



## E Line Corridor Study Kick-Off Open Houses

**Pershing Recreation Center, December 10, 2018**

**Marcy Open School, December 13, 2018**

*Each individual comment is assigned a number.*

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

# 1: Pershing Open House

## General Comment Card Responses

**01:** I am interested in working on the committee for E-Line.

**02:** My name is..., and I am a regular transit rider. I like the E line concept, and all other rapid bus line concepts because they provide an easier way to use Metro transit to get to where they need to go in life, whether it'd be school, work, play. For the E line in particular, I think it should start on the north end at the stadium village green line station and end on the south end at Southdale Mall. This would be the best route alignment because it provides access to key residential and commercial areas. Off-board fare payment is nice, but MUST be enforced more strictly to make sure every pays their fares, or is correctly held accountable.

**03:** I take the 6 most:

- Weeknights after 6 from Hennepin/5<sup>th</sup> to 50<sup>th</sup>/France or Xerxes
- Weekends from 50<sup>th</sup>/France to campus and 50<sup>th</sup>/France or X to downtown or Uptown

I'd appreciate the increased flexibility with a faster 6, I think I'd use it more to get to Linden Hills, Uptown, downtown and campus.

**04:** Connect Dinkytown to the Green Line, Downtown, and Uptown.

Awesome boards and activities!!

**05:** Include the eastside of Minneapolis

**06:** Scott from South Uptown group (Adam transcribing)

- Meeting location
- Meeting purpose
- Prefer Southdale – University/4<sup>th</sup> alignment, make France better for peds if chosen alignment

**07:** From the perspective of the West Calhoun neighborhood, support the idea of a link to the West Lake Station, stopping by the vertical circulator to the station on Lake St. Better than stopping at the south side of the station on the likely congested, narrow Abbott – 31<sup>st</sup> – Chowen loop. In short, maximize bus access to the station via Lake St, minimize access via Excelsior/Abbott.

**08:** Please keep current bus Route 6 on Xerxes and France Avenue use E Line as enhancement

**09:** Don't take any #6 Buses off or I will have to walk further to the Bus Stop.

**10:** I take the A-line frequently – it is a great service! So pleased that a similar route is coming to SW.

**11:** I live closest to 42<sup>nd</sup> St. and France, but wouldn't mind walking to 44<sup>th</sup> and France to catch a faster bus. I would head mostly downtown during the week during work hours. Nights and weekends, I's head to Uptown, downtown, 50<sup>th</sup> and France, or Southdale/Galleria areas.

- 12:** 1) E Line should travel on France between 44<sup>th</sup> to Southdale  
2) E Line Bus should not stop between Uptown Transit Station and Downtown

**13:** All bus payments should be on bus or all bus payments should be on the machine not some of each before you get on any bus.

**14:** Keep all the Downtown Stops

In the south end spots could be less places

But Keep all the downtown stops

Don't replace any 6 buses that we have now with these fast E buses

**15:** 1) "E" + LRT needs a way to identify cross links (e.g. West Lake Station to 50<sup>th</sup> and France on West Lake to Uptown)

2) Develop data mining and "artificial intelligence" techniques to identify "unspoken" or "unknown" service needs (e.g. I want to get from 50<sup>th</sup> and Xerxes to MOA but never consider the bus because I have to go downtown first!)

**16:** I get on/off the bus at 34<sup>th</sup> & Hennepin & get on/off at 1<sup>st</sup> & 1<sup>st</sup> (Federal Reserve Bank) downtown. I would really like the express to pickup/dropoff at 34th & Hennepin to/from 1<sup>st</sup> & 1<sup>st</sup> without transferring, which I currently can do. Bus runs about every 5-10 minutes. Thank you!

**17:** Thank you for expanding rapid transit. I believe we need to aggressively work on public transit that uses ELECTRIC power, to reduce climate change. All of us need to pitch in – and get out of our "me" bubble to see the community + global advantage of accessible public transport that relies on wind + solar power, ultimately. I would like that to be part of the campaign.

**18:** I'm a frequent bus rider from the 26<sup>th</sup> and Hennepin stop to downtown for cultural events or to meet friends at restaurants. The #6 has been an easy way to do that. Now my former stop at 35<sup>th</sup> and Hennepin is gone. I am concerned about having to walk up to ½ mile at night on the return home. I also take the bus to the 38<sup>th</sup> street station when I take the light rail to the airport. This works great as long as I can pack a light suitcase. Please don't forget about older people who cannot walk ½ mile and use the bus to run errands and do grocery shopping. I'm not doing that yet, but may need that option by the time the E Line is operational. Thank you for asking for input early in the process.

What comments do you have on the currently identified E Line Project Goals?

**19:** Job access at 50<sup>th</sup> + France

**20:** Adjust Study corridor info to reflect where a route 6 path draws riders (e.g. France Ave vs Xerxes Ave)

**21:** Align BRT & light rail with High School transit needs

**22: Most Important:**

- Most common travel patterns
- Duplication
- grow Ridership

**23: Climate change & equity**

What else should Metro Transit consider when evaluating E Line alignment alternatives?

**24: From South to West Lake Street Station**

**25: Retain Transit Access**

- block walk

**26: Whatever helps people take bus more**

**27: Job access at Southdale area**

**28: Don't want to transfer coasts time**

**29:** 36<sup>th</sup> Street space from Bda Maka Ska Lake is used for bike + walk. These will probably Need to be reduced or eliminated For this route or/and parking eliminated from other side of street. Space is already too narrow!

**30: Dedicated Lanes on Hennepin**

**31: Accessibility for older individuals**

- walk distance

**32: Increase frequency on tails**

**33:** Just be careful not to create redundancies when local lines are already adequate. If they aren't, replace and improve w/ Line E!

**34:** Dedicated bus lanes from uptown to Downtown would be a big help, especially in the winter!

**35:** Customer access to small business nodes along the route, esp. uptown

**36: Connecting service**

- getting betru the spork

**37:** Don't go down Hennepin (at least in Uptown) except @ transit center

**38:** If walking ½ mi. btwn stops, make sure sidewalks are sound, uncluttered, and lighted (at night)

## North Alignment Alternatives

Option 1) End in downtown at Washington Avenue: 4 dot stickers

**39:** North terminus near Washington Ave with a stop @ Green Line Hennepin

**40:** Don't duplicate Green Line Route

Option 2) Continue along University Avenue/ 4th Street SE to end at either the METRO Green Line Stadium Village Station or Westgate Station: 20 dot stickers

**41:** 1. Give students + people who work there more options. 2. Higher density + traffic area 3. I've taken the 6 from 50/France to campus

**42:** E line along w/ Green line will nicely bookend the U campus and residential areas

## Southern Alignment Alternatives

Option 1) End at 50th Street and France Avenue or 44th Street and France Avenue. Routing along 44th Street to France Avenue: 0 dot stickers

There were no comments on South Alignment Option 1.

Option 2) End at 50th Street and France Avenue. Routing along Xerxes and 50th Street: 0 dot stickers

There were no comments on South Alignment Option 2.

Option 3) End at Xerxes Avenue and 50th Street. Routing along Xerxes: 0 dot stickers

There were no comments on South Alignment Option 3.

Option 4) End at Southdale Transit Center. Routing along Xerxes Avenue to 50th Street, 50th Street to France Avenue: 1 dot sticker

There were no comments on South Alignment Option 4.

Option 5) End at Southdale Transit Center. Routing along 44th Street to France Avenue: 24 dot stickers

**43:** A stop that is convenient to Southwest High School is important to serve all populations.

*Important – Agree!*

**44:** France between 44<sup>th</sup> + 50<sup>th</sup> is less congested parking-wise

*Yes, agree*

**45:** Church at 4801 France hosts homeless families 3wks/yr. Working parents often need inexpensive ride late at night to 48<sup>th</sup> + France from downtown

**46:** this alignment provides the best pathway for the most frequent route 6 service in this area currently

*Agree!*

**47:** Significant development is happening is happening both at 44<sup>th</sup> +France + 50<sup>th</sup> + France

That will impact Transit Need + amount of Riders. Important to consider this density increase!

**48:** Clear Choice! Yes!

- Most riders
- Routes to high density job + Business Nodes at 44<sup>th</sup>/France, 50<sup>th</sup>+ France + Southdale
- Uses best roads (structurally) For bus capacity
- SW H.S. (diversity + needs busing)

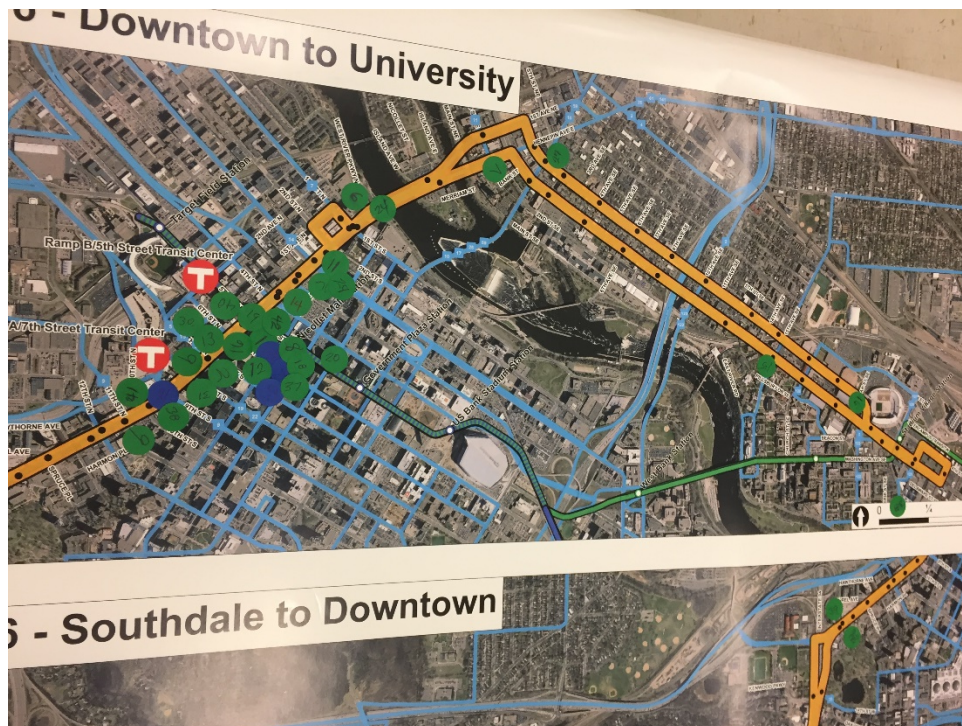
**49:** This isn't the best option for me, but I think it is the best option presented. Hitting 44<sup>th</sup> + France and 50<sup>th</sup> + France is more important than hitting 50<sup>th</sup> + Xerxes. The businesses are more valuable.

**50:** This is where the jobs are!

Option 6) End at Southdale Transit Center. Routing along Xerxes Avenue: 6 dot stickers  
There were no comments on South Alignment Option 6.

Option 7) End at the future METRO Green Line Extension, West Lake Street Station. Routing along West Lake Street: 2 dot stickers  
There were no comments on South Alignment Option 7.

### Roll Plot Photos

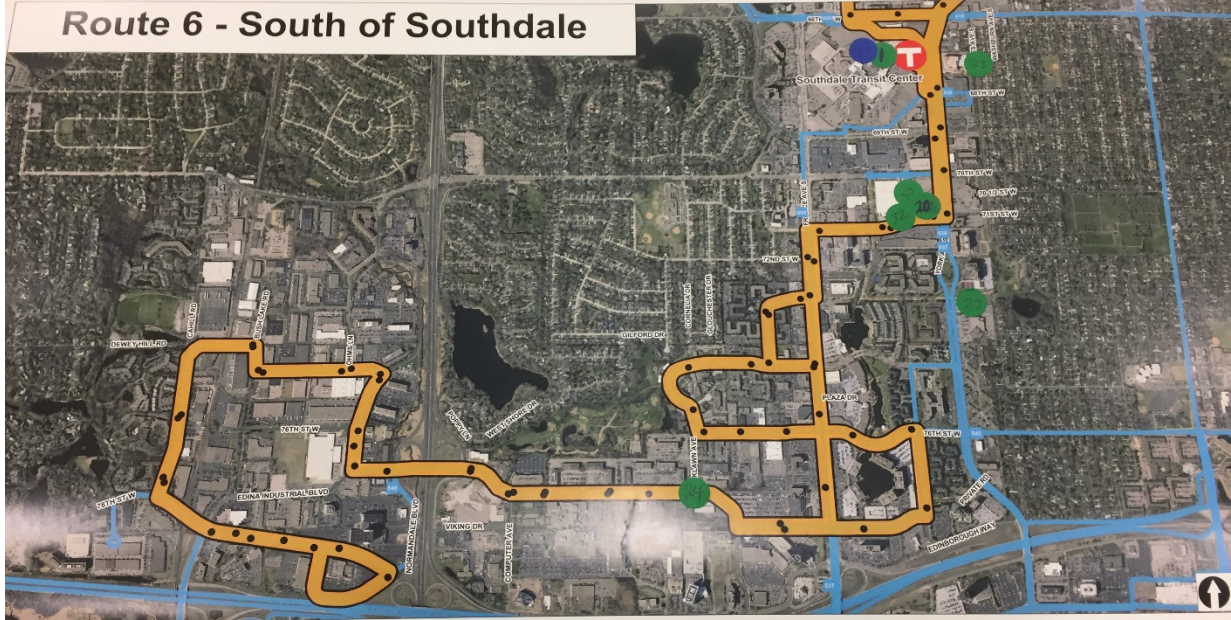








# Route 6 - South of Southdale



## Marcy Open School, December 13, 2018

### General Comment Card Responses

**01:** Please continue this E-Line route through NIEBNA & Marcy-Holmes! Don't stop at the river! – Chris, Marcy Holmes Executive Director

**02:** Route should go north of river. But consider stops currently at southbound Financial reserve + whole foods, the buses always get slowed way down w/ cars and poorly timed lights. Hennepin Bridge always has slow traffic both directions, a shared bus/bike lane w/ shoulder priority for buses should be used, plenty of space on bridge to do so! Put a station at Hennepin + Groveland both N+S bound!!!

**03:** Strongly support extended routing to Westgate – ridership in the University corridor is nearly as high as in the South Hennepin corridor. Also support routing to Southdale via 44<sup>th</sup> St + France Ave. I think the more nodal nature of France Ave destinations fits better with BRT services and Xerxes can be continued to be served by the Rt. 6. Consider working with the city to get bus-only lanes implemented on Hennepin both in downtown and Lowry Hill, and possibly in Marcy-Holmes as well. Consider a fully electric E Line fleet if the C Line pilot works out.

**04:** Resources should be pulled to bring aBRT improvements to the Central Avenue corridor.

**05:** Like route from Southdale to Westgate best. Important to look at connections from end points to other destinations. Avoid stops at 50<sup>th</sup> & Xerxes or France. Congestion is terrible at these intersections.

**06:** I will cry if you end the E-Line in downtown without extending it through Marcy-Holmes. We've had so much growth, and so much more coming down the pipeline. And we have so many young, healthy, price-sensitive people who could be persuaded to ditch their car if we offered quality public transit here! Please please please please please please please please please please please please please please please

**07:** Why is the 6 always late – other lines are not – but I guess w/ e-line that won't be a problem 2. Could a line run by Mill Ruins Park – there is the river, a gateway to Stone Arch the Guthrie – loads of people use that area – that would be great!

**08:** I support transit improvements to Northeast and Southeast Minneapolis, the University of Minnesota, Uptown, 50<sup>th</sup> and France, and Southdale. The E Line in these corridors are important for mobility, accessibility, and equity in Minneapolis and the entire Twin Cities region. Thank you very much for improving our transit system and investing in your riders.

**09:** Thank you for this exciting potential route. I think a Southdale to Westgate line is the most logical routing, connecting major job/residential density at either end, and providing better connectivity to other local routes. It will be important for the success of the route to have bus-only lanes on Hennepin from downtown to 36<sup>th</sup>, and then on University and 4<sup>th</sup>. Working with the city this project would also be enhanced by a two way conversion on University and 4<sup>th</sup>.

**10:** We need dedicated lanes for this to be believable! We need this to work even w/ rush hour!

**11:** I think that homeless people should be given permanent bus passes so they can sleep free on light rail. How can we let 50-60 people die in the Cities every year because they froze? How can people sleep at night in their warm beds thinking about those freezing to death outside? How can they call themselves Christians?

**12:** I have lived in St. Paul and Minneapolis (mostly) and greatly prefer the heated shelters and transit stations in downtown St. Paul. I do wait inside with welcome heat at Lake at the light rail station. Why can Minneapolis not afford a new heated shelters on Nicollet and Hennepin? I am in my mid-70s and prefer not to die because of hypothermia.

**13:** I would like more seats in the light-rail shelters. Standing up is difficult for me because of a bone disease. I am in my mid-70s and ride buses around five days a week.

**14:** I would like to say that it is vitally important for the E Line to extend down 4<sup>th</sup>/Univ to either Prospect Park or Westgate Station! The Marcy-Holmes area is underserved by the current, non-high frequency 6 and the non-high frequency 2.. There are so many transit riders in Marcy-Holmes + Dinkytown w/ the U-Stadium area, and many are traveling either to the U w/ Green Line to St. Paul, or to downtown and greater Uptown. Also, please (please) do all you can to advocated for dedicated bus lanes in Uptown (Lake and Franklin) and maybe even 4<sup>th</sup> + Univ. in Marcy-Holmes. E Line stuck in traffic is still a bus stuck in traffic.

**15:** Working with the City of Minneapolis on potential transit advantage is crucial. Being able to have transit-only on Hennepin from Lake to Franklin is crucial. Especially during rush hour, buses get stuck in traffic and move very slowly. For routing, Westgate to Southdale via Xerxes is the best option. Although that routing would not serve 50<sup>th</sup>/France, I think ridership would be higher along Xerxes. However, local route service connecting through Linden Hills to 50<sup>th</sup>/France along 44<sup>th</sup> should be considered.

**16:** Don't drop the 6. Underlying service is essential. Keep bike lanes. Bike racks key – put on bus like LRT or front of bus. Southern Route: steon jobs, low-income resident concentrations. When asking for preferences on 4, 5, 6 South I marked 4 or 5, then saw 6. Northern definitely not SE, not end downtown

**17:** E-line will improve ride for some, mostly longer-riding people, and hurt people whose stops will be cut – the old, the disabled, people with young children or heavy bags, etc. How will Metro Transit study this disparate impact? Total ridership is the only question. Also speed of the ride is less important than the frequency of the bus. Time spent in the relative comfort of a bus seat seems shorter than time spent at a bus stop in the cold and rain. If the city really means to reduce car use, a frequent, reliable bus system-grid is essential. Helping commuters and hurting city people is not the way to go.

**18:** I had to leave my church of about 25 years when light rail came in because the #94 express bus that ran Saturday and Sunday mornings was discontinued. I took a bus from University and Central to downtown Minneapolis, then the #94, then a #73 on Cedar in downtown to get to Annapolis and Smith. Now I attend a church that also has the Latin Mass but is much more liberal. I would like to be able to et the #94 again and have my grandchildren on the West Bank go, too.

**19:** Frequent service south of Southdale is still needed. Consider extending Route 6 to Normandale College and replacing Route 537. Convenient transfer to/from Route 540 is needed.

**20:** At Station Village Station: There are currently buses (2, 122, 123) two blocks away on Oak, along University (6U), and along the Transitway (121), and the Green Line in between. Improving the layout of the station and routes to make transfers easier (in coordination with University buses) would help make transit to + from the U easier.

**21:** Please give consideration towards full width bike bus exclusive shoulders especially around 15<sup>th</sup>/Pleasant St.

**22:** Absolutely extend the E Line to at least Stadium Village Station. This would serve as a useful regional transit connection for the student-oriented neighborhoods in Dinkytown and Marcy-Holmes (where it sometimes feels like I have to walk 15 minutes to East Bank station to go anywhere fast) and an emerging dense node around Central/Hennepin for car-free residents like myself – for example, groceries in Prospect Park or an internship downtown

**23:** This is a great project. On the Southeast Mpls end, it must serve the Prospect Park neighborhood. Terminating at Westgate makes the best sense for helping Prospect Park people set to Dinkytown (not served by Green Line) and their downtown destinations, and all the way to Southdale. The improved speed will entice some of us who avoid the slow 6. Terminating at Westgate makes that an important transit link, with the Green Line and the 30 and 63 bus terminations too. You might build a small driver relief area in the Westgate office park for the 3 routes.

**24:** In the future (or with this line) explore partnerships with the city to create transit only lanes to the buses faster, also I like that you guys are exploring signaling priority. I'm not sure if the frequencies at night would be the same as the day, but they should. It would probably make more sense to connect to the Green Line at either the Stadium Village/Prospect Park LTR stations, rather than Westgate. Overall, highly supportive of the line, just a little concerned the buses will get stuck in traffic because it's going to run in general traffic, so if there is any way to get dedicated lanes that would be great!

**25:** Would love to see early integration of floating stops along 4<sup>th</sup>/Uni, so buses and bikes don't have to fight to share the road. Seriously consider equity for lower income students. Massive amounts of renters live on the route and are very underserved.

**26:** SE. Minneapolis makes heavy use of the 6 line to go to/from downtown Minneapolis/South Minneapolis in the weekdays & weekends. The 6 line service is heavily utilized. Please have the E-Line extend past the river into S.E. Minneapolis along the University Ave S.E./4<sup>th</sup> St S.E. transit corridor.

What comments do you have on the currently identified E Line Project Goals?

**27:** Density + Development

**28:** Massive ridership potential... Case: student ridership of the Green Line East Bank Station

**29:** Vitally important to increase frequency, speed, reliability! Need to increase connectivity and ridership

**30:** Show that map of disadvantaged pops. + jobs

**31:** Expand transit access to the U and Northeast!

**32:** Increasing FREQUENCY will increase ridership

**33:** Help improve mobility, accessibility, and reliability in the corridor.

**34:** Improve service for whom? The old, disabled, people who travel in dark will lose if # of stops are reduced.

**35:** This is a very important corridor with high potential for increased ridership after improved service.

**36:** Roll On – Roll Off CRITICAL

**37:** Keep it running to SOUTHDALE

What else should Metro Transit consider when evaluating E Line alignment alternatives?

**38:** Alignments not currently served by traditional bus routes!

**39:** High tech jobs in Edina that currently require car base commutes.

**40:** Consider bus-only lanes from Uptown all the way to the river

**41:** We have welcomed intense development + not had increased transit service. This is essential to support our density – which is increasing.

**42:** Speed on the bus is less important to city people than frequency

**43:** Busses w/ 30 people should have priority over cars

**44:** Terminal decisions should factor in network connections and destinations. Westgate is major job center, connects to other routes.

**45:** It is hard to know what will increase transit service. This seems like an improvement. If we don't lose frequency at local stops.

**46:** Ability for buses to turn easily.

**47:** Street improvements to improve bus reliability, pedestrian safety, and mobility and equity.

**48:** Accommodate bikes on street + on the bus

**49:** Dedicated bus lanes on University/4<sup>th</sup> are imperative.

**50:** Increased frequency + speed. The two great things BRT can provide! It would be nice to just show up at the station and know a bus will arrive soon (like using the light rail).

**51:** Dedicated bus lanes on Hennepin bridge would greatly improve travel time  
**52:** Speed is important! Slow, unreliable buses = declining ridership. Marcy-Holmes needs the E Line!  
Serve the U of M

**53:** U of M students are major transit riders – extend route to U of M

## Northern Alignment

Option 1) End in downtown at Washington Avenue: 0 dot stickers  
There were no comments on North Alignment Option 1.

Option 2) Continue along University Avenue/ 4th Street SE to end at either the METRO Green Line Stadium Village Station or Westgate Station: 36 dot stickers

**54:** Prefer Westgate x2

**55:** Very dense, car-light part of tow not currently served that well by transit

**56:** Greater accessibility UM and beyond enhances rider convenience.

**57:** Captures some of Prospect Park developments currently underserved towards dinky + Marcy, useful for students living in that area.

**58:** Many new households @ Westgate

**59:** I live there! Also it would connect lots of people to better transit service and make a better overall network.

**60:** Go to West-gate multi-modal bus/train/bike neighborhood with a grocery store? Hell yes!

**61:** Makes sense to go to Westgate. Supports system connections

**62:** The route between Central/Henn and U of M should be high frequency to encourage transit use to and from U of M

**63:** Westgate makes bus transfers to St Paul easier; also I live in this neighborhood & prefer not to have “last mile” by train!

**64:** University/4<sup>th</sup> is a dense + growing corridor that needs frequent rapid transit – A hub/transfer point somewhere near Stadium Village/Prospect Park would be a good end-point to improve connections to the University

**65:** Go to Westgate! Westgate is becoming a transit hub, with buses 63 & 30 as well as Green Line. Could also argue for a better rest stop for drivers!

**66:** I live on & frequently use the 6 bus in the north alignment corridor. The bus is often full & occasionally has no sitting room. There needs to be a high frequency line to service the North Alignment area

**67:** Stadium Village is great. LRT links to Westgate already.

**68:** WESTGATE!

**69:** Go to Westgate! I and lots of other people live there.

**70:** Westgate provides more bus connections, plus growing density of people in jobs and residences.

**71:** I prefer a Westgate end of the line. I have a brother in Oakdale I hardly see – could get to Sun Ray & have someone pick me up.

**72:** I would like to get to post office in Prospect Park.

**73:** I had to leave my church of 25 years when the Sunday morning #94 was discontinued for light rail. I would to be able to go back. Church is at [illegible – Mahromin?] & Annapolis.

**74:** Connect to jobs, homes, and businesses at University/Hennepin, Marcy-Holmes, and Dinkytown district. Invest in not having buses rerouted during TCF Stadium events.

**75:** Extending to Stadium Village/P. park is hugely important [illegible] attending events in this area as it is becoming more dense.

**76:** There are so many current + potential riders on Univ. & 4<sup>th</sup>! There are also many transit-dependent riders (including students) and tons of current + future apartments + density. Must connect to U + Green Line Westgate/PP.

## Southern Alignment

Option 1) End at 50th Street and France Avenue or 44th Street and France Avenue. Routing along 44th Street to France Avenue: 0 dot stickers  
There were no comments on South Alignment Option 1.

Option 2) End at 50th Street and France Avenue. Routing along Xerxes and 50th Street: 4 dot stickers

**77:** Patronize the businesses – 50<sup>th</sup> France

Option 3) End at Xerxes Avenue and 50th Street. Routing along Xerxes: 0 dot stickers  
There were no comments on South Alignment Option 3.

Option 4) End at Southdale Transit Center. Routing along Xerxes Avenue to 50th Street, 50th Street to France Avenue: 10 dot stickers, 3 dots in between Options 4 and 5

**78:** I volunteer at Peace House for Alzheimer patients. This would be a big help

**79:** Southdale is an important destination Go there!

**80:** Southdale mall would be an awesome destination (also south Lake Harriet)

**81:** Upton Area important

**82:** Patronize businesses 50<sup>th</sup> France

**83:** 44 v 50<sup>th</sup> – Which has more commercial development, jobs, low income residents? OR see option 6, too.

Option 5) End at Southdale Transit Center. Routing along 44th Street to France Avenue: 11 dot stickers, 3 dots in between Options 4 and 5

**84:** Get to Southdale – no preference for route

**85:** More bus service south of Southdale (Route 537 and 538). Transfer to 540 needs to be easy.

**86:** Always better to start and end at Harriet Center when possible. Doesn't matter to me 50<sup>th</sup> St. vs. 44<sup>th</sup> St.

**87:** I would go to Southdale more often if the E-Line took me there.

**88:** Southdale is great. There are a lot of businesses and density at 44<sup>th</sup> + France node and along 50<sup>th</sup> from Xerxes Linden Hills and 50<sup>th</sup> + Frances are a no-brainer, like Southdale and NE/SE. Does not duplicate service.

**89:** Serve Linden Hills, 44<sup>th</sup> + 50<sup>th</sup> + France commercial nodes

Option 60 End at Southdale Transit Center. Routing along Xerxes Avenue: 8 dot stickers

**90:** The bus should reach Southdale. I feel there are more riders living on Xerxes than France. If Option 4's current ridership is higher than Option 6's south of 50<sup>th</sup> St., then I'd endorse Option 4 more. If it's higher on the Xerxes 6 routes, I endorse Option 6

**91:** E Line should definitely go to Southdale. I feel Xerxes has higher ridership potential than France despite the opportunity of serving 50<sup>th</sup>/France. Second choice is Option 5.

**92:** Prefer Xerxes route south of 44<sup>th</sup>. Straight shot – good to connect to Southdale

**93:** Should definitely go to Southdale

**94:** Xerxes is most logical and straight route; more current riders, better residential density, walkable neighborhoods connect to it, needs to connect to Southdale! Minimizes turns, which is key for an easy-to-understand route.

**95:** Southdale provides optimum shopping, office, medical outlets.

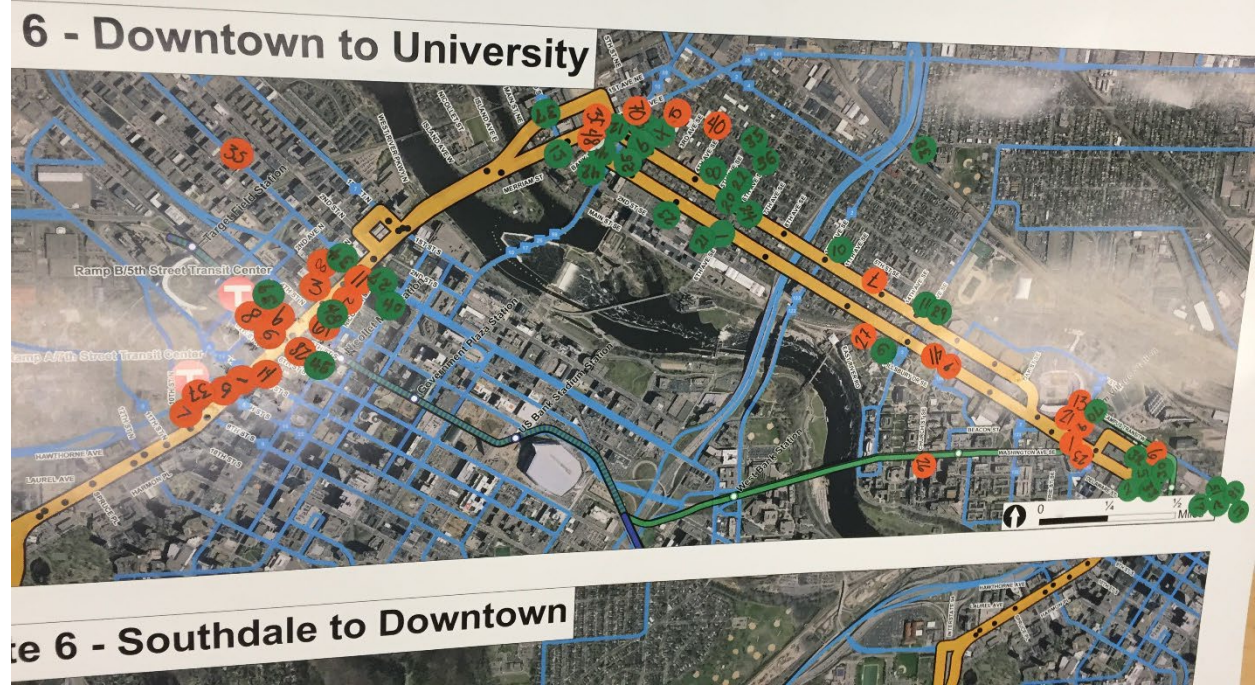


Option 7) End at the future METRO Green Line Extension, West Lake Street Station. Routing along West Lake Street: 0 dot stickers

96: If B-Line goes in, don't need this connection.

97: Ditto

### Roll Plot Responses



# Downtown

