



E Line

E Line Corridor Study

Recommended Alignment, Concept Station Locations and Route 6
Service Plan

Summary of Public Comments

Marcy Open School – Nov. 20, 2019

Pershing Recreation Center – Nov. 21, 2019

Survey input & emails received during the comment period, Nov. 1 – 30, 2019

Each individual comment is assigned a number.

All comments are recorded verbatim from comment cards, post-it notes, survey forms and emails. 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.

Background

In this final phase of the Corridor Study, Metro Transit staff shared an E Line recommended alignment, concept station locations, and a Route 6 concept plan for public feedback. A public comment period was held Nov. 1-30, 2019. Staff held open houses at Marcy Open School and Pershing Recreation Center on Nov. 20 and Nov. 21 to share these recommendations and seek feedback from the public. An online interactive map and survey and the project email address was also made available for the public to submit comments. Various tools were used to communicate the recommendations, open houses and comment period including direct mailers to residents and businesses in the corridor under consideration, promoted Facebook and Twitter posts, and emails to Rider Alert subscribers. For more information visit metrotransit.org/e-line-project

Summary

Staff sought public input on these planning questions:

- What do you think about the recommended E Line alignment?
- What do you think about the recommended E Line concept station locations?
- What do you think about the planned Route 6 alignment for when the E Line opens?

Recommended Alignment responses

Of the 221 comments received about the alignment, 86% (190) supported the recommended alignment, 6% (14) were neutral and 8% (17) requested changes to the recommended alignment or supported a different alignment option.

Key recommended alignment themes:

- 190 comments supporting recommended alignment
- 64 comments supporting E Line serving Prospect Park and/or Westgate Station
- 20 comments specifically supportive of service on 44th Avenue
- 29 comments supporting bus lanes and transit advantages

Concept Station Locations responses

Of the 183 comments received about the concept station locations, 56% (103) were supportive of the concept stations as shown, 13% (24) were neutral and 31% (56) requested changes to concept station locations.

Key concept station locations themes:

- 103 comments supporting concept stations as shown
- 20 comments supporting the addition of a Nicollet Island station
- 20 comments supporting removal of a downtown station
- 15 comments supporting the addition of station near the east bank of the river on 1st Ave and Hennepin Ave
- 13 comments with concerns about accessibility and walking distance to stations
- 9 comments supporting a station addition along Bde Maka Ska
- 8 comments supporting an additional stop between Franklin Avenue and Uptown Transit Station.

- 5 comments requesting additional stops in Marcy-Holmes and University of Minnesota areas

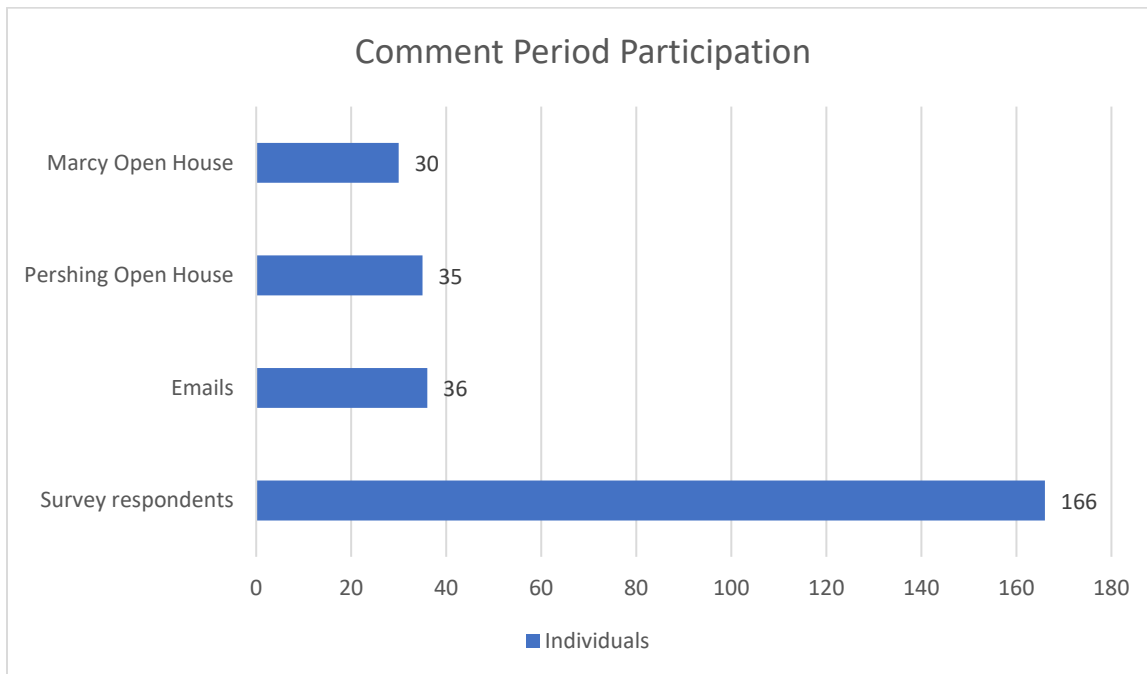
Route 6 Concept Plan responses

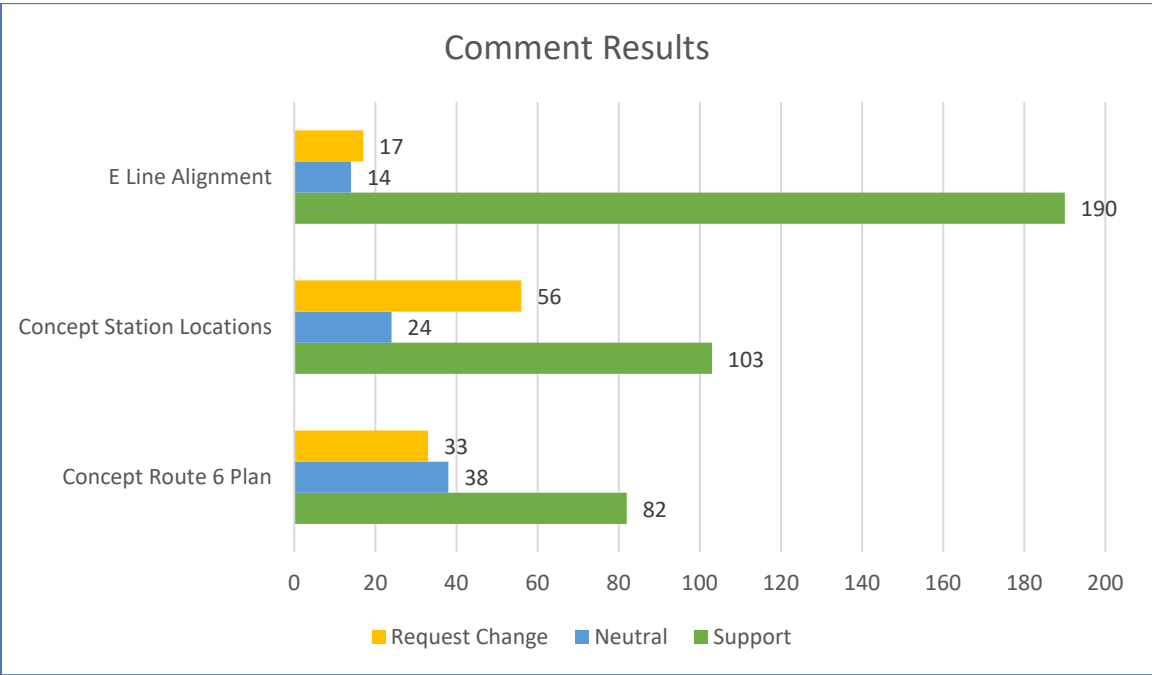
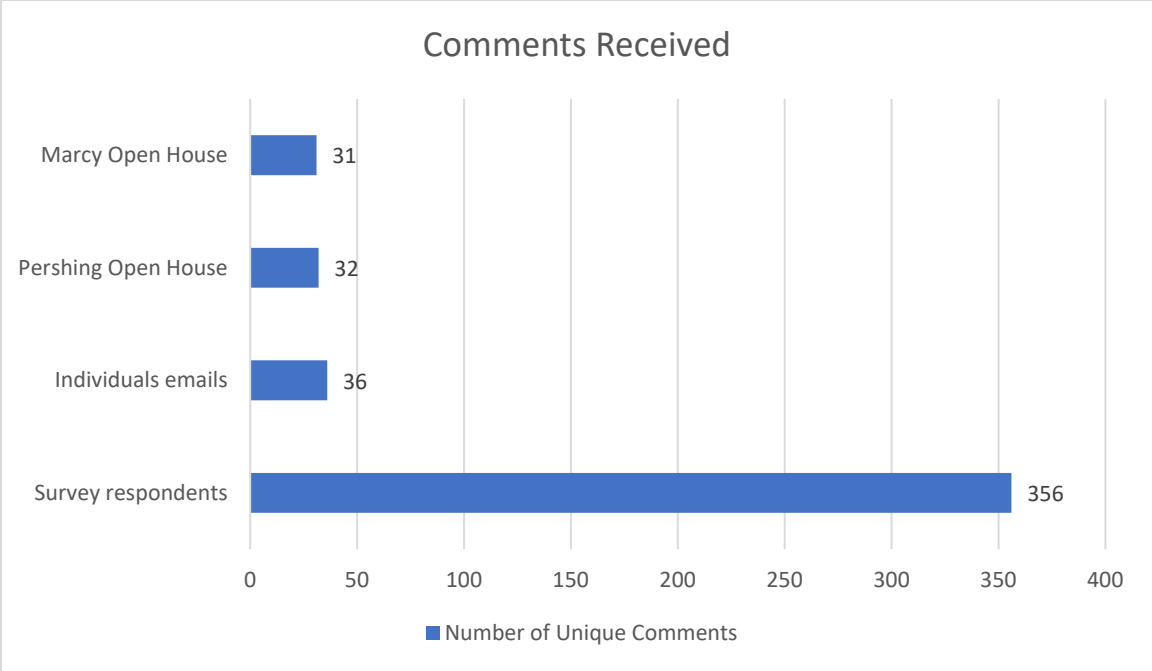
Of the 153 comments received about the Route 6 concept plan, 53% (82) supported the plan, 25% (38) were neutral and 22% (33) requested changes to the Route 6 concept plan.

Key Route 6 concept plan themes:

- 82 comments supporting concept plan as shown
- 16 comments opposed to the proposed elimination of Route 6 on Wooddale Ave
- 9 comments opposed to the proposed elimination of Route 6 service on 39th Avenue and a segment of France north of 44th Avenue

Distribution of Comments





Marcy Open School Open House – Nov. 20, 2019

30 people attended this event.

Responses to the prompt – “What do you think about the planned Route 6 alignment for when the E Line opens?”

1. Is it possible to use the 6 as a connection between north loop and MCTC/loring area to improve connections within DT (since 7 and 17 - both go E/W thru DT)
2. Keep 6 on SE/Eastside; It is being kept South side
3. Agree!! [arrow pointing to above comment]
4. Could go further North/east + further south
5. I don't see a reason for the 6 to "double up" with the E Line North of Uptown Transit Center, especially if there are more local routes to serve Hennepin between Franklin + Lake St

Responses to the prompt – “What do you think about the recommended E Line alignment and concept station locations?”

1. I don't believe the proposed reduction of stops in Marcy Holmes will benefit the large number of UM students who ride the 6. In getting to one of the many fewer stops, a student may as much as one fourth the distance to the UM. You must find a way to get student input. Open house events are good but won't be attended by students.
2. Agree [arrow pointing to above comment] stop spacing may be too far apart
3. The gap between Central + University and 1st + Hennepin is pretty large going west/southbound. Is an extra stop at 2nd or Main an option going in that direction?
4. Add stop at University + 1st Ave NE. High density node.
5. Alignment is good! Stops I'd like to see added are: Bde Maka Ska btwn 36th St + 39th St
Hennepin @ Washington
Nicollet Island 2nd St NE
Westgate
Stops I'd like to see adjusted are:
MCTC – 1 block south/west
5th St Downtown to be split at Green/Blue Line
23rd + Stadium Village shifted west to Oak St
Stops to eliminate: 4th/3rd Downtown
2nd St Downtown"
6. I think it's a really great idea that the E Line will have a 47th Street Station because that station is a few blocks from Southwest high School I used to be a Southwest laker student. The E line is perfect for Southwest High School
7. Important destinations: Fresh Thyme, Dinkytown, Library, Lund's grocery
8. Dinkytown stop should be between 13th + 14th (more centralized)
9. Dinkytown-Prospect Park connections is weakened without a BRT or bus connection
10. Disagree that E Line would largely replace Route 6. You are just eliminating Route 6's northern section.

11. Grocery Store access is critical. Stop /End at Prospect Park by grocery store. (NOT Stadium Village)
12. Westgate would be an appreciated transfer node for us St. Paul transit users
13. Don't eliminate 6 in SE. BRT does not stop enough to serve Univ. neighborhood by itself
14. Nicollet Island/DeLaSalle is a timed stop now, has a high school, a hotel, a park and an event center – BRT stop??
15. Give BRT a bus lane on one way stretches of 4th St and Univ Ave
16. I second this! E Line will be stuck in traffic also on 4th/Univ with no dedicated ROW! (Eliminate parking!?)
17. Third, but for the entire corridor from 31st/Hennepin to east/north terminal
18. Street parking on France between 44th and 50th is very limited now – will be challenging for residents if we lose more
19. I love that the plan calls for extending to Westgate is crucial, and we should definitely end the E Line there. Connections to the 39 & 63, and much housing! Do not have stops at both 27th/Univ. and Malcom Univ. Consolidate to a stop at either 27th or between 27th/Malcom. Too Close! Need dedicated lanes!! Bus lanes are a must on Hennepin S. The test lanes should be made permanent!
20. Bike facilities are scarce along corridor, would be tough for bicyclists to lose any to the bus, I hope we can have dedicated bike facilities & bus facilities
21. Service every ten minutes with a long bus seems excessive allay south of Uptown – makes sense during peak periods but not otherwise
22. Higher frequencies south of Uptown beyond peak time would be nice for residents outside of that area -> easier to visit/use theater/restaurants/shops

General Comment Card Responses

1. Really glad that the plan is to bring it all the way to prospect park! Please 1) Don't end it at either Stadium Village or 27th Ave SE; 2) Take it all the way to the prospect Park LRT Station or Westgate Station. There is going to be huge growth in Prospect Park, so the more service we can get, the better! Westgate especially is going to crowd a lot. Also, Malcolm would be an awkward stop for connectivity. Please choose either Prospect Park or Westgate Stations!
2. Keep doing the great work! It's really great to see all of the data and follow the process of route/service changes. I'm looking forward to the E Line – there's a bus service gap between 8am-8:30am and it's difficult to get downtown for work. The E line will definitely help with that. I'm also curious what the ridership data is for the 10/17/59 in NE Minneapolis – it's anecdotal data but those buses are always more packed during rush hour than the 6. -Danielle K.
3. Thank you for helping our transit be better!
4. Look at the potential to move Rt 6 between downtown and Uptown onto Lyndale to reduce underlying service, decrease delays, and provide more frequency in a different service area. Increase frequency on Rt 46 to provide better crosstown service between E, Orange, D and Blue Lines and A Lines. C Line service downtown sucks and takes forever. Fix it and make sure the E Line does not fall in to the same operational pitfall.

Pershing Recreation Center Open House – Nov. 21, 2019

35 people attended this event.

Responses to the prompt – “What do you think about the planned Route 6 alignment for when the E Line opens?”

1. Adding the E Line is good, but I would rather have improved local service. Losing connections on 39th & on Wooddale would be detrimental.
2. I can't wait for the E line + B lines. Keep up the great work.
3. Thank you for recommending to keep Line 6 running on Xerxes Ave. I can easily walk from my home to this line. (I would use a Park + Ride lot for the E line)
4. I take the 6 bus daily. I get it at Wooddale & 59th Street. This allows us to only own one care. If you eliminate the 6 bus down Wooddale, we will need to bus a second car.
5. Good France Ave makes sense keep 6 on on Xerxes
6. Keeping the 6 bus along Xerxes is a good idea. Makeup connections between E Line and the 6 bus will serve many riders along Xerxes and those living between France and Xerxes (like me)
7. As a Xerxes Ave resident, I prefer keeping the bus traffic to 20 min intervals, in stopping service between the hours of 1AM – 5AM. Also please ensure that bus drivers obey the speed limit!
8. I think it is good
9. I have concerns about overbuilding of the stations/infrastructure. Keep the pre-boarding fare requirements but not burden the streets on sidewalks/neighborhood with big infrastructure.
10. Thanks for keeping a Xerxes option running
11. It was a tough choice but I think the reasoning is sound for France and the continued service on 6 is solid. I love it!
12. I'm glad route 6 will continue on Xerxes to serve residents & businesses along that route.

Responses to the prompt – “What do you think about the recommended E Line alignment and concept station locations?”

1. Biggest improvement would be greater capacity during rush hour.
2. I'm glad alignment option 5 is the recommended alignment. This route makes the most sense. The change from 39th to 44th street makes sense also – destination shopping along 44th Street.
3. I don't ride #6 bus everyday, but when I do, my preferred stop is 39th + Xerxes. I hope 39th Street could continue as #6 option.
4. I really like the France alignment. -I hadn't considered Fairview Southdale. Looking forward to improved rush hour experience and travel time! It might be too high station density but consider one to serve nearer to Mariucci, Williams and Ridder on U of M campus – between 15th Ave SE and Stadium Village.
5. Please consider connecting to the Southwest LRT as soon as possible via France Ave. Making an SWLRT connection via travelling north on France Ave is very attractive.
6. I agree [referring to above comment]
7. I would like to see 6U continue; I then can take it to work
8. Less emphasis on “amenities” + more focus on improved routing frequency. No one wants to wait long in January, no matter the station “amenities.”

9. The enhanced E Line stations are great! I've used the Silver line in Boston and found the amenities easy to get used to. Curb bump-outs eliminating bus/traffic merging is a good feature also!
10. Your website is very clear, the one poster there I didn't see and the was detail about the stations. They look efficient & well-designed.
11. Need bus going north on France to Excelsior Blvd + SWLRT
12. I really like the proposal for the E Line and the placement of stations on 44th and along France Ave (West 39th never made sense to me based on the number of riders)
13. Nicollet Island should get a stop for school residents and recreation
14. I really like the proposed route. I'm excited to have a quicker transit option that hits 50th/France, 44th/France, uptown, downtown + campus. I know I'll use it even more.
15. Would you consider a bus stop at 48th + France in front of the church? That may serve more people on the weekend and be less of a nuisance to people who live at France + 47th (plus high schools can walk an extra block 😊)
16. I agree with routing to France but think 44th St route is problematic. It is a congested street with bike routing as well as heavy retail parking. Maintaining service on 39th St would be preferable by far.

General Comment Card Responses

1. Great work! The routing along 44th St is fantastic, finally reconnecting "downtown Linden Hills" with 44th & France The spacing of stops along France Ave. also dovetails well with the former denser nodes along the streetcar line, and where Edina & Minneapolis are planning further density. Please get funding ASAP and get this baby built!
2. I catch the 6 bus daily at Wooddale & 59th street. This allows us to only own one car for a family of four. If you eliminate the bus down Wooddale, we will need to purchase a second car, as walking 0.75 mile in the winter is awful. I will also point out that 58th Street has no sidewalk between Wooddale & France, which makes it unsafe to walk, especially in the dark winter months.
3. Expanding bus rapid transit is great, but rather than dramatically overbuilding infrastructure, spend resources on increasing service routes and frequency. I used to ride the bus when there were more limited stop routes to downtown & the University. Most of those options were cut which was a real loss to the community. Returning to expansion & greater frequency of limited stop routes is the preferred, sensible option. I am very concert that the E Line would result in further removal of other local routes. If this were an additional, and not a route subtraction, I would not be as concerned. This was a real unpleasant surprise to learn tonight.
4. I'm trying to find a route to take me from the Route 6 stop at Xerxes Ave & 60th St to the Wells Fargo campus to 28th St & 44th Ave S. (about a 7 mile drive on Hwy 62 & I35W north). But there are no good options! I was hoping the new E Line would make it easier, but it doesn't appear so. With 5,000+ employees at that Wells Fargo office and thousands more at the nearby Abbott Hospital, I would think there would be more than enough ridership to justify better routes that direction. Please help!

Online Survey – Nov. 1 – Nov. 30, 2019

166 people responded to the survey.

Responses to the prompt – “What do you think about the recommended E Line alignment and concept station locations?”

1. The connection to the Green Line on the northern end of the line is great. Extending the southern end to the proposed Orange Line stations along Knox Ave. would help better anchor the southern end of the line, and provide multiple alternatives for Uptown commuters.
2. North terminal should be Westgate with a station at Prospect. Southern middle - would rather the E would turn down the B alignment toward West Lake and then proceed south.
3. The eastern end of the line should definitely go all the way to the Westgate station. This would better connect Prospect Park and Marcy Holmes together.
4. "I think that the alignment is great, it will connect me to almost all of the locations in the west metro to which I want to go, or at least get me one transfer away from the other BRT (or LRT) that will take me to my destination. I would like to see fewer stops for a faster transit. It seems that there is a stop at least every 4 blocks, but they could probably be every 8 in the areas without destinations. Obviously, it is a balance between accessibility and efficiency, but the choices with the Green Line left it as an impractical means for efficiently moving between Minneapolis and St. Paul due to the number of stops, and I fear that similar choices could render the E Line another route that looks great on the map, but less helpful once running.
5. Yes please!
6. I live at 31xx Irving Ave S and am concerned that the walk would be quite long if I had to go to the transit station to get on the rapid transit line. Is it possible to move the stop before the Uptown Transit Station a bit further up? My options for getting to downtown MSP for my job are quite slow and sometimes unreliable, so I would be very excited to take advantage of the new bus line.
7. I think it looks great: I can board at 4th St SE & 15th, change at Uptown to continue to St. Louis Park, and eventually I hope to the SW light-rail near downtown or Uptown.
8. This sounds good to me! As a regular route 6 user, including during morning and afternoon commutes, this is really exciting to me! I look forward to having more frequent buses on this route.
9. The 44th Street alignment is very good as it adds an important transit connection where there was none previously. There is no sidewalk on the east side of France Ave south of 54th St. Metro Transit should work with City of Edina/Hennepin County to get those sidewalk gaps filled. Is there enough existing ridership to justify a station at 47th & France and would riders be able to walk to either 44th or 50th instead? If the B Line alignment has it not going through Uptown Transit Station, but staying on Lake & Lagoon, then you might consider moving the E Line station to Hennepin between Lake & Lagoon to facilitate easier transfers, and then move the 25th St Station to 26th street to maintain more even spacing between Lake/Lagoon and Franklin. Is it easier from an operations perspective for the E Line to turn directly from 44th onto France compared to 44th to Sunnyside Ave to France? E Line doesn't need to extend to Westgate, there's a simple transfer to the Green Line at Stadium Village.
10. This article is confusing. Which street will E Line use, France or Xerxes?

11. Overall great! Near the U of M consider where the majority of apartments are located for pickup / drop off better.
12. I like it, its a good compromise for the 6 route, and bring high frequency transit to SW Minneapolis and Edina!
13. I think that in general the plan is very good. I am somewhat disappointed that the routing does not continue into Northeast. I understand that following the Route 6 alignment keeps things simple, however a through route from South to Northeast would enable people to reach more destinations from the same location without transferring; from most of the southern alignment, people can take the 113/114 to go to the U of M so you have duplicate service. Not routing through Westlake is also a missed opportunity for making more diverse connections.
14. Don't understand why Linden Hills gets close stop spacing but nothing between Central Ave SE and 1st St N on the other side of the river. Add a stop at NE Main or 2nd to serve the high density riverfront areas better!
15. I live on Wooddale and 58th. It looks like this will be awful for my commute. Longer walking, less non-stop transpiration. Are you considering having a bus go down Wooddale? The side streets between Wooddale and France do not even have sidewalks. They are not safe. This will likely force me to use a car for the winter months, especially.
16. I think they're great, but I'm not familiar with the area along the route south of downtown.
17. Eliminating the Wooddale route will be a huge inconvenience. There is no safe way to get from Wooddale to France Avenue. We are successfully a 1 car household thanks to the Wooddale route. Without it we would need two cars and likely would never use the bus. You think your plan will get more people on buses and it is going to cause the opposite problem. Thanks for reconsidering this.
18. I'm not really sure what to think as I have questions about it. First of all, how often will it run? If it runs more often I'm all for it. Secondly, what's the planned route 6 that goes down Xerxes? None of this is really making any sense. Will a bus still go up to MN Drive? OFTEN?
19. It needs to stop on 56th & France. With stops at 54th and 58th & France, people will have to walk more than a half a mile to catch the bus. People will not walk farther to an ELine bus stop. Do not discontinue the Wooddale Ave bus that turns on 54th St. to go downtown. Many people in the neighborhood also use that bus. There is very limited bus service on Wooddale and France.
20. The France route makes sense. Stations seem well spaced.
21. I support the concept station locations. I would ask that fewer stations be considered if the realigned route 6 continues. Not sure 33rd, 25th, etc. stations are needed.
22. Please don't take away 6 bus that serves our neighborhood at Valleyview and Wooddale
23. Alleluia!!!
24. Xerxes would make more sense due to the denser housing along the route as compared to France. More walkable as well. France is essentially a highway.
25. I love the alignment and concept stations locations! I am really happy that the line is going to hit the major business locations in Linden Hills including 44th and Upton and 44th and France. This will make it very practical for use by those of us in the neighborhood who would love to leave the cars at home during our daily routine. I am also glad that the stop at 39th and Sheridan will remain as I know it is a popular location for commuting downtown.
26. I don't know how this line would be "rapid" considering it takes almost 1 hour just to get from Southdale to Downtown Minneapolis. The term rapid is deceiving.

27. I am pleased that there is a station location at Groveland/Hennepin and Douglas/Hennepin. This is an extremely popular/busy stop and wish it to be continued.
28. Looks great, actually! The only concern I see is the stops shown at 10th Ave. SE. That intersection can be pretty busy. Perhaps move it over a block to 11th Ave. SE.
29. The final station should be at the Stadium Village Green Line Light Rail Station on 23rd Ave SE just past the pedestrian crosswalk approximately where the closed ticket box office is located. There is already ramp access to the station right there. The route could then swing around to 25th Ave using the Intercampus Transitway and return to University Ave towards the 4th Ave split at Oak Street. Why have two routes running along the same route when you don't need to?
30. Hopefully this will not reduce service/frequency to the 6 service that runs along Xerxes - If you live east of Xerxes, it is a long walk over to France.
31. Can't wait for this line to get started! Wish that it could be developed and implemented sooner than 2023! Curious as to how much time this will shave off the "regular" route between Southdale and the U of MN? I will be on board from the first day of service!!!
32. This project should be used to also improve the intersection of university and stadium village station. There is no crossing from the East platform to get south of university. The triangle of space there should have the Eastbound stop (WITH A CROSSWALK) to the Westbound stop directly across the street. Near the river the stop should be near 2nd st N NOT at 1st or Washington. Both of these intersections have poor light timing and the extra stopping the buses do here often causes them to miss light cycles. I think one stop near 2nd would help address this problem. The stops near Lake Harriet seem too far away from the band shell/picnic area.
33. I'm concerned that many stops will be eliminated and people will end up having to walk farther to get to where they want to go which is fine I suppose when the weather is nice and you're able-bodied and not carrying anything but that's not always the case. I guess it would be more efficient to pay before you get on but I don't really see the need to change much else. I wish the focus would be more on increasing the number of benches and bus shelters (with walls that go all the way to the ground! It's freezing in the current ones that have open space) and having bus stops be closer to mall entrances and stores.
34. As a homeowner on 62nd and France Ave. S, I am very interested in the proposed changes of Route 6 to the E line. I am delighted by the prospect of a longer line and enhanced access. However, I am concerned about whether the stop near our home will be included as one of the stops retained in the express route. We have many disabled people who use the bus service on this block and I would hate to see their access made more problematic by relocating bus stops.
35. Not happy to see Wooddale eliminated
36. I live in the Wedge, and think the number of stops along Hennepin from Lake to Downtown is appropriate, not too far apart, but will yield a bit faster ride time. On the northern end, I think it would make sense for the terminal location to meet up with an LRT stop. For me, the Prospect Park station would be fine.
37. This is pretty solid! Stations are not too close together and not too far apart. Construction of France Avenue will add pedestrian and bike connections, which is great for mobility. It would be nice if University and 4th were converted into two-way streets in an effort of traffic calming. Since that probably won't happen, consider bus lanes and cycle tracks on that stretch, AND DON'T YOU DARE LET THE U DETOUR BUSES FOR FOOTBALL GAMES DAMNIT. Bring it home to Westgate! Stops are totally different from the Green Line and would serve a better market, one

that would love even better transit service. I'm a little taken aback there is no stop at Nicollet Island. That is a a major regional destination that residents and tourists would love to access, not to mention kids and teachers attending the highschool right there. Even if it is a low ridership stop, the construction of a station won't slow down service but will still serve those who need access to the island.

38. Looks good, but I would like to see one additional stop between Franklin and Uptown Transit Station. I know I frequently take short trips of only a few blocks in this section.
39. I don't care what eastern terminus is, but please make sure it connects to Route 30 (adjust route 30 terminus if needed to match). I bike on 4th/Uni a lot, please design these bus stops with bicyclists in mind and avoid bike/bus conflicts.
40. I'm excited to hopefully be able to get from St. Paul (Hamline Midway) to Uptown more quickly without driving.
41. It's good. Could probably get rid of a stop downtown. Maybe add one on Nicollet Island.
42. I think that this will greatly benefit those that live in Uptown, South Northeast Minneapolis, Uptown, Linden Hills, etc. that do have a great form of transportation between all of these locations. The 6 is so slow, because it has to stop ALL the time. Plus, TO the U of M campus, you need to take a 6U, which only runs about half the time. This will be a vast improvement. The proposed stops are just the right distance - not too far, not too close.
43. As a frequent rider of the 6, I believe the station location on 4th and Central southbound should relocate to University and 1st - there are more riders at this stop and a much larger sidewalk area that can accommodate the platform. The station located at 6th AVE SE and 4th ST SE should move to 4th AVE SE, again, there are more riders at this location and it has better adjacency with the school, which is also a polling place.
44. I think it's great. I think the alignment on 44th st is right. Add more bus lanes wherever necessary to make the bus go faster!
45. The spacing for the E line is too infrequent from Lake to downtown--spacing should be more frequent in denser areas, and right now it looks less frequent than on France. We need dedicated bus lanes and signal priority instead. Need a Dunwoody/Sculpture Garden/Loring Park stop. Need a Nicollet Island stop. University also looks weirdly poorly served. Prioritize stops in dense areas. Also, NEED A BDE MAKA SKA STOP! One of the top destinations state-wide should absolutely be served. Curious how stop locations were determined, because the metrics seem to prioritize a specific subset of bus users, not the broader community or people who use the bus all the time?
46. Good. Will hit many more users than the other plans.
47. This isn't helpful at all if you live further down on Xerxes. Please consider adding this service to the lower part of Xerxes Ave, as well.
48. Love the idea. However, I still think there appear to be too many stops. To speed up travel along the route, I think there should be one stop about every ten blocks through most of the route. I also think fewer stops on Hennepin downtown would help speed up the bus.
49. 44th, 47th and 50th seem awfully close together while Lake, 25th, and Franklin seem far apart. Is 25th the best spot for that stop? I come from the other side of Lyndale when I catch the 6 nowadays- Hennepin county only has 24th and 26th as signalized intersections that I feel comfortable crossing at most times.

50. Like the route along France avenue from 44th Street to both Southdale and to University Avenue/connection to light rail and the U of M.
51. I like this quite a lot, especially if it terminates at Westgate Station where one can connect to a variety of other transportation options
52. looks good to me
53. Yes please! I live in Prospect Park and have no way to get to the north/northeastern part of the East Bank of the U except the Light Rail, which involves a hike through campus that is longer than the train ride it takes to get to the East Bank Station
54. Although supportive of expansion/improvement of mass transit, the proposed concept station is a very poor choice at the intersection of 44th and Zenith. That intersection is already a hazard for the high pedestrian traffic that uses the 44th street businesses and as a pathway to get to and from the lakes. Having been in that area for almost 20 years, I witness many times cars failing to yield to pedestrians. The winter months are an even bigger concern with high snow piles reducing visibility and narrowing roadway.
55. I noticed all stops along Hennepin Ave between downtown Federal Reserve stop and Central + University stop have been removed (e.g., De La Salle station, Hennepin & 2nd St NE). Many riders (including myself) catch the #6 along these current stops, why isn't there at least one of these existing stops in the current concept station locations?
56. It looks good. I like it that it will go to Southdale and the U of MN
57. I like it that the E line goes to the U of MN and near the light rail stadium village area at University and 23rd Ave. SE
58. Looks good, I board along 36th, ride downtown almost daily. Best idea was the red lanes along Hennepin at rush hour!
59. Great idea but it# looks like the same number of stops, so how will it be any faster?
60. I ride the 6 every day, and this looks great to me. So glad to see this corridor getting an upgrade.
61. Lol at this taking until 2023 at the earliest. There's no reason it shouldn't be done by summer 2020
62. This idea has potential. I find the 6 too slow. However, I cannot tell where the E will stop, and how much time it will save me as I travel to the West Bank of the U.
63. I think the alignment looks great.
64. As a resident of the Fulton neighborhood, I like the recommend E line alignment and station locations.
65. 44th St through Linden Hills is too narrow to accommodate traffic, parking, and buses. Additional buses will hurt businesses. I do not observe current usage to justify a bus running every 10 minutes.
66. Station locations seem a bit closely spaced in Linden Hills between 44th & Abbott and 50th & France. A pair of stations in front of a pair of gas stations at 25th & Hennepin is rather unfortunate. Both gas stations have curb-cuts that make pedestrian access less pleasant. Maybe a pair of mid-block stops between 24th and 25th would be better. Though the southbound direction is rather hazardous with curb cuts, one possible location is just north of Fremont.
67. I think this alignment is perfect. This is much needed
68. I love the idea of faster service along Hennepin south of downtown. I think the stations are pretty evenly distributed. If anything, I'm surprised by how close together the downtown

stations are. If budget gets to be a factor, it almost feels like you could cut one station downtown.

69. this should be a streetcar.....not a crappy bus that gets stuck in traffic and snow.
70. Anything that can speed this high demand, high capacity bus line along will be an improvement. Currently, you can walk from Franklin to 31st at rush hour and almost beat the bus.
71. I love it
72. Less stations downtown. The bus doesn't need to stop every block downtown, it will make it slower. Additionally, bus only lanes throughout the alignment would be great
73. I normally ride the Green Line, but if I ever had to go south, this looks like a great route stopping at good locations.
74. The U of M stops are a bit far apart. Perhaps there could be an additional stop on 4th/University between the light rail station and 15th Ave?
75. I am quite glad that the E line will be traveling down University. I am hopeful there will be a station near the current stop I catch the 6U from currently, at Hennepin Ave E and 2nd St NE. Please add a heated shelter in this area for people that transfer from the 11. I get off at University Ave SE and Ontario/Huron for work, as well as leave from there in the afternoon. Again, I hope on the southbound E line, there is a heated shelter at University/Ontario/TCF Stadium.
76. Pretty good. Lot of stops downtown... Perhaps one could be removed. Might be nice to get access to a Calhoun beach on the eline. I'd like to see the BRT in a concrete barricade, like what they have in Quito for their highly effective brt.
77. I agree with the alignment. It can often be difficult to get from Uptown to the University area on Route 6. I'm aware that 113,114,115 exist, but they don't run as often as they should in my opinion. It would be nice to have a rapid bus option with good headways that can get me from Uptown to the University area, hopefully quicker than the 2. Additionally, it's nice to have a faster bus ride to Southdale from Uptown as well. If possible, Metro Transit should look into finding areas where bus lanes can be implemented, like in the Lyndale-Hennepin-Groveland Ave area. This area gets backed up frequently, and this affects the reliability of bus service.
78. The route makes sense and there are many stations so riders don't have to walk far from home to find one. I think SP terminus should be Raymond Ave station.
79. I live in uptown and commute downtown. I think having stations at 26th and 24th would be more convenient to folks living on our around Hennepin than just 25th.
80. In general I think most locations are good, although I work at the U of M and take the light rail to Stadium Village and I still have an 8 minute talk to my workplace. I was hoping that the E Line would have a stop between 15th Ave SE and 23rd Ave SE as it would cut down on my time walking outside but it looks like the E Line wouldn't save me time. I still like the project in general.
81. I haven't ridden the other BRT lines because they're not in my neighbourhood, so this comment may be without merit, but I feel there may be too many stops. I feel that BRT should be more like an express train in NYC. It should connect major areas to other major areas and those are then connected via more local transit. The downtown west side area has what looks to be 5 stops, when probably 1-3 would suffice. Again, having not ridden other BRT lines, this may be out of the loop. I have ridden the 6 numerous times though, and I feel that 6 already stops way too often. Along Hennepin from Uptown Station it stops every block. The BRT line should aim to

connect hubs super quickly like an express train. Either that, or the City/Hennepin county should ensure that the BRT has access to protected bus lanes to ensure no lag in service if it wants more stops. Bus-only lanes often have cars parked in them, just as non-protected bike lanes get the same

82. Great idea. I occasionally take the bus from dt to southdale and would love to see the improvements. A faster trip from dt to Southdale would be what I would like to see happen.
83. It looks so awesome. I'm very excited. No notes!
84. I would use a faster 6 bus. I currently work a half mile from where the 6 turns around (at Seagate) and live a half mile from where it turns from 1st/Hennepin onto University/4th (in NE). I would take this bus, but it's painfully slow and I choose other transportation options. If you have plans to reduce the number of stops to speed up this bus line, I would really consider taking it! (Although probably I will move closer to work before you make these changes, and will not ride this line. Still, I am an example of someone who could be served by this line.)
85. These seem to make sense from a frequency and spacing standpoint.
86. I like that I can get from the University to 44th and France without transferring. As it is now, I can catch a 6 at the U and transfer to a 6 that goes to France Avenue. Or I can catch a bus or LRT to downtown Mpls and then catch the 6 that goes to France Avenue. I'd really like to get on one bus that goes to 44th and France from the U.
87. I think this is the right route, hitting downtown Linden Hills, 44th/France, 50th/France, Fairview Hospital, and Southdale. I think the line should add a few stations while keeping the goal of wider stop spacing:- A stop adjacent to Bde Maka Ska. Transit access to parks, specifically our lakes, should be a high priority. 36th and the parkway would also serve the neighborhood nearby.- Nicollet Island. There's a school here, and wonderful park space along our river. This stretch could eventually serve multiple lines in addition to existing service. A high-quality station in-line station with pedestrian connections to both sides can help calm the pseudo-highway here and allow for the area to transform. UMN termination- what is the goal of extending down Univ? Could the line instead serve the UMN-StP campus after the Stadium Village?
88. Very disappointing. All access to METRO transit on France Avenue, north of 44th Street, is lost with this route. Elderly Linden Hills commuters would need to walk nearly a mile to the closest transportation with this plan.
89. I appreciate the stop halfway between Franklin and Lake on Hennepin!
90. I like the path and the limited stops of the proposal. There could be fewer stops downtown
91. Glad 6 is still going down Xerxes north of Southdale. I am excited about this, particularly if it decreases transit times from SW Mpls to downtown
92. i am confused about the difference between ""Recommended E Line"" and ""Planned Route 6"" I currently take the 6E (or 6K) to connect with 540C on the Minn. Dr and France Ave S. transit stop. If the pink ""planned route 6"" is going away this will be VERY problematic for me unless the 540 will extend to stop at Southdale. My suggestion - extend 540 C to stop at southdale with times that would connect with a 6 route into mpls, or leave the route as it :)
93. Looks great!!
94. I think the E line should continue north on France Ave until 39th St. Many people live west of France Ave and north off 42nd street, including disabled people, who cannot easily make it up the hill on France Ave to get the bus at 44th St. In addition, that many buses (both 6 & E Line) both going up and down 44th will create too much congestion through an already overly

crowded Linden Hills & France 44th area. It is already not pedestrian friendly and over crowded. Have the 6 stay on Xerxes and go along 44th street for those people who prefer & need access to that route. Make the E Line more accessible to those who live north and west and continue the E Line to 39th Street.

95. I live on the corridor so take the current 6 frequently into downtown and occasionally south of 36th St. I don't have particular feedback on the station locations since my stops won't change.
96. YES! FINALLY! I live on the near north side and have taken public transportation for 38 years. I have waited an inordinate amount of time over the years for a France Ave bus for reasons of family, shopping, social outings, as well as medical appointments. Calling the 6 route "high frequency" has been a misnomer, as it currently runs only every 17-20" on France. Weekend service is downright pathetic, and not worth bothering when one has to factor in connecting route time as well. PLEASE upgrade the service and make it truly "high frequency". It is long overdue.
97. I'd like to see the station centered around Abbott be a little closer to Xerxes, so that I will have better access to it from Xerxes!
98. "The stop locations need some pruning. From the east to west, stops that should be *eliminated* because they are too close to easily accessible stops which make more sense or are better spaced: (and the stops they are too close to) - 27th SE (too close to Prospect Park and Stadium Village LRT stops) - 3rd/4th St (too close to 2nd St and 5th/6th St LRT) - 7th/8th (too close to 5th/6th LRT and Basilica/MCTC) - 36th St W (too close to 33rd St W) - Abbot Ave S (too close to 44th and France) - 47th St W (too close to 44th and France and 50th St W)
99. There needs to be a stop alongside Bde Maka Ska, preferably where it connects with the streetcar line. I want to be able to take the bus to the lake! There should also be a stop that directly serves Loring Park, the Sculpture Garden, and the Walker, instead of it being one block south, to promote park accessibility. There also needs to be a stop at Nicollet Island as well.
100. There should be stops AT Bde Maka Ska! It's a highly visited regional park, and your own agency is promoting taking transit to parks! The 6 has stops that more directly serve the lake, and the E Line should too. It would be unfathomable to omit a stop there. Nicollet Island also needs one. Too far across bridges for walking access to the island. Also, don't do any more split stops. The ones on the A Line suck, especially in winter. No more of that.
101. Alignment looks fine but you have a pretty glaring missed stop location on Nicollet Island. What have you got against De La Salle High School? You probably have a Title VI issue skipping a stop near a facility that serves a large community of POC. Probably a significant number of family who send kids to D also live along the entire E-Line corridor.
102. What does the pink/purple line represent? There is no legend to explain. If I'm understanding your text above you are still keeping the Route 6 going down Xerxes (but that is really not that clear). Are you saying the E line and the Route 6 will both co-exist? At first I thought you were saying the Xerxes route would no longer exist and be replaced by the France Ave route. I don't think so, but it's a little unclear. What I do want to make clear is that you need to keep the Xerxes route. I have kids that use it to get to Southwest High School, as well as to get to Southdale to connect to get to Normandale Comm College. It would be a huge burden if the Route 6 on Xerxes no longer existed and they would have to walk all the way over to France. Thanks for listening.

103. "The E Line alignment is great. Please eliminate one stop downtown. For example, in the NB direction, after stopping at 5th St (LRT transfer), there should only be one more stop (at Washington Ave). It appears you are showing stops at farside 4th (Library) and farside Washington (Gateway Park). Treat Washington Avenue like a future aBRT route for connection purposes. Even though local service on Washington is disjointed/incomplete today, Washington will eventually have a streamlined bus route running from North Loop to 7 Corners. I believe that another station is needed on the NE side of the river. Stops at Central Ave are too far from destinations near the river, especially with the rapid growth in this area. A single stop at Uni/Central may work heading eastbound, but in the westbound direction you need to add a stop on 1st Avenue NE at 2nd St.
104. The alignment seems right. France makes more sense than Xerxes. There seem to be too many stations between Southdale and downtown.
105. It looks like there are less frequent stops on Hennepin between Franklin and the Uptown Transit Station than along much of France Ave which has much lower densities! Also, why the big gap between the downtown stops on Hennepin and on Central and Hennepin across the river? Looks like twice the gap compared to The first two stops southbound when the E Line turns onto France...
106. Please block it off from the rest of traffic on University Ave and 4th Street. Let campus buses use the separated lane as well. In addition, extend it all the way to the prospect park station. The area from TCF Bank stadium to the prospect park station is ideal for redevelopment and a bus that goes all the way to stadium village station means that it will provide direct access to a grocery store for dinkytown.
107. I live near 43rd & Upton, an area gaining more housing. As such, I love the idea of an E station in our area and the fact that the line then connects via 44th with France. There are a lot of medical and business destinations on the France corridor that with current 6 routes require us to do an awkward connection from a Xerxes 6 to a France 6.
108. I like the idea of the line continuing to the Westgate Station along University Avenue to the east. For my purposes, that makes a perfect commute for me between 33rd and Hennepin Avenue and my office along University Avenue. Plus, there is so much new student housing along University, extending the line further east allows more students the opportunity to connect to the U, downtown, the Uptown area, and onto Southdale.
109. There's one too many stops in downtown. If the dots overlap, it's too many. Suggest Washington (not The Fed), 5th/LRT transfer, 10th or 11th (St. Thomas/Laurel Village), MCTC. If Dunwoody students take the bus, shift the MCTC stop towards downtown 1-2 blocks, and add one at Dunwoody/Lyndale. I wish there were a stop on Bde Maka Ska. The lake is a big destination, and the stops should reflect that. High schools are big trip generators, and there should be a stop for De La Salle.
110. What are concept stations? Are these the same as bus stops?
111. I live in Uptown and the proposed alignment would serve my needs, which are primarily to go downtown and to the U. I have taken the 6 to get to Lake Harriet and Edina, so I appreciate that these places will still be served.
112. I think this is a great route to enhance with aBRT.
113. Although I believe that the Xerxes alignment would have served neighborhoods that are overall slightly more transit-friendly (and had a few more boardings), I think that the France Ave.

alignment south of the Lake Harriet area will make sense in the long run. There seems to be a pretty high number of stations for aBRT both downtown and surprisingly, on France Ave. In contrast, there is only one station between the Uptown TC and 36th street, and only 1 station between the UTC and Franklin. While I know that aBRT station spacing is meant to be every half mile, the south Hennepin Ave. section with few stops has very high ridership, much more so than France Ave. I am concerned that this will lead to worse service for urban riders on Hennepin S. and better-than-needed service for suburban Edina riders, to be frank. Additionally, if customers who are only going up and down Hennepin S. take the 17, which will still stop every block from Lake up to 24th, this will slow down the 17 even more.

114. I think the recommended alignment and concept station locations are well positioned and are serving key neighborhoods along the route. I also think it's critical that the E Line's north terminus extend into Saint Paul at the Westgate Green Line LRT Station in order to service those rapidly growing neighborhoods and make further connections to the rest of the region. A Westgate terminus would increase the impact and transit connectivity of the proposed BRT Line to other key communities. A direct connection in this location would directly connect the E Line to existing transit lines Routes 30, 63, 67 which extend to (via 67) Cedar Riverside, Prospect Park, St Anthony Park, Midway, Frogtown, Downtown Saint Paul, (via 63) Union Park, Lexington-Hamline, Summit-University, Lowertown, East Saint Paul, Maplewood, (via 30) Como, and Lauderdale.
115. I like it . Unfortunately I can't make the meeting. I live on 44th and Upton and work at 50th and France. It would be a great help to me. Sometimes the 6 runs late and having the E would help a lot.
116. I'm a St. Paul resident and would really like to see E Line extend to Westgate. It is a bus hub, so having E Line directly connect to 63 going south/east, and 30 going north would be critical. Area around Prospect Park and Westgate stations has much future development in the works. Many residences have just been built or are planned, 300+ units by Dominion at Westgate, 250+ units at The Wallis Apts between PP and Westgate Stations. At Prospect Park station, just opened 300+ units at The Louis, Green on 4th, 280+ units at Pillars Sr Housing. Food Hall on Malcolm also opening soon. Fresh Thyme grocery at PP LRT being accessible via E Line would be so important. Also Westgate is overlooked jobs center, with recently opened: Sunrise Banks HQ, and Case building. Existing Court International, Court West offices, new maker/office space at 2642 and all businesses north of Westgate such as UEL, Westgate offices/medical offices. Direct connection to E Line part of Mpls would be critical
117. The stations look to be well-spaced and quite frequent. I hope that you can extend the line all the way to the Westgate station.
118. The Westgate Station area expects major growth and redevelopment, including multiple affordable and senior housing projects. Extending the project to this area would expand economic and social connections to more locations across the metro, making the area more livable. Please consider extending the terminal to the Westgate Station.
119. I agree with the alignment of the E Line. I would prefer an extra Uptown stop on Hennepin, between Franklin and the Transit center, but the concept station locations make sense to me
120. I'm glad to see improvements in accessibility with station and bus design. I know one of my main mobility issues has been with the pull cords, so I'm glad to see the cord turned to signal

tape. My main concern is making sure that connections to the Green Line and campus are good, as I'm a grad student on West Bank and work at the capitol. In the long-term I would be interested in seeing the E line extend down university to connect with the A line.

121. Hennepin & 24th

122. The final terminus at Westgate is crucial to fully serve the University area! There are a huge number of student riders in the Westgate area, along with many commuters and other citizens. There are connections with the 30, 63, etc., and it would make so much sense to fully extend there.

123. What do we gain with this? Will it be more frequent, faster, etc? Will there be any interface with the 6?

124. I think this will be a huge improvement for bus service to and from the University of Minnesota from downtown and places south. It's been needed for a long time, and I'd very happy that Metro Transit is going to do it!

125. I hope at least two of these stations will be park and rides, with a strong preference for park and ride ramps. To make mass transit attractive to commuters, they need to be able to park their cars (preferably in a ramp), and the line needs to have frequent trips, at least during rush hours.

126. I think it looks great so far, and I think having it end at Westgate would be ideal. That way it shares a terminal with a light rail station and will make transferring between lines really easy.

127. A stop should be added on 1st/Hennepin. This reduces crossing 1st, Hennepin and Central to get to the closest southbound stop for those of us living in the edge of Northeast.

128. Please connect the east end to at least Malcolm Ave - we need to be connected to a grocery store (in this case Fresh Thyme). Thanks much!

129. yes to any improvements to mass transit. I totally support it, and i use it everyday.

130. Sounds great! I normally take the 579 but sometimes have to take the 6U every now and then to the U. The 579 only offers one bus in the morning and one in the afternoon when the U is on break so I look forward to having a speedier, more flexible back up option during those breaks.

131. I think this high speed bus line would be great to connect parts of Minneapolis and Saint Paul that currently feel neglected by the Light Rails and Existing BRT routes. I would love to see the E Line extend north to the Westgate LRT Station, which would greatly increase accessibility.

132. As someone that lives in the Midway neighborhood of St. Paul, I'd love to see the E line extend further east. I enjoy attending shows in the theater district and would much rather take an E-line straight into that area rather than walking a long distance from the light rail. I would be much more likely to use the E-line if its eastern terminus were closer to me so it was less work/waiting to deal with a transfer.

133. I strongly encourage Metro Transit to extend the E line all the way into St Paul, with Westgate as the terminal location! That area is a hub for jobs, transit, and development/housing and extending farther would be incredibly helpful for Twin Cities residents who work and live there. I am very excited and supportive of this project - I work in St Paul and recently moved out of Uptown to be closer to work. Having this route as an option would have cut down my commute significantly, and I would have loved to have it as an option. This E Line alignment will be incredibly beneficial to all the residents who live along this densely-populated corridor.

134. I like the recommended alignment! I hope there wouldn't be quite so many downtown stations, though, as I think walking an additional two blocks or so (assuming the removal of two of the proposed downtown stations) to access transit would be worthwhile for the travel time & reliability improvements that accompany an increase in stop spacing. I am strongly in favor of extending the E Line north to meet the Westgate station. I think it would greatly enhance connectivity with several local routes, expanding transit access between Minneapolis & St. Paul. It also appears to be a convenient bus layover and turnaround location, as shown in the proposed route along Berry Street, Territorial Road and Eustis Street.
135. I would like it to extend to Westgate! I would love to be able to take the E Line from University and 6th Ave SE to a potential job near Westgate.
136. This would be great for me; I often take the six from Franklin to 36th or Lake to 36th.
137. Extend it to / past the A Line via Raymond and Energy Park Road. Can also serve State Fair during the season, and regular businesses other times. This area is underserved by transit now, but is pretty high density employment along a narrow linear stretch and should do better.
138. Looks good to me.
139. I think it would be great if the westbound E Line (or the 6) provided service to the University of Minnesota West Bank via Washington Avenue. Otherwise, these changes are very exiting.
140. I think it's perfect. One thing about current service is traffic congestion at Hennepin & Lagoon southbound. Maybe stop before existing Uptown TC so bus can get in left lane, stop again south side of Lake St.
141. It makes a lot of sense on the SW end, with stops at the two commercial nodes in Linden Hills, 50th and France and then Southdale. And it reduces traffic on 39th, a residential street.
142. I wish for a stop to be added somewhere along Bde Maka Ska. I wish for the 5th st stop downtown to be ""split"" across the LRT station. I wish for a stop to be at Hennepin and Washington and the 4th/3rd and 2nd st stop to be removed. I wish for a stop to be added on Nicollet Island as well as one at 2nd st NE. I wish for the Stadium Village stop to be shifted to Oak St. I like the thought of a stop at 27th ave se, Malcolm ave se and for the route to terminate at Westgate Station. Especially as the St. Paul Port Authority is discussing redevelopment in that area.
143. There are too many stops in downtown for a rapid transit bus!
144. I live at University Ave and 6th St. SE. I think that is a an important location for a station in terms of connecting with the Stone Arch Bridge. The station should be small though. There is not a lot of space for major structures at that intersection. I would like to see concept drawings/images for the stations before they are approved. I would also like to see the E-line terminate on the east side of Hwy 280. That would enable me to take the E-line to work. Currently I would have to take the 6 and transfer to the Green Line.
145. I really like it! I think it's nice that it goes through both the 44th and Sheridan commercial area and then over to France and 44th, so riders can enjoy both of those areas. Big thumbs up for that routing!
146. It's great. It does seem to be missing access to the east side of Bde Maka Ska, with no station between 36th/Henn and 39th/Sheridan. Needs full bus lanes on Hennepin north of Lake.
147. Needs to have a station between 2nd St N and Central. No station near Nicollet Island or the Main Street riverfront area?

148. Excellent! Are there multiple stops along 44th st? Great to have this go through the heart of Linden Hills!
149. Other than having fewer stops (farther apart for the elderly and handicapped), how would this differ from the #6 that current serves that route?

Responses to the prompt – “What do you think about the planned Route 6 alignment?”

1. Extend southern end to connect with Orange Line stations. The northern end terminus should be extended to Raymond Ave Station.
2. Good compromise on serving both southern spurs of the current 6.
3. The removal of the portion of the 6 line along France from 44th to 39th streets and the portion of 39th street from France to Zenith to Sheridan will leave a non-trivial "hole" in areas that now have transit. Among the destinations that this will impact is the Lake Harriet School which lies between 40th and 41st Sts. Perhaps the 6 should be routed so that it continues up Xerxes to 39th and then, on 39th, from Xerxes to Sheridan. That would reduce the impact on the neighborhood. Ideally, the 6 would be routed up Xerxes to West Calhoun Parkway and then east along the lake. I understand that buses have not traveled along the parkways but this reduces access to city-wide amenities and is unjust. The Thomas Street Beach is an example of where this proposed 6 routing would benefit many."
4. No opinion.
5. Looks really good.
6. It looks good to me. I only rarely go that far south, so it wouldn't affect me that much. I mostly use the route between uptown and downtown Minneapolis.
7. With the E Line alignment on France, following the existing 6E alignment from downtown to Minnesota Drive for the new, simplified route 6 is the best choice, as it maintains existing headways on Xerxes and south of Southdale. Having a simplified alignment with no branches will be a lot easier for riders to understand.
8. After Southdale, just go south on York to 76th then Minnesota Dr. Go directly back up France to Southdale.
9. Looks good, good to have parallel service that covers more area.
10. No issue
11. I live on wooddale and 58th. It looks like this will be awful for my commute. Longer walking, less non-stop transpiration. Are you considering having a bus go down wooddale? The side streets between wooddale and France do not even have sidewalks. They are not safe. This will likely force me to use a car for the winter months, especially.
12. I think it's great
13. See above. It is dangerous to walk down 58th from Wooddale. Also the Wooddale bus is a frequent route for commuters in our neighborhood. This is an idea that will making busing less utilized by the suburban community of Edina. People don't want to drive to Southdale to get on the bus. They want to walk conveniently from their house.
14. Again, this isn't clear so I can't tell you what to think. Fewer bus stops are good, but if I lose my 6E to MN Drive, that would really suck!
15. Please, no! We love having the bus on Wooddale in Edina and use it frequently.

16. "I see the blue line, which I think is the proposed route but what is the lavender line? They need a stop at 56th & France. People should not have to walk more than a half a mile to catch a bus. A few extra stops doesn't make that big a difference in time, but the idea is to give more people the opportunity to ride the bus. A fast route with few riders makes no sense.
Do not discontinue the Wooddale bus route."
17. It will be very important to maintain frequent service south of Southdale on Gallagher & Parklawn. It's also important to maintain the 6K routing & service. With duplicate service up to around Lake Harriet perhaps some 6 trips could just run from Uptown south to Edina instead of starting in downtown to save resources. Those trips should be timed for transfers from the E Line at Uptown TC so that riders coming from further north who need to get south on Xerxes aren't losing a lot of travel time due to the transfer.
18. I'm in favor of it.
19. Alleluia!!!
20. It should be like the A Line - same corridor with different schedules for local and a-BRT.
21. I like this plan as well because it allows options for travel down Xerxes.
22. Looks easy and straight-forward.
23. Hopefully this will not reduce service/frequency to the 6 service that runs along Xerxes - If you live east of Xerxes, it is a long walk over to France.
24. Looks good - although there appears to be more stops that I had anticipated - hopefully this will not slow it down!
25. Good
26. I like it!
27. This route is used by many to get to work and school. It would be greatly missed if it were taken away. Do not get rid of Wooddale Ave route!
28. "I like it. But why not put it on Lyndale (or Nicollet) north of Uptown? That will increase frequency in that corridor, especially useful with all the new development. People can just transfer to the E Line for a trip that's faster to downtown, or stay on for a one-seat-ride to other destinations. I just hope the E Line doesn't get caught behind Route 6s!
29. Or heck, you could also take the Route 6 to Basset Creek SWLRT station, that would be a nice connection for bus riders and light rail riders. There's no need for it to be caught in the same corridor, especially with good transit service that's already there and isn't going anywhere."
30. You picked the best option of the routes proposed.
31. Looks fine
32. Looks pretty good. It looks like it will be possible to take the light rail, route 67 bus, or bike to the station pretty easily.
33. Should run every 15 minutes. Xerxes needs frequent transit.
34. The alignment should extend across the river and service the commercial node at Hennepin and University as well as the school. The route could loop on University Ave. This area should be included in the downtown zone.
35. I think it's good. I hope it stays on the 15 min frequency.
36. No opinion--I don't take it that far south.
37. Doesn't 6U already run this way? 🤖
38. I do not like it in the current state == neglecting lower Xerxes Ave

39. It would be pretty nice if the bus went both ways on either University or 4th SE... probably slow down some cars and make it a nicer pedestrian experience too... which is important if you have to cross an extra street to get to your bus...
40. It should go down Xerxes for more ridership
41. Route looks fine except for the concept station location issue noted above.
42. It also looks good.
43. Looks good.
44. Fine
45. "I love it. I'd like to think that my high school student
46. at Southwest High will perhaps one day be able to commute to the U of M with no transfers with this new service."
47. How much different will it be from what we have now?
48. makes sense to have the 6 cover the old xerxes part of the route which will not be covered by the E line.
49. It's fine
50. See above. I don't know what the stations will be like, but I'm hopeful. The current shelters are minimal.
51. I think the alignment looks great.
52. I like the plan for route 6. I live near 50th and Upton so I like to use the stop at 50th and Xerxes
53. I do not have strong feelings about the Route 6 plan going through a portion of Linden Hills and down Xerxes.
54. It is good.
55. Looks great, I think transit is more useful when it provides a faster trip and more frequent consistant service, which usually means fewer stops even if people have to walk a block or two farther than they are used to to get to a stop.
56. I am looking forward to it.
57. this should be a streetcar.....not a crappy bus that gets stuck in traffic and snow.
58. What is different than the current route, other than more busses on Xerxes? Does this eliminate service on France Avenue?
59. It is great!
60. I think it's great!
61. Good route and options to get off at most intersections.
62. It looks good with the alignment on France. It's also very important that this extends to the University.
63. Alignment is fine, there should be a heated shelter for southbound stations at 4th St SE/15th Ave SE.
64. Keep this alignment.
65. Like it- logical & inclusive.
66. It would be nice to know how many people at the U use this route, because if the 6 north of downtown is being eliminated that means there are stops that are being lost on the northern side of the route. I take the 6U if I decide to go in to work late or if there are mechanical issues with the light rail, so having to wait for the E line to still be dropped off in the same location as the light rail would be a bit frustrating. Part of the reason I take the 6U on occasion is to have a shorter walk outside (especially in winter) to and from my workplace.

67. The areas served seem to me to be fantastic.
68. It makes sense to simplify the 6, given the frequency of the BRT.
69. I've seen in some materials the potential to create a new Route 36 to replace the Wooddale leg of the existing Route 6. Given the recent development and growth, along with the population density along Valley View Road between Wooddale and France, it would be a loss to remove all transit service from this area, given the distance between Wooddale and the E line on France.
70. I am supportive.
71. Consider dropping 2-3 of the downtown stops. Downtown is a bottleneck, and stops are close together. Once Hennepin re-opens, buses will be able to pass each other, allowing the E line to be even faster for commuters.
72. I am confused about this plan vs. what is already in place.
73. Very excited that there would be a quicker, easier way to get downtown from Southdale.
74. It is fine. I wish it went to Southtown or more into Bloomington.
75. I don't travel south of 36th very frequently but if the E line travels down France Ave, it'd be nice to increase the frequency of the alternative 6 routes.
76. I live in Linden Hills (along Xerxes) and I think that the routing on 44th over to France is definitely the best routing for the E-Line. It hits the most business nodes for shopping / employment. I imagine that my neighbors might complain if some parking has to be removed on 44th, but please do not give those opinions too much weight, and please do whatever is best to make the E-Line successful.
77. The recommended alignment is good.
78. The 6 should extend further south on France Ave
79. The Route 6 alignment could use some work, particularly south of Southdale Transit Center. That branch is such a garbled mess - please consider developing a separate "Southdale circulator" route that would connect more destinations/residents to the E Line (via Southdale Transit Center). That would provide a more attractive, legible service for Greater Southdale area residents than leaving that service attached to the 6. Both the 6 and E Line can end at Southdale Transit Center.
80. Looks good.
81. Glad this alignment is keeping service,
82. Great. Maximize connections to light rail. Love it along 4th street and University Ave. Needs to happen ASAP.
83. This does a nice job of preserving access to locations on the Xerxes line, including a number of major retailers on York Ave in Edina, such as CVS, Walgreens, and Target.
84. Make it a subway
85. Subway
86. Not sure
87. I like it!!
88. Thumbs up from me.
89. Yes, I think it's fine. Hopefully metro transit staff will shovel during the winter to make boarding the buses easier. When the snow packs down and turns into an icy hill, it's impossible to safely board the bus.
90. I live in an apartment right in front of Westgate Station and ride transit every day. Ending at Westgate is a great idea. There's a lot of housing and a surprising number of jobs around

Westgate, and more development is in the pipeline. It's also a great transfer point to Green Line and routes 63 and 30.

91. Since I do still think that Xerxes in SW Minneapolis is relatively transit-supportive, it makes total sense to me that the remaining Route 6 be routed down that street and to Southdale. I hope that it would run about every 20 minutes to provide service for that corridor, since it is 8-10 blocks away from France. I also agree with ending the 'new' route 6 downtown before crossing the river, where most north/east bound buses end today. My point of disagreement is that I believe the confusing loop segment (that if I remember from past engagement sessions is very low ridership) south of Southdale should be eliminated. There is no reason to keep serving that area with the 'new' 6 when limited resources could be deployed elsewhere.
92. sounds good
93. "Only knowledge is about eastern end of it, where the stops at Prospect Park and Westgate would attract huge ridership because of all the dense residential and office space around these stations and so much future development at this eastern end.
94. Really need direct connection between northern/western Dinkytown area, western downtown and Uptown to this dense residential and jobs center at Westgate.
95. Getting off at Stadium village, and getting on to Green Line, to get to final Westgate destination, not good way to go."
96. I am so excited about this being a rapid transit route. I used to live in uptown and would take the 6 to work and having more frequent, predictable service with easier boarding would be fantastic for that corridor.
97. No strong opinion
98. This alignment looks excellent for greatest convenience and use. We would use the service if the fare and schedules are reasonable.
99. Adding additional bus traffic through the 50th and France area will add to an already extremely congested area that has continued to get worse over the years and will continue to deteriorate with all the additional high end apartments being built in the area. I think an alternative route to avoid that area would be wise.
100. Overall it looks good. I appreciate that equity and connection to low-income and minority neighborhoods was a consideration for the southern terminal. I would probably prefer the terminal to be past stadium village but I have no strong connection to Westgate--Prospect Park or Snelling maybe.
101. I use the 6 regularly. It's one of 3 options for me to get to uptown and it's my favorite so I'm excited to see how this ends up being.
102. Although it would be nice to still have the Route 6 running on Univ/4th, it seems most prudent to end it in downtown, where most current riders get off. I don't think it should still serve the far southwest loop south of Southdale--best to have another connecting bus service for riders.
103. If Route 6 no longer runs along University and 4th Street, will the E Line have enough stop locations along there?
104. Since I don't take local buses, I don't have much of an opinion here.
105. I don't love that it ends in downtown. I'd rather see it continue at least a little ways into Marcy-Holmes. Maybe it could end at 6th or 10th?
106. "Termination at Westgate is preferred.

107. Tying this into enhanced service along route 30 would be a welcomed expansion of our transit system. Route 30 has yet to live up to its expectations of being a bus route for job access.
"
108. Looks great other than grocery store note above.
109. I think it's fine as long as there are continued options to take the bus up both France and Xerxes.
110. I don't have a strong opinion as I don't foresee myself going down to that part of town where the alignment changes.
111. Planned Route 6 alignment looks good to me!
112. Looks fine.
113. Reasonable.
114. It's essentially what one of the Route 6 buses already does. It's fine.
115. does route 6 need to go all the way downtown? Couldn't it just terminate at the Uptown Transit Center and let the E line and other local routes do the most heavy lifting? I am concerned the route 6 will cause the E line to be slower as the 6 would have more frequent stops compared to the E line.
116. Hennepin is the perfect corridor for this!
117. Will there still be a bus that goes to 50th and France? I'm not sure what "alignment" means!
118. I don't think I'll have a need for the Route 6 once the E-line is built.
119. I think the 6 adjustment makes sense, it's a good way to capture another broad segment of residents while still giving them the convenience of getting downtown promptly.
120. Some riders who currently catch RT6 on 39th street (between Sheridan and France), and on France Ave (between 39th Street and 44th Street) will have significantly longer walks to/from their stops.
121. The planned alignment works, but I'd rather see it run west of Bde Maka Ska. This would bring it closer to Excelsior and Grand in SLP, and could provide a connection to the Green Line at West Lake. Think north on Xerxes, west on 39th, north on France, east on Excelsior.
122. Makes sense
123. The article says this will run down France and largely replace the route 6. What happens to the 6 on Xerxes? What will go to France and 39th street?

Responses to the prompt – "Anything else you would like us to know?"

1. Dedicated 24/7 bus lanes through the Hennepin/Lyndale commons will be an essential element in allowing buses to be on time.
2. Please insist on the E Line going on bus-dedicated lanes on as many segments of the entire route as possible. Also, the E Line needs to have enhanced bus facilities, such as floating bus stops, along the University/4th corridor.
3. Keep up the good work, as Minneapolis continues to gain population this becomes increasingly relevant (more efficient mass transit).
4. The sooner this rolls out, the better! I'm excited to see this move forward. Thanks for all the work you're doing on this!
5. There should be all-day, permanent bus only lanes on Hennepin from Lake to Franklin at a minimum. Given the frequent crush loads on route 6 during rush hour, I'm concerned 10 minute headways on the E Line during rush hour will not be sufficient.

6. Focus on speeding up the route through downtown. Signal priority needed as much as possible here. Keep the stop at Hennepin & Groveland! Good connection to jobs, housing and the Walker. Move the Dinkytown stop to the area between 14th and 13th More centralized to business and apartments.
7. At some point, an aBRT route that travels from South to Northeast will be necessary for the system to feel complete. I also think that an aBRT route following the current Route 4 would be stellar and do very well, especially if combined with dedicated lanes in the segment between Franklin and Lake. Having these resources would truly enable people to go fully carless with ease and by choice.
8. The stop at Central and 4th/University could be really uncomfortable if those streets will not be reconstructed as part of this project. I actively avoid walking out biking in those intersections because the feel hostile. If the street profile can not be changed, consider moving the stop a block or two east and definitely add a stop at NE 2nd or NE main
9. This looks like an awful plan.
10. Keep expanding public transit!
11. Please don't ruin France & other streets for cars like how Penn Ave N has been ruined by the C Line. Make sure buses pull over to the curb at stops so that cars can pass the E Line buses. It is very difficult to drive Penn Ave N now because the C Line buses completely block traffic.
12. The E line will encourage me to use transit more often.
13. If you are serious about people taking public transportation don't take away routes that serve neighborhoods like ours near Valleyview and Wooddale
14. THANK YOU!!!
15. I am very happy with these decisions and am glad that you did so much community outreach and incorporated it into your plans. Thank you!
16. I really think there needs to be a focus on cutting commuting times. There is no incentives to take the bus if it takes 2.5 times longer than driving.
17. "Please consider a future extension after Southdale.
18. - Continue on 66th Street to replace the high-frequency portion of Route 515 and to connect with other BRT service: Orange Line, D Line and a possible Nicollet Line.
19. - Continue to Southtown and to connect with the Orange Line and a possible American Blvd Line."
20. Hopefully this will not reduce service/frequency to the 6 service that runs along Xerxes - If you live east of Xerxes, it is a long walk over to France.
21. Get it done!!
22. University and Malcom should definitely happen to accommodate Surly crowds. Maybe terminate there since it's such a big attraction/draw!
23. Very excited for BRT to come to Uptown!! Please support an Open Streets day along Hennepin in 2020, so we can have more people re-envision Hennepin in Uptown. Getting buy-in along this bottle-neck stretch of road for something new will be key to successful implementation.
24. "Route 46 and 515 should be in the next round of Rapid Bus candidates. Crosstown service is incredibly underappreciated. Right now, Route 46 takes me from 50th and France to 46th Street station in 34 minutes. But if I didn't have it, going downtown would take me 57 minutes. Both these routes should at least have their frequency increased, especially since they would connect the Orange Line and D Line in south Minneapolis and Richfield to the E Line.

25. Pedestrian improvements need to be made across the entire corridor, especially in southeast Minneapolis. University and 4th are deathroads, which is unfortunate since everyone who lives there walks. We need bumpouts at every corner. We need high-visibility crosswalks at every intersection, I would even be fine if it was only on one side like on Snelling. Those streets are for people, not cars.
26. And just to put in an earworm for the B Line, do contra-flow bus lanes on Lagoon and have E Line stations outside the Walker Library and Mansion."
27. Please add permanent bus lanes and signal priority. This is a waste of money without those.
28. Let's do this before 2023! I would use it everyday and it would dramatically improve my day.
29. We need private vehicles off the streets where our busses run.
30. I used to commute between Dinkytown to Uptown via the 6U, and it took nearly an hour each way. Very excited for this line-- glad MetroTransit is speeding up service down Hennepin/University!
31. Will the new stations (stops) include upgraded lighting/seating or heat?
32. Please keep at least one concept station between the Fed Reserve stop and the Central + University Ave stop.
33. "It is unclear to me how many stops the E line will have with this map. Will it be all of them?
34. "
35. Get it done now. It's ridiculous that this would take until 2023
36. Just wish this project could be expedited to ensure it's done before 2023 because it seems like such a high density route that needs bus improvements.
37. no
38. Why can't the E-Line connect with France via Excelsior/Lake instead of 44th?
39. "I'm worried that E Line will bring service cuts to large areas of the alignment. Buses currently come about every 6 minutes during peaks, 10 off-peak. With wider spaced stations and less frequent service riders will have to walk farther AND wait longer if E Line keeps the 10 minute service of A and C lines. If the 6 operates every 30 minutes it still means that maximum waits on the alignment will be 10 minutes for the majority of any span of time.
40. It might be worth it if speed and reliability both improve significantly, but there's no doubt that longer walks and longer is less appealing."
41. We can't get this done fast enough. Please rush this project.
42. Please make the light rail safe to ride again at night. We live downtown minneapolis and I use the green line to go to concerts and I feel uncomfortable. My wife tried to use it to go to work at Regions Hospital but has to drive because she feels so unsafe on the train. Even if it is not police, just transit personal on the train would help a lot. Thanks.
43. this should be a streetcar.....not a crappy bus that gets stuck in traffic and snow.
44. N/A
45. Thank you for all the great work.
46. It probably doesn't need to extend to westgate. People can take the green line to downtown to catch one of the stops there, and it will most likely be faster.
47. What would the hours be and how often do both routes run?
48. I would like the stops to be floating bus stops so the bus will not need to pull into the bike lanes

49. "Rapid transit for the 6 is exciting! I hope someday there is a better option for NE residents that travel to campus daily. The 2 route starts nearly in Marcy-Holmes, and for residents along 2nd St NE, there is no quick shot to campus like found in Uptown with the 113/114.
50. Thanks!"
51. I'm excited this is being planned. Currently, it can be frustrating getting from Dinkytown/University area due to long headways on Route 6 getting to Uptown.
52. "I would like to know planned time it takes to ride from SP to SDL.
53. Thanks!"
54. N/A
55. Nothing beyond the above.
56. You can't implement it fast enough. :-)
57. Do everything possible to prioritize this bus over car traffic. Queue jumps, signal priority, etc.
58. Southern terminus should be Southdale. I ride this bus intermittently. Southdale is a major transit hub that serves a lot of under-served people, and an express bus ending at 50th & France or Linden Hills would serve an already-privileged group of people while giving the shaft to those who need to catch Southdale connections.
59. I suggest expanding the use of bus lanes, which was implemented along Hennepin Ave. This has greatly improved travel for both cars and buses.
60. See above. Confused about what is current and what is planned. I dont have the bus routes memorized and I dont know wha tthe E line vs. the Route 6 means - is the the E bus? or a new line?
61. Fully support it!! I'm sure it's going to be difficult for Edina residence to support this project. Best of luck!
62. "Please keep thinking about people with disabilities and the longer, wetter, more icy and difficult winters we have. Many people with disabilities do not use Metro Mobility - they use Metro Transit to get to their jobs and to see families. To access the community.
63. The more options and accessible lines Metro Transit offers, the better.
64. Thank you for all you do and your wonderful drivers. It is greatly appreciated!"
65. I want the E-Line to be very successful, and I wish that its implementation could happen even sooner. Thank you for your hard work on this!
66. "Two stops should be moved to better space the stops and partly to cover for stops that should be eliminated
67. * Downtown, I understand the impulse to have stations at both the 5th St LRT transitway and the 7th/8th aBRT transitway. Instead of these two redundant stops, move the 5th/6th stop up a half block, so it sits somewhere on the 6th-7th block, serving both transitways with one stop.
68. ** The 33rd St W stop is too close to Lake St and too close to the Lakewood cemetary stop. Eliminate the latter stop, and bring the 33rd St stop one block south, to 34th St and maintain the optimal four-block spacing.
69. One stop should be added:
70. Nicollet Island should get a stop, as there is no way to easily access the island except by walking across the bridge. The current stop locations do not make it easy or comfortable to get to the school, park, hotel, or residences on the island. A stop should be added here.
71. Taken together, eliminate six stops, add one, shift two."

72. Subtract a stop downtown (between LRT and the river); add a stop on the east side of the river (Main st or 2nd St NE), and you have a darn good plan.
73. Have the terminus as far along University Ave as possible!
74. Separated lanes on University avenue and 4th street.
75. No
76. No
77. Hello
78. Thank you for considering more transit. Wishing there was easier cycling options along University Avenue between Prospect Park Station and Raymond Avenue along University. I know the U of M Transitway is there, but if one is destined for local businesses or restaurants, cyclists have to use University and the bridge over 280. University is choked with fast-moving cars and dangerous for bikes!
79. Make it go fast! Get a dedicated busway on Hennepin!
80. Will the plan provide more capacity so more riders will be able to sit as the north or south bound buses approach downtown? Bus 6 gets too crowded during rush hours and too many riders have to stand. Drivers often have to tell riders there is no more room.
81. Based on this map, it appears that the E Line's terminus will be north/east of Stadium Village Station. As a current rider of the 6U who actually does board/alight at the end of the route at 27th Ave./University, I see the utility of having a station there, and at the same time, feel like the spacing is very short and that the station wouldn't be totally necessary. If the stop at the Malcom Ave./University area is being considered, I would recommend that there be a station at 27th/University and NOT Malcom/Univ. There is no reason to space stops that closely (and spend precious project \$) on a part of the line that will have moderate ridership to begin with. Riders could so easily walk/roll to 27th/Univ. or Westgate! The terminus should definitely be at Westgate to serve the huge amount of apartments/students in that area, which is only increasing, and also to have another Green Line connection, AND, significantly, to connect directly to both the 63 and the 30.
82. It would be remiss to stop the line short of existing pieces of the system in Saint Paul and create a missing link between those lines and a first/last mile transfer barrier between those existing transit investments.
83. Bringing E Line all the way east to St. Paul jobs and dense residential area around Westgate Station would be excellent additional east/west connection for this corridor of jobs and residences just north of the river, much of which is not practically served by Green Line
84. "I currently live in St. Paul and would love for the final terminus to be the Westgate station. That brings the route closer stops on the 63, 67 and the 30.
85. Currently from the Westgate area, there's no direct route to get to the St. Anthony main part of Minneapolis, a part of the city I frequent often. This route would also help folks get from Westgate to the Northloop area of Minneapolis, something that now requires a rather lengthy (and dark) walk from the Target Field station. "
86. As the plan is right now, my regular stop (4th and 4th/ 4th and university) would no longer be served, but I understand why it would be dropped in favor of faster service.
87. good idea for stop Nicollet Island or 1st on NE side of river. next could be Central and University.
88. Thanks for everything you do!

89. For our aBRT lines in their current form to be successful, we desperately need as much dedicated ROW as possible on this line. Whether that is on Hennepin between Lake/Franklin, Univ/4th Aves. SE, or even France Ave., the 6's current route is fraught with delays. It is unacceptable to invest so much of our limited transit dollars in bus projects that will be stuck in traffic, when the ROW is available to have at least some level of dedicated lanes. Please expand/make permanent the test South Hennepin (lake-franklin) dedicated lines, and strongly consider dedicated lanes on portions of 4th/Univ. Aves. SE. Parking could be removed on 4th/Univ, and to be honest, so could the current protected bike lanes. Tradeoffs exist, and it is more important to have fast, RELIABLE transit for thousands of bus riders per day than marginal bollard-protected lanes for maybe a few hundred cyclists per day. Please do everything within your power to implement transit advantages with this project.
90. "I don't understand what ""construction"" is required for a faster bus line. And I don't understand where the E line will stop.
91. "
92. Maybe I'm getting this survey because I currently live in Bloomington, but I'd like to know about planned transit improvements in the north metro. I'm planning to move to the north metro within the next six months.
93. Nope!
94. Good luck and thanks for reading our feedback!
95. Nope! I appreciate the opportunity to give feedback and look forward to taking the new E line.
96. Please give the BRT trains a dedicated and separated lane along University and Hennepin. Both of those streets are packed to the gills with cars and parking, and a bus that is stuck in that traffic is much less interesting than one that gets to zip past it.
97. I am very excited for the E Line and the possibility of it being extended to the Westgate station! Thanks for your great work on all of the "letter lines"!
98. One of the things that drives me crazy about the A line is that the stops are not the same as for other buses. If I am just trying to catch the next bus that crosses the river, or transfer lines, the busses need to be at the same stations -- then the signage can tell you when the next whatever bus is coming. For the E line, please have the stations be the SAME for the six and E and other routes.
99. This is a great idea. The sooner it gets built, the better.
100. Wherever possible, please work with the City of Minneapolis and Hennepin County to create floating bus stops at points where the E line shares ROW with a Bike Lane.
101. I would like stations/shelters to be built that incorporate real-time digital signs, heat and public art. landscaping near these shelters (as happened along the light rail line) would be superb!
102. Thank you for working to improve our transit system.
103. Keep up the good work!
104. Get Hennepin County or City of Minneapolis to fund this - sick of waiting on the state.
105. "Extend the A Line west to the E Line or even to the Green Line further west.
106. Extend the 23 to the Green Line at West Lake.
107. Consider another crosstown route between 46 and 515... 54th? "
108. Good to have better service to SW high and more transit options in neighborhood.

109. We just spend a huge amount of money on the bike lanes along Hennepin, I've watched as the bikes and buses fight for space at the corners - not to mention the cars that still park (illegally) along the route). What is your plan to protect the bikes when they are expected to occupy the safe space as the buses, frequently at the same time?

Emails sent to ELine@metrotransit.org - Nov. 1 – Nov. 30, 2019

1. I applaud the plan to bring the 6 E line down France Avenue. This is a street with ever increasing residential density from Edina's northern border to the Southdale district. I hope the bus shelters will be designed to better protect passengers from the weather. and attract more bus riders.
2. Thank you for putting out the map of the proposed stations. I'm excited about the possibility of the improved service! A couple of comments: I would love to see the north/east end of the line terminate at Westgate Station. There are lots of apartment buildings coming online there and at Prospect Park, and while the Green Line provides one convenient access point to downtown, the E Line would provide another one-seat ride that runs perpendicular to the light rail through downtown. Plus, as seen in other nearby routes (30 and 63 in particular), University/Berry/Territorial provide a good set of roads for buses to turn around. What are the plans for enforcement of bus lanes on Hennepin and vehicles blocking intersections downtown? I'm worried that even though there will now be six METRO lines downtown (C, D, E, Blue, Green, Orange) in a few years, buses are still getting snarled up in traffic, limiting the benefits of improved service. Best,
3. I would like to see the 6 line move more quickly. I am concerned, however, that as I age, this new route will be more difficult for me. It looks like there are no stops from 50th and France until 54th and France, if this is true, will I be able to get a courtesy stop at 52nd street. I also remain very concerned that these new quick routes will increase walking distances. This is especially concerning in the winter. I support the fewer stops, but want to know that in more residential areas that the courtesy stop will be retained. I would like a response to this question. Thanks.
4. I am curious why these meeting are stopping at 6 pm - if you are taking the 6 line from downtown at the end of a work day (5 pm), you can't get to these meetings. Would strongly suggest that all meeting be held until 7 pm.
5. Metro Transit: The E Line is a horrible idea, and should never have been considered for development. Along with your other BRT routes, it will not make the system better. Faster, sure, if that is the only thing you care about. That, and removing stops. There are reasons why we need stops at every block, and they should not have been removed on Hennepin Avenue or any other busy corridor. You need to keep the stops because of people with disabilities have problems when they are removed. I, for one, have difficulty walking on ice, so I was not satisfied at all when you eliminated the stop at West 35th Street & Hennepin Avenue. I have to walk a block, and it's dangerous in the winter. There are plenty others with more limiting disabilities than mine, and I'm sure they feel similar. Stop developing BRT routes. They are unnecessary. If you want faster buses, increase the frequency of existing routes.
6. Thanks for the work on this E Line. I like the idea of a more frequent 6 bus.
7. 2 questions: 1. Will the frequency happen in both directions? And what times? 2. Yes, according to the interactive map, a pick up stop by the Walker (southbound) is wonderful. Thanks

8. Please include Xerxes Ave in the E Line Rapid Transit. I take the 6 from 59th & Xerxes Avenue South and it would be helpful to get transit more often going to Xerxes. Thanks!
9. This is about the BRT E-line on the route 6. . I live 50th and France. I don't see the bus going where I would like the route to go. I would like it to go from 50th and France and have it go towards St. Louis Park on France Avenue so they can go shopping at places like the Miracle Mile. I ride the 6 often but I see no reason to take 6 to uptown to then go to Excelsior. We live in Edina by St. Louis Park.
10. I think good idea very fast for Merto line E
11. My husband and I will be moving to senior housing at University SE and Malcolm SE. We are hoping the E-Line will have a stop on that corner, as even another block or two is a difficult walk for him. Getting to the light rail platform is a bit too far f
12. Will the 6 be continuing down Xerxes Ave? Or is it completely down France? I live on Xerxes and having the bus be on my street is very nice. Also, Xerxes has more apartment buildings nearer to it than France Ave with more low income housing. Those people use the bus more. I think the 6 should stay on Xerxes. Thanks.
13. As a new resident of the Twin Cities who works at UMN East Bank, this E line recommended alignment seems extremely timely and necessary, as the current transit options that go into Uptown and near Lake Harriet areas are complex and uninviting. I ride the Metro A Line at least 3x a week to get back and forth from Roseville to the Green Line and having the E line option heading west would be incredibly time saving and efficient, as well as a way to discover those neighborhoods and areas without having to drive a car or take multiple bus lines. I'm more than happy to contribute more but these are my major points arguing in favor of the E Line project.
14. As a prospect Park resident, I'd like to provide the input that having the northern terminus at or past the prospect Park light rail station would have several benefits. 1) currently, the area is growing in density rapidly, but the light rail is the only nearby transit option. The 16 has been truncated at Fairview, and the 6 is a fair walk from both prospect Park and stadium village. 2) there is a new, high density senior housing development nearly finished at prospect Park. For seniors to connect to Northeast, uptown, and beyond with fewer transfers would enhance accessibility for this population. 3) current scheduling makes taking the green line to connect with the 6 at stadium village a highly illogical option. Thank you for your consideration.
15. As an elderly resident of Prospect Park, the ELine doesn't do me any good unless it comes further East to Prospect Park. I ride the bus/light rail regularly, and transfers mean more standing out in the cold. What I really need in new bus service is a bus that would take me from Prospect Park to Dinkytown with its library, restaurants and shops. Thank you.
16. I give my support to the Route 6 Corridor Line E BRT Project going down France Avenue starting at 44th Street. France Avenue has seen a growing density of housing and employment from 44th Street south to the Southdale area of Edina. Greater density will support more public transit. Convenient, faster and safer public transit will attract more riders. The route from Southdale passing through Uptown to Hennepin Avenue and downtown Minneapolis connects areas that have seen significant growth in population and potential demand for mass transit. Southdale in the latest comprehensive plan for Edina is expect to see a significant growth in population with the development of multifamily housing projects. When I worked in downtown Minneapolis, I took an existing express bus which required me to drive to a parking lot to catch that bus. A fast bus that goes through residential neighborhoods along a transit corridor such as France Avenue

will attract more ridership and require fewer riders to drive to an express bus. Many could simply walk to a bus stop. In the design of the route, be sure to develop a route that will minimize congestion. Several spots along France Avenue has more congestion than many residents of both sides are use to in their daily lives. If the bus can be popular, it may actually help to reduce the congestion noticeably. Also, please make the bus shelters along the route noticeable, inviting, heated during the winter and offer protection from the wind, snow and rain. Free WiFi on the buses may also increase the attractiveness of using the bus.

17. As a volunteer I worked on the 50th and France Small Area planning group as part of the development of the comprehensive plan for Edina. The proposed E bus route down France Avenue would be consistent with the language and goals of the plan now going to Edina City Council for final approval.
18. Just wanted to say that I'm Thrilled that you are working to speed up transit service on the 6. Would love to see some "express" service that does not stop every block between Lake St and downtown zone. Thank you!
19. Hi there, Prospect Park resident here. I'd love for the E line to terminate at Westgate and am excited for easy access to St. Anthony Main, Loring Park/The Walker, Uptown, the lakes, Linden Hills, and Southdale. Thanks for moving forward with these plans!
20. I'm a resident of the Nicollet Island East Bank neighborhood. I see that the current E-Line proposal lacks a stop between the Fed Reserve building and the intersection of Central and Hennepin. Nicollet Island East Bank is a vibrant neighborhood. Its business district is full of shops, restaurants, and bars that would benefit from an additional spot. Additionally, our neighborhood abuts the Mississippi River along one of the more beautiful stretches of the river's path — a recreational area containing several connected parks and Nicollet Island. Riders between south Minneapolis and Stadium Village would have plenty of reasons to take the E-Line and conveniently stop along Hennepin before or after it crosses University. Please consider an additional stop between the Fed Reserve and Central — possibly Main Street. Thank you!
21. What will happen to the current 6 route that goes down France to 50th St? Thanks!
22. The purpose of my email is to provide input to the proposed e-line stop around W. 44th St. and France Ave S. This particular intersection is very problematic. While it is an important node in the area, I believe a better spot for the proposed bus stop would be on Sunnyside Ave, between W. 44th St. and France Ave. S. Due to the direction of travel for the proposed e-line, the size of the busses, and the nature of the traffic signals in this stretch of France Ave S., this is the ideal location. Placement at 44th and France is NOT ideal. Since the proposed route is to travel south on France Ave., there will be significant issues with congestion, even with priority signaling. Furthermore, we already have a high proportion of traffic accidents at this particular intersection, due in large part to the problems with traffic in this area. For example, just yesterday, a car collided with a full school bus in the morning. There have been many pedestrians struck by cars as well as other vehicle-on-vehicle collisions.
23. I strongly support the proposed extension of the E-Line to the Prospect Park and Westgate LRT stations. These areas are being rapidly redeveloped for new market and workforce housing, mixed use retail, and job-creating industrial and makerspace projects. It is important that the new residents in the community have direct access to jobs opportunities in Dinkytown, Old St. Anthony, Uptown and the Southwest suburbs. It is equally important that residents in those outlying areas have direct access to the new job opportunities in Prospect Park and Westgate.

24. Extending the proposed E line to westgate station would bring a large number of new riders to the proposed Eline transit. Multiple new lower income multi-unit complexes have and are in the process of being built and would provide a large population of riders needing transit to Mpls and environs. Please consider this in your decision on whether or not to extend the Eline to westgate. I personally would be a frequent user. Thanks for your consideration
25. Hello! We would love to see the e-line extend to the booming westgate/prospect park neighborhoods - that simple extension of about half a mile will do wonders for the economic health of our neighborhood. Thank you!
26. The proposed E Line BRT has a Title VI (IMHO). The current public E Line BRT map skips the stop on the Hennepin Ave bridge (Nicollet Island) even though the stop spacing would require one in that area. While the residents of Nicollet Island are not particularly diverse, the high school that is there serves a broad spectrum of racial and economic disadvantaged communities. Current students from De LaSalle High School who ride route 6 will see a reduction of service or be required to walk more than a ½ mile if they use the BRT to get to school. De LaSalle is a private Catholic high school that caters to many low income students. Since the students do not get free busing, many students who cannot afford to drive use Metro Transit buses to get to school. Here is the bigger issue, the school is about 48% people of color and a high percentage of those students use public transit to get to school. When a BRT line “skips” a stop, those students who currently use existing Metro Transit route 6 effectively see a DECREASE in service. When a BRT line is designed to go from Edina, along France Ave. through Southwest Minneapolis (Linden Hills), along Hennepin to the U of M. there are not many opportunities to disenfranchise minorities (or poor) but this stands out because it does it so effectively. I sincerely hope that the BRT team can correct this oversight before it becomes a public relations problem.
27. I’m writing to ask you to please end the E line at Westgate station. I live in that area and would take it to my church in Uptown. I would also take it to various meetings, restaurants and exercise facilities along the alignment. Here are some broader reasons to end it there: The thousands of apartments being built at Westgate, including at the Weyerhaeuser site and soon Vermillion and the bank site (in the next couple years). These thousands of folks are unlikely to walk to Stadium village or 27th or to take the green line one stop. Please support this affordable and senior housing by making it transit-accessible. There is more industrial land by Westgate, better for layover spots or indoor facilities. There are great bus connections at Westgate, including the 30, which helps people get to jobs. Ending it blocks away would be a sad, missed opportunity to help people get to work. Please don’t half-ass the E Line! Do it right and take it to Westgate. Your ridership numbers and community will thank you!
28. Please extend the E Line to Westgate That's all! I would take this all the time. I hate that I have to transfer to get to that part of Minneapolis because it is so close and yet so far by transit.
29. I have lived at 40XX Beard Ave S. for over 40 years. For half of that time, I took the #6 bus downtown to work, and I still ride it, although less often. When I had young children, having a bus stop close by, at 39th and Beard, was very important. Some years ago, that stop was eliminated and we now have to walk to 39th and Chowen, but that is .2 miles, which is tolerable. I'm confused and concerned about what is being proposed for the Bus Rapid Transit E line. As far as I can tell, the main line will go down Sheridan to 44th, then over to France and south from there. Furthermore, the stops will be half a mile apart. I assume that you'll put one stop at 44th & Xerxes and another at 44th & France. Which means our closest stop on the E line will be 0.7

miles away, which Google shows as a 13-14 minute walk. For people like my husband, who has walking difficulty, or people pushing strollers or accompanying young children, it will be even slower. Whatever riding time the E line might save us over a regular bus line will be more than lost by the increased walking time, an especially poor trade-off when the weather is bad, so this change will be effectively useless for us. What will happen to Route 6? FAQs on the website suggest it will use Xerxes, but only every 20 minutes or so at best. If the bus no longer goes down 39th near me, our closest bus stop will be further away than it is now, and service will often be less frequent, which will increase overall travel time. So the decision between bus and car to go downtown, already iffy, will move even more in favor of the car. How is this proposed change consistent with encouraging people to use public transportation rather than cars? As another consideration, for anyone thinking about buying a home in the area and using the bus, this plan will make our immediate neighborhood less desirable, thus decreasing property values. Furthermore, when/if we get too disabled to walk long distances and can no longer drive, having the closest stop farther away will hasten our reliance on Metro Mobility, which will increase the expense of serving us. I support efforts to increase efficiency of the entire system, but not at the expense of making service for me and my neighbors so much more inconvenient. Please at least maintain service on 39th between Xerxes and France. Thank you for considering these comments.

30. Please find attached a resolution in support of the Eline coming to Westgate station from the Creative Enterprise Zone board of directors. I am the board chair and we voted this resolution unanimously at our board meeting last week. If this should be submitted to another portal please let me know.
31. Hello, I am a big fan of the proposed alignment! I live near 44th and Xerxes but do not take the 6 bus downtown currently because it is quite slow. I would be very likely to try the E-line if there is a station within a few blocks. I've signed up to receive E-line updates
32. Please accept the attached letter and resolution in regards to the E Line proposed route
33. On behalf of members of the Towerside Innovation District Board of Directors, I write to wholeheartedly SUPPORT Metro Transit's proposed E Line from Southdale to the Westgate Station on the boundary of Minneapolis and St. Paul. Towerside is both a geography (Towerside Innovation District) and a non-profit shaping development and life within the District. Our Board represents a coalition of residents, business owners, community members, decision makers, environmental activists, pedestrians, transit supporters, elders, working people, students, and city builders who are working to create a neighborhood where we are stewards of both our planet and our people. Providing the E Line, extending all the way to the Westgate Station on the east terminus, allows for another important connecting route into Towerside, and also away from Towerside to facilitate trips into downtown Minneapolis, through Uptown, and all the way into Edina at the Southdale terminus. Mass transit is one of the most important amenities we can provide our region's residents, workforce and visitors to make travel easy and their impact on the earth lighter. Thank you for this proposed route. By extending the line all the way to Westgate Station, you will connect riders from the SW corner of the cities to an important hub of connections to get riders to points further afield. Another choice to make transit the EASY choice. With gratitude,
34. I write in support of the St. Paul District 12 (St. Anthony Park Community Council) Transportation Committee's request that the E line Transit service be extended to the Westgate

LRT station to improve connectivity between transit lines. We need to make use of Metro Transit as easy and practical as possible and this extension would be one significant contribution to that end. Thank you for your attention.

35. I really like Metro Transit's emphasis on rapid bus lines. Convenience is a major consideration for commuters, and the speed and ride quality of BRT is a strong attraction. What riders really don't like are transfers or having to walk too far in inclement weather. The Westgate Station of the Green Line would be the best terminus for the E Line, because it would link directly with Route 30 and will provide more direct access for the many new renters in the area. This area has seen rapid growth in multiunit housing in the past few years. Market rate housing at 2700 University at the Westgate Station is one example. New senior and workforce housing two blocks away at Franklin and Berry will add several hundred potential riders next year. Thank you,
36. I realize that my input is past the close date of the online submission form. In the event that you are still receiving input at this time I would personally benefit from having the E line extended along University Ave to Westgate station, where I live at one of the several condo buildings. In addition to the established condos and apartment buildings in the area as you are very likely aware there are two new buildings going in on Franklin and Berry, just a few blocks from the Westgate station. I personally would benefit by taking the E line for instance to the downtown library and downtown YMCA, but I would imagine that ridership would also be increased by the hundreds of units already in the surrounding few blocks as well as the hundred and fifty or so new units going opening in 2020. Thanks and Best Regards,