line at 46th or 66th instead and get dropped off a lot closer to work.
28. If it was easier to get to QBP from my home in Minneapolis I would stop driving a car to get to work.

29. If it is as slow as the 535 and leaves me stuck at the SBTC. It will reduce my options for bussing and i will probably stop using all routes but the 18 and 597. Maybe use the Orange to Knox Street and bike from there. Not worth the money in my opinion.
30. Probably would be too far east to affect me much, unless there were easy connections to linden hills, and to Old Shakopee and Hampshire.
31. It would only help if there was a good transfer route from I35W and 98th to West Bloomington.
32. Possibly expands the options of times available to get to and from work.
33. Would require 2 transfers so not much affect
34. It would greatly benefit me because it will get me to the U of M much quicker than the current 535 will when I attend there in a few years.
35. I am considering moving from my current apartment in Lowry Hill to one Downtown to take advantage once it is completed
36. Not helpful if it doesn't serve Apple Valley. I might try Burnsville to 98th street but Burnsville is a long way from Apple Valley
37. Probably not at all. Car is more convenient.
38. Not much - I am South east, and it would be pretty far out of my way to travel to south west.
39. Easier downtown access on weekends and weeknights from Bloomington or Burnsville. Would be able to skip Blue Line. Boyfriend lives at intersection of 494 and 35 and would be right outside 76th and Knox station for easy downtown access as well. Would be able to convince non normal riders to utilize Orange Line for downtown trips rather than driving.
40. I may consider taking the bus from the south Bloomington transit center if it stops there
41. I might potentially use it when in a bind to shorten a bike ride. I would have to bike to and from the stops to use it as there is no service to West Bloomington.
42. More frequent service may speed up my commute or make it more convenient.
43. I would take it from 35w/98th to downtown for work and entertainment
44. Make it easier
45. If it departs downtown at a time that works for me (7-7:30) I work use it to commute to work a few times a week.
46. It would potentially make it much more viable to take the train in from Anoka, then get on the bus and ride that to close to work. I would replace almost all my drive days with public transport.
47. Provides a slightly faster alternative to get to and from work than the existing bus route.
48. It would not improve any of my travel needs.
49. It wouldn't
50. It will make it easier to get to Southtown and Burnsville from my downtown Minneapolis apartment.
51. Potential increased 46 frequency would make connecting to the LRT network easier.
52. I should be able to reliably connect between the Rt 46 and Orange Line to have another option to Downtown Minneapolis to bypass the frustratingly slow 14.
53. Not much
54. I often take the 535, 11, and 18 from 46th and Nicollet to downtown. The orange line will make that trip faster, and hopefully will offer a more frequent option than current 535 service.
55. If the A line were extended to meet the orange line at 46th/35, I could take the bus to work every day.

56. The Orange Line will be my go-to commuting option to get to work Monday through Friday. I'm also excited to have more frequent express service in the evenings (and weekends) for attending concerts, sporting events, and other activities downtown and along Lake Street.
57. It appears that it will be harder for me to get to Normandale where I work from downtown Minneapolis where I live
58. I would use it to do more errands in South Minneapolis
59. I will drive to the Park and Ride near Southtown and take the Orange Line to the Green Line and then take the Green Line to the Robert St Station, I anticipate that I will save time every day since the trip to/from downtown Minneapolis will be faster than taking the 6.
60. I live too far west to use it. My brother in law lives off 66th and works downtown so I have been talking it up for him. He is. It familiar with the line however and could use some signage to start getting him excited.
61. It would not impact mine, but hopefully encourage others to use public transportation.
62. Make visiting Southtown easier.
63. I don't expect my travel to be affected by much.
64. If the 495 and Orange Line had a connection my options to get to Minneapolis would be much bigger, considering the Orange line will run every 10-15 minutes. It will also allow for much easier access to Minneapolis on the weekends. With Minnesota's climate, and heavy snowfall in the winter, people should not be expected to get from the Burnsville transit station to Heart of the City by crossing busy highway 13. A connection between the two routes will be nothing but beneficial for customers.
65. Additional options to get to Downtown Minneapolis
66. Will have a positive impact.
67. Faster, smoother commute
68. Hopefully I'll be able to board on 82nd and Knox and by going under 494 through the tunnel to the Best Buy parking lot, it will be more convenient and quicker for me. P.S. The way the Best Buy park and ride is configured now, the bus pulls up IN the parking lot. This is helpful in the winter so people can stay in their cars until the bus gets there. It would be nice if that could be configured to have the bus pick up within the car area instead of in the turnaround street area.
69. I would take it nearly every work/weekday instead of the 535
70. Faster and more frequent service in the 35W corridor, improved/streamlined connecting service on 77th/76th St in Richfield and American Blvd in Bloomington.
71. Faster more convenient trips to downtown Minneapolis
72. not sure yet
73. It would hopefully speed up time spent sitting in downtown - the biggest time sink in my commute
74. I may use it to travel to downtown faster rather than using local routes. If there are shopping opportunities in the south suburbs, it would be an attractive option with frequent connecting bus service there. A frequent route on American Blvd would be the best.
75. Potentially. Might switch P&Rs until the Orange Line goes farther south.
76. The regularity (frequency of service) of the orange line will likely allow more convenient opportunities to ride a bus
77. with the 535 being eliminated I do not see any buses that are available on 94th St. and the orange line does not stop there so it would make my commute a lot longer unless some other bus route is changed to make up for this the bus would not be a good way to get to work and I most likely would go back to driving

78. Make it more time efficient if it can avoid the backup on 35W that the current bus route often delays the current route 535 to downtown.
79. Potentially significantly. Currently live in Lakeville near Cedar Ave. but am looking at buying a house in Burnsville or Savage, in which case I'd likely take the Orange Line to work daily in Richfield.
80. Would be an alternative to getting to south Minneapolis from St. Paul (transferring either downtown or perhaps Lake Street to go south)
81. Make it easier to get downtown to transfer out to Maplewood instead of going thru Mall of America
82. Would be awesome for more consistent trips downtown!
83. I am very disappointed there will not be an Orange Line stop on the on-ramp for 76th Street and 35W. The Best Buy stop at 76th St and Knox Ave will best serve Best Buy employees. I live in the Woodlake neighborhood and it is a giant missed opportunity not having a stop on the 76th Street ramp. Sure, I can walk over to the Knox Ave station, but that would involve crossing some very busy roads the on ramp and 76th Street. Those extra steps and crosswalks will add another 5 minutes to the walk.
84. It would not, I think it would replace the 535
85. more direct
86. It would make my work commute faster
87. Provide more options for access to blue and green lines from our neighborhood.
88. The Orange Line will not affect my travel.
89. Great thing to build the Orange Line replacing the #535 that I took from Lake/35 to Knox Landing for many years. Thank you!
90. Not applicable to previous trips. If appropriate connectors are added, I could almost ride to work in a reasonable amount of time. Orange Line will cover approximately 3/8 of my commute distance.
91. It might offer a way to go to downtown Minneapolis outside of M-F rush hours for events, shopping, entertainment without having to worry about driving and parking.
92. Might use the orange line to get to downtown Minneapolis since the Burnsville Transit Center is closer to where I live.
93. As long as the connecting bus service is good, I could get home to my mom about an hour sooner than usual. I could also move north-south more easily downtown.
94. Greatly improve the frequency of my current bus, the 535. Will also connect me to Burnsville, which I frequently take the 465 to from the University of Minnesota. I would love to see intentional connections between the Orange line and the U of M.
95. Improve it
96. Would replace the 535, which I use regularly running both north and south
97. Yes, I live close to 35W, so this would be a regular route for me.
98. It would be much faster for me to get to and from Downtown. Outside of rush hour, I would like a feeder bus from Grand Ave that allows me to transfer to 35W.
99. It wouldn't affect my travel during the week but would give easier access to get downtown on weekends for concerts and events than currently available.
100. Quick access to light rail
101. May cause delays to my travel on bicycle lanes in downtown Minneapolis
102. I don't know. If it were to make a stop on American Blvd in front of a few restaurants in a small strip mall, I would probably go there more often for dinner. (Getting dropped on American and Penn is not an attractive stop due to crossing Penn Ave.)
103. I'd occasionally use it to go to Richfield or Bloomington

104. For me it would be closer than Light Rail Line and would use it for Downtown trips.
105. Would shorten my daily commute by estimated 15 - 30 minutes
106. It will make getting to the Station from the Park and Ride hazardous and dangerous for commuters as well at the end of the day. The Best Buy entrance and delivery entrance and hazardous for walkers/commuters to be walking by at those times. The sidewalks are not maintained during the winter. The lot is hardly maintained. Handicap needs are not being addressed. If someone is injured walking to the station, then who is liable? Metro Transit?
107. It will take away my ability to park my vehicle and ride the bus to work. It will also make my commute longer. I will most likely have to find a new bus to ride so I can park my vehicle. Taking away the Knox Park and Ride stop will negatively impact my form of transportation to work every weekday.
108. Not sure yet
109. Improved service on 35w
110. Make it easier especially if on weekends.
111. Would allow trips to suburbs car-free.
112. I have been informed that the stop for the Knox Ave Park and Ride will no longer be where the parking structure is. This is a HUGE issue because: Handicapped individuals will not be able to make this walk. Half a mile walk in the winter is unacceptable. People will slip and fall or could die from exposure. People will not be able to stay in vehicles with heat and will be exposure of the elements. Walkway is not well maintained adding to slip and fall issues People will park in Dick's lot to be sure.
113. It will eliminate my current bus route.
114. I would take it if I needed to go downtown
115. Would give me more flexibility with my work schedule.
116. If there are no comparable park and ride locations near the outgoing Knox Ave Park and Ride, I will have to walk 1.25 miles or take a connecting bus and walk 1/3 of a mile to the proposed Knox Avenue and 76th stop.
117. Visit Friends and Family in Burnsville more often
118. probably not
119. Little that I can see– The route is similar, and I don't often ride the 535 during heavy traffic hours. Serve Convention Center?
120. It could make my commute better
121. I would be able to take quick trips from Lake Street into Downtown Minneapolis
122. Not much. Last bus at my normal stop is 8:32am, so if I miss that I would go to 46th St. station at 35W and catch 535 or Orange line to downtown. But I have to drive there, so not ideal, or it's a 20-minute walk.
123. I would use it when I go to downtown Minneapolis.
124. Probably not much as I live in Lakeville, but it could if I want to head to a sporting event, for example. Really important to extend the Orange line (and Red Line) to CR 70 for work force transportation.
125. Not much. I don't like to take a bus south to 46 to go north to downtown. And by the time I walk to the Orange at Lake and wait for the next bus, I might stay on the 18 and be downtown anyway.
126. I would consider travelling to points along the line for recreation and shopping
127. If I can get to it from Edina, the Orange Line would become my main way to get to and from work.
128. Not mine, but it would allow my students to get to class more easily
129. Hopefully, make it quicker.

130. Sometimes I travel from downtown to Burnsville. It would give me more options to get downtown, but potentially make my commute slower with the added traffic on Marq2
131. Right now, I never take transit to the suburbs because it is time-consuming, confusing, and inconvenient (this despite being a regular urban transit rider and commuter). The Orange Line might lead me to consider using transit if I need to go to specific spots in the suburbs, or if I needed a fast trip to the Lake St. station area from downtown. I would use the 17 to connect to the Orange Line.
132. I don't know
133. I currently live North of Minneapolis. I likely will not use this line. It bisects our commercial property.
134. The transit stop will be far away from the parking lot and be difficult to get to in a rush and the area is very treacherous in winter and I fear for my safety if I fall on the ice. Which tends to build up in the area as the sidewalks pool water to form ice slicks in the winter.
135. It would give me the first real chance to get from my campus to my house. My current options are to attempt to park a car on campus and drive home, use a ridesharing app, or face a 90-minute commute (with a mile-long walk at the end) to get home. The Orange Line would begin to make commuting to my house much more realistic. I really want to be able to use Metro Transit to go home, and I currently don't have a practical way to do so. The Orange Line could finally make that a reality for me.
136. Rarely use but might
137. I will take it instead of the 535. I'll have a little further to walk from Knox to Newton, but that's ok. I transfer to the 9 or 14 to get home, and it looks like the downtown stops will be a little different - longer walk. The Orange line will come more frequently than the 535.
138. When construction first started, it removed my bus stop to work on Lake & 35W, so as soon as my lease was up, I had to move. Now, unless there is a hidden stop at 2nd St & 3rd Ave, my walk to the bus just got a few blocks longer. The whole point of this move was to be closer to my bus to work and the plan outlined below would remove that (again).
139. Commute to downtown
140. It will be a faster and more reliable way to get to work
141. When I don't bike, I commute on Route 6 or Route 146. The decision is driven by when I'm able to leave the house and when the next bus is due to arrive. I can get to the Route 6 stop in less than a block; it's about a three-block walk to get the 146. In most cases, the travel times are pretty comparable. I'd commute on the Orange Line, even if it required a transfer at 46th and downtown, if it were more reliable/faster than the 6. Will revisit when the E Line opens.
142. Unknown
143. Quicker to get downtown Minneapolis.
144. I am excited for the Orange Line because it is a very defined route that is dedicated to speed by utilizing several enhancements on the I35W corridor. This is a huge project for the communities on the line and I believe it will be a huge success. I will use Metro Transit much more often because of this line.
145. it won't
146. 94 construction plans
147. I'd probably use it a bit more often to get downtown from I-35W and 46th St. I might also use it to get to the U of M campus sometime by transferring to the Green Line.
148. It won't change really because it is just replacing 535 service, and I probably won't take it southward beyond 46th and 35W because one would need a car to get around down there.

149. If there is a good E-W connection that runs frequently (10 min or less) I would use this often.
150. Would also allow me to get to downtown/NE Minneapolis a lot easier; if I decided to move out of Bloomington, I could move more north and still be ok getting to work back in Bloomington. Seems like a great project...but my only concern is still being able to quickly get to Normandale (where I work): 539 is ok, but I like the direct route of 535 (535 = 10-15 min; 539 = 20-25 min).
151. I may take it as I do the 535 or I might take the 552 from my neighborhood. I only take the 535 because I have kids and I need the flexibility to get home if needed.
152. I would use transit more
153. increase transit options to my place of work
154. Hopefully faster?
155. Hopefully faster?
156. Might make it easier to get downtown but only until the SWLR opens
157. Is this REALLY NECESSASARY??? I have lived in the Metro 35 years and have N-E-V-E R ridden a transit bus~. How many people fall into this same category???
158. Easier transit access to I35W corridor.
159. Might be easier to get to work events in South Minneapolis.
160. not sure
161. Would really like to have weekend service for events.
162. Not sure if it will be faster to use orange line or continue to use 460
163. If Lake St and 35W and 92nd and Lyndale were stops I might take it. I see it won't. It would make my commute harder.
164. Will probably not be usable until it is figured-out. Bus will be late. Having to walk 1.5 blocks from park & ride to pick up point is going to suck for everybody. (Park & Ride is too far away).
165. It would not affect me at all. I will still pick up the Orange Line on 66th St & 35W.
166. On the Orange Line Map, I am not seeing a station for the Knox Ave Park & Ride closer than 76th St or at American Blvd. Is that a mistake? Given the park & ride is the single biggest source of Rt 535 riders it would seem foolish not to have /retain the park & ride and have a stop at it!
167. Should not change too much.
168. It would supplement the 597 for days I have to be downtown later in the day and nights when I stay downtown after the last 597 leaves.
169. Make it a lot easier to get to things in the suburbs (occasional work things, friends, etc.)
170. As long as it continues to use the Mn Pass lane and adds a stop at lake street, it will probably add 5 minutes to my travel time. otherwise absolutely no improvement over current 535.
171. I'm not sure how I would be able to connect to the Route 4
172. I need to board at 5:27 am and we are good as long as I get downtown for my 6:00 am work start.
173. I think it would be easier.
174. I would need to catch a transfer from Knox Ave and American adding another 20+ min to my commute.
175. The same way the 535 does, a quick trip to downtown. (Also use this trip for medical appointment)
176. More recreational opportunities
177. Don't know

178. Once again, Metro T is providing better service for park & riders - more service being taken away from those who walk to the bus. I used to be able to take one bus to Southdale or Uptown, now every trip is two buses. My daily work commute is 3 hours. With the loss of this stop it will be even longer. Transit is surveying the haves, not the have-nots, those of us that don't have other options for getting to work.
179. I'd have to walk from 76th St & Knox Ave to 79th St & Xerxes Ave at 5 something in the morning. Long walk again in the evening.
180. it wouldn't affect day-to-day travel, but it may affect travel to south Minneapolis during the day for work meetings offsite
181. This would add an additional leg to my travel to/from Normandale Comm. College each day - not cool. (Also ride another trip 3-6:30pm.)
182. I would have to change how I would get to Normandale on a daily basis because it won't go over to Normandale anymore.
183. Hopefully it would increase frequency. Around rush hour these buses are often full.
184. Faster commute to work, less passengers, more reliable on time service and better seats!
185. I do not see any stops on Orange Line Map marked as Park & Ride. Park & rides are essential to my daily commute, so I sincerely hope one of those stops has a nearby replacement for the Knox Ave Park & Ride.
186. I would take it several times a week
187. I don't have enough information, I don't know. Based on information below, maybe a bit faster service.
188. No change for me.
189. My stop is removed, Orange Line won't go there. I will have to park & ride to use the Orange Line
190. Won't affect me (in 2021)
191. Daily commute would change bus
192. Would use transit more—especially on weekends & evenings
193. Improved frequency over 535 (Also make this trip noon-3pm and 3-6:30pm) [paper survey]
194. Will make my work commute easier and faster
195. I think when I get on the bus going home, I would need to walk a block over to get on the bus. Possibly more frequent, and hopefully then I won't have to stand as I often have to do on this route.
196. daily, it will replace my existing 535 bus
197. Smoother
198. Added service frequency.
199. No more direct route option via Rt 535 so would have to transfer.
200. I hope it would be faster and better. Walk farther?
201. my understanding is it wouldn't - but incorporating a river crossing and further distance I believe would likely add timing risk
202. Hopefully it would be more available on weekends so it would be easier to travel downtown. It may also speed up to my daily commute to work.
203. I would take the Orange Line regularly, as I live within walking distance of 46th and 35W and work downtown
204. It wouldn't change my trips if it still went on 35W into and out of downtown.

205. If it had room for many bicycles or ended in an hour car station it would mean I could do work in Southern MN more easily. It all depends on what is available for last mile options - carshare, bike racks on buses, other bus connections (scooters are not a good option in my opinion). I think there should be 1 or 2 more stops also
206. There is no station in walking distance from me, so it would not have an impact.
207. Looks like it would service the two stops I use, so I don't foresee having to make any changes.
208. It would make my travel time longer (transfers) and would likely force me to drive instead.
209. I would use it a lot! I live in West Bloomington but would like to move to Richfield
210. Depends on routing and scheduling
211. Improve it provided timeliness continues or improves
212. I use SW Transit because the lines that serve my neighborhood, 597 and 589, do not offer mid-day or late evening service. The orange line would give me a valid choice on transit.
213. Might use if cross town connections work.
214. Not sure.
215. Not sure of the travel times I need to be downtown before 06:00 there use to be a 05:18 (Rt. 535) at 76th & Knox and that would arrive at about 05:35. The 535 at 05:23 arrives about 05:45 to 06:00 depending on weather and road construction.
216. I would probably catch the bus on American reducing my commute by a little. I might be more inclined to catch it at 98th at if they offered more times
217. Not affect my travel at all!
218. I hope it makes things easier to visit my buddies in Downtown Minneapolis.
219. I'm hopeful it will make my commute times from Minneapolis to Richfield quicker and more reliable. Especially in the winter, the 535 can be very unreliable and can leave passengers standing in the cold for over 30 minutes at a time.
220. I would still prefer to take the express service if available but would take orange line if express service wasn't available.
221. Very much.
222. More frequency would make commuting easier/more efficient. Less time waiting in downtown Minneapolis to connect to a southbound route.
223. Have direct bus now, Orange line will need to connect with a higher frequency Route on 77th St to make the service work, only then could my commute be faster.
224. I understand that the bus stop for the Park and Ride is going to be a block from the lot. If that is true, I will have to change. They don't clear the snow well there which is why I stopped using the Route 542 — too dangerous to wait in the street. I am too well-dressed to crawl on my hands and knees over snowbanks.
225. depends on the stops.
226. Needs to be more direct.
227. Will it decrease travel times?
228. I love it! Much more frequent. Rush Hour Service!
229. it would make it worse, there are stops such as Lake St added and 94th St is eliminated. How are you going to replace where the 535 goes? I live in the northern metro so none of the public discussions work for me could you please put how other connecting buses will change to make up for what is being missed on the 535 by the Orange Line.
230. I will only be using the 535-route for a limited time (MD appts) but I love the Orange Line even though it will not directly benefit me.

231. Would help immensely! Looking forward to it.
232. Could be helpful on the way home, I take the 578 to work and prefer the 578B on the way home because it's the shortest walk after
233. Make my commute a lot shorter with more frequent service options. Huge fan of the project.
234. More frequent to/from work, weekends would be good.
235. Need connections from I-35W to Rt 538 to 83rd St & Irving Ave
236. I hope it will provide a speedier travel alternative when the 113 schedule is reduced for school breaks. Right now, I often take a train downtown and timing doesn't always connect me with a 135.
237. looks pretty convenient!
238. It sounds like my route would no longer exist on bus 535. An alternate bus route from my neighborhood would be 45 minutes each way (90 minutes a day) for a ten-mile trip.
239. It would be nice to have frequent (every 10 min, max 15) bus service to downtown that includes weekends and late night/overnight on Fri and Sat eve, and easy transfer (or direct) to the U of M during the week, including some evening hours. And if service is not super frequent, please allow all buses to stop at 35W & 46th St. Station that pass that way.
240. Unknown right now
241. Not much.
242. Don't know enough about it.
243. Unclear, but hope it stops AT Knox Ave Park & Ride?
244. No difference except of another train ride. (Tabulator note: Passenger thinks Orange line will be a rail line! Not that uncommon a misconception).
245. It would not.
246. it would affect my travel daily. I would be taking it, (I assume), daily both to and from work. - the tunnel and everything about the tunnel are poorly spent money, in my opinion.
247. It may be easier and more efficient.
248. It will have no effect on my travel.
249. Alternative way to get to work.
250. Have not used this route, but I might if the service is consistent and workable for a job position.
251. Same as 535?
252. looks like more frequent busses which will reduce wait time. Also, I may board at America boulevard instead of Best Buy which would be nice since I live in Bloomington
253. Not much affect.
254. I could potentially use it to commute to work daily from Roseville, but I need a good route from Knox & American Blvd to 5601 Green Valley Drive
255. I would use it for trips to downtown Minneapolis and back rather than ride Route 18 sometimes.
256. It likely would not affect it much, but I'm glad to see more transit options. Any capability to take cars off I-35W will affect my commute to work in a positive way, though the orange line does not suit my commute needs directly (Minneapolis to Shakopee)
257. Replace/remove my 535 to Best Buy campus for work
258. I would take the bus downtown for meetings at the government center rather than driving, getting on at the 46th St. station. My daughter might also take it to a regular appointment in Richfield when a little older. (American Blvd. stop).

259. It could help me get to Southdale or the Museum of Russian Art more quickly from downtown, but other than that, wouldn't do much for me. I live near 35th & Grand, and it has no stop between Lake St. & 46th St., so transfers wouldn't help me get home from downtown more quickly than the #135. Although it might help going to Southdale from downtown, it would not help me coming home from Southdale. If I were going from home on a Saturday, I would have to transfer twice using the Orange Line.
260. Not sure yet. I'd like to take my bike with me. But right now, the Orange line needs to be further West to be very effective to my commute.
261. None. I live between the 18 and 4. Likely take as long to wait for a transfer onto the Orange line as to just stay warm or cool on the bus all the way.
262. I could take more direct routes to my work in Burnsville rather than having to go all the way to the mall of America transit station. I could also take more direct routes downtown in evenings and weekends when 535 isn't in service. Roommates and friends don't depend on public transit and are more willing to ride Light Rail or BRT than normal local bus routes. Orange Line would help me encourage others to use Metro Transit for trips downtown.
263. Not sure - it depends on how existing routes will connect with it.
264. Would be another option. Not sure about all the stops at places that already have a lot of bus service like 35W and Lake/ 46th St.
265. Yes, travel needs transfers more.
266. Make easy. (Also makes trips at noon-3pm and 3-6:30pm)
267. I may be more inclined to use the bus as my mode of transportation to/from work in downtown Minneapolis.
268. It is down 35, but cuts too far West at 494
269. Quicken it, I imagine. Looking forward to the high-frequency aspect of it. Will likely take the bus more when it's complete. (The remainder of my trip is more complicated - I need to get into the North Loop but the 14 down Washington is really spotty.)
270. Hopefully positivity with many options to catch bus. Keep bus boarding location right near park & ride parking - it is essential to keeping transit a pleasant experience.
271. It looks like there is no park and ride stop so it would affect my commute greatly. There needs to be a park and ride stop near 494 and 35W.
272. I live in Kingfield and work downtown. If the 46 bus was more frequent, then it would be easy for me to get to the 46th Street Orange Line station, and the two lines together would give me significantly more flexibility for getting downtown than I have now. My best options currently are the 135 or the 146, each of which only runs during rush hour and very infrequently.
273. It will have no impact. It seems to be a BRT for suburban commuters to Downtown. I am a Minneapolis resident.
274. I feel it will mostly be the same, maybe I will have to walk further from P&R to station.
275. It will be faster
276. Gives additional options to travel to Downtown
277. Will be better
278. I'd like to use it to commute
279. The orange line would improve frequency between the Marq2 stops that I use and 46th St Station, theoretically decreasing my average travel time.
280. It probably wouldn't.
281. Serves Minneapolis as a priority. 597 has for years received poor service (much improved lately). Is this another step to park and ride only?
282. Commute to and from work.

283. It will drop me off right at work
284. Not having to wait an hour to start work or go home from work very hard during the week and weekends for me when it's only like a 7 min bus ride to and from
285. I don't know how I would get to it as I live on Lyndale.
286. Not expecting a net change with the new Lake Street stop potentially slowing things down but improvements on 35w compensating for that.
287. Right now, I don't have a reliable route to commute by bus to work. the Orange line would make it much easier.
288. I would start to take transit to work if I could get from 42nd Ave S & 34 St E to Knox & 76th St in under an hour.
289. I would use it to connect from downtown to the 21, if the Orange Line proves to be faster than the 18 or 11.
290. Frequent trips throughout the day would be great. I usually catch the Express buses but sometimes leave work early or start later than the peak morning and afternoon times, often getting stuck downtown waiting for Express buses to start up. Would be easier with trips throughout the day. Would be great if this line went through diamond lake and 35w if it ended up making sense for metro transit.
291. Once lived in S Minneapolis and the light rail was a great way to get downtown. I think the orange line it will be a great option to get from Richfield to Downtown. I look at it as a light rail car in the form of a bus. Looking forward to it!
292. Make it more convenient. Add more parking at South Bloomington TC
293. Would make it much easier to get to Minneapolis from my home in Richfield.
294. Would offer amazing frequent service back to Burnsville if I needed to leave in a hurry. Because of this, I drive most days.
295. It doesn't stop off close to anywhere I go.
296. Replace the 535. Hopefully improve service since I reverse commute (my job is not downtown Minneapolis). Would also hope I can use the Lake St stop to board the express bus versus having to travel downtown where buses are frequently overcrowded.
297. No effect.
298. Shorten trip
299. How I would get to school
300. If hours of operation work with my schedule/events I would use that vs driving downtown for work and events
301. I might take it more on weekends when traveling from S Minneapolis to recreational activities (shopping, socializing, etc.). If it made a stop close to Thomson Reuters in Eagan, I'd try to take it to work.
302. 😊. I live between the 46th and Lake Street stops, and both are kind of a hike. I wish it could have one more stop in between.
303. Probably won't but for minor schedule adjustments on busses I take.
304. I don't believe it will affect me, due to the orange line will replace Route 535. the only route I take is the 537.
305. Minimal.
306. I hope I can use it to get to and from work, Bloomington to 25th and Chicago in Minneapolis
307. I live off of 35W and the 46th street exit and I work in the south metro, so it will mean MORE construction congestion.

308. I don't believe it will affect my commute.
309. Too late for me I retired. Still doesn't go to the University of Minnesota.
310. It would not affect it at all.
311. I'd love to use it to go from Lakeville to Bloomington. I think there are a lot of us that take that route. I just don't know how I'd get from the Bloomington stop over to my work in the Normandale Lake Office Park
312. Would make it easier to get downtown for occasional meetings.
313. If it takes away capacity on 35W it will negatively impact the whole region. Stop wasting money on light rail projects the majority of us don't want.
314. It would be a lot easier to get to my friends in South Minneapolis
315. I would consider using it to get to work regularly.
316. Unsure. It may help me get to a connecting bus faster, but would still not be enough to convince me to not drive from Bloomington to Minnetonka every day because it is currently 1+ hour by bus
317. Haría una transferencia por downtown más rapido a 7th St depende en la frecuencia de la naranja.
318. I could ride it from Burnsville or Bloomington to my work in Downtown Minneapolis.
319. none, I will still ride the bus so I will take the orange line
320. Make it faster, I hope
321. Not much.
322. I wouldn't use it because I'd take the 18 instead (I live on 36th & Stevens).
323. should be the same
324. I take the Rt 535 to Normandale College to get home in the middle of the day. So How am I going to get from 35W to 102nd & Rich, or anywhere close?
325. Don't know.
326. I live in Apple Valley and work in Richfield. The Orange Line may make my commute to work easier than my current Apple Valley Transit to MOA to a shuttle to my work.
327. speed it up
328. I am concerned about the lack of nearby parking at the new station at Knox & American Blvd. I would like to use that station, and I can even walk a few blocks from my home if needed. But I would prefer to have parking available for harsh weather. I'm also concerned about all the riders who will be walking from the parking lot to the 76th & Knox station. There is a lot of traffic from the Best Buy ramp and residents in the area. Looks like a dangerous situation.
329. don't think it would
330. If there is good East - West connection with it, I would love it.
331. Sounds more crowded. I predict more standing for all on the Orange Line. 535 is good for Richfield and 460 is good for Burnsville. Combining and tunneling under 494 sounds like a poor use of taxes. I like 535 over 558 which is the slowest express bus possible taking us over to Diamond Lake. Half-way to downtown and we get on the highway. Reverse on the way home. The tunneling - a traffic stopper for 494. Two years?
332. This may offer me an alternative to my current route, particularly in the warmer months when I combine bike commuting with mass transit.
333. I could take it as a last resort to or from the Knox Avenue and American Blvd stop. I work 1.5 miles from that stop. Will there be an east-west feeder along American Blvd?
334. Closer to my house and faster commute to downtown. I would use it for more personal trips on nights/weekends

335. Unless Route 4 is extended on Lyndale to at least 98th St., and/or some other route with reverse-commute service along Lyndale is added (like the 577 or 578 that you cut several years ago), I will not use the Orange Line. This is because the nearest planned stops on the Orange Line are at least 1-1/4 miles from my workplace.
336. Like more frequent times during early morning.
337. It would be faster travel to downtown instead of waiting an hour, I live in Richfield
338. Might use it for my full- time retail job!!!
339. As long as they're early morning and evening options it shouldn't affect my travel much.
340. I would have to drive to the park and ride instead of picking up the bus at my 77th/Lyndale
341. To run frequently and connect with other buses. This would be a good option if it connects kids/teens to schools. I take most of these buses and just would like better connections especially during the time school is in session.
342. it would be mainly for going downtown and MOA.
343. What happened to the stop on 9th St? That is my second choice stop. I stopped using it because of construction on 9th St. Also, where is the bus stop going to be on Knox and 76th. Walking several blocks to the stop is not acceptable--especially on cold, snowy and rainy days!! Also, where will the handicap park?? Thank you for your consideration.
344. It will make it easier, more convenient timing and when I need it available on weekends.
345. I don't see a bus stop at the Knox Park Ride on the project info sheet. So, it seems like it will be a VERY NEGATIVE impact. If the transitway comes out there it should stop there instead of stopping only at 76th St. If this is how it works, I will find a different route to take to work or just drive.
346. I do not understand where I will park my vehicle. The route 535 at Knox serves many of us in Richfield/Bloomington who commute downtown there aren't a lot of local buses that serves the area. I want to exit at 9th St.
347. If it bypasses Knox P&R, then where would I be able to park? It makes it less likely that I would use the bus. The route is very convenient, but at night the buses are packed. Cramming more people on fewer buses will suck.
348. I would like to park and ride near France or American Blvd.
349. It sounds like the park and ride will be eliminated and I would have to board on Knox & 76th. The problem is there is no place to park on Knox & 76th other than the park and ride. I have the option of the 554 but it does not run frequently enough. The evening commute is already bad after 4 p.m., this will make the bus even more crowded.
350. Would replace 146/535 trips downtown.
351. I will be able to walk to stop at Knox and American rather than drive to park and ride. Super excited for this!
352. I would use it on every weekday to/from downtown.
353. Hopefully not too much.
354. Not much at all--same location for boarding. I believe would be 2 blocks more south but not a big deal for where my building is.
355. Not really sure. If they take away parking it be more different.
356. I always take the 535 so I'd have to switch. I also sometimes take the 535E from 77th & Lyndale. I'm hoping a similar option will be available, so I don't need to drive to the Park Ride.
357. Stop would be closer-Southtown Mall
358. Assuming the same stops from 66th to downtown, right?
359. I also make trips between 3-6:30pm

360. I think it would improve it and pull me away from the 578 even though it's closer. I ride the 578 maybe 1-2x/wk.
361. The Orange Line will hopefully make my trip home from the University faster.
362. Unsure of location if the stop will change relative to the park and ride
363. The orange line should still pick riders up at the park ride. Riders who park in that lot shouldn't have to walk up to Knox and 76th St. That is too far. A stop needs to be *at* the lot.
364. I would take that bus from 66th/35w as 578 from park & ride is NOT express and makes about 9 stops between there and the highway.
365. I don't think it would. I use the 6 NB often on Friday's and weekends to get downtown and the 6SB and 538 to get to work. The 538 timings are awful in the mornings (Between 30 min and 60 min wait times) but the orange line runs N & S, so I don't think it has any effect on the East & West 538?
366. More frequent trips and better reliability.
367. Orange line will affect me definitely during the winter/cold months of the year because I take the 535C to Normandale to work and my job is quite a walk from the closest stop of the 98th St. & 35W.
368. It would speed up my commute from South Minneapolis to work in Bloomington
369. I might occasionally use it to get to Burnsville or Bloomington, but I live in St Paul, work several miles from the closest transit stop, and mostly use transit to go to Minneapolis recreationally on weekends so I doubt that I'd get much from the Orange Line. I hope it's successful though! We need fewer cars on the road in general and on 35W in particular!
370. Saving time.
371. Faster to downtown. Would not have to drive
372. It's great if frequency is 10 min. But the charge should be same.
373. I will use it instead of the 535 to go home from school, or to go to work from school. (Also use stop at 46th St and makes other trips at 3-6:30pm and after 6:30pm).
374. It wouldn't I would board and exist the same (also makes a trip at 3-6:30pm).
375. Not sure. Increased cost? Maybe faster? I do not know.
376. Hopefully make it more efficient.
377. In winter 2018-19, I've had to file police reports several times over attempted robbery, harassment and stalking. I now conceal carry for protection. Make all the bus routes safer. MORE COPS!
378. A shorter walk to the boarding location, and possibly a faster trip to my transfer location near Best Buy headquarters.
379. I plan on moving to the north metro by the time the Orange Line would be finished so it probably won't impact my commute.
380. It would help
381. Could make access to downtown easier, all times of day.
382. I have family and friends in Burnsville and will definitely take it to visit them.
383. Minimal change.
384. No, it won't help out because I live in Apple Valley.
385. No service to Normandale Community College!!!
386. It would not affect my travel very much except from Knox Ave and 76th St. which I need to travel toward Lake St & downtown after my workday ends.
387. it would not as of now
388. Might use it more to go downtown
389. I would use it occasionally to go to Southtown S/C.

390. It won't. I cannot see any regular scenario where I would use it. I live in Lyndale neighborhood. The orange line is for suburban commuters.
391. People living on Portland Ave don't get service, the winters are too harsh to walk from 51st and Portland to 35w for express bus and walking to Chicago Ave with no bus shelter and dark, cold is not going to happen. I am looking forward to the new transit system and the bus stop at Chicago and 52nd and would really appreciate it if extra lighting could be added to 52nd between Portland and Chicago Ave. The crime rate is creeping into my neighborhood and it makes me afraid to walk alone in the dark.
392. Quick commute to connections south. I might use it from downtown to 46th St. but an Orange Line stop at 38th St would serve me better.
393. save travel time for me and coworkers.
394. I hope not at all!!!
395. It largely depends on how local routes are restructured in South Minneapolis. I could potentially benefit from better connections to the Lake Street station from the Kingfield Neighborhood for fast trips downtown.
396. It wouldn't most days.
397. Hope the #4 route connects to this line for faster services with a short transfer
398. Hopefully faster than 535 to take me home from downtown Minneapolis.
399. Since I do not have a car this would not improve things for me. I need to be home by 4 p.m. to get my kid from the bus and the 535 is the only bus running at this time that gets me close to home. Having to transfer would make my trip longer.
400. Since the planned Orange Line does not served 77th & Lyndale (where I board), it will be a concern for me how to get to the closest stop, which will be further away from me.
401. Might cost me my job because of where the newest stop 98th and 35W and I need to get off at 70th
402. It would be a significantly faster way to get to Lake St from downtown than the existing 18. Additionally, it would enable me to shop at Southtown without concern and confusion about when the 535 stops running frequently.
403. Make it faster--get 'er done! Thanks!
404. Walking distance to station from park & ride is a concern
405. It will be a concern for me on how to get home since the Orange Line does not serve 77th & Lyndale.
406. It would provide more flexibility getting into and out of downtown for work.
407. Improvement greatly due to its frequency and speed.
408. Concerned with ample parking at the park and ride.
409. Gives South Metro another option for getting downtown.
410. Think everything stays the same?
411. I would use it if homeless people could also use it at night.
412. It would make it much easier to get to Burnsville, along with the shopping district near Knox/American.
413. Improve travel to downtown Minneapolis/U of MN without having to drive to a park and ride
414. Plan to retire before 2021. It would be nice if "WiFi" could be added and allow a coffee and bagel truck to set up at P&R.
415. If there is a connection from the Lake St stop to a route that runs down Grand Ave, I would consider using the Orange line, otherwise it would not impact my travel at all since i have other options.

416. if there was a 38th street stop, I'd be interested but with only 46th and Lake, I'll probably stick to the 18.
417. It remains to be seen if the use of the Orange line to downtown would be slower than taking the 4 or 146. The transfer at 46th Street is automatically going to add more time. One hopes that routes 4 and 146 are not cut back or discontinued to push riders on to the Orange Line as what Metro Transit did to the faster bus routes 50 and 94 when the Green light rail opened.
418. Maybe bring needed consistency. Would need more East/West buses. Please fix the schedule. Tire of being late or waiting in general.
419. I travel to school during the week and I would use the Orange Line instead of 535.
420. I need transit from 83rd and 84th and Lyndale to and from Orange Line
421. Another alternative
422. With good crosstown connections, I would use it to go north to or through downtown and use it south to an occasional suburban trip or one to far south Minneapolis.
423. Would have to park then walk away compared to now
424. Should save me 10-15 minutes each way. Very excited.
425. Potentially easier access to Downtown without needing to transfer at Mall of America
426. Increase the area that I could live and still reasonably get to work on time.
427. It might take away my bus line
428. Only certain. I live near Normandale Community College so it's possible I may use the bus service from there. I'm still new to the area and don't have a full-time job yet.
429. It would be easier and faster for me to get to Bloomington. Currently one place I often have to go to in Bloomington takes about 1.5 hours from Uptown. 3 hours both ways. Way too long.
430. It will be very important to keep the 515 which will take us, as seniors, to the 66th and 135 transit stop.
431. It won't - I hope! Not for it.
432. It depends if the connection is fast.
433. I won't use it, but if you would build a line to Eden Prairie, that would help me out
434. I look forward to frequent, all day downtown service
435. I hope it can serve east of Nokomis somehow without adding a lot of time.
436. It would make it easier to run errands in Bloomington/Richfield after work on days that I work Downtown
437. I am not sure
438. Make it go fast
439. I would consider taking it to work on weekdays.
440. It will make the south of the river area more accessible for many people
441. Would make it easier to get to south Minneapolis from downtown.
442. Depends on access. I live too far away from the nearest station to walk so not sure if I would use it or not. I can't easily tell if/how Route 6 would connect to it. I would probably still need to drive to Ft Snelling for Park and Ride if Route 6 doesn't work well.
443. Unless you make it safe, I will not take it
444. It could open up opportunities for transfers I don't do now, but I'm not a regular 535 rider as it is.
445. Fixed stations limit access points (vs 535). Frequent and weekend service are a big plus. Transit Station is not as convenient for those using retail/businesses east of Penn Ave
446. I might take this instead of the Blue line. The light rail goes out of the way to get to downtown and it would be nice to have another option that is more direct.

447. Don't know. Will it come at 5:09 am, get downtown before 6:00 am?
448. Depends on the park & ride being convenient.
449. Negative, disappointing - it looks like there is no stop for Knox Ave park & ride. Access to popular park & ride needed.
450. Connect w/ Blue Line
451. I would ride more.
452. it would be faster and easier to occasionally visit relatives in Burnsville.
453. Do not like the fact that the bus stop will not be at the parking lot. Also, do not like that you eliminated the 9th St. stop downtown. Based on these two changes. I may elect not to ride this Orange Line option.
454. If frequency is similar to Route 535, then probably not.
455. Positively, I hope.
456. It will make 535 trips faster. I can also take it later in the evenings and on weekends.
457. It appears to be more of an "Express" type route with fewer stops in the more dangerous parts of the city which would be appreciated. Also looks like an attempt to decrease the overall travel time between downtown and south Minneapolis. Make sure hi res cameras are installed and if possible, Metro Transit Police officers either undercover, similar to the air Marshall program, or uniformed to address regular assaults, drunkenness, weed smoking and urine puddles I currently experience.
458. I don't know yet.
459. It depends on where the park ride will go. Is the Knox Ave. Park Ride going to stay where it is? That's not clear on the map. In general, add more park and rides that connect to express busses.
460. I won't have an answer to this until I ride it a few times.
461. Faster, more convenient travel to visit friends, do shopping, eat out, or other activities in South Minneapolis. I would not need to drive to reach destinations along the corridor quickly and efficiently.
462. I would use it to commute to work daily.
463. I hope and expect it will increase service and reduce my commitment every day. I will be a parent soon and having more flexible transit than the few 535 busses that go to American Blvd/82nd will make bussing more feasible, possibly as the sole transit option vs full or partial driving. I drive to the Best Buy P&R about half of days because of limited service south of 494. The tunnel will speed transit there too thanks
464. Knox Ave Park & Ride must be convenient. With Orange Line coming from Burnsville, I expect morning rush hour trips to be too full for park & riders.
465. It will pretty much go from my apartment to my office, so it could make my commute easier. But I don't think I'll take the bus anyway: last time I took a bus there was a fight on board; the time before that, the driver got confused by a detour sign that didn't affect our route and pulled over to look at a paper map for 10 minutes; and since then I've seen two buses cause gridlock downtown.
466. very little
467. Connecting service at American Boulevard West on all days of the week at a frequent level of service would be helpful.
468. I don't know
469. I really hope that new route will retain the current pattern and will stop where I board at the park & ride and where I exit at 9th St.

470. I have serious concerns about the feasibility of using the Knox Ave Park and Ride during construction. Snow hasn't even fallen yet, and the parking lot is basically full every day. Last winter, when the parking lot was NOT under construction, all the snow dumped there eventually made finding a parking spot in the mornings VERY difficult. What is the plan to continue serving the people who use the Knox Ave park and ride this winter?
471. Might possibly take the 46-line East to transfer point on Orange line at 35W to head into Downtown Minneapolis.
472. It won't- to access it I will have to make 2 transfers. We should have built a station at 38th during the reconstruction to bridge the 2-mile gap between the Lake and 46th St stations. Many people live in this area and are transit dependent.
473. Will visit suburban destinations more for sure!
474. If it runs every day, I will use it every day.
475. Hopeful that I can still park & ride - concerned it will be less convenient.
476. It would replace my Route 535.
477. I would have to walk 1 block further from where i currently get on and off the bus.
478. It would get rid of my stop at Marquette & 10th, making me walk further either way to 11th or 7th. The walk is especially hard in the winter.
479. I will ride freeway bus less, walk more. Not an improvement for me! Many get on or off downtown at 9th St-10th St, but you have no stops on map? Is this because we must use fare machines like on light rail? No fares on the buses? Be creative! Can't we get on at stops we want downtown, pay when we LEAVE bus, sort of like we do now? If there is no way to pay on the bus, instead we can get off and pay at the machine. Then, you don't need machines downtown! We keep doing sort of the same easy thing.
480. I will retire. I have MS - can't walk from park & ride to Knox Ave & 76th St. No convenient park & ride.
481. I would like to take Orange Line, have reservations, I don't know how well the Knox Ave Park & Ride will work if walk is long, un-snow plowed walk from my car.
482. I may miss my bus! Please let me off at 9th St to catch my Route 663 to go home! Why no bus stop at 9th St? Bad for me.
483. It might be harder to get to Normandale College from downtown. Will depend on frequency and reliability of connecting service, likely Route 539, which has had persistent on-time performance problems.
484. Park & Ride at 98th St should be enlarged. Or, what about service on Penn Ave and Lyndale Ave to replace Route 535?
485. Knox Ave Park & Ride is a block away from Orange Line stop. Why? Consider having park & ride at other stations, easy access is a concern.