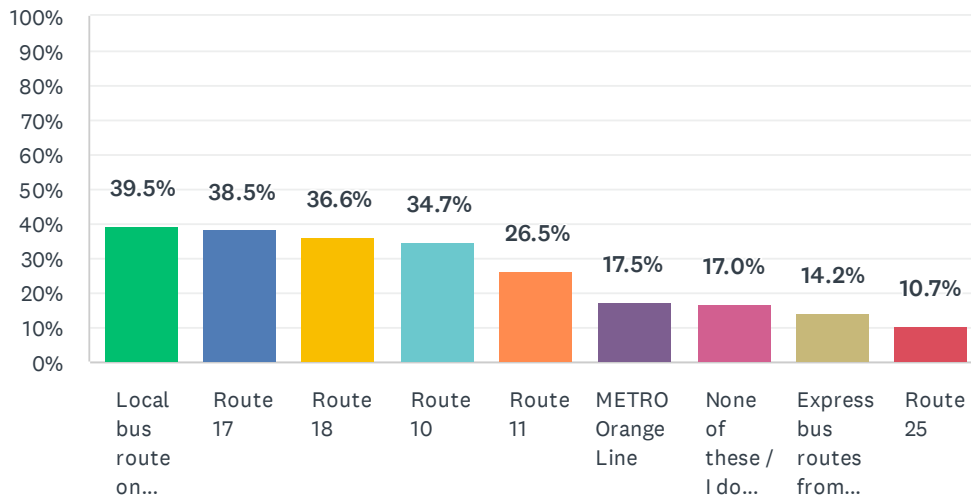


Q1 Which of these bus routes do you ride downtown? Select all that apply.

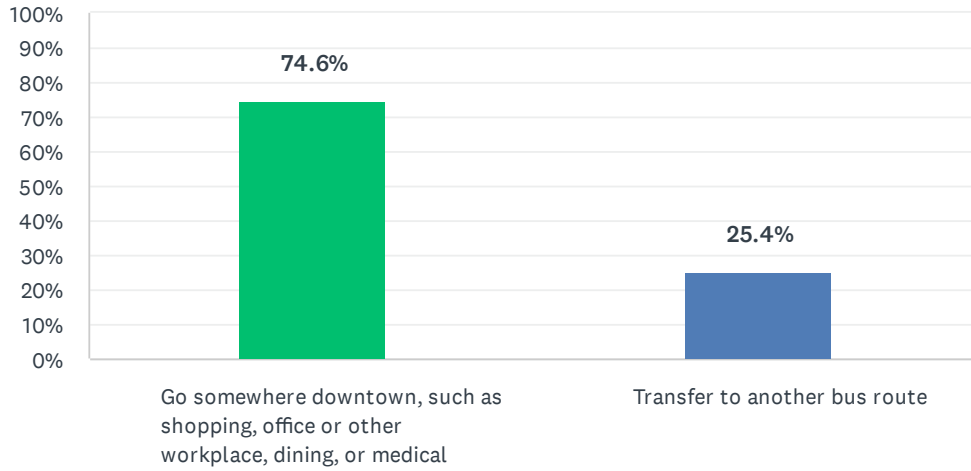
Answered: 2,242 Skipped: 8



ANSWER CHOICES	RESPONSES	
Local bus route on another street downtown	39.5%	885
Route 17	38.5%	864
Route 18	36.6%	820
Route 10	34.7%	778
Route 11	26.5%	595
METRO Orange Line	17.5%	393
None of these / I don't ride the bus downtown	17.0%	381
Express bus routes from suburbs to downtown on Marquette and 2nd Avenues	14.2%	319
Route 25	10.7%	241
Total Respondents: 2,242		

Q2 Do you take the bus downtown to transfer to another bus route or to go somewhere downtown?

Answered: 1,821 Skipped: 429



ANSWER CHOICES	RESPONSES	
Go somewhere downtown, such as shopping, office or other workplace, dining, or medical	74.6%	1,359
Transfer to another bus route	25.4%	462
TOTAL		1,821

Q3 What bus route(s) do you transfer to downtown?

Answered: 443 Skipped: 1,807

Question 3: What bus route(s) do you transfer to downtown?

Summary	Number of Responses
None	16
Light Rail (Blue Line, Green Line)	141
D Line	117
C Line	75
Orange Line	26
3	41
4	104
6	81
9	50
10	48
11	27
17	45
18	36
21	6
22	31
61	14
62	2
64	11
94	32
Total	347

Open-Ended Response
None
none, usually light rail gets me where I am going
I go from the Blue Line to a bus like 11 or 18.
Orange line, 17, 10
I live downtown
Blue and Green lines
None
645
9
D/ 5
All of them, I am disabled, this is how I get around
-
I live downtown and have to be in Target North Campus. There is no longer an express bus to take me to work so what was once a 25-40 minute ride is now a nearly 3 hour long affair. I have to use at least two buses like Metro D/Metro C and then take the 722B. I have contacted Metro transit repeatedly to

help with this situation but have received no help and I don't know what to do. I don't own a car and am not interested in owning a car.
94 express. 6.
18 17
Usually Green Line
None
18 route
804,25
14
Blue line LRT
Orange, D
14, 6, 4
14
10 25 17
Actually I transfer to Light Rail. I wish they'd bring the 652 bus back so I wouldn't have to do that.
C line, 3, 11, 18, 17
305
698
94
3, 4, 6, 10, 17
4, 21,
9
From the 9 or 645 to the 10, 18, etc
Light Rail
FREY YOU LITTLE DINGUS STOP THIS LIL' PET PROJECT OF YOURS
94, 698
D line to orange line
22
LTR blue line
I transfer from the blue line train to the nicolett mall bus stop to get to NE mpls
Blue line and route 7
9, 7, 14, 94, D line, 18, 17, 6, 10
6
blue line
22 or D line
Blue line or 2
Green line
2, 4, 10
Blue line
D,c,9,94,green,blue,7,22
No bus, only train
#9

18 17 5
I use the light rail, both lines
17
14
9
10
Blue line
N/A
94
Routes 5, 22, METRO Blue and D Line
11,18,7,9,94,3,17,61
Metro Green Line
N_A
2, 4, 12
14,32
I don't ride the bus
Out of town
From 7 to 10 or 6
C line
C or D line
Transfer from LRT or 94 express to get the 10
Green line
9 to 22
17
Na
4, 6, 62
17
10, 17W, orange, 6
18, 17
na
Light Rail Green Line
D line and C line
21 83 54 the train
Several
I walk
Blue or green line
18, 10 , 11, 22 or train
D line
6,4,D line, C Line, 22,5,3,14
Green, 467, orange
D line, c line 22,14
I live downtown but cline/dline to bctc

5, D Line , 22
C, D line
6e or any bus
LRT blue line
6
n/a
3, green line, blue line, among others
6
D Line
460
6
Blue Line light rail
na, I walk to downtown or take a uber
61 most commonly. sometimes 3
11 & 18
Light rail
4
9 to the 94, and vice versa
Blue Line
Dline
14
94d, C
Green line, Blue Line, 94 bus, 3 Bus
I prefer the light rail
6
Light rail lines
10,17,18,6,c, orange,and d-line, 22
6,4,18,94, orange, 10, 25, 9
25
I take the train to downtown.
18, 10, 25, 9
2, All Lines
C line,10,21 etc.
790 to c line
Orange line, 17
10 and 17
Metro c line
7/22/C line/D line
3A
Any that I require.
C & D lines, 22, blue & green lines
4

None
3
3 to 11 and 11 to 62 —17 and 18 to Nicollet and 24 when I don't have an 11
C Line, 14, 21
Dline 22
C Line, D Line, 22
The Green Line, 6, 4, 22
C Line, D Line
None
Light rail
5/D line, train, 6U, 4, many more(this is a poorly created survey - the last question should allow both options)
none
3, 7, C Line, D Line
6
10,654
Green Line
94
Green line
61
dline
94, 14
Green line
blue line
Green line
Green Line and Blue Line
17, 18, 10, 11, 4, 6, 645
3
18, 10
Orange line
All the above
Blue Line, 94, Green Line, 3, D Line
16
I live & walk downtown, don't use bus.
17, 6
Many
4, 7
852
10
Blue Line
4, 6, and 11 and green line
N/A

18
Blue line or green line
3, 17, 18, Green Line
Green line or Blue line
Among the 3, 6, 7, 10, 94, and Metro Blue, Green, Orange, and D Lines
64
10 and 17
C Line, D Line, Orange Line
4
None
645
14e 22h blue line ect
5, 22, D line and C line mostly
4,d line , 18, blue line etc
10 , 11 , 17, 25 , Blue &Green line
14
11
6, 4, 10, 11, Orange Line
Green line, Bus 2, Bus 6
blue & green line
C line
645
14,3,6
14
None. I live AND Work in DT. Why are my opinions not important?
I only use the Green Line.
D line
2
6,4
94
94
61
645, 17, 18, 3, 7
22; 21
Green line
5, C, D
9
94 Express
852 10
755 and 645 routes
11,17,18,10

This is a horrible survey, I do both of the things listed? Reprogram it and send it out again. I take the 94 to work AND go downtown
22, 3
7, 14, Blue Line, Green Line, 3, 6
4,9,61, d line,c line,5,22,14
3, 6
62
94
None
18, 6, 21
blue line
yes yes
10 d line c line 5 22
C line
C Line, D Line , Route 22
17, 10, 25
10
17, 25, 6, 4
94, Blue line, Green line
645, Orange Line, Blue Line, 465, 777, 18
Used to take the blue and green lines
C line
N/a
61
The 3 I selected
Light rail and 645
10, 4,6,
One which would get me directly from green line to Basilica
5
6
Metro D Line
14
C or D line
94
Greenline and Blueline Metro
blue line, green line, 9, C Line,
None. I walk and I bike.
852, 6,4
11
Different lines
784
Between Orange and local routes (10, 17, 25)

3,light rail,4
D line
A line
17, 4, 6, 61
C line
22
D line, 5, 11, 17, 18, 4, 6
Blue lightrail
10
Blue line
61, 3
Train
Any that run down Nicollet mall
22
c line
D line, C line
18
Metro green line
11,17,10
4, 6
None
17, 18
4,477,orange
18, orange line, D line, C line, 10, 11, 3
light rail
645
94 18 11
6, green line
94, 9, d, c, 9, 7, 22, 14
10, orange line
6
17, 10,
many routes depending on my destination
Blue Line (also I wanted to select both on question 2 but I couldn't!)
The 10/ 18/ 11/ orange line
N/A - Bus routes do not serve my suburb in the northeast metro. I do however take the green line for commuting between work and school.
D line
25
LRT
4, 6
9, d line , Blue line

Cline
10,4,61, Dline, Cline, green line
18
11-17 both ways
17 25 orange line 4 6 61 10 3 94
D Line, C Line, 22, 10, 94
C Line, D Line
17
C or D line
metro d line
C or D line any 5 going southbound to get to my job
Blue line, green line, 467, 470, 472
22, 14, 9, D-line
Green and blue line
3
Green Line
94
Metro d line
3, 6
22
17
A-Line express from Saint Paul to 46th treet Light rail station in Minneapolis.
Blue Line
11, 645, D Line, 9
D Line, 11
Green line
10,17,18,11, D Line, Orange Line
61, 25, 3, lightrail
Blue Line or Route 7
5
I transfer to the Blue Line or Orange line mainly.
Green line
Train, 5, others depending on where I'm going
Route 5 or D Line to Green Line. But I would take Green Line or 94 route to downtown events if the transit system worked better
It changes based on my errands
4, 6, 17, Light Rail (blue and green), 94
Take Route 6 to connect to Green Line
C,D,Blue,Green, etc
I get too much emotion of sickness to ride buses
3, light rail
6

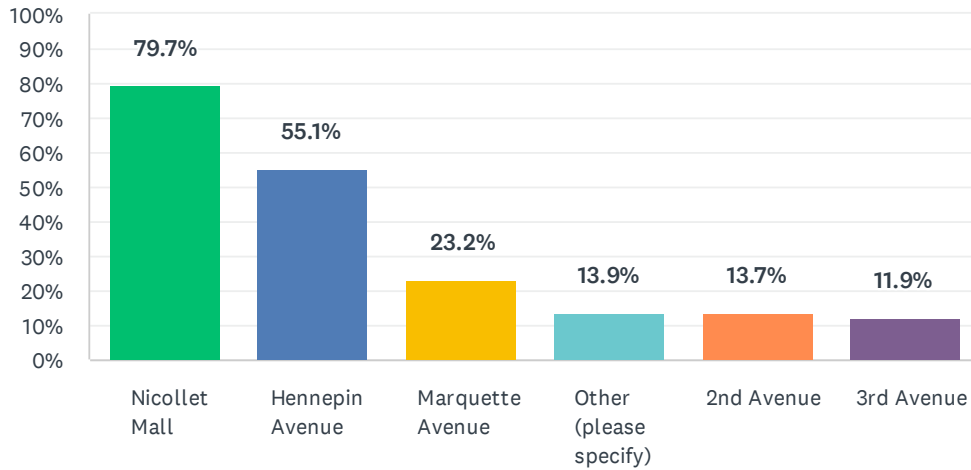
61, 4, 6, 11, 3
Light rail
25 61 4 6 17 10
3, 94, 10, 61
14, 3
The previous question is bad. I both take the bus to transfer downtown, go to destinations downtown, and sometimes start my trips downtown. I transfer to 4,6,61,7,9,14,22,C,D,10,11,17,18,645,Orange.
94
4, 61, 25, 850, 852
645, 94, Metro D Line
light rail
Lightrail
94
C line d line
6, Green/Blue Line
Green Line, Blue Line, 747, 4, 6, 3
3
10, 5, 14, 22, 94, 457
6, 3, 4, 17
94
18
D, 5, 22, or LRT most frequently, several others occasionally.
train
10
22
C or D Line or Route 94 or Green Line
9, 10, Orange line
4,6,17, and various BRT lines
17,18,11
C, D
4, 10, 17, 18, 25, D Line, 22
2
green line
4, 6
3
14, 94, D Line
4, 6, C and D lines, 9, 22
C line, d line
Lol
3
D Line to 17

Orange, Green, 467
4, 6
none
5, LRT
4, LRT
Blue
4, 6, light rail
NONE
9
3, 6, 14
Typically none of them
Green line
D, 94, blue and green lines
3, 7
LRT
10, 18, 17
94, Green Line
Green Line
61
645 or 9 to 18, 25, others
22, c, d, 5
Light rail to MSP
645
Green Line, Blue Line, 11
Green Line
9 4
645, 4, 6, 612, D
14,11,Orange
6
460, 493, 94, Orange Line
2 , 6 , 15
4
22
D line, 18, 17, C line, 14, 94
94
9 going towards Westend to St. Louis Park
10 to the 6,or 17
14
5 14 18
9, 6, 12, 17, 11, D line, 10
6
Green line, route 3

10, 11
Metro Blue line, 9
3, 17, 10, 4
17
None because you refuse to put a bus on Kellogg in at Paul where all the conventions are
4 or 6
Blue line
Metro green line
3A, 6B
9
Many different ones it's not just one specific route
Green Line
94, 6, 4
10
14 ,3,5,d line
Green line, D line
14
3
4, 6

Q4 Which street do you go to when you take the bus downtown? Some reasons for going downtown may include shopping, office or other workplace, dining, or medical. Select all the apply.

Answered: 1,873 Skipped: 377



ANSWER CHOICES	RESPONSES	
Nicollet Mall	79.7%	1,493
Hennepin Avenue	55.1%	1,032
Marquette Avenue	23.2%	434
Other (please specify)	13.9%	261
2nd Avenue	13.7%	257
3rd Avenue	11.9%	223
Total Respondents: 1,873		

Question 4: Which street do you go to when you take the bus downtown?

Summary of "Other"	Number of Responses
12th St	2
11th St	7
9th St	5
8th St	15
7th St	31
1st St	2
1st Ave	25
4th Ave	13
5th Ave	4
Washington Ave	53
Park Ave	2
Portland Ave	2
East Downtown	5
Loring Park	3
North Loop	7
Elliot Park	1

Other (please specify)
Transferring to other buses
I go every where in downtown except Nicollet Ave.
1st Avenue North
None
I walk to downtown from Loring Park and catch buses on Nicollet Mall
None
12th St., 11th St., 9th St., 1st St., Washington Ave.
Kill black people
I live downtown
Target field
1st Ave, Blue Line transfers @ 5th Ave
None
4th Ave
Washington
Chicago and Park
I live downtown
7th street, 6th street
5th ave
6th st
1st Ave
1st Ave N

none
DO SOMETHING HELPFUL FOR ONCE
S 6/8th St
6th and Hennepin
1st Avenue
7th street
5th to connect to light rail
Public transportation is not safe, have had several incidents
Washington Ave
7thst
target field area
N. Washington Avenue
4th street
1st Ave S
depends on the trip
Light rail only
Live downtown (downtown east)
7th street
First Avenue
None
6th
I don't ride the bus
Stop across from first Ave
Target field
1st Ave
1st Ave N
1st Ave
11th
6th/7th
I-35
public service center and St. Paul on green line
7thst and Nicollet Mall
OTHERWISE THROUGH THE CITY
Washington Ave
All
Washington Ave
Target Center and Target Field
7th Street
7th or 8th Avenue (depending upon direction I'm going)
Washingtonave
7th Street
1st Ave

1st Avenue
6th Street South
Last question needs revision. 60k people LIVE downtown. I take them everywhere!
All the above
I don't ride the bus downtown. Prefer light rail.
1st avenue
5th Ave
trader joe's
7th Street, 8th Street
4th Ave
Washington
Washington
Washington
7th/8th Street
None
none
Please don't create a bus system that inconveniences ppl who are poor so wealthier don't have to see us. Stop bowing to ppl who have wealth and are racist.
Bars/restaurants on 1st Ave, Target Center, Target Field
I live on 15th in Loring Park. So from green line I take 18,17, or 11 to 15th and walk to my apartment
7th
5th street
I take the 22, 5, Or the D bus.
Washington
5th street to connect with Blue and Green Lines
4th Ave
7th
Washington Avenue
Washington Ave
N?A
South 6th St, Washington Ave
4th ave
The survey does not have a good place to record this but transferring to light rail from bus (and vice versa) is an important downtown connection for me
Blue line
Washington
Washington
7th Street
LaSalle Ave
1st Avenue
10th and 5th
Washington
Government Plaza

None
7th St
6TH ST
1st Ave
9th Street (Medical Arts Bldg), 4th Street (Library)
6th
4th Ave S and 5th St S
First Avenue
LaSalle
4th ave
Chicago/Washington
Washington
7th & minnesota
7th street
4th Street S
Washington
7th
Chicago
West Grant
North loop area
8th
sports games, concerts, theater shows, restaurants
8th street
Live downtown (on Washington)
Anywhere downtown
Hanging
4th street
4th
I go a lot of places downtown
Washington Ave
Grant st
I also use the bus to transfer downtown... wish I could have selected both options.
Washington
6 st
N.6th St route 764 express
1st Ave
1st Avenue
1st Avenue, Washington Avenue
Washington Ave
Lyndale
Library
Blaisdell please

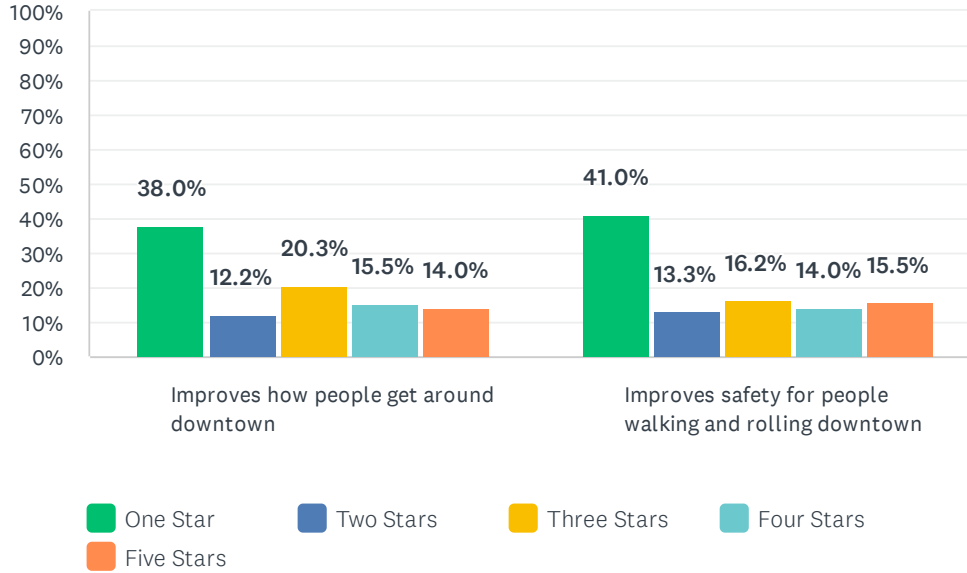
11th St, 10th St, 5th St, 3rd St, Portland Ave
Washington
22nd Avenue
4th Ave
Washington Ave
Job not disclosing location.
5th Avenue
I take the train
1st Ave N, North Loop in general
Nicollet OR Hennepin, depends where I'm going and bus times (I live by the 4 and 17)
7th st
Washington
first ave
4th, Washington
Park/Portland
4th Avenue
Washington Ave.
Target field
Washington, and a lot of other streets downtown this list is hilarious.
Bus to light rail, Blue Line.
Target Center
8th st
Target Center and Target Field
Washington Avenue
Park/Chicago Ave
Washington Ave
Franklin Avenue
Washington Ave or 1st Ave
7th Street
7th
Chicago Ave
Washington Ave
West 15th St, where I live.
I go all over the place. Also, the previous question, my answer is "both"
Park Ave
Chicago
8th Street
4th Avenue
4th Ave
Washington, First Ave.
4th Avenue
Washington

7th Street station
7th/8th Streets, Washington Ave
6th St
Every time I go downtown it's for a different destination, therefore a different street.
1st, really if there's a bus that goes downtown I've gotten off there once
Need more buses 3rd & 4th Sts. (I bank@5th,Target@9th)
Washington Avenue to walk to Guthrie or farmers msket
S 5th St
North Loop
South 11th Street
4th Avenue
5th St, 1st Ave
Please don't get rid of transit on Nicollet
I go all over! I often have destinations in the North Loop and Eastown as well
I honestly don't know. I regularly take the D line
4th St.
Washington Ave
variety and I do sometimes transfer as well-mentioning this since a previous question only let me choose one
First
1st Ave N
6th, 7th, & 8th Sts., 4th Ave.
Washington Ave
I use the bus to get different places, no one answer
further west to north loop sometimes... almost always sports, event related.
First Avenue, Washington Avenue
1st Avenue, Washington Ave
I'll catch the 10 on 3rd Ave S if I'm in eastern Downtown
Twins stadium
1st avenue
5th
Washington
to Take light train /to connect with Nicolet Mall train station
Washington
washington
D line route
6th St & 7th St
I live in East downtown. Many buses to downtown can take me home.
7th
1St ave
9th Street
none

1st Avenue
Target Field
7th and 6th Streets
NONE
I take green Green Line to Nic Mall
Washington Ave
First Avenue
Please don't shut down Nicollet Mall to bus transit
12th
Washington Avenue
Ride through to the North Loop
First Ave
Hennepin
10th ave
8th to HCMC
Washington
8th st, 7th st, 11th
So many other places that are NOT on the dead center-eastside of the CBD. All the cross-streets between Nicollet and Hennepin. Loring Park (many streets!) Most of the streets in all directions between Hennepin, the river, and the North Loop. Places in the North Loop. Rarely, streets in Elliot Park. Then I also go to the far side of downtown and the mill district, but mostly by bike and car. Moving transit from Nicollet wouldn't help with that. Need the planned Route 3 aBRT line. To the poor planners or staff processing this, I apologize, but: LMAO. I have NEVER (ever), in my untold hundreds of transit rides that have used Nicollet Mall, gone to *anywhere* on Marquette, 2nd Ave., or 3rd Ave. Ever. Also, the fact that you can't click on that you BOTH transfer downtown AND go to downtown destinations is ridiculous. I do both! All the time! The fact that you think any great majority of riders--especially when the white collar workers in the dead office core of Marquette to 3rd either WFH or have abandoned transit--would be going to anywhere on those streets is laughable. You are going to make life worse and--MARK MY WORDS--lower downtown transit ridership. So sad.
9th St
Sixth street, 1st street north
5th st
8th St S, also, you know, others generally
Literally we use all of these streets and the light rail.
6th, 8th, 10th, 11th, 15th, LaSalle,
Washington
Twins Way
Washington
Green Line towards St. Paul
Park Avenue
Washington Ave
I live downtown, I take the buses to go to Nicollet and transfer to a bus leaving downtown
Washington

Q5 How well do you think Option 1 meets the following project goals to increase downtown vibrancy?

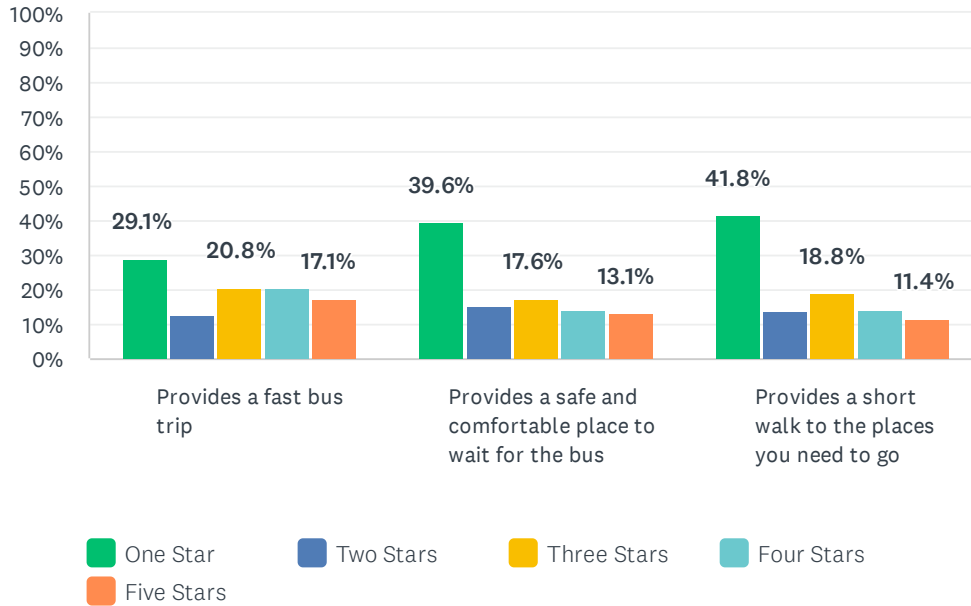
Answered: 1,472 Skipped: 778



	★ ONE STAR	★★ TWO STARS	★★★ THREE STARS	★★★★ FOUR STARS	★★★★★ FIVE STARS	TOTAL	WEIGHTED AVERAGE
Improves how people get around downtown	38.0% 556	12.2% 179	20.3% 297	15.5% 226	14.0% 204	1,462	2.55
Improves safety for people walking and rolling downtown	41.0% 599	13.3% 194	16.2% 236	14.0% 204	15.5% 227	1,460	2.50

Q6 How well do you think Option 1 meets the following project goals to improve transit downtown?

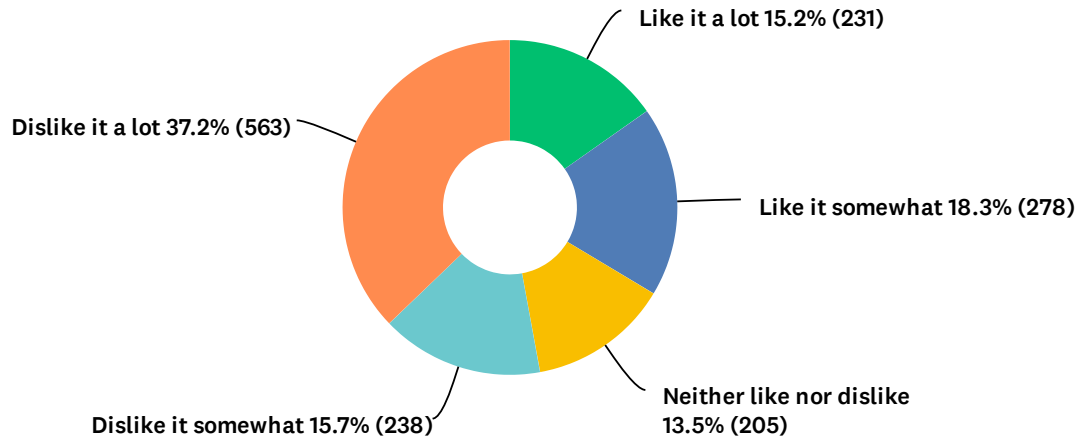
Answered: 1,472 Skipped: 778



	★ ONE STAR	★★ TWO STARS	★★★ THREE STARS	★★★★ FOUR STARS	★★★★★ FIVE STARS	TOTAL	WEIGHTED AVERAGE
Provides a fast bus trip	29.1% 425	12.7% 185	20.8% 303	20.3% 296	17.1% 250	1,459	2.84
Provides a safe and comfortable place to wait for the bus	39.6% 573	15.3% 222	17.6% 255	14.4% 208	13.1% 190	1,448	2.46
Provides a short walk to the places you need to go	41.8% 610	13.8% 202	18.8% 275	14.1% 206	11.4% 167	1,460	2.40

Q7 How much do you like or dislike this option?

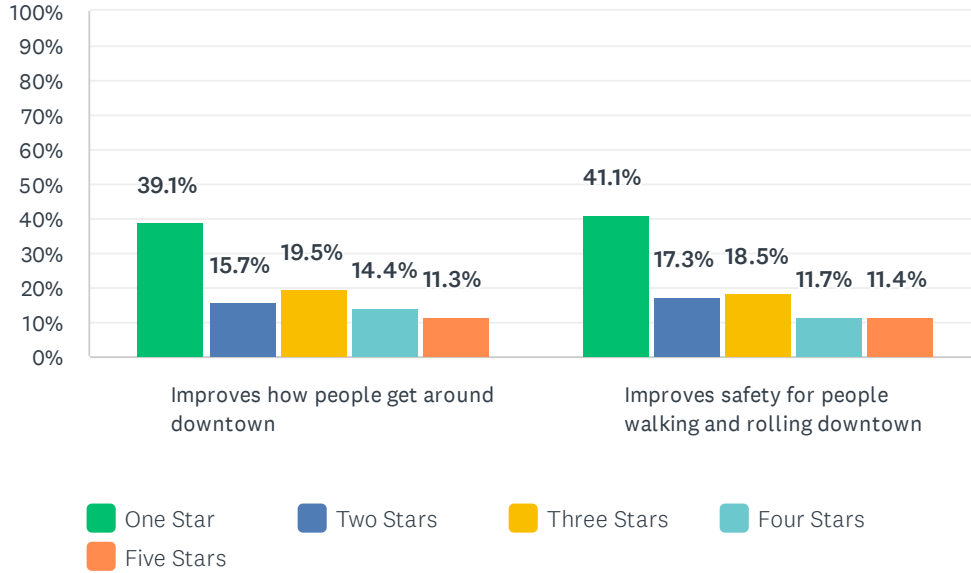
Answered: 1,515 Skipped: 735



ANSWER CHOICES	RESPONSES	
Like it a lot	15.2%	231
Like it somewhat	18.3%	278
Neither like nor dislike	13.5%	205
Dislike it somewhat	15.7%	238
Dislike it a lot	37.2%	563
TOTAL		1,515

Q8 How well do you think Option 2 meets the following project goals to increase downtown vibrancy?

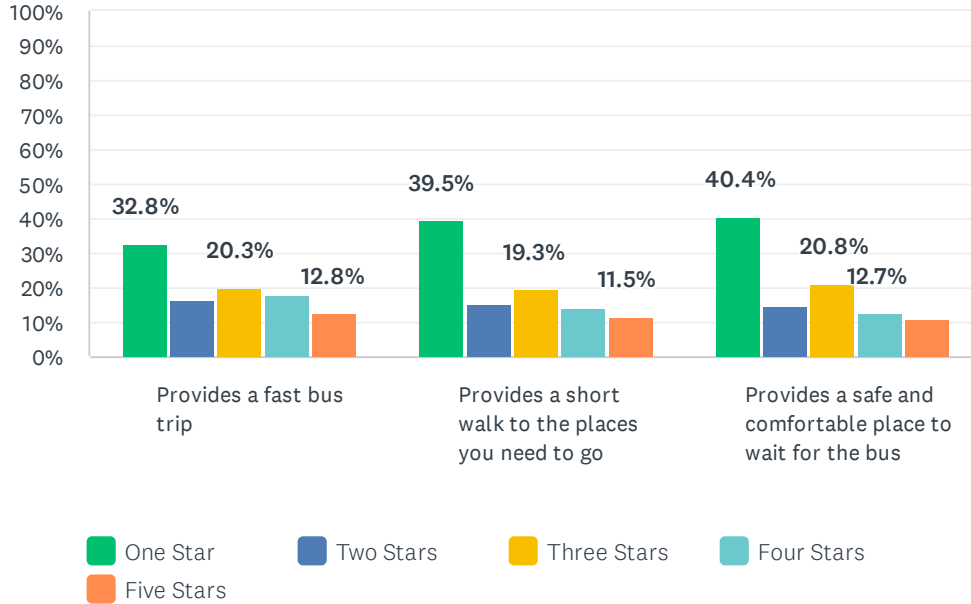
Answered: 1,319 Skipped: 931



	★ ONE STAR	★★ TWO STARS	★★★ THREE STARS	★★★★ FOUR STARS	★★★★★ FIVE STARS	TOTAL	WEIGHTED AVERAGE
Improves how people get around downtown	39.1% 514	15.7% 206	19.5% 256	14.4% 189	11.3% 149	1,314	2.43
Improves safety for people walking and rolling downtown	41.1% 539	17.3% 227	18.5% 243	11.7% 154	11.4% 149	1,312	2.35

Q9 How well do you think Option 2 meets the following project goals to improve transit downtown?

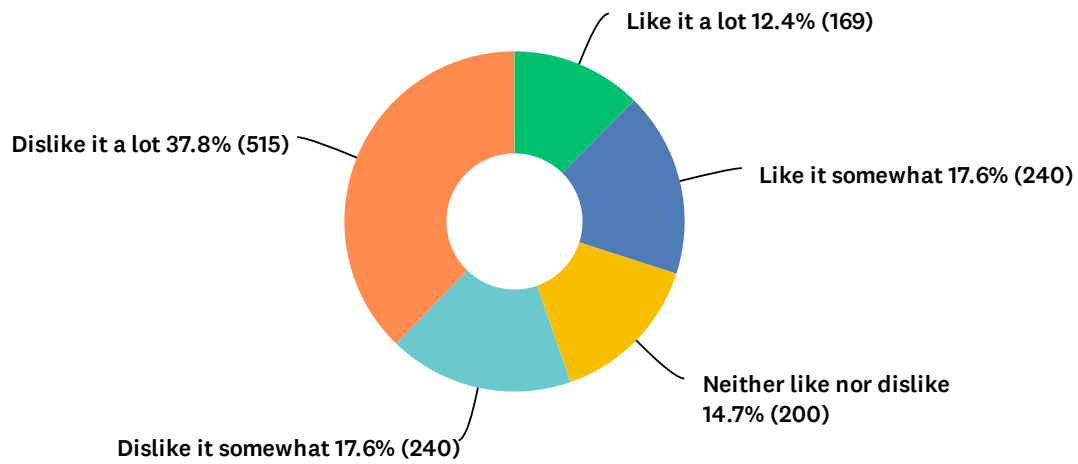
Answered: 1,321 Skipped: 929



	★ ONE STAR	★★ TWO STARS	★★★ THREE STARS	★★★★ FOUR STARS	★★★★★ FIVE STARS	TOTAL	WEIGHTED AVERAGE
Provides a fast bus trip	32.8% 429	16.1% 211	20.3% 265	18.0% 236	12.8% 167	1,308	2.62
Provides a short walk to the places you need to go	39.5% 519	15.5% 204	19.3% 254	14.2% 186	11.5% 151	1,314	2.43
Provides a safe and comfortable place to wait for the bus	40.4% 530	14.9% 196	20.8% 273	12.7% 167	11.1% 146	1,312	2.39

Q10 How much do you like or dislike this option?

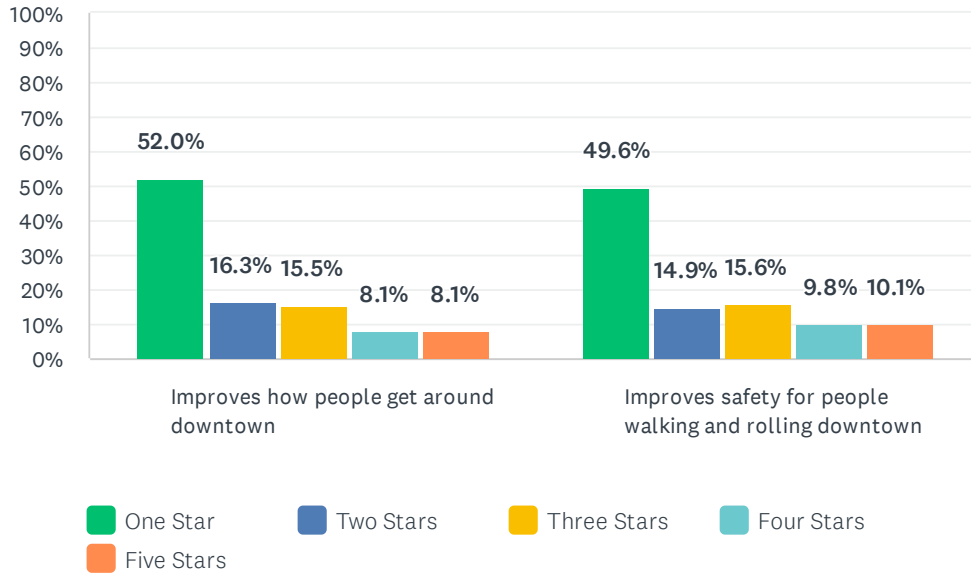
Answered: 1,364 Skipped: 886



ANSWER CHOICES	RESPONSES	
Like it a lot	12.4%	169
Like it somewhat	17.6%	240
Neither like nor dislike	14.7%	200
Dislike it somewhat	17.6%	240
Dislike it a lot	37.8%	515
TOTAL		1,364

Q11 How well do you think Option 3 meets the following project goals to increase downtown vibrancy?

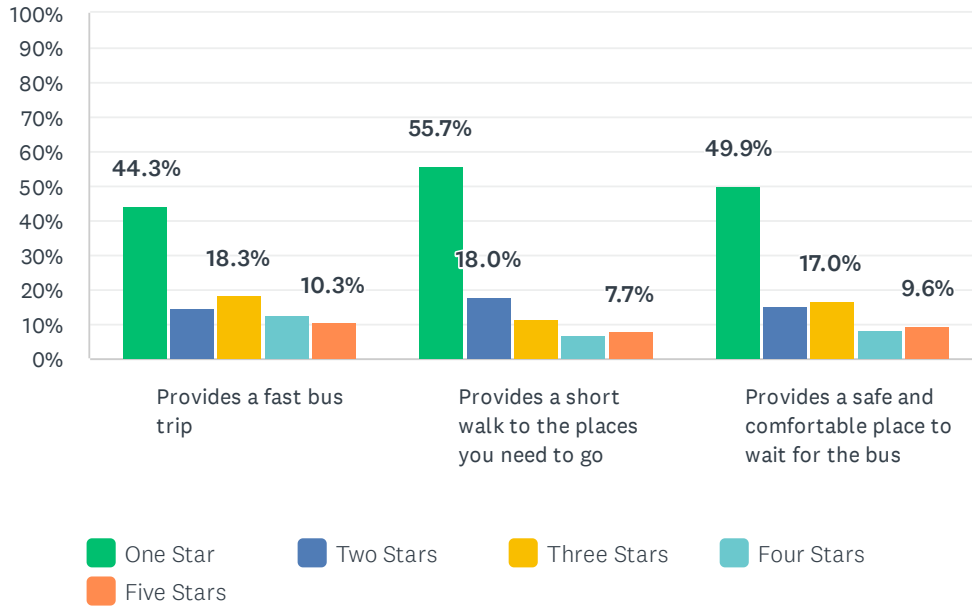
Answered: 1,265 Skipped: 985



	★ ONE STAR	★★ TWO STARS	★★★ THREE STARS	★★★★ FOUR STARS	★★★★★ FIVE STARS	TOTAL	WEIGHTED AVERAGE
Improves how people get around downtown	52.0% 655	16.3% 206	15.5% 195	8.1% 102	8.1% 102	1,260	2.04
Improves safety for people walking and rolling downtown	49.6% 621	14.9% 187	15.6% 195	9.8% 123	10.1% 127	1,253	2.16

Q12 How well do you think Option 3 meets the following project goals to improve transit downtown?

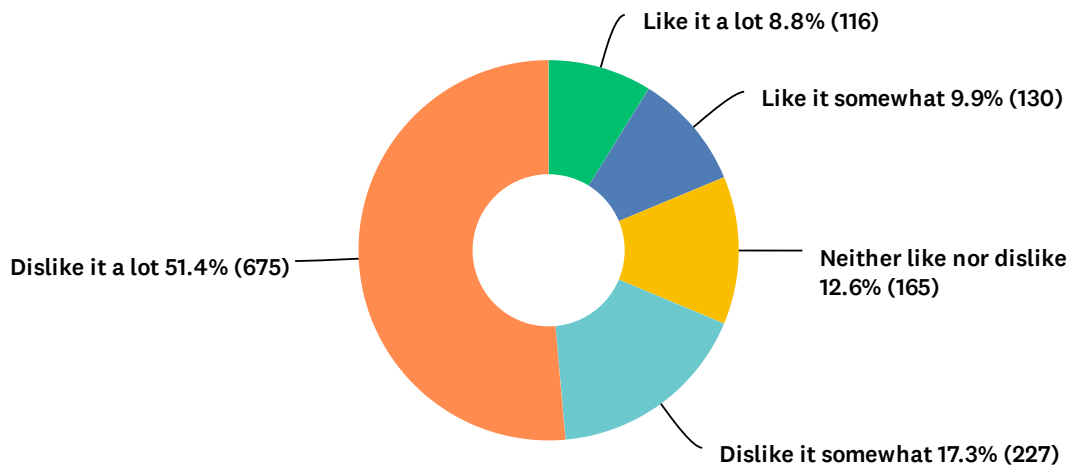
Answered: 1,267 Skipped: 983



	★ ONE STAR	★★ TWO STARS	★★★ THREE STARS	★★★★ FOUR STARS	★★★★★ FIVE STARS	TOTAL	WEIGHTED AVERAGE
Provides a fast bus trip	44.3% 557	14.6% 184	18.3% 230	12.4% 156	10.3% 130	1,257	2.30
Provides a short walk to the places you need to go	55.7% 701	18.0% 226	11.8% 148	6.8% 86	7.7% 97	1,258	1.93
Provides a safe and comfortable place to wait for the bus	49.9% 626	15.1% 190	17.0% 213	8.4% 105	9.6% 121	1,255	2.13

Q13 How much do you like or dislike this option?

Answered: 1,313 Skipped: 937

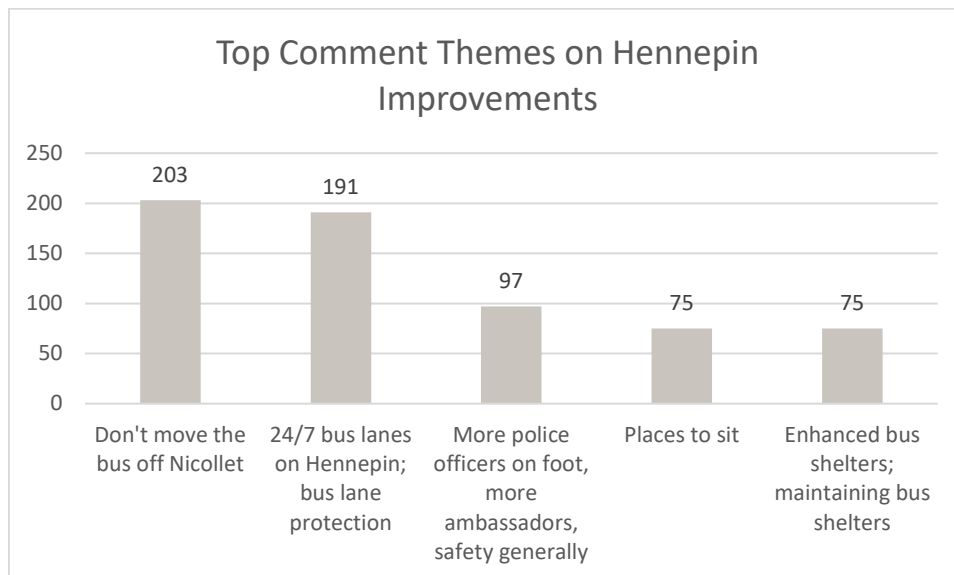


ANSWER CHOICES	RESPONSES	
Like it a lot	8.8%	116
Like it somewhat	9.9%	130
Neither like nor dislike	12.6%	165
Dislike it somewhat	17.3%	227
Dislike it a lot	51.4%	675
TOTAL		1,313

Q14 What improvements would you like to see on Hennepin Avenue as part of moving route 11 and route 25?

Answered: 895 Skipped: 1,355

Question 14: What improvements would you like to see on Hennepin Avenue as part of moving route 11 and route 25?



Themes on Hennepin Improvements	Number of Responses
Don't move the bus off Nicollet	203
24/7 bus lanes on Hennepin; bus lane protection	191
More police officers on foot, more ambassadors, safety generally	97
Places to sit	75
Enhanced bus shelters; maintaining bus shelters	75
Invest in the level of infrastructure that Nicollet Mall had, like public art, heaters, digital signage, public art, greenery	50
Reduce conflict with bike lanes (bus/bike, ped/bike issues)	42
Bus signal queue jumps or transit signal priority	37
Improve pedestrian safety especially at crossings, slower traffic, fewer lanes to cross	35
Signal timing changes ; Bus signal queue jumps or transit signal priority	32
Less traffic	27
Connection to Nicollet Mall destinations and new bus corridor for people who can't make the distance.	26
More frequency for the 25; frequency generally; transit network density	25
Don't move buses to Hennepin, keep them all together	24
Remove people who make me feel unsafe (loitering)	20
More street level businesses, especially more open at night to feel safer	17
More parking/more driving lanes	12
Better light rail connections; transfers	9

Pick up drop off area to solve for bar close; rideshare; scooter parking	9
No more construction on Hennepin	8
I'll stop using these busses if they move to Hennepin	8
Move all buses to Hennepin	8
Skyways stay open later; access	8
Restrooms	6
Build a subway system or light rail	6
More turn lanes	5
More bus stops	4
Move the 17 to Hennepin	3
Pedestrian only Nicollet Mall (no bikes, no buses)	2
Redevelop the parking lots	2
Make the 11 fare free	1

Open-Ended Response

Places to sit, actual shelter from the elements with walls

do not move from nicollet mall. Very bad policy change.

I ride bus 10 from downtown Minneapolis from Nicolet mall to north town for work I do not think u should move bus routes from niclet and Alice place mall.

Just across the river on both Hennepin AND Central (3rd downtown) nearly a full year of (thoughtful) road (and bridge) removal and reconstruction netted bright, beautiful, properly streetsign-ed bike lanes (and protective curbs) specifically to aid commuters in their rides home. It is unfathomable to me, that in the planning of bus routes on these same streets just across the river (3rd and Hennepin) downtown... no effort is made to maintain continuity (and safety) for bike lanes. It is this type of siloed urban planning that led to the clusterfuck of bike lanes currently in Minneapolis. If we value bikers and are investing tons of money (and cut down all the trees in my neighborhood last year) to improve the whole urban bike experience, please please please talk to the bike folks in the urban planning department before you reroute all these busses on Hennepin and 3rd. At least show where bike lanes should be on the little graphic cards...

Greater distinction between the raised bike path and the sidewalk - lots of close calls between people meandering into the bike path not realizing it is there.

MCTC should remove completely bus routes for downtown. Drivers aren't careful when going into a lane after making a full stop. Also, some drivers seems to need more driving skills. Most of those drivers drives into 2 lanes at the same time. They take breaks at risky corners making hard to turn around.

Keep buses on Nicollet Mall. There should at least be a bus that circulates end to end on Nicollet Mall to help people who need assistance getting to businesses along the length of the street. It should not be a pedestrian only road, though traffic should be limited. Moving some bus routes to Hennepin or Marquette might not impede regular bus riders.

Wherever buses on rerouted, provide more police officers on foot. I walk Nicollet mall several times a week and constantly see scooters and bikes on the sidewalks instead of the street or to the nearby bike paths on Hennepin or 3rd Ave So. I have talk to the Ambassadors and they explain they don't have the authority to redirect them.

Hennepin Avenue from about 10th or 12th Streets to the river is really the only corridor that should have bus lanes.
NA
Bus only lanes 24/7 on Hennepin all the way
more police patrols
Not sure
Less car traffic. Longer green traffic lights on Hennepin, longer red lights on the east/west streets.
Keep Hennepin safe and clean
More police officers on roads near bus stops and lite rail platforms. Minneapolis has too few police officers. I have never felt as unsafe when I need to travel through downtown in my 65 years. I used to love going downtown to eat, shop and it's pretty sad that it's terrifying at times along Hennepin and Nicollet.
Shorten the left-turn periods of the traffic signals' sequence. They are too long, making both non-turning traffic and pedestrians wait to merely move forward.
Eliminate loiters and smokers at the bus stop. Fix the heaters clean the mess have some roaming security present between 7/8th and 3rd. How do you plan to get the disabled and elderly to the Nicollet mall for target, DGX Walgreens and the YMCA. Hennepin to the mall is too far for wheel chairs, canes, crutches, inclement weather,,wind. etc.
Make Nicollet Mall pedestrian only - no buses, no bikes, no police cars
This kills black people, very good
Bus only lanes on Hennepin, better biking facilities on 3rd
I want buses to remain on Nicollet because it's the closest to where I live and I don't to walk further during the winter to catch a ride. I do not have a car.
If you are moving more bus service to hennepin, you need to make the separated bike lane more clearly marked to keep peds and transitters out of the way. Get more street level businesses in the corridor. It can be dark and sketchy at night. Street level businesses would help make it feel safer.
It would be great to eventually see a 4-to-3 conversion on Hennepin. The two-lane road is dangerous and unpredictable.
I do not want to see more construction on Hennepin. I don't understand what this plan would improve. During the months long construction for the Super Bowl in which Nicollet was closed, congestion increased exponentially on Hennepin and Marquette. Transit times were way slower, the walk was way longer, and with closures to skyway entry it was even more arduous. I've lived downtown for 15 years and never once have the busses on Nicollet ever been a hindrance to walking.
Unless gridlocked stop with the traffic cops on Hennepin and 1st. Generally causing more delays than the lights do.
Whatever needs to be done to get the busses off of Nicollet
Bus lanes
Safety
More stores on Hennepin.
It is ok
Don't think we should do it. Hennepin is busy as is
Hennepin moves slowly. There would need to be a designated bus lane, or there would need to be a left turn only lane forcing through traffic to the right.
Dedicated bus lanes
Get loiterers off!

<p>Route 11 is the one I use most, so all three of these options make my walk to/from my downtown destination longer no matter what. If these are non-negotiable changes, I think one of those routes - probably the 11 given its higher frequency - needs to be made fare free to compensate for the loss of the 10 being close to all the public and supportive housing buildings along Hennepin Ave corridor. Those people rely most on transit and have the highest needs. You should prioritize what they want to have happen. Any route changes need to come with the same level or more investment in the infrastructure (shelters with heaters and digital signage, safety measures, public art, greenery) as what is currently there on Nicollet Mall.</p>
<p>I don't want the 11 to move off of nicollet anyways.</p>
<p>I do not use those routes</p>
<p>Full length full time dedicated bus lanes</p>
<p>Faster route times</p>
<p>It does not need improvements other then stop maintenance. This does not help bikers or pedestrians as we also use the bus anyway. The sidewalk can be slick during winter, so it is fine where it is. Rich business men just do not want us lower class people on their street, and companies like target are homophobic and i do not care if theyre worried about theft since actions have consequences. if you treat a neighbour like an enemy as a rich person, you're the enemy! we pedestrins want the bus routes to stay where they are.</p>
<p>BUS LANES! When I take any Hennepin Ave. bus through downtown, it always seems to take forever. This issue is even worse when events are happening and the street gets clogged with traffic. There are already many routes that serve Hennepin Ave. and adding more routes without providing transit advantages would only lengthen the time spent trying to cross downtown.</p>
<p>Bus lanes on Hennepin it should have been done 30 years ago</p>
<p>I'm generally confused as to why you are moving buses off of Nicollet Mall. The vibrancy is not impacted by buses but lack of affordable and midranged housing alternatives. You need people downtown. People need places to live. Minneapolis downtown was obviously designed for office workers to come in from Lakeville or wherever and to leave before dinner. That's why there's no vibrancy Also these route make the bus stops further from Target Field which seems like a wildly silly idea since not all of us need to travel east or south via light rail. Some of us live to the north.</p>
<p>Bus only lanes. 12th Street contraflow bus lane 12th Street aBRT like stations</p>
<p>Please do not reroute busses off of Nicollet Mall. The Nicollet Mall bus shelters feel very safe at night compared to other streets due to being more populated and better lit, many major businesses are located on Nicollet Mall which makes it very easy to get to when the bus stops right there (especially for disabled and elderly passengers). I don't care that the bus moves slowly on Nicollet, I care that it gets me where I need to go which it does. Rerouting it would be inconvenient for many passengers. If your true concerns are regarding "unsavory" passengers being visible on the streets, there are better solutions that do not involve messing with the commutes of hundreds of people.</p>
<p>Better bus stops to keep away the cold, more consistent cleaning when it comes to them, more predictable bus schedule for buses like the 4.</p>
<p>bus lanes</p>
<p>Clearer labeling of bike lanes. The sidewalks are only going to get more crowded, and the bike lanes are on the sidewalk there.</p>
<p>Bus only lanes on Hennepin</p>
<p>NA</p>


I do not see you he point of removing bus s from Nicollett - it will make the experience of someone on the bus, either transferring or visiting a local business, worse. It will require more walking from stops, and it will put bus riders on streets without a lot of foot traffic, inherently less safe
Here's an idea quit enabling the Bums our government does a fine job of that there are no more courtesy rides and get rid of half the stops on Hwy 65 Central folks can walk half a block, block and a half
I really don't want busses moving off Nicollet, but Hennepin is better than Marq2 or 3rd
Keep bikes off the sidewalks
I mostly go to places on Nicolett like the library, IDS, and Target. Buses on Nicolett help me transport heavy groceries to transfer to a local bus on Washington. If the buses move off of Nicolett or even Hennepin, I probably won't take them.
bigger bus stops. perhaps enclosed for winter
To not move.
A sweep of all the trouble makers it is an unsafe area to be now days. A large police presence would be helpful
Do not do it! Leave the buses on Nicollet. This survey design is a crime, trying to produce data to justify a bad, unpopular decision. Just put in a bunch of benches and chairs on Nicollet and call it a day.
Protected bike lanes, possibility of roundabouts at intersections with heavy cross-traffic to reduce congestion at stoplights preventing vehicles from moving through the street when the block becomes backed up at a stoplight system.
I would like to see buses remain on Nicollet. The city materials and information to date have failed to explain how moving buses off Nicollet will "increase vibrancy" or safety. It is hard to review this information as anything other than prejudice against marginalized populations.
improved safety at Warehouse District Station; more accessibility between Hennepin and Nicollet
A dedicated bus lane with 24/7 exclusivity. Route 11 should go on 3rd Ave and not Hennepin. Routes 10, 17 and 18 should still be on Nicollet because removing busses will *not* increase its vibrancy like the Mayor says it will
As a decades long rider of the 25, the improvement is more frequent buses. The most recent modification made this bus essentially 2 different routes that go once an hour only during rush hours.
Rush hour bus lanes
It will make traffic worse on Hennepin and make it way more inconvenient for me to get to my office.
Moving these routes seems incredibly illogical to me.
Hennepin Ave is already very busy with busses. Please leave busses 11 and 25 on Nicollet Ave! The people taking the buses don't want them moved. Downtown is already kind of dead, if you take buses off of Nicollet the businesses there will fail not flourish.
More retail, theater, shopping and public art
Keep them on Nicollet, make Hennepin bus only lanes all day
I do not use these routs.
Move the 17 line to Hennepin Avenue
SEATING. RESTROOMS.
IMPEACH FREY, FOCUS ON POOR NEIGHBORHOODS FOR ONCE, Y'ALL DON'T DO ANYTHING USEFUL. MY STREET DOESN'T EVEN HAVE WORKING STREET LAMPS AND YOU'RE WASTING YOUR TIME ON THIS NONSENSE.

Leave the Nicollet Ave buses alone. They are serving the people. The Mall is never going to be a "world class destination" that's absurd. Go fix a real problem.
Make the walking and biking lanes more separated/distinguished. Transit riders and people walking often don't realize they are walking in the designated bike lanes on Hennepin.
A solution to the chaos that is "bar close" on Fridays and Saturdays. Cab drivers should have a place to park so they don't stop in the middle of the bus lane. If there are going to be more routes added during that time of the night then I can only imagine it becoming more chaotic and unsafe
Shelter
Make more stops. It'll be more convenient for the riders.
A more pleasant walking experience!
You actually talking to people in Loring Park, where more people don't have cars. All of these changes make transit less accessible to people in a neighborhood with some of the highest numbers of people without cars. No way you add more buses to Hennepin without 24 hour bus lanes for them. Not with Target Center and theatre events. It won't make buses faster to have them stuck in event traffic. You shouldn't be moving buses off Nicollet Mall in the first place. Go listen to Met Council members rake this idea over the coals and how the city is shunting bus riders off to the side. https://metro council.org/getdoc/e5db76f6-6a3c-4c02-b2c8-b61c7845d05c/Agenda.aspx Stop saying this is to make transit as good or better. It's not. You just don't want bus riders on Nicollet so suburbanites can wander around with a drink in their hands. It's not making transit faster to make riders walk longer distances to get to their destinations, which are largely ON NICOLLET. None of these options are safe appealing places to wait for the bus. I do have a car. It's going to make me drive that more rather than take the bus because transit will be less safe and convenient. THAT'S counter to the Transportation Action Plan goals by increasing car trips.
More heated bus shelters would be nice since it's cold most of the time in MN. I know people would be outside less with faster running buses, but it's still cold outside to wait on a bus. I would also like to see if any of the people who are making these decisions live in downtown and/or take the bus themselves to know how this will affect people. Nicolette Mall is comfortably and easily walkable, so that being apart of the criteria to move the routes, does not make a lot of sense to me as a rider. I do not feel like moving the routes to third or hennepin or Marquette is actually a viable option for bus goers. It makes everything more out of the way for travel destinations and makes it harder for folks to travel when the city is so car-centric and bike-centric. People making these decisions need to put their mindsets into how much of a privilege it is to have a car, and if they do, they should try to bus to work for a week themselves and they'll learn a lot about the metro transit system and what actually needs to be fixed and viable solutions.
To cold for nothing but public transportation and not safe at night
Invest in subways instead of private business skyways if the city truly cares about bringing folks to downtown and "elevating the experience for everyone who visits". Moving bus stops away the street where businesses are won't revitalize the Mall...I wouldn't want to walk around in the ice and slush when skyways are closed on weekends or work downtown if my commute becomes more inconvenient. Stop trying to hide displaced peoples, because it's uncomfortable to see struggle while buying a \$20 salad.
Idk
Bus only lanes on hennepin
Hennepin Avenue is already an insane street especially after shows get done and bars close. You'd have to both alleviate traffic caused by downtown events and ensure pedestrian safety with the added busses and already existing bike lanes.

Close Hennepin Avenue to private vehicle traffic and make it bus-only
Get rid of the thugs, homeless grifters, pot smell, litter, graffiti, criminals. That's why I don't go Downtown anymore. It's a shithole. Lacks safe parking. Only a fool would take public bus after 9pm don't change it
Get the cars off Hennepin and make it a proper transit corridor. You know, like Nicollet is now.
Don't move any buses!
I'm not going to answer this question because you did not take into consideration the opinions of actual transit riders when making the decision to move buses off of Nicollet Mall so why would I give an opinion when you're clearly not going to consider it anyways. You care more about what the people who have money think.
no comment
This is all NONSENSE. The only thing those business owners are concerned about is 'undesirables' at bus stops. People work, shop, eat, and spend their days on these routes and they should remain where they are.
Less vagrancy and drugs and loitering and nuisance behavior.
LEAVE THE BUSES ON NICOLLET MALL.
Do not move the buses off Nicollet.
Don't wreck business and transportation on Hennepin, too
safer streets from hoodlums and beggars
Can't think of any. I would love to see the 11 move to Hennepin but hope I can still board in the mornings near 15th and Nicollet.
Less traffic
Moving the buses off Nicollet Mall creates a longer walk to the Mall for those who shop, dine or attend functions and medical appointments. Much more difficult for seniors, physically challenged and those concerned about safety. A longer walk does not increase personal safety, it actually decreases it.
Please don't move the bus lines off of Nicollet Mall
Na
Bus only lanes so buses don't get stuck in traffic
Skip stop like on 2nd and Marquette (stops every 2 blocks with one of the stops between 7th and 8th to make BRT transfer quick). Signal priority if possible. Fancier signage.
May need dedicated bus lane at some point, but existing infrastructure is probably fine.
Bus only lanes
Taxes be damned, replace all bus routes with trains
Please do not move off of Nicollet Mall
I would no longer be using the route 11 bus, since it would be even worse than the options for the other Nicollet buses.
I would like to see dedicated bus lanes
Hennepin is way too busy with car traffic and gets backed up during events and rush hour due to parking ramps. Improvements to walking and crossing. True separation of bike and sidewalk traffic. Strategic transfers to Northeast central ave.
I actually would like everything centralized on Nicollet Mall. It's an accessible and safe stretch where personal vehicles are not allowed. It's vibrant and puts emphasis on moving pedestrians. It is convenient to have a hub of most downtown routes meeting here, instead of spreading them across

multiple blocks. It would be faster for the buses, but mainly inconvenient for people walking and rolling. Especially in winter.
Idk
No parking! it would make it more tough to find parking, but parking, busses, and normal vehicles on a busy street like hennepin sounds like a disaster!
Don't do it. The government is the reason no one goes down there anymore
Need better traffic flow if buses will be stopping in right lane and cars use left lane to turn at intersections. Lighted bus shelters, more ground-level amenities (coffee shops, grocery store, stores, etc.)
I like anything off the drop offs being moved to Hennepin because I see way to much bad stuff already happening on them street corners then with more traffic I can't imagine how much more it would get sadly!
Nothing thankfully I would like to say arrived at the time what is showing in the phone map Thank you! 😊
Increased parking for the theater district.
I don't really have a preference on re-routing. As long as Nicolette becomes vehicle free and pedestrian only!!!
More police presence
More police
Fix the crime problem
Bus signal/queue jumps, improved light timing to get buses through the corridor faster.
Constant police patrols on foot or by horseback at ALL hours on Hennepin. Safety has to obviously be a priority. This cannot be accomplished without a heavy police presence that's on the street, rather than sitting isolated in parked police cars. Also, greenery. It's so bleak on Hennepin compared to our peer cities.
None
With the addition of the 11 and 25 to Hennepin Ave, which already has the 4, 6, 7, 14, and 61 there needs to be bus lanes between the Hennepin Ave Bridge and I-94 to facilitate proper bus flow and speed. Without it Hennepin Ave is just going to become a slower version of Nicollet Mall.
Safety and faster.
Better traffic control
None of these solutions actually move traffic faster. They just prioritize a few buses and meanwhile vehicles will be stuck in traffic. Year round grid lock me worse when the weather is bad and made impossible when we're knee deep in snow and roads become significantly narrower. Stop hiring traffic people who bring southern California logic to northern weather reality roads.
THIS IS A TERRIBLE IDEA
Do not move the routes nothing wrong with the usual set up !
Increased police presence. Actual presence.
Brighter, more well-lit and heated bus shelters
Don't make Nicollet mall a pedestrian mall. Taking buses off of Nicollet mall is a horrible idea
Less drug dealing and more vibrancy
Seems counter productive to be focusing so much on this issue now, since downtown is practically dead compared to how it was just ten years ago. Perhaps Minneapolis should catch up on reducing energy waste, such as pointless traffic lights that point the wrong way at intersections and are functional for no reason. 3rd St and Chicago Ave is one intersection where the useless traffic light

actually is a safety hazard, visitors see the traffic light facing the wrong way and think they can turn south on 3rd St, which is a one way going north. Busses move about 5mph and spend most of their time stopped, so what's the problem with that? They aren't a hazard. also 2nd and Marquette are one way traffic and other way bus lanes. The 1st option, which suggests using 2nd and Marquette as they are right now is the clear solution since it'll cost nothing to use already dedicated bus lanes. If you really want to move traffic and people better in downtown, move the busses underground, people up into the sky way and vehicle traffic on the roads.
Riders don't want the change, listen to the damn people
Reduce car traffic with preferable alternate routes. And get rid of bike lanes/plans—move those to an alternate parallel route.
Don't move buses off Nicollet Mall. Buses are the only thing it's good for. Is the plan to provide tents for the homeless to set up camps on Nicollet Mall? That would seem to be the only thing to do with the street once the buses are gone.
Hennepin Avenue needs 24-7 bus lanes from the river to I-94/Lyndale. With Rt. 11 and Rt. 25 moved to Hennepin, the downtown section will have a BRT line and five local buses running on it (two of which are hi-frequency) and will probably see more buses per day than any other street segment in the metro. With bus lanes both on Hennepin south of Dunwoody and northeast of the river, it's absurd to have them disappear in the busiest section of the street.
Remove the empty/unused bike lanes, remove the bus only driving lanes, add more driving lanes, add driving turn lanes, remove the wide/empty/unused sidewalks, time the stoplights to keep traffic moving and add more parking.
No improvements
Do not reduce the ability to turn right. Do not push the sidewalk out so right turners have to wait behind people going forward at a light. If there is a bus lane, allow space for turning right in front of the stop
Security
Make sure that buses aren't stuck behind right-turning vehicles waiting for pedestrians to cross.
Adding turn lanes? Hennepin ave is busy enough as is. I think if you're taking away space for bus lanes you should be adding left turn lanes - or better yet, put the buses on marq/2 instead
Move all buses Hennepin
Safer crosswalks and slower traffic
Dedicated bus lanes and/or enforced no stopping zones for taxis and ride share cars
Stop closing the skyways so early. We need the indoor options to get to Nicollet Mall for safety and for cold weather comfort.
Keep the busses off of Hennepin as well as Nicollet. Hennepin needs to be built into a real theatre district that is desirable for people to come to. Dont be short sighted please
Better bike infrastructure connecting bike paths on Hennepin downtown and in NE Minneapolis. It is difficult/dangerous to cross the Hennepin bridge and connect to the bike path downtown.
Seems mostly bad for the riders of the 25. I bet 95% of the riders of the 25 work east of Hennepin and this would be a longer walk for most people who take the route. Having all of the busses on Nicollet is very nice because many commuters have the option of being able to take several different busses depending on which comes first. Not possible with the new plan. I feel much safer on the car-free Nicolet rather than Hennepin. I expect the proposal to decrease pedestrian safety as crossing Hennepin and Marquette seem more dangerous than crossing Nicolette. I'm sympathetic to the goal of trying to make Downtown (and Nicolette mall) a vibrant place. I lived here for 11 years and still own property downtown. Frankly, I think the chances that any grand plans for Nicolette Mall move

the needle are vanishingly small. Meanwhile, the proposed transit changes will have an immediate negative effect on the (mostly poorer) people who ride the busses. Direct your efforts elsewhere. Instead of another play area for yuppies in their 30s to drink craft beer, maybe build one single playground downtown, so families don't move out when their kids turn 5. Build more housing, enforce skyway hours. Kick out the loiters, spitters and druggies. Give up on trying to lure back suburbanites, they won't be lured back by a utopian pedestrian streetscape, they want free parking for their minivans and the comfort of familiar big-box retail. Instead, focus on the people who live here. Ask them what they love about living downtown and make more of it. Sorry this turned into a rant. :) good luck and thank you for your work.
Better shelters. Need more shade in summer, more seating and more shelter in winter. The heat lights could be hotter
Restrict non-transit and emergency vehicles from using Hennepin
Improved security
Hennepin Ave. needs to be safer. I do not feel safe waiting on Hennepin in the evening or during times when it isn't busy. I only feel safe at the stops between 3rd & 4th streets & at 8th St & 11th, & only when it's light out & earlier than 8pm.
Shorter ped crossing distances
Just get buses off of Nicollet. You have been talking about this for more than 20 years and still nothing. It honestly isnt that difficult.
establish Nicollet Mall as a dedicated people mover that circulates from one end to the other; make it free, clean (electric) and frequent (about every 10 minutes) - see Denvers 16th St mall as the best example - hurry!
I think that it would be necessary to provide transportation to and around the Nicollet Mall area.
Create a safe place to wait in cold weather and realize that buss lanes do not work well after heavy snow. Downtown streets are the last to be cleared and curbs can become blocked with snow. Plan for snow and rain not for sunny summer weather!
Clean up the loitering
Limit bus stops and sync up green lights for traffic
Armed guards at each bus stop. Armed guards patrolling Henn. Ave. Rapid removal of vagrants, teenagers, and gangsters from downtown. I do not feel safe on Hennepin Ave at all and would not wait for a bus or take a bus on this route. I have lived downtown for years and avoid Henn. Ave. due to all the real-world issues with violence and harassment.
Nothing.
Closing Hennepin Ave to car traffic would be ideal since it's a pedestrian street but dedicated bus lanes at least since car traffic slows everything down
Safety!!!! Its a very uncomfortable place to wait for a bus
Better bus shelters with heat and real time display, keep route 11 still going on 3rd Ave down to Lake street
I can't fathom splitting the 11 and 17 up from each other after you've reduced the times of the 11. It's a longer walk but people will opt to get on one bus if they missed the other. Keeping them 2 blocks apart if short sighted. Hennepin will see people get hit by cars. Period. It's a dangerous move!!
Hennepin (and the other streets proposed in this survey) is already congested enough and confusing to suburbanites who find driving and parking downtown intimidating. Having more buses  n addition to the existing bike, car, and pedestrian traffic doesn't improve anything about transit or travel.

Keep Nicollet the same. This is a terrible idea! Businesses will suffer!
Keep the buses on Nicolette, that's what it was made for. Do not make downtown open container, I live downtown and it's already gotten worse.
Keep busses on Nicollet Mall or make Marquette Ave two ways for busses only! Walking to 3rd Avenue with a backpack and tote bag full of groceries would be very difficult not only for healthy people but seniors with walkers. In addition, there are not enough police or metro transit officers patrolling the stops on Nicollet Mall. Both options offer more 'hiding places' for people to hassle you while waiting for your bus. I often have to walk to the 7th & Nicollet stop because the Target stop is to unsafe!
Don't use Hennepin
It is fine how it is
Designated bus lanes and improved traffic flow especially late at night. It feels very congested (w Ubers for example) and often unsafe in the later nighttimes
Traffic and bus benches
Move all buses to Hennepin Avenue. More people on Hennepin will improve (not solve) the downtown safety issue.
Flow of traffic improvements to remedy congestion
dont care about hennepin
Removing the homeless population from that area to have a more stable bus experience for riders.
I do not want Nicollet to be pedestrian only.
That they stay on nicolett
Traffic flow
Somewhere to sit
Bus Only Lanes
A bus lane!!! signal priority, And more trees
This would be distinctly worse until and unless Hennepin had a dedicated bus lane
Dedicated bus lane
Bus priority lighting
Bus Only Lanes on Hennepin Ave for the E Line and Routes 11 and 25. I fear there will be slow downs for transit users.
I don't ride either of those routes.
Would be nice to see significant improvements in safety for those waiting for buses and trains downtown. Would also be nice if the issues of anti Semitism within the ranks of Metro Transit would be addressed as well.
Accessibility in times and routes
Hennepin is too wide to walk over, just getting across the avenue. So even when a certain stop is easy to make (e.g., southbound), the other direction (i.e., northbound) is extremely difficult to use.
Make it undesirable for loiterers. Loud opera music? Lots of light. Presence of safety security personnel.
benches
Maybe more improvement for bikers. A lot of people (walkers) obstruct the bike path in ways that are dangerous
Bus lanes

24/7 Bus only lanes for the entire length of Hennepin in downtown at all times would make service more reliable in peak hours
Making sure people don't get on bus without which has been happening for two years
Don't do it
The bus scheduled have to be much with light rail time.
what ever you do please make sure that the transit center will be accessible for everyone
More skyway access 24/7.
dedicated bus lanes, bike lanes
Hennepin feels slower (if riding the bus) and more dangerous (if biking or crossing as a pedestrian) to me. But I guess I'd rather have traffic moving slowly, if that's what it takes for safety, because I prefer walking or biking downtown.
Better stopping from cars, no one parking in the bike lane, slower traffic
Keeping busses on Nicollet Mall
Move route 25 to 3rd street or 2nd. Too far to walk from Hennepin to office.
Dedicated bus lanes! Traffic already delays the buses that run on Hennepin so adding more buses without a dedicated lane only makes things worse.
Buses east and west to eliminate walking to Hennepin Ave
I would like to see improved bus shelters that are covered and heated.
Convert 2 out of 4 lanes to bidirectional Transit only lanes. Improve Transit signal priority. And PLEASE calm aggressive right-turning traffic, especially at Hennepin & 11st St N. As I bike westbound, right turning vehicles speed up into a right-turn, to get to the highway. They do not care to look or stop for bikes (who also have a green light). That intersection, and many others, needs improvements for the safety of bicyclists
Closed bus shelters
N/A on these routes.
Also move route 17 to hennepin
Don't move the routes! Keep buses on Nicollet Mall! The problem isn't the buses, it's that we aren't thinking creatively about ways to fill the skyscrapers, like with housing and other options.
If more people are going to be waiting there, there should be more warning stations for them all along Hennepin in the winter (the ones we have are nice but there could be more.)
Very much
Hennepin Ave is already going through a lot of rework for the aBRT going in. I would like to see something go in the parking lot at 10th and Hennepin. I'm on Hennepin very frequently. Waiting for the bus right there feels awkward. There isn't any reason to even be right there. It's parking lots on both sides.
Enact congestion pricing. The reason bus traffic struggles downtown is because cars constantly block the intersections. Moving the busses will not change this entitled motorist behavior. The bus I am on with 25+ other people should not be blocked illegally by a single person vehicle. Consider adding lighting. Create a safe place to wait. Hennepin does not feel that way now. Nicollet does. Reduce the numbers of cars on Hennepin they will delay the busses significantly
more public safety for people waiting for buses
Get most of the cars off Hennepin Ave/make it the way Nicollet Mall is right now from 9th St. to 3rd St. There's already a lot of foot traffic from the clubs and people hanging around, reduced car traffic would make it even safer and more vibrant.

More places for people to sit for people who can't stand for long periods of time and more beat cops walking the areas.
None. I support the decision.
I would like for Hennepin Ave to have an appealing look, an inviting look.
Think that it's a good idea to move them over to Hennepin Ave
Keep buses on Nicollet or build a tram.
Do not move buses off Nicollet Mall. It is the safest place for people to wait for their bus.
Pedestrian Crossing Hennipen to go to Nicollet needs to be better designed. Public safety taken into consideration both from cars and unhoused people using the bus shelters
Hennepin just seems problematic to busses because of all the private vehicles/rideshares stopping to drop-off/pick up theater-goers. Seems to be a lot more stopping/parking along the curb that's in conflict with where the busses need to be, so that needs to be addressed.
Arrest and incarcerate criminals.
Keep the routes and Nicollet Mall transit as is! The city spent too much money constructing it to turnaround and redesign it a few years later. A walking corridor is silly given the fact it will only be used 5 months out of the year AT MOST.
Do not move off of Nicollet Mall
This doesn't really affect me
I have a comment but it would not be put into consideration
When are you going to get more security on the bus and on the light rail and enforce more consequences for bad behavior so we can stop having people smoking, using drugs, playing music on speaker, and screaming on public transit? why are you putting money into new routes and changing up routes when you cant even take care of the system you have? are you aware of how unpleasant it is to take the bus into and around downtown because of people who can't behave in public? do you not realize the #1 improvement you can make is to improve the safety of the existing routes?
Don't let mayor Jacob do this, please.
None. Moving routes to an already major transit road won't improve anything. It'll cause more congestion, later busses, slower travel times, and a lot of confusion trying to find stops.
I don't take either of those routes, so I don't have any opinion.
I don't think the routes should be changed
Better bus shelters and more downtown ambassadors/violence interrupters to help with public safety
More service times
Run 18 to NE via Henn Ave
LGBT+ murals and memorials for fallen leaders as well as disability civil rights activists. I really think its important to also make sure pedestrian comfort is increased and PLEASE STOP WITH THE ANTI HOMELESS STRUCTURES. I am disabled and tired of not having adequate places rest, I do not always have to use my walker but I am concerned for seniors as well.
More greenery
Keeping Hennepin Ave clean and adding DID ambassadors.
24/7 bus lanes that are enforced
Bike lane improvemnets
It is dirty and feels very unsafe. More safety personnel presence and clean the bus stations.
Yes

Concentration on public safety, especially as related to people who are hanging around bus stations, but not actually waiting for a bus
I don't understand why there is not an option given for buses to remain on Nicollet and the city is treating this as an inevitable next step. I work downtown, and I use Nicollet Mall daily as a pedestrian and as a transit user. This plan is ridiculous and it's clear the city has no clear plans for improving Nicollet Mall after moving buses off of it. This survey was designed exceptionally poorly - I take the bus into downtown to go to businesses like Target, to go to work, and to transfer to other routes, but that wasn't an option given here. The wording is poor and the options are disappointing. As a woman who rides transit solo all around town, I feel much safer waiting for buses on Nicollet where there are often pedestrians and open businesses than any of the alternative streets listed in this survey, where there is currently no meaningful safe infrastructure and very little visibility, pedestrian activity, and street-level business activity. This is a project no one who uses transit asked for, and it's clear the city is taking steps to do this without input from actual transit users. Shameful and disappointing.
Bus lanes!
Bus lanes!! Buses get caught in traffic every day and it sucks to stand at your stop watching your bus inch along block by block, getting caught at every light while waiting behind a bunch of cars with only one person in them each. If transit has to move off Nicollet Mall, there should be improvements on other roads to actually make it faster & more reliable so that there is some benefit to the change.
Prefer on Nicollet. Best skyway access. Increasing speed isn't as critical as direct access to Target, banks, clinics, library and bus transfers. Faster moving buses on a wider street means everyone will miss the bus they need a lot more often. Moving buses off Nicollet will eliminate incentive for establishing more shopping & dining on the Mall.
no opinion
More police
JFC - you really don't care about ppl who live in the city. Want more "vibrancy" downtown? Get rid of the skyways. You are going out of your way creating a pretense that you care about these answers. Stop pretending. We all see right through it.
In the unlikely event I ride a bus it's the #4 and all DT stops are on Hennepin Ave. Hennepin Ave is the absolute worst, heavy traffic, crime, panhandling. Those problems need to be addressed for any option to be viable. Start with cleaning up DT as in ALL of DT. Until then, you are just moving the piles around.
Any of these options DO NOT work for people with disabilities. I will no longer do ANY shopping in Minneapolis. It's much easier to ship in Edina for me. The grocery stores are much better in Edina than Minneapolis. I buy cigarettes outside of Minneapolis too.
Bus only lanes and transit signal priority
Bike lane protection from Washington Ave to the river and especially on the Hennepin Bridge to connect the recent project on the East bank with the protected lanes further down Hennepin.
I will feel unsafe if my route moves
Install permanent, 24/7 bus lanes and implement full transit signal priority for all buses
Bus only lanes
Keep buses on Nicollet mall!
Better bus shelters. More lighting. More safety
Heated bus shelters and cleaner sidewalks.
Yeah, make Hennepin have a bus nly lane in each direction

Bike lanes with barriers from vehicle lanes.
N/A
SAFETY!!! Just stop with your changing of how things work downtown. Every time you do something you, you mess it up and make it worse. Leave the buses on the Mall! It's a safe place to get on and off and nobody cares about buses, bike riders, and walkers all being in the same vicinity. Sidewalks are for walkers and in most cases, people on bicycles. Of course on a busy downtown street you have to walk your bike on the sidewalk or ride it in the street, but you don't shut down motorized vehicles from pathways that have always worked to make way for bicycles. Less than one percent of people are on a bike and you want to change a route to accommodate people being able to walk in the middle of the street on the Nicollet Mall?! There is zero validity to that being a good idea other than those of you who are caught up in the game of wanting to get rid of cars and buses. Buses belong on the Nicollet Mall and that should never change or get brought up again. Minneapolis is extremely dangerous and the fact that you want to move us off from where is probably the least of the dangerous areas of Minneapolis is absurd and criminal, in and of itself.
Bus only lanes in both directions. Remove the stop at either 11th or 12th St as they are redundant.
More security for bus waiting on any bus routes along Hennepin Avenue.
Keep the buses on Nicollet
Don't move it
Bus-Only Lanes and smaller travel lanes
REMOVE PARKING FROM HENNEPIN AVENUE PLEASE. Decent bus shelters, bus lanes with physical separation from cars. AND NO MORE FUCKING PARKING ON HENNEPIN- FUCKING FAT AMERICANS CANT WALK AND FUCK EVERYONE'S TRANSIT
Hennepin Ave is a main line into NE Minneapolis. Adding additional business would not only make that trip over the bridge longer both on bus or personal vehicle it would also increase risk of danger for cyclists. Do any of you drive in or bus through downtown Minneapolis?
I really don't think they should be moving at all, this is a horrible idea. There's not a lot of business on Nicollet anyway and there's about to be a lot less if you remove the busses going up and down...
Cameras and police monitoring
No cars
Less time between buses
better dedicated bus lane
Don't need any. I already catch the 4 & 6 there and it works ok.
More trees
Get rid of the crime
Keep the buses on Nicollet Mall
Signal priority for buses.
prohibit all parking on Henn. & narrow sidewalks a bit, to allow bike lanes + bus lanes + retain 2 lanes of car traffic.
A fundamental redux of Hennepin avenue's commercial storefronts. There's very little pleasant surface level street life. Its cold commercial spaces and chain restaurants. There need to be unique small businesses of various kinds to bring more eyes to the street, as opposed to cordoned off bifurcation from the hassle of street level activities as is.
Curb criminal loitering
Keep route 11 and route 25 on Nicollet Mall.
Honestly I don't know I don't ride either of those busses

None needed
It's Minnesota,, people are cold and need an enclosed place to wait and 30 seconds to walk out to the bus, vent heat or heated floors a sounded system that says what bus pulled up at the stop
(1) Maintain the sidewalks better on the streets that join Nicollet to Hennepin. It's really difficult for my mom to get from Nicollet to Hennepin in her wheelchair because parts of the sidewalk (especially along S 9th St, but also 7th and 8th) are so chewed up and uneven that there's no smooth path. If you're expecting people to move several blocks over to Hennepin, you need to make it accessible for them to get there safely. (2) This part is more abstract and I'm sure easier said than done, but cleaning up the feel of the street between Washington and 10th St would help a lot. I always feel safe on Nicollet; waiting for the bus on Hennepin is more dicey, especially toward dusk or at night. There are more run-down building fronts, less lighting, more trash, more people loitering and smoking and swearing and just generally giving the vibe that I need to watch my back a lot more acutely as a girl traveling alone on Hennepin compared to Nicollet.
Well-lit bus shelters with cameras
I wouldn't want the 11 moved to Hennepin. On the rare occasions I bus downtown, I take the 11. Frankly, Hennepin Ave is an irredeemable pit. If the 11 was moved there, I would never bus downtown.
I don't want to be on Hennepin
None
Hugely disappointed in this project and this survey. I take the 25 bus to Nicollet Mall three times a week. This is the first time I'm hearing about this initiative, and all of your options are going to make my commute so much worse. From Nicollet Mall, I can easily enter the Skyway and walk to my office building. At the end of the day, I wait for the bus at the Nicollet Mall stop BECAUSE there are always people around. Being around other people makes me more safe waiting for the bus. By taking transit off Nicollet, you will spread people across more remote bus stops that will be LESS SAFE. Nicollet Mall will also have less foot traffic, making it LESS SAFE. As a pedestrian, taking bus stops off of the pedestrian boulevard and moving them onto streets with heavy car traffic will also make me LESS SAFE. Want to improve Hennepin Avenue? Remove the cars. Add more connections to the Skyway. Improve bus shelters. Want to improve my experience with downtown transit? Leave transit on Nicollet, instead of converting it to a dead, deserted sidewalk. Try investing in some street-level storefronts.
More shelters
Full time bus lanes. Rumble strips on bus lane line. Add reflective pavement markers at intersections to discourage drivers from entering at night. See Cleveland's Health Line on Euclid Avenue for example.
Hennepin Ave already has too much traffic. As a walker, I often feel unsafe trying to cross the road to get to the train. IF the city insists on moving more bus routes to Hennepin, there needs to be improved signals/crosswalks/etc.
improvements to bus shelters where possible within ROW, partial/dedicated bus lane
Don't move buses off of Nicollet Mall. Give them signal priority instead.
How about we keep the busses on Nicolette mall? The fact that isn't even being considered shows what the real purpose of this project is. Fucking unbelievable. How is removing public transit from where people need it helpful to anyone besides the business owner class? Get outta here.
None at the moment
Do not move buses off Nicollet. Will leave Nicollet void of working people.

I believe this is a terrible idea. The main business downtown should share the same route as it makes it easier to decide what bus to take. For example I live between the 11 route and the 17 and separating their stops by 2-6 blocks will make me way less likely to use the bus when the wait times are longer.
There's already way too much traffic on Hennepin to handle two more bus routes
I think we'd build Hennepin a bit differently if it were redesigned today as opposed to a few years ago. The most transit relevant items are that if we're directing more transit users to the street we should further think about improving crossing distance and such, the redesign has calmed traffic but there can still be issues of people sharply turning, driving aggressively, etc. I regularly use the bike lanes and love them, there's probably space for refinement of conflicts they introduce between pedestrians and cyclists too. Are there opportunities for transit priorities on Hennepin? Parts of the E Line the 11 can take advantage of beyond the stations?
Hennepin downtown already needs bus lanes and transit signal priority. It will need them even more with new routes operating on it. Also, a persistent police presence at 5th/Hennepin LRT and BRT interchange will make using the whole system feel a lot safer, as that then becomes an even more important interchange while being one of about five bus and rail stops on the whole network where I regularly feel unsafe.
NA
I don't mind offloading more transit onto Hennepin, and I think with the proper infrastructure adjustments that could be a great public transit corridor
Don't move them.
I don't think any routes should be moved off of Nicollet. I think this is a terrible idea.
Can't think of any.
Clearer bus transit lanes. It already get slow and dicey with all the cars turning on and off of Hennepin in the bus lanes even without adding more routes. Seems like a bad idea.
Move them back to Nicollet
Devoted bus lanes with actual traffic enforcement to support it. Pedestrian facility redesign- as it is today I actively avoid this area. Cars move too fast and have priority over other modes of transportation.
Keep the buses on nicollet mall
Make sure there are good stations with protection from the weather.
I would prefer he buses all be on the Nicollet mall. Quick skyway access is key o safety and ease of use especially for the elderly and those of us who work downtown. Hennepin is not easy to do for the elderly or disabled to have such a long of a walk outside and the sidewalks aren't being shoveled.
N/A
Tighter construction schedules that do not leave our streets unusable
Preliminary investigation into if designated bus lanes (either full time or during peak hours) would be beneficial
I do not want buses moved
It would have been great if in the last series of questions Option 1-3 if you would have said 1 is good and 5 is bad ! No wonder MTC is being run by Morons !
Better storefronts
I want choice #4 - Keep buses on Nicollet! I'd rather have buses go a "little slower" than have to walk extra blocks - especially in the winter. All three of the proposed plans will reduce my transit riding.
Bus lanes on Hennepin Avenue

Move hennepin to Nicollet. Hennepin is a long walk from Nicollet and a MUCH busier street both for cars and people and events. Stops are VERY far apart. Metro transit has been making it harder to ride within the city so all these pretty terrible ideas do not surprise me. Marquette would be the best option.
I would rather they not move the routes off Nicollet Mall. The key to revitalizing downtown is to make it desirable, not removing my easiest and safest way to get to work
Heated bus stops. Accurate arrival time. Cameras and safety while waiting
Drivers on Hennepin already park at bus stops and block busses; this would be to be actively discouraged by police if more bus routes will be added.
Why are we removing buses from Nicollet Mall I the first place?? I really like the existing protected bus routes.
Don't move busses off the mall.
DON'T MOVE THEM OUT OF NICOLLET AVE. Nicollet Ave. Is almost dead to people there are no businesses to go to. No shopping stores just a few restaurants, and NOTHING TO DO for people that USE PUBLIC TRANSPORTATION. You want elderly people, and regular people to WALK A FEW BLOCKS TO TAKE THE BUS. YOU OBVIOUSLY HAVEN'T BEEN TO DOWNTOWN LATELY. Downtown Minneapolis is a ghost zone after people leave their job to go home. The buses are the only thing keeping Nicollet Ave. afloat. If you move the buses regular bus riders wouldn't go there, because there is nothing to do now. Marshalls, Nostrand Rack, Zack's Fifth Ave, Macy's, Barnes and Nobles are GONE. The bus stop at Nicollet and 9th Street is the busiest, because Target is still open. Whomever thinks that no buses in Nicollet Ave. is better sure it doesn't ride the buses at all.
24/7 bus lanes in both directions for the entire length of the street.
More reliable transfers
Hennepin avenue is a street I avoid because of the awful smell, the drunks coming out of bars, the inability for me to go inside somewhere that no one is smoking since I am allergic, and the huge wide street that's dangerous to cross to get to it from Nicollet Mall. Please keep the buses on Nicollet and for crying out loud stop locking all the doors so I don't have to walk blocks in the freezing cold from the Orange line to Nicollet Mall the only place going downtown. Why did the Skyway get built only for us never to be able to use it?
none needed - it's already built for transit - don't spend our limited dollars here
Please leave the 17 and 10 bus where they are. Please don't mess up a good thing. It's highly convenient to catch the bus after you get off the train. Also what would happen to Nicollet Ave? Would it be pedestrians only? That sounds like a recipe for an even worse condition than downtown already is in.
Some sort of security presence.
not sure
Don't move it. Or increase frequency of busses
I'd like to see a larger discussion that includes those of us who live in DT. Your questions are all geared at those commuting into DT.
Every time the city does something, they mess up. My advice is to not change anything.
Heated stations, cameras
Better lighting and more safety precautions in place.
Not sure. I don't travel there

What we have n now is adequate. Maybe bus only lanes on this street as well. There's a multimodal street in Seattle which has a mix of everything (rail, car, bike, trolley) that was interesting . I think it was called Ballard?
Dedicated 24/7 bus lanes with camera enforcement
I don't think additional bus traffic should move to Hennepin. It is already very crowded. When the Holidazzle closed Nicollet, Hennepin was gridlock and very dangerous to interact with. Hennepin would need an additional lane in each direction to accommodate this.
(no comment)
Don't move the buses
Keep the buses where they are.
I would like the buses to stay on Nicollet Ave. Why is that not an option in this so called survey? Because you don't care what MTC riders want.
Leave the buses on Nicollet
Better waiting areas for bus stops in the entire city.
I would prefer the buses to remain on Nicollet Mall.
Continue to improve safety on Hennepin ave bus stops. There are multiple locations I do not feel safe waiting for a bus.
Dedicated bus lanes, signal priority for busses, and stops at least 3 blocks apart to decrease the travel time to and through downtown
More police presence. Crime needs to come down before I take the bus to downtown again.
Hennepin Avenue is presently designed for bus traffic so there should be no impact to moving routes 11 & 25.
Extending protected bikeways north from where they currently end.
Less car traffic, more eyes on street to improve safety
Please make the above curb bike lane more clear to pedestrians, too many people walk in the bike lane and this is dangerous
Keep busses on Nicollet Mall
Dont move the busses at all. Leave them onNicollet Mall. They work just fine there.
A dedicated bus lane
Please keep buses on Nicollet Mall. This is a safer and more visible place to wait, as well as a more direct way to access downtown attractions. I'm disappointed to see that this decision seems unilaterally made without input from riders.
I don't like this option. It's too far from where I shop and work. Keep the 11 east of the Mall
Leave it how it is
Improved frequency for other Hennepin Ave lines so the bus shelters don't get so packed with people waiting for a #4 or #6. Also I know it's not related to this project but it's CRAZY that there is no attempt to coordinate bus schedules with the end of sports games.
Covered bus stops, greenways
Could we keep the busses on Nicollet Mall?
Keep the bus on nicollet, don't presume an out one or exclude my feedback with surveys.
Please do not do this
what's wrong with using Nicollet Mall? I do not want to wait on Hennepin. Please keep bus routes on Nicollet.
NO

DONT MOVE THE BUSES FROM NICOLLET MALL ... y'all are so annoying trying to make Nicollet mall a ~thing~ ... very annoying !! Keep the buses running as is.
More signal priority or stripping changes to help busses get through quicker. Possibly 4 to 3 conversion
Continuing improvements that increase pedestrian visibility and safety such as curb bump-outs and bus stop islands.
Leave them as they are.
How will moving routes from Nicollet to Hennepin improve service? Improvements to Hennepin Ave include persistent traffic enforcement that leaves open "Bus Only" lanes or remove cars from Hennepin.
Don't move the routes. They work well on Nicollet.
None it's going to cause more traffic
Benches and seating all along hennepin to improve walkability, especially for elderly and disabled who need frequent seating options.
It's not a safe street to be waiting for a bus.
I would like buses to stay on Nicollet Mall for user ease and safety
Why would you move buses off Nicollet? Buses do absolutely nothing to help already congested downtown traffic.
Less people loitering
Transit more frequent and reliable, leads to less wait time between transfers. Enclosed bus shelters with heat for winter + misters for summer.
More pedestrian friendly store fronts
I don't want the route to move onto Hennepin.
I ride route 25. I do NOT want to be moved to Hennepin. If that happens, I may very well start driving in instead. I do NOT feel safe on Hennepin and it is a longer walk to my office than what Nicollet currently provides.
Less traffic and parking, more space for buses and bikes
Higher bus frequency, more stops along route. Bring the tram back. We want streetcars. it would solve literally all the problems. it goes everywhere. and it's still there just dig them up. Cowards.
Strategies to minimize bus loading/unloading impacts on traffic flow.
Bus signal priority
None - current E Line platforms are sufficient
I don't ride those lines.
What in the world does this do to make transit safer or better for riders? Hennepin is a s-show already. And you think people not used to being downtown are going to be comfortable waiting for a bus on Hennepin?
Idk tbh
Safety officers/ambassadors etc
I don't use this route, N/A
better bus shelters
I don't visit Hennepin often, so I don't have any specific opinion. However there is a really strong need for seating and public bathrooms downtown. Especially at major bus stops and transit stations, seating is an accessibility need that is not being met.
More stuff to do.

More plants/shade along Hennepin would be great
The best solution here would be to convert Hennepin into a pedestrian street like Nicollet Mall and encourage the businesses at street level on Nicollet Mall to relocate to Hennepin because Hennepin carries far too much traffic to feel safe as a pedestrian and there is not enough street level activity to feel safe waiting in Hennepin.
Bus lanes and transit signal priority. Would also help the E line that is planned for this route.
reduce the number of car lanes; give signal priority to buses
The heaters at the bus stop should actually work and be helpful (a food lamp is warmer than the bus stop heaters. The bus stop heaters only shine a warm colored light.) Maybe more lime bikes and scooters on Hennepin.
Keep it on Nicollet!
Have the 25 cross the river on central Ave/3rd ave, turn right on Washington, then left onto Hennepin. DO NOT have the 25 cross the river via Hennepin.
Close Hennepin to car traffic
Keep Route 11 on Marquette, it makes no sense for the routing. Route 25 makes more sense to travel down Hennepin
Designated bus lane with no parking any time
These are all terrible ideas. The improvement is too not do them. The 18 takes me to Target, to the library, to the few restaurants left on the mall, and because I live near Nicollet in South Minneapolis, it's an extremely convenient bus. Are you trying to kill Nicollet or just prevent people who don't live in downtown from wanting to go downtown?
More enforcement to prevent parking on the curb (already illegal, but poorly enforced), or possibly making the entire corridor bus-only and extending the sidewalks. It's already tight to walk on Hennepin, and pedestrians frequently spill into the bike lane, making bike commuting annoying. Another option is to add tolls to the Hennepin bridge, but convert the road to be 2 bus lanes and 2 travel lanes. I'd like to see event congestion pricing for Hennepin, if not the entire downtown.
This is a great change for the 25. Looking for an easier transfer to the 9.
Hennepin is too congested already so adding more bus routes there is ridiculous
bus lanes on the rightmost lanes of each traffic direction.
Keep the Nicollet Mall Route . Anything else is a major inconvenience for my school route !
Don't move the transit off Nicollet Mall. That's how.
Similar to the changes happening on Hennepin in uptown/lowry. Dedicated transit lanes, medians, improved (protected!) bike and pedestrian paths, greenery
Safer bus stops
Full time bus lanes
I believe that would be very efficient especially as a college student.
Bus-Only lanes would be about the only way to accomplish a good transit experience on Hennepin. Stopping Uber, Lyft, etc (ride share) drivers from stopping on Hennepin, blocking the Right lane would be required.
Signal priority
Back to nicollet
Bus lanes. ENFORCEMENT OF BUS LANES.
This will not speed up any transit and makes no sense - the buses should stay on Nicollet Mall! Moving the buses off will not make pedestrians go there when there is nowhere to sit and nothing to do. This will only decrease foot traffic on Nicollet and not improve "vibrancy"

Just leave it on nicollet
Keep the buses on Nicollet
meet up with the light rail line. Have well lit bus shelters with an emergency button.
Bus lanes less traffic
Police foot patrols periodically through the day along Nicolette. A social services presence for helping homeless and mental health and drug addiction sufferers get into facilities for help.
I take route 11 multiple times a week. I think moving it further west is really stupid. Either keep it on Nicollet or move it to 3rd Ave and then go west on 1st Ave to get to henn.
I don't think these routes need to move. No one is asking for this. It's not considering what the people of Minneapolis want, and again just prioritizing businesses.
Hennepin Avenue should at minimum have twenty four hour bus lanes in both directions. Ideally, it would be a transit mall.
Some sort of signal priority so these busses don't slow down a ton on Hennepin ave
Better public safety and a more clearly delineated bike lane. I bike on Hennepin quite often and, especially on busy summer days, the amount of people who walk in the bike lanes is staggering. The city needs to either make a barrier or repaint the bike lane so that people realize it isn't a sidewalk.
Just move the busses off the strip
easy route to the library
By moving buses off of Nicollet, you are going to have people skip coming downtown at all. It's an idiot idea made by people who live in the suburbs.
Eliminate left hand turns as it always backs up traffic no matter the time of day.
It would be nice to see these routes be more frequent but I know that might not happen
SAFETY. The light rail/sneaky Pete's intersection does not feel safe, as a woman. I would rather route be kept to Nicollet mall.
More security , a smoking section ,well lit up.
24/7 bus lanes on Hennepin Ave
Too narrow. Not good enough for two more bus routes
actual separated bike lanes--lots of bike/ped conflict currently, which would increase with more bus activity.
It's totally unsafe ,considering safety might be frequency can be manages and provide option in both nicollet mall too
Improved bus shelters with better heat in the winter. Better coordination with timing for light rail.
I can't really say ..I dont feel hennepin Ave is safe
I think you should put both Hennepin Ave and and 1st Avenue back to one way streets.
Departure time should be reduce to 10 m apart
I feel moving the 11 to Hennepin would be a deterrent to how I get around. As of now, I have a seamless transfer from the 11 to the 17, as they are my most frequented routes. So anything to separate them from the same roadway would be very difficult.
Please keep the buses on Nicollet. I remember when Nicollet was under construction a few years back and it was so miserable having buses on Hennepin. Please just keep them all on Nicollet.
N/A DONT TAKE THE ROUTES
Please make it More accessible to busses, that includes the ones that have to make narrow turns onto different streets.
Dedicated bus lanes. The existing routes on Hennepin are constantly behind schedule because there's too many drivers. It will only get worse if you add bus routes without providing dedicated bus lanes.

Increased infrastructure on Hennepin to provide a more transit friendly experience. Much more seating and more vibrancy like flowers and plants.
Moving route 11 and 25 to 3rd avenue 2 way traffic sounds good, I think.
I don't use these lines very often but I don't use them downtown.
I am a daily commuter on the 25, and I don't want the 25 moved to Hennepin. Inconvenient and less accessible. Treat the 25 like the other moved routes, to 2nd/3rd Avenue or Marquette. Since it uses the Central Ave bridge this would also make a smoother trip both ways.
Better bus shelters and seating options.
None
Better biking paths, and routed traffic
Bus only both ways, keep the 11 and the 25 on Nicollet mall to enhance current frequency
Why is it moving? This is a HORRIBLE idea. It will be much more dangerous- having to walk farther and be crossing intersections of traffic. Less access to business on Nicollet. Bus trips will take LONGER as they will be in traffic with all vehicles. Removing street parking? Why would this be ideal? That is another terrible idea. This city has made a lot of poor, dumb decisions- but taking buses off of a bus only street has to be among the worst of them. Do not do this. Please. This is so stupid. Do not make this change.
Hennepin is fine as-is, no new infrastructure needed
I don't think the buses should be moved off Nicollet Mall. It's already effectively a bus-only lane (but an entire street) and speed could be addressed by giving buses signal priority.
I would love to see BRT added and parking removed personally. The majority of people who shop those businesses walk, ride their bikes or use the bus. It would benefit pedestrians and businesses alike to reduce traffic and noise pollution along this route, and to induce foot/bike traffic and accessibility. Additional greenery would go a long way to make it more appealing and comfortable to traverse and shop as well.
This whole project is misguided. You should leave the buses on Nicollet. I'm all for improving pedestrian infrastructure, but there's not enough street life in Downtown (thanks, skyways!) that it is going to make a difference. Instead, it is likely to REDUCE foot traffic to Nicollet. Lots of people are there because they are transferring to a different bus, and take the opportunity to shop. The proposed areas for bus relocations are essentially commercial and pedestrian wastelands that I would feel uncomfortable waiting for a bus at. This survey is also badly designed, in that it doesn't take Downtown residents' views into account (no survey options for people who live downtown), and it doesn't consider that people may have more than one reason for taking the bus downtown--e.g. transfer AND shopping. Based on this survey, it seems like the decision has already been made, but I seriously think you should reconsider. This is only going to hurt street life on Nicollet Mall.
Moving and separating 11 and 17 provides LESS options for travelers that can and use either route for the remainder of their trip. Providing less options is not a positive end result. If I had to change routes from 11 to 17 (or reverse) I would now need to walk two or three additional blocks to accomplish this. As a blind transit user this will complicate my travel greatly and increase my safety concerns.
Improve bus lane options southwest of the river.
Hennepin is already congested. Move those buses to Marq and 2nd as well.
I like the bike lane on Hennepin currently, but dedicated bus lanes would help mean buses can go faster in traffic.
Light priority for buses and dedicated 24 hour bus lanes

you have to ensure nighttime safety by keeping pickup and drop off points in areas with high foot traffic. Right now, nicollet and Hennepin are the only two streets with that kind of community presence. Maybe these alternate routes should only be active during weekday business hours?
buses being more on time!! the 6 bus is always late and followed by another 6 bus two minutes later and then a 20 min gap in between it's ridiculous
Need a bus only lane on Hennepin if we are going to support even more busses.
Full time dedicated bus lanes and places to sit
Please don't move more service to Hennepin. The entire point of nicollet mall is to be a hub for transit transfers and to bring people to target, Walgreens, etc.
I don't take these routes, but I would like to see emphasis on improving bike routes (keeping them separated from traffic, avoiding intersections that require cars to cross over bike lines), increasing the availability and ease of public transit to encourage fewer drivers through downtown area, while also ensuring driving downtown is easy, affordable, safe, and requires minimal time walking outside in the winter. Please consider options for people that commute from far away - i.e., park-and-ride ramps on the edge of downtown where people can hop on a very short light rail trip to their final destination without increasing what their commute time would be if they had driven directly downtown for parking. There may also be cost benefits to this option to incentivize it.
More customer facing businesses on the street level
Bus only lanes
Keep the buses on Nicollet Mall. Hennepin is less safe for transit users & pedestrians.
I don't want it to move; when I get off the train, I need to take the 10/17 busses for school
25 to run more frequently and the 11 to be the same
Red bus lanes
Stops by the skyway
why can't the 25 be moved to 2nd avenue as well. It is a longer walk to Hennepin. Workers that work in the government center or Minneapolis City Hall have to walk even more.
Nun
Just tell Minneapolis to shove it and keep it on Nicollet.
Remove obstructions from bikeway, curb separate the bikeway (confusing for pedestrians), improve bus stop heating elements, widen sidewalks, encourage development especially in places that are currently surface parking lots via a land value tax
Don't move the bus!!!! Jfc. Change signal priority that's the only reason it's slow!!!
Bus lanes with actual police or camera enforcement. The bus lanes on other parts of hennepin are great but only when they aren't filled with delivery vans, ubers, selfish drivers, and cops.
Dedicated bus lanes!
More heated waiting stops.
Concerted effort to increase daytime retail & pedestrian activity on the corridor. Coffee shop, convenience store, counter serve lunch spot, gym, things that serve the neighborhood and put more eyes on the street during the day. City should look into some combination of subsidies, incentives, vacancy taxes to break the cycle of decline in street level activity. Increased presence of DID/other community safety ambassadors near 8th & Hennepin, manage safety concerns near bus shelters & Infinity Smokes store. Open safe spaces for the unhoused people in the greater downtown area - day shelters, warming houses, safe injection sites, safe gambling sites? I've seen the Hennepin & 8th bus shelters used for all of these purposes. YOU CANNOT FIX THIS BY PUTTING UP A FENCE AROUND

THE BUS SHELTER. I've seen this multiple times in the last five years. Put up a fence and the gatherings just move down the street to a different bus shelter.
I don't understand the rationale for this change at all. Seems unnecessary and poorly conceived. I guess if this is going to be done, Hennepin should become a bus only pedestrian kind of mall exactly like Nicollet is now. But then what do you do with the Nicollet Mall?
Not sure
I don't mind
Hennepin needs fully dedicated bus lanes and transit priority.
Safer and more comfortable stops
less busses on hennipen
dedicated bus lanes— 24/7 no parking
Please for the love of god don't do that to the 11. Make the 11 go up 3rd ave
Don't move any routes.
I think you should just leave everything exactly the way it is.
separated bike lanes better/safer bus stops safety
Larger public safety measures taken. Hennepin has the reputation of being very sketchy especially on the weekend evenings. Moving more transit to this street is fine but I would expect that there would be more DID officers or public safety presence (preferably not MPD) to account for the influx of people.
I don't know about the 25 but I'm not sure moving the 11 to Hennepin makes sense. That's the one bus I could understand running along third ave. Makes more sense coming up from south Minneapolis to avoid a zig in the route and just go on third after it cuts west rather than going up to Nicollet.
The improvements already made to Hennepin, including improved bike lanes and bus lanes, meet my needs. Continue to improve safety in those things if possible
Longer Bus stop shelter areas. At 8th & Hennepin like to see the Bus Arrival Display Screen on both sides vertical tower for South Bound buses screen arrival messaging: Current screen on the tower mounted only on North face - is hard to view looking directly into the Sun during the daylight hours. A second screen on the tower South face would be easier to view, both daylight & nighttime hours.
Dedicated bus lanes, reduced personal car use, more (literally any) traffic/transit enforcement.
I'd rather you didn't move them
More safety measures. Keep transit on Nicollet for safety.
Option 4: Pull your collective heads out of your asses, and leave the buses on Nicollet. And fire whomever drafted this survey. It's virtually unintelligible.
the bus stops honestly should be cut outs rather than just sitting in the right lane but that's not something y'all worked on so.
Pedestrian safety
More storefronts on the streets. Without storefronts any efforts to improve the area will be wasted. There has to be places for people to go and to be outside and visible
Don't move it???
Infrastructure that ensures buses can move quickly and effectively (dedicated lanes, signal priority)
Dedicated bus lanes with strict/fast enforcement.
full-time, all-day red paint bus lanes with strong enforcement and no parking
Bus lanes are a must. With the 4 and 6 there already and the E line about to open, 2 more routes will mean buses will need a separated route to avoid traffic. Why should suburban commuter buses get bus lanes but not local higher ridership routes?

Don't move them
n/a
24-hour bus lanes, all Nicollet Mall bus traffic centralized on Hennepin.
People loitering on Nicollet Mall will not change. They loiter at Hennepin and 8th too. Not much will change.
Dedicated bus lanes. Reliable schedule with well timed transfer options.
Hennepin has more car traffic and less foot traffic. It doesn't feel as safe walking there after work because there's no one around. I won't use the 11 if this occurs.
Don't move busses off Nicollet.
Bus lanes
Safety improvements
Does not affect me. Express bus only.
Don't make people stand and wait for buses in the bike lane. Put the bike lane on the street, not on the sidewalk. I've almost been hit multiple times because of the "bikelane is the sidewalk" design.
Traffic calming, easier to cross intersections.
Better enforcement of the "No Stopping" on Hennepin. Buses are frequently blocked by car drivers that stop along the curb. This needs to be addressed before more bus routes are moved to Hennepin
Full time bus lanes
24/7 bus lanes. That would improve travel time significantly.
Fewer cars and dedicated bus lanes
I mean the city and county just spent a ton of money on redesigning Hennepin downtown and its arguably worse than it was before. I would personally like to see a dedicated, 24-7 bus lane in both directions, redesign of the bike lanes to make it grade separated from both sidewalk and roadway, and two lanes of vehicle traffic with limited left turns and designated left-turn lanes where necessary. It seems like the city wants to spend a LOT of money re-doing things that were finished during this administration (including both Hennepin and Nicollet). A lot of these issues were identified during project planning but were ignored or passed over in favor of people driving and business interests who think they know what's best for downtown but have been wrong about infrastructure investments in downtown roadways for over a decade.
Do the same.
Don't move buses from Nicollet Mall.
Bus lanes, especially Southbound . End of day traffic is awful and delays busses by 10-15 minutes.
Having no other traffic except bus is a good idea, plus so are electric buses. Depending on need, perhaps keep buses on Nicollet with fewer stops? Clogging up other road, which are already too busy with traffic during certain times of the day, will not help pedestrians or cars/buses.
Dedicated Bus Lanes for easier bus traffic
24 hour bus lanes, more places for people to sit on Hennepin
Police or security
Dedicated bus lanes that can't get blocked by stopped cars, or some way of better preventing cars from stopping. Also, better signal priority for buses.
Safety, esp. for women who use public transit.
All day Bus only lanes from 35w to lake street
Grocery store
Don't move the buses. Leave the buses on Nicollet mall.

Please do not move buses off of Nicollet. Many people traveling downtown rely on direct access to Nicollet Mall businesses and resources, Target, Orchestra Hall etc., and do not want to walk extra blocks especially in nighttime and winter conditions.
You people fail to realize that people need to be able to turn. Hennepin is already a mess - left turn arrows aren't long enough a block everyone trying to go straight. People turning right need to contend with busses blocking the way, and also hold up people trying to continue straight due to pedestrian traffic. 2 way streets do not work for this kind of "vision". Stop it.
Please stop building dedicated bus lanes.
Road diet (four lanes to three where one is a dedicated turn lane); dedicated bus lane; no turn on red enforced at all lights
Dedicated Bus Lane!
None. As a regular user of Route 11, it will be incredibly inconvenient, take longer, and make travel more difficult.
Don't move the buses at all from the Nicolett mall. People don't come down to shop and hang out. Wider sidewalks aren't going to help any
More signage saying to watch for bicycles. signal priority for busses. Make sure stations could handle two busses being there. Bus lanes would also be nice if there are that many routes there
coordinate stoplights to improve traffic flow and give priority to buses
I would like to have rounte 11 closer to Nicollet and Marquette and 2nd and 3rd. I live in NE between the 17 line and the 11 lines and adore I have a choice each day when I come home. I would like to have both avaiable for entry going Northeast at the same stop. Otherwise my wait for whatever one come first would be twice as long.
Better bus stops with heaters/lamps. Better pedestrian protection
Bus lanes.
People have built their lives around your routes. Please exercise a bit more caution before making decisions that affect people's safety, finances, and livability.
don't move them. turn it back into a one way street. prioritize pedestrians and rollers over cars.
When current improvements which are in process are finally completed, Hennepin Avenue will be much improved & I have no additional suggestions
better coordinated lights for faster bus transit
Heated accessible shelters day-round and year-round, with enough maintenance and security to make them not seem awful
Partitions on the bike lanes- too many people walk and stand in them and it will only get worse if people are waiting for the bus
Better bus shelters that don't have people congregating at them that are not waiting for a bus. MUCH better delineation between pedestrian sidewalks and the bike lanes. Right now they are indistinguishable and biking on the bike paths is a constant game of alerting pedestrians in front of you to yield/move out of the bike lane.
I think it would be most efficient to have dedicated bus only lanes so that buses don't sit in traffic with cars. Prioritized signaling would also allow buses to make trips even faster.
Bus lanes and queue jumps. Change leading protected lefts to lagging.
Definitely move bases off Nicollet. Hennepin is a major roadway for office workers and events. Anything to improve the left turn traffic would be nice.
More enforcement of bus lanes existing on Hennepin Ave, Transit signal priority to ensure that buses are able to move quickly

Full time dedicated bus lanes.
no comment, don't use routes 11 and 25
We already have enough people getting on/off the bus on Marquette and 2nd Avenue, if you move additional buses it will be more congested. Too many people already.
Don't move the buses lines.
Don't forget about bike infrastructure!
I do not take these routes so I do not have a opinion.
Higher frequency of service, increase lighting to create a feeling of safety
Clearer markings for bike lanes
Not even sure what to say. The plan to move busses off Nicollet makes me sad. I need to get to Target and I don't want to lug my stuff blocks in either direction. Nicollet was designed as a transit mall. Target was put on Nicollet for that purpose and the city subsidized it and now you're making it harder for me.
I like that I can get off the train on Nicollet Avenue and cross the street to hop on the 10. If there are changes, making the bus connections near the train should stay a priority.
Don't do it
Leave the bases on Nicollet Mall.
I would like to see more bump outs and maybe even raised crosswalks so that more cars are discouraged from speeding and right-on-red turns
Probably would not take this route as Hennepin is too far to walk and inconvenient.
Better shelters, places to sit, more frequent service
Please do not move buses off of Nicollet Mall
more bus stops
Bus lanes and allowing on street parking to increase the street's vibrancy. The street feels very empty without parking and adding on street parking in some places would liven up the streetscape a bit
Traffic signal priority for buses
Improvements to bus shelters,
Keep the buses on Nicollet.
More time for dedicated bus lanes
I do not use these routes and do not have an opinion.
Full time bus lanes. Covert the 11 into a BRT line
Don't move route 11 to Hennepin. Working people use the 11 and don't go to the entertainment district on Hennepin Avenue. That's the last place we go!
Can the drug dealers by the light rail be moved else where?
This would not improve traffic, it would increase vehicles on Hennepin and slow down the buses added but also the buses that already currently using Hennepin as well as the cars using Hennepin.
Benches, heated bus shelters
Less construction
Can route 10 or 17 use Hennepin? It would be great to split trips to/from NE between Nic (or future road) and Hennepin. the core spine of 10 and 17 has very similar service instead of providing unique service.
Better places to park a shared scooter.
More police patrolling
Grade separated Bike lanes the entire way

Constant police patrols with dogs and horses on Hennepin all the way to 12th Avenue
Bus only lanes on Hennepin Ave
Any green space and seating, whatsoever.
no comment
Permanent 24/7 365 bus lanes
reduce crime and mischevious people threatening me. so many people smoking pot and drinking alcohol from 7am until I go home at 6pm
Like henn.
No opinions, do not typically go to Hennepin Avenue
24-hour bus only lanes on the ENTIRE Hennepin Ave corridor, including the lanes in Uptown that Mayor Frey stupidly made 6-hour only
More public seating and restrooms
Strong support from city for businesses on Henn, to encourage active sidewalk culture. Currently feel very unsafe waiting for #11 on Nicollet after dark
More shelters and seating. Better bus lane enforcement
Better bus stops - and seating in general (eg for parades!)
Integration with the existing BRT infrastructure and easy transfer to Warehouse District station
24/7 bus lanes both ways.
Fast transit
I know three people who ride route 11. They would not like the bus being moved to Hennepin Ave. They consider Hennepin Ave. to be further away from their work. They consider Hennepin Ave. to be dangerous.
NONE OF THIS MATTERS UNTIL YOU MAKE TRANSIT SAFE AGAIN. GET THE DRUGS AND THUGS OFF THE TRAIN. MAKE THE BUS STOPS AND STATIONS SAFE AGAIN.
I occasionally use the 11 so I would like to have decent connections between the northbound 18 and the northbound 11 available downtown.
24/7 bus lanes and ban Uber/Lyft stopping on Hennepin. Both are especially important at night because it turns into a parking lot.
I've noticed the bus stations make it hard to see bicycles on Hennepin, left turning cars are sometimes surprised by bikes heading southbound on Hennepin at 11th or northbound at 10th.
At-grade signal priority
I don't take these buses
Much clearer markings of bike lanes to separate peds and bikers. Bus only lanes and signal priority for buses.
Hennepin Avenue already has too many bus routes. It is extremely inefficient to try to catch the correct bus, the shelters are non-existent or in poor condition, and there is no oversight of bus stops, making them havens for drug trade and use and making them unsafe for actual riders. Hennepin Avenue is too congested as is and this will only make buses slower and the street less safe.
I'll spell it out for your little CAD heads, mixed bus and car lanes do not work in real life like it does in CAD, the most obvious example is the Westbound C and D lines with their exclusive bus lanes, that lane often becomes a drop off lane for trucks, Uber, and Lyft, and a speeding lane for high net worth individuals, and slows down buses considerably compared to something like Nicollet which is transit only. The reason the buses are slow down Nicollet is mostly frequent board and deboard which isn't aligned with the signaled intersections. You will not improve the speeds of these buses by moving them. You might improve the walk times for some people, although you do so at the expense of

Minneapolis' night life, which is already struggling due price gouging by taxi and rideshare companies after transit ends for the night. I would like to see a separated bike lane, I would like to see improvement to service like the 61, but more than anything, I'd like to see the civil engineers ride the bus for a few weeks
More buses & stops on 3rd/4th Aves at Henn & Marq; more buses to Central (#10) N on Henn; more cross-st buses between Henn & Marq. Srs have had covid & been inactive for 4 yrs & can't breathe-- even 2 blocks between stops is hard, & that's what you're going to. For us 1 block is hard to walk, and that's while able enough to not use a cane, walker or chair. Increase the # of cross buses @ WA, 3rd, 4th, 6th, 7th, 8th, 9th, 10th to Marq, 2nd, 3rd.
bus lanes
Nope no easy way to xfer buses in winter
Okay so long as you keep 10 bus on 3rd avenue!! Please add better shelter at the northbound stop on Hennepin north of Washington Street, north of where Whole Foods is. When I take the bus home from grocery shopping, there are often many of us at the stop in the elements with bags of groceries and no shelter.
Not moving buses off Nicollet.
Safer areas to wait for the bus, bus only lanes to slow down traffic
More skyways across Hennepin/better skyway access, especially near Hennepin bridge
That makes sense and would help with the clustering of other routes.
Public Seating. Full Time Bus lanes. 11 and 25 should stay where they are.
Don't move transit off of Nicollet! This is a misguided plan that will result in Nicollet mall having less pedestrian traffic and will make it more unsafe. Please redesign this survey with an option to keep transit on Nicollet.
Dedicated bus lane. If there will be more routes on Hennepin, we need more of a guarantee that buses will move efficiently.
Bus only lanes
Keep buses on Nicollet. Most things worth attending are on that street. Hennepin is a dangerous street to even cross to get to your bus, with poorly designed intersections and aggressive drivers. I liked when we could catch the 6 on Nicollet. At least bring back the stop that was close to the Orpheum (southbound) so you don't have to walk all the way over to the next stop. Places to sit down and stay warm while you wait. Enough of these useless shelters that expose you to the wind on both sides.
Full-time bus-only lanes going both directions.
Bus lane, or more clarity for drivers that it is also a bus route to help prevent getting stuck behind a stopped bus.
Dedicated bus lanes.
All of these plans are in an effort to create something impossible. You cannot create a "more vibrant" downtown without first creating more legitimately affordable housing there. The only people who frequent those shops are people waiting for public transit or those who are making their 2x yearly pilgrimage downtown. Don't waste tax payer money on something like this, it is a bad idea.
Expand Hours and/or add Bus Only lanes to Hennepin to accommodate for increased bus traffic.
Transit signal priority for all busses would be a requirement along with bus only lanes to support the increased bus traffic.
Permanent bus only lanes
Wider sidewalks and bike lanes as its always busy and hard to be safe

Bus only lanes, light prioritization, better efforts to prevent individuals from blocking the box
Don't know
Signal priority and full time bus lanes. More seating for pedestrians and people waiting for the bus.
Keep busses on Nicollet! Bus only lanes on Hennepin and everywhere else. Stop criminalizing third spaces. Stop making downtown such a sterile and terrible place to be on the street. Get rid of all the 3 lane highways! Turn them into slow streets, bike and bus lanes, space to park for those that like to do that. No more prioritization of fast car rivers in and out!
consistent oversight and maintenance of bus stops. Better timing overlap to interface with routes like the 94
Permanent, dedicated bus lanes.
This does not concern me.
None
Not doing this, please keep busses on Nicollet.
I think all the routes should be centralized—timing transfers and having to rush between different corridors is antithetical to the idea of a transit corridor.
24 hour bus lanes and enforcing the no stopping zones
I don't want this to happen at all????
Dedicated bus lanes on Hennepin. Why are you moving more busses to a street that doesn't have dedicated lanes? Ridiculous.
I hate it! The notion that moving busses out of dedicated transit lanes and into streets where they would need to share space with vehicles is laughable at best. I understand the idea of creating a more vibrant pedestrian mall space but making that mall more difficult to get to and removing the direct-destination effect of traveling along the mall is only going to backfire and make the mall feel even more abandoned. This is clearly an attempt to hide the existence of “less desirable” (read: poorer and Blacker) transit riders from Nicollet Mall and it sucks a lot!
Don't use that area
public bathrooms
Timed stoplights to allow buses to go through faster and more heated bus stops. Raised protected bike lane southbound near community college.
Shovel around the bus stop. Add more seating that isn't freezing cold metal. Having the bike lane at the sidewalk level going right next to the bus stop is really difficult. I'm a bike rider. Pedestrians don't realize it's a bike lane and stand in it or step in front of bikers. It would help if the bike lane was more recognizable. Perhaps bright red with stripes or something. Walking police patrols around stops would be great. Better bus shelters that weren't so open to the wind and rain
They shouldn't be moved at all. But if they are, it's imperative to have more policing & better lighting at bus stops. As a small woman, I am not comfortable at all waiting for a bus on Hennepin at night.
Since you've already decided to move these routes, I'd say I'd like to see the routes that are staying on Hennepin have their frequency increased and have more stops with better shelters.
Better shelters, bench seating, wider sidewalks, bus lanes that are actually enforced
Places to sit
As a rider of the 25, I love the idea of it moving to Hennepin Avenue. I'd like to see well maintained shelters for waiting for buses and fully functional NextTrip displays downtown. Thank you!
You should've thought about that before remodeling Hennein Ave. already.
Not sure if anything can be done to improve experience
24/7 bus lanes throughout all of Hennepin.

More heated shelters. Better lighting. More police presence
more metro transit policing at the stops. keeping smoking out of the shelters
24 hour bus only lanes in both directions and signal priority. During busy times, Hennepin feels just as slow as Nicollet
I'd like it to stay on Nicollet. Nicollet is safe and quiet for buses and Hennepin is a mess, this is an idiotic idea.
Bus lanes through downtown. Should already be planned as part of the E line. Buses move way too slow through there already.
N/A
Create a bus lane on Hennepin all the way through downtown
I am tremendously disappointed in the city's decision to route buses off Nicollet, and would prefer not to see that happen. I have limited suggestions or enthusiasm for improvements on other streets when there is already a bus- and pedestrian-only thoroughfare downtown that is completely suitable for high-volume transit.
move the DID agents over to Hennepin, move all public art at bus stops on Nicollet Mall over to Hennepin, build better bus shelters on Hennepin, along with better lighting.
Full time bus lanes
Dedicated bus lane
Don't move buses off Nicollet. It's the only street that is busy enough to feel safe
More effort to discourage cars and their drivers from being assholes (blocking bus lanes, not caring about pedestrians/cyclists, etc.)
Hennepin has already been improved last design to at least an acceptable functionality. Dedicated bus lanes will be required to make bus service move smoothly. larger heated bus shelters will be needed at all stops if more services are contemplated e.g. at Henn/Laurel, Henn/16th, Henn/1st.
I don't like that this survey acts as if moving buses off Nicollet is a done deal. I don't want my bus route relocated. The city is going to degrade transit service for no actual benefits.
Stop cars from parking in the bus lane
I don't know... don't use those routes
Stop all the double parking somehow.
Keep the buses on Nicollet or move them to Hennepin! Further into downtown from the nightlife area is a huge mistake. Please please please don't move them further from Hennepin.
More clearly defined visual separation between the pedestrian and cyclist zones; more room for pedestrians; lead lights for cyclists and pedestrians; signal priority for transit.
Better delineated bike paths and the removal of obstacles in the path
Of you care about ridership, stop moving busses off of nicollet mall
I would love for us to go back in time and stop the IDIOTS who put the bike lanes on the sidewalks, but we cannot, so the only option is to do something to make pedestrians and bikers aware that they are sharing the "road", ESPECIALLY when trying to get to a stop and get on the bus.
N/A
No right turns on red, improved lighting
None. Don't do this. Keep transit on Nicollet.
Don't move the busses off Nicollet
Better lighting, places to sit and rest, warming shelters.
Transit should stay on the Mall

Don't move busses off Nicollet! This is a terrible idea.
Keep it on Nic
Dedicated 24/7 bus lane. Multiple high frequency routes will need transit priority.
Better enforcement of traffic especially cars parked on Hennepin. Buses routinely have to weave in and out of traffic on Hennepin.
Bus lanes! Travel through downtown is slow on routes through downtown on Hennepin and bus lanes would improve transit greatly. Especially with the E Line starting in late 2025, an actual bus rapid transit line needs bus lanes in its busiest corridor.
Separating the 11 from the 10, 18, and 17 is a TERRIBLE IDEA. I often take whichever comes first, and this forces me to gamble by committing to a stop
Better bike lane protection
Bus lanes
X10 the downtown improvement folks there
Please do not move buses of Nicollet.
24/7 dedicated bus lane. No turn on red city wide.
Hennepin Ave needs 24/7 bus lanes to keep busses moving efficiently.
Bus shelters, traffic light priority, ideally dedicated bus lane
More security at bus stops, more heated shelters.
Safety for people waiting for the bus
Ongoing improvement of separation between bikes and peds/transit users. (Please keep the separated/off-street bike facility though!)
As long as it's really obvious what is a bus lane and what isn't a bus lane and maybe warning signs ahead of time. Just a diamond on the ground isn't going to cut it with all the distractions of downtown.
i take neither route
More police present
The recent improvements to Hennepin Ave have been good, but small tweaks to improve transit time through downtown such as signal priority and enforcement of the bus only lanes could enhance the transit experience.
STOP THE CONSTRUCTION ALREADY, CAN WE HAVE A YEAR OR TWO WITHOUT DIGGING UP ALL THE STREETS?
Indiff.
Do not move from Nicollet
Reliable and safe bus shelters.
More police/safety measures at the hennepin/8th st. stop. Bus lane on Hennepin
Bus lanes or some form of road diet as right now the street feels unsafe for people with how fast cars go
Fire all the traffic engineers in minneapolis; they are all morons! Dedicated bus lanes are a complete waste of traffic movement space. Don't need dedicated bike lanes! Go back to the drawing board with people who know what they are doing.
Hennepin Ave should already have dedicated bus lanes and they should be added independent of this project, which should not happen at all. Who decided to move transit off of Nicollet Mall and why?
Close Hennepin Ave to all vehicle traffic. You might as well. It's just as helpful to downtown as closing Nicollet mall.

reconfigure Hennepin to include bus-only lanes, like other arterials with multiple bus routes
Make it safer.
No preference
Hennepin Ave also needs bus lanes. The existing bus lines already get delayed so adding more can only be done if bus lanes are added. And I think it's great to add more routes to Hennepin as it's a popular street and it's close to popular destinations like the library.
Better bus stops protected from the elements. The side walks have an unkempt shoddy appearance
More heated shelters, more cleaning of shelters regularly.
Safer feeling on Hennepin. Easier access to Ubers also.
Security
Safer feeling at the Hennepin light rail stop
Safety improvements for bus stops.
Routing of through traffic away to help avoid more ped deaths when commuters don't see us crossing the street
Improve safety along the blue/green line stops. I use the Hennepin stop next to the green/blue line stop and it sometimes seems that the safety/feeling of safety here is less. Moving 25 to Hennepin also increases my walking time a little bit, so sometimes can feel less safe when I am walking further.
Solutions for event traffic
would like to see small local shops, more green, more park space
Better signage & pullouts, better bikeway signage
Fewer buses, not more
Pedestrian safety on Hennepin Avenue needs to be improved. Hard to get across the street in most places.
bus lanes that have 24/7 exclusivity. there's no justification against this exclusivity if it's that many bus routes
I avoid Hennepin ave at all costs. Transit makes far less sense than Nicollet, crime is higher. I've been a resident of the city for over 20 years and have never lived more than a mile from Nicollet.
DISCONTINUE E-V-E-R-Y "Transit" route that doesn't pay for itself without tax-funded subsidies. Perhaps that means taxing the businesses that don't pay enough for their workers to buy and maintain a car. Ghetto Taxis are a drain on We the People to support deadbeats and invalids, and invalids can get other transportation.
???
The intersections of both 3rd and 4th at Hennepin by the library are so dangerous for pedestrians. More patrons and staff will be using those stops to get to/from the library, so I would love to see traffic calming and patrol officers there.
Specific bus lane, bike lane and traffic lane separation. Unincumbered access for safe pedestrian traffic.
I don't use those routes
Quicker bus service
Stay off of Hennepin
Barrier protected 24/7 bus lanes so that people won't park in them or use them to illegally pass others
None
overall safety

safer street!
I remain concerned that the demarkation of the bike path from the sidewalk is confusing to people, mainly pedestrians. Shelters for bus waiting would be great, without benches, maybe with heaters.
More safety, lighted signs with bus approaching information. 11 going all the way down to MCTC!!
Any movement of transit off Nicollet needs to provide a faster, more reliable transit trip across downtown. I would like to see all of the elements of Metro Transit's tool kit to provide speed and reliability placed here.
Hennepin should have bus-only lanes. Also, the 11 should not run on Hennepin Avenue; running it on 2nd Street, Portland/Park, and 15th Street would provide an opportunity to create a transit network downtown enabling downtown residents like myself to use it to get groceries, to work, and be entertained with minimal walking.
Better public transit and wayyy less car dependency/car-as-default infrastructure. Also more green spaces if possible!
More shelters, restrooms, and amenities to make Hennepin more comfortable
I want a Barnes and Noble store with a cafe on street level and a store like TJ Maxx and Marshalls and a fast food restaurant
24-hour bus lanes in both directions
Dedicated bus lanes through downtown
Moving route 11 to Hennepin would directly negatively impact my commute. The only way to get to and from my office from my home on Nicollet Avenue is to take the 11 from Nicollet and this would be detrimental to my commute. I already have to walk for 20 minutes in the cold to get to my workplace in North Loop after taking the 11 down or wait in the cold for a different bus. This shift would mean adding an additional 15 minutes of walking to my commute to get the bus on Hennepin.
The only way to actually improve traffic for buses would be to block cars from Hennepin and make Hennepin bus only. My partner and I both rely on the Nicollet Mall busses to get to work. Competing with car traffic and having to walk multiple extra blocks to get to our stops would add a lot of time to our commute leaving less time in the morning and evenings for us to grocery shop, dine at restaurants or otherwise participate in the economy.
Fewer police and other cars parked on sidewalks and in bike lanes.
Dedicated transit lanes and transit signal priority so that I can get from downtown to uptown at lightning speed.
I WOULD LIKE TO SEE BETTER SHELTERS AND MORE ON-TIME BUSES.
Bus lane
Closer access to skyways from bus stops. On Nicollet when I take the 25 I can get off the bus and get in the skyway on the same block, but that's not the case on Hennepin.
I am not familiar with Hennepin Ave currently enough to say.
Enough space for cars and buses to drive next to each other and not slowing down the car traffic in downtown.
Enforce that smoking at bus stops is illegal
More street level destinations like coffee shops folks can get coffee on the way to work like on Nicollet; more seating
Mostly having an Extension.
More trees and natural landscaping.
get rid of the bums hanging out at the stations

I don't want them to move. This is unbelievably inconvenient for me. The 11 is how I get to Target which is literally the only grocery store for people that live near me (by the convention center). Moving the 11 to Hennepin would require walking farther. I wish the city would consider the needs of RESIDENTS that live and work downtown. We need so much and moving transit away from Nicollet mall creates such unnecessary stress for those of us that need to get to Nicollet mall for work or shopping. Idiomatic.
I really don't want the buses to be taken off the Nicollet Mall because I don't believe the city can properly manage a pedestrian mall effectively without a lot of chaos. I really do not like the open container idea.
I dislike this whole plan. I like using the busses on Nicollet Mall to travel along Nicolet mall. I conduct a lot of my business in downtown Minneapolis from the Hyatt at 1400 Nicollet Mall and enjoy being able to hop on a bus right outside to get further into downtown.
Get rid of the strip clubs
Keep it on nicollet mall! Things need to be populated to keep downtown safe.
Peak hour bus lanes
I mean safety definitely needs to be improved by helping folks who are unhoused or jobless find ways to improve their lives (without arresting them and continuing the prison and poverty cycle for God's sake).
Having a bus only lane ANYWHERE downtown would be prime for any route. Enforcement of these lanes is also needed.
A clean stop station
Keeping routes along Nicollet the same!!
Businesses to shop at? When they were doing construction on Nicollet it really sucked having to catch the bus on 3rd or Hennepin and i would hate for it to go back to that
dedicated bus lanes
- Funnel ALL downtown buses down Hennepin. One of the major inconveniences as a transit rider is walking blocks to catch a connection. Are riders expected to walk from Marquette/2nd/3rd to switch from the 17 to the 4? At night? In winter? This simply isn't safe or convenient. - Provide bus shelters with heat that actually does something. The current heaters are too high up and need a fan to push heat down to where you can feel it - Install benches in bus shelters so people can sit or put their bags down - Reconfigure bike lanes so they don't cross the part of the sidewalk where passengers are waiting for the bus
N/a
dedicated bus lanes
Hennepin Avenue is less safe than Nicollet Mall. Hate waiting for a bus on Hennepin Avenue.
Don't take these two routes, so n/a
don't move it, more buses, less wait times
Keep route 11. Removing routes 17,18 and 10 will cut remove A LOT of congestion because it seems like there's fifty of them.
Bus Lanes
Just came here to say you should allow the bus to pass the library before diverting. It is a landmark and an important community resource. Mocha Mamas coffee shop is doing good work there as well. Stop f*cking with transit! It used to be good, stop making it worse.
I would like to see the buses stay where they are due to safety issues and everyone already knows that the buses are on this street and have been for many years and moving them will just cause more

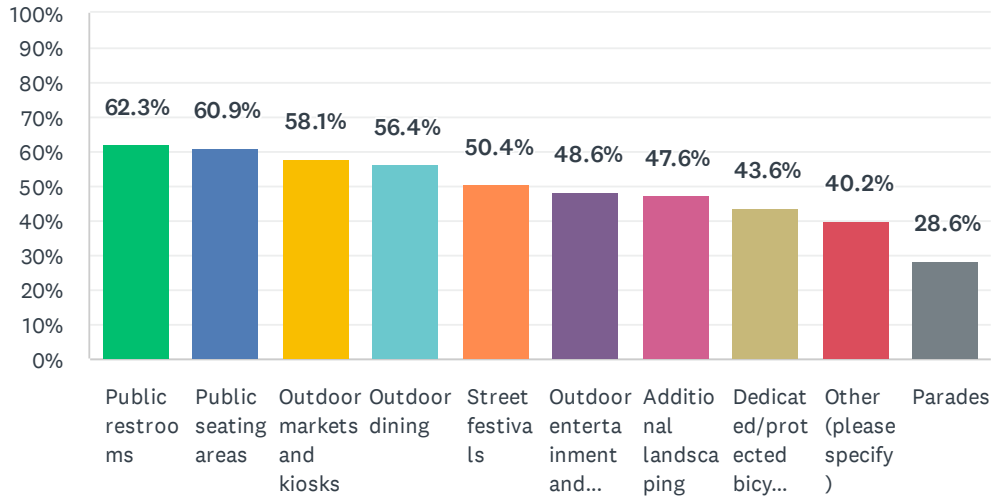
problems I also think that many stores are not even open any longer downtown so they should rebuild that first before messing up a street again people want to get around not be stuck somewhere
Heated bus shelters.
We need dedicated bike lanes and secure bike parking in the downtown area to encourage more people to cycle instead of drive.
Move the 11 to Marquette, moving it to Hennepin makes my walk 4 times longer from bus to work.
Heated bus shelters. Better security
I love Nicollet mall public transit as it reduces my car sickness and is faster than buses alongside cars. Even though Nicollet mall moves slower in theory, as somebody who takes transit downtown often, cars slow down traffic significantly. Dedicated bus lanes do not deter drivers from driving in them, parking in them & using them as turn lanes. I would rather see Minneapolis create more transit malls, if those could eventually be turned into train lines that would be even cooler.
Bigger streets and more bus stops
Removing the stop at the Central Library and allowing buses to go from Hennepin/2nd up to 5th street without stopping would improve travel times and not add more than a block to existing destinations while walking. Would be nice to have bus get signal priority or remove some right turns that often back up slowing the buses (thinking of 3rd Street on Hennepin going southbound)
You need to make Hennepin safer. It's a hangout area for problem people and weed smokers.
Short answer: To accommodate the 11 and 25, in addition to the buses already on Hennepin (plus the upcoming E Line and future Route 4 aBRT) you need to make full 24/7 bus lanes on Hennepin, with accommodations for vehicle loading as needed. At the ABSOLUTE least, you MUST have at least 7-9 and 3-7 p.m. bus lanes, or something similar. Long answer: You actually should be keeping the buses on Nicollet, raising the speed limit for them there, and tweaking the stoplight cycles to move them through faster. Or, you should be moving more of the buses to Hennepin, at least the 17 as well.
Increase bus routes .
Good luck
increased frequency
I go to 6th and Nicollet Ave from 36th St. The 11 is perfect for me as it is. The only improvement is to get drivers off of Hennepin and make it a bus/taxi/bike only road. I love that I get dropped off on a bus/bike/taxi only street. I do not want to suddenly have to walk farther and get dropped off where there are cars everywhere. Drivers are horrible to bus riders and bus drivers.
Better safety for riders
Route 11 and Route 25 need to stay on Nicollet Mall.
Route 11 should stay with the 10/17/18, and Route 25 should be with the express buses or on Hennepin.
Better skyway access, more retail and dining, better police presence
Bus lanes (while keeping bike lanes)
Buses on Nicollet Mall are good. I love being able to get off a bus there and have the option to go lots of places on different buses or trains. I would rather the money for this go to something else. I don't like the idea of lots of downtown construction and having to learn where the new bus stops and connections are.
Make Hennepin safer for walking and bus traffic. Hennepin avenue is a sewer street. Yuck!
I don't go on Hennepin Avenue
I'm not sure. I used to bike through downtown a lot, but haven't much recently, so I'm not sure what to say.

Increase the frequency on routes 6 & 4.
More seating at bus stops, *especially* benches WITHOUT DIVIDERS. Consistently working heat in bus shelters
There is nothing wrong with busses staying on Nicolette. It's not broken, don't need to fix it
Dedicated bus lane like what is on the part of Hennepin where it meets up with Lyndale. Rush hour traffic has been moving pretty well on Hennepin downtown and buses have been on time a lot lately, but I'm worried what adding two new lines would do.
I noticed there isn't an option to express whether I would prefer bus service remain on Nicollet Mall. I emphatically, absolutely feel it should remain. This is one of the few things that functions properly downtown, that actually serves the community. I see it every day on the bus, and on days that the route is diverted I see the inconvenience for all. I understand that the primary motivation here is to bring people in, perhaps who do not live and work in the downtown area. I love downtown and absolutely think if it is shifted to the sort of forced environment intended (as if it will be like Paris) it will result in a disservice to the community. If Mayor Frey were to spend a few days commuting downtown like the people I see every day do, this would be noticeable. This plan may seem good for tourism and business, but like other downtown plans, it will fail, and this time it will fail the community.
My primary reason for going downtown is for medical appointments and pharmacy needs on Nicollet. I strongly oppose moving buses off Nicollet Mall.
Nothing . More faster service.
Bus lanes
Better separation between the bikeway and the sidewalk. If more people are using the bus, there will be more conflicts between people walking and people biking. More greening. Better signal timing for people walking along Hennepin.
More police! I want more police presence on Hennepin Ave. I want to see the return of horse mounted police, too. So many thugs and pot smoking and drug deals going on near the bus stops.
Bus on Kellogg av in St. Paul yrs overdue Conventions there
keep it safe
Seeing the 25 run more often.
Leave them on Nicollet Mall. It works so do not change it.
No Comment
Hoping it will clean it up some and make it safer.
Better signage about pedestrians staying out of the bike lane
Safety while waiting. Lights, cameras, ambassadors. Off bus fare collection
Bus only lane for downtown and for the segment between the Basilica and Franklin Ave. There tends to be A LOT of congestion for the #6 route between Lincoln Ave and 24th Ave along Hennepin in both the northbound and southbound directions. A Bus only lane at all times would be needed if even more routes are added to that segment. Rules about parking along Hennepin with the new bus lanes is also confusing. When parking is allowed, where do buses travel? Being mixed in with traffic slows them down and defeats the purpose of the new BRT along that route.
Better bust stops with heating, ample seating. An end to hostility architecture, which makes travel unbearable for everyone.
More policing so I feel safe.
Better signage.
I don't spend enough time on Hennepin to know.

Stop! We don't want the city to unilaterally decide to move buses off the Mall, which is the safest place for pedestrians and disabled folks in all of downtown! It was literally designed for purpose and works well. Putting buses back on roads that share car traffic and crosswalks is a terrible idea that will result in more accidents. This is terrible city planning and proof that Jacob Frey is trying to push poor and working class people out of downtown. Respectfully, fuck this entire idea. It belongs in a bin, and this survey is also trash garbage.
Please do not move the routes. This will slow down routes. Nicollet mall is designed for transit, these plans are using routes that are not prepared for the traffic.
Route 11 is how I get everywhere, so I would like to see frequent bus stops, an easy way to access the shopping area like Target and Chipotle, and an easier way to access the Blue and Green Lines
Wider boulevard, longer pedestrian traffic crossing signals. Delayed green lights to allow pedestrian and bike crossing. No turn on red.
Don't move them! Nicollet mall buses are extremely convenient where they are. If we want nicollet mall to be more vibrant, usable, walkable etc, we need: - places unhoused people can go - PUBLIC RESTROOMS! The reason the bus stops and nicollet street is dirty and smells is bc ppl piss their, and skyway restrooms are non-existent - more street level businesses along nicollet mall (fast casual and casual sit down that is open for lunch AND dinner, coffee shops, grocery stores, stuff ppl use daily!)
N/A - I would like to see buses remain on nicollet mall, and for the city to abandon this absolutely terrible plan.
Do not move them, it will ruin 90% of what makes busses convenient for myself and others and you'll notice the unhappiness during voting season
Covered bus stops with heated lamps for every bus stop in downtown, ideally also with screens showing upcoming buses.
Bus shelters
Don't move busses off Nicollet, it was literally designed with busses in mind and over 40 routes go on or through Nicollet mall. This is only a proposal because Jacob Frey hates poor people and wants us out of Nicollet mall so he can cater to the wealthy who live in dt and the rich suburbanites who travel to dt for games and concerts. Don't do this, he's already fucked over the transit system enough, it worked just fine before he showed up
Add back benches that were removed a few years ago
Dedicated 24/7 bus lanes
-Add more seating (as promised in early phase of project) -Add more distinction between the bikeway and sidewalk. Too much conflict currently -Study making 11th or 12th a two-way street. Southern downtown needs an E/W bus route. There's currently no simple direct way to go from Elliot Park to Loring Park. This would at least get us a step closer.
dedicated bus lanes
Improved waiting areas for buses; both in terms of cleanliness and safety. Beat cops walking the area would add to perception and real safety. Added signage for bus traffic and real time arrival times would be welcome!

Q15 Once buses are moved off Nicollet Mall, which improvements would you like to see on Nicollet Mall? Select all that apply.

Answered: 1,267 Skipped: 983



ANSWER CHOICES	RESPONSES	
Public restrooms	62.3%	789
Public seating areas	60.9%	772
Outdoor markets and kiosks	58.1%	736
Outdoor dining	56.4%	715
Street festivals	50.4%	638
Outdoor entertainment and music events	48.6%	616
Additional landscaping	47.6%	603
Dedicated/protected bicycle lanes	43.6%	553
Other (please specify)	40.2%	509
Parades	28.6%	362
Total Respondents: 1,267		

Question 15: Once buses are moved off Nicollet Mall, which improvements would you like to see on Nicollet Mall

Other (please specify)
Moving sidewalks to get to Nicollet from stops blocks away
Reduced police presence >:([i hope my angry emoji made your day]
Just leave it open for schoolbuses so school drivers can get easily to their homes in downtown or events.
Keep some bus, shared ride traffic on Nicollet Mall. Don't spend money redoing the road right now.
Any kind of event is welcome. Public restrooms would make it more likely that people will shop and dine downtown. Get housing and help for the drug users.
We have enough "dedicated bike lanes" downtown. No sense on having nice amenities if people are allowed to be disruptive and law breaking. More cops on foot hopefully as preventative measure.
I do not think that buses should be removed from Nicollet
Police walking a beat and interacting not just sitting in patrol cars
Ice skating on Peavey
Police Officers on the mall
Please be aware that loud outdoor concerts at Peavey Plaza can disturb the peace and sleepability for those of us who live in Marquette Place apartments!
Keeping the mentally challenged (ofc their meds) the pan handlers and groups of gangs at bay
Make Nicollet Mall pedestrian only - no buses, no bikes, no police cars
Kill the black people
Better biking facilities on 3rd. Timing lights on Nicollet mall to buses, not traffic, lane reductions on streets crossing Nicollet mall
I want buses to remain on nicollet especially in the winter because it would be a shorter walk fro me to catch the bus. I don't have a car. This is a living issue for me, not just something fun. I don't need street festivals or parades. I need to get to work.
ban cross street traffic crossing Nicollet Mall
More storefronts. This needs to happen throughout the cities. Skyways are likely dead. Make the streets a better place to be. Not sketchy car trenches
Get rid of the bums!!
Direct connections to the skyways. I can't emphasize this enough. If we are going to open up significant space on Nicollet, this is the perfect opportunity to add street-level stair and elevators to connect to the skyways. This is a must.
Street facing retail
Increased security to adjust for higher levels of homeless population that will flock to Nicollet Mall. Outdoor seating and landscaping hasn't worked. An example is the fenced in seating area outside the library.
Public water fountains, outlets, wifi, and business staying open after 5
I would like the busses to remain on Nicollet Mall, where bus riders are well integrated with the Mall experience
Take the fences down from the art near the library, and you can do that without moving the busses

Stop bullying the homeless people, also. I feel bad for them. I've given them money and food. It's cond out there, they're struggling enough.
I would like to see buses stay on Nicollet Mall. The car-free street makes it a more pleasant place to wait for a bus. However, if buses are moved off Nicollet Mall, I would like to see all of these happen. Buses are a major source of pedestrian traffic on the mall and if they are removed, there is no incentive to be there.
If the redesign does not have all of these then its a major failure.
To put the busses back on Nicollet Mall
You move the buses off the mall for festivals anyway. What does this matter lol
I do not want busses moved off of Nicollet Mall.
Highway removal, reduction in speed on streets crossing Nicollet mall
Ballards to protect bike lanes from cars. More local businesses and events accessible to people of lower economic classes.
Nothing do not put another dumb ass event downtown
Put a train down it instead of you have to
It's imperative that you get bikes off the sidewalks! It's dangerous for pedestrians and we have spent hundreds of thousand's of dollars on dedicated bike lanes and still bikers are on the sidewalks!
Don't care
Community rehabilitation center to reduce recidivism and promote community care, activity, and FREE DRUG/SUBSTANCE USE TREATMENT SERVICES
Take a look at what Louisville Ky did the covered the street and it makes it really easy and nice to go between restaurants and bars for a enjoyable experience
I do not want it moved. I, and many other people, work off of Nicolett and use the bus to get there.
Transit service
Buses
a streetcar that goes on Nicollet to South Mpls!
All the items on your list would be improvements and draws to the Nicollet mall but by moving transit off the mall you are moving people off the mall.
Don't take buses off Nicollet Mall
I think rerouting busses for events as has been happening for years since the reconstruction of Nicollet is what should continue to happen.
Please don't move buses off of Nicollet Ave!! Keep as is for buses and bikes!!
Greater police presence, less tolerance of people screaming and acting crazy. The reason people don't go downtown is the people that are on the streets. Infrastructure won't fix that.
Begging you to understand moving the buses off the mall is not going to achieve the desired effect if Nicollet is still 3/4 empty storefronts
FREY RESIGN
Don't do it.
MORE TREES
Resources for the homeless. Warming houses in the winter, free meals being served
Make it more accessible through business and skyway
The perfect mix would be NYC Time Square meets Boulder, Colorado's downtown area. Some attractive electronic billboard displays, but yet also a comforting pedestrian only mall. There needs to be a lot more visible storefronts, a more comfortable pedestrian walkway that works for all-seasons,

and there needs to be a mix of both small local businesses and larger chains to maintain business flow.
Why can't you do public seating, landscaping, and restrooms now? How are buses stopping those?
Public camping....what will happen
Buses
I want to see all these things in addition to keeping busses on Nicollet or only moving one or two off of Nicollet
I'm elderly and can't walk far to Medical Art Center doctor.
None of the above.
Buses moved back to Nicollet
Security safe zones
I don't want buses moved off Nicollet.
Don't move buses
This is an idea that people who actually live here and rely on transit are not in support of. I don't believe my opinions will be taken into consideration anyways. Do whatever you want, that's what you did before.
THERE IS NOTHING WRONG WITH NICOLLET MALL! LEAVE IT ALONE!
DONT FUCKING DO IT. KEEP THE BUSES.
LEAVE THE BUSSES ON NICOLLET MALL AND MAKE GOOD ON THESE DESIGN FEATURES THAT WERE PROMISED WHEN THE MALL WAS LAST REDONE.
Do not move buses off Nicollet
Don't move buses. I'm not going to ever go to Nicollet Mall if I cannot take the bus there.
None of the above, invite businesses. Maybe giving them a temporary, two year(?) tax-holiday. If (?) you solve crime, drug use/dealing on the street and the transit, etc., you might have a chance to rebuild the entire downtown. If not all of this is an boondoggle tax waste. What is it now? 50 years of destroying the business & tax base?
Access to the Mississippi - remove the post office!
Dedicated law enforcement to keep crowds from loitering.
trams to permit those of us who aren't totally mobile the opportunity to get up and down the street
Safety personnel, cleaner sidewalks and infrastructure
I would like to see some sort of barrier to keep any traffic off the mall. I live on Nicollet and frequently see cars/trucks drive up/down Nicollet. Better signage is not enough to keep traffic off the mall. Pedestrians can be hurt!
I ride my bike downtown but I'm a bit worried about a pedestrian mall with cycling allowed. Right now pedestrians don't walk on the roadway. If pedestrians occupy the entire Nic Mall what prevents bike vs pedestrian crashes? Will segregated bike lanes prevent this? Where would they go?
Retractable bollards at intersections to keep cars off
Anything at all that gets busses off Nicollet is a huge win!
I prefer the buses on Nicollet
Stop moving transit
These would be nice additions, but also I would like to keep buses moving on Nicollet Mall.
heavy on Parades...
Tax refund for all the wasteful stupidity

Ground-level stores: coffee shops, homegood stores, grocery store. Better street presence, awnings, signage.
School
I don't want the buses removed from the Nicollet Mall.
Skating Rink (winter) Skate park (summer)
Fewer criminals
Additional greening
Make it easy for restaurants to add seating on the mall. It also needs to dramatically be softened and improved in terms of landscape design and colors. The rebuild is unimaginably bleak. We need color, plants, flowers. Think of it as our michigan avenue.
All the above exists already and it's fine as it is. You want people to walk on Nicollet Mall, get rid of the skyways. This idea is absurd and will not change how people see Nicollet Mall--which is a collection of closed office/businesses. No thank you.
Open carry laws updated and follow the model of Germany.
Don't want buses removed from Nicollet mall
More police enforcement
FREE PUBLIC RESTROOMS ARE VITAL. I do not find downtown a safe or inviting place to be because there is nowhere to use the bathroom. More trees, greenspace, native plants and comfortable seating that DOES NOT have hostile architecture (design that prevents people from laying down or sitting properly) All of downtown needs much more safe and comfortable seating for ALL PEOPLE. Especially seating that can accommodate the elderly, disabled folks, the people who I see on transit the most. Please take inspiration from cities in Europe, who have a strong sense of place with community and people oriented cities. Minneapolis has so much potential to be a great city, but it lacks spaces for community and care, integration of all classes, genders and ethnicities. Please do more to provide safe, humane enviroments for unhoused people in our community
Less white people shit
Don't move buses off Nicollet Mall!
None, stop wasting tax dollars.
On paper, sounds like a super great idea taking the buses off Nicollet Mall. But will for sure attract people to just loiter around Nicollet Mall and lead to crimes like purse snatching, getting robbed, getting harrassed, etc. The buses on the mall deter a lot of crime like this happening.
Open container
I have no expectation that Nicollet Mall will improve once buses are off. The problems that make people concerned about safety/vibrancy on Nicollet are unrelated to the presence of buses.
A zone where it's OK to walk around with a drink
Prioritize livability for downtown residents, not tourist profit seeking by making Nicollet Ave an adult playground.
Raised crosswalks for intersections, sidewalk bump outs, bollards to protect pedestrians, narrower roads to slow traffic at intersections
Beat cops on foot patrol
Stop closing the skyways so early
Store fronts, just like it has always been and the bus, just like it has always been.
no loitering allowed
Art installations/sculptures, water features like Loring Park Greenway
I don't want any of those things. I guess plant a bunch of tough trees?

This is a bad idea for a number of reasons, but this will especially exacerbate the problem of vehicles speeding down Nicollet Mall to use it as a shortcut. If transit is moved off of Nicollet Mall, than their absolutely must be bollards installed at every intersection with a non-pedestrian mall
I think the buses help keep the mall activity. Bus passenger activity compliments high street vitality
Make it an actual go to destination. Light the heck out of the thing. See downtown Vegas and San Antonio, etc. It is unreal how you have dragged your heels on the obvious. Thank God we have the North Loop, but Nicollet could have been transformed years ago but apparently you would rather just let that part of town wither away
establish Nicollet Mall as a dedicated people mover that circulates from one end to the other; make it free, clean (electric) and frequent (about every 10 minutes) - see Denvers 16th St mall as the best example - hurry!
Small lock up booths for rent as incubators for small community businesses like second hand books or art work . Somewhere for a small business idea to start .
Important to have outdoor dining without buses . Make mall pedestrian
Shade trees & ample public seating there. Be sure homeless people don't take over these improvements
A shuttle that can move my elderly parents up and down the mall. They would need to stop visiting the Mall if transportation is removed. The other locations are too far away for them to walk. Also, a big improvement needed for the Mall is to remove vagrants, teenagers, and gangsters who loiter and engage in assorted bad behaviors.
Activate the buildings and the street will follow
Keep the effing buses on Nicollet, put people first and business second for once in your lives!
More greenspaces and maybe like picnic seating? (seasonally?)
Why are we moving the buses? Nic ollet is by far my preferred street to wait for buses, as well as bike. I don't feel any sort of need for a protected lanes while I bike down Nicollet today. Just like State Street in Madison, a vibrant pedestrian/bus/bike only street with thriving businesses. By all means add public restrooms and seating options. Add the landscaping. Add the outdoor dining and entertainment. The buses don't prevent this. Hold, special events like parades and markets. Parades and markets have successfully been held in the past as it is. I do not see moving the buses as any sort of improvement. Please don't waste time and taxpayers dollars moving transit. And don't try to gaslight me into thinking it's an improvement on my behalf.
This is a terrible idea! Businesses will suffer!
None
I don't think cyclists, roller bladers or scooters will use the dedicated lanes (because they ride on the sidewalks already), but one can dream. Public restrooms and seating sound nice in theory, who would be responsible for keeping them clean?
Nothing it is fine how it is
Keep security on Nicollet Mall
If you move buses off Nicollet, Nicollet will die. The buses are keeping it alive.
Night life
Winter Activities, Area to watch sporting events. Beer Garden. Good/Cool Light features. Water Features. Small Town/Olde/Warm Vibe
Public art, water features, food vendors
don't though like what the heck I want to go to places on the mall
Making sure biles and pedestrian don't run in front of bud

Don't do it
Don't move the buses
expansion of pedestrian use of street
For the love of god don't let this get ruined by homeless people
Busses on Nicollet Mall
put the busses back
A skate park in the summer and an ice rink in the winter; Globe String lights zigzagging above the roadway; More Human-scale signs and warm lighting; Iconic decorations like umbrellas and more greenery; the publicly funded art to reopen and the fences to come down; Permanent Benches in the middle of the roadway; Farmers Markets
Keep the buses!
Gateway project! Figure out how to work with the businesses atleast adjacent to Nicollet Mall. I'd like to see more dedorations strung up between the buildings. Milwaukee does this fabulously all winter long. Just google "milwaukee blue lights winter time". It's very cozy and is almost reminiscent of when powerlines and street car cables were strung up. Bring the charm back to downtown Minneapolis (:
More retail
I'd love to see busses... but if you are turning this public space into outdoor dining I assume the dining establishments would be paying for the the use of public land or reducing their exorbitant costs significantly.
Stop cops parking on sidewalk
Don't move the buses
Food Trucks
Anything that will maintain a high level of safety!
Signal prioritization at the intersections (or close some cross-streets) to prioritize pedestrians on Nicollet over the cars forcing pedestrians to wait for the light to change at every intersection.
Absence of violent psychopaths
Keep bus routes intact.
Do not move the buses off of Nicollet Mall
DONT NOT REMOVE TRANSIT
None. Removing bus routes from an essential road, one that was made with transit in mind, is a waste of resources. It also speaks volumes of gentrification; let people keep their public transit hubs and atop trying to remove their ways of getting around safely and efficiently just to put in some rich suburbanite's idea of fun.
Don't change the routes
public art
More retail with police presence
WE NEED THE BUSES TO STAY THERE WTF
Open more of the Skyway for more hours
Rolling skating once a week in the summer
Organized and clear programming that is available and accessible to the public
bike lanes please
It's clear you don't actually have ideas for this space. Why move busses off the Mall when you don't have a plan to make improvements to this already barren strip of concrete?

Nicollet Mall will need a lot of work to improve the pedestrian realm without buses. It's gray and barren right now; improvements should focus on remedying the degraded public realm that the last reconstruction brought. Throwing some adirondack chairs on the mall doesn't even come close to what's needed.
social services for vulnerable neighbors who may need assistance with housing, healthcare, employment or other needs
A lot more security. Restrooms, seating and outdoor events give criminals crowds to target.
All of this, but especially restrooms, separated bike lanes and outdoor dining. These all help make downtown feel more approachable and accessible.
Leave the buses on Nicollet. You are making life worse for ppl living near downtown - unless that person can also afford to have a car. This shuffling poor ppl away from sight is truly shockingly despicable. .
Parks and coffee shops
Do not care. I am not interested.
Ice skating rink
Smaller business lot sizes to encourage density & diversity, and to make opening a store less expensive
Police at bus stops
More residential development and street-facing retail spaces
Keep buses in Nicollet mall
I hate the idea. Keep buses on Nic
These are the most ridiculous ever. All you're doing is setting people up for more crime. Who do you think is going to come to these things? No one. All your people do is continue to try to destroy downtown Minneapolis, and for that matter, Minneapolis. You have succeeded at that though. All the things that you have mentioned only add to the same problems you have going on downtown. Nobody wants to come to the city because of the horrific crimes that go on and the failure of you to hire hundreds of more police. You don't take them Nicollet mall and turn it into whatever it is you have mentioned above. What has gone on downtown has worked for all these years for a very good reason and keep your hands off of it and don't ruin this as well. Additionally, you don't go into any other city and see where they have taken an important street and closed it down for this kind of nonsense that only invites more crime and more nonsense. Parades?! Who is attending parades? People are working! All you are suggesting is inviting Areas for criminals to hang out and the homeless problem you have. Bringing begging in, loitering... I don't know what world do people live in, but nobody wants to be around that. Nobody's coming to Minneapolis until it becomes a classy and safe place again. The only way that can be done is by hiring more police and new people keeping your hands off of destroying what has been good and has worked for years.
Do those things with the buses on Nicollet
Don't move them
Coming home late from the university of Minnesota and living in Loring Park, I rely on buses in Nicollet instead of walking which is unsafe. Grant Street is dangerous
NO PIGS
Fences are going up all over our city. Pretending seating or restrooms are even an option is pointless
Keep the buses on Nicollet mall
Bus stops!!!
I hate the idea of moving buses off Nicollet. Don't see any upside..

Lots.of trees
Benches, places to rest, a removal of anti-homeless architecture
Reconfigured commercial spaces that allow small local businesses to compete. The Gap isn't coming back! FORCE commercial property owners to retrofit Nicollet Mall into a viable commercial environment for small local businesses. I realize this is antithetical to the 1990s neoliberal council view of things, but things are bad enough as is to completely change up. And don't just replicate successful storefronts elsewhere. Nobody is going to travel from South Minneapolis to go to a Boludo offshoot. A true small biz incubator environment would bring me downtown. Otherwise I'm just going to leave after work. YES this is relevant to transit lol
Chili contest and rib contest, hosted by the city for all who came together and enjoy
More opportunities for ongoing interactive public art (like the big chalk mandala in the middle of the street during the chalk arts festival every summer)
Please stop the open drinking idea. It's the worst thing I've ever heard for the Nicollet Mall.
I disagree with moving busses off Nicollet. It is nit the panacea it is presented as. Saving 4 minutes does not excite me because I will have to walk further to get back to Nicollet and Hennepin.
fountains
Art fair
Food trucks, coffee kiosks
Cage off of the "Theater in the Round"
Don't move buses off of Nicollet Mall. Give them signal priority instead.
I would love to have public transportation on Nicolette mall, oh wait we already have that but some assholes want to take that away from us.
More officers to keep drug dealers off street.
I want the buses to stay on Nicollet, it makes everything so much easier to get to
No cars or parking
Open container. Make it vibrant and like a real city.
don't move buses
Quit acting like Nicollet Mall is the center of urban warfare. No one wants to go to a place that is all steel, concrete, idling cars, and machine guns on cops playing candy crush. Give us seating, landscaping, and places to be. End hostile architecture. Transit isn't Nicollet's problem, the Mayor and MPD are.
don't move the bus route
I don't think any routes should be moved off of Nicollet. I think this is a terrible idea.
Prioritizing local businesses where possible in these plans
Buses put back on Nicollet Mall with signal priority
Keep the buses on nicollet mall
I don't want the buses off of Nicollet mall.
Public meeting space, public water fountain
Leave buses on the mall
Housing for the Homeless
Do not move buses off Nicollet Mall. Why can't it be "yes - and" - buses AND all of those options listed
Priority signal for buses on Nicollet Mall
Safety. Do not allow folks to sleep or harass people who spend money
Better signage to keep civilian drivers off of Nicollet Mall! I see them on a daily basis.

Can we not do both?? Keep the bus lanes and make it mixed bus/bike/walk without cars.
Don't move busses off the mall
DON'T MOVE THE BUSES. BUS RIDERS don't want all that crap, they just want to go home without walking a few blocks to catch a bus that already only works every 30 minutes.
Do not move the buses off of Nicollet Mall the busiest and safest area for bus riders to be rather than the practically empty streets with monolith buildings and no shelters and no place to sit because you are anti-unhoused.
The Mall needed storefront entries every 40 ft in the buildings fronting it. The Mall now does not support pedestrian activity. The building owners need to make significant changes their street level facades to generate pedestrian activities. Moving busses off the Mall removes 11,700 people daily. What is happening to bring back 11,700 people daily?
Fewer crimes and people just hanging around harassing walkers.
Permanent green space to host a summer farmers' market, winter skating
Security, Cameras, Anything that provides a safe enviroment
Keep the buses where they are.
Same answer as previously expressed.
leave the buses, you turds
Many of these things can happen without moving transit away from Nicollet
A good skateboard park
Perhaps a covering like the one in downtown Las Vegas. After they covered Main Street in Vegas, downtown Las Vegas became much safer and vibrant
Keep buses on Nicollet and more green space and street level restaurants and shops
More police presence
More shopping, miss Barnes & Noble and Marshall's. Have a block or two that is open container and incentivize a brewery to move in, this would be a hit
Please don't move busses off Nicollet Mall
Don't move buses from Nicollet
I'd like more information about why buses MUST be moved
Do not reroute buses.
Don't move busses off of Nicollet
Keep busses on nicollet
Please do not move buses off nicollet mall
Make it a nice place to just hangout. Also no hostile architecture
In general, things to do. People-centered spaces need people to WANT to be there.
All of the above can be accomplished with buses on Nicollet Ave
please keep transit on Nicollet mall
I would like buses to stay on Nicollet Mall for user ease and safety
Keep buses there
Get rid of more roads.
Public parking so people can access businesses downtown
Bollards
All of the things that happen there with the bus already minus the cooperations you have sold out to policing whose allowed to be on Nicollet Mall.
More Fast food

Street level storefronts
Lots of LED lights in the night.
Mass transit service and dedicated bus lanes.
unless your plan is to move the buses to Hennepin Avenue and make that into a transit street-- this would be a cool plan, by the way-- i don't want you to move the buses off of nicollet mall.
Something should be done to bridge the gap between economic levels and cultures. Specifically targeting the people who some may consider loiterers. There should be more shops and restaurants along Nicollet mall. That includes fine dining, local fast food restaurants, and mid level restaurants. I think it should have more of a Galleria or the Grove (outdoor malls in Los Angeles) energy where you can get everything and be entertained too. Right now it's very barren and overpriced for the experience, so it's not worth going. More winter activities after Christmas and reopen the skyways in the evening. Increase skyway security in the evening (because apparently it closed due to safety), which would help create jobs too. The shops in the skyway should close later as well. Currently Nicollet mall targets business associates who work in downtown and other people are just filling in. It should target tourists and people who actually go to hang out. I've heard so much about how Nicollet mall used to be lively and a fun place to go, which is why I moved to downtown (and to get the city experience). It has been a disappointment so I'm moving to uptown.
Shade structures. DO NOT OPEN IT TO TRAFFIC, keep it for pedestrians, cyclists, and emergency vehicles.
I think we could keep the buses on Nicollet Mall. Don't quite understand why moving them! It's a central location and transit brings people to places
LEAVE THE BUSES ON NICOLLET
Potential for future streetcar
A subway line running underneath nicollet ave/mall would do the most to improve access to downtown for people living in North and South MPLS.
Nothing
Public services should already be a part of Nicollet Mall. That includes transit.
Walk-up stores and cafes
Or we could just leave the buses on Nicollet Mall.
Public transit
Mayor Frey spanking machine
just leave busses on nicollet
Keep the buses on Nicollet and stop pushing awful ideas on us.
Nm
Walgreens still a free stain
We need the fencing removed from the seating area outside the main library.
Don't move buses. Nicollet Mall isn't the heart of downtown. If you're looking to bring people back, you need to get more creative.
Safety
None, leave Nicollet mall as is.
Bollards along cross streets to forcibly prohibit motorized vehicle traffic.
Unless you plan to really up the game of Nicollet mall, please do not take busses off of Nicollet mall until appropriate lighting and safety measures have been added to Marquette or Washington.
Keep buses. Make changes with buses

find some way to get businesses to actually locate on the mall, mitigate blank street-level walls/windows, remove oppressive police presence, anything to make it feel like a place people actually want to spend time that doesn't feel gimmicky and forced.
They just redid Nicollet mall and it did nothing ans there is no shopping it's basically abandoned and I really feel.funds could be used in a more productive manor
Food Trucks
More cops!!! More safety!!!
I'd rather the busses aren't moved
Unless you're literally going to build a tram on Nicollet Mall, don't remove the buses from Nicollet mall!
I do not want buses moved off Nicollet Mall
Pedestrian orientated businesses, as many businesses currently have closed windows which creates a hostile and unwelcoming environment. Additional patio seating and encouraging businesses overall to utilize the malls pedestrian traffic by providing vibrancy will help with liveliness.
There are more important issues for downtown especially for the seniors & disabled consistently and reliably clean, repaired, safe conditions
I mark all of the options intentionally. If transit is being moved off of Nicollet Mall, it SHOULD NOT have vehicle traffic. Great investments have already been made into Nicollet, and they should be recycled instead of wasted. The removal of transit from Nicollet Mall might be a significantly rare opportunity to completely or greatly reduce vehicle traffic from an important route. The public should reclaim Nicollet Mall!
Ramped up security to move the rift raffa
sort of roof (a la DT Las Vegas, lights not necessary hah) and outdoor heating of some kind for winter
Don't move bus lines
Leave the buses there, you dweebs
don't move the buses - this is the dumbest idea. It's literally built for public transit. It's not as safe to walk along empty streets like marquette at night. Nicollet at least generally has some activity.
Buses
Ice skating
I do not want buses moved off Nicollet Mall, but public restrooms and seating areas should still be added. There's actually a public seating area already at Nicollet and 3rd, but it has been fenced off for several years.
It would be nice if the streets were raised higher than the connecting roads and paved with bricks (like pedestrianized zones in Amsterdam) to encourage whatever delivery trucks that may continue to use the road to treat it as the pedestrianized area that it intends to be. If delivery vehicles are going to be allowed access to this space of course. If not, brick would still be pretty, and bollards would suffice where necessary.
a free trolley or bus that would only run through the downtown cooridor, similar to the downtown mall in Denver, CO.
keep busses on nicolett
I do not want buses moved off nicollet mall.
Parks and walking paths for leisurely walks with greenery similar to the parks available in Northeast Minneapolis (i.e., Boom Island)
Keep buses on Nicollet Mall
Charging station

all of this and transit. do not remove the busses.
Storefronts that actually sell things. A ban on police parking on the sidewalk unless it's actually an emergency.
No anti-homeless features.
Collaborative effort between city/property owners to activate vacant storefronts. Look to current effort on Harmon Pl. Artists, makers, small cozy businesses. Finding to break up large empty spaces into smaller, business friendly storefronts.
What do you mean 'once?' This is such a horrible, poorly thought out idea. Who is saying this is inevitable? Nicollet Mall was just redone to be how it is right now, and you idiots are going to fuck it up again?
Law enforcement and crime prevention
Honestly, we already do all that shit. I know y'all are gonna do whatever the hell you want, but seriously stop fucking with the people. We're sick and tired of every single time we go to the bus it's fucking changed it's two streets up and that means another fucking walk in the cold or it's another fucking block like seriously just leave it alone
Without bus traffic there's no foot traffic on Nicollet. I would not spend time on the street on a Nicollet with no bus traffic.
Overhead roofing & covering above pedestrian walking lanes parallel along Nicollet Avenue along both sides of street or walkway .
Buses
You can keep transit and do all these things.
Buses. Leave the fucking buses on Nicollet.
DON'T MOVE THE BUSES OFF THE MALL?????
I would like the busses to stay
Trees
Open container. This would create a thriving district for bars and restaurants
Don't move the buses off, Minneapolis doesn't need a dedicated party street, let us keep our transit mall
Remove curbs and create level street (like a plaza) with bike lanes in the middle
Enforced rent reductions in buildings on the Mall, facilitating greater diversity and vibrancy of storefronts.
Do not move the buses. This would remove the little foot traffic that is there now. This is not a plan that takes actual needs into account.
Don't move the busses.
Ice rink
Community gardens, food trucks
Undo everything that was done 10 years ago
An actual plan before buses are removed is needed! Otherwise this is ANOTHER mistake from the city that will require redesigning in 5-10 years
small businesses, bars, force the landlords to breakup the massive retail spaces that stay vacant, combine all the metro Christmas markets and put them on Nicollet
Pedestrian mall
No police cars parked on the sidewalks
Why are the buses being moved off Nicollet Mall in the first place? What evidence does the city have that moving buses off the mall will make the mall a more attractive place to congregate? It seems to

me like the current administration is throwing things at the wall to see what sticks, costing taxpayers a TON of money for frivolous experiments.
Just no more vehicles please!
Safety / police presence during events and festivals.
Social workers (or similar) to connect people with services they need, such as housing services and drug treatment, 24/7 police presence to make sure people can be safe, constant lighting so that people feel safe, public restrooms which are regularly cleaned and monitored
Ice skating, public art, lots more green areas, and even creative ways to cross roads on for and bike that also bring people to the sky bridges. A really cool ramp to elevate the path on one of the corners could create a missing park and destination zone in DT.
I probably would move to uptown if the buses are removed
PUBLIC RESTROOMS! I am tired of seeing people peeing/excreting feces in front of my workplace. It's a disgrace what the city does to people who have nothing.
Do not move the buses off Nicollet mall.
Strongly opposed to moving buses off of Nicollet.
The only thing on this list that isn't already there are public bathrooms. Everything else is already there. There was just a massive overhaul for how Nicollet works. What are you solving for????
Storefronts with regular hours and products people want/need (local food, art stores, grocery, tailor, etc). Get these at street level and people will occupy Nicollet. The events do not make the area desirable all the time... only when there is something BIG going on
DON'T MOVE TRANSIT OFF NICOLLET MALL. You can do all these things without moving transit, if you would actually put some money and work into it.
Some sort of transport up and down
I would like you to remove the awful Nimbus Sculpture that currently has a fencing around it. I currently see is a a big eye sore polluting the area just east the library.
The street itself is the only reason to have any of these events on Nicollet mall. All of the businesses that would have anchored any of these ideas, festivals, parades, markets, etc, are gone. There are a few restaurants that clearly cater to office workers, there's the dollar general... what else is there? Dayton's has said something is coming back to that building for *years* and it's still basically empty except for a couple weeks around the holidays. Make Nicollet a place that people actually want to go to before trying to convince people to go there.
Put the goddamn bus there, because we need access to it.
go back to no cars at all. only buses. don't move them. prioritize pedestrians and rollers over cars.
Improved cleaning and security
Increase power washing of sidewalks; more trash containers; pedicabs!
Storefronts with doors and vestibules that open up to the street, not to the skyway or interior of a building.
Don't care about Nicollet Mall, buses should remain.
Bus lines
Keep buses on Nicolett
Public consumption areas, parklets, outdoor entertainment
I want busses on Nicollet. These all seem like fun things for tourists and suburbanites. I just want to get my groceries and go home and the city is clearly prioritizing entertainment over the needs of people like me.

Allowing Nicollet to have bike lanes where there are no cars or buses would really encourage some people to bike downtown.
Do not move the bases, people will use less transit.
More businesses
more and larger trees. Big / rotating installations of art
Focus on permanent brick and mortar storefronts before adding temporary markets and food trucks. Create an environment for natural vibrancy that doesn't revolve only around planned events. A permanent bikeway should be striped and should not be blocked off during events. People should be able to bike thru Nicollet mall during events to increase vibrancy, access, and interest
Should pedestrian only, bikes should need to walk and not ride.
I would like busses to stay on Nicollet Mall
Buses
The assumption that buses are leaving Nicollet Mall is such a disappointment.
Open container district
Constant police patrols with dogs plus horses when necessary
severely restricted parking even for delivery trucks
Places to sit for free, storefronts and things to do there. Without shopping or other interesting things in the buildings adjacent to the mall I will never go there.
These improvements need to be done without moving transit off Nicollet Mall.
i feel hopeless. You people have made downtown minneapolis unsafe. NOW YOU ARE GOING TO ENCOURAGE MORE DRUG TAKING AND SELLING ON NICOLLET??? IF U SAY U DON'T BELIEVE ALL THE DANGEROUS PEOPLE AND DRUG TAKING AND SELLING ON NICOLLET IS GOING ON I AM WORROED EVEN MORE — PLEASE HAVE SOME CONSIDERATION FOR PEOPLE WH WORK. DON'T ONLY CONSIDER WHAT IS GOOD FOR DRUG USERS AND SELLERS
More bus stop
Keep at least the 4 and 6 on Nicollet Mall. Otherwise we're just moving all the bus congestion to another street with mixed traffic and not actually solving the problem.
Bring back the farmers market!
Active storefronts, both retail and restaurants. Converted residential
Bars, retail and holidazzle parade
SAFETY SHOULD BE FIRST AND TOP PRIORITY. YOU CANNOT WALK ON THE MALL WITHOUT BEING ACCOSTED, CAT CALLED, PANHANDLED AND HARASSED
I really don't want the buses to move off Nicollet. That is my personal bottom line. And I don't think they need to be move in order to accommodate landscaping, restrooms, and public seating areas. This survey is written poorly with a foregone conclusion built in.
Don't do this. Making Nicollet an exclusive playground for the office workers at cost of transfer time is just... disgusting classism.
I want the whole street to remain open to bikers, rather than dedicated bike lanes. Honestly, this survey is so o poorly designed and worded and is for a project no one but the mayor and his pals want to happen. But if you push it through anyway, don't limit bikes in a ped/bike-only space.
please don't do this
I hate this with all the strength and power of my will. This is being shoved down our throats and I don't want it. I will never use Nicollet again, and my bank & Target is on Nicollet Mall.
No cars
Less homeless people

Community garden
Not moving buses off Nicollet.
Moving buses east of Nicollet is a terrible idea! 2nd and 3rd are far from anything you want to do and don't feel nearly as safe. Marquette is least bad, but still defeats the purpose of easy, safe transit to downtown activities.
Don't move transit off of Nicollet! This is a misguided plan that will result in Nicollet mall having less pedestrian traffic and will make it more unsafe. Please redesign this survey with an option to keep transit on Nicollet.
I do not want you to move buses off Nicollet at all. Horribly short-sighted. Get fucked with this street level retail
Returning buses back to Nicollet mall. Why are these efforts only a possibility if you remove the buses?!
Development of more street level commerce/retail/services/etc.
You could have done almost all of these things already. Why haven't you?
I would prefer it not to be reconfigured permanently. Having the busses there is why there is foot traffic at all and moving it to another street will decrease the amount of people on Nicollet making it less safe especially at night
None of the above
Reintroduction of busses on Nicollet Mall.
More storefronts
I'd prefer the buses not be moved off of Nicollet Mall
Dedicated bus lanes on Nicollet.
Hey guess what none of these is mutually exclusive with the existence of busses on the mall.
MORE BUSINESSES AT STREET LEVEL
There are current landscaping areas that are just dirt or are planted and then not maintained. Don't invest more money in new landscaping when we don't use what we already have. Get rid of the nimbus sculpture and seating outside of the library. It was a bad idea from the very beginning and library staff told you it would be. To say it's a theatre area is ridiculous. It's way too small and there was always going to be problem behavior happening there please make spitting in public against the law again. Is smoking pot in public against the law? If it isn't can it be? It smells soooooo bad. Getting on a bus that reeks of pot gives me a headache. Please also enforce all bus riders no rules in general like don't play music out loud or harass other passengers
Since you're taking a public service away from Nicollet, I think it's only right that other services accessible to all (like public restrooms) are added.
If we're moving buses off of the Mall, it better be to improve the Mall in all of those areas. Also get rid of the randomly idling cop cars
You can have all this AND buses on nic
Perhaps there could be an area on Nicollet for food trucks during warm weather
Things where people don't have to spend money and things that are actually catered to the RESIDENTS of Minneapaolis, not suburbanites visting for a Twins game or concert.
An actual plan for the city to ensure the street will be safe now that buses which provided a presence provided.
Making it more of an outdoor Plaza Space
This is a stupid idea
Literally anything to do at all that isn't blank concrete like it is now

I'd like you to not move buses off Nicollet mall.
Should find a way to make permanent small retail spaces possible. Otherwise this whole exercise is pointless
keep police cars off of the sidewalks,
Remove barricades around seating and expand public seating, stop police parking on the sidewalk.
You shouldn't move the buses off Nicollet
Don't move buses off Nicollet
Buses should not be moved off Nicolet until the alternative streets have enough traffic for safety waiting for a bus at night
Electric trolley
DO NOT have Nicollet be an events space that can be fenced off on a whim. That's what ruined it in the first place.
Actually forcing buildings to have entrances that face Nicollet. If buildings close down or you can only access stuff from a skyway, what's the point of a pedestrian only street?
Buses Returned
Keeping MPD cars off; not allowing MPD to supervise the public restrooms; better night time lighting; safe cycling and pedestrian connections to other bikeways and major pedestrian routes.
Keep busses on nicollett. Riders feel safest on nicollet
By all means, give people places to sit down and use the bathroom. Anyone who thinks that isn't needed is not in touch with reality. But neither of those things necessitates removing transit. The whole wording of this survey is extremely "fait accompli," which is insulting to all of us who don't know why we would ever not want to be able to take a bus to the heart of Downtown.
Keep the busses on Nicollet, but add seating and restrooms
Better lighting
Keep transit on the Mall
Transit
To clarify, all these things can be added to Nicollet right now with the busses.
Stop letting the cops park on the sidewalks.
Zero cars, all the time.
It all sounds good!
Reopen to two way traffic
Anything to create a thriving shopfronts that will bring in people, also I would like dedicated bike lanes but they maybe should be on a adjacent street with Nicollet Mall only being a mixed space
What's wrong with public transit on Nicollet Mall?
Don't need dedicated bicycle lanes. Public rest rooms will only encourage and undesirable element thereby completely undermining the objectives of the plan.
These all can and should co-exist WITH transit on Nicollet Mall.
Bus traffic. Please do not remove bus traffic from Nicollet Mall. It is a terrible idea for so many reasons.
No free-ranging alcohol
Center-running single track streetcar that runs from Washington to Lake as a circulator
HIGHER SPEED LIMIT--AT LEAST 25% rounded up to the nearest 5 mph.
Entrances to skyway directly from street
Don't move buses off of Nicolett

Don't move the buses off Nicollet!
Holidazzle parade - you could still do these things if Nicollet has bus lanes. The bus lanes could be diverted for special events, but I don't understand why you would remove bus stops from Nicollet. I feel unsafe waiting for the bus on streets with less people walking around. I think this is a bad idea to remove bus stops from Nicollet Ave.
Make it a true pedestrian mall, incentivize active commercial space, less sad/gray desolate spaces
Brick and mortar stores/casual dining
The buses do not need to be moved in order to get public restrooms and public seating areas. The seating areas already exist and are currently being fenced off to prevent houseless people of color from existing in this area.
water fountains
heated shelters
Busses
I would rather buses stay on Nicollet
more retails
Late night skyway access.
Moderately priced restaurants and cafes for average customers. There are too many high-priced places now. No public seating---it will unfortunately attract homeless enclaves.
Transportation
Ice rink in winter.
None of these
NO FUCKING CARS
Public restrooms would be awesome, and make them pay to enter like they do in Europe to prevent riffraff and homeless from congregating
Don't let this area become a homeless encampment. Public restrooms and benches will encourage that.
don't move busses off Nicollet Mall
Public restrooms and seating are a human right but Frey hates poor people
lots of retail on street level; specialty shops and major stores (tho that may be out of the question) but people visiting and living downtown shouldn't have to go Mall of America to shop
Bring the farmers market back. It would be an improvement to NOT have music played over the street speakers. They don't even get turned off when buskers perform! So many empty retail spaces - would be great to have shops again (preferably small biz). Nic Mall is so gray - it needs more literal color. And some show stopping displays, like xmas lights a la Carnaby St in London - something you can't see anywhere else. Add more unique features like the clock on 11th; the 2017 redo was uninspiring.
Do not move busses off of Nicollet Mall
don't move it
Cops everywhere.
Outdoor markets may deter from businesses in the area that are already struggling. Festivals with music could act to drive business and provide a place for folks to gather and connect.
A place where everyone of ALL CLASSES can be together in comfort. Also, bring Vienna beef hotdog carts back, what ever happened to those?
The return of retail.

We need dedicated bike lanes and secure bike parking in the downtown area to encourage more people to cycle instead of drive.
As somebody who uses Nicollet mall to get to appointments, nearly all my groceries, and my commute to work everyday, please stop cutting off Nicollet mall for events! It makes it exceptionally difficult to go about my daily life.
This entire question is basically a quid pro quo, and is insulting to the Minneapolitans who actually use transit (hint: Lower income people and people of color, more than their proportions in the population). I would like to see several of these "improvements" now or without moving buses? Why can't you add additional landscaping, public art, public restrooms, real public seating areas, etc., today? Or is that only after the City, in all its regal power, moves the transit-using undesirables off the street they want to be their "fun and games for Minnetonka residents and tourists" street? Sickening behavior. Transit riders deserve those amenities on Nicollet today! Also, there are already street festivals, outdoor music events, markets, and dining on Nicollet. How are those new improvements? You should be ashamed for only improving the gray, ugly Mall after kicking the low-income transit riders off of it, which is what you're doing. Shame!
Nicollet was built for busses
Noth
Appropriate barricades that block drivers turning onto the no-car stretch of Nicollet
No cars! You can improve Nicollet mall and still have buses.
Safer environment
Keep the buses on Nicollet Mall.
Just do all of these and leave the buses. Buses don't detract from any of these.
I don't go on Nicollet Mall
Nicollet Mall should have clear, wide sidewalks that pedestrians, including those who use mobility devices, can safely utilize. If picnic tables, benches, kiosks, or other sidewalk amenities are in the plans, there must be ample room left for pedestrians to stroll or roll by.
I think buses should stay on Nicollet
This is a trick question, since I do not think busses should be moved off Nicollet Mall. Having busses on the mall increases so much access. Also, have you thought of the people in wheelchairs or older folks having to get from Marquette or wherever to Nicollet Mall? This is where people mostly go downtown, to Target, to Walgreen's, etc. So yes, there should be more public restrooms and many of these things (parades are not necessary) but not "once buses are moved off Nicollet Mall".
This is all ridiculous. Temporarily block portions of the Mall if you want to have outdoor events, which I'm in favor of. But this all seems like desparation after spending how much money on landscaping and blasting amplified music on Nicollet Mall already. It's currently a safe street to bike on along with the buses, it already has outdoor dining, it already has trees (that are dying). What measurable impact will this proposal have?
Nothung
More ground floor retail/dining, and more retail/dining accessible via the Mall (rather than the skyway or going into a building). Shops/restaurants with windows you can see into. Interactive art elements. Better signal timing for people walking and biking (currently it's often the case that I hit every single red light when walking which is really annoying). Raised sidewalks through intersections to signal to drivers that people are walking and they should slow down. Vibrantly colored crosswalks to further signal to drivers that people are walking/rolling here. Outdoor food vendors that don't need generators like food trucks currently use (not sure if that's possible but it would be nice! The generators are smelly and loud and negatively impact the experience of moving past them). No more

cop cars parked on the sidewalk. Clear, highly visible signage on the buildings to make it clear to those on the Mall what businesses are inside. Info about the history of the mall/downtown/Minneapolis. Upcoming mall/DT events calendars (not sure if this is already included in the Ike kiosks or not). Information about how to get to popular destinations outside of DT from the mall on transit, walking, or rolling. Shade. Children's activities.

Leave Nicollet Mall as is.

You can do all of this, and should, without getting rid of the buses

Part of what makes nicollet mall an enjoyable place to be is easy accessible transit to get to/from there.

Outdoor dining and events 12 months out of the year as to do it for just 5 -6 months out of the year will make Nicollet Mall a ghost town and very dangerous, deserted area. People will not be living there or frequenting indoor businesses.

Some sort of warming center

NO open liquor

KEEP THE BUSES WHERE THEY ARE

Don't move busses off Nicollet Mall

Keep the buses on nicollet mall!

If there were no busses on nicollet I would stop visiting that area and spending my money there.

Protective bollards, good lighting

Fuck this plan

Ping pong tables, interactive seating, true 24 hour interest in the space. We can't rely on event organization to create an active space.

please keep busses on Nicollet Mall

Anything to get rid of loitering

General activation of the street. I firmly believe a pedestrian and bike only Nicollet Mall will also help to entice potential retail options to open along the corridor. While it is already an option on this slide; better public seating along Nicollet is desperately needed! Other than Peavey Plaza, the current state of public seating along Nicollet is abysmal.

Q16 Is there anything else you would like to share about a pedestrian/ bike only Nicollet Mall and/or moving buses off Nicollet Mall?

Answered: 917 Skipped: 1,333

Question 16: Is there anything else you would like to share about a pedestrian/bike only Nicollet Mall and/or moving buses off Nicollet Mall?

For summary of these comments, see Appendix B.

Open-Ended Response

Please, please leave the 17 or 18 on Nicollet. If you think these are short walks, you need to do them yourself in subzero, icy, rainy, and high humidity heat, with each of these modifications: in a manual wheelchair by yourself; on crutches; with a mobility issue induced artificially; with a stroller, two ambulatory children, and 3 bags of groceries; with a simulated condition like asthma or heart disease; perfectly mobile and unaccompanied with four bags of groceries; and in a hurry without running. Not everyone is a healthy young professional. As well, and really the crux of the matter, is that the basic issue, that white people don't want to be around poor people, people of color, disabled people, or panhandling, will not be solved by moving buses to other streets. These people will both remain on Nicollet for their existing social and practical needs, and also be present at the new stops for their own transit needs. The solutions to that are solving issues of income inequality, racism, substance abuse, all kinds of discrimination, and removing the economic impetus for fare evasion and petty theft thereby. Or, you know, by becoming fascists like the rest of the country and just militarizing the cities to remove everyone who doesn't meet whatever unspoken standards exist. I am, for the record, white, female, 55, careless and dependent on Metto Transit, and perfectly comfortable with being around people who are not like me, and have developed skills to identify and avoid actual problem individuals, who are not that common anyway. I've been using the 17 and 18 since 1994 and have made decisions on my bank, pharmacy, and other things based on these bus routes. When buses were routed off Nicollet a few years ago, it was a real pain. Thanks for listening.

Do not move buses from Nicollet Mall. Very bad policy.

Its a good idea.

Don't half-ass this - if you want to truly make pedestrianization work this can't be a sterile lowest bid landscape architect job. Really invest in understanding how people want to use this space and work with businesses to activate the street with stores that invite people to stroll and linger on the street, it can't only be achieved through temporary events. If you can't get businesses on-board to open themselves up to the street you'll never get the street animation you need to make this an attractive place to be.

Move MTC buses away from downtown buses or either keep only one street for MTC.

Do not make it a pedestrian/bike only area at this time. It has failed in other cities as much as it has succeeded. Moving some bus routes may be a good idea. Elderly people and people with mobility limitations benefit from a bus along the mall. A regular circulator bus could enhance traffic to businesses along the mall.

No

Moving buses off of Nicollet does not make walking safer. Instead, people will walk farther to buses, and have to confront traffic as they walk.

Keep buses on Nicollet mall. Place ads on the displays lining Nicollet mall telling bicycles not to ride between moving buses

Care must be taken to not overburden Marquette and 2nd Ave so current express and BRT service there is not disrupted or constantly having delays; stops on 3rd ave (option 3) have to be well lighted and patrolled

Sounds like a great idea that should have been done when the underwhelming redesign took place last time. Do it now. The best European cities all have vibrant pedestrian only, very walkable streets. People adapt.

I completed a similar survey about a year ago. Let's get moving and make a decision instead of endless surveys. This should already be in process. I am so tired of slow moving buses on Nicollet. What person had the brilliant idea to have buses move one mile per hour? And have to stop at every block for a red light. That person has never rode a bus in their life. I can walk faster than these buses.

I understand. It'll be an adjustment, like any other change. A beautiful pedestrian law would make it worthwhile with lots of trees

Keep the electric scooters off Nicollet Mall. If the buses are moved off the mall it should be pedestrian only so you don't have to dodge electric scooters or bikes.

I am a car-free retiree who moved from Washington DC to downtown Minneapolis in 2020. I specifically moved to Marquette Place apartments in part for easy access to busses on Nicollet. I would hate to see the bus lines that I use on almost a daily basis (17, 18, 10) move as far away as 3rd Ave.

It's just a very bad idea

No bikes on Nicollet Mall

Kill the black people that enter the mall

Better bike lanes on 3rd, keep buses on Nicollet mall, improve Nicollet mall, don't kill it

I don't think this project is really thinking about issues of livability for those that actually live downtown.

my reason for using transit mostly disappears when you take buses ooff Nicollet Mal - which given the cross traffic isn't really a mall at all. You need a broader vision of downtown

I don't like the idea of moving the buses off the Mall. The mall will need foot traffic to become an engaging place. I'd rather leave the buses but speed them up by giving them traffic light priority and moving the stops farther apart.

I think it is a dumb idea as a whole. Buses on the mall don't make it less ped friendly. Close Marquette for parades and street fairs. Keep nicollet as a safe transit way in the city to access the NEW ped-friendly street you create. Be progressive, not regurgitating.

Please take these comments into consideration: Options: - Option 2 seems to be the only reasonable solution that doesn't significantly worsen transit access to and from the Mall. Moving buses one block over is tolerable for transit users and is easy to navigate. Moving all transit access two or three blocks would likely hurt overall accessibility to the mall and work against the goals of this project, which is to activate the Mall. - Nicollet and Hennepin are historically and naturally the "main" streets of Downtown. If Nicollet is finally going to become fully pedestrianized, the next street over (Marquette) is the most natural substitute for taking one of its remaining "Main Street" functions: transit. Having transit "bound" Nicollet one block away on both sides could give both Nicollet and Marquette new life and purpose. - Marquette is also a more memorable name. It's more marketable as an important street, and will carry a stronger identity in the public consciousness as a "main" street downtown. 2nd and 3rd will not do this, they are too far away and too devoid of identity and destinations. Marquette shares access to many of the buildings that front the Mall. Both other options worsen accessibility and add confusion to the experience of getting to

<p>and from Downtown and the Mall. - TL;DR: I'd summarize this comment as "make Marquette a main street!". Nicollet: - Big picture: Adding meaningful green space and a clear bike route is important and presents the opportunity for Nicollet to truly and finally read as a connecting piece of the Grand Rounds, finally linking the Chain of Lakes to the Central Riverfront via the Loring Greenway and Kenwood Parkway (though we would also need a better bike route through Loring Park and the Sculpture Garden). This would be a huge benefit for wayfinding and tourism on a city-wide scale. Right now the Cedar Lake Trail is the only real connection, and it instead bypasses Downtown in a concrete trench. - As a step in the afore-mentioned direction, I would consider collaborating with the Park Board to brand Nicollet Mall as part of the Grand Rounds. - Parades are an infrequent, often vehicular-focused event and accommodating them on the Mall would likely require losing space for all other elements. Parades function well on Hennepin. - This is a valuable opportunity to make direct connections to the skyway system. Please do not overlook this opportunity!</p>
<p>I don't see how busses on Nicollet prevent any of these improvements from happening. This plan makes no sense whatsoever.</p>
<p>Make nicollett a destination</p>
<p>A small percentage of people actually bike 6 months out of the year. A larger percentage see bikers in a negative way. With that current perception you may do more harm than good.</p>
<p>This is the most important thing Minneapolis can do to revitalize downtown. Nicollet is the only street that connects multiple prominent state landmarks and centers of business. No other street is acceptable for such a use. Do not let loud populist bullies continue to defend urban decline. Pedestrian malls in progressive cities like Copenhagen are game changers for urban life and downtown needs this. Have tons of outdoor dining. Require street facing retail. Bring back the Hollidazzle parade.</p>
<p>Make Nicollet vibrant first before moving the buses.</p>
<p>Why</p>
<p>No</p>
<p>No</p>
<p>Pls keep buses on Nicollet. It's central and helps me get around with someone with no car</p>
<p>Office workers will continue to be less likely to visit Nicollet Mall due to the high level of homeless in this area. Making Nicollet Mall the living room of downtown will not be a winning strategy if the seating areas are permanently occupied by the homeless and drug dealers. Consider relocating the library to a different area of downtown to draw the homeless away from Nicollet Mall.</p>
<p>Just don't move the 10 and 17 to Hennepin</p>
<p>I think moving buses off Nicollet mall is unlikely to speed up the traffic of these local routes. The problem is not with the location of the busses (if anything Nicollet helps with the speed since there is not other traffic). The speed problem is with the number of riders paying with cash or requiring assistance.</p>
<p>Permanent sauna village. Small town like metered street parking between 12th/11th</p>
<p>If you take the buses off Nicollet Mall, you're going to be losing the main reason there are people on the mall in the first place right now. No amount of once a week programming is going to compensate for that, especially in the winter. What can be done to the commercial spaces on Nicollet that are mostly way too big for small business to ever be able to afford? Big box stores are not going to save us anymore.</p>
<p>The Marquette and 2nd options seem to make it a farther walk to transfer to the light rail stop, which is a bad thing</p>

Eat the rich, feed the poor. Keep things where they are and put more bike lanes on other streets!
Increase bus stops and do not remove them!

My issue with Nicollet Mall is not the buses but how utilitarian it became after the renovation in the mid-2010s. The other options proposed for buses still include cars on the street. On both Hennepin and Marq2, the loud noise of the cars and the lack of amenities that are present on Nicollet make waiting an unpleasant experience. The mall can be successful with buses but the dull and grey environment made it undesirable for other uses. The original redesign concepts included many spaces for public gatherings including a multi-use plaza with a skyway connection, but the final product never included any of the proposed features. I believe if more color, nature, and gathering spaces found in the original concept were added to the mall, the goal of creating a vibrant pedestrian AND transit mall could be achieved.

It is a stupid idea and harms our downtown and the people who ride transit. The first step to make Nicollet mall vibrant again is to not remove the only people who are there now. Not to mention how badly this survey was worded.

I'm really in favor of moving all car/bus/vehicle traffic off of nicollet mall and making it truly a bicycle and pedestrian street. I think it will be amazing after visiting other cities that have done this.

I think the idea is okay. Poorly thought out and will not get the results you're hoping for.

Don't move the busses! I moved to and live on Nicollet Mall because there is a bus stop right outside my building and you want to take it away. The festivals and parades do not provide vibrancy to the city. They are corporate and cater to folks who do not live here and just yell at my family. What Nicollet Mall truly needs are more small retail spaces for quirky local shops. Not corporate chains.

Please do not reroute busses off of Nicollet Mall. The Nicollet Mall bus shelters feel very safe at night compared to other streets due to being more populated and better lit, many major businesses are located on Nicollet Mall which makes it very easy to get to when the bus stops right there (especially for disabled and elderly passengers). I don't care that the bus moves slowly on Nicollet, I care that it gets me where I need to go which it does. Rerouting it would be inconvenient for many passengers. If your true concerns are regarding "unsavory" passengers being visible on the streets, there are better solutions that do not involve messing with the commutes of hundreds of people.

I personally don't think moving the buses from Nicollet mall is justified enough for saving time. For one, it might do the complete opposite and stifle business/restaurants on Nicollet because there is no bus that they can catch. Its also easier at times to catch a bus that is slower anyways. Being able to use the bus on Nicollet and reaching a restaurant, hotels, and the library without having to walk further is much better than the alternative.

As a daily transit rider, I am very concerned that moving the bus stops off of Nicollet will make waiting for the bus less safe. It can already be quite sketchy at night, but at least Nicollet is wide, well-lit, and usually has foot traffic. The proposed new stop locations are on narrower and darker streets - and those streets also don't have room for the nice big shelters on Nicollet. I am also very skeptical that a pedestrian/ bike only Nicollet would result in more public gatherings / events / etc. So many places downtown are still closed, and I don't think the Mall itself is enough of an attraction. Particularly when there are no public restrooms, sitting spaces, or greenery - it's just a big stretch of concrete.

Keep buses on Nicollet mall

public transit riders deserve good things too. this change will make nicollet mall even more of a dank hole.

Check out the city of Asahikawa Japan, they have a cool pedestrian only district. Please continue to prioritize public transit despite the move, provide free or reduced business rides to events that may happen on the mall.
This is going to make the transit experience worse, with more walking between transfers, stops further from amenities, and a dissolution of the density of eyes from the street that keep people safe. I hate waiting alone on empty streets away from everyone, I hate seeking out transfers, I would rather a slower bus than any of those things.
the buses should not be moved
How the hell you going to look out for bicyclist they make up 10% of the population
Please don't move them off of Nicollet
Keep the bikes/scooters off the sidewalks! I can't describe to you the number of times bikers or scooters have come close to hitting servers at the many sidewalk restaurants. Target shouldn't have to be the only public bathroom!
It will make shopping inaccessible for me on Nicolett.
Don't move off Nicollet
Keep buses on mall that's what it originally meant for
I don't think it would be used enough by pedestrians to make up for the inconvenience to commuters to move it off.
Do not do it. No one is asking for this. Nicollet already pedestrian and bike friendly. Moving transit service off a dedicated transit mall is profoundly idiotic. Get out of your SUVs and ivory towers and actually TALK to the transit users.
As someone who spends a great deal of time in downtown for work, concerts, sporting events, dinning, and theater, I love this idea. Please do this.
I feel that if Nicollet becomes pedestrian/bike only, there isn't a need for protected bike lanes. I think of the stone arch bridge, which has protected bike lanes, and how those bike lanes are always inhibited by pedestrians wandering across them, making them somewhat pointless. As a concept, a bike lane would be good to ensure pedestrian safety, but in practice, the pedestrians do not tend to realize when they are walking within the bike lane, and thus they are not effective on corridors that are only for pedestrians and cyclists. Obviously, protected bike lanes on corridors shared with motor vehicles are very necessary for safety, but on pedestrian/bike-only corridors, I don't believe they would be honored by the average person.
I would like to see buses remain on Nicollet. The city materials and information to date have failed to explain how moving buses off Nicollet will "increase vibrancy" or safety. It is hard to review this information as anything other than prejudice against marginalized populations.
Because of the number of drivers in downtown, eliminating buses might reduce pedestrian traffic
I would prefer buses stay on Nicollet, since most destinations I use downtown are on that street and it would lengthen my walk to the places I actually go to. I am concerned about unsafe intersections and icy sidewalks off the mall making downtown less accessible for folks using the bus.
Transit on Nicollet is not the problem. I agree with the premise that increasing the "vibrancy" of Nicollet Mall involves bringing more people down there, but removing all busses from the street will *not* make it more attractive for people to be there. If we actually want to improve the quality of life around Nicollet Mall, we ought to extend the opening hours of buildings and retail along Nicollet Mall, incentivize the location of schools and daycare centers to Nicollet Mall, construct more apartments and condos and affordable housing. Few regional tourists actually want to come down to Nicollet mall for events where they just sit on oversized furniture and play cornhole, so we should stop trying to remove residents from the street to cater to these tourists' supposed needs.

Let's call this plan what it is: a shallow ploy to remove poor people from the sight of the moneyed classes. Removing the busses will only make it more dead because transit is where most people on Nicollet Mall come from. If the mayor is actually convinced that removing busses will actually lead to Nicollet being somehow better, HE IS DOOMED TO FAIL.
Transit on the Nicollet mall brings people to the mall. In a metropolitan area that is trying to get people to use the transit system why would you map a plan that moves the transit away from amenities? You are making downtown Minneapolis even less accommodating to those who rely on the transit system for work and recreation.
BOOOOOO! Hate this idea.
Please consider the amount of folks who bus directly to Nicollet Mall to do shopping or go out on the town. Having to lug groceries from Target further than necessary isn't ideal, and making people walk further in the winters to catch the bus home after going to a restaurant also isn't ideal. Nicollet does not need to be pedestrian only, and buses are one of the main means for people to actually ENGAGE with Nicollet Mall.
Nicollet being a bus only street already makes it very pedestrian forward. Making people walk further distances to catch a bus is ridiculous. I am an avid transit rider and cyclist. I don't even own a car. Perhaps making a specific stretch of Nicollet pedestrian only is a good compromise but Nicollet is a long street that has many stops where people get on and off to transfer to other busses.
Yes. Please please please don't remove buses. Leave as a bike and bus only street. There is plenty of space on sidewalks now to walk, I don't see why anyone would possibly want more than what there already is.
Just move the buses to Hennepin and Marquette
Keep buses on Nicollet mall, this is racism
Dispersing the busses to other streets would at least spread out some of the unsavory people that congregate downtown. I like option 1 the best for where I go downtown, but am fine with them all.
The bus stops on Nicollet from 24th street until Target are the most dangerous in Minneapolis. ITS NOT THE BUSSES - ITS THE PEOPLE WHO RIDE THEM. Get the 17 off of Nicollet Avenue!
Pedestrian mall to where/what? This isn't Chicago, this is barely Milwaukee, and unless you have a time travel machine to back when the Times/Jitters/Let it Be/Sawatdee etc existed I don't see any point
FREY IS TOO SCARED TO VISIT MY NEIGHBORHOOD, IT IS LIKE WE DON'T EVEN EXIST.
Hoping that there will be adequate oversight to ensure that ppl won't use it as a hangout, a huge investment in \$\$
It's dumb. Focus on real problems, like homelessness, crime and keep criminals off public transportation. Do your government jobs, not private sector BS.
Please work to break up the building facades and retail spaces to encourage more smaller businesses and restaurant/bars to locate there without huge overhead. This would make the street much more vibrant and interesting.
I would like to see this street become more than just a flashy walkway to make our city look better. Let this be an opportunity to improve on how we can gather our community and provide help and resources to those who need it. Let it be a representation of all who reside in Minneapolis.
Prioritize security, safety and maintenance. Well lit and lots of garbage cans. Fix it stations and bike racks for bicyclists.
No
Create more designated roads for cars.

It should be like NYC Time Square meets Boulder, CO downtown. Or at least one or the other if a mix cannot be done. Honestly, it could be the Boulder, CO downtown of the NORTH.

The bus traffic is vital to commuters coming in and out of downtown. The Marquette option provides the least interruption to that process while opening up the opportunity of the Mall. Having a "third place" is extremely important to us downtown residents as so many places downtown continue to cater solely to suburban commuters and their 9-5 M-F schedule. This project is a great opportunity to make this area a destination for off-work hours and a more convenient hangout spot than the North Loop.

I live downtown and walk along Nicollet Mall frequently. The folks getting on and off the buses aren't what make the mall so uninviting. It's the panhandlers, druggies and loiter's that do. Moving people that are coming and going off the mall leaves us with just the Zombies. Nicollet Mall is the worst street downtown, no wonder most of the store fronts are vacant and deteriorating,

The city isn't going to "activate" the street from Washington to 12th 24/7, and it's gonna be deader than doornails without bus riders. The city is crapping on bus riders with this proposal, and it's clear to anyone who has ever ridden a bus here. There's nothing that will be better about waiting and walking from ANY of these streets because they're lined with office buildings, parking garages, and parking lots. Hostile as hell to a woman at night. Lighting ain't gonna mitigate isolation and creepiness. You don't care what we think because you couldn't even be bothered to structure this survey for people who actually LIVE downtown and both take buses through downtown and to do things downtown. It's apparent to all of us what's happening here, and it's disingenuous. So tired of a city government that treats residents, and especially bus riders, like dirt. Met Council members called the city out at their last Transportation Committee meeting for the nonsense this proposal is, noting it's not to improve transit. Stop saying it is. The city could have been trying to improve Nicollet the whole time and can't even be bothered to plant flowers. Bus riders don't impede that. Just that the mayor and Rainville think we don't deserve them because we junk up the joint. How offensive.

Just to really consider the folks who rely on these routes. I know you're asking for feedback, but not everyone cares about saying something. What should be looked at is the most common stops/destinations in Nicolette Mall and see the ease of travel that's already in place. These plans do not feel like a solution or improvement unfortunately. They just feel like they're making transit via bus more difficult because the routes are being redirected for reasons that don't seem to make sense such as "walkability" in downtown spaces. It's all walkable comfortably; literally just go there on any given day; the walking is fine. This just feels like a plan to move poor people who are underprivileged to afford cars, further away from businesses in downtown because crime is being placed/blamed on folks who take public transit because of preconceived notions.

Nicollet will become a drug/homeless camp.

I hope policy moves towards an accessible, safe, inviting experience for all people—residents and visitors to Nicollet Mall. I'm concerned that folks needing mobility assistance will have more difficulty getting around, and this decision will mostly reduce bus traffic into the Mall without increasing pedestrian/bike usage...as from my experience, I see people drive to find parking for work/a sporting event/theater show without staying downtown after most businesses close after office hours.

Safety!

Buses should remain on Nicollet mall, this is a waste of money and time

Changing Nicollet Mall to a pedestrian/bike only roadway seems like a very poor decision for the City. There is no reason why transit times can't be improved on a roadway already designated as a

bus-only roadway. It's quite mind boggling that moving additional traffic onto already busy roadways some how decreases transit times. Improving Nicollet Mall as a bus-only roadway would be more cost effective and could move additional buses onto Nicollet Mall, keeping the other streets open for vehicles and truck traffic. Regarding safety for all visiting the downtown area, a pedestrian/bike only roadway is begging to be misused in one way or another (homeless encampments, scooters/skateboards, etc.). Unless the City's sidewalks are constantly clogged with foot and bike traffic, this ridiculous notion of changing Nicollet Mall into an unusable roadway should be filed away.
The idea to move buses off of Nicollet is a solution in search of a problem. The real problem with Nicollet is two-fold. We went cheap on the rebuild after cost overruns on below-ground infrastructure AND private vehicle traffic on cross streets slowing down active and public transportation
I wouldn't go downtown at all. My mobility is limited
Who bikes in the winter. Waste of tax dollars
Leave bus routes on Nicolette
Don't move the buses, we've spent decades building our transit infrastructure around Nicollet. There's no business, lights, or other people on Marquette, 2nd, or 3rd and will therefore be much less safe than keeping transit on a corridor with other people.
It's irresponsible, short sighted, unsafe, needless, will essentially kill Nicollet Mall entirely.
Yes, many transit riders are pissed off about it because it's clearly a way to get rid of the poor people on Nicollet Mall rather than making it convenient for people who actually do errands downtown and rely on transit. The making buses faster is BS and we all know it. I no longer respect Metro Transit or the City of Minneapolis because they are chasing money and doing these surveys that they're not actually taking into consideration because they're chasing the money. I looked at the survey results and a majority of folks do not want buses moved off of Nicollet Mall but you guys did whatever you wanted anyways.
access to skyway system which used to be a selling point for downtown
It's a shit idea put forth without real concern for people who actually use the bus in the Nicollet Mall area. Just because there are occasionally a few folks who spend their time congregating at bus stops to get out of the wind and cold... It's outrageous.
Zero reason to change so soon after spending \$50 million on renovations. More renovations will continue to cause businesses to suffer and people will continue to have no reason to spend time or money downtown, especially since it needs to compete with malls across the metro, let alone the largest mall in America, which regardless of design, it will fail to do so. Downtown shopping died a long time ago, and people can't let go of "how it used to be"
LEAVE THE BUSSES ON NICOLLET MALL.
Do not move buses off Nicollet.
Don't- keep the buses on Nicollet Mall. Another silly idea by the Mayor. You think taking a major mode of transportation away that will attract MORE people? Are you insane? That is a complete oxymoron.
Relocate the post office give public park access to the public
provide rain shelters in bad weather
Pleaes make this a peaceful area. No music broadcasting from speakers, and no religious guys wearing robes and preaching through megaphones.
Bikes attack pedestrians far more often than busses do. Bikes should not be on a pedestrian mall.

I am really excited!
Again, in my opinion, moving busses off Nicollet Mall will not improve the vibrancy of the area. Those who use the bus for access to the Mall for shopping, dining, entertainment, medical appointments, etc. will be less likely to do so. It will not increase the number of people who participate in these activities. It seems to me that what it will do is increase loitering and other unwanted activities. I am already planning to change doctors because of the inconvenience of this change.
One of the main reasons that there are pedestrians on Nicollet Mall is because people are waiting for their bus.
- moveable bollards to keep traffic off the mall for public safety. -emergency vehicle default route through and out of downtown should be moved to other streets.
No
I take my children on transit downtown frequently, to Target and to the Central Library. Pushing buses further away will make it harder for us to get to downtown destinations. I also am concerned about the safety of waiting for the bus on a very deserted street like 2nd or Marquette. Waiting for the bus on a busy street like Nicollet seems much safer. Moving the buses away from Nicollet will make my family less safe.
Making 2nd and Marq into 2-way bus routes is a bad idea. It reduces lane number for buses (slowing them). For persons like me who take either an Express such as Orange or local such as #18, this makes me choose; why not let me pick a street and take whichever bus comes first. The current 2nd and Marq system works well for the suburbanites and express riders; let us city folks take advantage also. [2] Moving off Nic for #10, #17, #18 makes transfer to the 7th/8th BRT harder (1-2 block walk); move the current Nic BRT stops to Marquette?
I support taking buses off Nicollet. It is oversubscribed currently - it is trying to be a transit corridor, public square, bike path, and pedestrian mall, and that creates conflicts. I often missed my light rail connections last summer because buses were unexpectedly detoured to a longer route. Please prioritize making transit as fast and reliable as possible.
Keep buses on Nicollet mall, destroy 10th and 12th street make them into parks
I am very, very, very excited about this prospect! I have walked and cycled down Nicollet Mall many times, and it has always felt uncomfortable at best and unsafe at worst when you are stuck on a bike between 2 busses, unsure if they can even see you.
I live on Nicollet at Grant Street. Every place I go is located on Nicollet Mall. Every option you have is going to make my life harder. Extra walking to get anywhere I go. You haven't mentioned anything about buses that could shuttle people from the other streets to Nicollet. Especially bad in winter when the weather is bad. I am on a very limited income, so I can't afford to pay for Uber or taxis to get me where I need to go, if I can't catch a bus there. I am also over 70 years old and mostly don't have too many problems getting from home to the places I generally go. However that could easily change as I age. Overall this change could make my life much harder.
N/A
Biking on Nicollet Mall without buses will feel much safer!
The access to skyways for pedestrians off any street other than nicollet is lacking. No inviting places to enter or needed business. Further away from transfer locations on Hennepin and lightrail stations. Forcing more traffic onto other streets without safe access during the winter is alarming. Pedestrians are number one reason to not ride bike on Nicollet because no one pays attention especially hurried business people. Making bike travel more inconvenient by increasing pedestrian

jaywalking and multiplying traffic on other streets. Bike lane on 3rd ave would be ruined by stopping bus traffic.
It's already pretty pedestrian friendly. Moving these stops to Marquette and Hennepin would introduce more personal vehicles and heavier traffic, whether it's two-way or paired on Marquette. It would be nice to have some nice landscaping, restrooms, and benches on Nicollet Mall as is without taking away the convenience of all buses coming together.
No
need better and inexpensive parking solutions!
The fact that all the work done was a waste. Clearly wasting more money is not going to improve anything
Please paint the bike lanes a different color than general pavement - I know the standards might dictate a gray/black pavement, but it makes it hard for pedestrians to distinguish from sidewalk and often leads to them walking or stopping in the bike lane. Please consider green paint to make it obvious that it is a bike lane and dedicate for cyclists. Add bike-specific signage and stoplights (like in the Netherlands). Make it clear that cyclists must stop at intersections to avoid conflicts with pedestrians.
N/A
No
I'm not in favor of it, as it would increase the walking to my destination, which could be unsafe.
Love the idea!!!
Bikes should be permitted but not have dedicated lanes. It should be more pedestrian focused. Bikes should be discouraged from using it as a through street, but be able to use it if they are going somewhere on the Mall.
You are addressing the symptoms, not the illness. Reduce crime and bring people back to the office
I think the option 1 two-way pair on Marq2 is best because it puts local and express riders on the same playing field likely equidistant from their downtown destinations. The one-lane bus lanes concern me because drivers end up stopped/parked in the curb lane. I think two-lane bus lanes provide the best/fastest transit experience through downtown.
We need police to be walking the sidewalks, rather than carelessly parking their SUVs on the sidewalk. It looks like shit, and it furthers the idea that the police are removed from the actual people they're there to protect. Their constantly idling cars also worsens air quality downtown.
Move to Hennepin Ave
Outside of rush-hour and midday, I'm unsure who you think will enjoy a car-free Nicollet Mall. Employees walk the skyway on cold and warm days. Clean buses that currently operate up and down Nicollet Mall should be the least of your concerns. Disappointing that Minneapolis is considering moving transit riding customers away from the core and forcing them to walk further distances from the stores they visit and spend money at. I see this effort having the opposite impact in that people will take those trips elsewhere that is more convenient and transit friendly. It is clear, based on the wording of this survey, you have already made the decision to remove transit from Nic Mall. This decision isn't a new one-Minneapolis has been trying to get vehicles off the mall for years and just like then it is a disappointing and backwards decision and only impacts those who lack the means of a vehicle. Instead of trying to find a unique solution to the problem, you are taking advantage of a post-pandemic, teleworking, no-pedestrian traffic to push your long-game agenda. Congratulations, Minneapolis.
It's a great idea I think you should move them to the unused station on 2nd
It's ridiculous how these street planners assume car traffic just disappears into thin air.

I can't emphasize how much of a bad idea this is. The transit system is the life of downtown.
Bikes: No. And pedestrian only seems unwise for businesses along the mall, with our cold winters. Also, if your destination for a bus ride is directly on the mall, a "short walk" in the winter can be unpleasant, or even dangerous if it's icy.
Pedestrian safety needs to be top of mind. I'm concerned about cars turning onto Nicollet Mall, either accidentally or with malicious intent to injure or kill people. On one hand it needs to be accessible to police, fire and ambulance. On the other hand, we need to keep pedestrians safe.
Buses should not be moved off Nicollet mall
Keep the drug dealers away please and violence
The third Ave option looked best until I saw that map of where people are going. Seems like it might be too far from big draws like Target and the Library. I don't think the two way options for Marq2 are great because off all the drivers making right turns messing with bus lanes. With Marq2 prefer two bus lanes in one way.
Why should bikes get to use Nicollet Mall? They move a lot faster than a bus. Just people, no busses no bikes
This is a bs plan create by wealthy downtown interests. This whole thing is trash
Make it vibrant and colorful, without sacrificing safety. This should be *the* place we want to take visitors (and neighbors) downtown. That said, a short, frequent, local transit connector is essential.
Unless downtown as a whole is made worthwhile moving buses off nicollet mall would make it inconvenient for those that work on nicollet mall
Terrible idea. How many US cities have tried creating pedestrian malls only to restore traffic years later, after learning that removing traffic does not help struggling downtowns. Don't same the same mistake that Champaign, IL, Richmond, IN and others did - dozens of years ago!
I rely on public transportation to get around, and I do work and shop downtown. I think the suggestions will make the city LESS accessible by bus, and will not improve safety on Nicolet Mall.
I'm very excited for this change. As someone who both bikes and rides the bus on Nicollet Mall, the current status quo doesn't work that well for either use - the buses are painfully slow both while you're riding them, and frustratingly slower than bikes while you're riding those, leading to dangerous maneuvers to get around a slow bus. Retractable bollards or similar will be needed at each intersection on Nicollet to keep unauthorized vehicles off of Nicollet. The small "No Turns" signage does not do the trick.
Another bad idea!
Taking the buses off Nicollet Mall will definately attract people to loiter more on Nicollet Mall which will create more crimes like purse snatching and robbery because buses deter a lot of these crimes from happening. Unless of course, part of the plan is to have quite a lot of police officers on Nicollet Mall. I guess just have to wait and see what happens. But, taking buses off Nicollet Mall and moving them 2 blocks or more away, not good for me. On paper this sounds like a great idea (wishful thinking) but in reality I doubt it will work out for the good.
I really hope that pedestrianizing Nicollet brings some energy back downtown and I think it can! It would be even better without bikes too. They are not safe for or considerate of foot traffic
Shouldn't this have been studied before spending a lot of money to reconstruct Nicollet??!!
This all seems like a repeat of the reconstruction project a decade ago--people are hying up the potential for it to be transformative when, realistically, it is unlikely to fix the problems of excess commercial storefronts and low pedestrian traffic between Washington and 10th streets. Also, putting buses in mixed traffic situations (options 2 and three) will work conceptually but maintaining the two-lane bus only lanes is the highest guarantee of a faster trip through DT.

Comments about having NB and SB on separate streets seem hollow to me because we already have 7th and 8th with massive volumes of transit ridership on separate on-way streets and it functions just fine.

Please don't put buses on Hennepin or 3rd. This makes it worse for everyone walking, biking, and driving on these important roads. Marq/2 have 4 dedicated bus lanes, that's the place for buses

I take the bus to work every day, because it is affordable and better for the community, but most importantly, it is efficient. Pulling the busses off the Mall will destroy this advantage, and many others like me will have to start driving to work, bringing more cars and traffic to downtown. This change will make bussing less accessible, less desirable, and less safe. This will discourage use of public transit. This will increase traffic and encourage impatient driving downtown. Right now, Nicollet Mall is the main artery of downtown. It is easy to catch a bus there, efficient to ride a bus there, and easy to bike. I am incredibly disappointed by the shortsighted decision to move bussing off the Mall. I don't like to talk in extremes, because I think it can easily be dismissed. So I would appreciate it if you take the comment seriously. I am not exaggerating when I say that this is the worst idea for public transport downtown the City has ever perused. I implore the City to rethink this decision and keep buses on the Mall to truly support the needs of the community.

Marquette northbound is already painfully slow to drive during pm rush hours. A number of parking ramps exit onto Marquette, illegally stopped cars often clog the right lane, and the timing of the traffic signals all seem to contribute. Adding transit to northbound Marquette would only make it worse.

Prioritize livability for downtown residents, not tourist profit seeking by making Nicollet Ave an adult playground. This includes having groceries, healthcare, shelter, and recreation within walking distance for downtown residents.

Move Target head quarters off nicollet and put small businesses back.

Love the idea of making Nicollet Mall pedestrian only. It will be important to make the intersection crossings safe from cars. Suggest including raised crosswalks, crosswalk bimb outs, narrower streets to slow traffic. Should consider closing some of the cross street intersections to provide longer safe and car free experience

I mostly walk from Nicollet to Hennepin and have difficulty walking distances therefore the further the buses are pushed from Hennepin the more difficult and painful transportation will be for me.

Safety, safety, safety. And return skyway hours to almost as long as they used to be.

Don't do it!!!

Keep the buses on Nicollet Mall. They have been there since the streetcars were removed and there's no evidence that moving them will do anything to improve the mall.

bikes should be allowed on Nicollet, just pedestrians

Retractable Bollards/ safety mechanisms to keep pedestrians safe from vehicular terrorism as seen in New Orleans and Charlottesville pedestrian malls.

This project is unlikely to make downtown a more vibrant place. But it will inconvenience thousands of people who take the bus every day.

I really like it. A lot. 100% would come downtown more, especially for dining But one of the main issues making using the bus less desirable is the time it takes. I go to Northeast from Richfield and the minimum it takes is one hour en route. MINIMUM. Often 80-90 minutes. Having to be at the stop 5-10 minutes early because of buses arriving early ads to the trip. By car that is usually a fifteen minute trip High frequency buses works be helpful. Need more on the 515

First off this survey design is flawed. I use Nicollet Mall to do both ~80% of my weekly shopping, and to make daily transfers to get to work. Why can my responses not be bucketed for both? This is a

bad idea in totality, but one that will be an absolute failure if it does not include public restrooms and bollards at every intersection with a mixed traffic street. The lack of foot and transit traffic due to the removal of buses will only exacerbate the post 5pm problem of vehicles speeding down the mall as a shortcut.

Business follows traffic. Moving traffic off nicollet will result in more business and traffic where you move it to, regardless of where that is.

I prefer buses do NOT move off Nicollet, as Nicollet Mall is the most convenient & safest place to catch buses. But I know that my position never had a chance. I feel that especially for older people or those with physical disabilities who take buses, moving buses off Nicollet Mall will be a big loss. Making transfers will take more time & it will be less safe. Nicollet Mall is the safest street downtown & it has the most pedestrian traffic. Third St. is too far from where people shop & see doctors. Everything will take longer & be more challenging. I think that even if traffic is slow on Nicollet, it's the best place for bus riders. Again, I feel as if my position is a lost cause. I feel that Metro Transit makes things more convenient for it to run buses (& I get that), but less convenient for bus riders. Our convenience does not really seem to be a priority for Metro Transit, no matter what is said about rider concerns being a priority. Buses have been taken away (#18 on Grand Ave; #115 from the U of M) that have severely limited my options. Buses are unreliable enough that I need to take the bus before the one I really want in order to be sure to make a connection, & this wastes valuable time. So this is just one more loss of feeling safe to take buses, & will reduce the time I spend downtown. Your survey did not allow for the option of using buses to go downtown as a destination as well as for a transfer point. I use it for both. I feel that everything is now about bikers, but I am in my 70s & don't & won't bike. I don't think that making this change will bring back vibancy to downtown. I think it will make it difficult enough that people who bus downtown for anything but work (meaning they have no choice) will decide that it isn't worth it. I wouldn't take a bus on 3rd Ave on the weekend & walk 3 blocks to Nicollet for almost anything unless I had no choice. It's deserted most of the time except rush hour M-F. It's a terrible option. I know I'm going on, but I feel like the worst option will be chosen, & as I get older & moving around gets more difficult & safety concerns grow even more, I will just stop going downtown at all & end up ordering things online & not going to the library that is most convenient to me (downtown), thus denying me the choice to go there. It's very disappointing & frustrating.

Moving public transportation away from the mall will only reduce mall street activity. Other solutions to encourage retail and entertainment activities should be explored further. Fast transit is not good transit if it reduces user convenience.

Just please do it already and stop talking and talking and incessantly talking about it. So obvious to everyone except any one actually in charge of doing it. Govt at its finest as usual.

establish Nicollet Mall as a dedicated people mover that circulates from one end to the other; make it free, clean (electric) and frequent (about every 10 minutes) - see Denvers 16th St mall as the best example - hurry!

I think that moving bus lines off of Nicollet Mall will drastically reduce the accessibility of the downtown area. By removing bus lines in this particular area, there will surely be increased traffic in other more popular areas. In addition, with some of the proposed plans, construction and replanning of traffic will need to be done. This will put drivers and walkers in the downtown area at more risk and delay traffic. Further, many people will not be informed of alternate routes because there is no commercialization of your plans to make these changes. This will result in many people leaving public transit services all together, and having negative experiences with the Minneapolis transit systems. Ultimately, I believe that this will reduce popularity of public transit within downtown Minneapolis, and discourage locals to engage with the public transit system.

The lighting on Nicolette mall is inadequate at the moment. The mall needs to be well lit to discourage loitering and drug dealing. The area around target has become the hub of hell! Open the sky-ways for use from 6pm until 11 pm to allow safe walking routes for bus passengers
No
I believe a pedestrian mall will spur more retail and dining experiences
City & region must continue resolving the plight of homeless people & without interfering with shopping, tourism, etc.
Everybody who wants to move transit off Nicollet Mall is an enemy of transit
My elderly parents live downtown and use the free shuttles up/down the Nicollet Mall. If you remove these shuttles, you will remove their business from the Mall. Buses on the Mall are not the detriment to bringing visitors to downtown and the mall. Real and perceived crime, vagrancy, harassment, and lack of anywhere to go on the Mall are the detriments. I have money to spend and nowhere to spend it other than Target or Walgreens. So, even though I can easily walk to the Mall, I have to get in my car and drive to the suburbs for shopping. The downtown association is not encouraging businesses that address needs/wants of people who actually live, work and visit downtown. Moving bus traffic off the Mall does not fix the problem that there is nowhere to go on the mall. Given people's physical limitations, as well as the reality of Minnesota winters that makes walking an extra block or two of walking is problematic, a shuttle is needed. Removing buses from the mall will not solve the problem of people avoiding the Mall due to harassment and perceived threats.
We need our own space.
I'm in favor of a pedestrian mall downtown but Hennepin Ave would be a better candidate - more restaurants, theaters and live venues are on that street and making it a pedestrian only space would make it much safer.
There are other places in the city which need this priority.
As an ebiker, it would make transit so much easier not having to wait behind buses
Don't split up the 11 and 17. What the hell??!! The buses should all be on the same corridor and wherever that is, cars should not be, or people will most definitely be getting hit by cars. This is an unsafe move based on appeasing business at the expense of safety. The climate crisis is here, we must prioritize the bus and other transit modes and keep the people using them as safe as possible. Don't split the buses off to streets multiple blocks from each other??!! Jfc.
Subject: Concerns About Proposed Transit Changes Dear [City Official/Transit Committee], As a daily bus rider and frequent cyclist, I am deeply concerned about the proposed changes to transit on Nicollet Avenue. These changes are being framed as "improvements," but they don't reflect what I or others in the community want or need. Why are we moving the buses? Nicollet Avenue is by far my preferred street to wait for buses and bike. When I bike there today, I feel safe, even without protected lanes. The flow works well, and Nicollet offers a welcoming, accessible environment for transit riders, cyclists, and pedestrians alike. It reminds me of State Street in Madison—a pedestrian-friendly street that allows buses and bikes to coexist with thriving local businesses. Why can't Nicollet be our State Street? If you're looking to make Nicollet even more inviting, you don't need to move transit to do it. Instead, focus on: <ul style="list-style-type: none"> • Adding public restrooms and more seating. • Incorporating outdoor dining and entertainment. • Hosting parades, markets, and events like we've successfully done in the past. Buses don't prevent these activities; they support them by bringing people into the heart of our city. Hennepin Avenue is not a solution. Hennepin, along with the other streets in the proposal, is already congested. Adding more buses to streets that suburban drivers often find confusing and intimidating only creates more frustration. I don't

see how this improves transit or travel for anyone. What problem are we solving? This proposal seems to target unhoused individuals rather than addressing the root causes of their challenges. Displacing people without real solutions doesn't improve Nicollet or help the community. As a taxpayer, I don't want my money spent on unnecessary changes that don't benefit the people who actually use Nicollet. I ride the bus to work, I bike for both commuting and pleasure, and I've experienced how Nicollet works. Moving buses isn't an improvement—it's a step backward. Please focus on enhancements that actually make Nicollet better for everyone: better amenities, accessible spaces, and real community support.
This is a terrible idea! Businesses will suffer!
Do not move buses off of Nicolette.
My main concern is walking from Target to 2nd or 3rd Avenue. If buses must be rerouted, please think of all the people with walkers are in wheelchairs or other challenges. For some, it will be just to far. Also, how would you provide additional security on 2nd or 3rd Avenues? The further you are from a shopping area, the less safe the bus stops will be.
Leave it alone. It's a convenient location and I don't have to walk more than 4 blocks to catch my bus.
It is fine how it is
Make sure crossing east west streets is extra safe for peds and bikes!!! Good visibility, keep cars out of the crosswalks, manage speeds downtown!
Bike lanes are a waste of space. We live in seasonal Minnesota, not season-free California.
I don't mind the busses on Nicollet Mall
The use of Nicollet for vehicles of any type is a huge mistake
Moving police to major bus stations and rail stations.
I do not support the Idea of mov8ng busses off of Nicollet Mall.
None
Nicollet is vibrant BECAUSE the buses bring people there.
Focus on what Nicollet will become for a ped/bike experience. Particularly encourage all the buildings to create smaller retail with entrances to Nicollet or it will be a flop. Plant a lot more shade trees on Nicollet as well
You can have pedestrians and bikes on Nicollet without removing buses. Removing buses is about shifting visibility unhoused, but that is a failure of a policy. This shifts the problem not solving anything and makes it harder for transit users who need access Nicollet. As a disabled Transit user who needs access Nicollet, this would increase my walk time and mean more isolated and less safe waits for busses on streets other than Nicollet
The problem with Nicollet Mall and downtown isn't buses, but land use. Provide public restrooms, more housing, and small businesses on the street level would help a lot.
The nice part of Nicollet Mall as a space to walk and roll is the option to take a convenient free bus OR walk. Regardless of where the bus could be moved it increases WALK time. That's what riders care about. We don't want to walk farther to get home after our before a long day at work. Listen to the people who live here.
I like making Nicollet Mall ped only. The buses will be faster on Marq/2nd Ave.
Unless you're moving all traffic off Nicollet mall, I don't see the point in removing the busses off that street. More public restrooms would be wonderful since it would draw in more pedestrians, shoppers, bikes and hopefully more security. If there is no traffic at all, I can see Nicollet mall being a haven for crime, lawlessness, and lack of safety during the night. If businesses, bars, restaurants,

and events on Nicollet Mall aren't open during the late night, it's just going to be a refuge for vagrants, criminals, drug users, and danger in general.
Improve safety along the Nicollet Mall. There are significant safety issues which continue to keep many people away from Downtown Minneapolis
add bike racks and bike lockers.
N/a
I couldn't use both "transfer to another bus/train" and "to do something in downtown" so I chose the former, but I do use Nicollet Mall bus (e.g., 11, 17, and 18) for IDS, Library, Target (grocery shopping), etc. So if it's taken away and replaced to a street/avenue far away from these, it'll be very difficult for me to use facility such as above (IDS, Library, Target, etc.)
It's about time! Thank you for considering.
don't
Biking Lane would really improve things
Change law to allow open container during events between 6th & 10th street.
When I'm on Nicollet Mall, the buses were not a problem. The buses don't prohibit bike riding. As someone with limited mobility, having to walk a block or two to get to my destination is not something I would do — I would find other locations to shop or visit the doctor or just hang out. Taking buses off Nicollet Mall would make me less likely to visit downtown.
Pedestrians dont hold up rush hr by not paying there fare there fare and dont hold up buses by running in front of buses to catch bus
Don't do it
As a metro transit bus driver it is preferred that buses are moved to a location where this is less foot traffic and hazards than Nicollet mall.
make sure that there will be better notification of where the buses are so folks will know where to go to wait for the buses
it needs to be smoke free
Elderly residents of MPLS will be burdened
restrooms, bike lanes, music events, and parades are ideas I like, but I think just off Nicolet mall is better for them
More protected bike lanes, please. Those are great.
Just pried it will be overrun with homeless like every other public area in downtown like the light rail stations, in front of the library, and small parks. I'll probably never use it bc I hate getting cat called by homeless men following me.
Don't move busses off Nicollet mall
this whole survey is a cynical attempt to manufacture consent for a project that clearly only exists because property owners object to having poor people standing in front of their empty buildings.
Moving buses off of Nicollet would be inconvenient for me, BUT if it had to be so, I'd definitely like Nicollet Mall to be a no motor vehicle area. I think Minneapolis lacks a lot of communal areas for being free of vehicles, and I'd honestly love more streets to be pedestrian/bike only.
i love the idea of pedestrian/bike only areas!!!
The survey should have had an option to say I both take buses downtown for stuff downtown AND to transfer to other routes like the Green/Blue Lines. Also, please share how you plan to make the entire transit experience better for riders in the new location. Trip speed is not the only issue. How are you improving safety and livability?
Its a bad idea for riders who primarily use route 25...like me

I like having busses on Nicollet mall
I don't see how removing buses will "fix" Nicollet alone. How will you ensure that vacant Nicollet storefronts will fill with restaurants and stores, buses or no? We need property owners and Downtown Council to pitch in and help. I haven't seen any evidence that they are trying to fill vacant street-level retail -- what is holding them back from lowering rents or incentivizing stores to move in? Anything done to "Pedestrianize Nicollet Mall" should be contingent upon property owners (RSM Plaza, IDS, City Center) finding and keeping corner-store, street-level retail tenants. What levers can the City pull? Can you come to a legally binding agreement to enforce street-level retail quotas? If you don't have any levers to pull on the property owners, why not add greenery, seating, public restrooms, and street vendors first, to prove your commitment to Minneapolis residents? Instead of long-promised seating, we've had public art fenced in for over 2 years, there's no more Farmers market, and there's zero retail facing Nicollet. The reconstruction in 2017 called for cozy design elements, like brick pavers, but those were thrown out because of budget constraints. We're stuck with a bland greyscape and an eerie empty feeling, but at least there are people and bus stops. Convince me that this effort will do better -- and I need to hear more ideas than just "get rid of buses".
The plan would be a waste of money. I go downtown every week. It's dead at any time of day because with the demise of Macy's and people working at home since covid, there is no longer a reason to go downtown. As dead as the Nic. Mall is, there are always unsavory characters hanging out. Not a pleasant experience for my, much less for visitors from the suburbs or out-of-town. Full hotels on game days are the only saving grace.
Keep the buses!
Ready for change
I truly don't think this is necessary. Nicollet mall feels so much safer to wait for the bus on than the adjacent streets. It's already full of life and improving the transit on this corridor only helps more people actually see and experience busses around them. While I think moving them to another street could probably long term almost create another Nicollet mall-like-street but I'm doubtful due to the parking structure and large block sized buildings lining those streets. There is a sense of human scale on Nicollet Mall. I'd suggest figuring out a way to eliminate the accidental cars on Nicollet (change the pavement, permanent or mechanical bollards, etc) I think we can emulate a pedestrian safe zone even with frequent buses. As long as it's not a bus every 30 seconds. Create zones between blocks for yielded crossings. Bus drivers will slow down for you to cross. Most people jay walk there anyways but it still can be unsafe but reducing the probability of stray cars will help immensely. I'd say you could probably move the two other buses the Hennepin tho. Most people riding them from NE are just tryna get downtown in general and most bus lines have close transfers around Washington Ave up there.
Please do not move the busses. It is what brings people to Nicollet and the businesses there. Removing people from this amenity will ruin it.
Very excited to see it turn into a true pedestrian street =D
great idea
Just hope it works out. For the people.
Na
This is a waste of money. Nicollet is dead. There are no shops and nobody wants to shop here anymore. Summer events on Nicollet are fine, good even. Stop wasting time and money
None

If cars and buses are off Nicollet Mall then remove the bikes too ! Safety issue for pedestrians walking
Do not move buses off Nicollet Mall.
Do not move buses off Nicollet Mall. It is the safest place for people to wait for their bus.
Create the new shuttle electric tractors with a wheelchair access (just like old state fair shuttle tractors) between Convention Center and Washington Ave on the Nicollet Mall. If use open air shuttles for spring and summer and enclosed shuttles for fall and winter. Remember the old red MTC mini shuttle bus for 10 cents ride in 1980's.
Water fountains
Moving buses off of Nicollet Mall does not make me feel safer waiting for the bus. It makes me feel less safe to wait for the bus in more isolated/less populated areas like Marquette, 2nd, and 3rd. Local buses should stay as close to Nicollet Mall and Hennepin Avenue as possible to facilitate quicker transfers and to encourage more shopping on Nicollet Mall.
I do not like losing metered parking on Marquette and on 2nd Avenue.
I'll follow up at the Phase 2 Open House this afternoon. Thanks!
Yes. I'm much more concerned about being attacked at a bus stop, or run over by some drunk, high vibrant than which particular street upon which the bus operates. The fact that Minneapolis is spending time and money on this while thousands of deranged lunatics roam about in public, attacking innocent people, only reaffirms my hatred for Minneapolis, the fools that dwell within it, and the orwellian swine that ran it into the ground.
Keep the routes and Nicollet Mall transit as is! The city spent too much money constructing it to turnaround and redesign it a few years later. A walking/pedestrian corridor is silly given the fact it will only be used 5 months out of the year AT MOST. Nicollet Mall transit is used EVERYDAY of the year by thousands of people.
Yes- it sounds like a bad idea. Leave the bus where it is now on Nicollet Mall. Move the bike lanes to Marquette or 3rd avenue or elsewhere
I live in Minneapolis and work on Nicollet mall and there are pockets of people who hang out at a few street corners (often drinking, smoking pot and selling drugs). This discourages people from wanting to come downtown or stay downtown after work. This issue needs to be part of the plans for revitalizing downtown Nicollet mall.
I have a comment but it would not be put into consideration
pedestrian areas only work when there aren't criminals and rampant drug use
Please don't do it. This was already made for busses. We do not need another huge project to keep Minneapolis in constant construction. Mr.Frey please stop, it's starting to look not so good on you either. The word around the street is that you're doing it for all the wrong reasons.
It shouldn't be done. There's already working pedestrian and bike traffic on Nicollet in conjunction with transit. There isn't anything wrong with it, aside from the clear dismissal of every day people trying to get around using public transit. Moving any routes to an already busy transit street will waste resources and cause major delays in transit. Invest in the people who use and pay for this service, not those to travel in from the suburbs.
Personally, I think the buses should stay on Nicollet Mall, but if this is happening, it could be a positive to get people there.
I don't think the routes should be changed
Get creative with programming and seek input from people in the community. The City needs to create an environment that people are willing to seek out.
There should be an emphasis on 3rd spaces and bike infrastructure.

Ged rid of the bums harrassing people
I think moving the buses off Nicollet is a garbage idea that will make commutes to MCTC much more dangerous. The area is already known for muggings and violence, making students walk even further away from Nicollet will make this much worse.
Hennepin is still a good place to have busses go, but just keep doing your best.
I think moving busses off a Nicollet is a great idea. I would like to also say that Metro Transit busses are always behind because drivers do not enforce passengers exiting from the rear. At every stop, incoming passengers need to wait while passengers exit through the front doors. It's chronic on EVERY bus. Some passengers get on the bus through the rear doors (and don't pay) while the chaos is happening at the front doors. This is the only city I've traveled in that bus drivers allow this nonsense. Can you fix this?!
Nicollet Mall needs secure bike parking facilities.
Total costs of potential renovations for Nicollet need to be more clear. Also, safety enhancements as well as green investments along the potential new corridor for these moved bus lanes. 3rd Ave is significantly farther away from popular spots like Target and late night restaurants on Nicollet. What is the safety plan to accommodate that?
This only adds more of a headache to riders who are already dealing with a frustrating transit system.
If we need to move buses can more attention be paid to connection times when scheduling buses?
I like Option 1 slightly over Option 3. 3 has the advantage of being closer to City Hall and Government Center, but 3rd seems too narrow to accomodate all uses. Marquette/Second already work well for express buses. Option 2 is the least desirable
I would like to see an actual plan from the city about how they intend to improve the Mall before action is taken to move the busses off. It's clear that the city just wants to move people that business owners don't wish to see. It's shortsighted and irrational to move bus routes to streets that are much further walking distance from the downtown corridor. Please do not do this.
Moving buses off Nicollet Mall should be conditional on: a better waiting environment than what exists today; faster, more reliable travel speeds through downtown; (if 3rd Ave is chosen) not subjecting buses to a suboptimal interim condition while waiting for full street reconstruction to finish; not harming express bus operations on Marquette/2nd; altering signals & intersections to allow buses to turn onto Marquette/2nd/3rd easily; and dedicated, transformational infrastructure improvements to actually make Nicollet Mall an appealing place. Right now, if you take buses off and don't change anything else about the mall, it'll become even more of a wasteland. I worry about the longer travel times to destinations on Nicollet and Hennepin with the transfer.
I don't think that moving buses off Nicollet Mall will make it better; they're the primary reason anyone goes there today, so without making Nicollet Mall a destination with a variety of businesses and services, all this will do is make it even more dead. The only outcome of moving buses off Nicollet that I think will be fairly certain is displacing Black and brown people from the area to make it more attractive to white suburbanites (who still won't visit anyway because they're scared of downtown and don't want to deal with parking).
Standing on Hennepin Ave for any reason (bus, walk signal to cross street, outside line-ups for entertainment venues) is always risky.
This is an idea that I am fully in support of. I live downtown and want to see a vibrant and active Nicollet Mall / Park / Central Urban Plaza. Streetside dining with buses idling feet away is NOT a good experience.

Why are you pretending you care about our responses unless they align with your current plans? Who raised you to be this cruel, while not having any self awareness on how your cruelty affects others?
Nope. Not shopping in Minneapolis. There is really nothing downtown any more. Frey really screwed up downtown.
I can't wait for this to happen.
If the plan is to permanently make Nicollet car-free, then the curbs should be flattened so the street is all at the same level and barriers should be added to prevent vehicles from entering. Also, stores/malls that span an entire block won't lead to liveliness - the road needs an array of diverse destinations for people like what you might find in Europe.
This is going to significantly affect the way I think about downtown Minneapolis and commuting in general. This doesn't prioritize the commuter or the traveler it seems to only prioritize businesses which historically aren't doing too well. If people don't feel comfortable, they're not going to come, regardless of how sparkly the businesses are
I think increasing residential and retail density is much more important to activating Nicollet Mall than removing buses. There isn't much pedestrian traffic there to begin with, which seems like it would make it hard to justify fully pedestrianizing it. However, if it does have to happen, please investigate why the buses on Nicollet Mall are so slow now (no TSP?) and don't make the same mistake with Marq2 or 3rd Ave if buses are moved there. I think Option 3 (3rd Ave) would be the best option, as buses crossing the 3rd/Central Ave bridge would not have to make an additional 2 turns on the north side of downtown.
The biggest challenge with any of these alternatives is drivers of private vehicles blocking buses in public transit lanes (whether intentionally or on accident). Police enforcement of transit lanes is critical for any of this to work. Anecdotally, I feel like I see very few private vehicles on Nicollet mall today, but several on Marq/2nd (especially during rush hour). I think the first option of moving the 10/18 to Marq/2nd will be best as there are already 2 side by side transit lanes, but this NEEDS better enforcement.
Keep buses on Nicollet mall
I hate this idea
In Memphis, TN, there was a pedestrian-only downtown mall like Nicollet. It was a failure because the street was really too long for pedestrian traffic, plus it wasn't built for biking. The street now has a trolley running through it. Just a little cautionary tale.
I really like that the 11 bus from Northeast goes directly to Gaviidae for the Y and Walgreens as well as the library. Would like to preserve that somehow. In the spring/summer/fall I bike there, so Nicollet bike lanes would be wonderful.
No
Yes, this is the worst idea. Minneapolis has come up with yet. The shopping was destroyed down there many years ago. Those of us who have to go down there, dread it because of the lack of police. There's nothing to do down there anyway. You have insured both of these things. If you think for one second that taking buses off the Nicollet Mall is going to improve your reputation or bring people down there? How laughable! It is not. Take responsibility for the damage you have done in Minneapolis and once you can do that things can improve down there. These lame brain ideas are nothing but a joke and are actually insulting to our intelligence. You can't feel safe anywhere downtown, you have insured that. What about that do you not understand? Leave the buses on the Mall! It has worked all these years for a very good reason. It's the only place that brings somewhat of a sense of safety and to take that from us too? That's criminal. As I said,

earlier, pedestrians and bikers, have always been in the same vicinity. You are ruining the flow of traffic by catering to bicycles and nobody is on a bicycle, what have you not noticed? Do you think women are riding bikes to work? Hardly! What a joke. You think executives are riding bikes to work? ha You think worker-bees are doing this for the most part? Where do you think people are going to and coming from? Clearly, you have not done a survey to find out how much of the population actually rides their bike anywhere. Since you failed to do that, and if you are doing that and ignoring the truth, or if you are ignoring what you see right in front of you then let's be clear: You are in no position to have a say in anything regarding roadways, transportation... Do you think people are riding home with large packages on their bikes after they've shopped at Target? haha Do you think the majority of people are riding their bikes to work and showing up all sweaty and grimy? What world do you people live in? all you have to do is step outside and see that the bike path that you have put in throughout the city, that have impeded traffic, Are going unused, the majority of the hours of day. When that is a plain fact, why would you want to do anything more to invite that? What you should be doing is removing all of them and letting the flow of traffic. You would bring less aggravation to the entire state by doing such. We don't want to live in a make-believe world where we cater to bicyclists. Stop destroying our city. What you have done to Lake Street is beyond the pale. Wouldn't you have done to Hennepin Avenue is criminal. Grand Ave too. Stop ruining the city and let it be. You have done enough damage. Hire more police and then you have skins in the game.

I hate riding the bus on Nicollet. It's painfully slow. I will almost always take a bus on Hennepin instead even if the bus comes later.

I like the bus only Nicollet mall, it makes it easier to travel without traffic and I'd like to keep buses on Nicollet

Seems like taking buses off Nicollet only take more passive eyes off Nicollet and therefore will make it less safe

You don't need to move the busses

I rely on buses on nicholet to take me from green line to my apartment in loring park on 15th , I feel unsafe walking in night

Make a Greenway. All vehicles have long express lanes to cross the city,ake one for bikes too.

I do not agree with the decision to remove busses from Nicollet for many reasons. I'm sure it will be great for people who do not live or work in this city as you can focus police presence added only on game days. This will make it more difficult for families, disabled and every day riders. Nicolette mall is dead. Shopping in Minneapolis in general is more expensive (increased taxes) and inconvenient due to glass cases. Blocking off the street is not going to fix the issue. I live in Minneapolis, work in Minneapolis and shop outside of the city for all most everything. I miss Nicollet Mall when it was a destination, vibrant and full of life. But moving busses will not fix this.

It's a bad idea and you shouldn't do it. It's hard enough to get around as is this is just going to make it worse. I know you guys don't like feedback on an idea you're already sold on but this is a supremely terrible idea that you should not go through with.

I would prefer if you didn't move them off the mall or at least keep a free ride bus on the mall for people going to the many businesses lining the street

Don't go downtown much since 2020. The fencing and homeless make it so disgusting. Target seems to have only one filthy bathroom. Flexible and dynamic mean nothing in a place I wouldn't go, mpls and at Paul. I'll take my business south and wait hour at a time for suburban busses. I don't have a car.

If we don't add places for people to go to the bathroom and stuff to go at the street level there is no point.
I really hate this idea. I live downtown and Nicollet is very convenient and safe for me.
Make it safe for people to be downtown
I do not support moving buses off Nicollet Mall. I feel the current use of Nicollet Mall by transit is efficient and fits my needs as a commuter.
Any moving of buses needs to lead to improvement of public spaces along Marq2 or any new corridor.
There has to be stuff to attract people to NM or it will be even emptier without transit than it currently is. The businesses need to embrace the street instead of turning inward from it. Needs a lot more street level interest.
possibly limit the "bus-free mall" to Nicollet from 12th St. to 7th St., and prohibit bikes on that 5-block stretch. Bikes & other rolling things (roller blades, skates, etc.) do not mix with walkers at all. Aggressive bikers, roller bladers, skaters, etc., would drive me away from walking down the mall!
During Nicollet Mall previous renovations prohibiting traffic, business survived and thrived. So there is no reason for buses or any motorized traffic on Nicollet Mall.
None of your hard efforts will matter if the commercial rents and footprints of downtown/nicollet mall don't scale down to make small businesses viable here. Nobody comes downtown unless they absolutely have to because its a whack version of its former glory. Changing bus lanes won't alleviate that.
Bus 17 and 6 should use same street as they both go to Uptown
Keep the buses on Nicollet Mall. DO NOT MOVE THE BUSES OFF NICOLLET MALL.
Want 217 buses on nicollet mall and 10 on nicollet mall
I think buses being on Nicollet mall are perfectly fine a lot of people live near or on Nicollet mall and it makes it a bigger walk for them
Let's use existing street configurations to keep this project affordable.
Most of these options to not provide an easy transfer between routes 10/17/25 and routes 4 and 6 which seems to me to be an oversight
Yes it's time for a change once again and safety , a paid garage with a valet ticket but no public access, guaranteed safety for people and their equipment.
I honestly still don't see the need to move the buses at all, but if you must, then PLEASE keep them as close as humanly possible to Nicollet instead. That's clearly option 2. For people with limited mobility or other chronic health problems, walking an additional city block can be a genuine hindrance to participating in events or accessing transit. (And walking on ice takes twice as much energy, so it's already like adding two blocks in the winter.) Moving the busses all the way to 3rd would be disastrous, and doing the one-way pairs on Marquette and 2nd would still be very difficult for the part of the trip that's on 2nd. Moving the main busses to Marquette and the express routes to 2nd would be the best of the available options from an accessibility perspective. (And I don't just say this for my family's benefit; I see a LOT of people on the Nicollet busses using walkers, canes, wheelchairs or scooters, or not using a mobility device but clearly struggling to walk comfortably. The more inaccessible a change is, the more people you'll be excluding from participating in exactly the city life you're trying to revive.) On a slightly related note, please arrange the changes to Nicollet so parades and charity walks can still go down that street. It sounds like part of the plan is to avoid having to reroute busses off Nicollet every time there's a parade or festival, which would make sense. Please just make sure that the space is still usable for parades and festivals (ex: no permanent landscaping in the middle, preventing parade vehicles from passing) so you don't have

to use Marquette for parades and reroute the busses from Marquette even farther away for event days.
Two of your options will move me blocks away from my destinations. I prefer the status quo.
See my previous comment. This isn't going to make a big difference. Almost all the "improvements" for Nicollet suggested in the previous question can still happen AND we can have busses to the place we actually want to go downtown.
Again, I would be opposed to moving the 11 on Hennepin.
The retail needs to be attractive for people to go there. If you move the buses off it will turn into a ghost town unless there is a reason for people to go there, other than the drug dealers. I avoid it now largely because it is pretty unappealing.
I live downtown so don't take the bus to downtown, just walk everywhere. The more people on the Mall the safer I feel. Right now Hennepin feels much safer at night than the Mall
I want buses to stay on Nicolet. The places I go to are on Nicollet and going anywhere else increases my walking.
None
You've built a survey that assumes these solutions are better than the current state. Really consider looking into ethical survey design resources.
No
Nicollet is a more vibrant street and is more comfortable to wait for the bus on. I would wonder if there could be a solution to the speed of buses through Nicollet Mall without relocation, for example dedicated bike lanes?
It's essential- biking or sitting outside on the mall is ruined by the buses. Biking is especially bad, as you get stuck behind a bus and have to make stops the entire way.
I work at the library downtown. Moving buses off of Nicollet Mall will make getting to and from the library much more difficult, especially for our patrons with disabilities. With weather the way it is in Minnesota, it is much much more convenient to be able to hop off the bus and enter the warm library quickly. If the city introduces public restrooms to a pedestrianized Nicollet Mall, then I hope they will always be available.
especially in the immediate period after the move, a lot of intentional steps to keep nicollet mall active amongst pedestrians to make up for the drop in people who would've been there for transit previously.
Don't move buses off of Nicollet Mall. Give them signal priority instead. Also add bike lanes.
Yeah, don't move the busses off of Nicolette mall!
No
I think moving the buses off Nicollet Mall is unnecessary. If they do move they should move to the same corridor.
Moving buses away would affect my daily ride severely. I do not want Nicollet Mall to be a place with open drinking policies either. Please provide for people who live in the area
Most of the pedestrians on Nicollet Mall currently are transit users. Removing buses seems to be the quickest way to eliminate street activity. The order of operations seems backwards, why isn't Nicollet Mall being activated for pedestrians and bikes and waiting to move buses until there is sustainable activity? Alternatively, pick a different street downtown to pedestrianize and remove car traffic from?
Please pay attention to connections between bus and light rail. I am surprised this topic is not brought up by this survey as it is the most frequent type of transit connection I make downtown. The separate one ways seems bad, potentially confusing for casual users of transit and it disperses

people on foot across a larger area, fewer eyes on the street. The Marquette and 2nd corridors do not seem like a positive move in general right as they seem relatively internal and work day facing. The two way option on Marquette seems preferable to the one way pairs. The third avenue option seems the best for the bike improvements, the proximity to city hall and the Hennepin County Government Center, Light rail, and for general spacing. It does move users farther away from nicollet mall which is a negative, although a quick light rail hop can alleviate that. In potential improvements to Nicollet Mall, please consider first improvements serving regular activity and people who regularly visit the area over special events and people who are coming in as "tourists" whether locally or from farther away. A base level of vitality provided by regular visitors, workers, residents, etc. can be built upon much more easily than sporadic peaks provided by special events. Please provide public restrooms.

Please do choose an option that makes LRT-bus and bus-to-bus transfers convenient. The current 2Marq design means one leg of each trip involves a transfer multiple blocks away from both LRT and local bus service. Also, please use TSP - buses are mostly glacial on Nicollet Mall because the signal timing is about as inconvenient for buses as possible. Additionally, actually policing the bus lanes for double parking will be key - current bus lanes are regularly unusable because they effectively are a convenient illegal parking and passing lane.

The street is only as good as the places serving it. More downtown places to live. More restaurants and entertainment need to come along with the street. Subsidize rent if needed.

Outdoor dining and cycling options would be INCREDIBLE

I'm concerned about how this would affect transfers to LRT. Right now, the Nicollet Mall stops are close to the Nicollet Mall LRT station. Having buses on Marquette or 3rd keeps them close to an LRT station, but having buses on 2nd would mean an additional block to walk to get to a station.

don't move buses

Nicollet is dead because the city made it that way. The initial construction took too long and killed many viable destination businesses. The resulting construction is a dismal, brutalist experience to which no one in their right mind would desire to go. Topping off the design is the fact the downtown is covered in fences and littered with idling police cars. Take a look at world class cities and you'll notice none of them remove transit from their thoroughfares.

I don't think any routes should be moved off of Nicollet. I think this is a terrible idea.

Are you going to keep the speed limit at 10mph? And enforce it?

I would really like to think that Nicollet Mall can become what this seems to envision, but in reality, if you're not creating spaces for the folks who are housing insecure to have somewhere besides the library to go during the day, they're going to continue to be in the public spaces you create. It will end up a larger-scale version of the little amphitheater outside of the library that was in the news recently for being fenced off. You need to pair this development with other opportunities and spaces for people in need of a warm or cold place to hang out and get services, or it's not going to work.

Don't do it

I think it's bold to pretend there was any point in creating a survey. The language used here, like "when buses are removed," doesn't provide space for meaningful engagement. I believe the city should look to their partners, Metro Transit, and let the experts guide any changes. In the same way, we'd anticipate the EPA to guide any pollution reduction-oriented guidelines.

Keep the buses on nicollet mall

Add more greenery and bike lanes.

Buses belong on Nicollet mall. If they are moved off there will be less people coming downtown. Also it will make it harder for workers to get home with more people on express bus stops, and they would probably start driving instead.
N/A
Nicollet Mall is currently an EXCELLENT way to bike through downtown. It feels quite safe and is useful for getting to locations in downtown and for getting through downtown to go to neighborhoods across the river. Meaningful engagement with bike riders is critical, and plans need to consider the impacts to bikers.
By moving buses off Nicollet Mall this will be an injustice to elderly and disabled people.
All of it is a big waste of time and money !!
Again, please keep buses on Nicollet Mall. It is a huge mistake and a big inconvenience to bus riders if any of those options are implimented.
I do not believe Nicollet Mall will be revitalized by moving bus commuters onto other streets. At the moment, Nicollet Mall is empty and pedestrians will not come in lieu of buses because what is there to entice them.
It's a great idea but also need to have safety from panhandlers and crime
I think that moving busses off of Nicollet Mall is going to hurt retail businesses on Nicollet Mall in the long run.
I feel that both can coexist. Make a protected (concrete) bike lane, walking space, and only let busses have space to pull over for passengers with 1 lane for travel.
Don't move busses off the mall
DON'T MOVE THE BUSES... Nicollet Ave. will be a ghost street even with all that stupid "improvements" you going to waste doing.
Please proceed with the 3rd Ave alignment and consider routing the Orange Line on 3rd Ave as well, maybe using Washington, 4th Ave, and 3rd St as the turnaround. This would vastly improve transfers to/from the Orange Line, especially from the LRT. Poor LRT transfers make buses on 2nd Ave in any capacity unappealing.
Do not move the buses off of Nicollet Mall or I will never come downtown again if I have to walk down streets that frequently have no people or business on them whatsoever to make me feel safe to walk or stand there for 10-15 minutes in the pouring rain with nowhere to sit and the half bus shelters that keep no rain out and have no place to sit and are always filthy.
I would sure except changes the the street level activity in the fronting buildings of the Mall before remove 11,700 transit riders from the Mall.
Actually wait, I like this. Please bring in more bars and make downtown fun again. Minneapolis has become so depressing, please bring some fun and lightness to the area. Preferably by this summer please. I apologize for my earlier comment, I was confused on what would happen to Nicollet if all the buses were gone. Anyways, thank you for all your hard work! - Rid
Open container Thursday-Saturday evenings
I would love a faster commute, I don't really hang out downtown
N/A
Some type of transportation is needed such as a small trolley to assist people to get to Nicollet Mall. Retail will never return if folks have to walk blocks with their purchases. The Medical Arts building will suffer as patients will have more difficulty getting to appointments. Maybe the plan can be limited to 'a summer season ' for restaurants. Senior citizens need convenience and security. Walking to an out of the way bus stop can be dangerous (dealing with difficult people, dealing with inclement weather).

My main concern in terms of transit is the current situation provides me w fast transit between multiple destinations. I fear the new changes will slow my transit, increase my walking distance and result in less safe environments, esp in the evening, for waiting for buses.
I was initially against it, asking why? But if it fosters more positive activity downtown, it will help. Maybe have food trucks use the street during lunch and special events?
Add bus lanes to Hennepin Ave in downtown!
I think it makes sense to pilot different options BEFORE permanently removing busses from Nicollet to see how it works for pedestrians, bikes, and cars. Creating gridlock on other streets doesn't serve anyone as it delays trips, pollutes, and causes road rage or visibility concerns for bikes and pedestrians.
I don't understand why we want to move buses off Nicollet Mall. There is already so much awesome bus infrastructure on Nicollet Ave (realtime bus arrival displays, beautiful bus shelters), and there is also plenty of pedestrian space. I feel like it's possible to make Nicollet Ave a destination without having to rebuild new transit amenities 1 block east. I don't love the idea of waiting for a bus on a road full of cars. Nicollet Mall isn't used by pedestrians right now because there is very little to do on Nicollet Mall. Not because it's too congested with buses. There is very little to do, because businesses haven't returned after COVID. This is a different problem, and won't be solved by moving the bus routes.
I'd like to see some seating spaces grouped around small open spaces for licensed street performers like musicians and acrobats.
Keep loitering off the mall. Provide services such as restrooms. Provide incentives to get restaurants & bars open on the 1st level. Open alcohol carry as other communities are doing.
It sucks
Keep the buses where they are.
Think about transfers from north/south routes to BRT such as C, D. Ideally transfers are no more than crossing the street. East/West stops at Nicollet should move to between Marquette and Second for options 1 or 2.
I don't agree with this plan.
Leave the buses on Nicollet
No, I think bike lanes create too much of a problem in some parts of the city.
As a transit rider with a disability, I do not like the idea of moving transit *away* from the places I wish to visit. Any additional walking to and from bus stops creates an accessibility barrier for many transit customers. Nicollet Mall can become a vibrant gathering spot for residents without permanently relocating the buses. Accessibility issues like public restrooms and seating areas can and should already exist, but can be added to the area as it already is. Outdoor dining already happens, though I can admit that dining without vehicle traffic noise would be a more pleasant experience.
You are not listening to the people. There is no saving Downtown. COVID made us realize how valuable corporate offices actually are. Stop wasting time and money with this senseless project, and do something actually productive for a change.
I think it should be more lit
I grew up in Las Vegas and once the city eliminated traffic on Main Street downtown, it COMPLETELY revitalized downtown to a destination, rather than someplace people avoided. It happened very quickly. The "dome" over was a cherry on top.
Keep buses on Nicollet Mall and give them signal priority and make stops at least 3 blocks apart
Bike lanes are not helpful and only creates congestion and deters people from going downtown.

If there truly are no motor vehicles, then I don't think dedicated bike infrastructure is necessary. PLEASE make sure that actual big-ass bollards get installed (that can be lowered by emergency vehicles) to keep motor vehicles off of Nicollet.
Consider giving buses signal priority to improve transit times through downtown (e.g., on Nicollet and for 11 the left turn from Hennepin to Washington going into downtown).
Please do not move the downtown bus routes to 3rd Ave, that would be a terrible idea and make it much harder for people to get to North Loop / Warehouse District entertainment via bus
Please don't move busses off Nicollet Mall
On a day-to-day basis, buses are not that disruptive to pedestrian traffic on Nicollet Mall. There is just not a need for this reconfiguration. Current locations are most convenient for Minneapolis' workers downtown.
I think this whole idea is ridiculous and should be left alone.
Your survey should include an option to keep buses on Nicollet. The results will be skewed and provide cover for moving buses if an option to keep buses on Nicollet isn't available.
This is a disappointing decision. I'd like to see options that allow buses to stay in an open, visible area like Nicollet Mall.
I firmly oppose the rerouting of buses. This decision is misguided. Nicollet Mall serves as the backbone of downtown; removing transit from it would be akin to taking the State Street subway off of State Street in Chicago. I have no alternative transit options along that route. The proposed changes feel like a boondoggle, especially without any renderings to illustrate what could be achieved. It's unacceptable to make promises without ensuring the necessary groundwork is in place first. The buses currently do not impede any of the plans for wider sidewalks or pedestrian enhancements. Let's not turn Nicollet Mall into a cul-de-sac.
DON'T MOVE THE BUSES OFF OF NICOLLET No one except business owners want this. The current system is better for commuters.
It would be more efficient to at least study fixing signal timing for buses on Nicollet Mall than spend a lot of money rebuilding 2 or 3 other streets. *More people* is key to making Nicollet Mall "vibrant". Also, encourage real estate holders in the area to convert parts of their vacant office space to residential to get more people in the area. The office workers aren't coming back, no matter how you arrange the bus routes.
My female friends and I feel a lot safer walking Nicollet Mall late at night than Marquette. While a full Marquette is our preferred option of the three here, the large-storefront and business-hours-only nature of that corridor can make it feel really empty and scary/unsafe. If there is truly no more flexibility in the Nicollet traffic models to improve bus speeds along there, then please please work with building owners along Marquette to see how that street can be transformed to accommodate more of a late-night presence.
There are only a few of grocery stores in this area of downtown, (target, lunds & byerlys), and most people use the transit on Nicollet Mall to get to them. Making sure the stops are not far from either (target especially)
Don't move busses off nicollet mall. Rewrite this survey with realistic options and don't include codes persuasion to misidentify my response please. Also please do not mark me as an outlier, I am not. Maybe have a third party without direct interest make this survey?
PLEASE DO NOT MOVE BUSES OFF OF NICOLLET MALL. Everything we need is on nicollet. It makes no sense to move it so we have to walk a few blocks. It was -10 this week. Walking a few blocks makes a difference. For context i ride the bus everyday twice a day commuting to my office on

nicollet. The buses run on time, i literally have no complaints. Please please please do not change what isnt broken, i beg you
Please reconsider this move. You can make Nicollet Mall vibrant and good looking without removing bus routes
Don't move the busses off Nicollet! Anytime the city redesigns a road there is endless handwringing about how deeply unfair it is to drivers to have to park a 1/2 block away from their destination, and the city caves: see the removal of 24/7 bus lanes on Hennepin in Uptown so people could park their cars in the bus lanes. Why is it acceptable to make bus riders - quite a few of whom are elderly or disabled - walk a *1/3 mi* to get to their destination? Is the city going to open a grocery store on 3rd Ave as part of this move, or nah? You say you care about the impact on transit riders but clearly it's just gaslighting. You are going to kick 12000 people off Nicollet, turning it into a ghost street (like your Holidazzle last month) and then when Target etc close because there's nobody shopping there you'll still find a way to blame poor people. Stop caring more about hypothetical white people in the suburbs and more about people who actually live in *Minneapolis*, like local bus riders.
Hate hate hate !!!
I generally support the plan but there needs to be a concrete plan on what to do with Nicollet mall and how it will behave on the days when there isn't a festival/parade. Make it fun and nice to be at everyday (including weekends)
The 3 options presented will likely speed up buses, which are currently very slow on Nicollet Mall. This is an important improvement. I would prefer larger changes to further encourage transit use, however.
The street needs to be reconstructed to match the grade/level of the sidewalks. If it looks like a street then cars will end up on it. Artistic bollards installed at intersections with cross streets. Lots of programming, maybe security, to add "eyes on the street". Housing.
It's a bad idea. Moving the buses east is way too far away to be walking in the winter and it disenfranchises the people who take it to get to work.
I think it is a step in the wrong direction to remove transit from Nicollet mall. The mall owes it's vibrancy to the fact that it is a transit hub. I feel it will become desolate without it and businesses will suffer. It also pushes transit further away from the destinations people travel to (according to the city's own data!) and a 4 min time savings (which is only if you're traveling the entire length of the mall) is no where near enough to justify the inconvenience of moving transit further from people's destinations and making transfers more complicated and time consuming, especially for disabled/ elderly and doubly so in the winter (more/wider streets and driveways to cross on the suggested alternative routes, which are rarely properly cleared of snow). The suggested alternative routes are much more desolate (less bussinesses with shorter hours, poorer street lighting, wide streets, speeding traffic, etc). There is much less foot traffic (eyes on the street) on the alternative routes, which leads to safety issues for people waiting for the bus, especially at night. All this just makes it feel like a huge downgrade to move transit away from Nicollet. I would like to see other options proposed like signal priority, keeping cross traffic from blocking the box, etc.
I would like buses to stay on Nicollet Mall for user ease and safety
I think it's a terrible idea
No
If you're looking to pedestrianize, focus on driving downtown. Driving and parking downtown is incredibly stressful and space-consuming. Increasing the speed and reliability of public transit into downtown will decrease the need for driving downtown and will free up road space and parking areas for pedestrian projects.

Good move to increase pedestrian traffic, cities are not for cars. It's an urban economics theory that perpetuates corporations who will pick up and leave if the downtown is no longer profitable. Build buildings that are to human scale and appreciate local Minnesotan culture diversity: Swedish, Norwegian, Irish, Hmong, and Somali
If moving buses off Nicollet, move bikes off too and make it a lounging/walking/gathering space
Get rid of the roads before we all choke on the air and die !!
None of these options are worth spending money on if you don't implement traffic signal priority for the busses.
I don't see any way that moving busses off of Nicollet doesn't make the experience of waiting for the bus significantly worse, especially at night or in other less busy times.
Personally I don't care where the busses are- it always feels unsafe waiting for a bus- especially in the dark as a smaller person.
I transfer from the Route 18 to the C or D Line every day, as do many many other people. The only option that should be considered to maintain access to destinations on Nicollet Mall and easy transfers should be the Marquette option with local routes on Marquette and express routes on 2nd.
Please don't move the busses off Nicollet Mall - the only time my bus routes slow down is when they have to interact with cars. It seems like this plan would drastically increase the number of times that happens. I for one, have not felt unsafe along that stretch, even while waiting for a long transfer.
I love being ignored by the city so I'm here filling out your survey. This isn't about transit improvements. You're being dishonest.
Na
I would say if you are moving the busses off the mall so it feels more like a *mall* then take the bikes off too, make it not a street *think the space between the flamingo and the linq in vegas* with seating and fountains and vibes and space for restaurants outdoor as the kids go crazy for patio season for hh
I don't think moving buses off Nicollet Mall is a smart idea. I think it will only reduce the number of people on the street, which will hurt businesses. I live off Nicollet Avenue and 18th Street, and take the bus downtown for my job and when going out to eat/drink/Target.
please dont do this keep nicollet as is
None of this makes sense to me. Nicollet Mall is one of two streets downtown where there are things to do besides work. How is moving buses away from those places going to make my trip to those places better? I believe that it'll make trips through downtown faster, but shouldn't we be bringing people TO downtown?
I strongly support measures to create pedestrian centered spaces downtown and improve traffic by adding bike lanes, bus lanes, and otherwise prioritizing public transit and public space. I encourage the city to consider rainwater and snow management in the landscaping by adding permeable surfaces and gardens. Pollinator gardens and pollution absorbing plants would also be wonderful and practical downtown, helping to absorb city noise as well.
Just make it good
Street designs/art on the roadway pavement would be super awesome and create a welcoming feeling if it is a pedestrian/bike only corridor.
Please do not ruin Nicollet Mall by removing busses. So many businesses I enjoy visiting by bus are located on Nicollet Mall. Removing busses will make it more difficult for me to reach them.

I think this could be incredibly successful if the city makes the correct transit forward decisions on the roadways that buses are being added this means both busways and transit signal priority to make sure that these changes are successful and the investment is warranted.
I think that it will make transit even worse and less pleasant to use. Move transit to Hennepin or leave it alone.
I don't mind this, but as a downtown Minneapolis resident, I like having Nicollet mall be a central space. It just needs to be expanded so it caters to more than business men.
I am VERY concerned about the safety of the stops that are being moved off Nicolet. It's too desolate and as a woman with a disability that makes me very anxious. It is safer when there are more people around and more activity. I would rather be closer to destinations—which are more towards Nicollet and Hennepin, not down towards city hall.
Add public bathrooms on every block so the city does not smell like poop and pee
My workplace is on Nicollet Ave with stops right outside so no matter where the route moves it won't be as convenient as it is now. Plus the library is on Nicollet- unless busses are on Marquette the library will also be less accessible via transit than at present
Tunnel under Nicollet
I bike down and bus down Nicollet. If you're going to make it harder for me to get down there, if you're going to make me walk through dead little side streets in winter, I'm just not going down there anymore.
I like the idea of Nicollet being JUST for pedestrians, as a destination of itself, not just a travel corridor. Minneapolis needs a center for gathering and events. As long as protected bike lanes are improved on parallel streets (La Salle, Hennepin, Marquette), then I'm fine prohibiting bikes on Nicollet (this would need signs and lots of street furniture to prevent them). But PLEASE make sure bike lanes are well connected to these other routes, with protected lanes and secure intersections.
Stupid idea
I do not believe that nicollet mall should prioritize bicycle traffic over being a safe and walkable pedestrian area. It would make more sense to provide bicycle parking facilities near Nicollet to prevent foot traffic from conflicting with bike traffic. I also believe that Metro Transit should seriously consider establishing a subway metro line underneath nicollet ave, possibly continuing north under Central or Penn aves depending on practicality.
I like it the way it is , please don't change the route .
Don't remove the buses. Add more public services. Not less.
I bike downtown, but would still prefer Nic Mall be bike lane free so that it would be just for foot traffic. Like Pearl Street in Boulder, CO
Nicollet is boring, businesswise. The restaurants are mid. Competition and smaller footprints are probably essential- it seems office workers aren't even interested in the giant business lunch and dinner places.
Just leave the buses there, please.
Making the transition experience better on Hennepin Avenue is a necessity.
Concerned about safety and having less visible people on the street. I don't think there's enough to do on Nicollet Mall to keep people there. But I really hate the bus speed restrictions on Nicollet Mall and lack of signal priority for transit, and will appreciate the speed improvements
This will not speed up any transit and makes no sense - the buses should stay on Nicollet Mall! Moving the buses off will not make pedestrians go there when there is nowhere to sit and nothing to do. Any improvements you make will soon be abandoned in favor of avoiding letting homeless

people exist nearby - just like the ugly fencing in the outdoor space by the library! This will only decrease foot traffic on Nicollet and not improve "vibrancy"
Just leave busses on nicollet
Don't move the buses off Nicollet.
If it is going to be a ped mall keep the bike lanes off Nicollet.
I don't think this is a great idea but it is at the same time
I would prefer busses to stay on Nicollet mall and it is very upsetting that this is not one of the options.
It's not necessary and it's not going to solve the problem you're claiming it will. It's very much a vanity project to move people you don't want to see congregating near businesses away from those businesses. Once again, Mayor GentrifREYcation at work.
It's clear that the city does not have an actual clear plan on what they would do with Nicollet after relocating buses. It would be easier to add signal priority, or create a grade separated option that could be future proofed for rail transit. This current idea feels incredibly dismissive of transit riders, and none of the alternatives offer a good solution.
Please make sure that cars don't just drive in whatever bus lanes you create and slow everything down :)
It's a great plan. Look into some of the larger pedestrianized streets in Germany that have permanent stalls for vendors in the middle. Also, very important to create lots of seating on the mall.
Dangerous area on nicollet
more mrestrooms
No
If you are moving transportation away from the Mall, take away all transportation, including bikes.
Marquette could become the new Nicollet. And Nicollet gets bollards along cross streets. Additionally, harsher penalties and enforcement of personal vehicles in bus and bike lanes.
Nope
The bike lanes should be painted a separate color and kept together like a wide cycletrack so pedestrians aren't constantly weaving in to it too often
I do not feel as safe walking on Marquette/2nd/Hennepin as I do on Nicollet mall. They feel dark, are not well secured, and don't have the infrastructure/cameras/lighting/staffing to where I feel safe waiting at a bus stop. I get the push to make Nicollet mall a whole big thing, but there needs to be some serious improvements. Also, I would target this survey towards the top employers in downtown.
No
24/7 bus lanes in Hennepin Ave
Keep buses on the mall. The city plan will fail and be virtually unused within 2 years. Businesses will close after that time.
3rd ave seems a bit far to move the buses to serve their current purpose, although as a biker I do like the separated bike lane on 3rd and the separated bike lane on nicollet.
Traffic is bad enough. Don't remove a Main Street. It will make it worse. Also the outdoor isn't available from November to March anyway. That's why there are so many skyways. Nobody wants to browse local shops at -8F with a -30F wind chill.
Have you ever thought of fun transportation, carriages or street cabs
wouldn't use it much

Love the idea. More trees please and no motor vehicles - makes the air smell gross. Would love to be able to dine outside and walk around to vendors.
No
In other to make our public transport welcoming, we need to keep all bus station clean and monitor . There should be fines for violation.
The current routes on Nicollet are essential for connecting to the c and d line. I ride them multiple times a day everyday for work and shopping
I do not mind nicollet mall traffic as it is.
Are you going to be replacing the buses with a tram system along Nicollet Mall? Is there going to be a parade every day? An outdoor market every day? Even though we live in a state with six months of winter? Just keep the buses on Nicollet, please.
I do not want to see buses moved off Nicollet Mall
Nope
I'm honestly skeptical about this plan being an improvement for transit users. I hope to be proven wrong.
Buses moved off of Nicollet must still remain within the central corridor as many people are transferring from streets located in downtown west such as Hennepin. Moving the bus corridor to third avenue is too far away from Hennepin especially with the consideration of disabled transit riders.
Moving busses off of Nicolet is great, I don't like the idea of transit that's currently on Hennepin moving as well.
I don't use Nicollet Ave for downtown. I will do my shopping in Edina Richfield and/or Bloomington. I only go to pick up a few items at Target and I can just go to Edina.
skeptical of this mattering to the downtown experience -- until stores and increased reasons to be there daily (not just special events) can be restored
Honestly, I feel like the whole thing is a bit ridiculous. It seems like moving buses to other streets, particularly high frequency lines like the 17 and 18 will just cause more vehicle and pedestrian traffic issues on Hennepin, Maquette, and 2nd. I'd rather keep the buses where they are and add above curb bike lanes if the goal is to increase bike safety.
Don't do it. You just spent too much money redoing it to make it safer and waisted tax payer dollars
this seems to only consider commuters and not people who live here
Please don't do it. The buses on Nicollet are nice
This sounds like a bad idea for multiple reasons. We've already spent a ton of money to "revitalize" Nicollet Mall and we just made it worse. There are less places open, nowhere to sit, no public restrooms, less stop in and go (Starbucks, etc). Moving the buses to another street further away from the nightlife area makes zero sense. Aren't most of the bars/venues on 1st or Hennepin? So move the buses farther away? Make people walk farther in the winter? remove the public transit away from the more populated area? As a woman it's well lit and actually has some foot traffic on Nicollet. Moving to a less-used and less walkable area makes me less likely to use public transit.
I would like to keep Nicollet mall as is, but more bike racks on the mall
DO NOT MOVE BUSES.
Please choose the option that allows buses to move through downtown as quickly as possible. Trips on Nicollet take too long right now. Given that off-board fare collection is already in-place for Orange Line, could local routes start using these machines too to speed up boarding for all buses downtown?

It doesn't make sense to move buses off Nicollet Mall. Many of the improvements suggested in the previous question could be implemented while maintaining current bus routes. In fact, transit is the main reason anyone uses the mall. Combining transit with other improvements could lead to a really booming street! I know that I am much more likely to frequent businesses on Nicollet Mall since I walk on it more often due to needing to catch buses there. I'd love to see street festivals and other events on Hennepin! Seems to work well for the Downtown Live event. In general, forcing cars to re-route is better than forcing buses to re-route constantly.

This is what this city and country need more of and other countries already have to varying degrees. It stimulates business and gives people something to do, and safely! Now if we could see about bus and train priority at stop lights along the new potential routes and elsewhere... but I digress.

I'll just reiterate what I said earlier. I think this move is misguided. Figure out some other ways to draw people downtown and improve pedestrian experience. The only place where pedestrian malls are going to work is someplace that already has a ton of foot traffic--e.g. Times Square. For all the reasons this pedestrianization in Minneapolis is going to fail, see these articles: <https://www.governing.com/assessments/the-strange-troubled-history-of-pedestrian-malls.html>. <https://app.dcoz.dc.gov/Exhibits/2010/ZC/15-24/Exhibit39.pdf>. <https://civicwell.org/civic-news/slow-street-lessons/>. If you want this pedestrianization to work, you're going to have to get rid of the skyways, and everyone knows that is never going to happen. Downtown Minneapolis really locked itself into the current pattern when it let those be built.

Seems like this move will only benefit transit and omits the convenience for travelers that use the transit system. In many cases it would increase the walking/traveling users would need to complete to get their rides completed. NOT GOOD!

The new options would seem to have less space for proper and safe bus stops and shelters.

The city needs to incentivize businesses to come back to downtown. There is absolutely nothing... lack of shopping and lack of entertainment. The restaurants that are on Nicollet are okay but we need better local restaurant options - NOT national chains.

I currently ride my bike regularly on Nicollet Mall today. It would be great to have it be pedestrian/bike only to provide more opportunities and amenities for cyclists.

Giving buses light priority would make trips down Nicollet Mall faster. Moving buses off Nicollet Mall to fairly empty streets will make waiting for the bus at nighttime unsafe for women and gender minorities. Bringing vibrancy to downtown can be done without removing buses from Nicollet Ave

Keep buses on nicollet! We already have pedestrian thoroughfares that need renovations, and they're called the skyways. Improve those and keep the 11, 10, 18 and 17 on nicollet!

As someone who regularly takes the bus on Nicolett Mall AND rides their bike there, buses on Nicolett Mall are great as is. It's a great, unique transit corridor which has an existing vibrant space that moving bus stops to other streets would eliminate. The speed buses are restricted at driving at completely ensures safety for all mobilities (especially bikes and folks with disabilities) and allows more people to catch their busses compared to busses driving at speed in other parts of the city. Having buses stop right next to top destinations on Nicolett Mall is fantastic, whereas moving buses would likely see less local economic engagement, not to mention the experience walking on Marquette and 3rd Avenue is quite depressing compared to Nicollet Mall. While waiting for the bus on Nicolett Mall or walking to a nearby spot, I've noted countless locations that I've later taken my partner to only because I saw it on my trip using transit or biking on Nicolett Mall. Please please do not eliminate this fantastic element of our transit network! Buses should not be kicked to the side streets when they are so positively connected with the area.

i love this idea

I think busses should stay on Nicollet Mall because that's the best option.
I do not want this, at all. This is a bad idea. Leave the buses on Nicollet. We need them.
I love it. I strongly encourage making downtown a more pedestrian friendly and enjoyable place to live and work. I am looking forward to having more safe and pleasant options for lunch breaks and walking to shops such as the farmers market on Nicollet. I am also looking forward to feeling safer on my bike rides as I commute from downtown to the University of Minnesota. Thank you for your survey and efforts to reform downtown. Please feel free to include me on any future surveys at josie.ales@yahoo.com
The street is clean but the space just looks depressing
This survey had some questions that assume all my transit trips are the same trip. They aren't. Sometimes I go downtown and stay there, other times I am transferring because that's where many routes come together.
It's a terrible idea and will Nicollet into a ghost street without a purpose.
I doubt that many of the nicollet mall transit riders will respond to this survey in representative numbers. I would like the consulting agency to go out and personally solicit people to take this survey or offer comment at all hours of the day. Nicollet mall is a significantly more comfortable and interesting place to board a bus than any of the alternatives. It is simply not a good deal for transit riders to be ousted in service of some moonshot pipe dream of a redesigned Nicollet mall. If a transit tunnel under Nicollet were proposed as an alternative, i would be all for it.
I get that buses on Nicollet are very slow so good on metro transit for trying to improve that, but I think Mpls overestimates the amount of people that go to nicollet for any reason other than to take a bus or get drugs. Once the buses are removed it's going to be almost entirely addicts which may make it feel unsafe. I also think that since the North loop is coming back faster than downtown hennepin might be a better place to put buses since it is in between.
Get the busses off asap
I don't understand why we need to move buses off Nicollet. Other streets feel less safe for minimal time savings. I'd prefer that we focus our efforts on getting more people to Nicollet Mall for dining, shopping and entertainment than removing transit and people from it. First we need seating and places for people to go. Iowa City's pedestrian mall is a great example of a bustling downtown experience that we should aim to replicate.
Let's consider how many people who walk versus biking. Biking is good. But. Not at the expense of pedestrian traffic. If anything make it harder for cars to get around the city.
When I come down to Nicollet Mall it's because I'm catching a bus. And sometimes I'll pop into Target for a bit to grab some random stuff I need or pick up a prescription because it's right there by the bus stop. Couple times during the holidays I stop by Dayton's market because what the heck, I see some cool stuff through the window, I'll check it out. When the buses move off Nicollet, that convenience factor is gone. I'll be moving those prescriptions closer to my neighborhood. I certainly won't be impulse-buying any holiday stocking stuffers on 3rd Ave S, there's nothing there! So apparently the city thinks I'm not the right kind of activity, not the right kind of shopping, not the right kind of walking that should be happening on Nicollet? Fine. Ignore the experience of the people who are using the street today at your own peril. Once the buses leave, you'll get a chance to experience for yourself what Nicollet Mall is like without me and my kind of people. In 2035 when the Downtown Council comes up with a new plan to fix the continued decline of Nicollet by opening it back up to cars and parking or something like that... I'll be right here and I'm bringing the damn receipts.

This is dumb. Fire everyone who came up with this plan. But above all, it cannot be emphasized enough how bad an idea moving buses to 3rd Ave is (this is how you know a small group of men with no mind for equity came up with this idea). 3rd is way too far away from certain downtown destinations for this with limited mobility. It's dead at night and would feel much less safe for women and others waiting for buses late at night. Nothing will change that. I don't see how this plan won't clog up the express buses that use Marquette. There is no plan for how to utilize the newly redone mall space once the buses are off (will we have to pay to redo it again to suit a new design?) If the problem is that the buses take 4 minutes longer than the City estimates it would like, raise the speed limit slightly and change the light patterns. This is not hard.

Safety is needed.

No

Moving transit off of Nicollet will make things less safe, especially for women at night. It will make it harder for people who use transit to get around. It will do nothing to improve Nicollet. It will be the death of Nicollet. This is a shitty half cocked decision that reeks of classism and racism.

make a bike only lane

i think adding a fully pedestrianized street would be a great step forward for minneapolis

Please dont move the 11 to Hennepin

Don't move any routes.

Yeah, there's plenty of space for pedestrians and there's absolutely no fucking reason why you should take a perfectly good road with perfectly good bus stops and fucking change it I know it fits in the budget nicely. I know that "The improvements" The board or whatever the fuck are very happy with the people don't fucking like it

I mostly go downtown for music (first ave, Dakota, fine line). light rail station feels unsafe at night

I think its a good idea for nicollet mall to become pedestrian only, but I'm skeptical that this project won't just increase transit and traffic on the surrounding streets. I'm also skeptical that any improvements to having public restrooms, seating, etc will quickly be taken away again because of our homeless population utilizing the same facilities. I know the city would rather push the population out of downtown to give the impression of a bustling city, but that doesn't seem effective or ethical. As long as we have a homelessness problem in our city our homeless neighbors will continue to utilize public spaces, which I know isn't attractive to tourists or potential businesses moving in.

If Nicollet becomes pedestrianized I worry it becomes less useful for bikes, especially as more people use e-bikes to go faster. Feel like travel times could improve more if buses were able to get through stoplights faster and if stops on Nicollet were far-side stops. Moving lots of bus traffic to Third will make it harder for bikes, and that's the best route to bike from south across the river to southeast. These plans would make my bus trip longer and my bike trips feel less safe. I don't think making a pedestrian mall is going to bring many actual Minneapolis residents downtown. And having a Nicollet with no commuters and office workers coming from the buses is going to feel less safe. I hope we can find other ways to improve walking, rolling and transit to and through downtown.

Nicollet is a narrow corridor. Don't block it with gathering spaces for Concerts, demonstrations or Speaker podiums. Give pedestrians the right-of-way to keep moving along in both directions.

This is a terrible idea that disregards the swath of the public that live downtown on Nicollet Mall and do not own a car, such as myself. As long as cars continue to use 6th-10th street as personal speedways and continue to cut into dedicated bus lanes throughout the downtown area, transit will continue to be burdened and pedestrians continue to be at risk. I do not see how removing

buses from Nicollet makes the area any safer when cars continue to absolutely disregard signage, markers, and other safety features meant to make downtown a more livable and "commutable" space. This survey also was not presented in good faith to people that rely on transit services for their daily needs outside of a work commute or entertainment i.e. running errands, doing groceries, etc.

Buses on Nicollet are good and they should stay there

Revitalizing business downtown is essential for safety. Prohibit police officers from parking on sidewalks. Give rent incentives to small businesses.

Leave the goddamn buses on Nicollet. This is a dangerous and stupid idea that the city has already wasted enough time on.

Don't move the buses off the mall??? Why would you do this? There's currently a stop directly outside of target and the central library. I'm right by a stop that's served by the 17/18 at my house, and it's super duper easy for me to get downtown and only have to walk a block or two if I'm going to Hennepin for a night out. It's also much safer after a night out on hennepin to walk 1-2 blocks to Nicollet Mall and catch a bus home. I don't care if it's slower by a few minutes. I care that transit users are safe. Whoever came up with this plan needs to go back to the drawing board because genuinely, wtf? Keep the routes on the mall. It's where people are. It's where businesses are. It's close enough to the theater district that people not served by the SW area buses - the 4 and 6 - can hop on the 18 or the 11 and go through to the SE part of Mpls. Why take me all the way over to 3rd when, if I want to go that way, I can just take the light rail? This makes no sense.

I am against this change. Waiting for a bus late at night is already risky and splitting up riders only furthers risk and does nothing to address pressing transit issues.

Why not remove bike lanes too and keep it completely walk focused

The buses can stay, the people traffic keeps people waiting for buses safe

Don't move the buses off of nicollet mall. There are massive amounts of space on Nicollet mall that are already not utilized with plenty of opportunity to implement greening, seating, restrooms, dining etc without moving buses. Take buses of nicollet, it will be even more dead. Plus the other proposed streets are even more desolate and unsafe for people waiting for buses.

this is a transparent attempt to remove bus riders - over 95% of whom are pedestrians - from the core of downtown. The "vibrancy" the city cares about does not include the real people for whom transit service is how they get around. The "vibrancy" the city leadership seems to want is from occasional visitors rather than every day residents. It is a false and ugly way to build a theme park of a city, and sweep problematic issues like drugs and homelessness out of view and out of mind rather than solving them. The city should be ashamed at strong arming Metro Transit off the mall which was purpose built and re-built to be a pedestrian and transit space. This survey is a good reflection of the lack of understanding of transit riders--there are no indications of where the light rail stations are, there is no choice for people to indicate they transfer to a train rather than a bus, no recognition whatsoever that the busiest single transfer point in the Metro Transit system is at 7th and Nicollet Mall. Every other corridor option is a worse, less safe, more threatening pedestrian environment for the simple reason that cars are present. Cars will be on the street, cars will be turning across the sidewalk to enter underground parking ramps, cars will be coming out of those parking ramps accompanied by sirens and in some cases police officers holding up pedestrian traffic to allow them to do so. This is such a deep violation of the spirit of the modal hierarchy of the TAP that Minneapolis once proudly produced. But at least some Target executives will get to play bags in front of their office building before driving back to Minnetonka.

Making Nicollet Mall a pedestrian mall would be amazing and I'm glad the city is exploring this idea

Bollards should be installed at every intersection so it is not possible for cars to drive down at all. They can be retractable to allow for parades and stuff. Police cars already drive on the sidewalk anyway so no reason to keep the road open at all.

Don't move the buses off. Minneapolis doesn't need a dedicated event street.

I work on 4th Avenue and would love the 17 to go north and south on 3rd Avenue. However, I see the vibrant part of downtown being around Nicollet, not the government center

Seating and bathrooms must be available for people with disabilities to be able to use this space

Nicolette mall extension all the way down to lake street

Bussees need to be centralized, not fanned out across multiple streets. Sacrifice one street downtown (Hennepin?) to be bus-only, and increase frequencies on all local routes.

I don't see what will be gained by moving busses off the Mall. The places I shop like Target and Walgreens are basically where I go. Now I will have to hike back and forth to Hennepin.

The focus of changes should not just be commuting. I am wondering why busses are being moved off Nicolett in the first place.

I have worked downtown off and on for 25 years. I am very skeptical about the plan. It gets rid of a critical, convenient, and very well used blue line/ bus transfer point, which may reduce transit system effectiveness and wayfinding more than increasing bus speeds would improve it. Nicollet Mall serves as a natural spot to go to if you need to get somewhere. You know that if you need to get somewhere, you can probably find a bus going to the right spot if you head to Nicollet Mall. Moving bus traffic off the mall to two or three different streets makes the transit system much more complicated/less intuitive/harder to navigate. The plan completely gets rid of a major source of organic daily movement of people to and along Nicollet Mall. The mall will feel a lot more empty (and therefore unsafe) without transit riders, and I'm very skeptical that planned events can replace lost foot traffic. The events that now occasionally close Nicollet Mall are not well attended and feel artificial, honestly sad/embarrassing. Borne of wishful, unimaginative corporate thinking. I cannot help but see the plan itself in the same light, and I cannot imagine that future planned events would be any different than current ones. There's not enough retail or even storefronts to make the street feel busy on its own. I've heard corporate leaders gripe about bus traffic and the kinds of people it brings to Nicollet Mall. I don't know the extent to which that sentiment is motivating the plan to remove buses from Nicollet Mall. But I wonder what they think a living city is, if it doesn't include those elements. Their considerable expertise does not necessarily include an understanding of how actual city centers work, and the perspective they bring is often suburban and at its root, almost segregationist, to put it frankly. "We don't want those people and their transportation here, and we think things will improve for us if we can force them elsewhere" The whole plan seems ill-conceived, bad for Nicollet Mall, bad for transit, bad for the city and downtown, but I would be very pleased to be proven wrong.

Do not move the buses. Aside from buses it is already pedestrian only. Moving the buses will remove the little foot traffic there is. I'll stop at target or other places after work now, then get on the bus. This won't happen if the buses are moved. This is a bad idea that is not realistic and does not take actual transit users into account.

This is foolish - don't move the busses off Nicollet. Having a specific commuter lane is smart. Stop trying to change things for the sake of change.

Whatever option remains closest to Nicollet mall seems like it would strike the best balance for current frequent transit users, visitors and businesses on Nicollet mall and skyway that are already struggling. Moving transit further away might not bring in increased foot traffic the way we anticipate, especially if the move option involves significant construction thats disruptive.

Moving buses isn't enough create reasons to be there like the holidazzle
I work on the Nicollet Mall. Walking an eztra 1 - 2 blocks could impact my transit time and affect my ability to catch an express bus on time.
It's a bad idea. Pedestrian malls are so dead and failed in other cities like Denver. Let's learn from that experience and keep the buses there. Also, when I go down, I'm going to Nicollet and Hennepin. Why would you move the buses FARTHER away from the prime areas? It's absurd.
I'm disappointed that buses will be moved off of Nicollet Mall. It's one of my favorite things about downtown.
How will removing the busses bring Nicollet Mall back to life?
Taking busses off Nicollet makes no sense unless there is a detailed plan of how a pedestrian mall would actually be utilized. There's no retail presence, so this just feels like the city is removing busses because corporate businesses do not like the current vibes on the street.
People may not like me for it but... beat cops walking (not sitting in their car). Also find a good way to connect the pedestrianized area to the river. Washington is a huge barrier. FORCE THE LANDLORDS TO HAVE THEIR SPACE RENTED OUT (breakup large units if needed)
Marquette/2nd is pretty dead and feels more unsafe than nicollet
Stop having police cars parked on the sidewalks. It blocks access for pedestrians especially those who need an accessible route
You only have to look as far as Denver's 16th Street Mall to see how to properly design a street that accommodates both pedestrian and transit traffic. There is actually wider ROW on Nicollet (80ft) than 16th Street in Denver (70 ft). You get people into businesses along Nicollet by making it a more attractive place to congregate and by making it easy to get to. The recent redesign and absence of programming and vibrancy makes Nicollet Mall an unpleasant place to congregate. Businesses open late and close early, and outside of working hours, it's a liminal space where there's nowhere to sit, nowhere to catch buskers or enjoy people watching, and big businesses like the Target are incredibly uninviting. If this plan goes through, Nicollet will be harder to get to but just as unpleasant. This is a huge waste of money and staff expertise in the making.
After what happened in Germany and in New Orleans, Hennepin is next. We have to stop this traffic. Cities were made for pedestrians and not motor vehicles!
Some warm brick for the street would be nice
Thank you for asking. My job downtown ended last month, so am sad I won't be going downtown anymore M-F. Will need a good reason to go there on the weekends, although I do occasionally go to Orchestra Hall.
I think moving off Nicollet is a terrible idea for the city and Metro Transit to pursue. Being on Nicollet is convenient for busses, and allows an easy center of downtown metting point to get to and from the bars and restaurants on the street and immediately off the street.
3rd avenue is much too far for the 18 to run, compared to today. Nicollet Ave is a convenient drop off street for people going downtown. The option that moves the buses to 3rd avenue is not a good option. All the bus lanes should be 24 hours bus-only with regular enforcement to ensure that buses aren't slowed by people driving private cars. It would be great if the bus could take pictures of cars that are caught in the bus lane, to discourage this behavior. There also needs to be a lot of investment in the streets that transit is moved to, to make it as safe as Nicollet Ave is today. Nicollet Ave feels very safe in general because of how many people are there getting on and off of buses. I think Marquette/2nd is the best place for buses to be because it would concentrate buses in those areas and result in more people being around. So for that reason I think Option 1 is the best. Option

3 is the worst because it spreads people across three streets, one of which (3rd Ave) is far from Nicollet, and will make it feel less busy with people, reducing safety.
Provide safety
I think making a dedicated space for pedestrians and bikes is a great idea. As for transit, no matter which option is selected, buses need an easy way to pass each other when they get delayed, that's the biggest problem currently. My biggest concern about 3rd is having too much distance to existing destinations on Nicollet Mall along with dealing with two way auto traffic. I do like that buses can just cross the river to NE though.
I'm nervous about moving bus stops and bus foot traffic to areas that don't have as much public use.
This is a stupid waste of money to remove transit, the transit isn't dangerous, and is extremely useful and convenient
We should have more people living downtown instead of the empty commercial real estate for office businesses that will NEVER, EVER produce the pre-COVID levels of foot traffic that you all so desperately crave.
Do not move the buses off of Nicollet mall
Please do not move buses off of Nicollet. Many people traveling downtown rely on direct access to Nicollet Mall businesses and resources, Target, Orchestra Hall etc., and do not want to walk extra blocks especially in nighttime and winter conditions.
Keeping busses ON Nicollet makes sense. Plenty of room for pedestrians and bikes already. The buses move slow enough to not be problematic. This is not a "problem" that needs to be solved.
I'm really frustrated by the planned change from Nicollet to Marquette. I feel safe as a rider waiting on Nicollet. I do not like Marquette as a rider and pedestrian so I actively avoid it. Could transit reliability on Nicollet not have been improved by removing personal cars first?
Would rather keep buses on Nicollet Mall, but increase the speed limit for the buses
Moving transit off of Nicollet Mall is a terrible idea. Nicollet is centrally located, making it easy to get to either side of downtown, and the other streets you propose to use are sketchy, dingy, and incredibly poorly maintained (especially in winter). Moving transit off of Nicollet Mall would be unsafe, inaccessible, and generally unpleasant for transit users.
It stinks
Look at successful european boulevards that were successful
I do not like the idea of moving the busses off of Nicollet and do not support your idea. On Nicollet, I use them, like them and they bring me a lot of benefit. I treasure how they currently run adjacent to Target, and the Hennepin County Central Library But if you must, please do retain the bustop of Alice Rainville on the south end. Would be a good connection to the Loring Park Greenway access. Thank you for posting this notice on Nicollet bus stops and directing me to this survey. I benefited emotionally because I feel like I got to say what I needed to say it a way it could be organized and useful for you.
There are hardly any businesses to frequent on Nicollet. Target, I guess. Tons of vacant spaces. If you move all the transit off of the mall, it will be empty of people *and* businesses. And you'll be obligated to walk two blocks (through the cold?) to get there from the bus, and of course you can't drive to anything on the mall since it's car-free, so... no cars, no transit, so why would anyone start a business there... no businesses, so no reason to go there, nothing that brings you there anyway... I mean, it just seems like a death sentence that is planned out by people who don't actually rely on public transit for anything.

I think buses should remain on Nicollet Mall, not that you or the city of Minneapolis care a whit about how I or why I feel that way.
Public safety is important on the mall. Also having other businesses so that there's a reason to go
It should be an open alcohol space.
It's a terrible idea.
I worry about bus stops being inconvenient to my workplace and taking longer as well as additional cost in taxes and hassle during construction.
the mall provides a safe place to catch a bus. prioritize the pedestrians and rollers. you're not improving traffic flow. and traffic isn't what it used to be downtown anyway.
I will enjoy outdoor dining much more and am looking forward to this transition
Seems like a good move
Many pedestrians arrive by bus! Make it easy to get to Nicollet via cross street. Please consider that moving buses off Nicollet may not enhance experience. Remember disabled & wheelchair users. Even going one block can keep them from feeling part of community.
Keep the busses on the mall, honestly.
I hate the idea of moving the busses to Marquette (or god-forbid 3rd) because those streets are way more dark and sketchy than Nicollet Mall. Nicollet is wide and well lit and busier than other streets, so it feels better waiting for the bus. I remember when there was a st. Patrick's Day parade on Marquette and I felt like I had somehow stumbled into a different, worse city.
If you are intent on moving buses off of Nicollet you HAVE TO make the street designed for humans first. Right now it's a desolate street with nowhere to sit and hang out. Embrace the people so they come and make the place more lively. Quit hiding seating with the excuse it's to keep the homeless away, that's just sad.
I would prefer that they stay on Nicollet mall
Improving signal timing for bikes and buses is imperative.
Dollar general off 5th and nicollet has no loading zone or dock. It daily parks on the curb to unload. They have no choice. Give them a dedicated loading zone or downtown will lose another retailer.
I like the idea of public restrooms and seating. Currently it's hard to spend time downtown and it's often uncomfortable in the places where it is possible. Drinking fountains would be a huge win too. I think landscaping is also cool but isn't important enough on its own--we need to fix the ability for people to spend time there first, providing good bike connections, pleasant sitting and hanging-out spaces, and ideally plenty of things to do like outdoor dining.
no, just more activity and safety
Keep buses on Nicollet Mall.
Personal vehicles are the problem. They block the intersections and buses should get priority at the lights.
I think it would be really cool to have a pedestrian/bike only area in MPLS that we could use for events. Transit is a concern but I think having a walkable space would add to the Minneapolis culture.
NO
Keep vuses on nicollet
I think this is a really bad idea. It feels like the city cares more about corporations and the downtown council then they do about people who depend on Target for necessities. I think Nicollet will be ridiculously quiet and thus less safe after getting rid of the buses. This feels like bias against bus people when in reality, the troublemakers are not those actually waiting for the bus. Quit trying

to make this a tourist town and focus on serving the people who live here and take the bus. The city clearly doesn't care about me.
If it is pedestrian/bike only, there will likely be people who are unhoused staying on the street so avoid criminalizing that unless there are other safe options for all.
Keep buses on it. Nicollet mall only gets traffic from transit. It will be left barren once people have to go to other spots
Do not move them!
I'm an avid bike rider and love all the biking infrastructure the city has added. However, I believe the redesigned mall should look more European in that it caters to pedestrians and wheelchair users first. There should be enough features and meandering paths that riders feel more comfortable dismounting and walking their bikes or scooters. I would worry that a bike lane would encourage folks to speed through it too quickly.
Riding the bus just gets harder and harder. They eliminated my boarding stops at the other end of my route also.
I wish busses served all of downtown I dread of just one or two streets. With coordinated transfer stations where many busses come together so it's easy to transfer. Seems like there are not a lot of east west choices. This seems like a project to serve the businesses and people from out of town versus the people who live and work here.
Streets proposed to move routes to decrease safety for women and femmes traveling after dark
make it a welcoming place for people to gather; keep the bus routes as close as possible to this central corridor
I don't like how empty the proposed streetscapes feel. They would be a nicer options if car lanes would be reduced/removed and the pedestrian environment enhanced. I like catching the bus on Nicollet Mall today because it's an interesting urban space with trees, nice buildings, wide sidewalks, art, and lots of people. 2nd/marquette/3rd feel soulless and need broader improvements to both public and private realms to make them as attractive as Nicollet. Parking should be added/maintained as it helps make the streets feel more alive/active while calming traffic
I don't own a car and live a few blocks from Nicollet Mall. I am also a small woman. Nicollet Mall has always felt like a safe place for me to wait for buses because there are always so many people around ("eyes on the street"). 2nd, Marquette, and 3rd are basically devoid of foot traffic for the majority of the day and have almost zero street-level restaurants/shops/businesses. It's just parking ramps, parking lots, empty space. They absolutely do not feel like safe places to wait in the dark. And safety is a major factor in deciding which trips to take and when. (But if the city has big plans to transform these corridors into vibrant, safe, human-centric corridors, I would love to hear details.) I am especially opposed to the 2nd & Marquette options because the light rail doesn't stop on those streets, so those bus-train connections will be much harder to make, particularly in the winter and for people with mobility issues.
This is well overdue!
Keep buses on Nicollet Mall
We are a city of water. Add water features! Also, test out open bottle law suspensions to see if it adds to vibrancy.
As a decades long bus rider who depends on MT for travel, shorter bus rides and more consistent bus rides are not necessarily the priority. (The latter would be nice but I'll believe it when I see it). The most important priorities, for me, are keeping transfers near major roads to connect easier and having opportunities between transfers (stores, cafes, bathrooms, etc.), and having options. I rely on Hennepin Ave for most of my transfers and for the things I specifically come to downtown to do,

so moving my "options" (e.g. me taking the 17 rather than waiting for the next 6 or 4) further apart makes it more difficult to use the buses together. Half the year is winter, we should be prioritizing buses. Pushing buses from the heart of downtown (hennepin and nicollet) makes them more difficult to use.
Inconvenience for me to go to target and library
None of the preferred enhancements to Nicollet mall require moving the buses off of it. I would prefer to keep buses on Nicollett Mall
Move the 11 on 3rd or Marquette like everybody else! We 11 users are working people, and don't use the bus to go to the entertainment district on Hennepin Avenue. Also, more police presence on Nicollet.
How would a bike lane on Nicollet solve any problems if you move buses off Nicollet? Would have the same problems as cars.
I love this idea so much. Ever been to Europe? The pedestrian only business areas are the jewels that people flock to.
It is such a disservice to riders to assume/push buses off Nicollet Mall. The engagement results show that a majority of respondents would like to keep transit on Nicollet. When asked what people don't like about the current arrangement it is safety - moving transit service does not address safety, but it creates new problems that riders also don't like - longer walks/further from destinations and transfers, on streets that don't have existing ped-oriented environments. The premise of this study is an exercise in displacement, not livability.
Transit brings people to Nicollet Mall. Isn't keeping lots of people traveling on Nic Mall a good idea?
The problem with DT (Mpls and SPL) is crime and criminality by layabouts and drug dealers. Restore anti-loitering anti-spitting laws, drive the layabouts away, ENFORCE the laws we have.
My only concern is that Nicollet tends to have the most pedestrian activity during the most hours of the day. Moving transit service off Nicollet, especially to the non-Hennepin options may make waiting at a transit stop and walking to and from a transit stop feel less safe because there will be less activity around. Personally, my office is off 4th Ave, so moving transit to Marquette, 2nd or 3rd makes my walk to the office shorter. But this may not be the case for everyone. Has the question been asked and answered, does moving off of Nicollet negatively impact some people's ability to walk to and access transit? Could it potentially lead to a decrease in ridership due to less convenient access? I think Nicollet will be much more pleasant to walk down without all the loud bus traffic but I would not want that to come at the expense of people's personal safety or transit ridership levels.
Don't do it?
I love the idea for easier bicycle transit there, BUT please do not allow bikes to be parked and stranded there, i.e. clean out abandoned bikes and provide for bike parking on cross streets!
Permanent 24/7 365 bus lanes on Hennepin Ave. I like the goal of pedestrianizing but if there isn't anything to do there, there is no point. Dayton's used to be a draw. Need something like that or a museum and not some dorky city-provided chairs or cornhole.
IT WILL INCREASE NUMBER OF DANGEROUS, CRIMINAL PEOPLE USING AND SELLING DRUGS ON NICOLLET!!!
No
My office is literally on the corner of Nicollet and S 9th St. Moving buses off Nicollet would be inconvenient for me no matter what.
Keep at least a couple buses on Nicollet Mall! If they just all get moved to one or two other streets, that just moves the congestion. I'd recommend the 4 and 6 stay on Nicollet. State Street in Madison has buses, bikes, and pedestrians and does just fine.

More permanent bollards/traffic calming at cross street intersections with car traffic.
Moving buses off Nicolett Mall is not a silver bullet and will complicate more than it solves. If we are eliminating that route you can't simply push people even further from Nicolett Hennepin etc where most of the amenities are and push them thru on the eastern side of downtown away from things people want to do on other routes on Hennepin or headed over north side.
Sounds great - would make it much more pedestrian-friendly, more of a "mall"!
I do not support moving buses off of Nicollet Mall. I take the bus to evening entertainment venues on Nicollet and would not feel save having to walk to Marquette, 2nd, or 3rd to catch a bus. I believe removing buses will mean even less foot traffic on Nicollet and will make it even less vibrant than what it already is today.
This would do wonders for outdoor seating on nicollet.
Moving that many bus routes is going to inconvenience a lot of people.
SAFETY FIRST BEFORE ANY OTHER IMPROVEMENTS.
This is the proverbial "lipstick on a pig" program. The real problems stem from economic inequity (no social safety net for at-risk neighbors) and the killing off of local retail in favor of malls and online commerce (rampant capitalism). The Nicollet Mall will be revitalized and safe when people without other options are provided with jobs, housing, medical care, and basic support, and when downtown Minneapolis provides a robust mix of shopping, dining, and entertainment for people of all economic means.
This project is a disgusting blame game that makes travelling through and to downtown worse for transit riders. Nicollet is dead because the CRE types pushing this have developed massive retail spaces that only attract national chains, which are largely leaving downtowns nationwide. It's impossible to open a small business facing Nicollet because everything is either a massive box or new-build with excessive rents sitting vacant. Maybe you should subsidize conversion to smaller spaces or disincen commercial vacancy through fees first. I don't care that buses move slow on Nicollet if you're going to make me walk another 2-3 blocks for every trip to Target or to transfer to a bus on Hennepin, because you've taken more time from me than you've given back.
There's no nice stores left on Nicollet anymore and I think it would get worse
I'm a huge advocate for walkable and bikeable communities in Minneapolis, and I just don't see why the city is so eager for this one project. Scattering smaller but more meaningful pedestrianized areas across the city would be so much better. Nicollet buildings street fronts are too soulless and inactivated to make this a successful pedestrian boulevard. It's already so useful for bus travel and transfers and biking without worry across downtown, better than any bike lane. I would much rather see a different downtown street given the ped zone and keep Nicollet as it is.
Moving buses off Nicollet Mall only makes other streets more congested. The few businesses that are left on Nicollet Mall will be in even worse shape as their storefronts become even harder to access. Every route that has moved off Nicollet has hurt local businesses and increased traffic and congestion on the streets the routes moved to, making the entire downtown area less accessible and less safe for pedestrians.
If you are going to do this, you need to make Hennepin or Marquette transit exclusive. Again, the bus lane next to a lane of traffic does not work, Amazon, Lyft and Ubers park there, high net worth individuals road race there. Police use that lane for ticketing and pulling over cars. There needs to be a bus exclusive road, it will not work like your CAD says it will.
When Nicollet fails, don't blame the pandemic, or the next pandemic. It is all you. I gave option 2 high marks only because #1 & #3 are ugly for seniors. I use mainly local buses, and the distance walking back & forth for N or S is shorter on one street for seniors, but you need to step up the

service on cross-streets for everyone, and 3rd & 4th would be best for srs at 314 Hennepin MPHA highrise. I check-marked your lies about how it will be "safer" to move off Nicollet, but it's not. It's what you want, so you're inventing rationalizations, but I don't buy them. Please just be humble enough to the taxpayers and residents to be willing to go back to Nicollet when Target goes out of business and my bank closes its branch on Nicollet. Keep an open mind if what you're shoving down our throats actually fails, and be open to revision. You've gone to 2 blocks between stops as a citywide standard, so please make sure you have cross-street bus stops both at Nicollet, Hennepin, Marq, 2nd & 3rd at every street between WA & 12th St, depending on the option chosen. Thank you for letting me give you my feedback.

raised crosswalks to slow down cars

People still need to xfer downtown, plans to separate pisses on them cuz they are poor. And you rather hide them then spend resources on building dignity.

There's too many homeless people downtown, generally. No one wants amenities such as public restrooms, or places to sit or outdoor dining, when the overall environment feels unsafe and dystopian.

Thanks - moving cars off Nicollet is a wonderful idea!

Worst idea ever. Don't move buses off Nicollet.

Nicollet Mall is an iconic locale in the context of Minneapolis. As a recent transplant, the current state of it is a sad shell of the historical imagination that is presented of its past. For many visitors to the city, especially to the convention center, the Mall is their first and often primary impression of Minneapolis. Right now, that is not a particularly interesting or lively impression. Everything feels dead after hours, there are large stretches of dead space, and by nighttime it's not only dead, but somewhat eerie and uncomfortable due to a heavy presence of individuals in crisis. This is not the image we want to project for our city nor should we be so tolerant of the suffering of our fellow citizens. The revival of Nicollet Mall should be a paramount priority for the economic vitality and reputation of Minneapolis. There needs to be more all-hours programming, with restaurants along the avenue opening outdoor dining well into the evening in the warmer months. There should be retail that is not shuttered half the time. There should be vibrant plants and landscaped buffers, with ample seating to relax and take in the city. There should be live events on a weekly basis which provides customers for the restaurants and shops, as Holidazzle proved it could be done. There should be ample restrooms, as it can be impossible to find one now, especially after hours, without having to frequent a restaurant. It should be easy to use this space and everyone should feel comfortable with "eyes on the street."

Love the idea of a pedestrian/bike street. But put in the work to make it a good place to hang out, and ensure that our unhoused neighbors that often spend time there are safe and are not just kicked out.

3rd ave is way too far from Hennepin and Nicollet. 2nd/Marq is already so far

Disallow UBER/LYFT on Nicollet.

Again, moving buses off Nicollet Mall is not a good way to get people downtown. It creates more pedestrian space but forces transit users to go to streets that are mostly unused at night, which feels less safe and less vibrant.

Don't move transit off of Nicollet! This is a misguided plan that will result in Nicollet mall having less pedestrian traffic and will make it more unsafe. Please redesign this survey with an option to keep transit on Nicollet.

Before making a full decision, the City/Metro Transit should pilot the final option for a 2-3 month basis - the same that the City did when initially trying the red dedicated bus lanes. Whatever

theoretical option is tried is certainly to have flaws. A pilot would allow for those flaws to be addressed before moving forward with a permanent solutions. Also, I take umbrage with how this survey is designed. It does not ask IF the buses should be removed. That is a key question, that when neglected insults those taking the survey and leaves us with a bad impression. You're not building the buy-in you want if you don't at least ask that question, especially when all of the signage on Nicollet says something to the effect "we're thinking about/considering moving the buses."

Moving buses to 3rd avenue will significant decrease transit access to people living in downtown. As a downtown resident and frequent transit rider, I have serious concerns about how much further I would have to walk to reach routes 10, 17, and 18, especially at night. The closer that we can keep transit to Nicollet Mall the better. The best option to move off of Nicollet is for local service to be in two-way bus lanes on Marquette and express service on 2nd. One of the reasons that I like having transit on Nicollet Mall is that I feel safe waiting for the bus, and walking home after getting off the bus. I would like to understand what safety mitigations that the city is planning once transit is moved to these other corridors. Will these corridors be activated? Will improved lighting be installed? I'd also like the city to provide more clarity on how removing the buses from Nicollet Mall will improve storefront activation. I find it hard to believe that simply removing transit will make it easier to fill empty storefronts on the corridor. I like the idea of a more active Nicollet Mall, but as a downtown resident, occasional festivals and events don't provide very much value to me. Once transit riders are eliminated from Nicollet, I fear that the day to day experience on the Mall is going to be much worse- with vacant streets in addition to vacant storefronts. Don't forget- us transit riders are also a source of activation and economic benefit for downtown!

Don't do it. Bring the 6 back to Nicollet so I don't have to walk a million miles to get back to Hennepin

Please keep buses on Nicollet Mall but give them signal priority to help them move faster and more efficiently.

We need the buses to move more than 5miles per hour right now on nic a bus hits every red light due to very slow driving that hurts people trying to make other connections

I think it's a great idea to move buses off Nicollet and make it more of a pedestrian plaza/park community area. We need more community. Having people waiting and getting on and off busses there is just not attractive and not the best use of that space.

No

It's not a good idea. You shouldn't do it.

I don't think moving busses off of Nicollet Mall will increase vibrancy downtown. Getting rid of cop cars parked menacingly on the sidewalk on the mall, adding seating/bathrooms/water, and incentivizing street level businesses will increase people wanting to be in the space. Give people a reason to come to the area that's open beyond business lunch time and they'll come to explore.

You should not move bus service off of nicollet mall, having a dedicated transit corridor is a good thing

We need to make sure that the places that buses end up if they leave nicollet mall is equally as good if not better. That means reducing car traffic and adding amenities for those waiting for the bus

I feel incredibly disappointed you're moving buses off of Nicollet Mall. This means my transfers to buses which run along Hennepin are an even longer walk, and if I am trying to catch an 18 then I have to wait on a less busy and darker side street - which feels incredibly unsafe compared to the more populated Nicollet and Hennepin Avenues. Also, to say that improvements to Nicollet can only happen if buses are removed is really disappointing - why can't you have both? The buses don't

make the space unwelcoming - it's that you haven't built anything at ground level that people want to visit Nicollet for. And, there is no place to sit, nor any public restrooms nearby. The buses aren't the problem - your anti-human sentiment is.

No

I am concerned about safety when waiting for the bus on an empty street like Marquette.

I don't think this is a good idea. Nicollet Mall has the infrastructure to support bus transit, and what few remaining ground floor businesses we have tend to be on Nicollet. As a pedestrian and a bus rider, I prefer having a transit and bike only street rather than putting buses back with regular traffic. It feels safer. Giving signal priority to buses on Nicollet seems like it would improve bus speeds and mbe much more simple. I don't think that moving people away from Nicollet, by moving the buses, would "revitalize" Nicollet. Rather, you are making people walk farther to get to the activities you suggest. You can do these other upgrades like bathrooms and public seating while keeping buses there, and then the folks using buses can take advantage of them as well. Don't discount bus riders as not desirable or part of the vision of a revitalized downtown.

Seems like you hate bus riders with this survey...

I don't think the removal of buses will necessarily have any positive effect on Nicollet Mall and it seems specifically detrimental to people using transit to move around the area and access things like Target, Walgreens, the library, etc. This feels much more like designing transit around the needs of commuters or people looking to move through downtown quickly which, of course, has been the strategy since the 60s as far as I can tell. This will need some much more innovative thinking to "revitalize" the corridor in the way we would all like to see.

- The buses existing on Nicollet are not the problem. The problem is a lack of destinations and events. If you take the buses away, there will be even fewer people on Nicollet until you fix those core issues. - I'm incredibly disappointed by the lack of consideration for how the transit user will feel being pushed into areas with even less street vibrancy. If there's a concern about safety from lack of eyes on the street, how do you justify putting transit users on a dead street like Marquette? What steps will you take to increase the street vibrancy where people will be sitting waiting for buses? - Holidazzle 2024 really highlighted the lack of imagination current property owners have downtown. If you have enough vacant retail space in a central business district that you can operate a roller rink, even temporarily, you are never going to fill it. Full stop. I wish the city was blunter about this and pushed for some of these 1980s era dead malls to be torn down so we can right size the amount of vacant retail and have space to build more downtown housing, something actually valuable and would increase Nicollet vibrancy. - How much money will Minneapolis spend putting on festivals and parades, when they could be subsidizing the rent of small businesses fronted on Nicollet? St. Paul is trying something like this. We can either try to help businesses pay leases set based on 2019 building evaluations, or we can wait until those buildings sell for a fifth of their value and get lower leases that way. One of those paths helps everyone, one of those paths hurts the prestige of Minneapolis and forces harder budget choices. - Minneapolis treating transit users (and transit in general) as if they're a problem with Nicollet that needs to be solved is really at odds with the city's goals, and frankly the values I thought the city represented.

I think having the buses with the regular traffic would increase my bus time especially when games or snow emergencies happen. Not every driver follows the rules when it comes to bus only lanes and I worry that lack of enforcement (or even over enforcement) would mean more traffic for bus riders. I think if there were cameras and people got fined based on their plate #s for not following the bus lane rules or something it would deter it without having to have police presence (which always leads to more traffic) physically enforcing . I definitely like the idea of more biking and

pedestrian options that are safe and make sense, but I fear that moving busses off Nicollet will make it a ghost town and make things worse for businesses on this specific street
Anything that will make my hour-long commute longer will make me more reluctant to spend time and money downtown outside of absolute necessity.
Nope
Please keep busses on Nicollet Mall.
I bought my house in 2021 on Nicollet Avenue because I love being connected to Downtown's central artery. Buses on Nicollet Mall are the right, safe speed for both pedestrians and bikes already—I don't understand how decentralizing the transit corridor makes it better.
I think buses should stay on Nicollet mall and be given priority at intersections. There is also plenty of space on the existing sidewalks for things like food trucks and other activities.
I think this idea is horseshit. I feel safer waiting for transit on Nicollet Mall as opposed to your presented forced options.
This seems like a solution in search of a problem, and it feels like some tricky Lisa Goodman stuff that doesn't really favor transit riders at all.
As a pedestrian and cyclist, i don't like the idea of combined bike+pedestrian infrastructure. See if there's a way to keep pedestrians from standing and congregating in the bike lanes on hennepin, using the hennepin bikes lanes is currently dangerous. If that can be solved, then i think ped-only on nicollet is probably a better idea than having thru lanes for bikes.
I hate it and it stinks thanks.
I would love to see a wildlife corridor for insects connecting the wildflower field next to the convention center and the river
Moving buses off of Nicollet to streets with almost zero pedestrians or street-level activity will leave many feeling unsafe and will ultimately reduce transit riders.
Honestly I like Nicollet the way it is, and I'd add more street-level retail activity to it before I pedestrianized it. Part of that plan has to be making those spaces accessible to new business owners.
I wish you would'nt do it.
It's really sad & disingenuous to have a survey about whether to move buses off Nicollet Mall when everything about this survey indicates you've already made up your mind. Plus, you entirely ignore anyone who lives downtown & our needs.
Please don't move buses all the way over to 2nd. And make it truly an area for al the public, not just those who can afford to eat at the restaurants there.
I still think keeping buses on Nicollet is the best and easiest to understand for transit riders.
I don't like it!!!! I am going places on Nicollet, I don't want to walk to and wait at a less populated street. The bus feels safer surrounded by lots of people coming and going. You can make buses faster on nic by giving them signal priority! Pedestrianizing nic doesn't actually make it nicer!
n/a
It's disgusting that the City has already made up it's mind to remove transit from Nicollet Mall when the majority was very decisive about "No Change" per the last survey. This is a clear end-run by the Frey Administration to claim victory for business interests in a way that Mayor Frey thinks will be inscrutable. Minneapolisans do deserve a ped mall, but not one based on corrupt motivations. We don't even have an idea of what said ped mall could look like - people deserve to know what they'd be getting before they agree to lose something! This is not democratic or in the interests of the majority. Citizens are now asked to choose from three choices that basically amount to "which is the least shitty of the shitheap."

If you are making outdoor seating, please do not use anti-homeless architecture in an effort to dissuade people from loitering. It makes the entire area seem less welcoming and makes the city look worse. This would include segmenting off benches to make individual seats so someone cannot lay down.

I think the fact that massive investments were made in Nicollet so recently, should disqualify any current proposed changes right now. There are plenty of areas in the city that could use investments to maximize transit efficiency that have NOT also received a multi-million dollar redesign by the city in the last decade. Downtown interests are always prioritized over normal people. Why does Nicollet get a do over when so many other streets haven't had any attention in poorer parts of the city? Shame on Public Works and the Mayor for putting monied interest first.

I think this is a great idea although retail spaces are too big to add much improvement to the vibrancy of the community in downtown. We need smaller spaces for local businesses.

This has needed to happen for awhile. I don't know why this wasn't planned for and made happen when they redesigned Hennepin.....oh that's right cause Betsy Hodges was a dumb cunt. Definitely don't have any bikes allowed on Hennepin. It needs to be like a European pedestrian zone. Shops and people walking all over the place with all kinds of seating for outdoor restaurants.

Why? Do you really think people are going to walk to Nicollet if there are no buses

fining bikes and scooters on the sidewalk, it is convenient to have both the 18 and 11 on the same downtown stops. I can take either to my destination currently. If the buses are seperated, it will take longer to get to my destination

You can have a more vibrant Nicollet without moving transit off of it

buses should stay on Nicollet Mall - no other street has enough activity (especially at night) to provide safe ways to wait for buses alone

Don't do it! Leave well enough alone!!!

I feel like this is a misguided attempt to "revitalize" downtown. People go to downtown for events, but no matter how attractive Nicollet actually is, there aren't enough people LIVING there to make it a good option. Pedestrianized streets and outdoor events are great ideas! But we should have these events where people live. The most important part about improving downtown is by building more housing there. I understand that is easier said than done, but we don't make a great city by being a "destination" we make a great city by being a good place to live. As for buses, the reason the buses are so slow is because of how many signals every single bus has to wait at. If buses actually had priority in downtown on Nicollet Mall, they could go far faster than they currently do. But giving proper priority to buses would inconvenience cars too much, so away that idea goes. It's disappointing.

Nicollet should be fully pedestrianized with retractable bollards to prevent any intrusion by automobiles. Only emergency vehicles should have the ability to lower bollards

Again: I am tremendously disappointed in the city's decision to route buses off Nicollet, and would prefer not to see that happen. I am a person without a car who relies on transit to get around the city, and feel deeply frustrated by the efforts to change or reroute completely functional parts of our transit system (like the Nicollet bus corridor) through some misguided belief that doing so might make downtown more appealing to tourists, consumers, and business owners. Nicollet is currently one of the busiest streets downtown, and by my observation, a non-negligible amount of that pedestrian activity comes from transit users who are boarding or disembarking from buses, transferring buses, coming from other areas to catch buses, or otherwise moving between transit nodes. When I walk on downtown's other streets, I am struck by how little pedestrian activity there is. I do not think that dispersing the transit-user pedestrian traffic will help draw additional

pedestrian crowds to a revitalized Nicollet, and believe that in fact it may result in a less-safe experience—since I always feel safer when I am waiting for the bus with more people around, transit-users and non-transit-users alike. Are there plans to make the suggested alternative streets (Marquette et al) more pedestrian and bike friendly? Are there plans to create better walkable infrastructure, dining, landscaping, and other inviting urban developments on these other streets? If not, I fail to see how this does anything but dilute the density of our most popular and walkable downtown street and segregate transit users from those who have driven into downtown to experience its so-called attractions.

if you move buses off of Nicollet Mall, what will be the built environment created on the other streets to ensure the safety of riders while they wait for transit? Will you move all of the public art on Nicollet Mall over the other streets? Will police officers continue to surveil Black people and young people on Nicollet Mall, especially at Target and the USBank office building?

Hope this goes well for transit riders and the street itself — but I wanted to acknowledge that the idea to remove buses was initially motivated by anti-transit/anti-poor sentiment from people like Lisa Goodman, Michael Rainville, and chamber of commerce types. Removing bus traffic by itself will do nothing to improve Nicollet Mall, a street whose problems run much deeper. Hope the city takes programming for the street seriously, beyond just grabbing headlines. And please make sure transit service is protected and promoted by these changes. Making it easier, faster, and more convenient for people to ride transit to Nicollet Mall is a revitalization strategy.

Moving buses off Nicollet seems foolish to me, you're making transit riders less safe.

Don't do it.

I like the idea of a pedestrian/bike only area of downtown.

Keep the buses on Nicolet Mall

Moving the busses of Nicollet is classist.

I don't think this plan makes any sense. There are other parts of downtown that are better options for a pedestrian-only experience.

Make more of downtown car free, but other streets need more street level storefronts

Probably a bad idea

I don't like the idea of moving buses to the east, where nothing is happening. If you wanted to move my 18 route to hennepin or lasalle, that probably makes my trips better.

Do not move buses off of Nicollet Mall. The buses are not the reasons for its decline. In its heyday the buses went right down the mall!

The city has proven itself hostile to pedestrians on Nicollet Mall as it is, between getting rid of all public seating - going so far as to fence off what limited seating there is at the Central Library - allowing MPD to run amok, and recently destroying the playground on the Loring Greenway. There are many things already in the power of the City that it refuses to do. Where are tokens of trust to get citizens behind such drastic changes?

Don't do it. This made sense pre-pandemic, but now that downtown is empty, continuing with this plan prioritizes the desires of a few private businesses over the needs of the public ridership.

FINALLY. It took you fucking long enough. Jayzus!

None of the options feel as safe for pedestrians as Nicollet because safe waiting is waiting near people. Keep buses on Nicollet to keep Nicollet vibrant and give them signal priority for faster bus trips.

Don't try to pit pedestrians and cyclists against bus riders. Bike and pedestrian advocates have plenty of complaints about giant pickup trucks, delivery vehicles, and cop cars parked in all manner of inappropriate places, but no real complaints about buses. Come to your senses. Keep the bus

on Nicollet. Move more buses there. (The temporary rerouting of the 4 and 6 was actually super convenient.) And yeah; get those cop cars off the sidewalks.
You should not move the busses
Don't move the buses off Nicollet mall. Nicollet mall has better lighting and safety features than any of the other options. You need to consider the safety of ALL people when making this decision, which includes women traveling alone or with children, disabled, and elderly who need well lit sidewalks with good curb access. That's Nicollet mall.
Keep buses on the Mall.
Don't do it.
It is a bad idea. Proposed alternatives are terrible for safety and visibility and are away from desirable destinations. This is a bad idea from a flailing mayor.
Closing cross streets, like 9th, should be looked at to improve pedestrian experience. This could be temporary for events or permanent.
The whole idea of moving the busses off Hennepin is cooked up by business interests downtown, not transit riders. Moving transit is their idea of moving "undesirables". The better idea is to keep Nicollet a transit mall, allow busses to move faster than 10 mph and make improvements to the street.
Removing transit from Nicollet mall will decrease the vibrancy of the street and downtown as a whole. Not sure how the plan to increase pedestrian activity is to remove the majority of pedestrians. Nicollet Mall's biggest flaw is lack of ground level retail space, especially on the northern half. This is because the skyways have robbed us of our street-level retail in favor of skyway level retail. Only major changes to building structures will change that, not sure how you expect to increase pedestrian activity when there is nothing to walk to in this area. Long-term goals should be to ban skyways in new builds, transition skyway level retail to ground level, and build more housing in downtown to make it an actual neighborhood instead of a CBD. Short-term fixes: more greenery, more public seating, public restrooms, get police to stop parking cars on the sidewalks, remove fencing off of public seating, keep transit on Nicollet Mall. Most people are going to Nicollet/Hennepin for their trips, moving transit east a few blocks makes trips much less convenient.
Keep all the local north/ south routes together!!
Where ever busses are moved. I think signal timing is key. Currently, on Nicollet, busses move slowly because they get stopped at every intersection.
I don't think it's a good idea unless there's a true effort to create a new, fast north-south transit spine, like a light railway or subway
No bikes. No transit. It should always have been a pedestrian zone like they have in Europe.
I'm happy with buses on Nicollet Mall
Still need to address ground floor retail and basic services (places to sit, drinking fountains, bathrooms, shade) to make it desirable to be there.
I think that busses should stay on Nicollet mall.
When the streets are empty of traffic and pedestrians, the homeless are the only group frequenting the street. I'm afraid that this will be a good solution for events, but bad for every day. Anything to promote regular commerce on the street is needed for workdays. Restaurants, shopping, and exercise support should be priorities.
I like buses going down Nicollet Mall to show off the Holidazzle events. All of the other suggestions are fine. I am usually the first person on route 18 southbound which is extremely convenient for me. I would like to keep that if I can.

I think it's a good idea SO LONG as the busses still have dedicated right of way like shown in the options
Need to have laws/fines regarding motorized scooters - dangerous for pedestrians. Also need more greenspace & designated areas for people with pets.
doing this would not be much help to me and those like me who depend on leaving from nicollet mall. walking a block over from where i need to go is unhelpful and confusing.
no
Ultimately this seems like it's just designed to hurt poor and homeless people.
I think Nicollet Mall has more value as a curbside street to prioritize pedestrian traffic than adding bike lanes. The improvements to downtown biking have provided other routes through downtown, meanwhile the cedar lake trail and hiawatha trails provide quick options for passing through downtown. I say this as someone who regularly bikes for fitness and commuting, that any Nicollet Mall redesign should encourage a critical mass of pedestrian speed traffic to create an environment where people want to stay, shop, and linger rather than simply pass through.
I appreciate the route ...as it is. Thank you
I would like to see bus priority for downtown.
Love the idea! Can't wait for it in the spring/summer/fall
Removing buses from Nicollet Mall would be fantastic. We very much need a quality pedestrian space downtown.
I like having transit on the Mall.
Move the buses off nicollet mall-good idea. Don't need dedicated bus lanes where ever you reroute the buses. Please - no more fucking bike lanes!!!!
I'm a huge fan of moving buses off of Nicollet Mall in general!
No one asked for this except the Downtown Council.
In all seriousness, do not close Nicollet Mall to bus traffic. This will worsen the lives of the poorest people in our cities who rely on that traffic to get downtown. It will also create additional congestion on other downtown roads, worsening vehicle emissions. It is also a disincentive to people wanting to reduce carbon emissions via bus travel, by making bus travel less available, less convenient, and covering less area. This would also make it more difficult to travel both to Nicollet Mall and to downtown in general as congestion increases and parking disappears, making downtown less desirable. My friend owns a business on Nicollet Mall, and most of her customer base travels by bus, so this change could devastate hers and others' businesses. When all is said and done, Nicollet Mall will not be significantly friendlier to pedestrian traffic, either, as vehicle traffic will continue to drive on cross streets, limiting pedestrian movement. In a season when so much national attention has been given to downtown Minneapolis being undesirable, the worst thing we can do is to make it even more undesirable by increasing congestion, reducing access, and shuttering more businesses
Consider an alternative to convert Marquette to a transit mall, with combined express and local services. 4-lane configuration allows for buses to overtake one another, addressing significant cause of bottleneaking on Nicollet. Crossing a transit mall at a crosswalk is less intimidating than a street with general traffic (I expect bus drivers are well-trained and attentive).
Keep the busses within 1 block of Nicollet for those who are mobility impaired (walk with a cane, cannot walk distances.) Keep free downtown transit... any chance of a streetcar on Nicollet for local traffic only? Love the idea of keeping Nicollet for pedestrians, bicycles, dining, and sitting.
Sounds like a good idea !

Regardless of the option chose, all routes should have bus lanes throughout all of downtown. I think Hennepin Ave is closest to most destinations so as many routes as possible should go there followed by Marquette
No
Focus on pedestrian safety and economic vitality and not having it just be a high-speed bicycle road.
I love the idea of making Nicollet only biking and pedestrian. It's terrifying to ride a bike amongst busses on Nicollet.
Who would actually be activating Nicollet Mall? Clearly the city doesn't have the money/knowledge of how to do it.
Sounds like a great idea
Please don't move buses any further east!
Options 2 and 3 are horrible for ppl who use the express buses, Marquette was/is overloaded already. All of the options are creating public transit Island that's isolated making ppl walk farther to get to the office. All the options likely only push more ppl to drive
I like this idea, but this also increases my walk time to the bus stop (previously was route 4 when it moved from Nicollet to Hennepin, and now route 25 as this is another route option for me.
Work with property owners to subdivide or somehow partition spaces to make many small (and presumably affordable) spaces for small businesses (like Come Pho Soup) and increase the destination desireability of Nicollet
Don't wreck other streets with more bus traffic to fix a problem the city created on the Nicollet Mall with a terrible redesign. Do no remove any more on-street parking.
While it would be nice to have a pedestrian mall, I'm not sure that any of the alternatives are safer or more convenient for bus riders. It will definitely be harder to get to the Central Library.
I move THROUGH Nic Mall and never TO. As a commuter and community-dweller I am often frustrated on days when Nicollet Mall becomes an obstacle course for special events. I have wrecked on the Hennepin Ave bike lanes (those lanes are too close to pedestrians and other infrastructure while trying to avoid an event on Nicollet). I like the idea of essentially each mode of transport getting a street. Hennepin gets everyone, Nicollet gets peds and cyclists, and Marquette gets busses. I am a YMCA member and go to the downtown location a fair bit; I would go more if the building had better hours. What I'm trying to say is that the reason "no one goes to Nic mall ever" is not because there's too many busses, it is because of reasons the streetscape cannot really solve: hours of buildings, types of land use (do we have any daycare centers on the mall?), specific retail (do we have any hardware stores or bike shops on the mall?) If Nicollet mall is going to actually be "revitalized" it will be because it becomes an actual neighborhood and not a playground for tourists.
It's wonderful if it is truly bike/ped. However pedestrian only doesn't play well in the American mind. Copenhagen and Amsterdam are great model cities to see westerners wandering in front of bicycles.
Find a way to get pedestrians/bicycles/roller-bladers off the street. Make certain that NO MOTOR VEHICLE FUEL TAX REVENUE is used to clear them out.
3rd Ave is just too far away, and if you choose that option I'll just switch to the 4 route when I can
I work on Nicollet, and I see it as dark, dank, and hostile. I've had to step over piles of vomit and feces going to work. I've been harassed by unwell men. I've been run down by unsupervised kids speeding down the mall on e-bikes, a block from the police station. Removing the buses from Nicollet isn't going to change any of this. We've got bigger problems downtown than lack of vibrancy.

strict "no loitering" laws enforcement of the mall. making it more inviting for families and seniors. Increase access for people with disabilities. Allocate rideshare pickup/drop sites on east/west streets only.
Probably should have kept buses off Nicollet during and immediately after Updates to Nicollet a few years back
There is no shopping except Target and Walgreens and this plan will people come to shop elsewhere!
No
I don't really think buses are the problem with Nicolett. No one's asking for this. This whole "process" has just created a mirage of public input so that city officials could just do what they wanted to do in the first place. Don't ask for input if you're not going to listen to it.
Just don't! Nicollet is the most centrally located street for the businesses and services that we need to use. Why does the city continously punish people for using public transportation?
follow through. Go all in or not at all.
We need the Nic Mall space to welcome people. The recent redo seems like we spent a lot and got little. Maybe I'm not seeing it. We absolutely need as many foot officers as we can spare to make people feel safe, and to ward off offensive and aggressive behavior that I see nearly every time I'm downtown, day or night. We desperately want downtown to vibrate with activity and safety. We can win this game. Also, make sure the arts play a significant role. Ben Johnson is packed with ideas.
As a women, I feel unsafe waiting at the bus stop on streets that are not frequented by many people. I think removing bus stops from Nicollet Avenue is a poor idea.
Bike and pedestrian safety is paramount. A sheltered bike lane to makinain safety for all (minimize meandering down the middle of the road) would be helpful to have safe infrastructure. Also, ensuring that folks with mobility aids have easy curb transitions and navigation through/around landscaping and other livability designs is key.
Any change here should be a net-benefit to transit service in terms of speed and reliability. This should be prioritized above other modes of transit. Also - this survey is limiting in that I take the bus downtown for a variety of trip purposes. Sometimes I am using it to commute (transfer to Green Line), sometimes I am taking it downtown, and walking 0-.75 miles to my destination. Hard to narrow this down to a specific street.
I don't like taking the bus on Nicollet Mall because it's slow. However, I don't think all the bus routes should be removed from Nicollet Mall. Routes determined to be more neighborhood-serving should remain on Nicollet Mall, such as the 17. Routes that cover more ground, such as the 18 and 25, should move off of Nicollet Mall. I prefer those routes run on Marq2 because the walk getting to both routes would be closer to where I live, in Elliot Park. I already walk out to Marq2 to catch express buses or the Orange Line to run errands in the suburbs. Routes eyed for future upgrade to BRT, such as the 10, should be moved to 3rd Avenue, again, for the shorter walk to the bus and for ease to connect to other parts of the city. If the 10 were moved to 3rd Avenue, the route should be extended to Loring Park to provide enhanced connectivity to people who live and visit Loring Park. I probably would ride the 10 more often if it went to Loring Park, and if it ran on 3rd Avenue to get to Northeast. Right now, it's easier for me to bike to Northeast than to take the bus. What would be the easiest for me, however, is if the 11 were detoured into Elliot Park on 2nd St, Portland/Park, and 15th St to not only serve my neighbors and help them get to grocery stores and entertainment such as the Guthrie Theater, but also to artist studios and friends in Northeast Minneapolis.

I moved to the city about 9 years ago. The Nicollet Mall redesign felt like a whiffed opportunity to reimagine the street. I wish it felt more like the Loring Greenway or the Iowa City Ped Mall in terms of feeling like a truly pedestrian space, and not just an underutilized street.
These moves to streets that are not as well-traveled or well-lit create a less safe environment and additional hardship by removing transit from a central street to one's multiple blocks further east. These design options seem to imply you want people who take transit to avoid Nicollet Mall rather than have Nicollet Mall be a destination serviced by transit.
please keep people with limited mobility in mind when making these changes — the marquette and marquette/2nd ave routes would be more similar to current routes and would be easiest to switch to
I hate the idea of taking buses off Nicollet Mall for reasons of safety, comfort and convenience. There's nothing but theater and night clubs on Hennepin anymore and too many suburban express buses on Marquette. A pedestrian mall is a stupid idea for our winter climate.
Please plant some trees!
There is enough space on Nicollet Mall without fully pedestrianizing it. The sidewalks are extremely wide and buses are able to take detours when there are special events happening. Removing buses from Nicollet Mall revokes access to Nicollet Mall from those who cannot afford cars and require buses to move around the city. Additionally, as someone who commutes from Eat Street/Nicollet Ave to the North Loop, this would jeopardize my ability to access my workplace. If this were a plan for additional lines on Hennepin/Marquette instead of replacing the Nicollet lines with lines on Hennepin/Marquette, that would be welcome. However, this current plan fails to meet my needs and the needs of others who want a walkable city with public transit that creates access instead of denies access.
Once again, my partner and I both rely on the Nicollet Mall busses to get to work. Competing with car traffic and having to walk multiple extra blocks to get to our stops would add a lot of time to our commute leaving less time in the morning and evenings for us to grocery shop, dine at restaurants or otherwise participate in the economy. Given that we moved to Minneapolis as young professionals to start our lives here, without easy access to busses on Nicollet, we would not be inclined to stay in the area much longer.
It won't work. The problem is not buses, it is the sterile street and lack small interesting places to stop into.
Curious about the "owl" grouping that buses do at night so that night riders can all be in one safe space together. How can that be maintained under these new scenarios?
none at this time.
No. I don't like the idea of moving buses off Nicollet.
The cross streets connecting Nicollet to potential transit corridors are currently not a very inviting pedestrian environment and I feel updates to them will be the real make or break for this project.
My only concern is that this will cause more traffic for the streets that will have the bus routes from Nicollet Mall added to the streets that currently have multiple lanes for cars and are already congested as is.
I dislike moving busses off Nicolette mall as it is much more convenient for me to have them on Nicolette
I take transit on Nicollet every day. I would greatly prefer that buses stay on Nicollet. I am disappointed this is no longer presented as an option.
Not at all!
allow roller blading

I hate this idea. Thanks, Minneapolis. I wonder how many of you actually live downtown.
I really wish they would keep things as they are and concentrate on improving small businesses at street level, more landscaping, artwork, more attractive lighting and making better use of the built environment already available. It would be much less expensive and achieved much faster and with less disruption to existing businesses.
It's about time!
It would limit my use of Nicollet Mall.
No
Don't do it. Please. It will really inconvenience people who are trying to live in downtown and keep it safe. The peripheral neighborhoods are not safe because there is a lack of public transit. This actually will harm whatever rebuilding has happened.
I understand that the City's survey about transit options considers the full length of the mall. But is that the best plan? Wouldn't it be better to proceed incrementally and pedestrianize a shorter segment that can actually be programmed with events and necessary infrastructure changes? I'm not suggesting that buses should jog on and off the mall, as that would be illegible transit. But the reality here is that until the City proposes to spend significant dollars on refurbishing Nicollet Mall, all we're really talking about is turning it into a former transit mall that no longer has buses. Nothing about the action of removing buses automatically makes Nicollet a better place, aside from the immediate improvement to sidewalk patio dining, which at this point is down to a handful of restaurants.
Don't move the damn buses off Nicollet Mall. All of your statistics show that this would make things feel less safe and would put the buses FURTHER away from things people want to get to. This is boneheaded and a splashy idea to help Mayor Frey feel good about himself. Give the buses signal priority and the speed problem will be quickly improved. Maybe move one or two bus lines to another street to cover more of downtown and reduce bus pileup, but don't eliminate buses altogether, I beg of you. Nicollet Ave is only just about to be reconnected straight through at Lake street. Don't suddenly undo all of that progress and break it again. Why are you all looking the other way at all of the feedback and statistics you have and plowing ahead against what is clear public opinion and common sense about what makes people feel safer and is good public transit development.
DO NOT move busses off Nicollet Ave. I hon stay cannot believe you are even considering this. I live near Nicollet (Spruce Place), regularly ride my bike on Nicollet, regularly take busses to and from my home to downtown and to other locations. I also regularly take busses to my workplace in Bloomington. I am also a car driver. Nicollet Avenue is a treasure of Minneapolis and it is my home. Busses belong on Nicollet Avenue and should not be removed from it. Grant I hate change. :) But seriously, please leave a few things alone. Not every change is necessary.
If you put cars on nicollet instead i will lose my everloving mind
I really enjoy the busses on Nicollet it's direct to the main shopping and such, but having an interactive skyway map app for my phone (think google maps but directions for walking skyway) as well as better posted skyway maps and entry points would help ease the move to further routes like 3rd st. Option.
A clean bus stop station
This will basically only be usable half the year due to our weather. This seems like a massive waste of money. If it needs to be built, don't let this area become a homeless encampment. Public restrooms and benches will encourage that. The city is already bad enough. Also, force the bikes to stay in their area. I know multiple people that have been clipped by bikers in pedestrian areas.

Please do not move buses off of Nicollet Mall. This decision will make Nicollet Mall much less accessible to residents

KEEP THE BUSES ON NICOLLET!!!!

For many people that is the only accessible target and taking the busses away from it ruins that.

The best pedestrian concourses feel organic, inviting and inspire spontaneous activity. The 2017 mall revamp feels so planned and flat with too many hard features (concrete, digital billboards, lack of color, harsh lighting). The current art, landscaping, etc. are uninspiring. It's no wonder people don't care to spend time there. Make it uniquely Minneapolis - preserve the history, incorporate artistry and don't let big companies predominate. Make it for the people, by the people. Loring Greenway is a good model: quiet, safe, clean, unique architecture, good landscaping that all give it a sense of place. Consider blocking the street with large planters or something similar (not bollards) to keep traffic out.

Do not move busses off of Nicollet Mall. Having busses available in the area of downtown with businesses like Target that many regularly visit, not to mention regular events, is far and away the best and easiest option for anyone who uses the bus, and moving routes off of Nicollet will only cause inconveniences for most including myself. Speaking personally, the prospect of having to walk further with heavy groceries or to ride the light rail on what is already a tight schedule fills me with nothing but dread, and I see absolutely zero benefit.

I have no issues with this as long as people who use the Nicollet malls busses can still easily connect to their other busses and still get to their desired location within one block.

I think moving buses from a street dedicated to them to any other street is more likely to slow service than to expedite it. Further, it is a death-blow to downtown's identity. It will be an empty pointless hulk instead of a core amenity. As one who has been riding buses downtown since the 1960s, my heart is breaking.

if it's going to be mixed pedestrian and bike, ensure that bikes go faster on other streets and slower on Nicollet.

Moving buses off Nicollet Mall will make it much harder for disabled and older people to get around. People who want buses off Nicollet mall don't or have never ridden the bus.

I prioritize being close to bus routes to get to and from work. IDS is one of the largest buildings in the area, and transit should be very close to this building for convenience and safety. When I work late, I sit inside the IDS until I see my bus is close, then go right outside. Moving the bus routes farther away, to second or third st in particular would absolutely decrease the amount I come downtown because waiting for the bus at night so far from the office and in weather would be terrible. And we know the bus shelters are for smokers and homeless folks, so standing inside them is not an option. If you have to move the busses off the mall, at least keep them all on Marquette

don't move it, this pushes poor people out of downtown and makes downtown on available to people who can afford to live a leisurely life. don't cater to rich out of town era, dedicate it to the people who actual live here.

People already hate us bikers please don't make it worse. There will be more gang violence and shootings.

Don't forget local small business owners!

Horrible, horrible idea. Whoever does city planning is kind of an idiot, no offense. Stop trying to make Minneapolis a "bike-able" city, first of all, they are the worst kinds of people, second of all, you can't force lazy Minnesotans to bike everywhere, but it is funny to see you try. It's warm 3 or so months of the year... like c'mon. Do better! Build a community center! For the literal community,

including the homeless, lower income peoples, and middle class. Show support for your community. God's watching, remember?
please think 2 times before making this choice
Leave it be
Until employers and business return to downtown this will serve only to provide additional room for loiterers and religious fanatics with bullhorns.
We need dedicated bike lanes and secure bike parking in the downtown area to encourage more people to cycle instead of drive.
Great idea! Implement ASAP!
Could significantly impact accessibility for disabled and elderly.
This would greatly reduce my quality of life fr. I don't mind the idea of a transit free Nicollet mall, if there is a new transit mall put up in downtown nearby or increases in frequency of routes & new routes too. The other downtown commuters that only go downtown to the suburbs rarely will allow me to be dropped off or picked up in a way that works for Minneapolis area riders. If the buses that go down those lanes actually could take me through the city or if additional Minneapolis only routes were added in those areas, perhaps I wouldn't mind.
No just wanna keep them on Nicollet mall
I think that Option 1 is the best because it maintains two lanes for transit in each direction on the same street couplet, which allows for buses with different stopping patterns to overtake one another. This is important so that buses can have a speedier trip through downtown, which is atypically slow as is. I would love to see a reinvigorated focus on bringing outdoor dining to Nicollet and making sure that storefronts are retrofitted to orient themselves toward the street. I don't support transit options that move buses further than necessary from Nicollet due to the concentration of destinations there, and I do not support removing buses from Nicollet until there is a plan and funding to frequently activate the street and create a draw for residents and visitors downtown.
1. At the VERY least, if you insist on ignoring the demands of actual transit riders and following through with this cockamamie scheme: PLEASE, I am begging you to choose the 2-way on Marquette option. The others would be devastatingly far away from key destinations, especially for the southern end of the corridor where the Nicollet-Hennepin gap is already the widest. Like I said, it's a terrible idea, but the Marq option is by far the least terrible. 3rd Ave. would be an absolute disaster. 2. Hey--you and I know that 2nd, Marq., and 3rd are deserted and creepy at night--transit riders would be the only people there. I've heard many women and LGBTQ people who said they'd feel very unsafe taking the bus there at night. Heck, I don't even know if I would feel super safe. And yet, you still haven't even ATTEMPTED to address or even admit to the safety and desertedness issues of those terrible streets. How about you go wait on a deserted, eerie street with no street life/other pedestrians for 20 minutes when it's a cold 5 degrees at even 7:30 p.m. on a Thursday in January? The wind's whipping down the ugly office tower canyon and you already had to walk 6 blocks instead of 2 or 3 from your work/night out/shopping because they moved the buses to Marquette or 2nd. Who except those with no other option is going to even consider an experience like that? It's painfully, brutally obvious that those pushing this either aren't women or in a marginalized/at-risk group, and never take the bus at night. You had better address the safety issue. 3. Serious question re: No buses: What do you propose to do for helping tourists, business travelers, and general city visitors to get up and down the Mall without the free ride buses? How will they get to their destinations, especially if they can't walk long distances? Please consider a free shuttle bus like Denver has on their (much nicer, much more fun, much prettier and more successful) 16th

Street Mall. Those buses are convenient, useful, and popular. 4. Serious point re: Ped/bike only: Does anyone on your staff actually bike much in the city, or bike commute? In part because it dead-ends at Washington (an example of old-times bad city planning), and in part because it's just not that direct, few cyclists of any level of seriousness actually use, or prefer to use, Nicollet. As an actual Minneapolis resident, I've biked many hundreds of miles per year, and only used Nicollet Mall a handful of times. Those who used it traditionally only did so because Hennepin and other routes were so unsafe. Now that Hennepin has safer bike lanes, and other routes are becoming safer, there's literally no reason to make Nicollet a bike centric route. It's supposed to be for transit for a reason! Mark my words: If you build center-running bike paths or something down the middle of the street, all nice and fancy, they'll mostly be used by dumb kids on scooters, and maybe tourists on bikeshare bikes, if the city ever gets *real* robust bikeshare again. 5. Frustrated point: Truly, you are throwing the baby out with the bathwater with this confusing, ill-fated project. We all agree Nicollet Mall is awful today--but that has almost nothing at all to do with transit and buses, and everything to do with the failed ugly redesign, and sociopolitical and macroeconomic factors that are far out of the control of you, me, or the Frey Administration. It is unacceptable. You're trying to solve massive systemic issues by taking the one action that at least "looks" big and is the easiest group to push around: transit riders, a majority of whom are lower income people of color. Again, I agree Nicollet is terrible today, but slapping down a few additional amenities and holding another 3 festivals per year isn't gonna make people actually wanna spend time there. The giant monolithic office buildings are just ugly and boring, even if the Mall is improved, and they won't change. You're trying to do the same thing midcentury planners did--desperately attract suburbanites to the city at a difficult time for cities. It didn't really work so great then, but in 2024 when the suburbs have some many more amenities and the MOA exists for shopping, you're NEVER going to get what you want. KEEP buses on Nicollet, add amenities, soften the awful screetscape, and give away building and retail space to artists, local businesses, etc., for free, if they have a good business plan or are legitimate practicing artists. Build on what is there and what has already been done to help. You will regret this!

No. Busses only.

Ensure that emergency vehicles can still access Nicollet if needed.

I guess it would be ok as a bike/ped only street, but really I think more streets should have less cars. Move cars, not the buses. I do not like that the city is planning to move buses off Nicollet mall. That is the only place I travel to.

Moving buses off Nicollet Mall would mean I'd stop taking the bus, since I am typically going places that are on Nicollet Mall. I would drive my car and park somewhere closer than the bus would drop me.

I think removing buses is a bad idea. What retail exists on Nicollet counts on the buses to bring people, and the buses help provide "eyes" on Nicollet to deter criminal and nuisance activities.

Buses just get in the way. I would prefer a ped bike only street

Would just worry that decreased bus traffic could lead to the perception of less eyes on the mall and increase crime.

I am not fond of the busses being moved off Nicollet Ave. That's it. Who's bright idea was it? The same people that destroyed the area in 2020?

No

If the bike lane still looks like a street, then that's fine. It's frustrating trying to get to where you're going by bike when it is too close to pedestrian areas and the pedestrians don't pay attention to bike lanes. They walk on them and the biker has to be extra careful and also can't ride as fast.

It is way overdue. ALL subsequent "remodeling" of the Nicollet Mall since its original design by Lawrence Halprin has been deplorably pathetic.
My biggest concern is that there are no designated spaces in the three design concepts for vehicles and ADA-regulated transportation, such as Metro Mobility, to pick up or drop off passengers on Nicollet Mall. It is almost a necessity to have pick-up and drop-off zones on Nicollet Mall because many people for a variety of reasons cannot or should not walk or roll a block a way to their destination, especially in snowy conditions. Having such zones, which must allow the ramp or lift to fall on a sidewalk and not a bike lane, would make the strip more accessible to all.
I think moving buses entirely off Nicollet Mall is a mistake. Downtown has become increasingly unfriendly to pedestrians/people existing in public at all, especially unhoused folks, and I feel like this is only going to continue that trend in favour of purely aesthetic 'improvement' that doesn't serve the people who actually live here. It also doesn't consider the needs of people for whom having to walk multiple blocks from a relocated bus stop is a big accessibility issue.
This is the dumbest idea. Why the fuck do we need to put other streets in gridlock? Keep the buses on Nicolette
I don't see a problem with buses being on Nicollet Mall
I have met Mayor Frey before the first election, I voted for him once, and I am not someone who is instinctively against the Mayor. This plan, however, really frustrates and annoys me. It seems to reek of Government / business planning arrogance and it is also short sighted, not respecting the lives of the actual people who ride the bus. It all just feels like pushing the people out of the way so the city can put on a show for tourists.
Please don't move buses off Nicollet Mall.
As someone who works at a restaurant on Nicollet mall I think foot traffic is a great addition and will bring a lot of welcome events and business
Big inconvenience for someone with walking issues, arthritis in the knees that only rides the 10 to target on Nicolett mall and back
No
Prefer marq 2 due to passing lanes, every bus on Nicollet gets stuck behind other buses
I am excited about making the mall better for people walking, rolling, and eating (sitting at a patio with noisy/smelly buses rolling past is not the most pleasant). I am sad about the loss of a transit mall. I wish that one of the options was to make another street a transit mall by removing private vehicle access. In all the options, access for private vehicles remain, while there are tradeoffs for people using transit/walking/rolling (though I do realize that some options reduce private vehicle lanes/parking so yes that is a tradeoff for those users). What if we had a pedestrian mall AND a transit mall? That would be amazing! It could vastly improve transit, as well as walking and rolling, rather than sort of half-heartedly improving some things about transit. We are in a climate emergency and should be doing everything in our power to make transit, walking, and rolling better, more appealing, and the easiest choice. I don't like the idea of it being more difficult to access light rail with the Marq2 options. I think it would be confusing for new riders/visitors to utilize a one way on Marq and a one way on second, so I really hope that option does not move forward. I am worried that the mall will become a deserted wasteland without proper attractions. It's difficult to provide feedback when we don't know what the mall will look like as part of this process. I'd like to see improvements for people walking and rolling on whatever street(s) transit gets moved to. Better shelters, wayfinding, attractions, places to grab a quick bite/coffee while waiting for a bus. I am concerned about people who will need to walk/roll further to get to destinations on Nicollet Mall. As someone currently without disabilities and who has hauled kitty

litter from Target to home on the bus, I know that extra blocks can be a huge inconvenience if not a barrier. Even more so if there is challenging weather. I hope you will truly listen to transit riders and prioritize their wants and needs. Sometimes people are just afraid of change, and I'm sure that is some of the resistance you may be encountering. But in some ways removing transit from Nicollet will actually make things harder/worse for some people.
Make sure no homeless people are hanging around or thugs or drug dealers. Have more police walking around. Horseback mounted police would look classy on Nicollet.
Kellogg in St. Paul Bus
Keep easy access to light rail
Leave it as is.
I'd be careful about bicycles/scooters -- if they are there in significant numbers, it can reduce the attractiveness of the space for pedestrians. A pedestrian mall only makes sense if there are things to actually do outside.
I'm in favor of whichever options Metro Transit thinks give pedestrians the fastest/best experience for the transit user. I really want buses to be as fast as possible with signal preemption so riders are waiting at red lights for personal vehicles as little as possible, if at all, once buses are off Nicollet Mall.
I really feel pedestrians are lowest on pole, seems bikes are the priority and it's ridiculous how we have to watch out for them.
I am neutral on what Nicollet Mall turns into, but I think it's a great idea to spread bus traffic across multiple avenues downtown. Nicollet Mall has been such a bottleneck! I am skeptical of plans that put too many of those routes on ONE other street, simply causing a bottleneck on that street instead of Nicollet.
No
If you're removing buses from the street, please replace it with other activation as listed on the previous survey question. It will become a totally dead zone without any people if there aren't year-round opportunities to eat, drink, rest, hang out etc. Especially with so many vacant street-level storefronts. The pop up markets this year at the holiday season were so excellent. We need more of that year round!
As a person with chronic pain who struggles with walking, all of these proposed "solutions" make my life worse and take me further from the places I would want to go on Nicollet and Hennepin. It's a real step backward for accessibility and makes me less likely to go downtown.
Create a zone where pedestrians can carry alcoholic drinks from restaurant to restaurant, like Downtown Anoka.
Better signage.
As long as Route 17 is moved to the east rather than onto Hennepin, I'll be happy. In the interest of pedestrian safety and convenience, I would also prefer to avoid altering existing streets.
A move to anywhere except Marquette would impact my daily commute, as my stop at Nicollet and 7th is directly in front of my job which I use metro transit.
I hate the idea.
I don't think there's any need or public desire to move buses off Nicollet. None of my neighbors or any of my co-workers downtown have ever prioritized this. This feels like a vanity project that sounds good but will ultimately not be good. It is already one of the most pedestrian friendly streets in all of downtown, and it's important for folks with limited mobility who rely on Metro Transit to be dropped off close to their destination, not walk blocks in cold or find a path through cramped skyways to get to a street that was once way more accessible. I'm all for adding more bike and

pedestrian friendly infrastructure, but don't disrupt and degrade transportation that low income residents rely on to do it. You've got row after row of car-only streets to improve in this city, so focus up.
You can pedestrianize without removing public transit. Public transit is an essential part of pedestrianization
What keeps all the residents near the mall out and about in the evening is the safety the bus traffic provides. Your survey questions assume that people who live in the various neighborhoods along and near Nicollet Ave do not spend money downtown as they eat, shop, listen to music, etc..and use the bus to do so
I believe it's a terrible idea because a ton of people have gotten used to the Nicollet Mall route for buses like the 11,17, and 18. Plus, there don't really seem to be that many bikers out and about on Nicollet Mall
This is a stupid idea that needlessly punishes locals and doesn't solve any of downtown's ACTUAL problems
In would prefer to see improved car useage and pedestrian protections on Hennepin, Marquette, 3rd and 2nd, NOT shifting buses off of Nicollet. Mass transit already feels limited and shutting down a major bus only artery in downtown feels counterintuitive. Rather than promoting mass transit to those who need to work downtown, this feels like it's catering the wealthy privileged who can afford to live downtown.
Don't do this please
I don't want buses moved off nicollet mall please! Many European cities have pedestrian/bike/bus only streets that thrive but only bc they have stuff to Do there besides just wait for the bus.
DON'T DO IT!
This plan is absolutely terrible, the majority of remaining downtown business comes from pedestrians like me who use several buses daily. We don't want new construction destroying even more businesses; we want to keep things as they are and encourage more people to use the existing bus routes. Especially with the kmart site redevelopment coming up, keeping nicollet as a direct public transit artery is vital to the success of the city.
This is a huge mistake and will not work out in anyone's favor but Jacob Frey's. Rich people aren't going to decide that because busses don't go to that street they want to be there, it's just going to further alienate the population. Please don't do this.
I am in favor of more pedestrian-only zones and reducing car (not bus) traffic in downtown.
More bars and restaurants with patios, good parking options
Don't move busses off Nicollet, it was literally designed with busses in mind and over 40 routes go on or through Nicollet mall. This is only a proposal because Jacob Frey hates poor people and wants us out of Nicollet mall so he can cater to the wealthy who live in dt and the rich suburbanites who travel to dt for games and concerts. Don't do this, he's already fucked over the transit system enough, it worked just fine before he showed up. Bus travel on Nicollet mall used to be faster when we had busses going through every 5-10 minutes. It was a cultural hub with far more people and vibrancy until he showed up. Jacob Frey does not have our best interest in mind and does not respect or care about the history of down town.
Moving buses off Nicollet Mall would actively make my life harder and my transit experience worse, and I use transit 5-6 days a week.
Probably have enough cops
Don't move buses off Nicollet Mall unless you actually improve transit access on the replacement street to the point that it is an improvement.

I'd prefer to keep the buses on the Mall

Bollards are a must on Nicollet once it's swapped to ped/bike only. Look to commercial streets in the Netherlands, Thailand, Japan, Argentina, Spain. Globally, active streets are pretty simple to create with transit parallel on a more intensive road. -Buses should be on Marq2, eliminate 3rd from the options, this street lacks activity while Marq2 at least has hotels, minor retail and a street presence. -Consider a better intersection at Marq/Grant St to increase the speed of buses and avoid vehicle/bike conflict. -Traffic may back up at parking ramps during rush hour and cars will block buses when trying to turn left or right, consider a median in front of ramps to make it right turn only. -Cars will use the bus lanes on Marq2, consider better lane barriers to avoid this - Consider median busways/bus lanes on Washington so that buses turning left onto Marquette aren't backed up. Also simpler transfer to H Line in the future. -Change the terminus of the 18 to 1st/Hennepin to allow direct transfer

I really like having Nicollet mall as a bus only transit way. Without the other traffic it makes bussing quick and convenient, which will be an issue on all proposed plans. The places I want to go to are off Nicollet Mall! I also feel plenty safe walking and biking with buses around. Please keep them.

Just please anything to get rid of loiterers harassing people going about their business downtown and using my restaurants bathrooms

I'm very excited to see Nicollet Mall made into a pedestrian and bike only corridor! Nicollet Mall in its current state is very sterile and uninviting. The buses unfortunately add to that unwelcoming feeling. Marq2 is a much better place for bus traffic, especially if there are clearly marked bus lanes on each street. I think it's very important to prioritize the pedestrian experience, with added greenery and ample public seating. Public restrooms are also a necessity. Safety, and the perception of it, are crucial to ensuring that people come to Nicollet Mall for leisure. The dedicated security team that patrols Nicollet is a good start, but it needs to be built upon. Overall, I firmly believe a full pedestrianization of Nicollet Mall will be the best decision the city could make for this street and the neighborhood. Please go forward with this proposal.

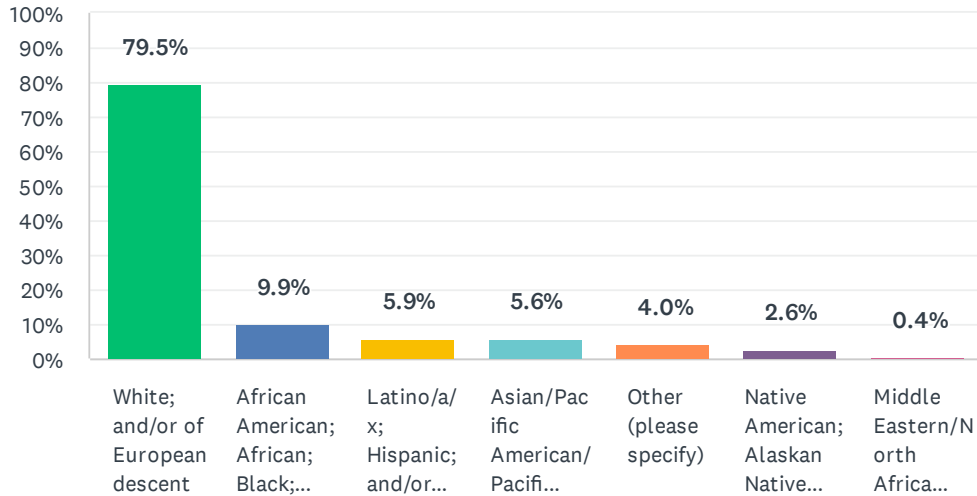
Q17 Are you a Minneapolis resident? If yes, what is your zip code?

Answered: 1,191 Skipped: 1,059

ANSWER CHOICES	RESPONSES	
Yes, my zip code is	85.5%	1,018
No, my zip code is	17.3%	206

Q18 How would you describe your race and/or ethnicity? Select all that apply.

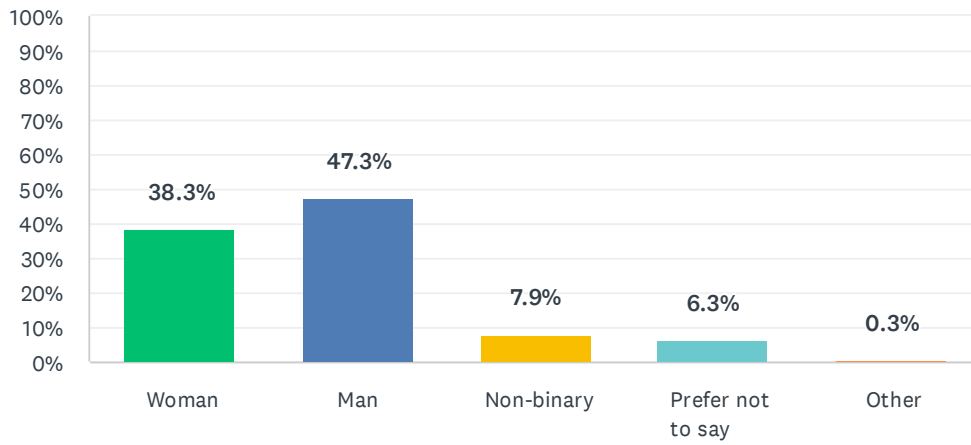
Answered: 1,158 Skipped: 1,092



ANSWER CHOICES	RESPONSES	
White; and/or of European descent	79.5%	921
African American; African; Black; and/or of African descent or the African diaspora	9.9%	115
Latino/a/x; Hispanic; and/or Indigenous to Central or South America	5.9%	68
Asian/Pacific American/Pacific Islander (API); and/or of API descent or the API diaspora	5.6%	65
Other (please specify)	4.0%	46
Native American; Alaskan Native; Native Hawaiian; and/or Indigenous to North America	2.6%	30
Middle Eastern/North African (MENA); and/or of MENA descent or the MENA diaspora	0.4%	5
Total Respondents: 1,158		

Q19 Which gender do you identify as?

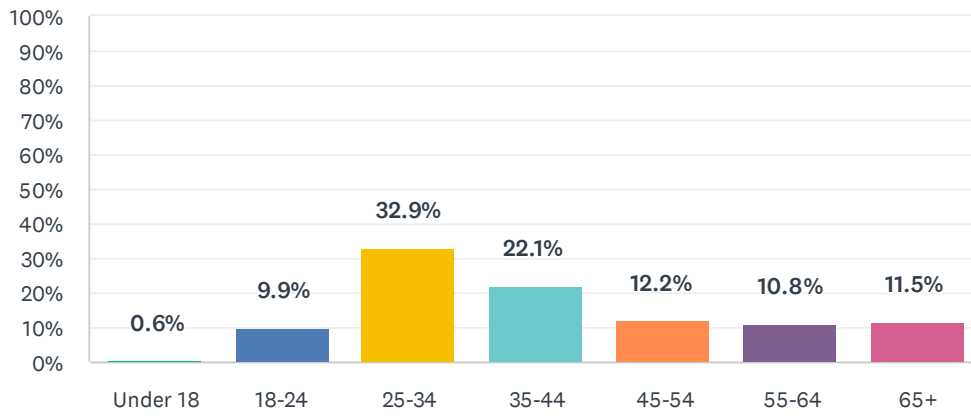
Answered: 1,183 Skipped: 1,067



ANSWER CHOICES	RESPONSES	
Woman	38.3%	453
Man	47.3%	559
Non-binary	7.9%	93
Prefer not to say	6.3%	74
Other	0.3%	4
TOTAL		1,183

Q20 What is your age?

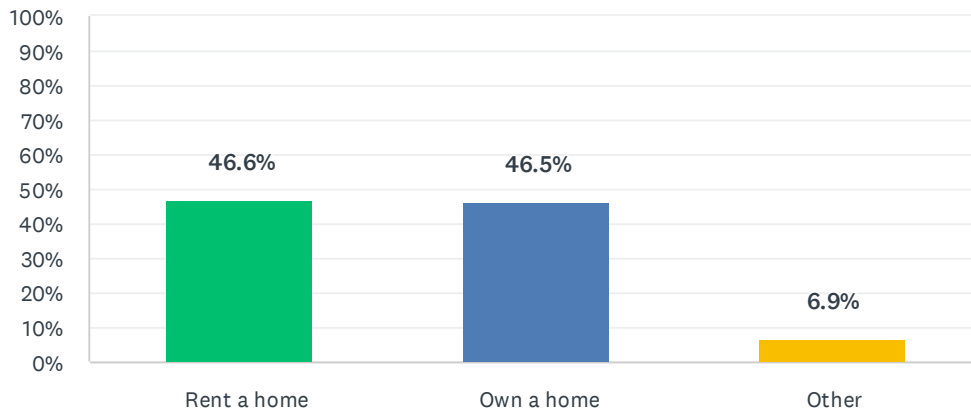
Answered: 1,185 Skipped: 1,065



ANSWER CHOICES	RESPONSES	
Under 18	0.6%	7
18-24	9.9%	117
25-34	32.9%	390
35-44	22.1%	262
45-54	12.2%	145
55-64	10.8%	128
65+	11.5%	136
TOTAL		1,185

Q21 Do you rent or own your home?

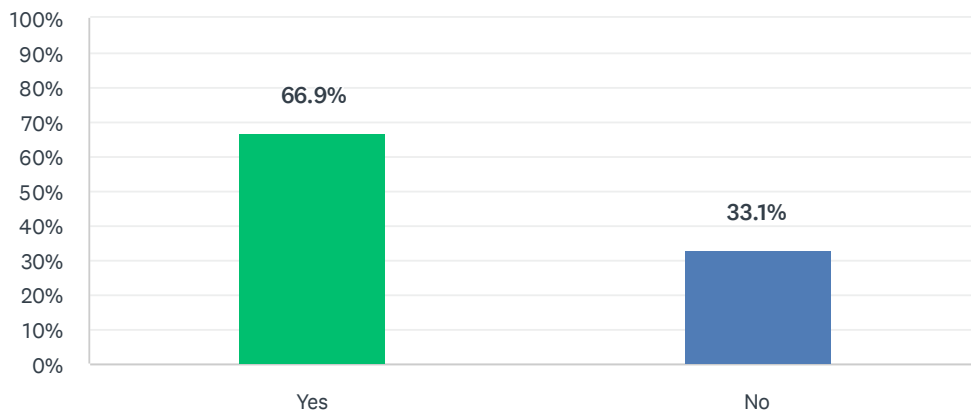
Answered: 1,190 Skipped: 1,060



ANSWER CHOICES	RESPONSES	
Rent a home	46.6%	555
Own a home	46.5%	553
Other	6.9%	82
TOTAL		1,190

Q22 Does your household have access to a vehicle?

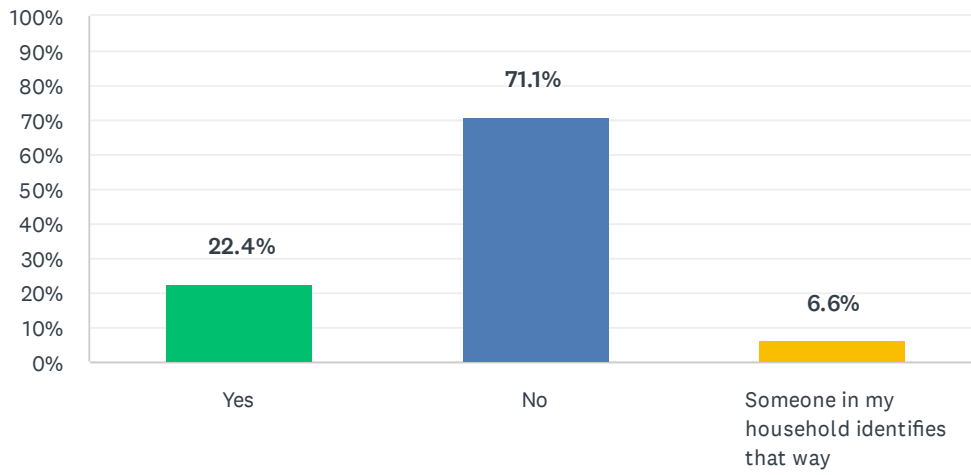
Answered: 1,198 Skipped: 1,052



ANSWER CHOICES	RESPONSES	
Yes	66.9%	802
No	33.1%	396
TOTAL		1,198

Q23 Do you identify as someone with a disability?

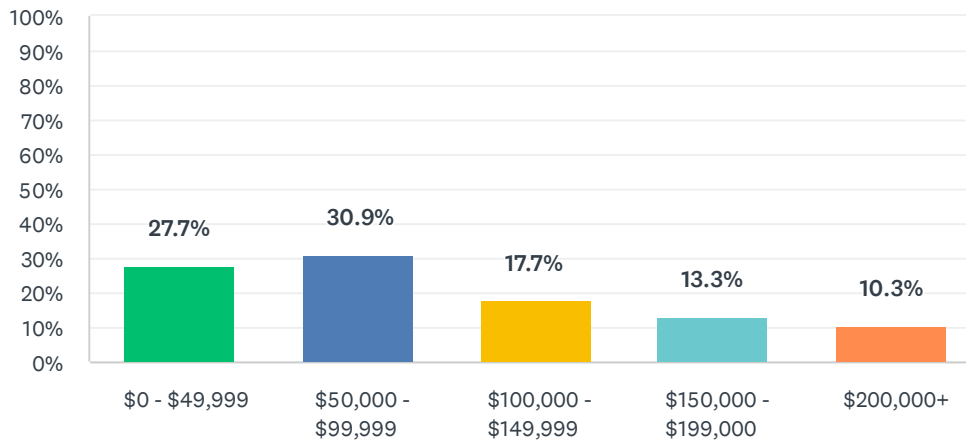
Answered: 1,189 Skipped: 1,061



ANSWER CHOICES	RESPONSES	
Yes	22.4%	266
No	71.1%	845
Someone in my household identifies that way	6.6%	78
TOTAL		1,189

Q24 What is your total household income?

Answered: 1,122 Skipped: 1,128



ANSWER CHOICES	RESPONSES	
\$0 - \$49,999	27.7%	311
\$50,000 - \$99,999	30.9%	347
\$100,000 - \$149,999	17.7%	199
\$150,000 - \$199,000	13.3%	149
\$200,000+	10.3%	116
TOTAL		1,122