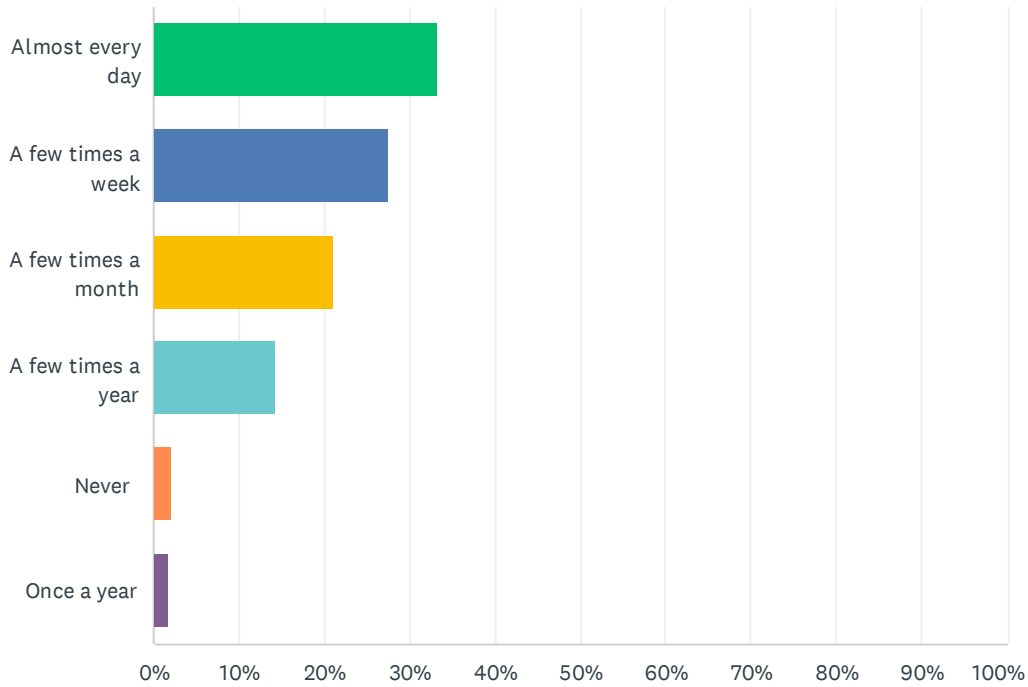


# Q1 How often do you come to Nicollet Mall?

Answered: 1,776 Skipped: 17

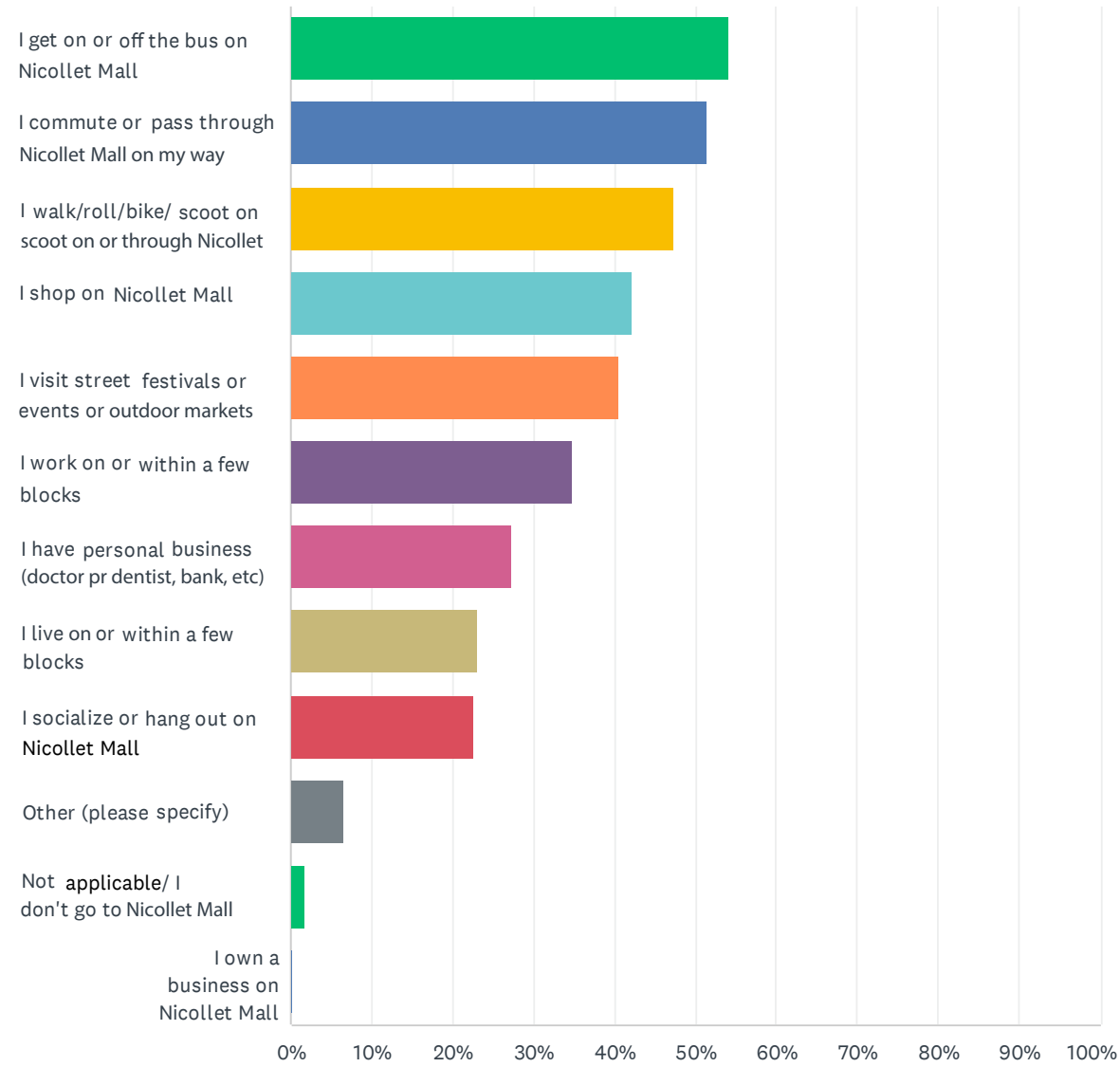


ANSWER CHOICES	RESPONSES	
Almost every day	33%	591
A few times a week	27%	487
A few times a month	21%	373
A few times a year	14%	255
Never	2%	39
Once a year	2%	31
<b>TOTAL</b>		<b>1,776</b>

## Q2 What types of things do you do on Nicollet Mall?

Select all that apply.

Answered: 1,776 Skipped: 17



ANSWER CHOICES	RESPONSES	
I get on or off the bus on Nicollet Mall	54%	961
I commute or pass through Nicollet Mall on my way to somewhere else	51%	913
I walk/roll/bike/scoot on or through Nicollet Mall	47%	840
I shop on Nicollet Mall	42%	748
I visit street festivals or events or outdoor markets	40%	719
I work on or within a few blocks	35%	617
I have personal business (doctor or dentist visits, bank, personal appointments, etc)	27%	485
I live or within a few blocks	23%	409
I socialize or hang out on Nicollet Mall	23%	400
Other (please specify)	7%	118
Not applicable/ I don't go to Nicollet Mall	2%	30
I own a business on Nicollet Mall	0%	5
Total Respondents: 1,776		

**Question 2:**

<b>Other (please specify)</b>
I go to school near Nicollet Mall
Go to the library
Orchestra Hall
Drive buses on nicollet
I once was there almost daily....ur metro transit has destroyed most of our neighborhoods, Uptown and no one seems to care.
All of my doctors are on or near the Nicollet mall
My work place is on Nicollet
Library
I go out to eat on Nicollet Mall
Avoid due to crime!
I visit a friend who lives DT and/or my relatives... the mall is my bus stop and convenient for our walking.
I sometimes take the bus downtown Minneapolis and the bus that I take.
Everything
Go to restaurants
I go to Peavey Plaza and Orchestra Hall
I used to go shopping as well, but options are very limited now.
Visit the YMCA
When I was working I would transfer busses on the mall, and also would shop there.
The Nicollet mall is empty and feels unsafe during the day and particularly at night
We eat and drink on Nicollet Mall
We use the YMCA
My husband and I go to the Dakota or other restaurants near or on the Mall. We also attended many dance performances at the Cowles. Central library is often used by us.
Bank at Huntington Bank 🏦
Love nicollet mall and I'm very thankful for Metro Transit providing transportation
Orchestra Hall
I take the bus to the library, gym, and orchestra
Attend Concerts
sporting events
Métro Transfer
restaurants
Orchestra Hall
I go to downtown library
Restaurants
Events
YMCA
Use library services
Dine

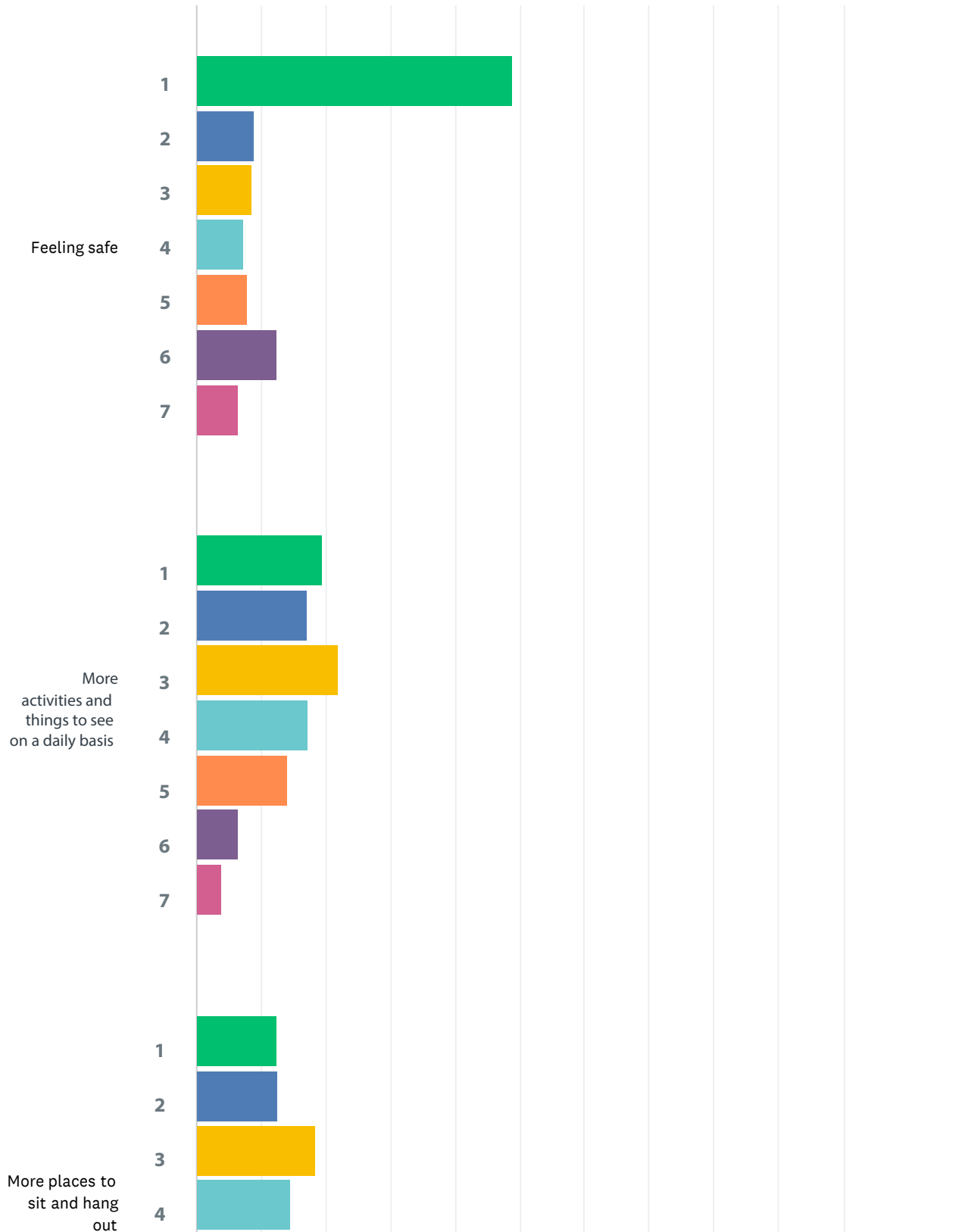
sometimes family visit and stay downtown and we stay with them
I take guests to visit
I drop passengers off or pick them up for Uber.
Meals
I have not gone to Nicollet Mall since the havoc of George Floyd. I hear it is not safe.
I get away as quickly as possible.
Library
DID Swap event
I work at UMN and often commute through downtown. Bus, train. I also bike and walk.
I have work meetings in locations along Nicollet Mall
I'm a Metro Transit Driver
Walk, go to the library, bicycle to get somewhere
Library
To purchase single cigarettes
Transfer busses. I do not feel safe on the mall
library and it is the only public restroom, I'm a senior citizen
YMCA
Library
restaurants
Dining
I avoid it now bc I feel unsafe.
Never heard of it
Orchestra
We ride the bus a lot
I visit restaurants
I avoid for safety reasons
Target for most things
Host conferences
I go to the library
Catch my school shuttle from there
I eat on Nicollet Mall
Work off Nicollet mall
Library access!
walk my dog
Work
get food/coffee
Library
I use Nicollet mall 7 times a day
Take a bus from area to get work in another city
I visit the library at Nicollet and 3rd often
I go to bars on Nicollet Mall
School

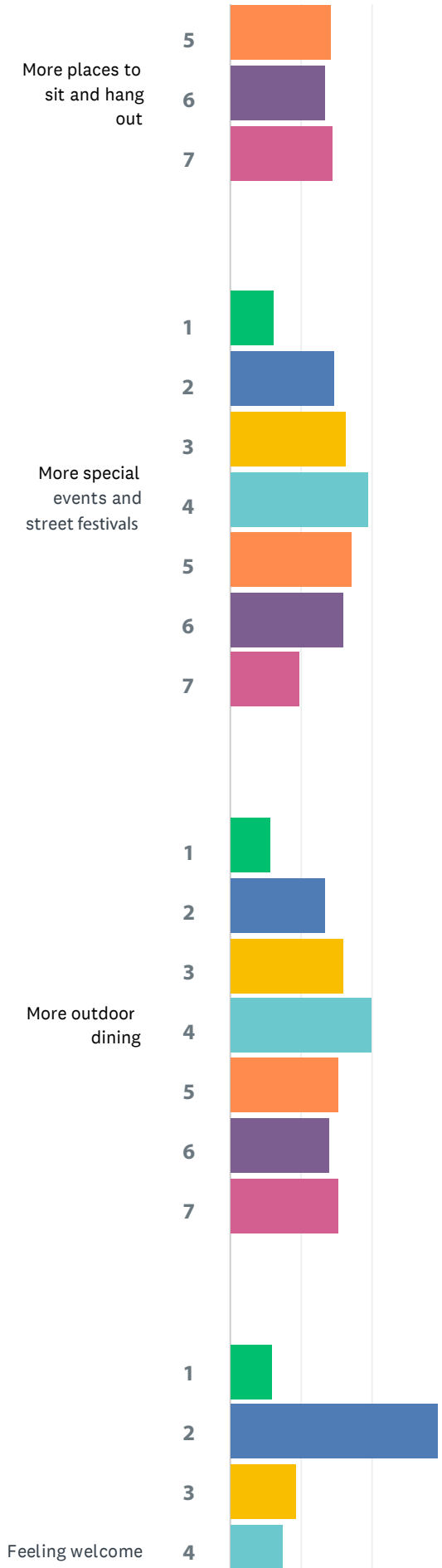
I drop off my child at a downtown school.
go to concerts and restaurants there
The last few times I've been on Nicollet Mall I've been followed, screamed at and even spit on by random people. Downtown just isn't a comfortable place anymore
Bad news
attend entertainment venues
I go to Orchestra Hall and to local restaurants
Bring and pick up my child from school near by.
Go to The Dakota venue on the mall
.I go to the Central Library
My partner works near Nicollet Mall and we often meet
I go to the library
Shows at the Dakota i
Nothing
Library
meet friends to eat lunch
Happy Hour somewhere along Nicollet Mall
YMCA
I eat at the restaurants & drink at the bars and do NOT want to walk to/from Hennepin or 2nd/3rd Ave
Eat
I go to the library
I work on Nicollet mall
I attend sporting events- Twins etc.
I walk through Nicollet Mall en route to work out at Life Time.
I don't have a car, so Metro Transit is my only affordable option.
Attended the former Holidazzle Parade - Bring it back!!!
I eat outside at restaurants on Nicollet Mall
eat/go to restaurants
Use the library
I drive metro transit routes on Nicollet Mall daily.
Take kids to library
dining, entertainment
Library
going to sports events
I go to restaurants/ bars on Nicollet Mall
Orchestra Hall, restaurants
I go to restaurants on Nicollet Mall
My child's daycare is on Nicollet Mall
walk along it for exercise

### Q3 Related to Nicollet Mall, what is most important to you?

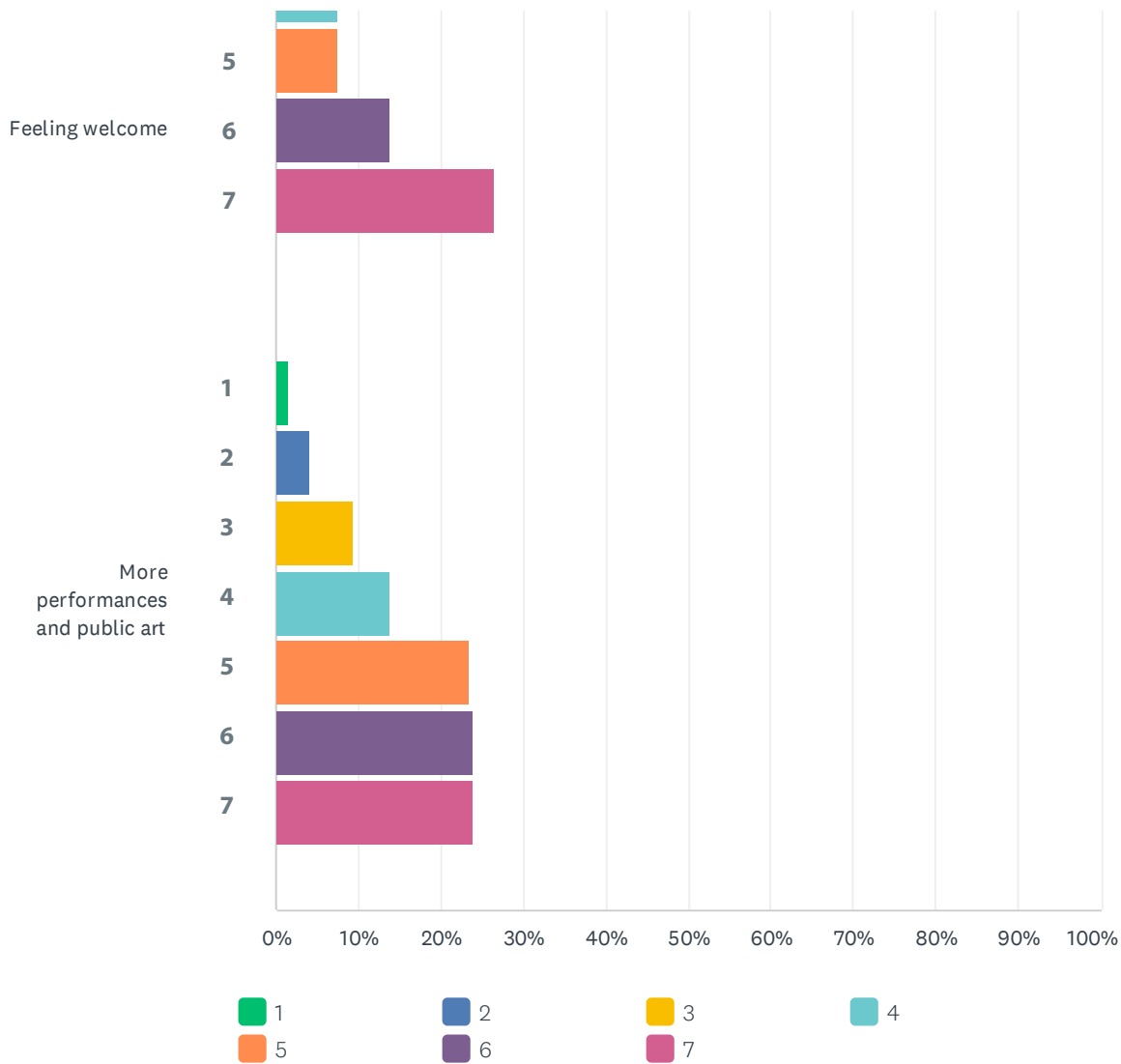
Please rank 1-7 with 1 being the most important and 7 being the least important.

Answered: 1,763 Skipped: 30







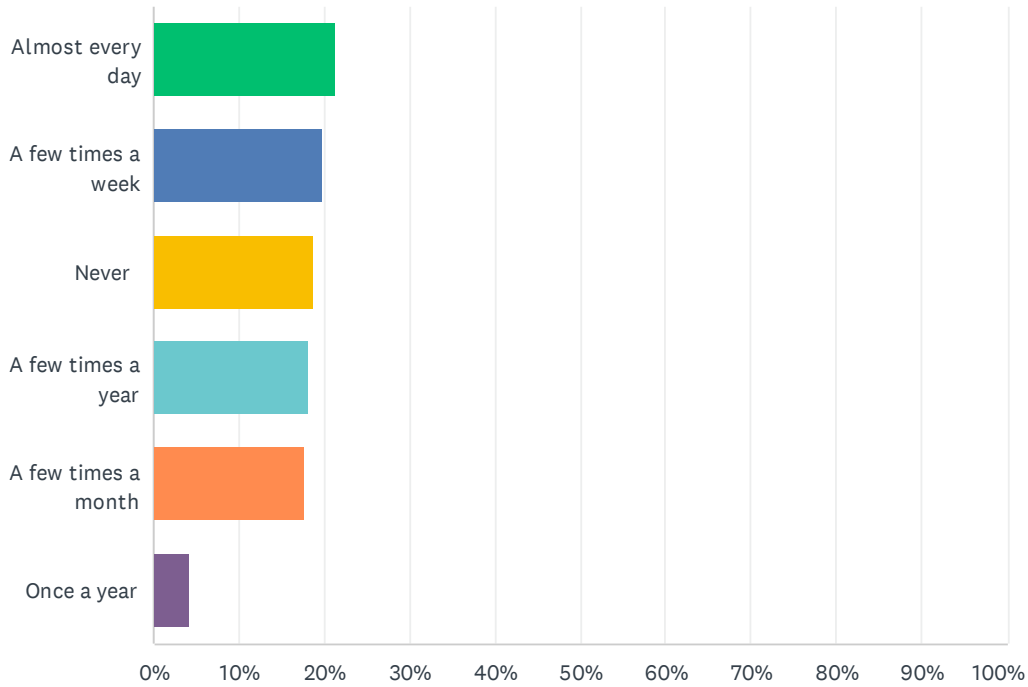


	1	2	3	4	5	6	7	TOTAL	SCORE
Feeling safe	49% 859	9% 158	8% 149	7% 128	8% 140	12% 218	6% 111	1,763	5.21
More activities and things to see on a daily basis	19% 342	17% 302	22% 387	17% 304	14% 247	6% 114	4% 67	1,763	4.76
More places to sit and hang out	12% 218	13% 222	18% 325	14% 254	14% 253	13% 237	14% 254	1,763	3.96
More special events and street festivals to visit	6% 109	15% 258	16% 288	20% 346	17% 305	16% 283	10% 174	1,763	3.85
More outdoor dining	6% 103	13% 235	16% 281	20% 355	15% 270	14% 247	15% 272	1,763	3.71
Feeling welcome	6% 104	29% 517	9% 167	8% 133	8% 133	14% 244	26% 465	1,763	3.71
More performances and public art installations	2% 28	4% 71	9% 166	14% 243	24% 415	24% 420	24% 420	1,763	2.80

## Q4 How often do you ride on a bus on Nicollet Mall?

This could include getting on or off the bus, riding through or transferring to another route.

Answered: 1,654 Skipped: 139

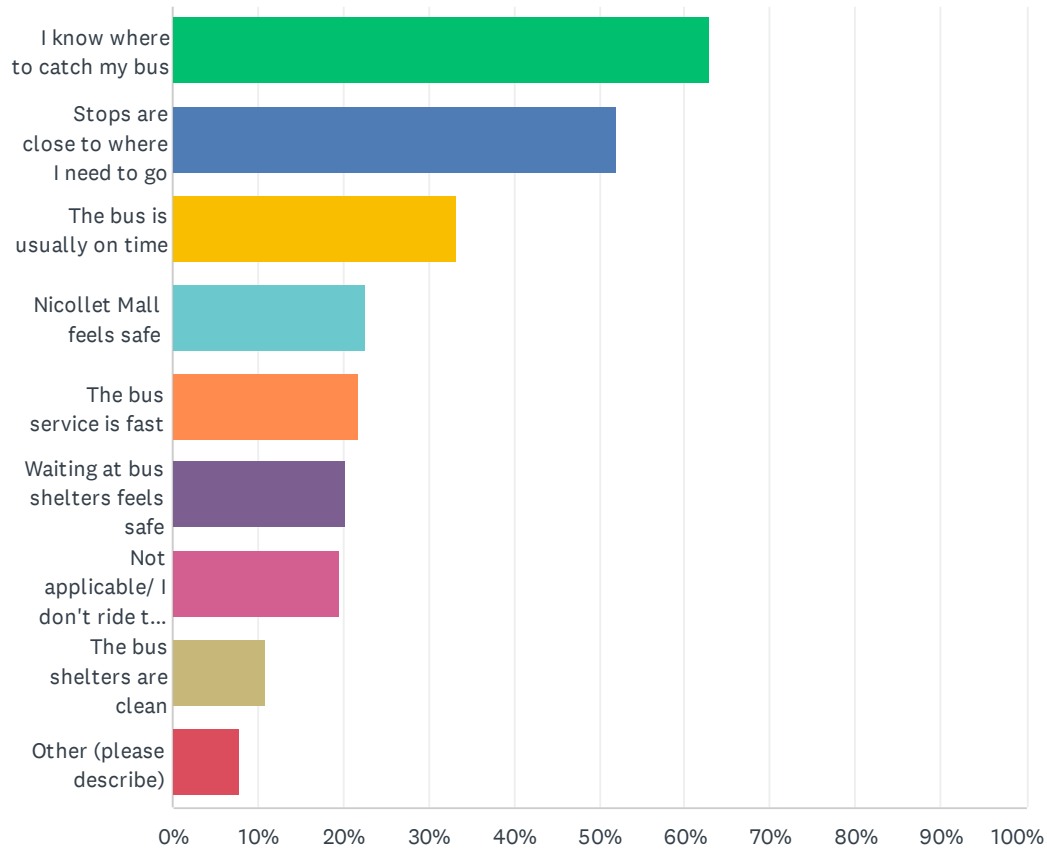


ANSWER CHOICES	RESPONSES	
Almost every day	21%	352
A few times a week	20%	328
Never	19%	310
A few times a year	18%	301
A few times a month	18%	294
Once a year	4%	69
<b>TOTAL</b>		<b>1,654</b>

## Q5 What do you like about riding the bus on Nicollet Mall?

Select all that apply.

Answered: 1,619 Skipped: 174



ANSWER CHOICES	RESPONSES	
I know where to catch my bus	63%	1,017
Stops are close to where I need to go	52%	842
The bus is usually on time	33%	539
Nicollet Mall feels safe	23%	367
The bus service is fast	22%	351
Waiting at bus shelters feels safe	20%	327
Not applicable/ I don't ride the bus here	20%	317
The bus shelters are clean	11%	177
Other (please describe)	8%	129
Total Respondents: 1,619		

**Question 5:**

Other (please describe)
The buses and train routes align conveniently.
It is the only grocery store closer to the Targer
Buses are more frequent
There are multiple buses I can take that will all get me to where I am going
I have too many stops to complete in daily life...a bus makes efficiency impossible
It is easy and right on 'the strip' of the pretty Nicollet mall.
In the evening when I sometimes work late due to a staff meeting depending on where on Nicolette I catch the bus if I felt scared or I needed help I know I could go in to Britts pup or hell's kitchen because both of these restaurants are open later it helps me to feel safer
The other options are so far from true! What a disgrace you actually push that rhetoric on people. Bus shelters are full of urine, people meander and don't care about traffic laws. It's a dump
Convenient transfers to other routes
When I was working I took the bus daily. I would transfer and had great service. It was very easy to go to Target, the convention center, and to get my hair done. LEEP THE BUSES ON THE MALL! for seniors, they can get to the medical arts bldg, and Target for several services. Don't take the busses off! KEEP THEM ON THE MALL!
Connecting to light rail or other bus routes.
We take buses that go down Washington Av and travel through downtown or over to North Loop.
In and out fast
Free zone
I know where I'm going and how to get there.
it feels safe as long as I stay away from 5th street and the LRT
centrally located.
Convenience
free rides on nicollet
catch light rail
None
The auto-updating bus schedules tell me when next bus is
Do not have to pay for parkin g to attend an event.
Well lit and safe
I used to catch a bus on Nicollet but I don't go to Minneapolis ever: we moved our office
I don't like it at all
I prefer not to
it's close to Hennepin, so I have options for buses to catch on both streets, depending on when the next bus is coming
it's hard for me to catch the bus on Hennepin so I often end up waiting 20 minutes, or more, for a bus
None
No cars
The stops never feel safe. There are fentanyl ferrets every where. Generally speaking the stops smell like urine, sorry if that's gross but it's the truth. There's always tinfoil or litter from drug use.
I'm disabled & my adult daughter & I don't drive, so we rely heavily on public transit!

please look at what Seattle is doing. People hanging out smoking pot amd drinking from 9am until 6pm or 7pm makes me feel unsafe
I don't get bored waiting for the bus/I remember to do errands while on the bus/I run into people I know while on the bus or en route to/from it.
Some stores are around (Miss many of the stores that are no longer open !!)
none
I like the electronic schedules in the bus shelter so I know how long it will be until my bus comes
Stop close to apartment
The disrespectful teenagers language
I don't feel safe but at times I have no other route choice esp at dark
I take the light rail daily, I need the stop near light rail access
The stops on several parts of Nicollet are in very alive areas with reasonable degrees of being public/visible; first floor businesses etc. make it feel more like a place that's a place than anywhere except prob hennepin in that direction downtown
There are lots of people walking around at all times of day. This is a major concern for me if moved off of Nicollet Mall.
I normally take the 645 to and from my park-and-ride. When heading other places, sometimes I take a bus from Nicollet Mall
Real-time information
Convenient to reach other side of DT
Good lightrail connection
I avoid The Nicollet mall bus stops because of the groups that hang out outside them. Why are there lawn chairs inviting this behavior?
My bus is a block away
Yes, the bus shelters are clean but their design is useless in protecting me from snow/rain/wind and there's nowhere to sit
Safe for bikes and scooters
The bus shelters say the times buses will come
Nothing
Oh, me.Go on nicollet mall if it carries me to my destination and it hasn't for over a year and a half.
It can be better
Free ride
I dislike buses on Nicollet.
It's easy to find
The bus shelters have business info
Used to ride but now avoid
The shuttle is free
none of the options apply. if I didn't have to come down here I wouldn't. I used to love coming down here and it's been destroyed. the great reset is a joke.
There are some stores within my bus transfer zone that I can reach without missing my next bus
Regardless of whether a specific bus is on time, there's usually *some* bus coming soon
I don't have to think about it. The stops are easy to access and frequency means little forward planning. (More frequent would be better. Fewer stops would make it faster.)
The bus drivers are kind and good people

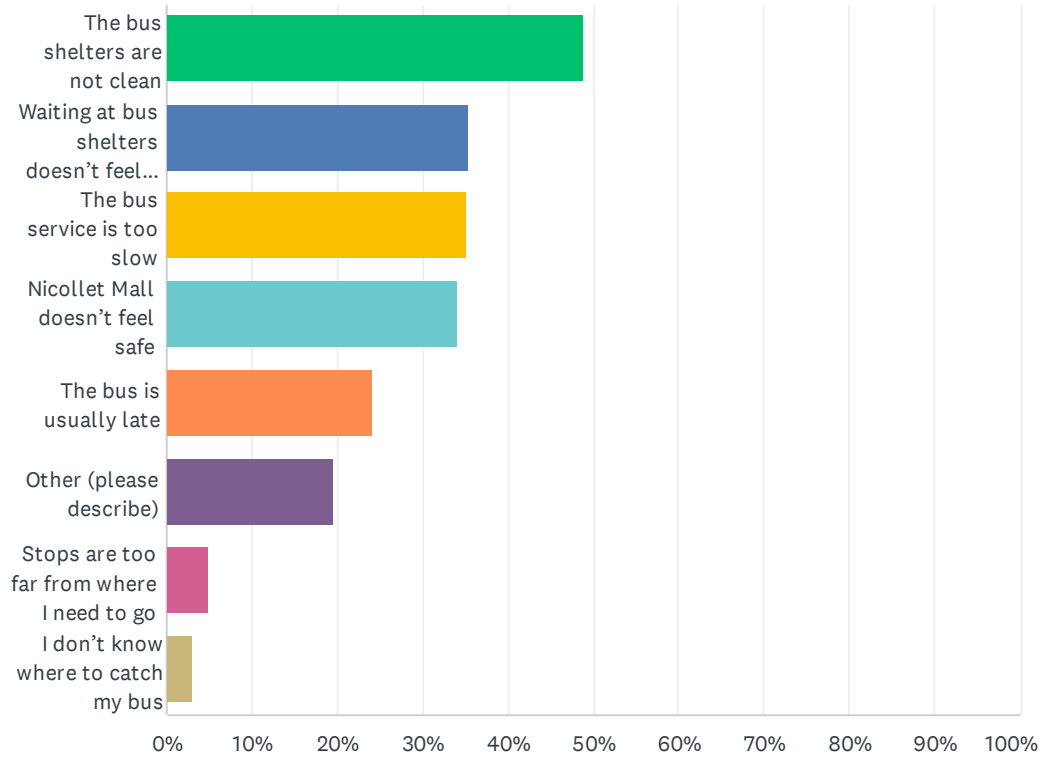
Lots of different routes use the same stops
It's close enough to home that I can get there even on a "bad day" with my chronic health issues
since there's no cars, the waiting experience is much more pleasant. It's also easier to cross the street if I need to hurry to catch a bus that's coming
Nicollet mall is close to my house
I like how slow the buses go which makes prohibits out of town people from speeding down the street
Nothing
the free ride busses
There are lots of routes that use Nicollet Mall as a trunk line, which means I have plenty of options.
Parking too expensive
Many of the bus shelters have electronic schedules posted. Also some of them are heated!
The train is the problem!!!
Affordable
Before Covid I took the 17/18 down Nicollet Mall daily. The service was so slow I started biking April-November
Transfers on Nicollet are easy - I like that I can see the buses in realtime and decide in the spur of a moment to catch a bus. It's nice to bike or walk around Nicollet Mall since there are wide sidewalks and no cars, and it complements bus service well.
???
If I don't feel comfortable, I can just catch a bus to go down the road. Nicollet Mall should NOT be a pedestrian only mall.
If elderly and have a lot of bags from shopping. None wants to have to walk far for the bus in the middle of winter. If the bus stops are taken off Nicollett mall you are not taking into account elderly and disabled people having a harder time downtown
Being able to connect to many other buses
My bus usually does not run on Nicollet
inexpensive plan b transportation
Some of the buses are free - I like that
I don't like a lot about riding the bus on Nicollet; I do it because of the service offered vs particular things I like
Access to destinations and entertainment
There is a good rider alert system in place to let riders know about detours
The bus drivers are personable and welcoming
Waiting for bus on Nicollet Mall does feel safer than waiting for a bus on Hennepin where the bus stops there are not many other people around and the stops are not very close to businesses, but that is not really saying too much either. Because I do not feel safe waiting for a bus on Nicollet mall, either. I use to before the pandemic. Please keep the buses running on Nicollet Mall. If you don't, this will probably just create more crime and people being harrassed on Nicollet Mall.
Nicollet Mall feels safer and cleaner than Hennepin Ave
Connection to several other transit rides
I stopped riding due to safety
Nothing.
Free 10 bus

Nicollet Mall is soooo much nicer because there are no car lanes. 2nd and even Hennepin feel scary and awful because of CARS!
There is nothing likable about transit atm
Do NOT want to walk from Hennepin or 2nd/3rd Ave to get to/from my destinations ON Nicollet Mall. When did you last walk that in February??
Buses are slow and I don't like that
There are several buses I can catch that go along the mall
There is plenty of space to wait at bus stop
Nothing. Buses shouldn't be on Nicollet mall
The mall feels safe when it is light out. I live downtown, but don't go out at night or early morning any longer
I genuinely like Nicollet Mall. It's calm and the buildings and public space are pleasing to look at.
My use is infrequent, but one good thing is there are many busses to choose from
We should move bus off mall
I ride the bus here lots but don't like it
I really enjoyed when the 4 & 6 ran on Nicollet Mall - so much more pleasant than Hennepin!
I do not feel safe in downtown Minneapolis
It's a pleasant place to wait for the bus as opposed to streets with busier/louder traffic
With multiple route stopping there you can just pick the first bus going where you want to go so you wait less time. If you divide out the routes , ie: 10 and 11, you are going to potentially have to wait longer and that can get very uncomfortable with some of the people that hang out at the stops , some activity using drugs, others aggressive for unknown reasons. Also, there is some safety in numbers for the rest of us. IE : I called the police while a drugged up angry man was attacking a lady in her wheelchair .
Transfers with routes crossing Nicollet and Hennepin Ave routes are safe and convenient.
it feels like a place for transit (no private cars in the way)
As a disabled person, being able to connect to many buses without walking a long distance is incredibly important.
Sometimes multiple buses can take me to the same place. When all routes are on Nicollet I can take whichever bus is the next to arrive.
Nicollet is not safe
Digital signage
i shop at Target, and go to the library a lot. the bus stops directly in front of both of those places.
Make transfer easy and accessible. No long walks to catch buses go North, South, West or East bound. Easy and clean during winter weather
I do not like riding the bus on Nicollet Mall.
Multiple bus options going through downtown
There are many options of buses going down the mall.
There isn't other traffic so it's easy to cross the street, you aren't breathing in all of the car exhaust. There aren't people parking illegally or stopping their car at the bus stop getting in the way of the bus drivers.
Easy to transer

## Q6 What do you dislike about riding the bus on Nicollet Mall?

Select all that apply.

Answered: 1,311 Skipped: 482



ANSWER CHOICES	RESPONSES	
The bus shelters are not clean	49%	639
Waiting at bus shelters doesn't feel safe	35%	463
The bus service is too slow	35%	460
Nicollet Mall doesn't feel safe	34%	447
The bus is usually late	24%	315
Other (please describe)	20%	257
Stops are too far from where I need to go	5%	63
I don't know where to catch my bus	3%	39
Total Respondents: 1,311		



**Question 6:**

<b>Other (please describe)</b>
Bus stop is right outside my place of employment and it is not safe!!!!
There is an extreme lack of public seating which creates an unwelcoming and hostile environment towards people.
Too many cars
Too many panhandlers
Too violent
Not enough places to sit especially around Target
No place to site down
Enjoyed having 4, 10, & 25 at same stop during Hennepin work.
Smells terrible
No seating not good shelters
When I go out or to work I have to accomplish many tasks, sometimes carry heavy packs...the bus is a night are
I do not want change to the buses
Getting to downtown on the train and what purpose do I need to go to Nicollet mall.
Nothing
Sometimes crowded
people not paying their fare and riding the bus
Nothing
don't ride bus
Cross traffic keeps the busses running too slow. Let the busses move a bit faster and have priority at lights
Nothing. I like the bus service on Nicollet Mall.
Filth everywhere
Hennepin is usually easier
Downtown events change the bus stop to a different street that is hard to find because it isn't well marked
Bad transfers to crossing bus
I'm not well versed in using bus for transportation and do not know where to start.
The bus shelters are often far from the actual stops, sometimes about a quarter of a block between the shelter and stop. The heat lamps are also useless in the winter.
I don't like buses on the mall!
I feel safe if I am with my husband.
No busses please
Panhandling! Money/smokes/ drugs
There is nothing I dislike about riding the bus on the Mall
There are many people on Nicollet Avenue that are on drugs and/or homeless. The city of Minneapolis should do more to address this. I do not feel safe waiting for the bus.
Interferes with pedestrian and bike use and distrupts outdoor dining
Having to share the bus shelters with people are not riding the bus, people who are smoking, etc.
loud, anti-pedestrian music blaring at me while I am trapped waiting for the bus

When Hennepin was under construction I liked that I knew when to expect the bus at the stop. The 94 bus stop at 7th and Nicollet 10/8/24 was confusing for both my Hispanic friend and me. It appeared that the bus was no longer running and that we had to take the Green Line. Both she and I ended up being an hour late for work. I love the shelter postings of when the bus will arrive.
When Nicollet Mall is closed for whatever reason, it's very difficult to know where to catch my bus and it is often on the other side of town from where I'm going.
there are barely any buses which makes it inconvenient to use...
Buses go slow on Nicollet Mall
sometimes it feels safe, sometimes it doesn't.
n/a, Nicollet Mall is a good route for buses
Lack of public restrooms
The route six bus gets absolutely packed to or beyond from downtown to Uptown capacity around rush times. Often times one has to wait for the next bus. Is this how you want to treat your downtown workforce?
There are homeless, druge dealers, and prostitutes hanging out.
I can almost walk the distance just as fast, so unless it is raining or snowing, I would prefer to walk
Noise
Unsafe in winter due to ice around shelter
It's convenient. It is what it is.
Not applicable
We need benches at all shelters i don't care if homeless people use it also ban all car traffic in the area so busses aren't waiting at stop lights or at minimum install intelligent traffic lights that give priority to busses and reduce car lanes and replace them with bike lanes and greenery
Noisy, messy, dangerous busses make it hard to safely bike on the mall
I don't feel any items above are an issue
Overcrowding in buses after large sporting events
10 mph speed limit + traffic light timing on Nicollet = slower buses
Also sidewalks covered with spit
I don't take the bus. I drive to downtown.
The signs displaying the bus schedule are usually incorrect. Unable to read due to glare from the sun (seems like Jim Alexander would have been able to foresee that issue)
N/A
Buses shouldn't be on Nicollet Mall!
Shelters are too small and exposed and too far from boarding areas
people with no business just hanging around and getting in the way of pedestrians and riders
N/A
I don't ride the bus. As I get older, I may if it seems safer.
My bus does not pick up or drop off the Mall
N/A
people hanging around selling things,harassing, etc
Free bus is infrequent...more tha 10 minutes between buses at times
my bus is now on Hennepin. I prefer Nicollet
Unsavory people hanging around and the oppressive odor of marijuana everywhere.

Don't ride bus. I walk
none
My bus doesn't stop there
Not Applicable
No Complaints!
10's are ridiculously packed
Like every day late. Not so much in the morning, but no excuse for a 7:00 am bus to be late.
Buses are too noise
Places for strollers
A blonde lady gave me the card to fill out this survey. This was at 5th st. and nicollet mall. After she walked away there was a crack pipe sitting on the bus stop bench. This is insane.
i cant use bus shelters because people smoking pot and drinking are in them and threaten me
Used to take free shuttle along Nicollet but after Covid, it just didn't come around at all or far less frequently.
Cop cars on the sidewalk feel hostile and smell terrible
Not enough public seating or shelter
The lack of benches for waiting for the bus and the lack of permanent + reliable seating generally.
NA
If you're not a passenger, they're damn noisy.
Homeless people hang out at times. Miss the businesses that were there.
Buses sometimes run late/drivers aren't the friendliest
Stops all smell like urine
I don't ride the bus
The buses don't have priority at the traffic signals, so they go slow
When the 17D arrives early
Proliferation of the unchecked criminal element
Buses don't belong on Nicollet. It would be more convenient on Marquette and Nicollet could be more pedestrian
I don't use those busses
I like busses on Nic
More seats needed at bus shelters. Let people sit down please.
there is a bit of a walk from the 10 bus to mctc, and if the 10 went down to 15th that'd be nice
At night the area can feel deserted
The lack of phone charger
busses are sometimes late due to Hennepin & Lake St construction. Hopefully, this is a temporary issue.
Nothing. Transit is great on Nicollet Mall and should stay there!!
lack of public amenities (seating, public restrooms, water fountains)
No where to sit
Nothing, it's a pretty good stop
Drug addicts behave are often menacing and act highly erratic - this does make people feel welcome
Pan handlers
*sometimes* late is probably more accurate

Nowhere to sit
The way that the other cross streets have signal priority
Not very fast through corridor
There isn't a good place for homeless people, so the bus shelters are one of the only places they can get shelter.
I think that the placement of the bus shelters should coincide with where the bus stops
Homeless and addicts
I don't like that there are buses on Nicollet Mall. They are too loud and ruin the experience of a pedestrian mall.
The 645 doesnt come often enough
N/A
Don't ride the bus.
There's often nowhere to sit (I actually bought a telescoping stool to sit on at my stop), and the city's choice to not have public restroom access means the shelters smell strongly of urine. The different detours depending on the day of the week when events are happening is maddening. Sometimes Hennepin Ave, sometimes Marquette, it's difficult to decipher the signs.
I can't answer this question because I love nic mall
In the winter the shelters are terrible. The heat lamps are not powerful enough and the shelters turn into wind tunnels.
The bus shelters sometimes aren't plowed shoveled or salted. They are sometimes dangerous becuse of that.
I don't ride these buses
Nothing it's pretty convenient and needed for the city to have quick reliable transportation
People
At night I often have to wait for my connecting bus.
I mostly ride the train.
N/A I don't ride on Nicollet Mall
I ride the light rail
The express bus only comes once an hour of the train is slow i miss my bus
NA
Nothing to like - very unsafe bus stops they reek of urine especially the stop on 8th street near Nicolet (where the A-line stop is) buses are scary, people smoke and are violent on the buses disregarding passenger and drivers safety. The buses are filthyafetyersrine
There are too many stops
Frequency could be higher
Not applicable
No need for me to take a bus ever. I take the Northstar and Lightrail to government plaza.
Too many people that makes
Nothing
Some drivers go above and beyond and others are rude I would like a way to report such behavior (qr codes, website, chat line etc)
Safety at certain times
We have Marquette and 2nd St designated for buses, use them
People getting HIGH

N/a
i dont ride the bus
Unruly behaviors
I prefer to walk
The light rail station is very dirty and smells bad
Walking is just as fast as taking the bus down the mall!
NA
N/A
Regularly there is active drug use, loud congregations, and harassing panhandling
N/A
the number of cops feels unsafe to me
Wish there were more timesv per hour running to Lakeville park and ride.
As someone with a disability, it's so hard to find seating while waiting for my bus that isn't occupied or in the direct sun. I end up sitting on the ground, and I know men urinate around bus stops
There is nothing I dislike about catching the bus on the mall
Some times the buses are running to close together so I will see 2, 17 buses lined up and if I miss those then I have to wait longer for the next one.
Nothing
The shelters don't shelter well in the winter
It's hard to find a place to sit
Nothing
9 route recently moved off Nicollet Mall - makes me miss connecting buses sometimes
I can't remember using the bus in the nicollet mall area
Busses run too infrequently
Streets are dirty with trash
After 5 the intervals between buses become insane. I shouldn't have to wait 40 minutes if I want to catch a bus at 6pm.
Too far from my work
N/A
N/A
The frequency at which the bus comes to a stop light instead of just rolling down Nicollet at 10mph, also the stops are a bit far from other stops on cross streets
Don't like buses on Nicollet Mall
Bus needs to run more often
The bus shelters and train stations smell like pee almost constantly.
Few if any places to sit while waiting. Busses not frequent enough, especially on weekends.
Don't ride bus off Nicollet mall
Bus doesn't turn on their gps
N/A
Groups hang out in bus shelters, commandeering them, smoking crack, drinking. They are not bus users. Too many other vagrants with nothing to do hanging out all over the mall at bus shelters.
Everything is good on Nicollet Mall
don't ride

There isn't a bus stop closer to me, I have to walk to Nicollet Mall to get to Uptown or NE from Elliot Park
When I'm biking or walking along Nicollet before/after catching the bus, it takes a while to get the green light to cross streets like 8th and 9th. These cross streets have impatient drivers creeping forward over the pedestrian walk bars, too. It would be great if those cross streets could be calmed for the sake of making Nicollet more pleasant.
Nothing
Too much cigarette and marijuana smoke near bus shelters
I LOVE buses on Nicollet Mall. The bus stops on Nicollet are close to or connect to everything!
Nothing - I like the bus on Nicollet Mall
My bus does not usually run on Nicollet
Drug use in & around shelters
bus service has declined since pandemic
The mall is fairly short, so not a lot of need to ride up and down the mall.
The worst bus stops are by the City Center going North. I NEVER get off at this stop. I get off by the Gov't Center if I am on the D-line and walk to Nicollet Mall. When I go to Target and need to catch the 10 or 11 going north, I walk to Orchestra Hall or the IDS Center. Minneapolis Police say bus stops are not in their jurisdiction.
Too many undesirables hanging out
Busses need to run more frequently
I'm sad about all the business places now closed that used to be on Nicollet. I miss the bulla of people out and about.
Not a dislike but other buses get me where I need to go quicker so I only use Nicollet mall buses when I'm not in a rush
Very very slow bus speeds
Blacks do not pay pay as usual.
Nicollet Mall doesn't necessarily feel unsafe all of the time, but some of the times it does.
Drug usage
There used to be more commuters downtown but now there are not enough people to "dilute" the unsafe people around
Nicollet Mall can feel unsafe *at times* (later at night) but I reject the idea that it is fundamentally or always unsafe.
stop request did not work, drove past my stop
Can be too cold
Buses are slow/stopped/subject to too many stoplights, shelters don't keep you warm or dry, few businesses remaining on Nicollet Mall, Target closes early.
The bus shelters are occupied by folks who are using it as a place to hang out, not wait for a bus. This isn't a big deal, but something I have noticed over the years.
People are constantly smoking at or near bus stops
N/A
N/A
The fucking homeless crackheads you do nothing about

I would come again to N Mall if I felt safe riding the train. The last time I went to an event downtown I was terrified and from riding the train to the doctor recently I don't see a good reason to try to go downtown again
There is nothing I do not like about buses on Nicollet Mall
Detours for events are confusing, there are not public restrooms nearby,
not enough buses going to the suburbs
N/a
Too many people at the stops that are not catching a bus.
M-F during the day I feel safe, otherwise not so much.
I don't ride the bus here
it can be faster to walk down Nicollet rather than riding the bus
NA
Street festivals that block the buses.
The busses there don't go places that I go to.
N/A
events move pickup locations too much
Buses are often late, but I wouldn't say they're usually late
The times on the shelters are not always accurate or the device is broken
frequent bus route detours due to Nicollet Mall closures are inconvenient
N/A
bus shelters are sometimes placed mid block instead of at the intersection. Also buses crawl very slowly on Nicollet Mall.
Bus shelters are not close enough to where you get in bus
I feel safe waiting for bus unless I get sexually harassed or creeped on by a man. I don't know how I would report this or if my concerns would even be taken seriously. Other than that bus stops feel safe.
Slow buses are due to city-imposed speed limit of 10 MPH is unreasonable - changing to 15 MPH would be safe and more realistic.
there's not much going on most days- just the bus
too many MPD
Accessibility is always less important to the city than things like farmer's markets and using the sidewalk space to store road signs. The lack of bathroom access is also horrendous, and it's the single biggest reason I don't spend more time downtown.
Dont take the bus here
nowhere to sit
Cops and City vehicles parked on the sidewalk
Slow only during rush hour because of Washington, etc., but great on weekends and evenings
THERE IS NO PLACE TO SIT DOWN. I HAVE A HEART CONDITION AND CANT STAND UP FOR A LONG TIME.
Long wait times, nothing to do in meantime
Freebasing fentanyl, at the bus shelters, drinking alcohol at the bus shelters, truant teens loitering at the bus shelters, unhoused people permanently turning bus shelters into their home,
n/a
I don't ride

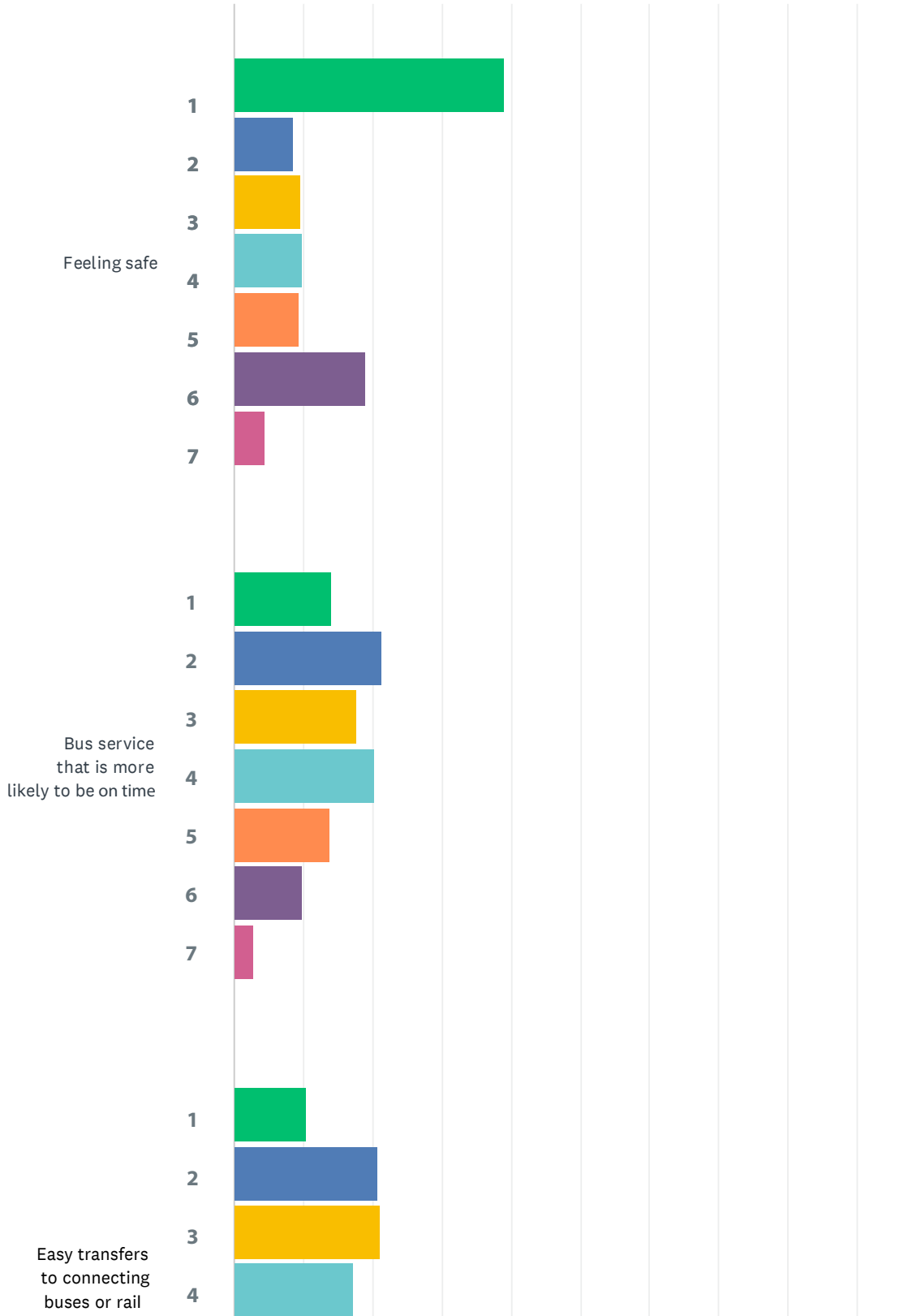
I haven't ridden at all, but I have observed how the busses run, and it seems there is frequently bunching due to no TSP, riders who don't understand the fare or route structure, and no way for buses to pass each other quickly. I do take route 698 on Marq2 every few months and the contraflow lanes reduce the bunching a lot.
The Metro transit routes I mostly use cross Nicollet Mall
People using the shelter as a toilet, home or place to do drugs
Its not so much that Nicollet Mall doesn't feel safe as that it is a giant hassle with no charm or reward. Chain or chain like expensive restaurants that don't add anything to the daily life. Bus stops full of antisocial behavior (smoking, panhandling, camping out). Smells like piss in lots of places. No stores worth going to (see high commercial rents). You just have to endure it until your bus eventually comes. There's literally no other appeal than the bus. Its a mall. Malls are dead and dying for a reason: THEY SUCK.
The connections from the BRT (C & D) to the light rail are terrible. Why would rapid transit lines require walking 3 blocks to transfer??
Service is just horribly slow and painful to be on.
I don't ride the bus on Nicollet Mall
People smoking at or near the bus stops is a constant. And some of the stops regularly smell like pee.
nothing but your questions are very telling on the answers you are trying to get. its very problematic.
It isn't pretty, the new landscaping put in lots of flower beds but then didn't take care of them so they are brown and just dirt for the most part. The bus shelters don't really protect from wind or cold because they are too open. more benches would be nice.
The light timing leaves buses loaded with people sitting forever to let a handful of cars cross.
Tends to be a louder/less peaceful bus ride than taking other routes on Hennepin, e.g. arguing passengers, playing music w/o headphones, loud phone calls.

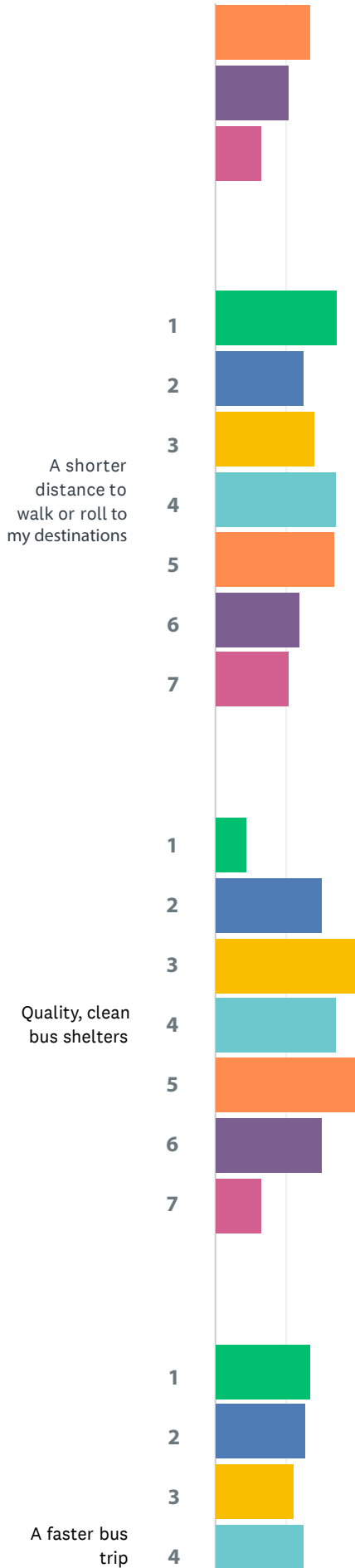


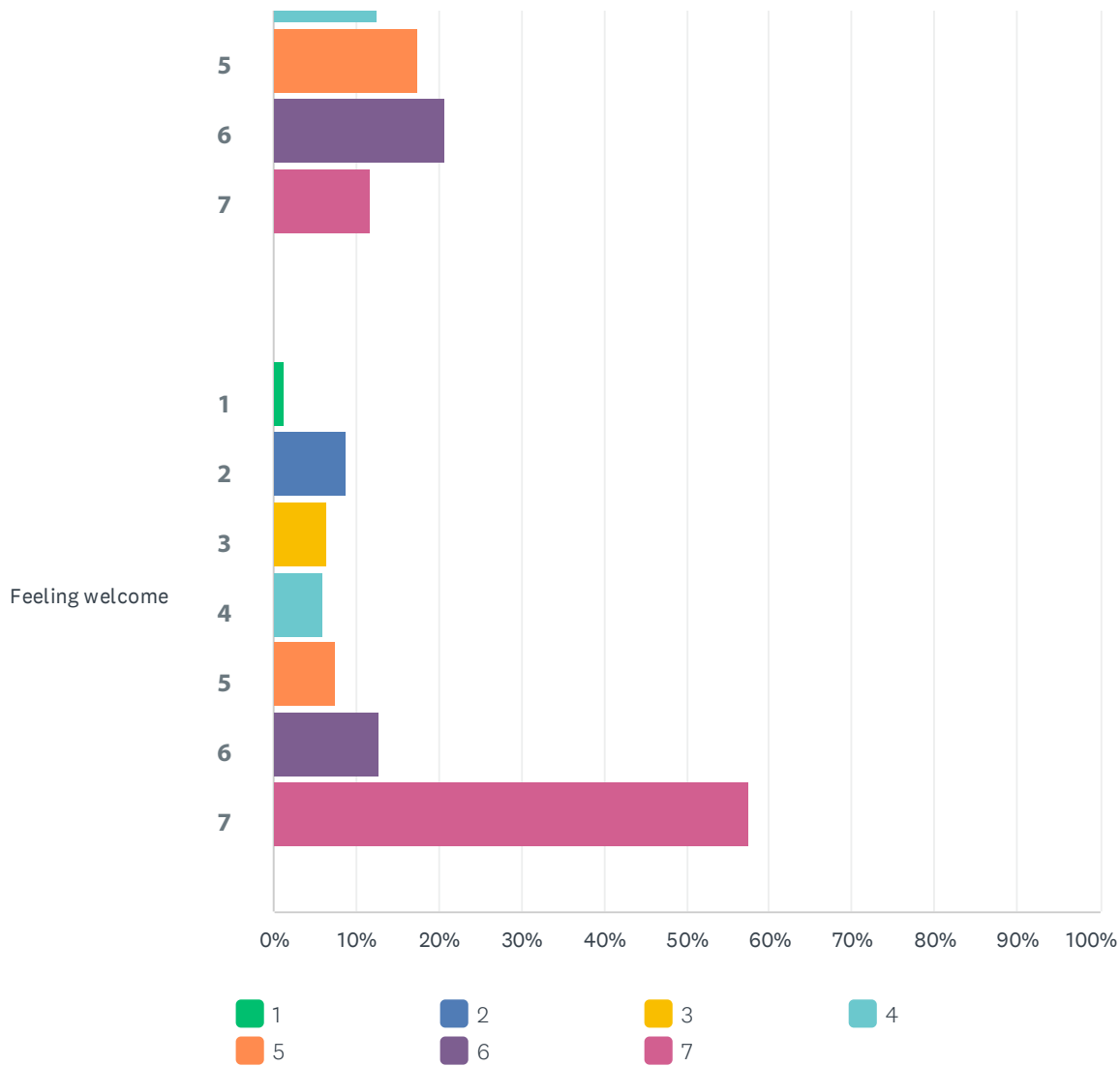
### Q7 As a transit rider, what is most important to you?

Please rank 1-7 with 1 being the most important and 7 being the least important.

Answered: 1,583 Skipped: 210








	1	2	3	4	5	6	7	TOTAL	SCORE
Feeling safe	39% 618	9% 135	10% 153	10% 156	9% 148	19% 301	5% 72	1,583	4.83
Bus service that is more likely to be on time	14% 224	21% 338	18% 281	20% 320	14% 221	10% 155	3% 44	1,583	4.61
Easy transfers to connecting buses or rail lines	10% 165	21% 328	21% 334	17% 275	13% 211	11% 167	7% 103	1,583	4.40
A shorter distance to walk or roll to my destinations	17% 272	13% 199	14% 224	17% 270	17% 265	12% 189	10% 164	1,583	4.19
Quality, clean bus shelters	5% 72	15% 241	20% 314	17% 270	22% 341	15% 241	7% 104	1,583	3.92
A faster bus trip	13% 213	13% 203	11% 176	13% 199	18% 278	21% 329	12% 185	1,583	3.83
Feeling welcome	1% 19	9% 139	6% 101	6% 93	8% 119	13% 201	58% 911	1,583	2.22

# Q8 What do you like or dislike about Option 1?

Answered: 969 Skipped: 824

<b>What do you like or dislike about Option 1?</b>
<b>Open-Ended Response</b>
Being on Hennepin avenue- its not safe!!!!
I like that this option is located on Marquette specifically as it is close to the central core of downtown. I also like how each direction is solely for bus traffic which would improve mobility.
The bus directions are on different streets.
Not sure.
Simple easy to understand.
It will make traffic worse
This keeps buses in their own lane so they can go faster. This also does not inhibit car traffic downtown. I also hope this would be incentive to open up more shops, grocery, and dining/bar options in Marquette and 2nd.
Makes transfer points harder to get to.
I like how it keeps local and express busses using the same infrastructure
The extra distance to walk to my destination. Especially during winter.
Don't line, not on Nicollet mall
Hennepin is too dangerous and stops are too far apart. #11 would not connect with #17 or #18
Keep buses on Nicollet. Don't need a carnival
It's a further walk for me. Those streets feel more secluded and less safe at night than Nicolett. And the stops are further from places I visit because they're next to my bus stops. And generally the idea makes me feel insulted like I don't belong on Nicolett because I'm poor and ride thr bus.
Possible
People drive on the bus only side constantly and create traffic! This isn't enough space for all of the busses.
I like that it uses existing express bus lanes
Like
Busses on Hennepin Ave would be moving very slow- in general dislike the idea of moving busses off Nicollet. The city wants to make it a ped area, but is putting the cart in front of the horse by removing the busses instead of focusing on investing in things that would make people want to walk in the area- it's not the busses driving down the road that make people not want to come to the area- its the lack of stuff to do, see, eat, shop etc.
It's already designated for buses so makes sense
It keeps most bus lines close to the blue line station.
I like Nicollet mall currently.
I know where to catch the bus!
Off Nicollet mall
Not on nicolet
I love the move of the 11 and 25 to Hennepin Ave and connecting Hennepin to Marquette and 2nd through these 2 routes. This gives me more options when I am traveling on Hennepin.
I don't like that it's farther away from Hennepin and the D and C stops
Especially more south, it leaves way to much space in between available bus stops. Most of the time I go to nicollet mall is for dining and groceries. Moving the bus farther away from these things would be a major inconvenience. And for those who have a hard time with mobility, having stops so distant from these key locations is counter productive.

Double bus lane will confuse bad drivers. But seems fine.
A father and longer bus ride
I hate that this is more needlessly complicated than Nicollet mall. Buses should not be removed from Nicollet mall.
Neutral. Seems a good idea.
Potentially having to walk farther to get to my transfer
Too far.
I like the route choice. I like the 2 bus lane option so it goes fast.
I don't like that the 10 is moved from Nicollet to Marquette. I like having a stop at the library.
No street parking
Just move them off of Nicollet. :)
Not as convenient
none of these work for me, I cannot walk far I would not come downtown - which would mean changing dentists for one thing
Too far for a handicapped person like me to walk!
Great idea. That way Hennepin and nicollet are open.
I like it uses existing bus lanes
Takes away from the joy and beauty of Nicollet mall.
You get the customers on Nicollet not on Marquette.
I don't like that I would have to walk more to get to places on nicollet mall
Makes things slower.
gets buses away from restaurants
I don't like this one. But it's my 2nd favorite. The bus would take longer because too many routes are using the same street. More likely for bus delays, especially during peak rush hour.
Not having buses on the same street in both directions. Long walk to Hennepin Ave.
Walking to target from bus stops 1 to 2 blocks west
Nearby Nicollet and existing transit stops that are nice but it would make transfers hard being a block apart.
Great
Dislike the move of some routes to Hennepin Ave.
I'm 63 and often have pain in my knees and sometimes legs or feet I work on 10th Street every day Mon -Fri and shop at Target Walgreens and dollar General . The bus stops I need and ride are on Nicollet. The stores I shop at are on Nicollet to So for me moving the buses off of Nicollet would be harder for me because I would have to carry my purchases by myself and further away. Plus in the winter time when it's below temperatures and icy I would probably look for a different job and shop at other stores and just not come downtown anymore
I believe Marquette and 2nd Avenues should be dedicated to express buses only - I feel combining regular and express buses together would be increase congestion.
Dislike different streets for same bus routes
Farther to walk. I have difficulty walking and would have to start driving.
Like that it doesn't move lines too far away. Dislike those streets have lower foot traffic pulling safety resources from Nicollet
It's closest to the Mall. The farther away I get, the more 'isolated' it is. The Mall is 'busy' with lots of people and that is part of what makes me feel safe.

I like the transfers between the Nicollet Avenue buses and the Hennepin Avenue buses
It's fine. Close enough to current buses to be easy for riders.
I live in the Mill District and work near 11th and Nicollet - moving the services farther East would be detrimental in catching buses to/from work
Love it. Keeps plenty of people on Marquette and 2nd
More buses on my route to/from my parking garage
Using existing bus infrastructure

I hope express bus riders, who are suburbanites, start feeling uncomfortable being around us city dwellers.
What happened to the bike lanes?
Like because then nicollet mall is more pedestrian friendly
Dislike: appears to limit cars to only 1 direction
I don't think it's fair to give me one option and ask my opinion before showing me the other two options. What a waste of time I'd put into telling you what I like and dislike only to find out you've already considered that in your option 2 or 3. Come-on folks let's use our brains here.
I frequently stop at Target downtown. On north bound trips I would have walk two blocks whereas now I can get off right across the street. Every trip I would have to walk farther than I do now. Most of the places I go downtown are on Nicollet.
I like buses having dedicated right-of-way and exclusive usage of the lanes they would be on.
Close to existing bus routes
I like the dedicated bus lanes and lack of parking interfering with the buses
Dislike operating on 2 different streets depending on direction of travel - confusing and distributes "eyes on the street" that contribute to safety. Dislike distance from Nicollet Mall shopping & amenities.
Buses off Nicollet
Suggest also explore the bike lanes and perhaps move this off the streets chosen for the bus routes
it's fine
Taking bus traffic off the mall and the pedestrian traffic that exit, enter and wait for the bus
Close to Nicollet. Avoids Hennepin Ave
Not as good as moving all transit to Marquette and making Marquette transit only
I like that this takes bus service off of Nicollet Mall
Using existing lanes, easy connect with express routes.
Confuding
I like that it moves buses to existing transit lanes. It seems efficient use of resources.
Nicolett should be pedestrian only. Whatever option gets to that end game, I support.
It's too far away from Nicollet Mall, there's nowhere to sit, traffic is already a mess and this would make it worse
I dislike that the bus lanes are only for southbound bus traffic.
I would no longer use Metro Transit if busses were taken off of Nicollet Mall.
It's a long walk from Hennepin to 2nd for anyone who needs to transfer buses. It also doesn't seem like Marquette/2nd are much of a hub for anything – business or recreational – making the wait at stops feel somewhat desolate. Where are the #4 and #6? This map doesn't seem to be complete.

Would also be helpful to show the blue/green lines - I think 2nd Ave also inconveniently requires a 1- or 2-block walk to a light rail stop.
im scared the city wont plan for increased traffic and congestion for timing.
It removes bus service from Nicollet Mall
further from train station
Hennepin is the worst! Especially in front of the library. Nicollet mall is far better.
[shrug] might be okay...
Congestion and move of routes 11 and 25 to Hennepin Avenue.
Would not affect me much as I ride the 11 bus.
I think it would be a faster bus service and safer for pedestrians walking about.
Consolidates both city and suburb routes through downtown (more streamlined, possibly easier connections)
Dislike: the routes are good where they are on nicollet
Too far from the light rail and businesses I sometimes visit
Buses off Nicollet mall is a huge positive
No objections
These options do not affect me, but I like the idea of taking the buses off the Nicollet Mall.
Marquette and 2nd are great transit corridors
Removes buses from Nicollet Mall
It is built as an express corridor and requires use of two separate streets. Not better than status quo.
Good: Existing bus infrastructure, using alternating blocks for load/unload makes sense with Existing traffic flow.
Lack of presence of traffic to keep people moving
It's further from destination, and next bus stop needed
Marquette has some foot traffic in the evening/after dark but 2nd has almost none. I don't feel safe with that option. Also, they are not convenient to the places I go, which are almost exclusively on Nicollet Mall.
Could interfere with express routes
Dedicated lanes speed up bus transit in congested areas.
I want route 25 to move to Marquette and not Hennepin.
Makes use of existing bus lanes & signage. Simplifies knowing where to find buses.
11 and 18 are both buses i take daily because they follow a similar route, it would be less convenient if they didnt share the transfer point
Why is transit service being moved off of Nicollet Mall? That's where we need it! Moving Nicollet Mall routes further away is counter productive.
The streets already have a lot of traffic on them.
Still easy to connect to bus from lightrail
I live on 2nd ave and Washington. A lot of bus service has already moved to 2nd Ave. I can't sit on my deck at rush hour because of the noise from bysses
literally why would you do this? there's no services or retail on marq so like. what?
This moves transit farther away from where I need it, and where I am likely to use it. I am also unsure about how this would increase or improve timing of the buses.
This was already done before and it did not stay on Marquette or Hennepin, they came back to Nicollet Mall



Are you discontinuing the 4 and other NE to downtown buses?
seems adjacent enough to nicollet mall, dislike as there's huge potential for pedestrian confusion and self navigating to the correct stop and pick up for the correct bus line
HATE IT! Most of the time I'm heading to the Warehouse District or North Loop. Marquette and 2nd Ave. take me further away from where I'm going.
Seems fine to me.
Does Nicollet stay open for bike lanes? This doesn't seem to be part of the new configuration
A block distance between north and southbound seems pointlessly irritating. I would not enjoy having to walk an additional three blocks to get to the bus stop when I'm heading home at 8pm, when previously it was about 20 feet.
Leave buses on Nicollet Mall!!!
I don't ride a bus
I think it would work fine.
The Mall would become better for walking.
i don't like that northbound and southbound traffic are on different streets.
These streets are less welcoming than Nicollet. Hennepin is also quite distant from Nicollet at the south end.
Seems stupid to prioritize people with cars being able to use Nicollet and make the people for whom travel is already more of a challenge go further to get where they're going.
Like getting buses off Nicollet Mall
Hopefully makes Nicollet a non-vehicle pedestrian street.
It moves an already crowded corridor just a block over.
Think it's excellent
Same or better than nicollet
This isn't the problem.
Both Marquette and Second are too far away from where I want to be.
Looks ok as far as I can tell except that picture fails to indicate two-way traffic on the bus lanes or how passengers will enter buses if that is the case. Questions 3,4,5 should have fourth option of "no impact" for more meaningful responses.
What becomes of Nicollet Mall then?
It will probably be faster than nicolet, and transfers will be easier.
Sometimes I take a Nicollet bus because it's faster or more frequent than a Hennepin bus, and getting off at 2nd makes getting to Hennepin longer, which worries me when it's dark and/or cold.
Maq is ok but 2nd Ave is too far
Idk, it makes no sense
It uses an underutilized dedicated bus corridor
Simplicity of the change.
Moves transit away from center of town.
Possible bus lining up/bus congestion
If any of these options would make Nicollet Mall completely pedestrian (no vehicles at all), I'm into it.
It's not all that different from current routes, so should be easy to remember.
I've used this option with other bus lines and find it convenient.
It goes right where all of the other express routes go, making Marquette and 2nd too crowded with all of the busses

Not arriving on the same street where you leave (confusion). If transferring to the opposite direction, having to walk a block.
Don't like to have the two directions separated by a block. Would like them to be just across the same street, since that would enable me to go in either direction, depending on how long the next bus is scheduled to arrive.
Love getting the buses off Nicollet Mall
Hate it. Not convenient for shopping for basic needs living downtown.
Looks like there would be a lot of back up with traffic.
will make Marquette Ave. feel less safe.
Moving transit off of Nicollet.
Moving to Hennepin Avenue, it's a very busy street.
Would do my business and shopping before coming downtown dislike
further from Hennepin core
Gets buses off mall
Seems efficient, so should work faster
Busses are off the mall
Less bus traffic on Nicollet, makes it more of a pedestrian & rolling street for walking, dining, etc. rather than just a bus corridor
I take the orange line so this option works best.
I prefer Nicollet, but this would work for me.
Nicollet Mall can become pedestrian and bike only. Putting buses on two streets instead of one will reduce traffic on each making it safer.
Too congested
I like that buses aren't moved too far off Nicollet, and the idea of Nicollet Mall being pedestrian only. I am concerned about the impacts on speed and reliability of bus service, especially since that's my main way to downtown. Marquette and 2nd are already busy with the orange line and express buses, is there enough capacity there for all the local routes?
I hate it. It is too far to walk. Apartment building are in the way eliminating any shortcuts.
LIKE Getting Transit off Nicollet
Walking further during winter months
This has no impact on me.
This is a very logical approach since Marquette & 2nd are already major transit routes.
I like the dedicated bus lanes.
dislike the south and north bound being on different roads, expect it will be crowded in peak times with express routes
I like the bunching of buses on Marquette & 2nd ave as one way service. I mostly like the buses off the mall as this opens many more options to re-envision the mall.
If the 'fare' rate is the same on "Express" routes as it is for regular buses/trains it seems doable.
I ride a 4 or 6 downtown to transfer to a 10 or 18. This makes it an even longer walk between buses
If this results in Nicollet Mall being limited to only pedestrians, I like this option very much
Easy to understand.
Less exciting corridor.
Opens up Nicollet Mall
Gonna be even more traffic on those streets during rush hour

Like: better utilization of bus-only lanes, especially during off-peak times & weekends, better connection to light rail stops Dislike: Longer walk from Hennepin & routes 4/6/12/etc., slightly more inconvenient connections to C & D Lines
Neutral
Like
closer to my home. I may opt to take the bus if I don't want to walk
The Marquette line isn't incredibly far off, and there's where reroutes tended to go anyway. 2nd Ave is too far off from Nicollet for casual riders though.
It will create too much bus traffic for getting in and out of parking ramps. Best to keep buses on Nicollet where there is no other vehicle traffic.
Existing routes would be used.
Harder to get to or remember
Dislike that it makes longer walks to/from my common destinations. Like that it might take the busses away from the loiterers on Nicollet.
Looks like it will be a traffic nightmare for commuters and riders alike. Don't care for this idea much, at all
No Issues.
I don't like this option and prefer for it to stay on Nicollet Mall. Why is there a need to change it?!
Why move things off Nicollet? Just ban anything that isn't a bus from Nicollet
More room on Marquette
Yes - move all buses off of Nicollet Mall - have it like Pearl St in Boulder CO
Too far from my use
It's not on the Mall.
I like moving bus traffic off of Nicollet completely.
I like that this eases transfers to the Orange Line. I don't like that this somewhat complicates transfers to Blue/Green Lines. Dislike: puts pedestrians in more contact with vehicle traffic than on Nicollet Mall
Terrible idea. Less buses, more safety is needed.
Nicollet Mall could feel nicer for walking or biking.
Increases in bus traffic make it very difficult to use parking garages located on the dedicated bus corridors. Bus drivers are not always good about helping drivers in and out of the garages during times of heavy bus traffic.
Seems significantly faster
Just wondering why we made Nicollet Mall a bus only, curvy street in the first place.
Like
I don't use them, so it doesn't matter.
I always favor dedicated bus lanes.
Too confusing, there is already a lot of congestion at the bus stops on Marquette and 2nd during rush hour.
Would be wonderful to see NO vehicles on Nicollet Mall.
Seems logical
Dislike: Great number of busses on Maeq and 2nd during rush hours. Like: Away from festivals and non-transit activities.
I like how it would group the busses onto one area, but wouldn't it make those areas congested?

Probably would be faster for the buses and more suburban riders would probably mean safer and cleaner stops.
I like getting buses off Nicollet yet maintaining a centralized corridor.
Removing most busses from Nicollet would make it more pleasant for pedestrians
I dislike splitting up the local bus routes between Hennepin and Marquette/2nd. I often transfer from a 10 to an 11, 18 or 17 or the reverse.
Already existing stops. Better info on timing of bus.
I dislike that north and southbound are on different streets. I also dislike there being car traffic in the same roads.
I feel much less safe on Hennepin
Local routes should be paired on same street, not separated onto one-ways. Don't like that local and express service is mixed. Future BRT will be abysmally slow running with local and express. I don't like this option AT ALL.
Nothing.
Makes better use of existing infrastructure, actually closer to the center of the CBD
Like that maybe there would not so many people hanging out !
For infrequent users. It's more difficult to see where you would take the bus to get back to where you originated
i love Nicollet Mall, please don't move the buses off of it.
I do not think I would feel any safer on this street once the buses moved there.
it looks fine
Buses off Nicollet Mall is a big plus for outdoor dining and less noise
I like it's not Hennepin avenue.
I would find it confusing. Since I don't use transit as much anymore on Nicollet Mall, I have the old patterns in my head. Also, I like that Nicollet Mall has no other vehicles allowed and that all/most major bus lines are there, vs split to a few places as proposed above. Also, cars don't always adhere to the bus-only lanes and it's very annoying and unsafe, so I'd worry about pedestrians.
My current bus (781) uses this route and would make it more congested for buses already on this route.
this doesn't help me as my bus is on Hennepin, which is too far for me to catch the first bus, so I wait a half hour to get a bus after I am done with work most days.
It might make Nicollet more bike friendly
I am a senior...where does Route 14 fit in your plans? If it was Marquette...that is fine but the others might be problematic for me. I need the shortest route to Nicollet and 8th.
It's not convenient
Simplicity of one ways
Dislike: less pedestrian traffic on Marquette & 2nd, fewer shopping options.
Too far away.
If the transfer involves riding in a different direction, it will require walking several blocks. This could make tight connections difficult.
not sure
Excellent idea

I dislike that the 11 bus is diverted so far from Nicollet mall that transferring from the 11 to the Green or Blue lines would no longer be possible. The 11 bus is the bus I use most frequently through nicollet mall.
Auto traffic on Marquette will make the left hand turn from 6th Street very difficult and time consuming.
Would be easy to implement because Marquette and 2nd are already used as express bus lanes
The bus lanes are coordinated and all in a couple of streets. The safety personnel can focus on some streets.
Nothing to dislike. This is definitely worth a try!
too complicated not convenient streets are not pedestrian-friendly (or much less so than Nicollet)
2nd Ave is too far away from businesses on Nicollet. No one wants to walk all the way over there to get home in the Winter
Getting buses OFF Nicollet, as they were during Nicollet's reconstruction. Why, why did the buses return? It worked beautifully when the ran on Marquette/2nd.
I dislike that there is no bike lane. This is still very single-rider car focus.
I like that there's an 18 on Marquette, but you shouldn't move it from Nicolette. Please find a way to add lines to Marquette or Lasalle without moving the Nicollet mall ones. I understand it might seem congested but it would make such a difference.
El transfer de buses me queda más lejos
I like that it is not moving too far from its current location
Hennepin Avenue is NOT a safe place.
Infrastructure is already there. It will make Nicollet mall more welcoming
It would take people away that need too get too a certain place or if they need too get too a bus . Instead of moving the buses get more security for the rough crowds. This will punish the people that are not causing trouble downtown.
Leave it on Nicollet
Marquette is already over-full of buses that head north and south, I can't imagine adding more lines would be helpful
Adding more traffic to express bus lanes could lead to express busses being behind
looks like it will be much faster for buses
Both streets are already really busy with buses
Seems like 2nd & Marquette would be very isolated in the evenings
This move would make it much harder for me to use my walker to get to the bus stops because 2nd would be too far away. It would be even harder and more unsafe in the winter.
This makes my walk to the bus stop so much less efficient. I never have a reason to go to Marquette and I think moving it is an awful idea. I'm a college student who frequently takes the bus and this only makes things less convenient.
Route 11 is my normal bus Route. I dislike having to walk extra blocks going to or from Target store or my doctor in the Medical Arts Bldg.
Hennepin ave. is no more safe than Nicollet mall
No stop for the light rail
I would have to walk farther for the bus
Nicollet Mall is safest street around 6pm or 7pm when I take bus home. and it isn't that safe. other streets are less safe so I'll probably start driving
Like

I appreciate having less buses on marquette. I don't like this idea. Marquette is cleaner and I feel has just business people
Nothing
Makes sense. Helps not over-clutter Hennepin?
Marquette and 2nd are boring streets with nobody there and wouldn't feel as safe.
I strongly dislike moving busses off Nicollet and especially moving to 2nd/Marquette, which are very desolate and have no places to go along them. They're further from my destinations, and much less pleasant streets to walk along or wait for transit on. I struggle to think of any reason I've ended up entering a building on these streets, let alone after 5PM. Even during the day, I've only gone to metrotransit (but prefer to refill my go to card elsewhere) and I think I went to a dentist in one of the buildings as a child in the 90s. I also entered a building along there to try to get to the skyway this summer during a downpour. I live downtown and I worry some friends who take these busses would be less willing to visit me or meet up with me downtown. I'm ok with moving the 11/25 to Hennepin, though I don't ride either currently (I know people who don't currently ride transit but would ride the 25 downtown to meet up with me if it ran with on-the-half-hour frequency it used to, but it's a true travesty how infrequently it runs now, so it's not an option at all).
There is no light rail station that connects to Marquette or 2nd. I appreciate that about being able to hop off the light rail and walk less than half a block to catch my next bus.
11 and 25 to Hennepin Ave
Frees up Nicollet Mall for safety walking
Doesn't Marquette run northbound and 2nd southbound now? You're going to flip-flop them? That's going to be a confusing nightmare - and what happens with the underground parking exit at Marquette and Alice Rainville Place? This is nuts.
I use a wheelchair, this increases transfer distance.
Still close to Nicollet
Dislike seeing the seniors going further than the Nicollet Mall and the disabled like myself.
Keeps existing pattern to Marq2
I dislike it. Nicollet Mall is more convenient.
My friend that uses the bus frequently would prefer Marquette so that gets my vote
Moves commuter traffic only one street over
Already established for buses
Why do the local buses need to move to Marquette Ave ?? Why is this necessary??
Bus service should not be removed from nicollet. This is enormously short sighted and not a solution.
I like the designated bus lanes.
Don't love that it would add vehicle and pedestrian congestion to Marquette / 2nd where I occasionally catch the express bus but willing to accept it if it would truly make for a more thriving and connected Nicollet Mall pedestrian experience for myself and others. The one-way pair seems very sensible and a "no brainer" for redirecting existing routes.
It seems like it would speed up service. I don't like catching buses on nicollet. its so slow and congested and kind of sketchy at times.
Dedicated bus lanes. Making Nicollet Mall better for walking and biking.
I dislike that the stops for opposite directions are a block apart, this would make my transfer harder and more tight in time
There are already existing lanes and it's closer to the metro office. Presence of regular traffic could cause a lot of traffic

Would make MARQUETTE/2nd more crowded
Like dedicated bus lanes
I feel this pulls the buses further away from what feels like the main area of the city, which has me worried about walking further to catch a bus when the area isn't necessarily safe for a woman walking alone. I also don't like splitting up the 11 and the 10, on a personal note, because I pick which one I ride based on which is less crowded or which comes first, and this eliminates that option.
Most routes aren't moved that far.
No opinion
It removes something which makes Minneapolis unique: fast, reliable alternative transit corridor. Drivers will definitely abuse these lanes since only half of transit.
This looks ok- I work in the IDS building, so the commute won't change too much. And if Nicollet mall was more walking and bike friendly, this would be great.
Route 11, which goes to the MIA on Third Avenue being moved to Hennepin does not seem like a good idea.
The 11 has been the quickest route to get where I need to go from northeast and this route would significantly lengthen my travel time
I work in the IDS center and this would move all my buses further away. Nicollet mall is shaded in the afternoons so waiting for the bus is more comfortable in the summer and in the winter I know the sidewalks will be salted and safe. The bus lines through Nicollet are so easy and moving them would only hurt the people who live and work here.
I take 11,4,6 buses so that would increase my options at a stop.
Dislike that I have to go further from Hennepin
I don't understand the point of this
Maybe further walks in winter months to make connections
I like that the buses will be able to go around the other buses easily if they are stopped. What I don't like is having to walk to another block if I need to transfer.
I like that it makes Nicollette more walkable but I feel that it would make Marquette more clogged up.
I dislike how quiet Marquette can get at night and on weekends - if no one's around, it's less safe
N A
The route remains close to the original one, and merges in a convenient location.
This works well with the existing busses I am taking now. I don't think it should impact existing traffic too much to add a few routes.
It creates a more pedestrian experience on Nicollet and makes bus riders feel more welcome because more are clustered together
Will create too much traffic on those streets
Get off the mall
Would not want to be on Hennepin Avenue waiting for a bus - not safe enough
The line are all close to Nicolett mall.
It is unclear to me what would happen to Nicollet Mall with this plan. Would it be opened to general vehicle use (which I definitely do not want), or would Nicollet Mall become a pedestrian only zone (which I am in favor of).
Feels like you're pushing transit off the main area. Prioritizing the wealthy who never come downtown
I prefer the 10 on Nicollet because i take it to go to school at mctc, or would prefer it go directly to Hennepin, unless this option would make it faster

Marquette & 2nd have almost no street life, even during rush hour. It's just block after block of parking lots, parking ramps, and buildings with no street-level amenities. I would not feel safe waiting for buses here in the dark with such little street life. Also, no light rail stops on these streets.
As with now, regular car drivers often drive on the bus lanes blocking buses. Unless it is more clear the lanes are for buses, I can't see this as a good idea.
It looks organized and easy to learn
I like it. Nicollet Mall should be pedestrians, bikes, etc.
I like that Nicollet would be more for pedestrians and bikers. The other roads are well-suited for buses anyways and should not negatively impact traffic or livability. Nicollet could also focus on businesses and events more than it does now.
Marquette and 2nd are nearly desolate corridors and too far from transfer points.
I prefer this option because I live on marquette so I prefer not to have both lanes filled with buses
I I like it
The confusion
Marquette & 2nd are already congested with express service. Adding additional busses will significantly slow traffic on these roads especially the constant #10 busses that seem to come every 5 minutes in rush hour.
Removing transit from Nicollet Mall is a bad idea. Also why wasn't that put as an option? That indicates bad, lazy, and leading survey design.
Connection to the light rail is not as convenient, but I do love a dedicated bus lane.
Keeps some traffic closer to nicollet mall is a plus, but I don't like the split up local bus routes. could be confusing for riders. I worry it could also feel hostile since both these streets have less foot traffic esp late at night.
It seems to solve the problem without reducing other traffic lanes.
Seems like the easiest to happen quickly with least amount of change to current orientation of routes.
I am am indifferent I just want it to be safe and clean and free of criminals and mentally ill
I like the idea
Good
Dislike the idea of north and south buses routes running on different streets.
Route transparency
It's not on Nicollet mall
I have always hated the loitering and thugs hanging out selling or doing drugs. Trying to hustle and or rob people. If you do not have a ticket to ride. You should not be at a stop.
Lose the convenience of being dropped off in front of businesses that I visit often that are located on Nicollet Mall.
It's an unnecessary propose change. Please just keep it to Nicollet Mall. We don't need extra, unnecessary changes that are unpopular with the public.
Keeps buses where there are already lanes and infrastructure, easy to understand the routing.
I take the 11 bus from the light rail, a little bit further walk for me, but acceptable
Fine
Marquette is even closer to my work destination than Nicolette and Marquette doesn't have as much foot traffic so it would be easy to get to the bus stops. Also Marquette has others lines like the 465 that I also take but less frequently than the 17 so it's all closer
Marquette is essentially its own bus lane on one direction now, making it bus only two directions seems like an easy and rational transition



It is a very comprehensive route.
Hennepin Ave feels most unsafe
I live in st Anthony west and many of my bus trips to downtown are to target center & target field so this would be a convenient change for me. Hennepin has many more destinations beyond those two as well; restaurants/bars etc
I do not like that all options are removing transit from Nicollet, as the existing infrastructure there is in good condition, and this is closer to my destinations (restaurants, shopping, events).
Works for me
I'd like option 1, 2, 3 respectively...
If I miss a bus, I often kill time at a business on Nicollet. Marquette has nothing to do.
Marquette and 2nd are both bad streets to move transit to. The sidewalks are narrow and hostile to pedestrians that would use the transit, there are almost no shops or restaurants along them, and it moves farther away from transfers to other routes.
Closer to where I live
I like that the double bus lanes have the least chance of having cars drive in them.
marquette has too many parking garages/ramp entrances, making it less safe and generally unpleasant for pedestrians to navigate sidewalks. additionally, more cars make traffic worse
Transfers to and from light rail are worse.
2nd Ave is not near any of my transfer points and has zero pedestrian friendly businesses. It is entirely offices and parking garages.
Don't change it!!!! People will be confused and get lost.
I like it
It will make it extremely confusing for riders by default, with additional complexity added in the case of inevitable roadwork as southbound and northbound routes might be moved farther apart.
Most destinations i visit are along hennepin or 1st Ave, this moves buses further away. Also, Marquette & 2nd feel much more empty and less comfortable to be waiting for a bus.
Don't love Marquette and second being separate streets and always ones that don't feel as welcoming to hang out on if I'm stuck for 20 minutes waiting on a transfer. Hennepin being the center of a lot of night stuff in Minneapolis means those two feel a little safer. Also don't love a longer walk from the light rail stations.
Marquette and 2nd feel less safe and significantly less welcoming than Nicollet. There are no destinations (shops, restaurants, etc.)
Like the bus lanes, dislike the lack of destinations/foot traffic on Marq2. There needs to be eyes on the street and the skyways/lack of ground level retail make these corridors pretty empty most of the night.
Prefer to keep on Nicolet
The 10, 11, and 25 pick up spots are further apart so if I miss one, it's harder to get another route. Do you need to have better frequency, so this is not an issue when transferring
It is not on nicollet.
Simple change
I like the bus lanes. I like that is is centralized, so there are more busses to catch. Easier to keep clean and safe.
Dislike too far if a walk to catch bus from home
Bus only routes need to be enforced
Further for me to walk

In different, I would take the 25 with extra 3 minutes lead now
Utilizes express routes already in place.
Both north and southbound transit should be close, accessible, and well marked. Dedicating the Mall to exclusive traffic is better than splitting them down two streets.
I like that it should improve the bus speed because of the double wide bus lanes. It should also increase transfers because of the lines sharing shelters.
more traffic flowing in one direction
This seems like a simple solution, utilizing existing infrastructure.
Bus would move faster that they do on Nicollet
Good idea more space for buses to pass each other
Marquette is too close to Hennepin with car transit needed
Dislike
Connects with existing bus routes (like orange line) and would make transfer really easy. Would also allow fewer overall bus shelters because many shelters could be shared by multiple routes. That could allow them to be easier to maintain and more comfortable for waiting.
It's likely to bog down existing bases already running on these streets, which I currently ride
It's nor on Nicollet
I like that two transit only lanes in each direction will help keep buses moving fast.
Would make those roads too crowded with the already existing routes that utilize them
Sometimes Orange Line bus stops on Marquette are randomly closed with no indication on Google Maps or the Metro Transit website. It also makes it harder to get to where I am going (usually somewhere on Nicollet) and there is no direct transfer to the green line.
Puts all the bus routes (express and other) near each other, most likely will make service slower due to cars
Cars go down these roads all the time in the "bus only lanes" and slow down buses, because there is so no enforcement and little indication they are unwelcome, unlike the current layout of Nicollet Mall.
Strongly dislike. Current routes are very convenient to reaching main hubs of Minneapolis. I picked my apartment for the bus line
It's not on Nicollet Mall. There are TWO WHOLE LANES for buses on Marquette Ave. that are currently not used that much. The intersection of Nicollet and Washington is awkward for buses.
I want my bus on NICOLLET MALL, NOT Marquette or 2nd Avenue!!!!!!!!!!!!
Keeps all the buses on one street
I like that this utilizes existing bus-only routes and does not change any routes for other traffic which should lesson the impact of the change.
Farther away from Hennepin Ave and the theater area
In the winter, having the stop 2 streets off Nicollet will be unpleasant, as I get off the bus before the skyways are unlocked (before 6am). I know too many people who have been mugged/jumped in downtown to feel safe walking 2 blocks in the dark alone.
Remove all buses from Nicollet Mall. They are largely empty and add almost no value to the downtown
Bus only lanes and removing from Nicollet Mall will make the bus service much faster. Having no car traffic in the same direction as bus traffic will make it even better. This is my number 1 priority. Why not do it all on one street though?
would have to walk farther, I think crime would increase with no busses on Nicolet

I like this option. Those streets are underutilized
I like that the options track with their one way directions. it makes it easy to give others guidance on which way to take if we need to give directions. and makes it easy for us to understand.
I like how it centralized the transit corridor making catching connecting buses or trains simple and easy.
I would be less likely to visit Nicollet Mall restaurants and businesses.
I don't like separating the directions of the busses by a block. Harder connection to the light rail for the busses on 2nd street.
I hate moving busses off nic mall, it is for busses or cabs, it's perfect
More traffic noise for residents who live near those streets.
Keeping most bus traffic limited to two streets.
Would make transferring to the blue line more difficult which I dislike.
I like the idea of having a Nicollet Mall without any buses. I am concerned that this will cause a slowdown for my limited-stop bus (#645) that runs on Marquette and on 2nd Ave.
All pedestrian might be nice. But Northloop is successful because people live in the neighborhood, not just work there.
Not used to this route, many buses in one place.
Uses existing bus lanes.
Dislike removing the buses from Nicollet, and the fact that I would have to travel to a completely different street. There's nothing to like about this. Before coming up with these ideas, you should be required to be car free for a minimum of 6 months to understand the impacts of your decisions, because this seems like there is a huge lack of understanding.
Why move everything???
Same route I use now
The route into downtown (2nd Ave) is much farther from my destination (work). Without adjustments to the number of stops/route timing, this would increase my commute time.
Takes the buses off Nicollet
I like that it frees up Nicollet for foot traffic only and potentially increases bus speed. I dislike that there is less grocery access to transit dependant people (Target, Dollar General on Nicollet Mall) and that you will have to walk a block to transfer
Takes noise and people off potentially nicer mall.
I only like either option if buses can preempt cars at stop lights there's less lanes for cars and it's enforced with heavy tickets then buses can be faster going through downtown at least that might help them get elsewhere faster. More dedicated bus only lanes I guess
Seems clean and easy to understand
I like bus only lanes. If it's faster than Nicollet mall then I would support it
No buses on Nicollet mall
Stays close to Nicollet mall
Do this one please!
It's an area I am less familiar with
I can take either the 4, 10, 25, or 61 to get close to home and the further they are spread apart the harder it is for me to decide which street to pick when buses aren't on time. I miss when more of them were all on Hennepin, especially in bad winter weather.
I don't like the idea of busses frequent stop in the middle of the city on such busy streets they also don't connect as easily as nicollet

It leaves most foot traffic to Nicollet and is still convenient location
I don't like the idea of moving the bus routes from Nicollet Mall. I like the idea of moving the other routes to Hennepin Avenue
Like
All of it I don't want to have to walk far. It's a straight shot from where I am and the light rail. Which will make my commute that much worse!
I use Hennepin Ave as my main transit line.
The location is good
No busses on the mall
It might slow down other buses I regularly use - like the Orange line.
The 11 and 25 take an indirect (slow?) route, and probably don't connect to the other lines well. Putting local lines on Marquette/2nd with all the suburban express buses probably doesn't work super well.
Too far from Nicollet and Hennepin!!!
Gets busses off Nicollet
One way dedicated bus lanes should speed up bus trips and still close to light rail access. Nicollet Mall will be more pleasant with buses off it.
Not a big change, could open nicollet fully for pedestrians
Takes me out of my way by a couple of blocks. Lousy bus stops. Dark so would not take buses after dark
lotta lines
Marquette and Second Avenues feel like tunnels and are largely deserted outside of rush hours. There would need to be a ton of DID guides deployed there.
Extra traffic with express busses concerns me of my bus being on time.
It would make sure no buses go down Nicollet mall but it could lead to more congestion.
I like proximity to current buildings and that the roads have capacity to handle the bus traffic
Uses existing infrastructure (kind of)
One way pairs are annoying. More than one lane on a one way car way encourages reckless driving.
Immediate access and quick
It increases traffic on Marquette, particularly for express buses already on Marquette, though making Nicollet completely walkable would also be an intriguing idea
Less traffic on a pedestrian street
These bus routes are farther from the train
It means there would be additional traffic on Marquette & 2nd Ave where I currently ride the bus to/from downtown
I don't care if buses are on Nicollet Mall. It is just fine if they stay there.
I like that this would drop me off and pick me up closer to my work.
I like dual bus lanes and opportunity to dramatically speed up buses. It does take people further from entertainment destinations though
It would be better than Hennepin
It gets everything off Nicollet! Great!
What does it accomplish outside of more walking
Still close by
Less car traffic lanes

More difficult to transfer/ more walking to light rail
I like that it makes Nicollet safer and more friendly for people outside of vehicles. I like that it reduces the number of car lanes in the neighboring north/south routes and gives the space to transit.
seems like it would make the problem worse, people actually live on this street. why put stores before the residents?
One way pairs feel less coherent to me. It's easier to remember to catch the bus on Nicollet.
Love everything about this option
I really don't have an opinion. As long as it's safe. I don't write buses downtown often at all. Maybe once a year or less.
Love it. Moves traffic better (less turns)
No opinion
Doesn't apply to me.
I don't agree with this plan you guys should leave the line bus on Nicollet Mall.
Too far from Nic Mall
I like it
Very easy to understand, implement, and very effective.
The bus lines are now away from shopfronts, when buses are on Nicollet I have time between stops to stop in at a shop or store to grab something. If this is moved I now cannot get to many shops or stores in time to catch my next bus
It gets the bus off Nicollet for a more vibrant pedestrian community.
Works with existing transit system setup already.
I believe nicollet mall is more better than waiting on Marquette. Almost everything that is needed is on nicollet
closer for me to get to route 11 would be excellent
I wholeheartedly support
That's not so bad
Is there still a free quick way to get up and down Nicollet i.e. free bus
Because there are no 24 hr bus only lanes on Hennepin (thanks Frey/Margaret Anderson Kelliher) my bus would likely run slower than it does now, and I would dislike that. If Hennepin gets proper bus lanes that people don't park in, I would like this.
Like that it doesn't remove parking
It's still close to Nicollet. But it would definitely mean you're not dropped off in front of the businesses you want to go to like now
This stinks
I like the fact that transit on Marquette and 2nd gets dedicated lanes - riding express buses through here is much faster than on Nicollet Mall. That said, I find the decision to move Route 11 to Hennepin a little confusing. Why not just have it take 3rd ave the whole way?
Idling and access disruption
It looks okay, but looks like it would be hard to find.
Good connection to LRT
The bus only lanes make o It faster and easier for transit riders to get around quickly. I own a car but ride the bus because of how convenient it is. If it was less convenient i would stop riding
I don't ride the bus enough to comment and get confused by the bus route maps and stops as they are now.

Two lanes so buses don't get stuck behind other buses
No light rail transfer point
Would be nice to make Marquette even more of a bus destination as the road is wide and set up for it.
This is the only way to revitalize the mall so that people want to shop and enjoy downtown
I like dedicated bus lanes
I live on Marquette and having access to my parking garage being restricted to one way is not ideal.
I am content with this design, but I don't believe it will solve the issue the city is trying to respond to which is a lifeless Nicollet Mall. Ugly remodel in 2018 and only street fronts for massive business, which abandoned the area
Don't care.
Slightly further walk from Nicollet Mall rail stop, which is annoying. Makes it harder to catch busses that are just arriving as I get off the rail.
Could be more confusing for inexperienced transit riders.
These are further away from Hennepin where a lot of important bus connections are made
I like that it takes the buses off of Nicollet. Nicollet should be our gateway to eat/drink in downtown MPLS.
Nicollet is convenient, but slow, and I like that this is still close to my office but will allow faster bus rides
Nicollet mall is car free
Everything looks great about this route.
Love this idea. Remove bus lines from Nicollet. Using Marquette is very simple and accessible.
Might be hard to explain to out of town visitors, but would be okay with a lot of signage
I don't like where it's moved to, I like where it's at making it easy to catch the blue line I take to work from the 11
I don't like that the stops going north and southbound are not across the street from one another. It feels counterintuitive. Additionally, having pairs of busses only going one direction for 4 routes(?) seems like a cluster-fuck waiting to happen.
I like option one as my work building is on second street and I ride the 17.
This is a great option Nicollet mall should be pedestrian only if it had the level of stores, and restaurants it did back in the day or that the skyways were open none of that is open these days.
It does make the route quicker and safer, but I still need 18 and 17 bus service on Nicollette and 18th St
Too many busses on the same streets. Makes transfers confusing.
Routes on very high quality bus routes. makes sense!
Question 5 is funny. How would this make things safer?
These Aves are closer to my office than the Mall!
Dislike
I like that it takes buses off of Nicollet and using the existing bus lanes on Marq and 2nd. I also like that this keeps but routes going through the center of downtown. The transfer to LRT from 2nd ave kinda sucks since you have to walk to Nicollet Mall or Gov Center stations. I am a bit confused how the southern part of route 25 connects up to this.
I ride Route #11 and it running on Hennepin would be more convenient.
Closer to my destination in downtown

Like - uses existing infrastructure. Dislike - express lanes might become congested/overcrowded.
I currently take a commuter bus that already goes on the option 1 route. I would want to ensure they moving Nicollet mall buses to this same route would not significantly add to traffic and slow down my ride on this route.
Seems like express buses would slow down due to clutter
Think it's going to cause significantly more traffic on these 2 streets. Dislike it.
One-way pairs are great
Marquette is a completely inactive street for most of the day, there are no pedestrian level amenities and I would feel less safe riding the bus on this street later at night
I take the 11 commute to work right on Nicollet and this may lengthen my commute and certainly add more walking time to get back to the office
Not sure
I like everything about it
More traffic as buses must share road with commercial vehicles
If the bus lanes are made permanent on these streets, that's a positive. Also, more enforcement with the bus lanes on existing streets.
I work at 6th and Hennepin, and frequent the YMCA on Nicollet mall. This moves my bus stop farther away and would increase the time it takes me to get to work. I do like that there are only bus lanes in that direction, meaning that cars won't pass using the bus lane. I don't like that the northbound and southbound routes are on different streets--I think this is confusing and will be a barrier for people taking transit, especially people from out of town and those unfamiliar with the system.
Prefer transit in Nicollet Mall
I like the bus only lanes. Any time we can institute more bus only lanes, that feels like a good thing to me. I don't like that northbound routes are now moved two blocks from where they once were (Nicollet Mall)
It is confusing.
I'm not convinced moving buses off of Nicollet is the answer.
The bus stops are one to three blocks away from current locations
If I'm intrepid this correctly, I'll have to walk further.
Not sure if it removes express buss 763, but if so I hate it
I like that it uses already dedicated bus infrastructure. I support this option.
It doesn't make sense to remove buses from Nicollet Ave. I don't like this because there are less destinations on these streets and it's confusing for visitors to have bus stops on two separate streets for the same route.
i like the connecting routes alongside the express lines for convenient transfers, i worry about congestion and pedestrian traffic due to prolonged stops and accessibility needs
Further from some of my shop areas
More difficult to access things like target, the library, and the light rail on Nicollet mall that transit makes easier as someone with a disability.
It takes me two blocks away from my work in the morning, but only one block away from work in the afternoon.
I don't like that the 11 is separate from 17 and 18 since they cover the same route in downtown, there would be no option to hop on the quickest bus on this plan. Usually 11 is late.

I worry that moving those local buses to 2nd and Marquette would slow down the express routes. The local buses are slow on Nicollet. I don't want my express to be that slow. I'm only okay with this if Nicollet goes pedestrian only
It increases walking distance to catch northbound transfers on Hennepin. Ex: transfer from the 18 to the 61
Frees up nicollet mall
I don't want bus service moved from the mall
I live closer to Nicolette and so I'd like not to move the bus routes further away from me
Dislike.
My only concern with this is Route 11 moving to Hennepin - it's been my bus to work for almost a decade, I'm the last stop before downtown, and it's never on time - jogging over to Hennepin would guarantee I'm late unless you improve frequencies
Dislike: Bus stops wouldn't be right outside stores I go to on Nicollet. Not extremely Important though
It's a terrible idea. It moves the bus stops to far away from where I live.
Dedicated bus lanes improves on-times and efficiency. Consolidating lines means less thinking about where to grab my next ride. Separating north and southbound means more thinking about where/how to catch the bus. These are less walkable streets. Less walkable means feeling less welcome and less safe.
I am concerned about Safety. Homeless people keep asking for change.
I like being able to choose between the 4, 6, 17 and 18. Harder to do when there's an extra block between
I don't think bus service should be removed from Nicollet Mall. It makes it feel like a more pedestrian friendly boulevard tucked away in the middle of downtown away from all of the traffic
Marquette avenue is a total dead zone, removed from all activity. It is less convenient, less safe, and I would significantly shift my life to no longer need to use bus lines like the 18. I would probably stop shopping or dining downtown.
Many private cars cut in even they are not allowed to and slow down the bus traffic further more
I don't like that they were further away from the Hennepin routes and the businesses on that side of nicollet
Closer to my office job
Northbound busses are further and less convenient for shopping on Nicollet Mall
Maybe less traffic congestion's less confusing once people get used to it?
Nothing
I like the use of bus lanes to ensure fast trip times. However, buses have dedicated right of way on Nicollet Mall but are still very slow currently. Would this plan involve spacing stops differently or implementing signal priority to achieve faster times? Also, what would Nicollet Mall look like after buses are removed? I like that this would potentially allow for more outdoor dining and shopping.
Marquette is great. 2nd is a little far but could be manageable if needed and definitely better than Hennepin.
I would like the traffic control but the dislike aspect of it. There's only so much you can do. I currently see drivers going on bus only lanes and speed away on them.
i dislike that its not on nicolette mall
I don't really like the one way idea because I feel like it makes it more difficult to plan routes and get places faster
Nothing



I don't like two different streets,each with own direction. I fear sharing already crowded Bua only lanes during rush hour,with expressses would confuse everyone and crowd the stations. Park and ride commuters ,vs every day use for transportation live in city commuters need different areas all together
Dont like having to go to a different street to change direction. Don't like having the bus share a street with cars.
I don't like the idea of the buses being rerouted to a busier street with a lot of cars.
It is too far to walk with packages especially in the winter. I am not handicapped but I see many people who are physcially frail or in need of wheelchairs and other mobility devices. Many people have carts to move their purchases and bags around.
Leave the bases on Nicollet
I take the bus to and from school every day, and as a disabled person who can't walk very far, this would be a longer and therefore more painful walk to school.
I use all of these routes for different purposes. I wouldn't like having them split up between two different north-south options. Sometimes I would be getting off one of them and walking as much as 4 blocks to another.
I like that there will be no more buses on Nicollet Mall. I like that you can easily transfer to the Orange Line. I dislike that there is no transit signal priority. I dislike that there are no bike lanes on the other side of the road. I dislike that cars have two lanes instead of one.
I don't see why is a mess to remove transit from the Nicollet mall
It would make sense on terms of having most routes in one place.
Seems fairly simple although people might get confused about where to get on or off depending on direction. Definitely makes traffic safer and more efficient. Might make it harder to get from bus routes going N/S to the green line if I have to walk farther from my stop (Route 9) to get to a bus (eg route 10) that leads to the light rail in the winter.
I like that existing bus lines already use these streets.
I like the usage of the bus only lanes, however Nicollet Mall is currently very convenient for me and this would result in more walking.
1 block difference from pair. Still close to Nicollet Mall where I go to.
Move the 10. Its pointless with only free rides. Keep the 18.
I'm concerned that with the traffic from bars and restaurants on hennepin, bus times would be slower and it would be more difficult to navigate and see clearly where the bus stops are. Nicollet has lots of visibility and is helpful to have the separation from other traffic.
Hate 11 moving
Moving it from Nicollet means you willl experience more traffic
Dislike: Nicollet mall is a nice street for the buses since there are no cars. I would worry that the service would slow down on Marquette
Off Nicollet
I like it because it's goes straight through downtown
I'm concerned slow loading and unloading could slow down the flow of busses already there. I ride Orange line. Probably one downtown stop on each line should be reduced to speed up flow.
Takes busses away from Nicolet, which is where I want to be
it would make target trips harder bc I buy groceries and have to haul them, but I don't think it's too out of the way.

I don't like that there is transit on one side and car traffic on the other. What makes Nicollet mall so easy is being able to hop off one transfer and freely navigate to the next one without car worry. However I do think having the double bus lane could be great for faster buses and promotes bus use.
Longer walk from train
No reason to move it off nicollet mall, inconvenient and solved nothing. If they ran on both nicollet and the other streets, it would be more convenient.
Continuing to use bus-only lanes is key, but I don't like that this splits the stops between two streets (Marquette and 2nd) - this is less legible for riders. Northbound buses on 2nd would also be unnecessarily far from a light rail station.
No intersection with Route 7
Service is usually quite slow on Nicollet Mall. Perhaps Marquette, 2nd, and Hennepin would be faster, though other factors are relevant for efficiency.
2nd Avenue is two blocks farther from my house
Too far from Hennepin and Nicollet Mall.
I dislike that the north and south bound buses are on different streets. It's easier to remember where to pick up a bus when the northbound and southbound routes run along the same street
Much less convenient than catching the bus on Nicollet. Don't like that it involves a bit more walking, especially to get to 2nd Avenue stops.
Like: Personally, this brings me closer to my destination. Dislike: Objectively, at rush hour during pre-pandemic days, Marquette and 2nd were already quite crowded with buses.
I like that it each route operated in one direction and that it is not a major change
This would impact express bus service and during rush hour the buses would be severely delayed, also there are no businesses or literally anything on marq2, it's just parking garages so people will have to walk farther to get to their final destinations
I like this option
I don't have strong feelings about it.
Less access to library
I dislike that it would mean a further walk to some of the venues and access to skyways. Also concerned with the actual car traffic if that would create congestion. And how safe would it be?
Doesn't feel as safe as getting off the bus on nicollet. I feel safer because there are people around.
That these bus only lanes sometimes get jammed up in the rush hours due to the already high volume of buses at this time. This street doesn't have grade separation and contributes to many of these delays.
I like it... Explains the downtown business district
I often hop on a Nicollet bus to get to the other side of downtown (ex Hyatt to Library), having to walk two blocks to 2nd av would probably just make me skip the bus, even walking over to Marquette greatly diminishes the value of the downtown busses as there are far more places to go on Nicollet than either of those
I dislike that cars are also on that road. as a person who catches the bus and also walks and bikes on Nicollet mall, the fact that it does not allow cars feels like the best for my modest of transportation. I have always really liked that Nicollet mall is just busses
It's further away from my location and it's more dangerous to walk at night
I work on Hennepin, and 2nd feels like a long walk when I'm getting off work at night
Bus lanes are good. Makes for faster trips. I can catch the 11 in the same place I can catch the 4 and 6. I don't like that I can't catch the 11, 17, and 18 in the same place anymore.

While this is a better option than what we have on Nicollet Mall now, I view this as the least popular option as it only shifts the bus routes. My Orange Line route does not change.
I like the businesses on Nicollet Mall :(
I like bus only spaces.
I don't like that it could make Marquette or second street busier.
It would be slightly further from where the train stops
My work is closer to the new proposed route for 11
Bus lines being on different roads depending on direction is hard to remember and means more walking
Not sure where I would catch my 22 at this time.
I like that the bus would have its own lane.
I don't like that I'd have to walk further to/from the light rail
I dislike that it makes it more inconvenient to get to almost any destination I would have on the current bus route while getting me no closer to anything else helpful.
Its fine
Bus lanes confuse me if they're both on one side how do u get to your bus if it's on the inside lane?
Marquette avenue is a great alternative that already serves a lot of bus lines. It doesn't connect quite as close to the light rail station, but it's still close. I get on the 17 or 18 south of downtown and transfer to the blue line every day for work. This change would not impact my commute much at all.
Makes my bus stops further away. It would be harder to get to work and then home again.
I like my bus route the way it's. Not sure why you need to change it. Both look to congested with traffic and people
2nd is long way from IDS and target
I would have to walk further and would have a slightly more difficult time catching the light rail to my final destination. I also swap between taking the 11 and 18, depending on which comes first. That would be impossible here.
Closer to my work and would feel safer
Even tho I don't take buses directly on Nicollet currently I like the idea of having no vehicles at all.
Too far to walk to
I like getting buses off of Nicollet Mall
It might make Nicollet Mall more bikeable.
I wouldn't go to Nicollet Mall anymore.
it gets traffic off of Nicollet Mall
I think it's good
N/A
The color being red
I dislike that it makes my usual route to places like Target and the Central library less direct when taking the 18 or 17
Farther walk for stops on 2nd Ave
What I like about Marquette is that it's wide enough to safely bike along. This plan would take that away.
It maintains the current setup and wouldn't cost as much to implement.

I dislike that I would have to walk farther to catch my bus on Marquette, which would make it more likely that I would miss my bus. But, I like that Marquette is not that far of a walk for me, so the inconvenience wouldn't be too terrible.
Clears Nicollet to be more pedestrian friendly, closer to business district of Minneapolis. Although I do not like that Marquette and Hennepin Avenue both lack indoor public spaces to work or sit down or wait for the bus, making transfers far less comfortable. I also believe it could reduce bus traffic allowing for smoother journeys as the Northbound/Southbound traffic split between Marquette and 2nd would reduce congestion on those two and possibly make connections easier as it's one road per direction.
Don't like buses moving to 2nd
Dislike. Further from residential areas and main use areas on the mall: ids, target.
like
Don't like any of that because is closer for me on Nicollet Mall to where I have to go
It would free up space on nicollet
Bus only lanes on a straight road would improve transit operations. Mixing local and express services on the same road gives me pause.
I do not really know as I don't take those routes.
It could be difficult to maintain safety when the density of people is spread out this way. Currently since Nicollet Mall serves as such a center-point the geo-geographic area that needs continuous police presence to maintain public order while being crowded is limited to Nicollet Mall. This option triples the size.
I like the idea of unimpeded bus travel, but I very much dislike the idea of dedicating too much space to additional lanes. I don't find the buses to be slowed very much by cars on nicollet mall, so I don't really think this would be worth the time and space. Nicollet mall's tight streets already encourage cars to take different routes, so I have rarely (if ever) been inconvenienced by traffic while in the city proper.
I like that it's still close to Nicollet Mall (1-2 blocks away) and seems like it could be implemented sooner than a 2 way on Marq or 3rd Ave concept
I take 25 route and would like to see it on Nicollet. I take 10 and would not like it on two different streets. Leave on the Mall.
It makes getting Route 11 even harder for me in Elliot Park.
What I don't like: - Unsafe/unwelcoming for bike connections: Biking to catch the bus is the only way to make the bus time-efficient, otherwise my commute would take hours. So, I don't like Marq/2nd because the lack of a bike lane and four lanes of vehicle traffic feel unwelcoming for biking. - Not enough greenery to make it a pedestrian haven: The lack of well developed street trees/canopy make it not that pleasant of a place to walk. - Confusing layout: The one-way transit/driving directions split between two blocks is not intuitive for both drivers and bus-riders. I have a feeling that unfamiliar drivers often accidentally drive illegally in the transit lanes. And as a rider, I can't easily tell where I catch the bus, whether it's Marq or 2nd. Say I do know, and I want to transfer - without better wayfinding, it's hard to know if I turn right or left to get to the other transitway.
Keep the buses on Nicollet Mall. They were moved during construction a few years ago and it was a disaster. Long lines of buses with pedestrians walking in between them, crowded bus shelters, bikers speeding around people boarding buses, etc. Buses, bikes, and pedestrians on Nicollet Mall is the perfect combination.
Seems really heavy on the traffic...lots of vehicles
Route 10 still has to turn on and off of washington ave, a major point of delay

I like that it connects with Orange Line BRT and that it's not very far from Nicollet Mall. I don't like that it does not line up with LRT transfers as well as Nicollet Mall, since I transfer from the 17/18 to the Green Line for my work commute. I don't like that it's leaving Nicollet Mall. I don't think Nicollet Mall is busy enough to feel safe as a pedestrian without buses on the mall. I also don't really trust the dedicated bus lanes because I see cars drive on them all the time. I like that the dedicated bus lanes are going against the direction of traffic, so hopefully that helps the problem.
I like that it will have a faster speed limit than Nicollet Mall. I dislike that there are general car traffic lanes in the opposite direction, and worry the buses will get bunched up causing delays
Not sure why the desire to move busses off Nicollet. Is the idea to make it pedestrian only?? Speed up bus service??
I do not like having to walk farther
I like that all these buses run on Nicollet Mall. Why are you making this change - would it be safer? If there's a good reason to move them, I would understand.
Marquette and 2nd are good options for buses
Marquette and 2nd Ave are already busy during rush hours. Where would the Nicollet buses stop? Every 2 blocks, like the ABCDEFGH pattern? I like using these 2 avenues if the buses are faster.
Nicollet mall is so close. Moving stops 2-4 blocks add to risk of slips in winter.
Keeps bus service closer to the downtown core, keeps things similar to the way people understand them today.
I currently ride the Orange Line from Marq2 and would like Nicollet Mall routes to be on Marq2 for ease of transfer. I also understand the Orange Line going northbound on 2nd Ave is free, and would like for all northbound routes terminating downtown to be free, including the Orange Line. I use the Orange line to get from my downtown apartment to the post office, where I have a PO Box
I like that there would be only one way and side per street to wait on.
Less safe on Nicollet Mall. No quick exit on a bus if someone is bothering you. Further from Nicollet and where I need to go. I'm older and walking is more difficult. Nicollet is central to everywhere I need to be.
It puts me further from Nicollet/Hennepin, which is where I want to be.
I don't like wide, one-way streets for car travel.
Moving the buses dislike extremely.
I do not like that these buses would not directly connect to the light rail. I don't like that there aren't many street level businesses on these streets
Keep 10 on Nicollet - like the free rides
Seems like there's already a lot of bus traffic on Marquette/2nd. Would this make it less convenient for the express routes?
Marquette is not pretty and does not have many non-office uses to entice residents and visitors.
It would be too far away from Nicollet.
Keep transit where it is on the mall.
No easy access train platform for busses on 2nd. Also the extra 2 blocks going north makes it a 4+ block walk at night, and as a senior, it will limit many of my many night time (especially in winter) activities. Also, many people I know feel very safe walking on Nicollet Mall in the dark winter evenings because of the bus activity.
I dislike it because I am concerned about safety! If I feel unsafe at a bus stop, I can usually duck into a business until my bus comes. If the busses are moved, I'm not sure how safe I would feel, especially

in the early mornings or evenings. Also, how would it affect the transfer points? Would the bus stops currently at the corners of Nicollet Mall move one block to Marquette?
Hennepin avenue is already too congested and doesn't feel safe. I prefer the status quo.
I like that it brings service farther east downtown, closer to my destinations.
2nd Ave is a long way to walk from Nicollet business & activities, but not far enough away to make it worth getting on a bus from Nicollet to get there. Also, isn't that the path express buses take? I worry about congestion during rush hours.
Please move buses off of Nicollet and turn it into a pedestrian mall.
Don't move traffic from Nic Mall. I don't like any of the options. Don't close Nic Mall to the bus.
I like the closeness that the option would give me to Nicollet Mall. It would still be a familiar area.
Most of my downtown destinations are on Nicollet or LaSalle. I don't like having to walk 1 to 2 blocks when carrying shopping bags, especially in winter.
I like that it removes busses from the mall.
The stops on Marquette and 2nd are confusing with the lettered stops. Hard to use for occasional rider on this corridor.
I dislike that there's no bike lane
I dislike this option because 2nd ave is farther away from the library
During Nicollet Mall reconstruction buses moved to Marquette and 2nd Ave and too congested with express routes already there. Not a pleasant experience.
I currently ride the express bus, so it would be fine as long as it doesn't interfere with current services on those roads.
Too many busses on 1 Street, is better to have Nicollet as the boys hub. Also too far between Hennepin and other busses
Nicollet Avenue business would be in even worse condition
Should be closer to Hennepin Ave. and 1st Ave. N.
Confusing
I like that it gets traffic off the Nicollet Mall. I think Nicollet Mall should be a pedestrian only mall. I like that it uses bus only lanes.
Probably speeds up service by having skip block stops PLUS a passing lane.
Moving Nicollet Mall transit service to Marquette/2nd Ave would cause a lot of congestion mixing Nicollet Mall transit service, express routes, and vehicle traffic during the week, may be disruptive, but not so much on weekends as there isn't much express routes service at that time; also, will this move the loitering from Nicollet Mall along with transit service, or will the loitering on Nicollet remain and increase the unsafeness as there is no longer the transit foot traffic on Nicollet that may currently limit the amount of loitering
don't care
Too far to walk
Dislike: no safe bike paths for those streets Like: having bus only lanes
Please leave most buses on Nicollet Mall. Without them, I think there will be more crime and harrassing of people on Nicollet Mall because too many will just run around so freely and get themselves in trouble because they don't have to look out for traffic. Moving them off Nicollet Mall will make it longer to walk to destinations too. For some of us even a block more is a lot extra to walk.
Too far to rail / bus connection
Don't like this option

I do not normally take these bus routes, except occasionally Route 17. I am glad to see that it will not affect Route 645 on Marquette or 2nd Avenue
Like - Buses will have their own lane. Dislike - 2 streets right next to each other will not be open for cars.
I take Route 11. I would prefer my route be moved to Marquette and 2nd Ave as opposed to Hennepin Ave
I dont be over there
Too confusing. Hard to know which street to catch your bus when on a different street. Especially for visitors or occasional users
My Route 11 stop would move much further from my place of work. If I have to walk to Hennepin, Route 11 is no different for my purposes than Route 6.
I wouldn't mind this in the summer or on the weekends but honestly doesn't feel like it makes sense in the winter when outdoor life is pretty minimal.
Farther away from theater and sports venues
These streets are too busy and crowded. Too complicated to figure out where to catch return bus. Definitely don't want to go to Hennepin - too far/too long a walk from everything.
Existing bus traffic, keeps Nicollet Mall pedestrian only
don't seem to be near my home
I moved and especially hard for shopping and trips. I'd have to consider leaving downtown downtown for Nicollet Mall buses. This option would make it very hard for me
Route 25 on Hennepin. I feel even less safe on Hennepin and avoid it.
Dislike: the express buses already use this route. Rush hour buses would get even more backed up.
I dislike that this moves buses further from Hennepin Ave creating longer walking distances for riders transferring between routes. I like that this would help buses move faster. I am concerned about congestion with express buses during rush hour.
Like: One way pairs allow easy overtaking/passing by other buses; consolidates express and local routes to same street; closest of the options to Hennepin and LRT stops, facilitating easier transfers Dislike: 11 and 25 are moved to Hennepin
Hennepin is much busier and I feel less safe. Plus it will be further to walk.
I would worry about being able to get to the 2nd avenue (northbound) stop on time when I leave work at the Library (300 Nicollet Mall) at 5pm or 8:15pm. The 17W should run more frequently than it currently does on Nicollet Mall
I won't like walking further to bus stops ESPECIALLY during the cold winter months. It'll be nice in the summer to make the street more bikable and not getting stuck behind a slow bus.
Why take away additional streets from drivers to move bus lanes.
The routes stay on central corridors and increase frequencies along Marquette Ave while not being too far from Nicollet. It also offers more transfer opportunities to the Orange line and express buses. Lastly, the transit stays mostly on a dedicated bus lane. If the 11 is to be moved to hennepin, one of hennepins lanes should be converted into a dedicated bus lane.
Two bus-only lanes allow for passing and for higher speeds. There's also the possibility of alternating bus stops a la current arrangements. However, slightly further from busses on Hennepin (transfers).
Hennepin feels less safe than Nicollet.
Love this. Very little effect on distance to Nicollet Mall destinations, speeds up buses, removes interaction with pedestrians whose destination is somewhere on Nicollet Mall.
It is too far to walk up to Nicollet for people with mobility challenges

Already existing buses on these routes, seems convenient, street crossings more dangerous than Nicollet.
I dislike the distance between Nicollet and 2nd Ave. I dislike the move of 11 buses to Hennepin. I live on 1st Ave NE and that would mean the 4, 6, 61 and 11 buses that pass my home ALL would run on Hennepin. I prefer variety in routes, so would like to see the 11 on Marquette and 2nd Ave if this options is chosen.
If we can convert these two streets to full transitways for buses bikes and pedestrians ONLY I would love that. They've got some great bones. Better stops particularly with more seating are needed though on this corridor. I like the multiple lanes for buses
Ok
This would eliminate detours related to activities on The Mall.
Whenever I ride the Orange Line instead of the 18, there's always a half dozen cars violating the bus lanes and blocking the busses
N/A for me
I like that it uses the existing bus infrastructure on Marquette/2nd and wouldn't take long to make the transition. Easier connection to the Orange Line and express buses is awesome too.
Love having the local and express buses on the same corridor - makes transferring between them incredibly easy, which I do multiple days per week. Also, having two lanes per direction helps buses overtake each other, which they can't do on Nicollet Mall today.
It gets the damn busses off the the "pedestrian" Nicollet Mall
I walk a lot on Nicollet Mall and would prefer it to bus free.
I like option 1. I take Bus 10 and Orange Line.
Farther from warehouse district/nightlife.
Marquette already has a lot of busses and traffic already moves slowly
dosn't seem to be near shopping
No shopping high traffic noise and exhaust
I worry that this would cause congestion with all the express buses that already run on Marquette and 2nd. It will also be less convenient, riders will have to walk an extra block or two to/from Nicollet. I used to do my grocery shopping at Target when I lived in the area and having to walk the extra distance would have been troublesome.
This feels so industrial - no feel at all to this option, just LOTS OF TRAFFIC!
Nothing
That transit connectivity seems fine with this option and I would use it the same as Nicollet. What would happen to Nicollet Mall? I mostly use Nicollet as a way to bike through downtown so I'd hope it becomes fully pedestrianized.
Prefer busses to remain on Nicollet Mall
I don't care until security is well established in MPLS. It was fine the way it was. You need to get rid of gangs and give criminals sentences! However if I really just wanted to go to one business I would use Metro Mobility.
Have to walk one or two blocks to my many destinations on Nicollet & especially in winter. Have to walk a block to either LRT station from 2nd Ave when transferring
Too many people waiting for the buses on Marquette, opportunity for more crime and shenanigans
Stops are well labeled on Marq2
Great - get buses off of Nicolette



It would make Marquette and 2nd Avenues busier and I would be exposed to more weird people, but I still think that Nicollet Mall should be closed to all traffic.
Keeps the pedestrian-friendly Nicollet Mall more free of noise and bus fumes.
Bus lanes need to be enforced all day. Currently trucks and other vehicles idle and park there, even during hours where stopping is banned
I like the extreme ease of transfers that results from having both several local and express routes along the same corridor. I like the two-lane setup, which guarantees buses can pass one another during congested times. I like that this allows for more focused investment in transit amenities. I dislike the current state of some blocks along Marq/2nd, where sidewalks are somewhat narrow in spots and car traffic flow still feels somewhat prioritized -- I'd prefer to see a lane taken away from cars to allow for more transit & pedestrian amenities.
I like the bus only lanes to speed up service. I don't like that these are two one ways - confusing for new riders/visitors, could make it farther to walk to catch the bus, further from destinations on Nicollet (Target)
I like having multiple busses along one street. Gives more options with less planning.
Seems most efficient, packing buses all onto the same streets. Also seems like it would reduce confusion and misuse of bus lanes by being able to clearly indicate via signage and paint that travel in one direction is only allowed for buses.
Moving bus routes onto Hennepin would add traffic on these routes. The one way routes are outdated and encourage speeding.
Terrible. This is a laughable "survey." Does the city just get to decide without actually getting input from riders and residents that buses are moving off Nicollet no matter what?! This is a slap in the face to transit riders, and shows that the city doesn't care, especially since Nicollet is the only dedicated transit street in the entire state, and the City shot down 24/7 dedicated bus lanes on Henn. Ave. S. Talk about "manufacturing consent." Keep buses on Nicollet and raise the speed limit, or move more buses to Hennepin, which is at least near or at key destinations. The only thing I like about this is moving the 11 and 25 to Hennepin. 2nd Avenue is UP TO FIVE BLOCKS from Hennepin destinations! Usually at least 3-4 blocks. Why would we move so much of our transit service AWAY from the centers of gravity in downtown, which are Hennepin, the Warehouse District/North Loop, and to a lesser extent, Nicollet? This also makes transfers so much harder and more complicated, and also makes light rail transfers much worse, especially for northbound riders. I know I would feel less safe having to walk blocks through the ice and snow of downtown and especially at night with safety concerns. I just cannot believe the City is pushing this, all in the name of "revitalizing" Nicollet, when transit riders are the vast majority of people who are still on Nicollet in this post-2020 era. Just say you hate transit riders and especially lower income people instead of making this fake survey process with a pre-determined outcome!
I don't like the idea of route 11 moving to Hennepin Ave. The reason I most often go to Nicollet Mall is to go to Target. I don't want to have to carry heavy loads from Target to Hennepin Ave to catch the 11 to my residence. Since routes 17 and 18 both travel down Nicollet for a while, it makes more sense to me to move one of those to Hennepin instead. On trips where I had to carry a lot, I would be less likely to take the bus, and would likely resort to Lyft instead.
Dedicated bus lanes. Avoids heavy pedestrian cross-traffic mid-block. But farther from some destinations.
I would have to walk farther to my destination from my stop (dislike)
Dislike the 25 being moved

I like that trips could be faster and buses wouldn't pile up behind each other as often as they do on Nicollet.
Like: groups of harrassing people don't gather there so much. Dislike: Because these spots are lonely at many times of day, they'd still need surveillance.
Looks like it has the potential to speed up some of the selected bus routes while potentially slowing down some express bus routes. As a bicyclist, I dislike that routes 11 and 25 will bring new traffic to Hennepin and cramp new bike infrastructure there.
Ok
Like
Excellent plan!
This option is fine with me as long as the suburban routes don't get priority.
It is not nicollet without transit on nicollet the mall is a dead zone. I remember how empty it was during the last bus strike.
I would like to keep transit on Nicollet mall
Hard to get to
I like that it would make Nicollet Mall like a park with a road in it
I like the two lanes for the buses. This way they can pass each other and not hold up bus traffic when dropping off/picking up passengers. Marquette is already basically a one-way road, so this doesn't change much for the cars already using it.
You will hold up the Express buses with all the extra people and especially those that would need the handicap ramp usage.
I think bus service would be faster on these streets. Also could get rid of problematic bus shelters on Nicollet.
i take the 17 & 18 and would prefer to have those buses stay on nicollet. it makes the most sense since i have to go up nicollet to get home.
Dislike:moving bus to 2nd Ave is hard for people with disabilities who may have limited walking skills or endurance. Walking 2 blocks with packages and a cane isn't convenient or feasible for us. Put emphasis on the elderly or disabled walking 2 blocks in who know what weather conditions.
Would this crowd the other buses already on those streets? Likely a good option, but would want more information.
I do not like removing transit service.
Like: It gets noisy buses off the mall so outdoor restaurant seating is finally appealing. Dislike: Bus transfer locations are farther and farther away from Target Center and Target Field.
No buses on Nicollet
I don't want to be so far from Target and Walgreens, etc. do to physical limitations.
I don't utilize those bus routes much, but it will be just as easy to use the new routing as it is today.
I don't like it since it is very confusing having a pseudo two-way road, but only buses l've way and only non-buses the other
Serious concern that if no buses on Nicollet there is even less reason for people to be there--less activity, fewer eyes on the street, etc.
Moves buses off the mall. Longer walk for me to the bus.
Like - Bus off Nicollet mall
Moving transit off of Nicollet Mall Hennepin Ave feels even less safe than Nicollet Mall
Don't care
This will likely slow down busses in the other corridors, dislike.

I like that it would open up Nicollet to biking safely without worrying about buses and make more efficient buses.
Love having more pedestrian friendly mall
It will cause traffic on Marquette and Would impact the express bus route. Marquette ave is clean and feels safe, moving the routes there would bring all homeless and addicted people there.
Is this going to make my express bus experience poorer becaus ethere will be more traffic.
2nd ave is a little far walking distance from the green line stop
I would dislike Hennepin Avenue being used for buses as well as Nicollet Mall. Would be to keep traffic moving faster if buses were using Marquette Ave and 2nd Avenue only.
Dislike most of the store i go to are on nicollet target walgreens chase would take me out the way since it hard on walking for me ans most senior citizens
it seems a bit confusing
retail and business are more familiar from Nicollet Mall than any other route.
It would make Marquette very congested during the rush hours. And I hope that means no cars for anytime during the day on the bus lanes.
-Further from Target store, stores/restaurants on Nicollet Mall, Target Center, Target Field, Theaters, etc. -Loud and unpleasant area to wait for buses / designed for express routes -Splitting up the 11 and 25 from the 10/11/17 decreases the number of possible buses to take you across the river from the same stop (thereby increasing wait time) -It can cause confusion for inexperienced riders when buses run on different streets for different directions, thereby deterring people from using transit - Transit brings business to Nicollet Mall, especially because more people see and encounter businesses they may not otherwise see. There's very little public business on Marquette and 2nd Ave. -The cross streets to transfer to other buses also have less inviting waiting areas at 2nd Ave vs Nicollet Mall
all the bus routes are in one location for easy transfers
Like that routes stay close to destinations on Nicollet and Hennepin
It is confusing to figure out what direction the bus is traveling, harder to transfer to the light rail
Dislike: 1) Less eyes on the street/commercial activity on marquette v. nicollet so more likely to get harassed 2) Moving transit off Nicollet is a waste of taxpayer dollars - transit on nicollet is not what is broken about downtown.
One way roads are confusing for people who don't use the road frequently to drive and can be so intimidating they choose not to go to that area. I already know people who won't drive to downtown because of this.
Marquette and 2nd Ave is already such a good setup for transit, I like two bus lanes in each direction because that allows for buses to pass one another.
Removes buses off of Nicollet Mall and utilized infrastructure already in place.
This is confusing and I generally don't like this one.
Dislike. Express buses already use this corridor and too many wayward drivers illegally drive here as well.
regular city local service should not be on the same avenues as express services and the Orange line
Marquette is already congested
Seems based on pessimistic vision of less express bus service, which allows room for many local / BRT trips w/o causing slow unreliable buses! Will city PROMISE to never allow closure of Marq/2nd for events? I feel SAFER on Nicollet Mall with frequent bus service present!

Like that it uses the existing infrastructure. Like that the buses have their own lanes including their own passing lane. Do not like that the local and express routes are mixed (negative impact on schedules and on-time for both).
I like knowing where south/northbound buses are.
I like that it gets the traffic off of Nicollet but doesn't move it too far away.
It's unnecessary
You are making people like me, who struggle to walk, go much farther to get to connecting buses. Particularly in the winter, this is awful. I already sometimes struggle to catch connecting buses when the stops are close together, so adding multiple blocks to the walk will make it unworkable for me to take transit at all. (I take the 11.)
I like that there are dedicated bus lanes, but I think it's confusing for both vehicle AND bus traffic.
No opinion
I use route 25 and would prefer Marquette/2nd Ave instead of Hennepin.
Confusing
one way pairs are confusing for everyone
Hennepin seems farther than convenient
closer to nic mall, less of a walk with shopping bags; very concerned about safety as the stops will be operating on streets less travelled, especially in the eves and weekend
I like Option 1 as it gives the impression that transit would likelier be on time since it wouldn't have the 10mph rule. However, most of the places I frequent along Nicollet Mall, are conveniently located right next to or near a bus stop. If transit moves to Marq/2, it'll mean walking 1 or two blocks or catching another bus that crosses through Nicollet. Not the biggest concern in the world, sure, but one I am curious about for folks with certain disabilities.
I like having fewer transit streets so transfers are easier
Convenience
Marquette does not offer the experience Nicollet Mall does.
I don't like that service is spread over two streets. I will have further to walk to get to routes on 2nd St. I would prefer that transit be as close to Nicollet Mall as possible.
It seems like the busses could get delayed using the existing bus only lanes without additional capacity.
I like dedicated bus only lanes. I dislike the mingling of vehicular traffic with the bus. Cars make me feel unsafe as a pedestrian walking to my bus stop, and downtown cars do not obey the bus only lanes PLUS they're not enforced...
Northbound service is not convenient to light rail, being 1 block away from the station. That's a cold walk in the winter.
I like it.
I'm concerned about the quality of the streetscape on Marq/2nd compared to Nicollet. This is an issue with all alternatives. I would like to see streetscaping improvements and an effort to put storefronts on Marq/2nd to retain a welcoming feel for transit riders here in any of the alternatives.
Re-uses infrastructure already installed.
Faster, uses existing bus lanes, close to Nicollet
Familiar, same one-way setup as BRT on 7th/8th
Route 11 is on hennepin! I would take it more (instead of the 4). This would be great!
absolutely nothing, nicollette is safe and a wonderful rout for all thee buses. especially since no cars are allowed. this doesn't make it better for transit users it makes it more accessible for cars.

I think drivers will be less likely to drive in the bus lane with this setup. It also allows buses to easily pass each other
I don't like that north/south bound bus stops are not on the same street. 2nd is further away from E/W bus route transfers and makes it harder to catch the train.
Would it still be well lit like Nicollet is?
Buses aren't on Nicollet Mall
I really like the people and the community on Nicollet Mall. MOving to these streets feels very isolated and unsafe. I would feel less safe waiting for a bus on these streets at 10 pm than I would on Nicollet.
There is nothing I like about it. I think all downtown bus service should be on Nicollet Mall.
Dislike long distance to make transfers to east-west buses. Dislike putting local buses on Marquette and 2nd due to lack of street life/"eyes on the street" and believe bus stops would feel more unsafe. Concerned about bus congestion with local and express services on the same routing.
Hard to get to/ from library
Buses already move to Marquette and 2nd Ave whenever there are events on Nicollet anyway , so I like the idea of keeping it that way. The downside is that having all of the buses on one street like Nicollet makes it easier for people to remember where those buses are.
Fuck Marquette Ave! And 2nd and Hennepin Ave too, why would I want the busses to be further away or off Nicollet Mall? It just makes everything more confusing, keep it all in Nicollet mall.
I do not support moving buses off the Nicollet Mall
I'm a train rider and only occasionally go in and out of downtown on a bus. I have no opinion.
would drop off and pick up ever occur on the in road lane? I feel like that would stress me out
I like that the disruption to what i'm used to seems minimal.
I like that it has two lanes so the express buses don't have to wait behind a local bus.
I live in Northeast Minneapolis and work in downtown. Especially during winter months and when weather is bad I commute by bus. I live closest to the 17, but also near routes 10 and 11. When heading northbound from downtown, it's really convenient to have all three routes on Nicollet mall, especially later in the evening, because that clustering makes up for the low frequencies and I never have to wait that long to catch a bus. By moving the 11 over to Hennepin, I'll have fewer options clustered together and might have to wait longer or run from one street to another to catch the soonest bus. Better frequencies would make this change less of a big deal. I also think it's concerning that this option is moving northbound stops pretty far from Nicollet Mall, which likely is the focus of destinations for many Transit users. Shopping at Target for example seems much harder under this scenario via transit.
Though I understand the operational efficiencies and business access aspects of one-way pairs, I find them difficult to navigate/understand and mixing local + express would likely make it more intimidating and confusing given the large amount of routes whose information must be displayed but only run a handful of trips today.
Retains flexible parking/drop-off space on Marquette and Second.
I like that it utilizes existing facilities and provides an easy way for buses to pass each other.
Dislike that some buses are on Hennepin and some on Marquette. If anything, the 11 should be on Marquette and the 17/18 should be on Hennepin
I like the potential for increased speed. I dislike having two different streets for each direction and the poorer connections to the light rail stations. Transfers from busses off of 2nd St. would have to walk at least a block for connecting to the light rail.

Marquett is too far away to walk to Nicollet or things on Nicollet. Not close to the 6,4 bus route
I don't like the routes being split between two separate streets. If they must move off Nicollet, I would prefer to see them move to a location where they can stay on the same street in both directions.
gets everything off nicollet, most are still nearby
It feels more secure with business around. Nicollet Mall is usually deserted during certain times of the day and it feels unsafe with no business or shops open to the public.
Like: Bus shelters and route info displays already exist on these streets. All Hennepin routes use Hennepin bridge. All Marq2 routes that cross the river use Central Ave bridge.
Clear delineation of street usage to get buses off Nicollet Mall onto streets where buses have dedicated space.
Not a huge fan of having separate streets for different directions. Getting on/off across the street from where you got off is super helpful, especially for new bus riders
Dedicated lanes for buses that can move at normal traffic speed instead of being limited to 10 mph
It moves buses off Nicollet but keeps them close; at most two blocks away
Uses bus only lanes to be fast
Existing transit advantages. Faster trips.
It makes sense to me transit wise, but just moves the problem over two blocks. Its not like Marquette or 2nd will automatically be brimming with civic life now. Maybe buses will move faster? Thats good. But is there a street scene on those streets that will compliment commuters and city life? I don't really see it. Then what does that leave Nicollet Mall with? More chipotles and corporate steakhouses? What do you do with the former department store spaces? Does it just go to seed now that there's no more working folks there for transit?
Good location close to key spits downtown. Third Avenue is too far east of major attractions like Target Center and Nicollet Mall
Marquette and 2nd don't have a lot of businesses like Hennepin, which I think would be better suited for a transit corridor. Seems to target downtown office workers, but office workers are more likely to come in on rapid transit instead of local transit, or by car, reducing the ridership of the system. I could see this working only if the streetscape of Marq and 2nd were drastically changed to introduce much, much more retail and service business to the street levels of these office bldgs. I do like that it takes the bus traffic off of Nicollet, which is much better served as a ped only space, and I like that it breaks up the bus traffic into two one-ways.
It was my understanding that Marq2 was pretty much at capacity with the express buses, but I guess if people are never going to start working five days a week again, you could use the capacity for that. It is closer to the core of downtown which is nice.
Have to walk extra blocks to get to my bus stop
I like the double bus lanes as I imagine this would help improve bus service by allowing buses to more easily pass each other while stopping for passengers.
Moves transit off Nicollet and uses existing infrastructure.
This would likely speed up buses through downtown, but connections to the C/D lines and light rail will be tougher.
It sounds easy. Especially if you can utilize station announcements like LRT platforms.
I like the two lanes for buses leaving room for express routes but I'm unsure how having the buses split between streets would impact the riding experience.
Uses the existing bus lanes

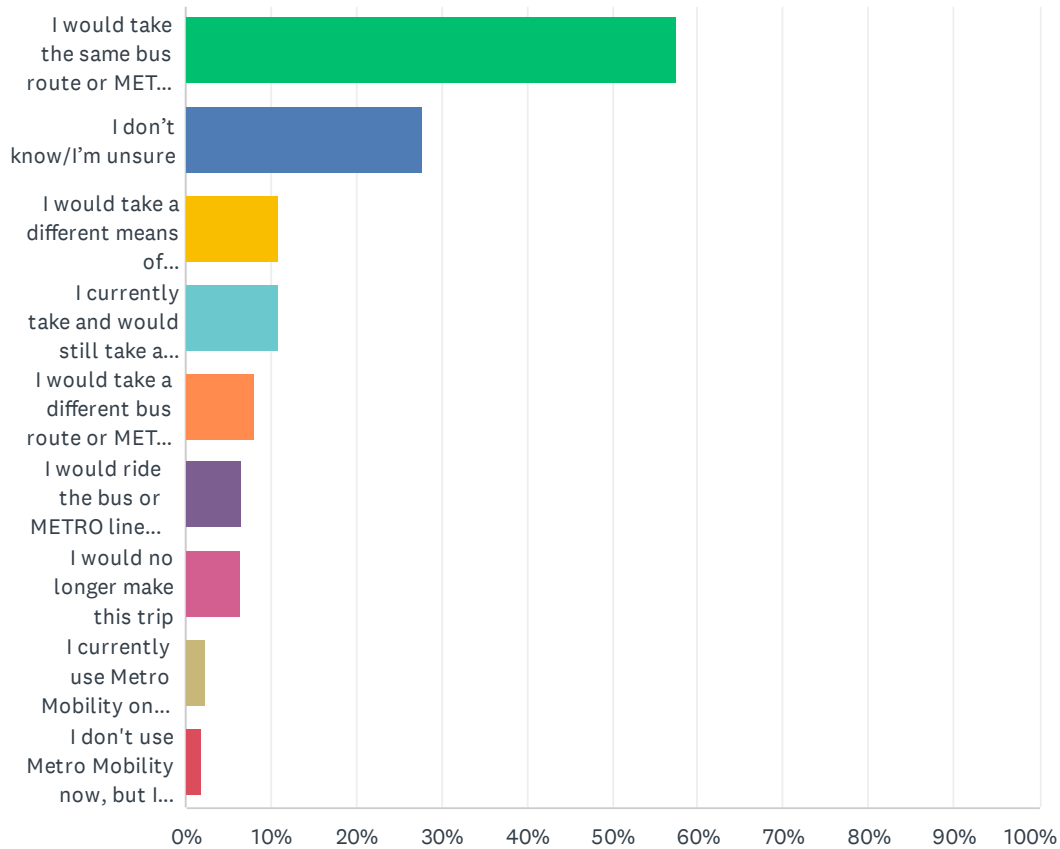
It moves service off of Nicollet
Keeping bus lanes separate from traffic. This would speed up bus traffic significantly. This by far is the best option to improve service and promote bus usage.
I like how it is pretty much similar to how Marquette and 2nd currently operates. That being said, I am not too fond of local and brt buses using this format. For northbound transit, passengers would have to walk an extra two blocks to reach Nicollet Mall. Not terrible, but not something that I would see as an improvement. That being all said, I do like the convenience of having local buses and future brt being connected to the Metro Orange Line.
I like that it uses existing ROW. I dislike that there could be congestion issues.
Option 1 is the best. Keeps the majority of routes close to downtown destinations (3rd Ave too far from most). Additionally, having two bus lanes one way allows for buses to pass those that are stopped at different gates, improving speed. When there isn't a bus passing lane, service will remain slow as it does on Nicollet now.
I like that it would be hard for cars to block bus lanes
I don't like that northbound buses wouldn't have a direct light rail connection.
I dislike that this would make connections to the LRT on 5th St and buses on 7th and 8th St more complicated.
I'm not opposed, but in general, it feels like there is confusion about the one-way bus lanes. Cars still turn there all the time.
Creates service confusion when mixing express service and local routes.
I like that it's only a block or two away. And I'm excited to have no buses on Nicollet. But it's a couple extra blocks away. I usually only take the bus down Nicollet to get from one end to the other in the winter or inclement weather. I like that I can see the buses coming and decide in the moment whether or not to take one. If the buses aren't on Nicollet, I'm more likely to just walk down the mall to my destination.
For me, this option is extremely inconvenient. Would take me out of my way. So why would I choose this option. Adding more buses to hennepin which will more traffic during rush, but ya'll not going anything about addressing the lack of shelters at the bus stop themselves but this what is more important. Got it.
11 is my local route and it being on Hennepin makes sense. I would like to see some form of bus priority on Hennepin to make it faster. I think Marquette/second is good because it is faster. The biggest downside I can think of is it might be more confusing for some people. If the bus was faster it's possible I would choose to use it more.
Focuses transit on the two main transit corridors. Buses can by pass stopped buses.
Marq2 is under utilized and this is still close to core
Moving "most" NM transit service is a not-good idea. Without transit users, NM will become even more ghost town-ish.
I'm concerned that Nicollet Mall will become even more deserted without transit riders. At least 50% of the people I currently see on the Mall are transit users.
While workable, it seems unnecessarily confusing to have many routes split between Marquette and 2nd. With many of the currently-suspended express routes going away permanently with the Network Now proposal, this seems like the best opportunity we'll get to reimagine how Marq2 works for the post-pandemic future. Additionally, this proposal adds a block's walk to transfers between the northbound 17/18 and LRT and BRT routes. Not insurmountable, but not necessary either.
This is the only option with 2 lanes in each direction. That seems very important to have for prioritizing buses and transit speed.

<p>This would move the problem areas to another street. There are usually problems where I here are downtown bus stops. If it slows down express routes, and makes express route stops more dirty and dangerous, then ridership on express bus routes may fall.</p>
<p>It is further away for me to get to my bus. I work at the library. I think having transit directly next to the library is important because it offers a safe place for people to wait for the bus inside during harsh weather conditions. We offer a public bathroom and water fountains. Many people use the library as a place to wait inside until close to the time their bus comes either for Nicollet or Hennepin. Where along the new route is there a building with a public restroom?</p>
<p>No comments</p>
<p>I find one ways to be preferable for cycling, as there are usually more lanes to pick from, and a dedicated bus lane is also a good option for riding.</p>
<p>I like that there are dedicated and clearly marked bus lanes, and that buses are able to utilize both lanes. Should in theory make for more reliable and efficient service, and prevent cars from using the bus lanes as they often do today.</p>
<p>Like - Dedicated bus lanes Dislike - having to cross stoplights every block and delayed service</p>
<p>Too many busses on these streets combined with suburban service, drivers using the streets and making them unsafe.</p>
<p>You're moving the buses away from anything useful. Marquette and 2nd are more dead than the mall. I make multiple stops when riding the bus and it would make my errands take way longer if I can't quickly stop in Target or Walgreens between buses, and I'd probably just stop somewhere else outside of downtown because buses aren't frequent enough to afford a missed transfer with the longer walk. And how am I supposed to connect to buses on Hennepin now? You're making the transfer time way longer, I don't care if the bus crawls on Nicollet, at least I know I don't have to run for my transfer. Not every bus continues across the river and I *hate* crossing the street at Hennepin and Central. Nevermind being on Nicollet feels safer... Marquette and 2nd are even ghostlier than Nicollet outside business hours, who is going to notice if something bad is happening.</p>
<p>Coming from my neighborhood in Northeast, slowest part of service is making turns on Washington. This doesn't help that.</p>
<p>Additional blocks to walk to/from 2nd Ave or Marquette to get to Target when riding Rt. 17 or 18. Longer distance to transfer between Rt. 17/18 and C/D Line.</p>



### Q9 If Option 1 is selected, how would your travel habits change? (select all that apply)

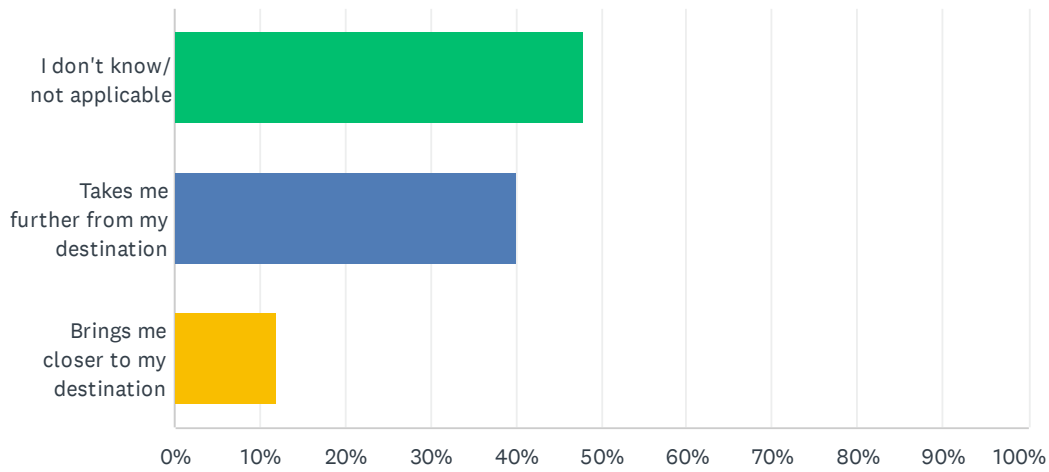
Answered: 1,318 Skipped: 475



ANSWER CHOICES	RESPONSES	
I would take the same bus route or METRO line (bus rapid transit or light rail)	58%	758
I don't know/I'm unsure	28%	366
I would take a different means of transportation (walk, roll, bike, drive, etc.) instead of taking the bus	11%	144
I currently take and would still take a different means of transportation (walk, roll, bike, drive, etc.)	11%	143
I would take a different bus route or METRO line (bus rapid transit or light rail)	8%	107
I would ride the bus or METRO line instead of taking a different means of transportation (walk, roll, bike, drive, etc.)	7%	86
I would no longer make this trip	6%	84
I currently use Metro Mobility on Nicollet Mall, and I would want to continue to use it	2%	31
I don't use Metro Mobility now, but I would if the route moved	2%	25
Total Respondents: 1,318		

# Q10 How would this option impact your access to destinations?

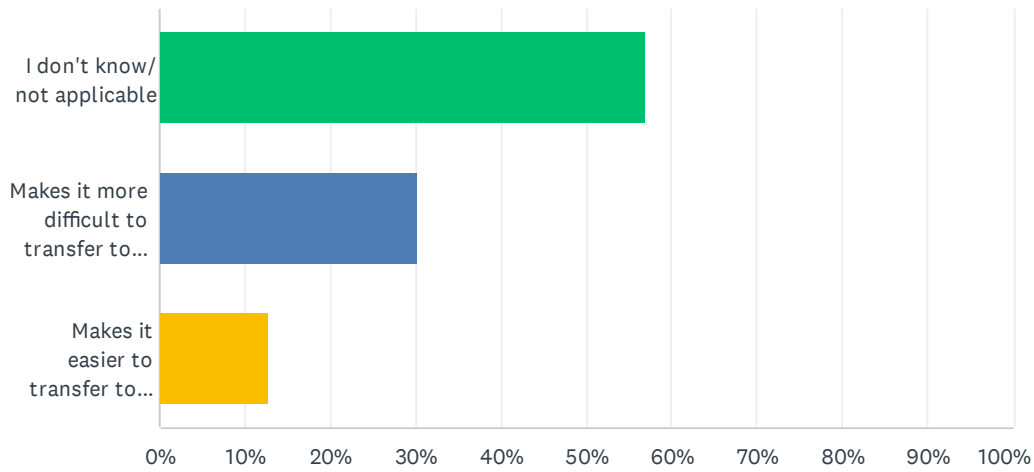
Answered: 1,318 Skipped: 475



ANSWER CHOICES	RESPONSES	
I don't know/ not applicable	48%	631
Takes me further from my destination	40%	529
Brings me closer to my destination	12%	158
<b>TOTAL</b>		<b>1,318</b>

## Q11 How would this option impact your transfers?

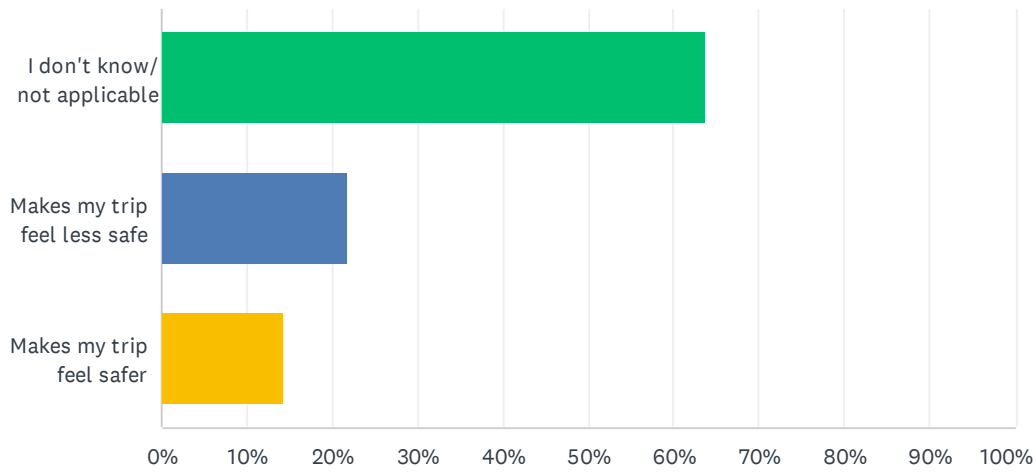
Answered: 1,310 Skipped: 483



ANSWER CHOICES	RESPONSES	
I don't know/ not applicable	57%	747
Makes it more difficult to transfer to other routes	30%	396
Makes it easier to transfer to other routes	13%	167
<b>TOTAL</b>		<b>1,310</b>

## Q12 How would this option impact your trip experience?

Answered: 1,319 Skipped: 474




ANSWER CHOICES	RESPONSES	
I don't know/ not applicable	64%	842
Makes my trip feel less safe	22%	288
Makes my trip feel safer	14%	189
<b>TOTAL</b>		<b>1,319</b>

# Q13 What do you like or dislike about Option 2?

Answered: 925 Skipped: 868

<b>What do you like or dislike about Option 2?</b>
<b>Open-Ended Response</b>
I like this option but personally think that the mobility of the buses could be impacted by vehicular traffic and congestion.
N/a
Drivers will be sandwiched inside 2 bus lanes...terrible.
Also, it is very nice and easy to understand.
It will make traffic worse. Also it would get rid of parking.
I don't like this option. I think there would be too many buses on Marquette then the issue would not resolve. This would still make buses slow and wouldn't help the issues. Then car traffic would also be worse.
Same as before harder transfer
I don't like how it mixes private traffic and public busses. this will lead to slow downs
It would require more time to my destination, which in winter especially is not ideal.
Don't like, not on Nicollet Mall
It doesn't include #11. I would rather have #11 move to where the #17, 10, 18 are
Keep buses on Nicollet. Don't need a carnival
Like
It's a further walk to my stops. It will feel less safe than Nicollet at night. It's feels insulting like I don't belong on Nicollet cause I'm poor and ride the bus. It makes Target and the bars I frequent no longer on my trip route and inconvenient to stop at.
Possible
Not enough space for buses.
Like
Same comment as before, buses should stay on Nicollet.
It would be nice to have an express.
I don't want the 11 to go down Hennepin. This takes me further from my destination and would make me feel less safe.
Its ok
I love the move of the 11 and 25 to Hennepin Ave and connecting Hennepin to Marquette and 2nd through these 2 routes. This gives me more options when I am traveling on Hennepin.
People are going to be upset about no parking, I feel like this ups the risk of someone parking in the bus lane
How is this different for those taking the bus from option 1? Id have the same complaints. Please don't take away the nicollet mall buses. If anything, I think either the 4 or the 6 should be rerouted to nicollet mall and the 17 can go to Marquette I guess. But to take all routes away from nicollet mall is unwise. It makes me wonder if those proposing these plans actually use transit or commute downtown day to day.
Confuses fewer bad drivers. Otherwise fine.
I hate that this is more needlessly complicated than Nicollet mall. Buses should not be removed from Nicollet mall.
Opt. 1 seems better. Not good: moving 25 to Henn; lack of 2 one-way lanes so buses can't pass each other; cost of re-signing Marquette to 2-way.
I like keeping North and south bound on the same street. Easier to navigate that way.

Better but not great. Still farther
dislike folks would park in bus lane most likely. I like that it's probably cheaper to do cause its only 1 road instead of 2?
I dislike that it moves route 10 from Nicollet to Marquette. I like that the express routes are on a separate street - potentially makes it easier for them to truly be express.
No street parking
Just move them off of Nicollet. :)
Better than option 1
dislike all option, would not come downtown
Too far for a handicapped person like myself to walk
That would be a great choice also.
It doesn't impact car traffic
Same as previous response. Takes away from nostalgic atmosphere of being on Nicollet mall. Maybe Nicollet mall just needs a small buss. Not a great big commuter bus. Many places could use a small bus.
I don't like it at all.
I think it would make the busses slower
That's worse than the other option.
good option.
I don't like combining the orange line with local route. it will delay the orange line. I am also against getting rid of the one ways.
I dislike having the express buses on a different street from the 10/17/18.
Closer to target
I like that transfers are on same road for local buses and are only a block from nicollet. But would make express busses farther from me.
Easier to have all buses on one street
It's nice to have the express routes on a separate street
Marquette is a cluster already - difficult to get in and out of parking facilities this will make it worse.
Not liking it much. More spread out.
Keeping all non-express buses exclusively on Marquette and express buses exclusively on 2nd Avenue would be nice.
It would block access to my parking lot (many of them, actually).
Easier to navigate
Bus lanes mean less lanes for cars. Removing parking would constitute a hardship for many. However, this option is better than moving busses to 3rd Ave
Like how it keeps all lines same road closer to the light rail station
I like that it's just 'one block' over from the Mall (I take the 17)... the closer to the Mall where there are 'people and activity' the better... the farther away it moves, the less I like it.
It makes my transfers between liquid Avenue buses and Hennepin Avenue buses
Similar to current routes
Still works well
More traffic on my route to/from parking garage
Closer to Nicollet, Same street for both directions


Buses passing buses with cars in the other lane will not work well.
Where are the bike lanes?
Option 1 is better. Using existing lanes
Like: Both directions are accessible to cars
Removes parking? After you've invested millions in apartments and condos in this area? Wow.
I like this option with local buses using Marquette in both directions. It means whatever direction you're traveling you're only one block from Nicollet. With option 1 north bound trips would be two blocks from Nicollet.
I feel like cars and motorcycles would be more tempted to cheat and use the bus only lane when they are side by side and going in the same direction, kind of like I witness at times in the bus only lanes on Hennepin by the Walker Sculpture Garden
Splitting up between two streets seems likely to create confusion
I like that it removes parking and has dedicated bus ways
Dislike a single bus lane in each direction, increases possibility for buses to be delayed due to other buses. Dislike distance from Nicollet Mall shopping/amenities
Will potentially clog up Marquette. Too few lanes to move auto traffic. Buses would be frequently using auto lanes to pass stopped buses.
I like express routes only on 2nd Ave.
removes bus riders from the mall
two way traffic seems more likely to cause accidents than street dedicated to one direction
Close to Nicollet. Less walking. Closer to retail. Avoids Hennepin.
Better than Option 1
I like that this restores a two way street which will help make cars slow down and the street safer for pedestrians and bikers.
We need parking in this city do not remove it!!!!
I dislike having traffic in two directions. Make one way transit corridors
Think this would present challenges to the daily commuters. People already use lanes that aren't meant for cars, this would only make it worse.
Stop trying to make Marquette happen! It's a stupid idea! If the routes did change, I wouldn't have much of a choice in using the bus, now would I?
I like that buses get their own dedicated lanes both ways
I would no longer use Metro Transit. Leave the buses on Nicollet Mall. It is convenient and safe!
Less walking to and from other places because buses run on same street in both directions.
Only marginally better than option 1 - it still splinters the ability to transfer if you need to get on the #11 from the #17, for example. What impact does removing parking have? What activities/amenities/attractions are on Marquette that would make it a practical choice?
this is better
It removes bus service from Nicollet Mall
further from train station
I HATE BOTH OPTIONS! WHY DO THEY HAVE TO CHANGE? THE RETAIL PART OF DOWNTOWN IS ALL ALONG THE MALL. TARGET, IDS BUSINESSES, DAYTONS PROJECT, AND MANY OTHERS. ALSO, SENIOR CITIZENS MAY FIND GOING TO THE MEDICAL ARTS BLDG FOR DR APPTS EASIER TO STAY ON THE MALL.
[shrug] might be okay



Move of any routes to Hennepin Avenue.
I like that this plan removes parking.
Marquette is better than buses going on 2nd Ave. I ride the 11 bus so this doesn't affect me much. Though I hate waiting on Hennepin and 5th. Very unsafe there when I had to catch a 6 or 4 southbound bus.
It would make for faster and convenient bus service.
It would congest Marquette during rush hour. Already is frustrating.
Less congestion where express routes run.
Parking removal is helpful, but this is still too far for light rail transfers
only one lane of traffic for cars on already crowded streets - the questions on this survey only ask about the impact on busing where they should also explore how these shifts impact drivers.
No objections
These options do not affect me, but I like the idea of taking the buses off the Nicollet Mall.
Want to keep parking
Close to Nicollet Mall, not shared with express busses, could be a nice overall experience for transit users. However, there are no good bike connections.
That's to many buses... the singular all bus road would be unpleasant to walk along with only bus waiters on both sides.
Too much traffic on Marquette already!
It's better than the first option, but it's still less convenient & less safe.
Doesn't interfere with express routes
Two way dedicated routes aren't as useful as one way.
I do not want Route 25 moved to Hennepin Avenue. Hennepin feels just as unsafe as Nicollet.
More work & cost & confusing to change current street configuration
If parking is removed, will there be alternative parking options?
18 and 11 being separated is an issue for me.
Again, I don't understand why transit has to be totally removed from Nicollet Mall. Hennepin Avenue is much less safe and further away from places I need to be/go to.
Don't like it.
I don't like anything about paying for another remodel of nicollet mall
same as 1: this improves nothing actually??
I like that street parking in this scenario is reduced.
This still moves transit farther away from where I need to go (along Hennepin Ave).
It's the same option as the first but it has both lanes of traffic and my opinion is still the same, it went back to Nicollet Mall after having changed service like this a couple of times already.
Would these lines replace the 11, 4, 25, etc?
danger of pedestrians crossing jaywalking to catch the bus
As stated in Option 1, this takes me further from my destination. I am usually going to the Warehouse District for an event at Target Center or a game at Target Field, the theaters, or the North Loop. Moving transit further east from Nicollet means I will no longer use transit.
Preferable to option 1 - with option two there are less buses on the same lane of traffic, and it's closer to the green line. I'd still prefer it stay the way it is greatly, but this is better than option 1.
Can't the buses stay on Nicollet Mall??!!
I don't ride a bus

I like that there would be access on both sides of the street and not just one. May be congested that way.
Seems packed with traffic - don't like. Removal of parking - like.
i like parking being removed, and converting these streets from one-way to two-way.
Seems more practical to have buses on one street rather than option 1, but it would still make Nicollet feel less welcoming by filling it with cars.
Like: all buses run closer to Nicollet Mall
Hopefully makes Nicollet a non-vehicle pedestrian street.
Again, it moves traffic of an overly crowded mall.
I like this one best I think it would be smooth process
I might take an express bus depending which came first - running on same street
The problem lack of safety and retail there, not how the buses move.
Too far from where I want to be
May be more confusing for automobile drivers.
I dislike changing the directionality of traffic. Leave Marquette and 2nd as one-way streets. I think this will make Marquette MUCH slower for buses.
I like that this keeps buses only a block away from original route.
this better
Idk, makes no sense
Would make vehicle traffic and parking more problematic along and near Marquette and 2nd
This seems fine.
Keeps getting on off the bus easier and also access to MTC offices on Marquette easier if needed.
Seems like Marquette would get pretty clogged with this setup and it would take a lot more work to get the bus lanes created.
Not too different from the Marquette and 2nd Ave. option. It could work for me.
Doesn't appear to address bikes on Nicollet Mall.
Seems like too much traffic for Marquette Ave. Is this more expensive than option 1?
i think this is a much better option! That way it would open up Nicollet Mall and the busses would not overcrowd each other.
Crossing road to transfer more dangerous. Further from stadiums. More street congestion. Less downtown street parking.
This is similar to current path along Nicollet Mall, except on a parallel street. I would prefer this option over Option 1.
getting the buses off Nicollet.
Leave them on Nicollet. The downtown issues are not bus related. Get businesses back downtown and take people living downtown into consideration. Not just suburbanites and tourist.
Looks a lot smoother.
Moving transit off of Nicollet.
Similar to Option 1 - Hennepin Avenue option not good.
Only dislike cars are already running red like and often cross in front of bus cause busses to hit hard on brakes
further from Hennepin
Less ambiguity with buses both ways on the street. Also preserves two-way for cars.
Opens Nicollet to more of a venue, less or no traffic

Busses off the mall
One ways with the other design seems more efficient and less complicated, less traffic cross over
Dislike.
Don't like moving 25 to Hennepin. Very inconvenient!
Putting buses both ways with one lane for cars/trucks may make it congested
It is the same thing. It is farther to catch the bus. It is farther to walk home from the bus. I have mobility issues. It is a big deal.
Getting Transit off Nicollet
I like this better than Option 1
No impact on me.
This option makes no sense and is a poor idea. There is already significant transit traffic on both Marq and 2nd and the buses use the two lanes to bypass one another as they are picking up/dropping off riders. A single lane would only back up and slow down the routes. PLEASE DO NOT IMPLEMENT THIS IDEA!!
The dedicated bus lanes.
i like the seperation of express and city
I think option 1 one way direction is easier to remember and work with.
It's only one block of Nicollet mall; not a huge change. Like the idea of a 'dedicated' two-way route with no car parking.
Same complaint. Transfer from a 4 or 6 is much worse
Traffic could get ugly with only one lane in each direction
Keeps me closer to library (my usual destination). Easier to understand than Option 1. Separating express busses (to 2nd Ave) would make it less likely I accidentally get on wrong bus.
Less exciting corridor
Opens up Nicollet mall
Like: separates local from express bus service Dislike: transfers would be more inconvenient to C & D Lines, longer walk from Hennepin and routes 4/6/12, would require road construction in order for Marquette & 2nd Aves to be reconfigured. There's been enough construction on these streets already, IMO
Like
I don't like any option of moving buses off Nicollet because it will slow down bus service because you are competing with other vehicles who are waiting to turn and may miss a red light and cause the bus to wait for an additional light sequence.
Traffic may get very congested on Marquette / regular car drivers would be confused
It stays on Marquette.
Too much confusion with bus lanes going in both directions. People already can't follow the signs!
Dislike removing parking
Those are not routes I ride
Removes parking from an area that is already difficult.
Better than option #1. At least t would be open to traffic use and not just for transit stops.
I think Metro Transit will do what it wants and not listen to what people want. I am not in favor of switching the route-just as I was not in favor of the very expensive bike/bus lanes you are implementing in Uptown and destroying small local businesses with cutting car options for them. I am a bike person-but believe you are killing the local flavor of our city and forgetting that, yes some of us

bike year round, but we live in a winter state and folx need to be able to park near businesses if they want to support them....it is great we want to green the city and be accessible but realistically we are not fully weighing how businesses (small local ones esp) can make it when only accessible by bus/bike/taxi. Also the bike lanes on Kings Hwy and this is coming from someone who is mainly a bike commuter, I don't think you understand how people move around and I doubt you will listen...but that route was poorly planned & in fact causes more risky choices as a biker and makes commuting along it very awkward.
Again, why are we moving things off Nicollet? Are we trying to allow cars on it? Dumb. Just do buses on Nicollet and that's it.
Like that parking is removed
I like that buses are removed from Nicolet Mall - similar to Pearl St in Boulder CO
Too much walking
Not on the Mall.
I like that it moves bus traffic off of Nicollet.
I like that this is easier to comprehend for new riders; routes exist on a single road, not on two roads for different directions of travel. Dividing roads between service types makes more sense This makes transfers easier to explain than Option 1
Terrible ideas.
Makes walking or biking on Nicollet Mall nicer.
Again-this model would put a LOT of bus traffic on Marquette, making it very difficult for people who need to use garages on this street. This model would also eliminate street parking on Marquette, which is always very heavily used. Not a lot of other parking options are available in the area.
Seems like it would lead to more cars parked illegally in bus lane, it's nice that existing layout completely does not allow private cars to drive in the same direction as buses
Bus only lane is good if cars know not to drive in it. But with the crazies now days people will be passing on the right. Less confusing for people knowing they aren't even supposed to drive on a particular street. Undecided on whether less parking meters is a plus or minus.
Dislike, this option would mess up the express buses that use Marquette. Would add time to the express buses routes.
No opinion.
Option 2 looks like it might be better for drivers and maybe safer for bus riders
I think this is a better option. But WHY do you need to move buses off Nicollet?
If it would move my 2nd Avenue bus stop to Marquette in the evening, I would love this! I don't like walking that far in the evenings, especially during the winter months.
Easier to make trasfers
Like. Better than Marq/2nd split. Like: Regular busses running closer to Nic and Hen.
While it will hurt parking, I like that both busses and cars can use the road together.
Would probably be more efficient for buses.
I dislike the splitting of the local routes because it makes my transfers more difficult. Also much of my shopping and appointments are on the Nicollet Mall so this would require more walking.
Would need to reconfigure bus stops and street
I like the bus going in two directions on the same street. I do not like there being cars on the same street as it makes crossing feel more dangerous.
Parking is hard enough now, making less parking seems unwise
Keeps local routes on same street and keeps express service separate. Bus lanes are great.

Nothing
Same as option 1, better use of existing infrastructure and closer to actual center of CBD. Does keep most busses closer to Nicollet so a plus over option 1.
I do a lot of things on Nicollet and this option although only a block takes me further away from my destination
I am not sure this solves the problem of safety. The area feels more closed in than Nicolette does.
You know for sure the drivers would park in the bus lane and hold up buses.
Businesses always concerned about losing parking
This seems better to have cars allowed in one lane and buses in another vs a one way. But still weary of cars going into bus lanes. There is plenty of parking elsewhere so that's not a huge negative.
It will become more congested for buses already on this route (for example, Bus 781 which I ride)
it's closer to my work, but my bus is still too far on Hennepin and it's tiresome watching the drug use, and violence on Hennepin Avenue
Might make bus service faster and improve biking on Nicollet
If Route 14 is on Marquette this would be fine.
Not convenient
Congestion of 2way streets
Fewer stores, less pedestrian traffic. I feel safer on Nicollet mall with all the people around.
Too far away.
Prefer Option 2 due to having both bus and regular traffic.
It keeps all of the bus lines with frequent stops on the same street.
not sure
one lane for traffic doesn't work.
Route 11 is still moved away from Nicollet Mall making transfers to the Blue and Green line not possible.
Again a left hand turn off of 6th Street will cause issues.
Like the 2 lanes in Option 1 better - easier for the bus drivers to navigate
I like this option because it consolidates the routes in this corridor and personnel can focus on cleaning and guarding the stations here.
Two-Way transit sounds good. Fewer details about "Which" street to catch the bus.
same as option 1 - less convenient, less attractive, more complicated, not ped-friendly, feels less safe
Closer to businesses on Nicollet Mall
It moves buses OFF Nicollet
Dislike Everything
Yes!! I love both directions.
Tomaría más tiempo el transfer a otro bus
Again Hennepin Avenue is NOT safe.
Buses are in the same street. I will move transit out of Nicollet Mall making it friendly to bikers and pedestrians. Part of the infrastructure is already there.
Leave it on Nicollet
Marquette already has a lot of traffic and buses. Also I wonder about commuters reactions of some of the people that ride the downtown buses and who would be waiting at the station.
Removes parking - seems to change express buses too much

<p>this avoids the little loop at the end which is good. you can also see the other direction of bus and if you are on the wrong side, you can easily cross. in option 1 you have to walk two blocks to get to the other direction stop.</p>
<p>Already too crowded with bus traffic</p>
<p>I like that it removes parking</p>
<p>I mainly take the 10 route and green line so not really affected.</p>
<p>Separating express &amp; local is good, seems like it will be more difficult to access parking ramps safely</p>
<p>This is the much better option because it keeps the busses closer to Nicollet Mall. Hennepin is too far away, but I seldom ride the 11 or 25 because I don't need to go where they go. One reason we chose our apartment was because the busses are so close - 1/2 a block away!</p>
<p>Bus stops on Marquette are still an awful idea :/</p>
<p>Same as option 1. It takes me further away from where I need to go.</p>
<p>No light rail</p>
<p>I'd only have to walk one additional block instead of two</p>
<p>less safe</p>
<p>Major congestion. Cars currently drive in the bus lane. They'll drive in the other lane too</p>
<p>Marquette then becomes the "hang-out" street, instead of dividing it up</p>
<p>Seems reasonable, too.</p>
<p>cars would always be in the bus lanes, would be slower. marquette and 2nd are boring streets and it would feel less safe.</p>
<p>See my comments regarding Option 1. Still would be a major dealbreaker for me due to an inability to feel safe on those streets. Also just being on streets that are car-centric and so wide is really unpleasant. It means that during lower-foot-traffic times of day, you lose the sense of safety of both sides of a street when the street is that wide or with cars/parking in between. I feel less safe waiting for the bus on desolate streets than walking, because I'm more likely to be harassed by drivers, especially at near-side bus stops. But really any bus stop in a deserted area. It's just much harder to disengage from sexual/verbal harassment in that context.</p>
<p>Same problem as option 1; there is not any light rail station stop at Marquette or 2nd.</p>
<p>No thoughts about this</p>
<p>I don't think Marquette's wide enough to support the two-way traffic with buses. Delivery trucks frequently double-park, and there would be no way to get around them.</p>
<p>Lose downtown parking, increases transfer</p>
<p>Nice having both directions on a single street</p>
<p>Confusing to know where to catch different routes</p>
<p>I still dislike it. Once again, Nicollet Mall bus route is more convenient to me.</p>
<p>Moves the commuter traffic only one street over</p>
<p>Changes infrastructure</p>
<p>Don't like that it removes city street parking on Marquette</p>
<p>I like the designated bus lanes. Seems like only having one lane for the bus would cause buses to get backed up though.</p>
<p>Overall I like this a lot. Sounds efficient and appealing as a current express bus rider—for whom this would bring the bus a block closer—but also seems strangely segregated. Potential drawback: if this eliminates car traffic on 2nd and Marquette, that may make it hard to get East-west by car between Hennepin and 3rd</p>

Seems more similar to nicollet, but also seems likely to be just as congested. I like the option 1's idea of having southbound and northbound on different streets.
Same things as option 1. dedicate bus lanes , and making walking and biking better on Nicolet Mall.
I like that the stops for opposite directions are still on the same street, as well as having the BRT there makes transfers much easier
Dislike- seems like it would affect car traffic more.
Don't like cars being next to bus lanes, cars just end up using bus lanes
It's the same thought as the other option, it makes me feel like I'm getting away from crowds and feeling unsafe, and splits up my bus options onto 2 separate streets.
I want the buses to stay on Nicolette Mall
Straightforward to understand where stations are. Removing parking is a good thing. We want more transit and less cars.
No opinion
Removes dedicated alternative transit corridor.
This option looks ok as well
All of the buses would be much further away - and would discourage riding Mass transit among those with walking issues.
same as 1 but I wouldn't want to lose parking options downtown
It would cause so much more traffic and congestion to this area. Crossing the street here would become really unsafe.
Same as above for me
Dislike that it's further away from Hennepin and doesn't have a light rail stop
I like that it removes parking but I'm not sure why you're doing this?
Similar to Nicollet mall
I like that the buses are on the same road. What I don't like is the distance to the library is far.
Again, it just makes Marquette more clogged than it already is. Though, again, I do like making Nicollette more walkable and open to vendors/events.
I dislike how quiet Marquette is on nights and weekends - if no one's around, it's less safe
Nap
Like the convenience of the lanes on the same street, dislike the loss of parking
parking availability. This could work but I think that you would have to consider eliminating the regular car traffic, which could make some ramp operators pretty upset.
Again. Create too much traffic on these streets
Makes 2nd Ave ultra busy
Would not wait for a bus on Hennepin Avenue - not safe enough
Same thing. No difference really. Love it.
It is unclear to me what would happen to Nicollet Mall with this plan. Would it be opened to general vehicle use (which I definitely do not want), or would Nicollet Mall become a pedestrian only zone (which I am in favor of).
Same as 1
Same issues I identified in the previous answer. Also, bus lanes will be blocked by clueless/rude drivers.
Seems more straightforward.

This looks more likely to have congestion. I also imagine some people would try to cross the street to catch a transfer, which is dangerous and slows traffic
I like option 1 better.
Like option 1, it improves walk ability and biking on Nicollet. Also, these roads are suited for buses and I could get to them more easily.
Still desolate and too far from transfer points.
I don't like buses going both ways and clogging streets
I lie it
Doesn't make sense
This sounds better than option 1. Having separate roads for local routes and for express routes will lead to less congestion and busses should move faster. A concern is that delivery drivers will park in the bus lane.
I'm all for removing parking downtown! But having buses share streets with cars will not (and making all these routes, especially the 11 and 25, do detours) speed up transit. Also, how are bus only lanes any different from Nicollet being car-free today??
In other bus only lanes I've seen where there is a single bus only lane, you definitely need to account for people who will park or treat it as a loading zone anyway. Like the dedicated lanes though and seems better than option 1 for connecting to different routes.
I like that many of the bus routes stay near nicollet Ave. I also like that both directions can be found on the same street. I like that two way traffic would likely slow down drivers which makes it more safe for pedestrians on these streets.
There would be fewer parking spaces in an already crowded area.
Like
Keeps north and southbound local routes on same street which seems good. Less confusion about where my bus would be etc.
Good
Since I can take either the 10 or 11 home,I don't like the idea of those two buses changed to different streets me
It's not on Nicollet mall.
It's more confusing to think about the coming and going routes.
Same as option one, where it would just be a further walk from the businesses that I visit on Nicollet Mall.
It's an unnecessary propose change. Please just keep it to Nicollet Mall. We don't need extra, unnecessary changes that are unpopular with the public.
Too much cross traffic with two lanes each way. Seems like cars would block the bus lanes or ignore them, slowing down the buses.
Same as Option 1 for me, light rail to bus 11
Separation of local and express/BRT
This seems more confusing when driving around downtown. It is already busy when trying to park in the morning and it seems like a hard road to turn across when driving
If a road is going to be bus only, it should be bus only both ways. It makes driving downtown more complicated
I like the traffic flow for this design.
No different than option 1 to me
Same as previous, I mostly use the 11 to get downtown



I do not like that all options are removing transit from Nicollet, as the existing infrastructure there is in good condition, and this is closer to my destinations (restaurants, shopping, events). Of the two options, I prefer this because it means I don't have to walk further at night for my return routes to get to 2nd (as Marquette is closer to Nicollet).
This seems like it would cause fewer people to object. Works fine for me. I don't mind walking a few blocks either way if it means a pedestrian mall
I like this one too...
When I miss my bus, I kill time at a business on Nicollet. There is nothing to do on Marquette or 2nd. Also there are fewer people hanging out, which makes things feel less safe.
Marquette and 2nd are bad streets to move the routes to! Farther from transfers, less welcoming, less safe.
Closer to where I want to get off and get on the bus
I don't like that there seems to be high likelihood cars will drive in the bus lanes - what will be done at intersections where cars are turning left? I do like that all (most) of local transit is on one street.
same as option 1. marquette infrastructure not good enough for mixed, too many cars
Neither of these streets are pedestrian friendly. Waiting for a bus on 2nd feels actively hostile to transit users.
Don't change it!!
I like it
There is absolutely nothing to do here. Nowhere to shop, nowhere to grab a snack. All the places worth visiting are on Nicollet Mall.
This seems confusing. It says bus only lanes but also says other traffic? Don't make buses run in mixed traffic. Moves too far from hennepin.
Confused about the one ways but I don't imagine it would solve the general concern about how it feels to be on each street at any hour.
Too little pedestrian space. This would be ok if cars were not allowed and sidewalks were wider.
Dislike car traffic in same direction, people taking right turns would clog bus lanes. Center running lanes with median stops would be better if possible. Also, this corridor has way less foot traffic which makes it much less safe than Nicollet.
Want to keep on Nicolet
The 10, 11, and 25 would be further apart so it would be harder to get a different route if I missed my preferred bus. Also, Marquette seems very unsafe for pedestrians. There are a lot of parking ramps where Car's exit and they don't look for people walking.
I do not like that the 25 is on Hennepin. I want the 25 on Nicollet.
More complicated
Same thing, it is nice being centralized.
Bus lanes need to be enforced
Indifferent
I like that this takes most traffic to Marquette.
I like that you can get local routes in either direction from the same street.
I like that it removes unnecessary parking on Marquette. I don't like that the busses don't have a double lane and thus it could be just as slow as Nicollet. It would be nice that riders could see each other from shelters on both sides of the street
Ability to get to destinations easier
This would make driving car much more difficult

There is already a lot of congestion. I prefer to keep 2 lanes for cars moving in the same direction, rather than making it a two-way street.
Seems safer for exiting and entering bus to the street, would be faster than Nicollet mall
I dont like this idea it would become more crowded and buses would be slow or late waiting for the buses in front of them to move
Dislike
This would make figuring out which bus is on which street more difficult. Would make the busses interact with car traffic more
I dislike that car traffic would become two way, this street is already too wide no need for so many lanes.
I'd have to go even farther to catch my existing bus, which presently runs on Marquette
I don't like that buses would have to compete with regular car traffic in each direction. I know there's dedicated bus lane with this option, but drivers often stray into the bus lanes. This has the potential to really slow down bus service and I don't think it would be a good option. I like the dedicated bus lane in each direction.
Removing the parking for regular cars will make it feel safer trying to get to/from the bus stop. It would a little frustrating that regular buses and BRT do not share stops if you want to catch whatever arrives first. Shutting Marquette down to turn it into a two way would make traffic worse downtown in the short term and make things less pedestrian safe in the short term for long term benefits.
Will make buses faster
I like the removal of parking, which will reduce some of the cars on those streets. Still no real incentive for cars to not drive there the same way they do now, despite the signage.
This is not ideal but doable
Easier to know which street to be on if you need to catch a bus. Right now the signs indicating that southbound Marquette Ave is for buses only are practically nonexistent so it seems like there is always car traffic anyway.
I want my bus, 17, to run on NICOLLET MALL, NOT Marquette, 2nd Avenue or Hennepin!!!!!!@
Makes turning harder and potentially More dangerous with busses Moving in 2 direction's
I do not like that this changes current traffic patterns. As a personal vehicle commuter, I already see a lot of vehicle that do not obey the bus only lanes and drive in them. It can also be challenging to cross the bus only lanes in order to turn at a corner or into a parking ramp. There are a lot of parking ramps along Marquette and I feel like this option would create traffic jams of people trying to get into ramps but having to wait for buses to move or trying to merge behind/in front of buses. Giving buses their own designated double lanes (Option 1) reduces the risk of accidents with both vehicles and pedestrians.
Busses are going to fight idiots in cars who drive in the bus lane. Cars make transit feel less safe as crossing roads becomes more difficult.
Farther away from Hennepin... harder to transfer
This would make to/from trips much easier and knowing where I could pick up a transfer easily.
I like that it's closer to Nicollet, which is closer to where I work.
Good. Take traffic off Nicollet
I think it is an improvement over the current state, but not better than option 1. The dual bus only lanes seems to be a clear strength.
11 would be closer for me, feel crime would increase on Nicolet
As a bicyclist using those streets, it's nice to have it less busy with bus only traffic in one direction.

I don't like the 2 way option.
I think this is a great idea for traffic management but am not a fan of how bus routes 11 & 25 are isolated
Easy to remember where to get on the bus in either direction, as it was on Nicollet.
I like removing on street parking. I like separating the express and local, but keeping close enough for transfers.
Please leave the nic mall busses the way they are
There would be more traffic noise for nearby residents.
Cars and busses mixed together on the same streets feels suboptimal to both.
I dislike that it'd make transferring to the blue line more difficult.
I like the idea of having a Nicollet Mall without any buses. This sounds like a bad idea--I often see the buses on Marquette and on 2nd Ave using the existing two-lane structure to bypass a bus that is stopped for loading and unloading. I expect that this new plan will significantly slow down bus traffic.
I live on Marquette and wish it were two way. No parking would be great.
It would be further from my designated point where I got off the bus, tho appears like it would be faster. Would the bus 17 and 18 continue down Nicolet Avenue or move entirely?
Same street to catch busses for opposite directions. Separates local and express routes
Dislike removing the buses from Nicollet. There's nothing to like about this.
Seems like more traffic in both directions would make it more unsafe
Keeps me closer to my destination
I like that it removes buses from Nicollet mall
I like that you can stay on the same block to transfer. I dislike that buses would have to merge with traffic if another bus is in front of it, leading to delays
Makes one street more congested with buses (bad) but helps users find transit and cars avoid confusion (good)
The stops might be closer for transfers and maybe less cars so faster buses
Would put more people waiting together on Marquette.
Terrible for traffic movement on an already choked roadway
I don't trust cars not to park or drive in the bus lanes
No buses on Nicollet mall
I like that all transit is on Marquette. Just like another transit mall
Not this one please.
Seems straightforward and simple
I can take either the 4, 10, 25, or 61 to get close to home and the further they are spread apart the harder it is for me to decide which street to pick when buses aren't on time. I miss when more of them were all on Hennepin, especially in bad winter weather.
Also even more stoping in busy streets making traffic less safe
Seems most logical and easy to adapt to
I didn't like it at all it's not a good option.
Yes
Still have to walk a bit but if bus and train connections were better without 1/2 an hour gap!?! Routes 17 or 18.
Seems like it would lead to more traffic congestion, I like Option 1 better than this one.
This seems like it would slow things down even more.

The 11/25 routing is still indirect and probably slow. I don't ride the express buses much, but I'm guessing they would have congestion without a passing bus lane like they have now.
Too far from Nicollet and heppenpon!
I like That it gets busses and the groupies that hang out outside the stops off of Nicollet mall
Still great to get buses off Nicollet Mall but wouldn't a two-way design be slower for buses? Would support if Marquette were bus only.
Not a huge change, opens nicollet for pedestrians
Icky bus stops. Bad lighting. Would not take buses after dark
less lines
This feels much safer than using both Marquette and Second and provides a density of people. I don't park downtown so I don't care about that aspect.
Seems better flow in both directions.
I would have to leave home earlier than I do now and then I would end up walking more blocks to my get to my connecting bus route to get to my job!
I don't like how congested it would be, this would be worse than option 1.
I think this makes more sense. Having a particular place for express service is good.
Very open, not to my location I want
Provides similar route for both directions; removing parking could increase space and provide incentive to take more public transportation
Less parking is nice for street clarity and safety
Neutral
Again, it is just fine if buses stay on Nicollet Mall.
I like that it drops me off and picks me up closer to my final destination (work)
Outside bus lanes and no parking leads to less affective bus lanes due to cars and delivery vehicles constantly blocking bus lanes
I would dislike the #11 route moving to Hennepin Ave....home of the strip clubs
I don't like how cars will pull into the bus lane on each side to make deliveries and pick up passengers. The bus lanes will get blocked all the time.
It feels like people will drive in the bus lane more often with this option, which isn't safe
More walking
still not a good option.
Bus lanes sound great! I'm not sure what the reasoning is behind moving routes off of Nicollet and I'm generally in favor of keeping everything as cohesive as possible for ease of transfer, but it's also important to me that buses are timely and frequent, so if that goal is achieved by any of these options, that's a good thing.
All busses in one place easier to find and will leave nicollet open for dining and shopping
this one is good
Don't like 😞
It's going to cause issues when cars turn traffic wise
No opinion
Doesn't apply to me
I don't like it just leave the line bus at Nicollet Mall.
Too far from nic mall
Like

I don't like how busses are mixing with cars, that's going to slow down service a ton.
I'm not sure how I feel about this one, this opinion wouldn't affect my commute by much
Too much bus traffic on one road; same as Nicollet now just one block over.
To crowded with buses.
route 11 stop is now closer to my job better for both ways of travel
Works as well as Option 1 and may be easier to figure out for out of town visitors
removes parking - not ideal
Because there are no 24 hr bus only lanes on Hennepin (thanks Frey/Margaret Anderson Kelliher) my bus would likely run slower than it does now, and I would dislike that. If Hennepin gets proper bus lanes that people don't park in, I would like this.
Dislike that it removes parking
Hennepin is way further down. I wouldn't want to walk there for the bus.
Stinks
I do think this eases concerns about overcrowding with the combination of express and local service, but I worry about having only one bus lane in one direction. I struggle to see how that solves the main problem on Nicollet (which is that buses cannot pass each other).
This feels a lot more user friendly than the first option.
Longer walk to my house
I don't ride the bus enough to comment and get confused by the bus route maps and stops as they are now
Cars will violate the rule and pull over in business lane. It would rely too much on enforcement to actually work in practice and traffic would impede buses' ability to pass other buses that are still loading. I don't like the mixing - especially with out of town drivers that come downtown and don't understand how important transit is.
No light rail transfer
Removing parking on Marquette seems tough. It's used a lot today and is key to making that area approachable.
Dislike as Marquette is our bike route several times a week to St. Marks Cathedral from the Towers
I like the dedicated bus lanes and removing parking. I worry that there is no enforcement of bus lanes and they will not be as effective as they could be with personal vehicles interfering.
This seems confusing to me. I like the current configuration better separating bus and car traffic.
This route will not impact my daily access to my residence.
N/A
Traffic
Same problems as option 1
Further from Hennepin, harder to make connections between the two
I like this as well since it removes buses from Nicollet.
Doesn't seem like it would bring the same traffic benefits as option 1, and I think car traffic would be more likely to jam up the bus lanes
I like that it'd be two-way.
Cars
Indifferent.
Seems like a decent option as well. No complaints. Move importantly, moves busses off Nicollet.
Same as option 1

I think this would be easier as a bus rider than option 1 because I only have to think about one street instead of two different streets. I live on Nicollet and so Marquette is closer to me than 2nd which I like (but 2nd isn't far enough away to make a big difference to me). I would love to reduce parking in the city and promote public transit.
I'm not sure
This redesign feels the most reasonable. This plan feels closest to the old Nicollet mall, but with some revisions.
My work is on second street but I like the idea of getting on and off at the same spot.
This option works better then having Nicollet mall be so congested.
I don't think it's convenient for most people visiting Nicollet Mall to remove street parking.
More space on the road for public transit! Makes the street more walkable
Confusing for transfers. Again too many busses using the same routes.
opens up westbound car traffic on marquette - like
Great! Puts the buses on high quality, renovated bus lanes
Again not sure how this solves the current problem that keeps people from coming down town.
Same as above, moved closer to my destination
Confusing to have express on pairs but local on one of the two
I like that it consolidates service onto the same roads, so that you can access both northbound and southbound buses from the same road. I also like that the bus service still goes through the center of downtown. I also like that all buses are still close to Nicollet Mall street and LRT station and that the Orange Line is among the local buses. I am a bit confused how the southern part of route 25 connects up to this.
Option 2 doesn't really affect me.
2-way each direction is more traffic to fight. Cars inevitably use the bus only lane either due to ignorance or a willful disregard of the bus only lanes
Other drivers do not honor bus lanes - congestion may still be an issue.
Same as for option 1. I currently take buses on Marquette and 2nd. I would want to ensure these changes would not significantly add to traffic on these streets and make my ride slower.
Seems less cluttered then option 1.
Terrible idea on these two busy streets. Horrendous in my opinion.
Two-way seems way less efficient and safe than one-ways
My same comments for the other Marquette design hold true for this one, moving buses off Nicollet seems pointless given the incredibly recent redesign unless substantial efforts will be made to activate Marquette as a place for people to want to be
Same as previous response regarding my commute on 11 to my job on the mall
I don't have a dislike about it
More complicated version of what already exists
I dislike the two way streets, its less efficient for busses to make left turns
This is probably my favorite of the options. I really like that the NB and SB routes are on the same street, and it is the closest option to Nicollet mall. I work on Hennepin so this would result in the smallest disruption to my commute. I do have concerns that cars will drive in the bus lanes.
Usability of both sides of road.
Prefer Nicollet Mall

I like this option more than option 1 because it keeps two-way bus traffic at a location more close to what it is now (on Nicollet). It also makes more sense to move bus traffic, traveling in bus only lanes, to one street that has two way traffic.
It's intuitive, and connects well with the light rail. Having buses on both sides of the street would probably make the stops feel safer- eyes on the street and all that.
Express buses are one or two blocks away which less efficient waiting shelter than current ones.
If it effects express 763, hate it. If not, don't care
This option works but I dislike how it would need reconstruction which would delay the timeline.
Many drivers, especially during rush hour when it matters, do not pay attention to the bus only lanes. Allowing both cars and buses in both directions are Marquette would slow down buses.
removing parking is AWESOME , less cars on the street is great when we already have tons of garage options. The cross traffic of a 4 lane wide street concerns me, but having 2 be designated bus lanes is a great cushion for pedestrian traffic
I like it.
I like that I don't have to travel an extra block if I'm taking a trip in a different direction
Takes foot traffic away from Nicollet Mall. We need more foot traffic - eyes on the street - energy on the Mall.
Looks more dangerous for pedestrians as it removes one way action and more traffic (more to look for)
It is only one block away from my work in the morning and afternoon. Although I prefer the route 17 to drop me off and pick me up on Nicollet Mall, Marquette Ave isn't terribly far.
I like that the express and local buses won't be on the same bus only lane as the local are slower and I worry they would slow down the express buses. Moving off Nicollet makes my transfers longer and takes me away from stores I go to on Nicollet. I'm only okay with this if Nicollet goes pedestrian only.
Only increases walking distance by one block instead of two, for northbound travel
One street instead of 2 for buses
I feel like drivers are worse at respecting same-direction lanes?
I don't want bus service moved from the mall
I would like to keep the hisses on Nicolette as that is closer to where I live
Dislike
I like that express buses are still separate, I think it'll get too crowded if they're sharing
It still moves everything to far from me currently.
Similar answers from Option 1: Dedicated bus lanes improves on-times and efficiency. Consolidating lines means less thinking about where to grab my next ride. Separating north and southbound means more thinking about where/how to catch the bus. These are less walkable streets. Less walkable means feeling less welcome and less safe. But I support removing parking. The fewer cars, the less traffic, the more safe and welcoming downtown will feel.
Safety
Same as one. I like the option of jumping between 4, 6, 17 and 18. This makes it more complicated
Option two seems much better than option 1. Car traffic can still flow each way while busses have their own designated lane.
Exact same as option 1- inconvenient, takes me further from my transfers and destinations, less safe, I would probably stop patronizing any business downtown.
Too many private cars will cut even they are not supposed to and slow down the bus traffic further more, you should create a gate allowing buses only to enter these lanes so that it will work

Nothing
Less Street parking is not ideal because the ramps are too expensive
Would bring me closer to final destination
The bus only lanes sound like a good thing, especially being both directions, still ensuring a close distance to businesses on Nicollet mall and connection to the skyway system
It's maybe okay, but I'm not sure.
I prefer this option
Nothing
I like that having express buses in their own streets could potentially prevent them from being slowed down by local buses on the same right of way.
Marquette is closer to home and I rarely use the express routes so that's ok. I don't own a car so parking is irrelevant to me, but I can't speak for the businesses along there.
I do like the fact that it's a two way lane. Once again I've seen multiple drivers speed down the bus lane.
i dislike that its not on nicollette mall
I like the two way better because I think it would make getting around simpler than the one way idea, and separates the express routes from the other routes
Nothing
Then why move off Nicollet, seems like your just doing the same thing on different street but making it further away from where everyone needs to be. Remove parking?! Are you kidding me,
Like the bus lanes, dislike 11 moving to hennepin.
I don't like this idea. If the buses are going to have to reroute they should be on Hennepin Avenue
I don't like any options that involve moving buses off Nicollet Mall.
Continue to use Nicollet
Moves me further from my daily destination.
For me, still same problem as option 1 - only a little bit better without 2nd Ave included.
I like that express routes and local routes are separated from each other. I like that the Orange Line will only be on Marquette. I like that parking is removed. I like how there are bus lanes in each direction. I like that cars only have one lane now. I like that the bus lanes are right next to the sidewalk. I like that transferring between the Orange Line and the Blue and Green Lines will be easier. I dislike that there are still lanes for cars. Hopefully the car lanes get replaced by a center median with greenery on it.
This would be a very busy street. And I don't understand why transit needs to be removed from Nicollet mall
If it moves off of Nicollet Mall, this is probably the best option
I'm all in favor of removing parking to streamline public transit! This seems effective. Yet again, it would make it slightly harder to get to the green line via bus routes if transferring from routes coming from the north.
This makes it easier to figure out which bus stop to go to because the route would use one street instead of two.
The usage of bus lanes in either direction on Marquette would be convenient as someone who typically is going to places on Nicollet on both north and southbound trips (so the added walk from Marquette to Nicollet wouldn't be as bad as in option 1 where I'd frequently need to walk from 2nd Ave).
Single avenue, less walking for commute. I like that it's separate from express routes.



All buses take people directly to light rail. It is very convenient and nothing needs to change.
Decentralizing the different routes to both hennepin and marquette feels like adding complications.
Hate 11 moving
Why move the lines
I think bus lanes would still be slower than the Nicollet mall bus corridor
2way car traffic
I like it. Both options are good.
Seems like a harder to understand change without seeing a presentation.
Brings some bus routes closer to my destination, Nicolete but still takes busses away from the mall
I like being closer to Nicollet mall
I like that the opposite transfers are right by each other. However, the single bus lane may clog up and cause congestion.
Please move bus 250 to go down 3rd Avenue both directions north and southbound. I work at ameriprise home office on 3rd Ave and there are a lot of people that would like this thank you!
Slightly better than option one, still inconvenient and solves little.
I like that it still has bus-only lanes, and that service in both direction is on the same street. The transfer to light rail would also remain close and easy. However, I am concerned that the bus lanes will not provide as much of a boost as desired since they would allow right-turning vehicles. It's better to have buses on a fully dedicated street or at least fully dedicated direction on a street so there is no conflict with cars.
Removes parking, no connection to the 7
In busy bus or biking corridors, it works well to remove or minimize parking. Bus lanes are not perfect, but they do improve transit.
It's only one block farther from my house and it connects nicely with the Nicollet LRT station
Still seems far away.
I dislike that this options moves the Nicolette mall routes further from Hennepin Ave. this makes it more difficult to transfer to routes on Hennepin.
don't like sharing road with other traffic, I feel like drivers will not be respectful of bus lanes and impact travel time
Closer to Nicollet Mall. Easier transfers.
I live in Marquette. There's already a lot of traffic and congestion. Would this make that worse? And street parking is already hard to find for residents in this area. What street parking options near the major residential buildings will be available?
Like: Personally, this brings me closer to my destination. Dislike: Objectively, at rush hour during pre-pandemic days, Marquette and 2nd were already quite crowded with buses. This would remove express busses, but it would add cars back. I doubt it would improve travel times. But maybe signal prioritization would help?
I'm not sure if have to look at the images side by side.
I like that most routes are in one street
There are no businesses on Marquette and would semi mix traffic and buses, slowing down traffic for buses, also detours would be more severe and complicated and more likely for drivers to be lost. But the biggest problem is transfers would be longer, more walking involved, less safety, less safety on Nicollet, no real reason to go downtown anymore
I like this option more than option 1

Please don't move the 17 and 18 off of Nicollet Mall. That would complicate life for me and many others.
I don't like removing parking. We need parking
Less access to the library
I liked that there would be dedicated bus lines. I'm hopeful this would make it safer for riders embarking and disembarking.
2 way cars = not bike friendly
I like that this option separates express and local routes, and gives them both bus only lanes. I also like eliminating parking on these streets due to better flow for buses through here
This seems like the folks leaving parking garages would have issues and would be very dangerous for pedestrians
This is a better option than the last, it at least means you don't have to walk four extra blocks to take a bus Nicollet to Nicollet, but still a big downgrade over the current state for that I do see the appeal of it, Nicollet busses are very slow, but maybe just the free ride busses could be kept on Nicollet
I dislike that cars would also be on this road
Makes it harder for me to use public transportation
This still feels like a longer walk from Hennepin, but not as bad
Bus lanes are good. Makes trips faster. I can wait for the 11 in the same place I catch the 4 or 6. I also like anything that removes street parking. I dislike that I can't get the 17 and 18 at the same stops as the 11.
I rank this option as my most preferable. My Orange Line route would be closest to me for getting on and for my destination. If dedicated bike infrastructure for 2nd Ave like in Option 3 was added to this Option 2, this would be the perfect plan.
It's not too far off of where the buses go now.
I don't like moving these buses to Marquette and second aves.
Remains at the the same place
Unsure
Option 2 no different to 1 for me.
Buses take the same rout in each direction. Honestly I want transit to stay on nicolette mall.
Not sure
I like this option better than option one. Buses going either direction would be in the same street. Less confusion.
Same as above
Still moves me further away from my transit destinations. Dislike
Seems fine
More traditional traffic lanes
I like this more than option one, bus lanes are faster and safer and Marquette Ave is easier to get to than 2nd st
Don't like either 1 of the options it brings me further away to my destination
This essentially has the same effect for me as option one, except I wouldn't have to walk as far to catch the eighteen one way
Closer to work and feel safer
Too far to walk to
I like moving off the mall

It might make it more obvious to cars that Marquette is for buses.
Simpler to get on and off the bus
it gets traffic off of Nicollet Mall
Seems more efficient to have a lane on each side.
A little better than having local stops on 2nd as well.
Love the removal of parking - let's get cars out of downtown.
I dislike that it would probably remove bicycle access to Marquette and 2nd.
I dislike that I would have to walk farther to catch my bus, making it more likely that I would miss my bus and be late to appointments. But Marquette is not that far from Nicollet Mall, so the inconvenience won't be too terrible.
keep local route closer to mall activity
I feel it would make Nicollet nicer for pedestrians, and I also think it simplifies some things for connections such as having both Northbound AND Southbound traffic utilizing Marquette Avenue, instead of the previous split idea.
Like Nicollet being more open
Dislike all. You want to move buses away from Nicollet due to the loiters. The loiters will just relocate to Marquette.
dislike
Not close to where I have to go
One way roads are not pedestrian friendly so removing one way traffic would improve Minneapolis. I like that local and express traffic is kept separate- it provides room for express traffic to grow back in size over time. Bus only lanes continue to be a positive in this version.
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Limits geographic area that is impacted. Simpler for planning and for walking or transferring.
Less walking for most daily routes
removes parking
If this option doesn't involve expanding the road, and just repurposes existing space, then I do not mind the idea. Dedicated bus lanes could be helpful. If it does involve expanding the road, I do not love the idea, as evidence points to the idea that expanding roads can counterintuitively make traffic worse. Traffic doesn't seem bad in the city to me, so I'm not sure something drastic like expanding the road would be necessary.
Will this just bring the problems from Nicollet to Marquette?
Seems like this option would take longer to implement
It's nice to have a way to get all the way across downtown in my car along Marquette.
Like this option better. Seems more convenient.
Route 11 is still farther from me so not good.
I like that it is more intuitive. I believe this configuration in option 2 is better than option 1/current configuration. Here's why: 1) It is more legible/understandable to both drivers and bus-riders; even drivers unfamiliar with the city layout will have a lane to drive in, no matter which way they are going. 2) It's safer for drivers, bikes and peds: with one drive lane in each direction instead of 2 in one direction, cars will naturally go slower. 3) It's easier to understand transfers: when I get off the bus on Marq or 2nd, I'll simply return to the same street to catch the return bus. 4) Potential for BIKE AND BUS LANE combo, so bikes feel welcome on the street.

This is a terrible option. Lines of buses waiting to load and unload, bikes breezing through lines of people waiting to board the bus, lines of people waiting to board buses, walking in between waiting buses, crowded bus shelter, long wait times to board unboard buses, congested traffic on Marquette and Hennepin.
Keeps cars in the middle
This sounds better than option 1- it'd be easier to correct making a mistake about the direction
I'm confused about the Express routes - are they different routes than the 17 and 18? I don't like how the bus lanes move with the direction of traffic because I think cars will drive on the bus lane when traffic is backed up and then slow down the bus. I like that this is closer to the LRT transfer.
I like the faster speed limit than Nicollet Mall. I dislike that there is only one bus lane and the buses will likely get bunched up, causing delays.
I think removing the metered parking on Marquette and 2nd Ave. is a bad idea.
this option looks less free flowing than Option 1
I guess it is easier to know Marquette will have these buses in both directions.
Further away. Increases risk of falls on ice in winter.
Seems like a recipe for bus bunching. Removes what's good about the Marquette and 2nd pairing.
More traffic on Marquette would be crowded.
Less safe on Nicollet Mall. No quick exit on a bus if someone is bothering you. Further from Nicollet and where I need to go. I'm older and walking is more difficult. Nicollet is central to everywhere I need to be.
Marquette is already a mess traffic wise; this sure wouldn't help.
I like how this is a more typical, less confusing street configuration for car drivers.
Dislike moving the buses from Nicollet Mall
misuses the bus lanes that already exists. removes valuable parking
I like that it brings buses closer to the light rail than the other Marquette option. I don't like that there aren't many street level businesses on this street
Keep 10 and free rides on Nicollet
I don't like the idea of removing the parking on Marquette.
all buses on one street, easier to catch, don't have to worry about right street for right direction.
Would move buses off Nicollet
Keep transit on the mall
removal of parking problematic
I like it much better. However, I believe that dark, cold winters with no busses on the mall will cause the mall to be desolate and less safe.
See my response to Option 1. I am concerned about safety and my connections.
Marquette is already too congested. If suburbanites returned to work in downtown Minneapolis there would be too many people waiting for buses on Marquette.
I like that it brings service farther east downtown, closer to my destinations. I like that express is on one corridor and BRT/local is on a separate one.
Marquette is only a block away from Nicollet. Best option for me if I can't have Nicollet Mall.
DON'T CLOSE NIC MALL TO BUS TRAFFIC. WHOSE FRIGGIN IDEA IS THIS? SOMEONE WHO SITS AT A DESK ALL DAY AND MAKES THINGS UP?
It would provide a route for me to get to work. It would I think be familiar to me to use.

Most of my downtown destinations are on Nicollet or LaSalle. I don't like having to walk 1 to 2 blocks when carrying shopping bags, especially in winter.
I like that it removes street parking.
Like separating local service and express service to different streets to help with service differentiation. Concerned about potential to have delays with only one bus lane in each direction because there would be so many routes clustered on the same street.
I dislike that i don't see any bike lanes
I like that this option means the buses would only be one street off from nicollet (and the library)
Way too much bus traffic on these streets already. Confusing express service with regular service
I take an Express bus, so it would move my afternoon stop a block away
Cars will get in the way and delay busses, which already happens with the express lanes and is never enforced
It's better than #1: keep buses on the same street whether direction is N or S. **Noting : Marquette is a darker and less open street than Nicollet. Its possibilities seem more limited than Nicollet's
Too much traffic
I dislike the loss of parking and increased left turns across traffic lanes. Could slow busses
Makes it easier to know that I only have to be on the one street and not remember which direction street I need to be on
This would likely slow bus traffic on both avenues
This option would eliminate a lot of convenient on street parking and would be too disruptive to the flow of traffic
don't care
Nicollet no bus
Too far to walk
Dislike: no bike paths, no parking
Bus I take the number 17, it will not be on Nicollet Mall.
Closer both ways for connections
Dislike more than option 1
I do not normally take these routes, except Route 17, occasionally . I think I like this route better, because it opens more options for transit travel,
Like - Cars and buses share direction of traffic flow.
I take Route 11. I do not want it moved to Hennepin Avenue.
I dont need to be over there on that street
Easier to know where to get your return trip
I like that it preserves efficiency for express buses on dedicated 2nd avenue; makes it slightly less confusing where the new routes are. But shift to Hennepin for Route 11 takes me farther from my destination and duplicates Route 6 for my purposes.
Doesn't make much sense in winter
No stopping available on streets
Easier than trying to figure out where to go than with 2 different streets. Definitely don't want to go to Hennepin - too long a walk back.
Using Marquette keeps buses closer to Nicollet Mall
doesn't seem to go by my home
Better than option 1 but still makes my life much harder.

Better than option 1
I like that this relieves the concerns about congestion during rush hour and adds additional bus-only lane capacity to downtown Minneapolis.
Like: consolidated local services on Marquette, express on 2nd Dislike: 11 & 25 moved to Hennepin; overtaking/passing of other buses may be more difficult when general traffic occupies the adjacent lane; transfers for express routes to LRT & Hennepin Ave routes are further
Moves route to Hennepin - Feel less safe, busier, further away
I think my return trip from downtown would be easier on 17W. It would take more time for me to get to the bus stop for 17W if moved to 2nd avenue. I would be able to the departure time more easily walking fewer blocks from Nicollet Mall coming from the Library.
I like that parking will be removed but it has the same problem as the previous option during the winter.
Keeping cars on the street is needed
This is reasonable and keeps buses closer to Nicollet. It still makes it relatively easy to transfer. This is probably my preferred option. Hennepin, Marquette, and 2nd Ave all need to have dedicated bus lanes if this option is implemented.
Marquette closer to Hennepin for transfers. Could busses use the car-only lane to pass each other? Busses mixed in with traffic.
Also great; same as Option 1.
This makes more sense than option 1, cars only on 1 lane each direction, seems safer to cross.
I like this option much better than Option 1. Routes in both directions are only one block off Nicollet, meaning I'd only have to walk 1 block to Target, Medical Arts Bldg, restaurants, Orchestra Hall, etc. Again, I really dislike that the 11 route is being moved to Hennepin. Why duplicate the path of the 4, 6, and 61 buses? Put 11 on Marquette.
I like the two bus lanes option better. Downtown's already packed I don't see the point of needing cars on these streets
Since there isn't much on Nicollet I would kee the buses running on that.
I like that parking is gone.
There is no space for express busses and the Orange Line to pass eachother along Marq2. However, I imagine it could be easier for people to understand where to board busses, them being on the other side of the street as opposed to the next block over.
I feel like Option 2 makes it easier for cars to illegally use the bus lanes, but it's nice that express buses and regular buses would each have their own street.
Dislike: Requires a walk when transferring between local and express buses in the same direction, and subjects buses to getting stuck in traffic if they need to overtake.
It gets the damn busses off the the "pedestrian" Nicollet Mall
Nicollet Mall would become a pedestrian and bike street. Would be friendlier and without bus exhaust to smell.
Too much traffic.
No parking for others. Longer distance from my destination. In the winter, this will really suck. More chance of slipping and falling.
More potential for bottleneck of bus traffic because more busses and no passing lane for busses.
This solves my concern about congestion and eases some of my concern about distance in option 1.
So little space for pedestrians - and industrial.
There is nothing wrong with the routes as they are

<p>Not as good as option 1, mixing car traffic in this way would mean buses get slowed down. It seems slightly easier to understand as a transit rider on how to find local vs express routes but not worth the trade off. Same concern about what happens to Nicollet Mall (pedestrianized? please)</p>
<p>Seems less complicated than option 1</p>
<p>Not applicable</p>
<p>Much better than Option 1. Easier access to LRT station. Shorter walk to Nicollet.</p>
<p>2nd Ave would be a closer walk for me to get my express bus</p>
<p>Closer to destinations on Nicollet mall</p>
<p>Works too</p>
<p>The bus lanes would get more clogged up.</p>
<p>same as option 1: removing the noise and bus fumes from the pedestrian-friendly and outdoor dining experiences on Nicollet Mall.</p>
<p>Like having both north and south Orange Line stations on Marquette - easier wayfinding</p>
<p>I like that this option reduces the distance if a rider needs to change directions of travel for a transfer. Compared to other alternatives, I dislike that this option does not open up new ease of transfer between local and express services. I worry about the potential for buses being unable to pass one another during peak hours if both the bus lanes and car lanes become congested; would like to see traffic analysis performed to ensure buses are not slowed. Perhaps this is not a major issue with the local and express buses separated, but I would like to have that checked.</p>
<p>I like that it removes parking, I like that it is only on one street (instead of 2 like in Option 1), I like that there are bus lanes. I'm not sure that I like that not all routes would move to Marquette (11 and 25), but maybe it would be fine after an adjustment period.</p>
<p>I like the busses along Nicollet because you don't have to contend with traffic. No cars makes it easier to cross the street.</p>
<p>Would not recommend adding bus routes onto Hennepin Ave. Hennepin Ave should primarily serve the E line brt and existing routes.</p>
<p>See my comments on Option 1. You are manufacturing consent by not including an option where service stays on Nicollet. You have set a pre-decided outcome, which is shameful, especially when the Frey Admin. killed 24/7 bus lanes on Hennepin Ave. S. The City needs REAL dedicated transit infrastructure. The only things I "like" about this option is that the 11 and 25 would go to Hennepin (which should have 24/7 bus lanes, especially with this move). The 17 should also go to Hennepin. I also "like" (ha!) having all the local buses on Marquette because it is marginally closer to key destinations on or near Nicollet, Hennepin, and in the Warehouse District. But still: How is it going to help meet the city's mobility goals if people going downtown for events have anywhere from a 5-20 minute walk just to get to where they want to go on the west side of downtown? When before, the walk was minutes less? (Especially if Option 1 is selected). Even Option 2 is just much less convenient-people don't want friction in their travel. If a simple trip with almost no walk/roll turns into an annoying walk, they'll just drive. Also, this is much worse for tourists taking transit. Nobody's going to use transit to get to southern downtown destinations if there's not transit on Nicollet. Finally, even if people don't walk, this would force an either impossible or very unnecessarily time-consuming/inconvenient transfer to crosstown services. The C and D lines were set up with stops at Nicollet, not at Marquette or 2nd. So, this kills the easy transfer between N-S and E-W lines downtown, unless you're going to create an unnecessary expense by making entirely new aBRT stops at Marquette. Even if that becomes the case, nobody wants to wait up to 10 minutes for a bus to go several blocks, but if they can't walk easily, don't feel safe, or otherwise don't have the time, they will just drive. Closing Nicollet Mall to transit is the wrong solution (hurting transit riders) to a problem</p>

(boring downtown caused by betting too hard on office spaces that are now empty). Kicking transit off Nicollet won't change that Target hasn't brought workers back and the core of downtown is dead, but for some reason, you think that it will. Hilarious!
I don't like the idea of route 11 moving to Hennepin Ave. The reason I most often go to Nicollet Mall is to go to Target. I don't want to have to carry heavy loads from Target to Hennepin Ave to catch the 11 to my residence. Since routes 17 and 18 both travel down Nicollet for a while, it makes more sense to me to move one of those to Hennepin instead. On trips where I had to carry a lot, I would be less likely to take the bus, and would likely resort to Lyft instead.
Two-way traffic sounds like it might cause, or be subject to, more congestion
Dislike removing the parking.
The 25 doesn't change
I prefer Local and Express buses heading in the same general direction to travel within sight of each other (on the same street).. Sometimes you can adapt and catch the other one - if yours is late or you missed it - and still get somewhat near your destination or other solutions. It is not easy to do if the "alternate choice" bus runs on a completely different street. We riders get pretty creative when there is a snow delay or a bus simply doesn't show up.
Looks like it has the potential to speed up some of the selected bus routes while potentially slowing down some express bus routes. As a bicyclist, I dislike that routes 11 and 25 will bring new traffic to Hennepin and cramp new bike infrastructure there. Good riddance to the parking.
\$\$
Make Nicollet mall all pedestrian
I like this two option the best.
Hate it. Any loss of transit makes nicollet a dead zone.
I would like to keep transit on Nicollet Mall
To far from other routs I need to take.
I don't mind the parking being removed from Marquette as I don't use it, but if it would eliminate cars from using Marquette, I would be opposed to this plan
I dislike this option. Buses have the potential to just get stuck behind other buses stopping to pick up/drop off passengers without a spot to pull over, which would cause huge delays.
It's better than option 1
Separating express from local routes makes sense since buses could not easily pass each other.
i take 17 & 18 regularly. it wouldn't make sense to take those routes off nicollet since i have to go on it to get home.
Again not making it convenient for the elderly or disabled to walk to their bus on Hennepin! Route 11 is a well used bus route but to impact a 2 block walk from Target is a plan your not looking at the full picture of who is using these bus lines. Making Marquette Ave to do a return trip Would be the better choice. Many people in the older condos by the post office have relied on convenient bus routes and we are older and need ease of getting downtown to doctors etc.North Loop is any composite of younger people and their transportation mode are scooters or bikes.
There is no way for busses to pass each other. Busses would be stuck behind other busses that are picking up passengers. This suggests delays, etc., downtown.
I do not like the removal of transit on Nicollet Mall.
Like: Marquette is much more desirable as a transit conduit.
Having buses in both directions would make turns by cars nearly impossible to complete safely.



I like all of the bus options on Nicollet Mall unless the businesses move to Marquette, which is unlikely.
It doesn't change much for me.
I like this one. Buses get respective lanes, obvious availability of directions, cars can go both ways. All bus stops on one road for ease of locating.
Same concern--Nicollet will be abandon and moving buses to other streets will not improve experience there. Any proposal for bus changes must include a consideration of what happens on Nicollet Mall. If the future is no buses on the Mall, then what is does the it become? How does in improve mobility? Will it be a bikeway?
Same as Option 1
Specific bus lanes
Moving transit off of Nicollet Mall
Don't care
Keeps the express busses moving more quickly, this is better than option 1.
I like that it keeps the buses on one street for easy access going either direction. Plus an express bus lane is a better use of that space than parking.
This is a bit closer for my walk
seems like it would be a lot of extra traffic on Marquette and kind of a pain to use that road if you happen to be driving downtown.
I like this better than Option 1 because it is closer to the train stop.
This option seems to be a better solution. Although I would still like to see Hennepin Avenue as a bus free street as well as Nicollet Mall. Keep buses only on Marquette and 2nd Avenue.
unsure how well it would work
Nope
I would like the cars removed, and maybe take those lanes and make them bike only.
-Further from Target store, stores/restaurants on Nicollet Mall, Target Center, Target Field, Theaters, etc. -Loud and unpleasant area to wait for buses / designed for express routes -Splitting up the 11 and 25 from the 10/11/17 decreases the number of possible buses to take you across the river from the same stop (thereby increasing wait time) -Transit brings business to Nicollet Mall, especially because more people see and encounter businesses they may not otherwise see. There's very little public business on Marquette and 2nd Ave. -The cross streets to transfer to other buses also have less inviting waiting areas at 2nd Ave vs Nicollet Mall
maybe would cause more congestion on the street
Like proximity to destinations on Hennepin and Nicollet
I like how close it is to Nicollet Mall
Dislike: 1) Less eyes on the street/commercial activity on marquette v. nicollet so more likely to get harassed 2) Moving transit off Nicollet is a waste of taxpayer dollars - transit on nicollet is not what is broken about downtown.
At least it isn't one way!
I dislike only one bus lane in each direction. Since Minneapolis PD doesn't enforce the non-bus use in the current Marquette/2nd set up, this option would just lead to more cars using more bus lanes. Plus then buses couldn't pass each other.
Close to places of interest where I'd get off bus.
All buses on the same road, don't need to walk a block to change directions.
Much better. I could definitely see transfers being a lot easier this way.

Again, too many wayward drivers would use the bus lanes. Minnesotans are not New Yorkers and are not used to watching for specialized lanes. This creates unnecessary hazards for pedestrians.
regular local services should not be on the same avenues as express service and the Orange line
This is awful marquette is backed up already
Like: Critical walking distance to/from Hennepin Ave for essential transfers is still manageable. This was common situation pre-1960s and extremely relevant today. The streets haven't moved! Dislike: Risk of downgraded transit service reliability! Will city COMMIT to banning left turns from either 2nd Ave or Marquette to cross streets in core of downtown to prevent serious delays to transit? City has bad history of unrealistic planning that assumes that auto and truck traffic will "go away". This is a big flaw - general traffic must be MANAGED more strictly for this option to work well!
Why not bring 11 and 25 to Marquette for this option? I like that the local service stays on the same street but do not like that the street is shared with private vehicles. Private vehicles will totally mess this up and slow service.
I don't like having a single bus lane for so many routes. Buses have a hard time moving around others at stops, and cars will block things.
I dislike that it mixes local and bus traffic. Too many cars would use the bus lanes for their own benefit at expense of others.
The Minneapolis Enterprise would likely try to defeat dedicated bus lanes and does not need to move transit off Nicollet.
This option also forces people like me, who struggle to walk, to go much farther to catch a connecting trip. It will also make it unworkable for me to take transit downtown. I don't understand why you don't leave buses closer together, add amenities in those areas, and put your special event festival stuff a block or two over instead of displacing well-established transit.
I like that there are the same number of vehicle and bus lanes going both directions, and that they're oriented the same way on both sides.
Looks feasible and less travel distance
I use Route 25 and prefer this Marquette/2nd Ave -- not getting moved to Hennepin.
I know where to catch my byus
At rush hour, it might get really congested with lots of buses
same as option one. closer to the nic mall but safety concerns due to remoteness of stops.
I don't like the idea of having a bus lane next to other traffic moving in the same direction. It would be safer, and more timely, to keep Marq/2 with their one direction bus lanes than to share it with other traffic.
I think Marquette feels unfriendly to pedestrians and other non-vehicle users with 4 lanes of traffic downtown.
Convenience
Marquette does not offer the same experience as Nicollet Mall.
I like that transit service will be closer to Nicollet Mall. I also like that transit will have bus only lanes. I am worried about safety off of Nicollet Mall, though. Nicollet is pretty active in comparison to Marquette, and I worry that I won't feel safe walking home from my bus stop in the evening (which I do feel safe doing today).
It seems nice to have north and south busses on the same street. I like that this would make Marquette feel more like a local street vs a commuter street.

I heavily dislike this option. Having cars and bus only lanes next to each other in the same direction is a horrible idea. The city does not enforce bus only lanes and car drivers know this, they use the bus only lane when they're impatient (always).
Same distance from a light rail transfer, so this is a better option.
Not going to work, make the buses slower and late.
I'm concerned that this alternative would lead to bus delays, because bus and personal vehicle traffic would have to mix in the event of one bus passing another (which would be common). Any alternative should give a passing lane to buses on both streets.
The routing layout is more confusing.
Seems more crowded
Route 11 on Hennepin! Also, I like the idea of separating express buses.
absolutely nothing, nicollette is safe and a wonderful rout for all thee buses. especially since no cars are allowed. this doesn't make it better for transit users it makes it more accessible for cars.
Drivers will inevitably try to drive and park in the bus lanes - they already do, to pass other cars or line up to turn right, and it'll slow the transit down more. BUT I honestly like that it will remove parking. Making parking scarcer and more expensive is key to a safer and calmer downtown
Good transfer to light rail. Reasonable transfers to other e/w bus routes. Consistency of having both n/s directions on the same street (makes wayfinding easier. Adds new frequent bus service along 11th/12th street. Interlining with Orange line. Best serves existing destinations along Nicollet.
I like the removing of parking. This is easier for transfers too.
I dislike that this would move the local routes into mixed traffic. I expect that this would decrease the quality of service. I do not trust the city to implement bus lanes on Marquette as laid out in this option, because of their recent high-profile reversals on other projects.
Nah, I think it's better to let busses pass each other like in option 1. This one will clog when cars want to turn and block the lane. I think it's weird to put the express routes separate. I like the 11 being on Hennepin.
Buses aren't on Nicollet Mall
Hennepin feels a lot less safe than Nicollet Mall.
There is nothing I like about this plan. I think all local bus service downtown should be on Nicollet Mall.
Strongly dislike the single curbside bus lanes due to the removal of parking/loading spaces. Too many delivery/courier/rideshare/etc vehicles that will stop in the bus lane and slow buses down. Dislike long distance to make transfers to east-west buses. Dislike putting local buses on Marquette due to lack of street life/"eyes on the street" and believe bus stops would feel more unsafe.
I like that all of the Nicollet Mall buses are on Marquette instead so Nicollet can be more pedestrian friendly street. However, I can see having lots of buses on Marquette be kind of annoying.
No, This idea also sucks. I don't want any busses that currently travel on Nicolette mall to be diverted even 1 centimeter away from Nicollet mall. It's more confusing and would make transfers more difficult.
Like better than Option1, but still prefer some buses to stay on the Nicollet Mall
I use the train and only occasionally come in and out of downtown on a bus.
.
it seems simpler
dislike that this option. Bus traffic would be backed up during peak times.
I like that the buses are on the same street so they don't have to go over a block if they needed to.

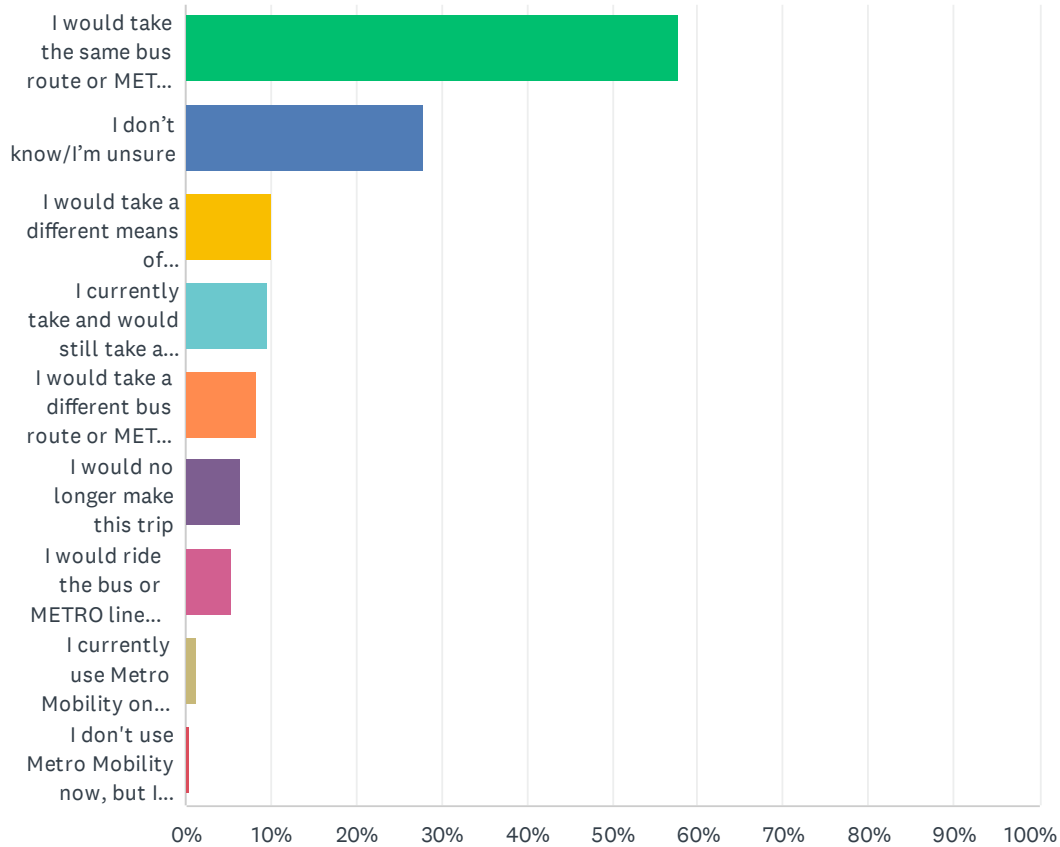
<p>This option seems somewhat more preferable to Marquette and 2nd because all bus trips are kept closer to the Nicollet Mall lrt station. This must be a very common transfer choice and keeping the walking distance to under a block seems like a big win, basically what it is now from Nicollet Mall to the station. This option also seems preferable for maintaining relative closeness to Nicollet Mall generally and the various destinations along it.</p>
<p>There needs to be more bus/car segregation like bollards or raised curbs, or make the bus lanes contraflow.</p>
<p>Dislike - removes parking entirely from multiple NE/SW streets in succession (affecting food/rideshare pickups, local business access).</p>
<p>I dislike that this makes transfers to the D line more difficult. And I suspect that cars would be more likely to park in the bus lane compared to the current layout with 2 bus lanes in the same direction.</p>
<p>Again, 17 and 18 should be on Hennepin and 11 should be with 10 on Marquette. Routes that end on downtown most of the time should be on Hennepin for local access. Routes that go into NE on north bound should be on Marquette.</p>
<p>I like that it is consolidated on one street while leaving the other for the express buses. I also like that you can get a direct transfer to the nicollet light rail station from both directions. I like the bus lanes, but enforcement to keep them clear would be needed to make sure the busses benefit from the speed increase. Center running would be better</p>
<p>I like this a lot more than Option 1. I especially like the dedicated bus lanes. That should be done as much as possible throughout downtown.</p>
<p>maintains two way traffic</p>
<p>This option s better. You wouldn't have to walk another block or two to catch the bus on the return trip.</p>
<p>Like: Slightly more legible local transit service by being only on Marquette, but I don't feel strongly about it. Dislike: removal of all parking on both Marquette and 2nd. Maybe off-peak/weekend parking could remain on one side of 2nd when express routes are not operating. Then again, maybe it's simpler overall to restrict on-street parking downtown to "streets not avenues" since parking would be completely prohibited on Hennepin, Nicollet, Marquette, 2nd and 3rd Avenues. Maybe it's easier to message/advertise to the public (and for parking enforcement) that street parking takes place primarily on Streets and not Avenues in the transit core of downtown.</p>
<p>Looks like no buses are able to pass one another.</p>
<p>Keeps local service closer to entertainment options on the NW side of downtown.</p>
<p>I like removing parking. I also like keeping express separate from local routes</p>
<p>Moves buses to dedicated lanes that move faster than Nicollet Mall. But prefer Option 1 because in that model buses can pass other buses that are stopped more easily.</p>
<p>I like that the routes stay on the same streets.</p>
<p>Dislike that express routes are separate</p>
<p>Not sure if bus lanes would be helpful in this situation with so many right turns.</p>
<p>I dont take express routes because I live in South Minneapolis and am not served by any, but this seems to be sensible?</p>
<p>I love this. I hate the idea of keeping Marquette and 2nd Ave as one-ways, since it makes riding the bus harder and not knowing where to board depending on which direction you're headed.</p>
<p>Much worse than involving 2nd ave. People are going to be horrible about short term parking in the bus lanes. If we were going to put everything on 1 street, it would be much better suited for Hennepin.</p>
<p>This is simpler than splitting them across two streets. Makes transfers simpler and faster</p>

This one's better because I would have to walk less to get home.
Potential for buses to have a harder time passing each other as passengers get on/off
If a bus is blocking the bus lane due to loading it would cause the bus behind to enter mixed traffic. Similar problem the Mall has.
I like having the local routes in one corridor to recreate some of the 'catch any bus' feel of Nicollet Mall. It still leaves the issue of worse transfers to C/D lines and light rail, although slightly better than Option 1.
I'm afraid transit won't move as quickly without full access to a passing lane.
I like this option with low impact to express routes and keeps the current Nicollet mall routes close by.
Dislike that the lanes interact more directly with other traffic, dislike that it requires a redesign, like that it removes parking.
it moves transit off of Nicollet Mall
Buses have a separate lane but to go around would have to deal with car traffic. I do however enjoy the idea of removing parking and having the same street everything goes down.
I like the dedicated transit lanes,
I dislike that there would be so much bus traffic without a bus-exclusive passing lane. The benefit to option 1 is not having to reconstruct the street and also allowing buses in both directions to pass each other while boarding passengers
I feel like cars will stop in the bike lanes
I like that this option preserves most transfers for local routes
I like that this continues good connections to LRT, but it does hinder connections to BRT and local buses. I like that it removes parking on Marquette Ave, would remove the possibility of cars blocking the bus lanes. I like the 11 and 25 on Hennepin Ave.
Cars get really impatient with buses. I would hate for this to be a cause of additional stress for buses. How will turning be handled? There's always going to be confusion when a car has to cross into a bus lane.
Removes confusion related to combining express and local routes
I like this option more than option 1 because it puts the routes only one block away from Nicollet Mall in both directions.
The plan is to remove parking in area where there is already limited parking (that does not make sense and already causes problems). Then adding more buses on Hennepin which mean during rush hour, which makes no sense.
I like that it keeps two way traffic on the same street. So most local would all be on Marquette, which is easier to explain and understand. I would be worried that this would slow down buses because they might not be able to pass other buses, or pass cars that stop in the bus lane (ride share or food delivery for example) if there is traffic in the car lane
Splits up express and local buses.
Buses could be slow if they can't pass like current Marq2 setup.
Same as No. 1.
I like 2-way traffic but I don't like that buses may get stuck behind a slower bus. The 2 lane bus option in option 1 seems better for transit efficiency. Will the plan include improved landscaping to keep the sidewalks pedestrian friendly without parked cars as a buffer?
This is the preferable option of the two that use the Marquette and 2nd pair, but it still makes transfers from the northbound 17 and 18 to the 7th/8th BRT corridor take an extra block's walk.

Permanent bus lanes instead of intermittent parking on Marquette and 2nd will work better than what exists today.
It could be helpful to have local lines and express lines on separate streets like this has. That could help with speed for express lines.
buses mixed with other traffic
Problem bus routes all moved to Marquette may be damaging for hotels and restaurants that are on Marquette today.
I like this one slightly better than the first one because it's both directions are on the same street. Having to walk further to catch a bus just makes driving instead be more appealing.
No comment
I like that the stops would all be on the same street, easier to find the correct bus stop.
I don't like that both south and northbound lanes are all purpose traffic. I prefer Option 1 where southbound lanes on Marquette, and northbound lanes on 2nd, are solely for bus traffic.
All routes/directions consolidated to one street
Waaaay too many busses on Marquette, still have to deal with drivers doing their things
This is less bad than the previous one because it brings me closer to Nicollet and Hennepin, but it still sucks. Marquette is deader than Nicollet, this will kill any quick errands I do during transfers and probably make me miss transfers to routes 4 and 6 way more often. It's really irritating seeing y'all do this because it feels like it's just to keep us bus riders away from office workers because they're scared, but now I'm making transfers in the dark on a street with nobody around. Who is this decision for?
I don't want car-traffic on my bus route, especially going same direction. Makes it more dangerous to cross, turning vehicles will end up in bus lanes.
1 block from Target, 1 block from C/D transfer at Nicollet. Transferring from northbound Marquette requires crossing Marquette and Nicollet to get to the stations at Nicollet.

### Q14 If Option 2 is selected, how would your travel habits change? Select all that would apply

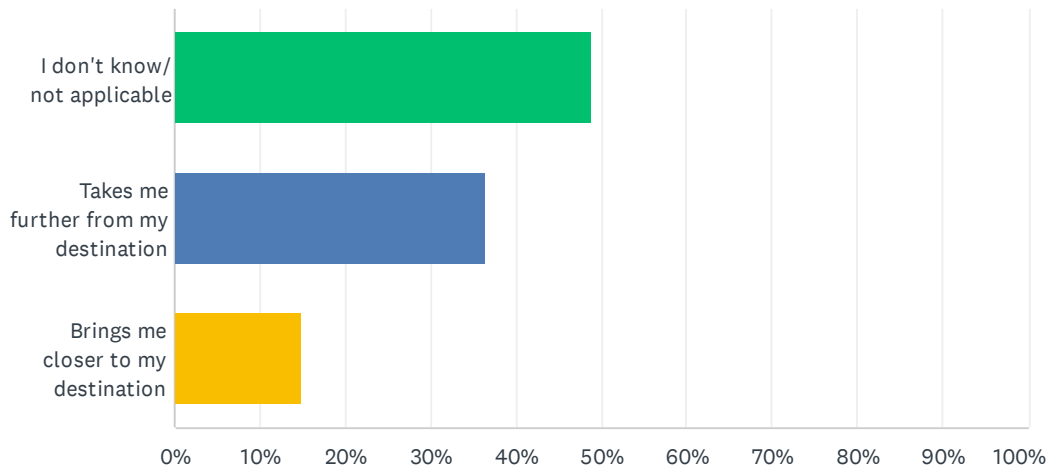
Answered: 1,239 Skipped: 554



ANSWER CHOICES	RESPONSES	
I would take the same bus route or METRO line (bus rapid transit or light rail)	58%	717
I don't know/I'm unsure	28%	345
I would take a different means of transportation (walk, roll, bike, drive, etc.) instead of taking the bus	10%	125
I currently take and would still take a different means of transportation (walk, roll, bike, drive, etc.)	10%	120
I would take a different bus route or METRO line (bus rapid transit or light rail)	8%	104
I would no longer make this trip	6%	79
I would ride the bus or METRO line instead of taking a different means of transportation (walk, roll, bike, drive, etc.)	5%	65
I currently use Metro Mobility on Nicollet Mall, and I would want to continue to use it	1%	17
I don't use Metro Mobility now, but I would if the route moved	0%	5
Total Respondents: 1,239		

### Q15 How would this option impact your access to destinations?

Answered: 1,227 Skipped: 566

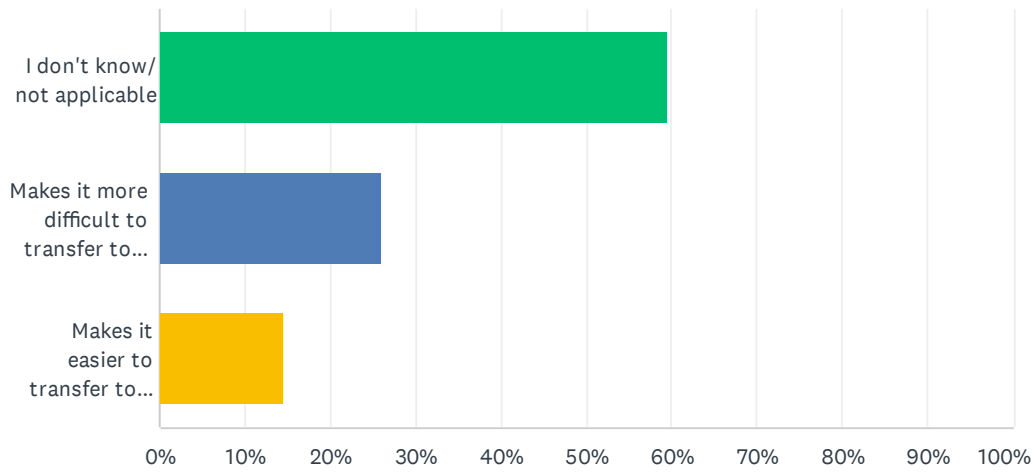


ANSWER CHOICES	RESPONSES	
I don't know/ not applicable	49%	598
Takes me further from my destination	36%	447
Brings me closer to my destination	15%	182
<b>TOTAL</b>		<b>1,227</b>



## Q16 How would this option impact your transfers?

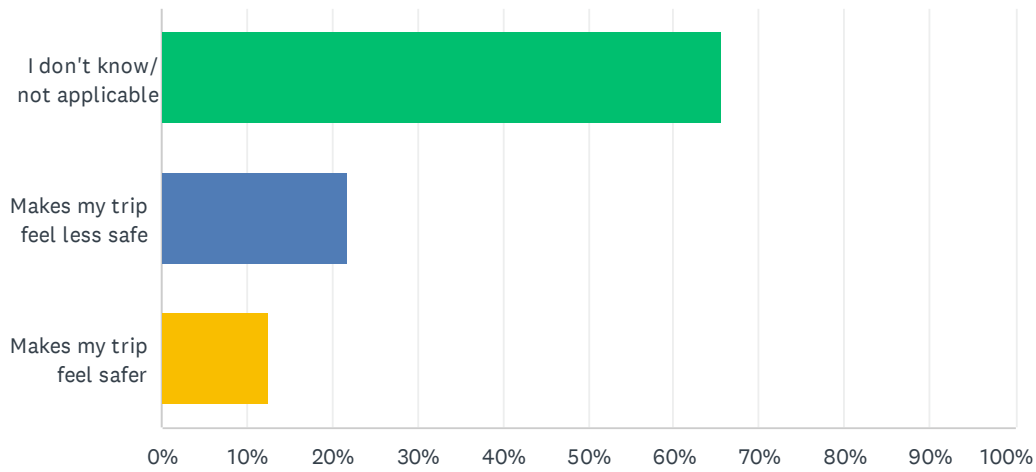
Answered: 1,229 Skipped: 564



ANSWER CHOICES	RESPONSES	
I don't know/ not applicable	59%	731
Makes it more difficult to transfer to other routes	26%	319
Makes it easier to transfer to other routes	15%	179
<b>TOTAL</b>		<b>1,229</b>

## Q17 How would this option impact your trip experience?

Answered: 1,232 Skipped: 561




ANSWER CHOICES	RESPONSES	
I don't know/ not applicable	66%	809
Makes my trip feel less safe	22%	267
Makes my trip feel safer	13%	156
TOTAL		1,232

## Q18 What do you like or dislike about Option 3?

Answered: 903 Skipped: 890

<b>What do you like or dislike about Option 3?</b>
<b>Open-Ended Response</b>
I strongly dislike this option as it is far too distant from Hennepin and Nicollet Mall and I believe that it would drive separation due to distance rather than connect the downtown core.
It will make trips more difficult for me.
Is there really that much room on 3rd Ave. for so many lanes?
Too Far away from the Mall.
Make traffic worse.
Again, this does not solve the issue, it just moves it. The buses would still be slow and it would also clog car traffic downtown.
Too far for me to get to
I don't like that it takes passengers further away from hennepin. also the time to rebuild the bike lane on 3rd would be unacceptable
This one is the worst, way too far from the Mall.
Don't like, not on Nicollet Mall
I like it. #11 used to go this way when it was the #9.
Keep buses on Nicollet. Don't need a carnival
Like
It's further from my house. It feels less safe. I feel insulted that I don't belong on Nicolett because I'm poor and take the bus. Target and the bars I frequent will no longer be near my stops.
Blah
This is a great option! It brings the buses enough space and it allows them to run straight too NE Minneapolis down the central Ave bridge.
3rd Avenue does not have an express lane and is already congested
Dislike
I would prefer you focus on improving the bike lanes on 3rd, as it connects to the bridge which has great bike connection. And keep the buses on Nicollet.
I like that bus lines are centralized on one road. I don't like that it is so far from the blue line station.
I live in Elliot Park and this would probably be the best of all the options because this would move buses closer to my home. The drawback is - there's nothing to do on 3rd Ave. It feels like a wasteland. But I also like Marq2 since I am more likely to catch the bus to venture beyond Minneapolis and it wouldn't change how I normally commute. For trips within Minneapolis, I usually bike.
Nope
I love the move of the 11 and 25 to Hennepin Ave and connecting Hennepin to Marquette and 2nd through these 2 routes. This gives me more options when I am traveling on Hennepin.
It spreads everything out even more making it harder to catch transfers for those with mobility issues
Even farther away from everything? Just add a new bus line for 3rd. This plan is the worst one yet.
No opinion, looks fine
I prefer bike lanes on street level, not sidewalk level. I'd rather have buses on a different street than primary bike route.
I hate that this is more needlessly complicated than Nicollet mall. Buses should not be removed from Nicollet mall.
Worst of 3 options.
I like keeping north and south bound on the same road

It is farther away
I like that it's connected to the bridges. closer to my destinations.
I like that express bus routes are closer to Nicollet Mall. But I wonder if it makes it harder for folks to access the central corridor if they aren't able to take an express bus route, or when the express bus routes are not running. Especially for those with mobility challenges. I like that the bike lane is separated from traffic.
Parking
Just move them off of Nicollet. :)
Too far away from Nicollet
this would be awful for me and I would stop coming downtown. I cannot walk any distance
Too far for a handicapped person like myself to walk
Not interested.
Again, consider a small bus for Nicollet mall with transfer from light rail for tourists. This is about commuting so I have no comment.
I don't like it at all.
This option seems like the best overall
Too far from the mall for people with disabilities.
too many streets. not good option
This is my favorite option. I think this is best option for faster better transit. I especially like the road design of 3rd Ave. It will be nice when the f line and nicollet brt are completed
Long walk to parallel routes, especially on Hennepin Ave.
Too far from Nicollet mall stores and activities
Would make it much further from me and my destinations.
Dislike so far from Nicollet Like keeping and improving bike lanes
too far from nicollet
Not liking the inclusion of routes moving to Hennepin Ave.
I like the separated bike lanes.
Like that express buses remain separate from the other busses and that the #10 bus would possibly be faster because 3rd Avenue turns into Central Avenue.
Third feels like a better place for buses than the mall. Its businesses do not depend on clean air. I'm concerned how this would impact people with limited mobility, but this would be a huge positive for downtown, I think.
Too far away from main area
I hate this option. I work on Nicollet Mall in the Medical Arts Bldg and we have many elderly and also disabled patients who do not use Metro Mobility. It would be a hardship for them at all times and for everyone in the cold weather months to walk that far to Nicollet Mall.
Dislike this idea most 3rd is a major auto way would move cars to other streets increasing danger for walkers
I dislike this the most; it seems 'very far' from the Mall.. and much more 'isolated.' It could be my mind thinking it, but the Mall has more people and the people who welcome visitors/check in on people/etc.... if I was removed from that I would feel less welcome and safe.
I don't like it it moves my transfers farther apart between Nicollet Avenue and Hennepin Avenue
It's fine
3rd is sketchy - don't like this option at all

I like this the best as it moves the bus traffic off of my route to/from my parking garage on Marquette
Any of the options impact those who rely on public transportation. Riders want to be close to their destination - not having to walk some distance to reach it. Grand Rapids Michigan removed the buses from downtown's main "drag" and it killed the downtown. Granted this was many years ago - but I foresee the impact to be the same.
It says maintains bike lanes but it would mean more pedestrians or buses crossing bike lane
too far from the shops

This seems nice, it fixes the poor design of 3rd Ave that the mayor wanted so bad.
I like anything that maintains or improves bike lanes!
Seems like a far/big move for riders
3rd Ave seems like the best place for buses
You're moving the riff Raff from one street to another. Again with this brilliant ideas. This will solve nothing and cost us taxpayers so much money in transit and construction. Dumb idea
This is the worst option. Downtown revolves around Nicollet and Hennepin. There is little to nothing on 3rd Ave, and this just takes transit riders further away from vital services like Target or Walgreens, or even the theater district on Hennepin. This would be a terrible choice.
It makes me like option 1 more and more.
It would connect directly to the 3rd Ave bridge and NE
I dislike this option for not protecting the bus only lanes for all the routes
Strongly dislike distance from Nicollet Mall shopping/amenities.
I like this option as it moves the buses away from more pedestrian friendly walking streets making them safer and more welcoming, but have concerns that 3rd might have trouble handling the volume while still moving traffic.
it's fine
eliminating one of the few 2 way streets in the business district
perhaps too far from where most people want to go?
Confusing.
Not as good as Option 2
This is my least favorite. Bus routes would be much further away from destinations and as 3rd is already a congested through-way would be even worse.
I don't like buses being added to 3rd avenue. The existing bike lanes should stay and adding buses to this corridor does not seem efficient as this us also where most cars travel.
Same answer as the one for the redone 2nd avenue option.
3rd Avenue? Are you guys high? There's no need to fix what isn't broke! Bring back more seating on the Mall!
I dislike that bus routes aren't as together as they currently are
I would no longer use Metro Transit. This option is way too fat out of the way to use for downtown tasks or to transfer to other lines.
Would all buses make a loop in the multiple routes zone? Why not have them loop at the northern end where they can all connect to the trains? This is the least practical option of all. The #11 and #25 are just too far from the other routes. It's a major hassle/unsafe at night or in the winter to make this trek. It worked best when all buses were redirected to Hennepin a few years ago. There was no confusion about where to catch your bus because they all funneled down the same street. Transfers

<p>were simple and the journey was faster than it currently is on Nicollet. Plus Hennepin seems to have activity at all times of day (theaters, shopping, bars, concert and sporting venues, the library are all accessible from Hennepin). It's also great waiting in the library lobby for northbound trips, since the heaters at bus stops don't do much to actually keep anyone warm in winter. Why isn't Hennepin an option here?</p>
<p>i like that the orange line wont change</p>
<p>Removes bus from Nicollet Mall</p>
<p>further from train station</p>
<p>Even worse! Keep the busses where they are. Why ,change them at all? It needs to be convenient for All! It could negatively impact businesses such as Target, Id's shops, Gavidae, and many others, including the DAYTONS PROJECT.the mall is at the hart of the retail part of downtown.</p>
<p>[shrug] might be okay...</p>
<p>I don't like moving of any routes to Hennepin Avenue. Also, this three-street configuration will be confusing to riders. It is better to limit buses to a couple of main streets, e.g. Marquette Ave and 2nd Avenue. I like catching buses from Nicolet Mall because it is easy to find and no confusion with any other streets. Also, it is very convenient that buses in Nicollet Mall move on both directions. Nicollet Mall has been virtually dead since the departure of such major stores as Macy's, Notthdrom Rack, Marshalls and others. I don't understand the rationale of changing the current condition of bus traffic because freeing completely the Nicollet Mall from bus traffic will not revive it but like to make it look even more deserted.</p>
<p>Very far for riders of 10, 17 and 18 buses. I ride the 11 bus.</p>
<p>This is another good option also. Having buses 25 and 11 run on Hennepin would be more convenient.</p>
<p>I like it</p>
<p>Concerned fanning out the traffic will make things more confusing for locals and visitors.</p>
<p>Reasonably close for light rail transfers at Government Plaza. Not close to businesses I sometimes visit but closer to others (which are only open during the week).</p>
<p>limits lanes of traffic for cars</p>
<p>No objections.</p>
<p>These options do not affect me, but I like the idea of taking the buses off the Nicollet Mall.</p>
<p>Third Avenue is already very busy because of the Third Avenue bridge access. This would make it less useful for cars. I realize the City Council does not like cars but many of us need cars to get to work - or to and from our homes - to doctor's offices etc.</p>
<p>Better than option 1, but not as good as option 2 for transit. Best bike option and better than current biking on Nicollet Mall.</p>
<p>Negative: Puts busses on an additional street. And Lemington ramp could again function like an overnight bus stop/homeless shelter</p>
<p>May keep more distance from the customers and the permanent free-loaders 🙄</p>
<p>This is the worst option. It has very little foot traffic, is very far from where I go, makes every trip to the library or Target or other places on Nicollet take longer &amp; is more inconvenient for me, and I totally would not feel safe. Note that in all cases I would take the same bus routes I do now as I don't drive, am not young enough to roll downtown, live too far to bike, &amp; so I have no choice. I am at your mercy &amp; do not think that moving buses from Nicollet Mall will change any of the issues you think it will. In another 5 years or so, you'll be changing buses back to Nicollet Mall.</p>
<p>Moves buses to current auto throughway and adds confusion to where to find buses. Doesn't make use of existing busways. Further from my destinations.</p>

This is by far my least favorite, as it extends my commute the most
This is the most inconvenient option for me
Yet again, separating the nicollet mall transit lines is inconvenient. What makes nicollet mall a convenient way to commute around minneapolis is because all of the transit lines converge.
Again, I don't understand why transit has to be removed from Nicollet Mall. Spreading the buses out like this is going to make it that much harder for people to find their connections and get where they need to go. There isn't a place for me to comment on this, but I would avoid Nicollet Mall or not take transit to get there if my bus could only take me as far as 3rd or Hennepin Avenue.
Don't like it.
Nothing to like
I like that this brings several lines onto 3rd Avenue which is a bit more convenient for me as a 22 rider.
This moves it even further away? I don't see how you can expect people to want to visit Nicollet if the bus is even further from it, and Hennepin Ave.
The furthest option from the main drag of downtown. Not likely to go over well from a public transport rider perspective.
This takes me even further from my destinations in the Warehouse District, theaters and North loop. The further transit is moved east of Nicollet the less safe I feel and the further away from the core.
I like that there is a bike lane included here. This also provides closer transit to the Armory from Uptown.
This is terrible. An additional four blocks between my destination and me.
3rd Ave is presently very Buzy ! Leave buses as is — on Nicollet Mall. Add more businesses along Nicollet- that would help !!
Doesn't matter. I ride the rails
Too far from Nicollet Mall
further from the places I go/further from light rail connection
Further away from downtown.
Seems to have more space for everybody - like. Like bike lanes. Like buses still on Hennepin & Marquette.
i like the improved bike path. i like that 3rd ave has a bridge going over the river, so that the 10 and 17 can just keep going straight instead of having to turn additional times.
The 3rd Avenue streetscape feels better than 2nd/Marquette for transit and bike lane upgrades would be welcome, but this still seems like a worse option than leaving buses on Nicollet.
Feels impractical to move that far.
Dislike: buses run too far from Nicollet Mall
Hopefully makes Nicollet a non-vehicle pedestrian street.
Unclogs Nicollet.
The problem isn't traffic flow, it's too many homeless and crazy people and no retail worth making the trip downtown.
Way too far from where I want to be
Too far away from Nicollet Mall if passenger want to shop and need to transfer to get to the mall.
This is by far my least favorite open. It would take me much further away from my destinations on Nicollet or Hennepin.
dislike
Idk, makes no senses



It would add congestion to 3rd that currently has no buses and moves the buses farther from the core of downtown which may adversely impact ridership
You're getting too far away from where people actually want to be in downtown Minneapolis.
Way too far away from town center
Adds traffic/congestion to 3rd
Seems like this would move the 17 and 10 noticeably farther away from the 11, which seems like it might be annoying for some riders.
This would probably work for me/
I bike on 3rd. This doesn't sound safe for bikes.
Further away from my condo
Too far away from things. Option 1 and 2 feel closer to the center of Downtown.
No good.
Crossing road to transfer more dangerous. Even further from stadiums. More street congestion. Less downtown street parking.
Sounds good to me.
Again, this is similar to the Nicollet Mall path but moved to 3rd avenue, which is not as convenient to Hennepin and Nicollet businesses which I want to get to. But like having both directions on the same street.
gets the buses off Nicollet Mall
Nope getting further and further away
Too far from hennepin.
No comment
Think I like this better but still would miss out on target Walgreens and I feel for senior citizens and my bad needs if I have to go to these store extra walk
way too far from Hennepin
Too far from central downtown streets—Nicollet and Hennepin
Close to home
I like the improvement in separated bike lanes
Dislike
Moving 25 to Hennepin and moving 17 to 3rd Avenue would be very inconvenient
Having just one street with two way traffic will make it more congested
It minimizes congestion
This is the worst of the three options. It is too far to walk.
Like Getting Transit off Nicollet, but dislike too far from current routes
Too far off Nicollet/Hennepin Aves
No impact on me.
Neutral to this idea, although I think it makes more sense to consolidate the transit under Option 1 (one way pairs on Marq & 2nd)
I really like the grade-separated bike lane
3rd ave feels further away from why i'd be downtown
I still prefer option 1. I prefer to keep the options simple. I also prefer to keep the buses closer to Nicollet Mall while still keeping the buses off the mall.
I don't bring my bicycle from the S.W. suburbs due to traffic congestion in general. So, nice for people that need that.

Aweful. The places I want to go or closer to Nicollet. I would have to transfer from a 4 or 6 to another bus just to get to the 18
too far from Hennepin
Too far from Nicollet Mall. Too confusing.
Way out of the way of anything
Like: easier access to City Hall and Hennepin County Govt Center, separates local from express, easier connection to light rail and C & D lines Dislike: would remove the bike lane which I use, most inconvenient for accessing Hennepin Ave & routes 4/6/12, also concerned about increased traffic congestion on 3rd Ave during rush hour periods.
Too far from Nicollet Ave businesses and services.
Neutral
This is the one I like! The other options (1 & 2) did not make any difference or improvement in my opinion. This option, however, I could see myself utilizing the bus routes on 3rd Ave
Too far from Nicollet.
Worst option
This option is best. Much less traffic over here, unless there are events going on in the city.
Dislike-too far from the core of downtown
It is really too far away from Hennepin Ave and I dislike this option the most.
Those are not routes that I ride
Even further from my destinations.
Open to all vehicles to use. This one is ok and is the better option to do, in my opinion.
Don't like, don't want.
My comment remains. Nicollet for buses and only buses. Everything else move.
neutral
Same as others - my priority is to move all buses/bikes from Nicolet Mall - make it a pedestrian only street
Way too much walking!!
Not on the Mall.
I like that it moves bus traffic off of Nicollet but probably moves the bus lines too far away.
Do not like this option. 3rd Ave is too far from nicollet Mall destinations. 3rd Avenue has the highest volume of vehicle traffic; crossing the street to make transfers to another direction of travel would take longer and be less safe
Terrible idea. Moving buses to Hennepin Ave would make me feel less safe.
Makes walking or biking on Nicollet Mall nicer
I like that this option keeps the express bus traffic separate from the other bus traffic and maintains access to street parking on Marquette.
Would allow for more opportunities for private cars to park illegally in bus lane
Like the dedicated bike lanes . Only wish bikers would use them. Moves transit more away from what used to be the City Center. Puts more buses on road that is maybe more heavily used by autos.
It's a possibility, but 3rd Avenue is so much farther away from Nicollet Mall.
No opinion.
Looks like it might be confusing for driver and bikers with 2 lines going one way and 1 in the other direction.
This is just not a good idea.

Unsure
Same responses as above two options.
This would help move some of the busses off the already busy bus roads.
Seems like a more messy setup.
Third Ave. is a heavily traveled car corridor. I like the other two options better.
This is the worst option. I would have the furthest to walk to my downtown destinations and would be unable to make connections on the 11 if needed without a considerable walk and during winter that is very difficult.
I don't like being so far from Nicollet. If you want people to go to Nicollet Ave, why are you moving people (those getting off or on the bus) farther away?
Moves bus service too far from center of downtown. 3rd Ave is unsafe to cross. Don't like this option, but better than Option 1.
Too much traffic already on third
Now you are getting too far from Nicollet. 3rd is already so busy too.
Seems further from my destination
This does not seem like it feels safer. It is closer to the Tunnel area by HCMC on 6th street which always has people loitering about.
It separates express routes from regular routes at the one place they need to be together: transfers. I like that there's at least a passing consideration for people on bikes.
Not sure how this impacts bike lanes
This seems too far from Nicollet Mall which is very centrally located downtown. I do like "Maintains and improves separated bike lanes" as that could be helpful to those that combo bus/bike commute. like it as it does not affect my current route, 781.
might improve traffic overall
Might make biking better on both Nicollet and 3rd
This option is too far from my destination ...Nicollet and 8th...and I am a senior and this makes a big difference.
Are you people crazy??
Congestion of 2way traffic. Dangerous mix of bicycle and vehicle traffic
Dislike: Too far from Nicollet Ave. I shop at target, Walgreens and use the Central library downtown.
Too far.
Farther away from first avenue, target center, and most nightlife
If Nicollet Mall is the destination, this is a lot of walking to get from the stop to the destination.
not sure
Nothing
Route 11 is still on Hennepin in this configuration.
This is better.
Some would say that this option is too far away from Nicollet - I personally would not care because I don't mind the extra block to walk
This is also good since it consolidates the routes in one street. Upkeep and safety initiatives would be more effective. We should keep the bike lanes closer to the side walk instead of closer to the cars.
Same as the other responses. Looks good, and worth a try.
same dislikes as Options 1 and 2

There is nothing on 3rd Ave. Why move transit that far from businesses unless you're purposely trying to shut them down?
Don't crowd the bike lanes and spread buses over all the roads. This is not the best option. Buses are moving too far from the core.
Dislike No bike lanes
This is the best option
Hennepin Avenue is still NOT safe.
I like that the orange line stays nearby me.
Bring routes near city hall and Hennepin county offices
Leave it on Nicollet
It's much farther away
Nothing
more spread out that the other two options so more difficult to make transfers in general. i like the bikeway though.
Not sensible.
Like the improved bike lane
I mainly take the 10 route and green line so not really affected.
Further from destinations, less populated at night
This is too far away from my apartment and would make bus travel inaccessible for me during the snowy months. It's also too far & inconvenient for the people you are hoping to draw to Nicollet Mall.
This is awful for me as a college student. Having to walk all the way from St Thomas to here in extreme weather could be dangerous.
Same as option 1. Route 11 is on Hennepin which is further away from where I want to go.
it brings me closer to my job BUT if i had to shop i would have to go to nicollet mal and then down to third st.
No light rail
Dislikes: interferes with Central Ave bridge flow. And furthest from Nicollet Mall
I do not like that I would have to walk three blocks
less safe than Nicollet
Prefer this route
Strongly dislike. 3rd is a major street connecting with 7th to travel to I-94
Might clog a main vehicle artery through downtown.
Moving three routes a full three blocks east seems confusing and annoying
omg what the hell is this no.
Just as with Marq/2nd, 3rd is a deserted/desolate street for huge portions of the day. While it does have government buildings as destinations so at least you might be able to find a bathroom, those are not particularly welcoming nor do they produce any foot traffic past 5/6pm. The Hennepin County government center is particularly brutal in how the parking ramp interrupts the sidewalk and with the way 6th goes into a dark foreboding space where no one walks if they can help it. Other comments apply here. Just no. The city shouldn't move transit off Nicollet until the other adjacent streets have the same kind of destinations/amenities open into the evening.
Dislike 3rd Ave bus riding
Too far away from Nicollet Mall

Now I'm thinking whoever drew the maps doesn't know which directions Marquette and 2nd currently run. :(
Confusing, longer transfer
Too far from Nicollet.
Keeping my medical services downtown? I may not always be able to get to appointment walking from buses I use.
Closest to my office location
I dislike it. This option is worse than option 1 and 2.
It's not good. Moving 10/17/18 to 3rd Ave is too far away from connecting to routes on Hennepin and elsewhere downtown
Too far away from Nicollet
3rd Ave Carries ALOT of traffic DO NOT think should add city buses/transit onto 3rd Ave —bad idea !!
Too far away from Hennepin and Nicollet Mall.
Like: logical place to reroute buses Don't like: Presumed road congestion, as someone who walks and drives on/across/along 3rd Ave (where my office is)
This is my second favorite option because it seems to feel more like a transit corridor and leave nicollet mall for hanging out and pedestrian stuff.
Photot does not show maintained/improved bike lanes, so I am skeptical.
this is much farther away from my job that I go to 5 days a week and the store I grocery shop at. this would negatively impact my commute and ease of access for my daily shopping.
Dislike- more crowded 3rd
Like improving bike lanes, would put me slightly farther away from destination in downtown but not so far that I would change routes
This is taking me so far away from my destinations, I don't want a 15–20 minute walk either way from the bus stop, especially when the weather is bad, or at night.
Bike lanes are good.
I feel like a dedicated bus lane is most efficient for all traffic. But I have no data to support that.
Not centralized and the increasingly dense North Loop is even less accessible
T
It makes no sense to have Route 11 on Hennepin when it ends up on Third and Fourth Avenue South.
I like having more one way options in downtown but I am still bummed about the 11 route moving
Same issue, makes traffic here a nightmare when it's already bad.
Same as above
Too far from Hennepin and light rail
Seems like it'd be faster with less turning but it would take me several blocks from Nicollet mall
To far
I don't like the buses are even further from my destination. Also separating all the routes gives me less choice to get back NE.
This would probably be the best. There's not a ton of 3rd often.
I dislike how quiet 3rd Ave can get on nights and weekends - if no one's around, it's less safe
Nap
Like the maintaining of bike lanes And two way bus lanes, dislike the distance from Nicolette effect on car traffic. Ramp access.
All this is a bad idea creating to much traffic on these streets

Further away for me
Would not wait for a bus on Hennepin Ave - not safe enough
Seems more confusing
It is unclear to me what would happen to Nicollet Mall with this plan. Would it be opened to general vehicle use (which I definitely do not want), or would Nicollet Mall become a pedestrian only zone (which I am in favor of).
3rd Avenue is similarly deserted/an endless sea of parking lots/ramps, so the safety issues persist. No eyes on the street means I will not take buses when I otherwise would like to.
Also seems straightforward.
This moves service significantly farther away from Hennepin.
I prefer option 1.
Still helps Nicollet with walk ability and biking. This one spreads out the routes more than the other 2 and I like that it connects more smoothly to the 3rd ave bridge. Easiest transfer to route 10 which I use a lot.
The absolute worst of all possible options. Nothing exists on 3rd for every-day riders. It's office suits only.
it's ok. this street can handle both ways of buses but less centralized
Traffic savior
I do not like this option. If I need to stop somewhere on Nicollet such as the library, it adds several blocks to walk. On a cold winter day with icy sidewalks, this could be more dangerous.
Forcing a bunch of bus routes to make a bunch more turns downtown will slow down transit. Also, I promise y'all that the issues Jacob Frey thinks Nicollet Mall has have nothing to do with the bus and everything to do with him caring more about suburban car commuters than the Minneapolisians he claims to represent.
Makes Gov plaza a good connection point and perhaps simplifies some of the routes 10 and 17 need to take, at the expense of needing to go further to connect in some places.
I like the improved bikeway on the street. I don't like that it would be five lanes which could make it difficult to cross the street as a pedestrian. I don't like how far from many nicollet destinations this route would be.
This option will take me 5 blocks away from my work and make me feel less safer.
3rd Ave feels safe and seems more direct for crossing the river. I don't like decreasing driving lanes in favor of busses.
Dislike
Like this option the least. Moves things the furthest away from where they currently are. 3 blocks is a pretty big difference.
Too far from hennipen
Dislike the 10 and 11 north puns routes on different streets,since I like the option of taking either one home.
It's not on Nicollet mall.
It should be more about keeping riders safe and less about moving stuff around.
Similar to the previous two options. Option 3 takes me even further away from the businesses that I frequent on Nicollet Mall.
I really don't like this as someone who lives on the street. It'd add extra traffic to the street and would make it harder to even just live on it.

3rd is already busy, adding all the buses seems like too much. Also it moves buses far from the activity on Nicollet.
With all options being on a street with heavier foot traffic feels safer when waiting for a bus
More disruptive / local routes move farther from Nic
The best option. Third has less traffic.
I don't like that this option takes traffic further away from Nicollet Mall although it might be good to bring people to other areas of the city.
Too far from my destination
Same as before
I do not like that all options are removing transit from Nicollet, as the existing infrastructure there is in good condition, and this is closer to my destinations (restaurants, shopping, events). I most frequently use the 17/18 to travel to destinations close to Nicollet, and this option has me walking the furthest from the bus to my destination.
Seems to far from Hennepin and Nicollet and will bring alot of objections from those who don't like the plan. 3rd is fine as is Marquette is better built for buses
Third placed option for me...
This is the worst yet. Third has nice bike lanes I use and this would make them less safe. And if I miss my bus, there is nowhere to go to kill time.
Nice that it connects directly to Central Ave bridge. Not great that it is farther away from transfers. 3rd Ave not safe or welcoming compared to Nicollet.
I don't like that 3rd is generally away from many DT destinations, I do like that most transit is on one street and routes are "straightened"
This is even worse than the other options. There are no businesses along 3rd that serve pedestrians and moves transit even farther from desired destinations
Don't change it!!!
this is so bad omg like, why? Have any of y'all ever had to do an 18 to 11 transfer in February? There is <u>nothing</u> on 3rd Ave for riders.
Way too far from destinations. Hennepin and 1st Ave are what bring people downtown and this will discourage use.
Better than the others for transfer to the LRT and for being in places that are more public/safe feeling/comfortable in my book. Being outside the gov center with the fountain generally feels alright even if it's quiet. And yeah better for transfers. I walk and drive on 3rd plenty and it never feels like the two lanes of traffic is helping much anyway. Still not as good as hennepin or Nicollet in that ease of waiting around factor
You want to move Nicollet transit 3 blocks away? Fuck that.
Best option of removals, but still prefer Nicollet. If this is the option, make the bike lane on both sides for easy connection to the 3rd Ave bridge, or else you'd have to cross the street which is dangerous. There is also a lack of foot traffic on this street that makes it less safe for transit users.
Want to keep on Nicolet
The 10, 11, and 25 would be further apart and so if I miss one, it would make it harder for me to catch a different route. There are a lot of parking ramps that exit on third and drivers are not careful to look for pedestrians, so this makes it more dangerous.
It is not on Nicollet. Nicollet is designed for transit.
More complicated

I like that it would make the trip faster to get to NE Mpls, and this one seems most likely to prevent buses from bunching up at stops downtown and making trips take longer; LOVE the idea of having the bikeway more protected at sidewalk level, as SO many cars/trucks park in the bike lane for loading/unloading causing me to swing out into the traffic lane unexpectedly on my bike.
I like that it doesn't impact the bike lanes
11 on Hennepin is more convenient for me
Indifferent
I think 3rd would be too congested to add buses.
Farther from businesses and services; less practical for mobility-impaired riders.
I love the 2 way curb height protected bike lane - particularly because it'll be plowed better in winter and support a N/S route. I don't like that this leaves excess parking on Marquette and 2nd Ave. I'd love to see for the bus lane to be continued over the 3rd Ave bridge.
It would keep Marquette/2nd the same and take another road. I like that it's more east.
This seems good too.
There is less foot traffic on the weekends in this area, so may feel unsafe, though possibly that would change with more people waiting on the bus. Does take you further away from shopping areas
No feelings/unsure about this
Seems to be the best option
Dislike
this is a horrible option. you want people to visit nicollet mall/take transit, yet you're moving all the local buses three blocks away. this will have a negative impact on people who rely on transit for downtown shopping as well as safety (there's a lot less "eyes on the street" once you head east of marquette.). You're best bet is to run the local buses 2 way on marquette and run the express buses 2 way on 2nd ave.
I like concentrating busses to some key over lap points. Adding in 3rd, as opposed to 2nd and Marquette would lose that.
I like that this would remove more car traffic from downtown, but I think it would make transferring between busses harder
3rd Ave feels too far from Hennepin and Nicollet...however it also has a lot of destinations that people might want to get to. I'm conflicted. I do like how this option has an emphasis on improving bike lanes. I bike on 3rd Ave to work 3-4 times per week and the current painted & bollarded lane doesn't feel very safe.
Option 3 puts the old routes very far from where they are now and would render them virtually useless for me personally. Keeping the BRT routes and regular buses close but not sharing stops would be a little annoying. Bus lanes are appealing but cars and bikes often do not respect them so I don't see it greatly increasing the speed of a trip if the bus is sharing the road with cars, even with a dedicated bus lane.
I like spreading out the buses by leaving express and BRT in current locations. But it does move the buses further away from destinations on Hennepin and Nicollet, which I would guess might reduce ridership and cause longer trips for people headed to those locations.
This feels like you're just prioritizing cars instead of metro transit riders. It's an unnecessary change
Dislike strongly! Right now, 3rd Ave. is one of the only reliable two-lanes-in-each-direction streets downtown. Also, now that the bridge is open, it is one of the best ways out of downtown. Leave 3rd Ave. for cars (but eliminate parking and add more left-turn lanes).
I WANT my bus, 17 to run on NICOLLET MALL, NOT Marquette, 2nd, 3rd or ANYWHERE ELSE!!!!



Same as Option 2 comments. I'm not a fan of changing existing traffic flows and think that the two way traffic will cause traffic jams. I also think this option pushes people even further way from Nicollet which is where they are used to being dropped off/picked up from and is really the heart of the city.
This feels like the worst option to me. No place with truly reduced car traffic adds lots of noise while waiting for a bus, would it change my usage, no but it would absolutely be less comfortable
Way too far from fun stuff. Is this just for the suburban commuters?
This might cause too much congestion on 3rd
Same as with option 1, I would no longer feel safe taking the bus to work very early in the morning because this would force me to walk 3-4 blocks outside. Again, I know multiple coworkers and 2 friends that have been seriously harassed, mugged, and beaten up in downtown at that time of day. I would be too much of a target having to make this walk in the mornings. I would still utilize the stop in the daylight.
Too far
Improvement over the current situation, but I prefer the other 2 options. I see the strength is that service doesn't have to turn to before leaving downtown (NB). This is good in improving speed of service. But, I prefer the layouts of the others: dual bus lanes to stop cars from interfering and collocating BRT with other routes. Why not be bold and do both of those things on 3rd?
to far away
this 2 way option is the better 2 way for me. because I take the 10 most days. it makes my commute easier. I still prefer the one way option but this is the better 2 way option.
I don't like how this intermingles transit and non-transit traffic also it will make transfers harder.
Too far from Nicollet.
Love the bike lanes. Like the two way bus lanes. Dislike 2 lanes of normal car traffic on the one side.
There would be too much traffic noise for nearby residents and will be less safe for pedestrians.
Feels mostly like it is now. Not much change.
This would make transferring to the blue line extremely difficult which I dislike.
I like the idea of having a Nicollet Mall without any buses. This sounds like a bad idea--I often see the buses on Marquette and on 2nd Ave using the existing two-lane structure to bypass a bus that is stopped for loading and unloading. I expect that this new plan will significantly slow down bus traffic.
3rd Ave is the best north to south route because it has two lanes in both directions. I'd like it to stay that way.
3rd seems like a more direct route into and out of downtown. I like improved bike lanes on 3rd.
Dislike removing the buses from Nicollet. There's nothing to like about this.
I take the 22 line to Nicollet, so I'm not applicable to this
I still don't understand why everything is moving
Even further away from my ultimate destination.
Improved the bikes lanes on 3rd Ave and also gets the buses off Nicollet
I dislike that if buses are stopped in front of another bus, it will have to merge with traffic or wait, leading to delays. I also dislike having to cross 3 lanes of traffic to transfer
Bike lanes!
Seems far away from current situation- may mess with people's options. And if we ever try to bring back retail to downtown Minneapolis, this would take the buses pretty far from retail.
It's further to walk. There might be more blind spots to get hit by cars

Far from work
Seems most amenable to traffic movement and has the most space available for all the various types of transit
Improvements on bike lanes are always a plus
No buses on Nicollet mall
Busses coming over the 3rd Ave bridge stay on 3rd Ave and make it easier to understand. Also still good lightrail transfer, maybe even better with the plaza.
Not this one please.
N/a
This would be the worst -- I can take either the 4, 10, 25, or 61 to get close to home and the further they are spread apart the harder it is for me to decide which street to pick when buses aren't on time. I miss when more of them were all on Hennepin, especially in bad winter weather.
Very inconvenient and out of the way
More stops and transfers to memorize
I dislike the option
They all sound worse!
Seems like routes are more direct routes along places id want to stop.
Dislike as this is a main rout to north Minneapolis
This would be less convenient for me, but I think it makes some sense.
My commute would be faster (I get off the light rail and take a bus north). I still don't like the indirect route the 11 and 25 take, but this is the best of the 3 options.
Better
I like that it Gets busses and the bus stop groupies off of Nicollet mall
Still great to get buses off Nicollet but fear that would be slower for buses unless 3rd became bus only.
convenient for transfers
Crappy bus stops. Dark. Would not ride bus after dark
more lines
No, no, no. If there's any hope of revitalizing Nicollet Mall, you can't remove buses that far from Nicollet.
Best option. Keeps all routes close by and easier to get to next stop on time.
I would end up walking further
Would have similar issues to option two.
Dislike this. Chops up routes too much and forces l regular speed buses from northeast/uptown away from the mall where the major office buildings are. This will make people less likely to commute by bus from those areas and increase congestion.
Would be too expensive
It does not eliminate needless and dangerous multilane one way car roads. I think that is a big improvement of the second option
Very nice to bike and scooter
Best option so far; spaces out bus routes more evenly across three streets, improving bike lanes is also encouraging
I don't know much about third
I think this choice is closer to a LRT train

Again, I really do not mind if buses are on Nicollet Mall.
This brings me closest to my final destination (work)
Same problem as option 2 with bus lanes blocked too often by cars and deliveries due to no parking. Also very far from entertainment destinations in warehouse district
I dislike everything about it
I like that Route 10 gets a straight shot into downtown without zigzagging to the West first.
What's the point of this?
Still too many car lanes
More walking
smarter one, to solve the problem.
Terrible option and by jail
good option
I like buses on one side. Makes it more safe for I think.
Doesn't apply to me
I just don't like this new proposed options.
Too far from nic mall
Like
Mostly mixing with traffic, and I frequently bike on 3rd (more often than taking the bus) and I'm worried about mixing with slow/stopping bus traffic
Dislike, it would make my commute longer and make transfers harder
I like this the best. It moves traffic to a busier road
Would cause downtown construction hassle
route 11 is closer to my work better for me
3rd Avenue is already quite well traveled by autos, especially with the 3rd Ave bridge again open. When Hennepin bridge closes for future repair the backup traffic would be ugly
Like that parking is not limited and Bike lanes still have a dedicated path
Because there are no 24 hr bus only lanes on Hennepin (thanks Frey/Margaret Anderson Kelliher) my bus would likely run slower than it does now, and I would dislike that. If Hennepin gets proper bus lanes that people don't park in, I would like this.
Improves bike lanes and keeps parking
It feels really far from Nicollet. Aren't there already busses that service that area?
Stinks
I like 3rd ave as it would make the 10 much faster and allows easy transfers to light rail lines. Still, I don't get why route 11 would need to move to Hennepin. I feel like that just makes it a more circuitous route when it could just remain on 3rd.
Fast connection
3rd avenue is so much further away from Nicollet Mall.
Too far to walk to my house
I don't ride the bus enough to comment and get confused by the bus route maps and stops as they are now.
Cars will violate the rule and pull over in business lane. It would rely too much on enforcement to actually work in practice and traffic would impede buses' ability to pass other buses that are still loading. I don't like the mixing - especially with out of town drivers that come downtown and don't understand how important transit is.

There seems to be a lot of opportunity for transit on 3rd which makes this a good choice. Marquette would remain the same which is a win and a more even dispersement of transit would be laid out over downtown which is a win.
It puts the bike path 2 blocks over so we would stay on Marquette
Car traffic is busy on 3rd avenue with 2 lanes and a bike lane. Taking a car lane for the bus would be a terrible idea.
I like the upgraded bike lanes
This is too far from the core.
This is the best option as it has an improved bike lane which I do use.
Moving away from convenience. Don't like.
Doesn't change my route at all, which was convenient to begin with.
Further from Hennepin, bad for transfers
My least favorite since it moves foot traffic further from Nicollet.
I like the extra separation and other improvements to the bike lane
Cars
Indifferent.
Don't like making updates to 3rd. This is such a highly used road for cars/bikes, I think updating and adding busses would interfere with good movement made to this street. I'd prefer keeping it to cars/bikes (maybe updating to have elevated dedicated bike lane, like Washington). But would be open to it if it meant getting busses off Nicollet.
Same as other 2 options
Dislike that it would be further from me living on Nicollet. It's just far enough away from Nicollet that I may not take the bus as frequently as I currently do. I chose to move to Nicollet mall because of the really convenient access to so many bus routes and light rail, so moving the bus routes to 3rd Ave would be less appealing to me.
This feels like a poor design. "A reconfigured 3rd ave?" No, my instincts tell me, no.
This one is fine too since.
This would confuse people.
Improved bike lanes and more space for bus-only lanes would make my commute much faster
ok
I would think you would have bus routes closer to the desired location.
This option is the closest to my destination
Makes GIS route labeling easier
I do not like this option. Its like the current setup but shifted further east? All this does is take me further from my destination and take buses out of the center of downtown. I still want to take buses to Nicollet Mall, it makes it so much more inconvenient having buses on 3rd. This would mean I'd have to transfer to LRT for a one stop journey, which is annoying. I do not like orange line seperated from the local buses still. I am a bit confused how the southern part of route 25 connects up to this.
Option 3 doesn't really apply to me.
Too far away from destination and Hennepin/other bus lines that are currently closer to Nicollet Mall.
I currently take a bus that goes on Marquette and 2nd. I like that this option does not create additional bus traffic on these roads.
Seems less cluttered then option 1.
This looks less bad compared to option 1 and 2

Would rather see Option 1 or 2
Two-way seems less efficient and less safe than one-ways downtown.
Ridiculous to redesign an entirely new street when nicollet was just redone in 2017
Worst idea ever
Not sure
I don't dislike anything
Buses sharing road with regular vehicles would create more traffic and wait times for bus
I really love that this options includes an improved bike path. I either bike or take the bus exclusively to commute, so this makes those options more seamless. However, this is probably my least preferred route because of how far it would increase the walk to my work. Right now, it takes me about the same time to take the 17 bus as it does to bike to get to work. I would likely opt to bike if this was the new route, even in adverse weather, because of the increased walking time to Hennepin. I really feel like this moves the busses too far from where they currently are. I do like that this would allow people to get on the light rail at government plaza--for the other options, the connection to the light rail feels clunky.
Prefer Nicollet Mall
I like this more than option 1, especially because it includes an improved bike lane. However, moving buses to 3rd Ave isn't as desirable as Marquette, in my opinion, because of moving routes further away from the downtown core. I'm thinking about having to walk to 3rd ave vs. walking to Marquette in the middle of winter -- Marquette feels more desirable.
I think a two way cyclepath on 3rd ave is a bad idea, given that Hennepin and Washington are designed totally differently, and that 3rd would be unique for downtown multi-lane bidirectional streets.
Further from Henn
I like that routes are just opposite each others in the same streets.
If it effects express 763, hate it. If not, don't care
I like that it comes at a time when 3rd needs to be reconstructed but I don't like how it's getting further from destinations
All three of these options would slow bus traffic by mixing it with personal vehicle traffic. I also don't like splitting the routes between 3rd and Hennepin. It's nice now to be able to catch whatever bus is coming first on Nicollet because they all travel down one street.
takes bus traffic too far from nicollet, connects nicollet routes better across minneapolis
I don't like it
My regular routes would be 3 blocks away. Maybe it would be okay with the d line stop at 3rd/4th, but I would likely stop engaging with Nicollet mall as a whole.
Prefer this option. Further from Nicollet.
I dislike Option 3 because it is three blocks away from my work.
I like that the express routes are kept separate, as I am concerned that having local buses on them would slow them down. I like that 3rd Ave would get better bike lanes. I shop at stores on Nicollet while waiting for my transfer. I'm only okay with this if Nicollet goes pedestrian only.
I hate this option at first, but I could see how it might work if I no longer catch a northbound transfer on Hennepin
Lots of traffic already
Hate this option
I would like to keep the busses on Nicolette as that is closer to where I live

Dislike
Dislike - much further for those non-express routes to access shops/facilities on nicollet Like- the inclusion of a protected bike lane, though that may already be existing?
3rd could absolutely use all these improvements! I've lived on this street for years and it's a hot mess from 10th all the way down to Franklin. Cars consistently park in the bike lane by the convention center and pedestrians don't pay attention AT ALL. I don't like the 11 moving but if 3rd got spiffed up it wouldn't be so bad
Like: I live along 3rd Avenue, so bus stops would be closer
It would still, take me to far off my way. I use the 17, 10, 18 and 11 routes the most. Having them all on nicollet is the most convenient thing for me. Changing that highly disrupts everything for me.
Similar to Options 1 and 2: Dedicated bus lanes improves on-times and efficiency. Consolidating lines means less thinking about where to grab my next ride. Separating north and southbound means more thinking about where/how to catch the bus. These are less walkable streets. Less walkable means feeling less welcome and less safe. It also occurs to me that you are discussing this because Mpls is considering closing Nicollet Mall to all motorized traffic. If this is the case, the benefits of this outweigh all of the negatives.
I love it
Much worse than option one or two for chcoosing similar bus routes
This is too far from central downtown, businesses on Nicollet Mall, library, etc. Worst option.
All the same things as option 1 and 2- messes up my transfers, takes me away from the places I go downtown, less safe, inconvenient, I would probably never spend time or money downtown again. Cars get everything, they do not need Nicollet Mall too
Too many private cars will drive the lane and slow down the bus traffic, you should create a gate so that only buses can enter the lanes
This is way too far away from the other city routes.
Dislike that it is on a less busy/lit street
Too far from everything.
Maybe I missed an earlier option. Would it be possible for buses to come in one one street (North, for example) and leave on another street (South, for example). I might've missed something earlier in your explanations. Sorry.
This is my least favorite
Nothing
This configuration seems less convenient because buses are more spread out across streets, reducing my transit flexibility. I might be more likely to take the 11 or 25 under this plan.
ABSOLUTELY DISASTROUS! We chose our apartment because of its proximity to Nicollet busses, given our family's limited mobility and chronic health issues. 3rd is WAY too far from Nicollet — we wouldn't be able to use the busses most days anymore. It would be 100% Metro Mobility or Lyft or staying home, especially in the winter.
I'm not sure if this is one that I think I would enjoy only due to the express busses are on two different streets. I've already seen elderly and people who are handicap struggle to get one block down in time to catch their bus.
i dislike that its not on nicolette mall
I do like how it doesn't change the express lines (though I don't take them anyways) however as someone who takes the 18 a couple times a month, it would make me walk longer than the other options to reach my destinations

Nothing
This one just seems like a dumb option everyday ya look at it.
Don't like busses sharing street with cars
Definitely don't like this idea. Too far from Nicollet, for individuals with mobility issues, you are not considering how this would be challenging ie: wintertime, traveling in wheelchair or mobile chair
I do not support moving the buses at all.
This moves busses too far from Nicollet, losing some riders
Takes me further from my daily destination.
Worst option for me - distance between 3rd Ave and Hennepin would make me need to take an east-west bus in the middle of my trip sometimes.
I like that there are bus lanes and improved bike lanes. I dislike that express service and the Orange Line will still be on Marquette and 2nd Avenues. I dislike that it will be harder to transfer to other routes.
This makes no sense.
This isn't a bad idea.
Yay for protecting bike lanes! Love that. Might be confusing bc all buses aren't on same st but might also make transit easier for some folks.
I don't believe this would be a good idea because 3rd Ave is such a heavy traffic street. However, this option does move transit options further into the west side of downtown which could be good.
Express routes along Marquette convenient for reaching frequent destinations on Nicollet, however as a rider of the 17 and 18, this would take me much further away from my destinations while on those lines.
I like that it's further away from Nicollet Mall and closer to more government buildings, makes it feel safer.
3rd Ave is further from many common destinations and would require more walking. The distance from the library seems especially concerning. i like the maintenance of bike lines.
Haaaate 11 moving.. why !?!? Why can't Nicollet mall stay bus only! Screw events and other shit ! Hate that this is even being proposed to change!! Hate!!
A lot farther from my destination
Would inc traffic on 3rd ave
It's too far from the mall and other stores like target
Also would want to see a presentation video or live
This takes busses the furthest from my destination.
This takes me too far from Nicollet Mall and would make grocery trips to target more difficult. I don't like 3rd Ave, you are stuck between the convention center and highway, so it's not fun to walk to, cars are driving too fast bc they just got off the highway. this is the worst option
I don't like the 3 car lanes in between the bus lines. I also don't like the single bus lanes for each side.
Move bus 250 to 3rd Ave. That would be awesome
Same as option one, bad, inconvenient and solved nothing.
I like that the buses still have bus lanes, however I'm concerned they would be slow because of right-turning vehicles. I also like that riders would have easy transfers to the light rail at Government Center station, and to the C and D lines, whereas the Marquette and 2nd Ave options make the aBRT transfers difficult. Closer to the river, this also provides pretty good spacing between parallel lines on Hennepin, although further south the service is spread out pretty far - people could have as much as a 1000 ft walk to the nearest north/south bus line in parts of downtown, which should be the area with

the best transit. Finally, I like that it eliminates a turn (and source of delay) by allowing buses to continue straight from the 3rd Ave bridge
Two way, 11 moving to Hennepin, no connection to 7
This is starting to get too far from Nicollet Mall and too far from routes on Hennepin.
Really far away.
I dislike that it takes me further from my destinations and transfers.
don't like sharing road with other traffic, I feel like drivers will not be respectful of bus lanes and impact travel time
This is an awful, awful, awful proposal!!! Too far to walk to these routes from the places I go to and come from on Nicollet Mall.
WORST OPTION Like: Personally, this brings me closer to my destination. Dislike: I bike commute even more than I bus. Off-street bike paths next to bus shelters often leads to pedestrians wandering into bike paths while they stand or walk toward their bus. Also, turning onto cross streets from these separated bike paths is tough, and the number of added lanes complicates that too. Keep bike routes separated from bus routes.
Is have to compare the images side by side. I can't tell.
It's a bit far from lots of offices that use the non express lines. I do like that express lanes remain the same as many use them
There is still traffic on 3rd Ave. in winter this is an important bike route since it is cleared first. This mixes bike and high speed traffic. Also the crown in the road makes it more likely that the buses will get stuck in the middle of the bus lane in the winter.
I don't like this option
The 17and 18 really need to stay on Nicollet Mall. Please don't move them.
I do not want more bike lanes. Cars need to drive too. Bikes only used half a year
Farther away from library
Moves me further away from the reason I ride buses up and down Nicollet mall
Speeds up trips that have to go on Washington to get to 3rd
I would like this
I dislike this option because it implies no upgrades being made to the Marq2 corridor, which are desperately needed as many of the express bus shelters on here are rusting badly with nowhere to sit and wait, along with failing equipment (lights, heaters, etc.)
I like that is seems more straightforward... Buses could stay on time more because the buses would not need to make turns
This is by far the worst, the trip from the Hyatt to the Library now probably just means taking hennepin or walking the whole way, which honestly might even beat 2nd av
i don't like that it reroutes bus lines. I don't like that cars would also be on the street
Further way than my transportation
This is a longish walk from Hennepin Ave, where I work.
Much more out of the way from bus transfers. Will feel unsafe at night, Nicollet has the safety of open bars and restaurants. 3rd will feel deserted and unsafe.
Same applies from previous two responses.
This is a middle of the road option for me as the northbound Orange Line is now further away from me, and I feel 3rd Ave would not be a great transit corridor. I do however strongly prefer the Two-way bike lane, and would love to see Option 2's bus ideas with Option 3's bike ideas both implemented.
I like separate bus and bikes lanes.



Love this option because it doesn't disrupt other bus lines that use Marquette and Second Ave.
Unsure
Way too many lanes on one road. All the buses that go by my neighborhood have been moved several blocks from where I need to be on nicollette.
Not sure
Takes me even further from my connection
Worst option. Brings me even further from my destinations
I like that it separates the nicollett mall traffic from express buses heading out of the city
I think I like this as a whole
I do not like this option. It is very far away.
I don't like either of thre options. They take me farther away of where I am going.
I take the 9 most times
This is much closer to my final destination so I like it. I would probably stop taking the 11.
This is the best choice!! Right by my office!
Too far to walk to
I work on 3rd so it is convenient.
Least favorite option
it would get traffic off of Nicollet Mall
No seeing or understanding the difference between this one and option 2
Too far away from destinations to make it worthwhile
Like: improved bike lanes as part of the plan. Dislike: this puts buses much farther away from Nicollet Mall.
I dislike the two-way bike facility on the east side of the street. This will make connections to the new protected bike lanes on the 3rd Ave bridge harder. Given the high traffic volumes on 3rd, we need to prioritize bicyclist safety.
I very much dislike this option. I would have to walk much farther to catch my bus, making it very difficult for me to get where I need to go on time. This would be very disruptive to my daily routine and make it hard for me to keep my daily routine the same.
nothing
Makes LRT connections easy like Nicollet. Closer to the business district of Minneapolis and government offices
Dislike all. Too far from residential areas.
like
Is to far where I have to go
I like that buses won't have to do as many turns - most of the downtown routes need to be on 3rd eventually to cross the Mississippi River. I also like express traffic remaining separate from local traffic. However this does put local traffic pretty far from Nicollet at this point, which would undermine efforts to reactivate it as a social hub.
It is further from where I live so I would have to walk more. Also it is further from North Loop if people are buying to there.
I like that it repurposes existing space rather than expanding marquette. I like that it improves bike lanes. Having bus-only lanes on a dedicated street could be good. Moving the buses to a new street could cause temporary confusion, but it might be worth it.
Feel like this makes the most sense

I don't like this option compared to others. It's farther away from Nicollet Mall.
Seems OK
It moves the buses farther for me.
I dislike this option: 1) It's too far from Nicollet Mall - 3 blocks is a really big difference and that would disrupt travel patterns and pull a ton of pedestrian traffic far away from Nicollet. 2) 3rd Ave is grim for walkability. Very few storefronts and not much potential to change that. It has a lot of parking ramp entrances and opaque walls. At night, this street is a bad place to be as a pedestrian. 3) Bike lanes on the 3rd Ave bridge are one-way each side; from the graphic, this would change to a two-way bikeway. So, one direction of biking would require crossing the street at the bridge, which is unintuitive and unsafe as it incentivizes bikes to cross vehicle lanes against traffic. 4) It doesn't look like this adds any greenery to the side of the street with 1 bus/2 vehicle lanes, which is a bummer. We need more greenery downtown!
This is a terrible option. Long lines of people waiting to board buses that are waiting in lines to load and unload. People walking in between waiting buses. Bikes whizzing through lines of people waiting to board buses. Crowded bus shelters. Traffic congestion on Third Ave and Hennepin.
Too much happening in both directions
route 10 has a straight shot across the bridge, which is great for removing delays. I like that it's closer to trader joes than current service.
Same response as option 2
I like that bikes are included. I don't like that it is further from restaurants, Target, and the Library on Nicollet Mall. I like that it is close to LRT transfer. I like that it would make it faster and easier to get across the river to St. Anthony Main area. I don't like that the bus lanes are in the same direction as traffic because I think cars will drive in the bus lane when traffic is backed up and slow down the bus.
I like the faster speed limit than Nicollet Mall. I dislike the single bus lane and fear of buses bunching up, causing delays.
Like new bike lanes Dislike amount of time to reconfigure
3rd Ave is further from me than Nicollet Mall - but might be closer for some people?
All options are similar, it is just a matter of 1-3 blocks. Just get buses off Nicollet so they can move faster. On Nicollet the buses stop at every red light and move 2 mph. It takes 15 minutes to go 10 blocks. When is this change happening, soon I hope.
too far from Nicollet Mall
Further from my destination. More risk of slipping on ice in winter.
Buses would make one fewer turn, so they'd go faster. The bikeway is great. Does this fit?
Farther from Nicollet Mall but closer to me and to get to NE Minneapolis from where I live
Further away from central downtown. But would be less traffic near Nicollet mall
Less safe on Nicollet Mall. No quick exit on a bus if someone is bothering you. MUCH further from Nicollet and where I need to go. I'm older and walking is more difficult. Ice will not make walking in the winter easier to my destination. I am more likely to fall the longer the distance to walk. Nicollet is central to everywhere I need to be. I have the option to work from home. Third street is one of the few two ways in downtown and when I do have to drive will just be gridlock.
Oy! This is the death-knell of downtown for me.
I like the separated, protected bike lane.
Do not like this option. Keep buses on the mall for elderly and disabled people.
3rd ave isn't close to the hennepin ave area activity centers

I like that this option also improves bike lanes. I like that it directly connects to a light rail station. I dislike that transferring from Hennepin buses to former Nicollet buses will be more difficult or require taking a third bus. I dislike that the bus wouldn't visit as many street level businesses. I like that the 10 would be a more direct route along central/3rd
Keep 10 Nd free rides on Nicollet
I think this sounds like the least confusing/congested option.
Further away from Nicollett and Hennepin - don't like this. Puts a lot of busses on 3rd, which has been a good automobile route for me.
Too far away from Nicollet
Keep transit on the mall
I would be forced to stay in and occasionally use Uber when finances allowed. Right now I use Metro Transit daily, often as many as 5 different destinations in a day
HELL NO! You would move the busses further from the Central Library and Target.
Hate this option. Too far away from everything.
I like that it brings service farther east downtown, closer to my destinations. I like the improved bikeway.
Wah! Too far from Nicollet Mall! I hate it! I would definitely go downtown less often.
IT SUCKS! I would request to work from home especially in the winter.
The route I think would be sufficient to travel. It may be too soon to know but I think it is a familiar street path.
Most of my downtown destinations are on Nicollet or LaSalle. I don't like having to walk 3 to 4 blocks, or making transfers, when carrying shopping bags, especially in winter.
I like the bike lane improvements.
Preserves previous public investment in Marquette & 2nd Ave. Substantially improves 3rd Ave environment not just for transit riders, but also for pedestrians and those on bicycles.
I like the bike lane
I dislike option 3 the most. 3rd ave is 3 streets away from nicollet (and the library). 3rd ave is even farther away from hennepin.
Way too far away from Nicollet Mall. Horrible option for Nicollet Mall destinations.
I take an Express bus, so this would make my morning stop a block closer.
This will make Hennepin transfers very difficult and really increase waiting time due to missed connections
It seems to privilege people in the business or corporate mainstream
Too far away from Nicollet, Hennepin and 1st Ave N. ... where many activities are located.
I like the distinguishing services btw 3rd and Marquette/2nd. I dislike the distance to Nicolet
I like that it incorporates the bus lanes and makes them even better. I don't like that. It's a little further from Nicollet Mall and the restaurants and shopping.
Bad. Slower bus speeds. And, further from center of downtown.
Of the three options, this is the most feasible and the least disruptive to current traffic flow - riders needing to connect would make their connection more convenient than the other two options; I'm still concerned about the loitering issue and will this option, like the other two, move loitering to a new location, spread it out to more downtown locations, or have a positive impact and eliminate some of the current loitering; down side is having to walk two blocks to connect with light rail
don't care
way too far to walk!

Like: bike lanes staying - would ask they stay in same direction of traffic both ways, not a double bike lane
So much farther from my destinations and much more inconvenient than the other 2
Too far for connection
I don't normally take this route, except Route 17, occasionally. I dislike this route, because Third Avenue would be further for me to walk.
This is my favorite option. It takes me closer to where I work.
I take Route 11. I do not want it to move to Hennepin Avenue.
Too far away from Hennepin Ave
getting too far from core of downtown
I think I prefer this to the option of using Marquette
Too far from Nicollet Ave and what I need to do
This is by far the worst option and most disruptive to downtown traffic. Takes all routes further from their prior destinations. 3rd avenue is the best north/south way to get through downtown for passenger vehicles and that should not be constricted.
Needs bike lanes
Farther away from activities
Probably the worst of all options. Both Hennepin and 3rd are a long walk from Nicollet. Likely would avoid going downtown unless absolutely necessary.
goes close to my home
I would have to move from downtown. @ould break my heart.
Nothing at all
This is the best option. It removes some jogs that slow down buses as they cross the 3rd avenue bridge.
I like that this relieves congestion by separating bus service into different parts of downtown. However, for most riders, I feel like this is a detriment to safety, convenience, and accessibility of downtown destinations. 3rd Ave S is devoid of almost any destinations except office buildings and government offices.
Dislike: 11 & 25 moved to Hennepin; overtaking/passing of other buses may be more difficult when general traffic occupies the adjacent lane; many transfers are further away
Moves route to Hennepin - busier, less safe, further away
This takes me too far from my destination of going to and from work at Minneapolis Central Library at 300 Nicollet Mall.
I dislike that it takes the bus stop even further away than the previous two options.
Moving bus lanes away from the middle of downtown is better as they slow traffic down
This is my least preferred option and would deter me from even being able to use the bus. I would instead rely completely on biking along Nicollet.
Wow, too far away from busses on Hennepin.
Too far
Bit too far from Nicollet Mall. Like this less than Options 1 and 2, but still better than routing buses down the Mall. Desperately want to see the Mall be peds and bikes only.
Too far to walk to Target, etc.
3rd is too far from Nicollet and the largest office buildings.

This option puts too many buses too far away from Nicollet Mall. It would be difficult to carry bags from Target over to Hennepin or 3rd. One more time, why is the 11 bus being routed on Hennepin? You should do Option 2 with the 10 and 11 running on Marquette. 17 could run on 3rd.
This would make the 18/17 quite a bit slower having to sit through all those lights and turns
Again, keep buses on Nicollet
I've experienced this before construction and found it worked well.
This takes me EXTREMELY far from my destinations and transfers.
I think 3rd Avenue is a little busier than Marquette or 2nd--that's good for access to more destinations for transit riders, but bad for traffic which could lead to bus delays.
Removing left turns from EB Washington to NB 3rd would help get routes 10/17 moving a bit faster, though now you're talking about moving these buses three blocks away from their current location.
It gets the damn busses off the the "pedestrian" Nicollet Mall
Less convenient,
Longer walk to transfer to from 3rd Ave bus to catch southbound Orange Line.
Even farther from Warehouse dist.
too far from shopping
I hate it. The distance is greater. Again winter will make this harder I'm not happy with this at all. You can't even use the skyway early in the morning.
Same potential issue for bus traffic bottlenecks if busses can't pass.
I really dislike how much farther this would bring riders to destinations in downtown, most of which are on Nicollet or Hennepin.
It's far away from transfers on Hennepin
Keep the fucking routes on Nicolette
Same concerns at Option 2 with car traffic mixing in. It's farther from where I need to go personally
Too far away from the heart of downtown
Not applicable.
Concern about how this would impact the bike facility
Worst option. A 3 block walk to destinations on Nicollet Mall. Have you walked blocks downtown in winter?? Do you expect people with walkers or with kids to carry groceries three blocks? Seriously !!!!
neutral
Improved bike lanes on 3rd Ave
Good! Slow down traffic on 3rd
This might be the best option so as not to clog up Marquette.
It would take me further from my destination. But I do like the idea of moving buses off of Nicollet Mall where people are gathered outside more for dining and walking. It also makes it more difficult to transfer to the light rail, which I do often.
Seems to spread out transit in an unnecessary way
I like the improvements to bike infrastructure along this corridor, as I bike it frequently and find lacking. I like that this option reduces the total number of general-purpose lanes. I like the simplified routing for bus routes that use the 3rd Ave Bridge, I expect this would reduce travel times. I dislike that this design doesn't go further in providing a greater lane diet on 3rd Ave, and hope that pedestrian amenities are greatly improved.
Closer to light rail stop and downtown east

I like that it uses bus only lanes, I like that it maintains and improves separated bike lanes on 3rd Ave (cars stop in the current lanes all the time so I'd like to see them separated with a curb, sidewalk level, or real bollards not flex posts), I like that it's on one street unlike Option 1, parking isn't mentioned but if it removes parking I like that. I'm not sure that I like that not all routes (11 and 25) aren't moved to 3rd but maybe that would be fine after an adjustment period.
I like the busses along Nicollet because you don't have to contend with traffic. No cars makes it easier to cross the street. But I do like the bike lane being separate from the street.
Marquette and 2nd Ave's already house a lot of bus traffic. Adding 3rd Ave would be redundant.
ABSOLUTELY NOT. All comments to first two options apply, only even more here. This is so far outside of key destinations downtown, I don't even know what you're doing here. 3rd Ave. is an awful no-mans land with no real destinations except some government buildings and more empty office buildings. This would be even more devastating to bus transit in Minneapolis than the previous two Options. Despite being someone who takes transit everywhere, I would simply stop taking the bus in many cases. This is an insult and a catastrophe, and was clearly conceived by City staff who don't take transit and/or live in the suburbs. If Metro Transit approves of this idea, then that makes me want to give up on making transit better in the Twin Cities. Also, I would feel unsafe having to walk blocks and blocks through the most dead part of downtown to get to anywhere I or most people want or need to go. My goodness!
I don't like the idea of route 11 moving to Hennepin Ave. The reason I most often go to Nicollet Mall is to go to Target. I don't want to have to carry heavy loads from Target to Hennepin Ave to catch the 11 to my residence. Since routes 17 and 18 both travel down Nicollet for a while, it makes more sense to me to move one of those to Hennepin instead. On trips where I had to carry a lot, I would be less likely to take the bus, and would likely resort to Lyft instead. I like this option the least, because all options move further off Nicollet.
Moves lines too far off Nicollet
Too far away.
Much too far east for convenience. I currently ride the 10 and get off at 1st or the library to get as close as I can to the north loop and then walk down Washington to get to work. This is too far away and I would need to transfer to bus down Washington, which likely means I just won't bus.
It messes everything up
Too far from my destinations.
I love this option. It has the potential to speed up bus routes 10, 17, and 18 (giving them a more straight shot through downtown) and maintains express bus routes on Marquette and 3rd. As a bicyclist, I'm smitten with the new bike infrastructure proposed on 3rd Ave. The only thing I dislike is that routes 11 and 25 will bring new traffic to Hennepin and cramp new bike infrastructure there.
This feels too far away from the current Nicollet routes.
Hate it also.
I would like to keep transit on Nicollet Mall
Definitely too far from the other routes I need.
It is too far away from the current bus traffic and makes it much harder for current users
This is a convenient road for the buses due to being already on central. This is a slightly better two-way option than option 2.
It wouldn't interfere with the Express lanes on Marquette and 2nd Ave
3rd Ave is a bit far from some destinations on Nicollet Mall. Heavy traffic congestion on 3rd might also be a problem

prefer buses & bike lanes on dedicated transit route, separate from one of the main car routes across downtown
see answers for options 1 & 2
Again you are making it so inconvenient for the elderly to get to their appointments whether medical or social. You keep moving traffic away from our great Nicollet Mall which is not going to improve business. Who wants to walk 2 blocks to make a return trip !
Dislike: Transit transfer locations would be much farther from Target Center and Target Field. Like: Transfer locations would be closer to US Bank Stadium, obviating the need to transfer from bus to train.
Seems unnecessary to run buses on three consecutive streets. Marquette and 2nd seem adequate.
See my comments an 1 and 2
The bus routes are the farthest from where I live with this option, but still ok.
Love the separated bike lane. Being really far from Nicollet is not ideal for transferr, but could be a chance to make Nicollet a walk/bikeway hub and/or greenspace.
Do not like this solution--pushing local riders (Minneapolis residents) to the periphery and prioritizing express buses (commuters) does little for city dwellers but move them further away from entertainment--Nicollet (dining), Hennepin (theatre), and 1st Ave (Arena and Target Field).
Same at Option and 2, but even farther walk for me
Bus off Nicollet mall
Moves transit off Nicollet Mall
Don't care
This is the best option. The route turns for 10, 17 & 18 really slow down the route and add complexity. Providing bus lanes on 3rd ave makes the most sense.
I like that it maintains the separated bike lanes but dislike that it would be further from the original Nicollet routes and may disrupt easy access for people.
Longer walk to and from bus
This would be best option without touching the express orange route in Marquette
I like this the best as it moves traffic away from the heart of downtown.
Too far from the train stop
long walk- bad
unsure how it would work
Nope
How ironic to move back to 3rd after getting the busses off of 3rd. I still recommend removing car traffic if this is a congested bus route.
-Further from Target store, stores/restaurants on Nicollet Mall, Target Center, Target Field, Theaters, etc. -Could be more convenient for those going to Downtown East area -Why have the 11 criss-cross with the other routes? Might make more sense for the 11 (stay on 3rd Ave coming Northbound) and 17 to run on 3rd Ave and have the 10 and 18 go to Hennepin
far from destinations
Like ability to go over 3rd Ave bridge faster, dislike being further from destinations on Hennepin and Nicollet
Takes me farther from my current destinations I access on the Mall
Like - remains close to a lrt station, this is the least insulting of the options Dislike: 1) Less eyes on the street/commercial activity on 3rd v. nicollet so more likely to get harassed 2) Moving transit off Nicollet is a waste of taxpayer dollars - transit on nicollet is not what is broken about downtown.

If we have to move the 10, at least with this one the 10 would be on the continuation of Central. And again , no oneway bologna .
More direct for route 10 and 17
3rd Ave is too far away from the core of downtown. Plus it feels like too narrow of a street to fit everything described above onto 3rd Ave. Why keep the express and local buses separate?
Too far away from Nicollet.
Better more stream lined connections to NE Minneapolis
Don't like. 3rd ave is too far away from where a bus on nicollet mall would take me.
I dislike that this moves the bus routes so far from Nicollet Mall
Same thing I said as Marquette and this is two blocks further away from Nicollet Mall.
This is the best option
Like: NOTHING! Dislike fact that this would move Nicollet Mall routes TOO FAR from both center of downtown AND essential transfers with Hennepin Ave routes, especially late at night! FATAL FLAW - Do not pursue - please!
Do not like that it moves local routes so far from Nicollet and Hennepin. Like that it rebuilds 3rd so the street isn't just for fast commuting through downtown. Like the bicycle facility and the bus only lane.
I like the improvements to separated bike lanes. More of that everywhere please.
I love that it would give us a chance to improve/redesign 3rd Ave. The bike lanes need to be made better, and this would allow for this. This also prevents mixing of express and local bus routes, so that the local bus routes don't cause any interruptions to the express service. Third Ave is also the closest option to the Gov Plaza light rail station, so easiest transfers to the green line.
same as previous.
This plan is even more hostile to disabled people than the previous two. Why don't you just put up signs saying anyone who can't walk several blocks on demand isn't welcome downtown? Particularly for people who ride the 11 or 25.
I'm nervous about this because this is already a bike route, and adding buses to the road would make for more obstacles and chances for bicyclists to be hit (similar to biking on Hennepin now). I'd prefer Option 2 to this one, by a landslide.
No opinion
Just as the other two -- please reconsider route 25 on Hennepin - it's not a good idea.
Straight through downtown, but farther away from Nicollet Mall.
Moves many routes very far from all the destinations along Nicollet and Hennepin
Too far from nicollet
too far from nic mall and safety concerns
I like 3rd as a bike route and wouldn't want to ride it with buses
Less convenient
It's not Nicollet Mall.
This is too far away from my home. I would likely make significant changes to my transit use if this were the alternative selected.
I really like the separated bike lanes on 3rd. The current bike lanes do not feel very safe. I had to start biking to work another way (Bryant to Nicollet Mall) rather than Blaisdell/1st to 3rd since I'm pregnant and my risk tolerance is lower. I think the impact on transit is more negative than option 2 since it moves local routes farther from destinations. For me personally, it would be convenient to my office.



Again, horrible idea having the bus only lanes next to a driving lane in the same direction. Drivers do not respect the bus only lanes and in tandem with the sheer lack of enforcement, would render the bus only lanes USELESS! Stop wasting our time as transit riders! STOP PRIORITIZING SINGLE OCCUPANCY VEHICLES.
Convenient to light rail transfer, and probably a little faster due to fewer turns for buses near the river.
Make the buses run on schedule.
I still have concerns about potential impacts to bus service that removing a passing lane could have, but less so with this alternative, since different bus modes aren't as mixed. While 3rd isn't as bad as Marq/2nd, I'd still like to see streetscaping improvements to Marquette, 2nd, and 3rd streets, should this alternative move forward.
It's a minimum of 3 blocks away from current stops on Nicollet. Most people are less likely to walk that far on a regular basis.
Route 11 on hennepin!
all of these options do not benefit transit users at all. why the want for a change if not wanting to open up nicolette for cars? transportation serves the people not the corporations and businesses that closed down on Nicolette. this does not need fixing. focus on providing faster routes, and allocating funds to cleaning stations.
I like that it would improve the separated bike lanes. I also like that the buses wouldn't have to turn downtown - making turns is part of why they're so slow. Just like with option 2 though, drivers will absolutely to to drive and park in these bus lanes because they can just change lanes right into it
Like the new bikeway. Doesn't serve destinations along Nicollet very well. Good transfers. N/S bound busses share the same street making wayfinding easier. F line stops much further away.
I like this! This makes for a straight through run across the river on the 3rd Ave bridge. I like the upgraded bike paths too.
As with the last option, I do not trust the city to implement bus lanes on 3rd Avenue as laid out in this option, because of their recent high-profile reversals on other projects.
Now that I love. I absolutely love. Even though express busses are still separate, I love it. This would make it so much easier getting home in winter. Looks like less transfer time, less waiting for a chance to turn. Con for all of 3 these options: I worry about cars blocking the box (not that Nicollet is that much better).
Still don't like that buses aren't on Nicollet Mall
feels less safe
There is nothing I like about this plan.
Like proximity to east-west bus transfers. Dislike putting local buses on 3rd due to lack of street life/"eyes on the street" and believe bus stops would feel more unsafe. Dislike widening roadway to 5 lanes. Dislike two-way bikeway, particularly safety of interactions with turning vehicles and inconsistency with one way bikeways on either end. Dislike this option triggering a road reconstruction with city facing budget shortfalls and tax increases. Would be fairly happy with this option if you distracted the traffic engineers with shiny objects for a bit and got rid of the left turn lane, retaining the existing four lane section/on street bike lanes with new construction reduced to BRT platforms.
2-way third means more of a pain to get out of downtown
This is an interesting idea but it is pretty far from Nicollet and may annoy or frustrate those who are used to buses being on Nicollet
Yet Another shit idea. NO ! to moving any transit route off of Nicollet mall.

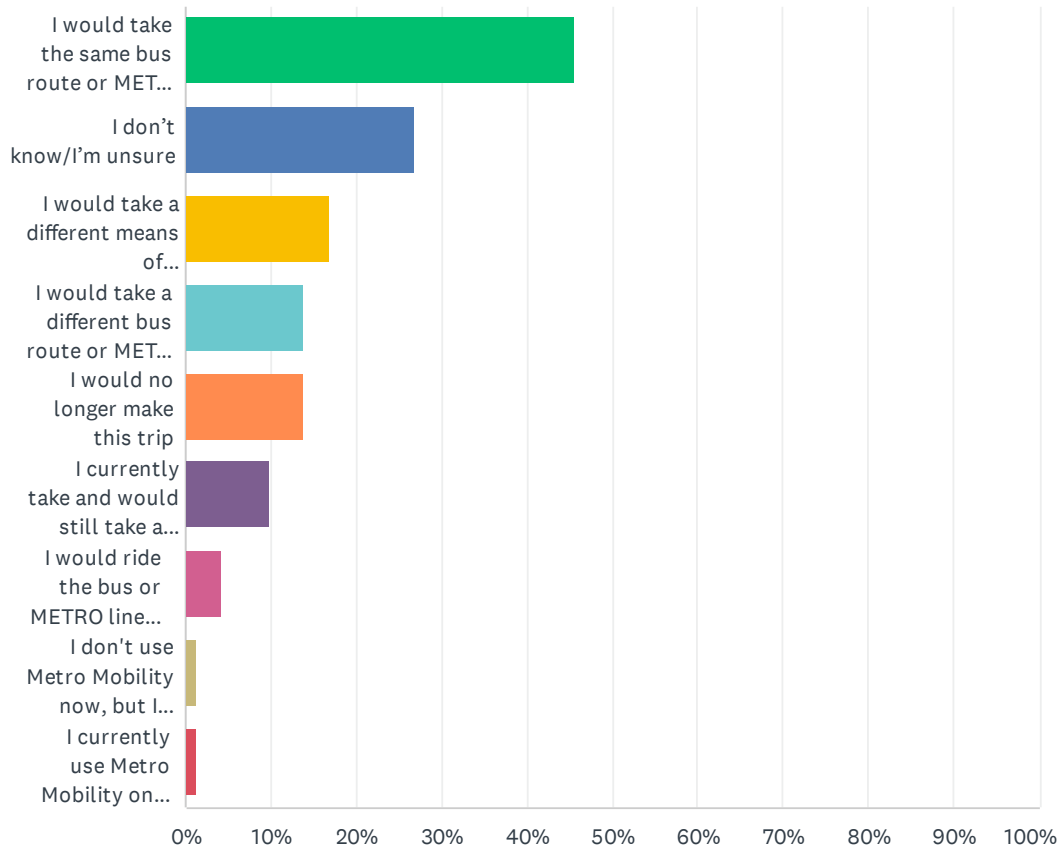
Too far from the Nicollet Mall
I use the train daily and only occasionally travel in/out of downtown on a bus
I only take the bus to get to Ameriprise so I like how close this one is
takes me the furthest away from where I take transit to most often. Target Center, Target Field... does get me slightly closer to US Bank Stadium, but that's only about 8 days per year
I like that the local buses have their own street.
The bike lanes on 3rd Ave are subpar and improving them as part of this project would be valuable. I am concerned that this option is moving these routes rather far from Nicollet Mall when many people's destinations are probably on the mall. Shopping at Target, for example, becomes more difficult under this scenario.
Dislike - places a significant amount of bus traffic further away from the Nicollet and Hennepin corridors.
I like that this serves more of downtown east and Elliot park. Allowing buses to continue straight onto the bridge instead of needing to make multiple turns on Washington/3rd st.
Too much conflict potential for bike lanes on 3rd, will be prone to double parking. Worst idea so far!
I like dedicated lanes and having all buses travel on the same street. I also like the direct transfer to Gov't plaza light rail station and increased bus service further east in downtown.
This would increase the number of bus need to get to destination within downtown or northloop. Makes it hard to get to the library and target without having to transfer to another bus
I think I like this the most of the three options. It would give me an easier transfer to the Green Line than Marquette/2nd.
shifts all of the busses into the middle of the city as the city has grown to the east
Too far away from where I work or need to transfer to another bus.
Dislike: I'm not against putting transit on 3rd Avenue, but I think this option puts buses on too many different streets. Maybe instead transit could be concentrated on 2nd and 3rd, with Marquette returned to a normal 2-way street with parking. Suggestion: If this option were pursued, please consider moving the Orange Line to 3rd Ave along with the local routes. That would better set it up for a future extension across the Central Avenue bridge. The Orange Line would benefit from having its stops on a single street for legibility.
I extra effort is needed just to interpret the road signs, and I'm more likely to be standing at the wrong shelter.
This option moves the local routes too far from the major downtown destinations on the NW side of downtown.
It makes sense that buses continuing over central Ave bridge move to 3rd. This will help with all the jogging at the north end of the route which is slow
I like that buses have their own lanes and can move faster than on Nicollet Mall but still prefer Option 1 where buses can more easily pass other buses.
I like that the 10/17/18 stay on 3rd Ave/Central Ave, which is more intuitive. I don't like that there are now four streets with buses, meaning there's too much variation on where to go depending on which bus you need.
Confusing
New faster transit corridor.
Thanks for including Bike infrastructure in this option. While I ride east out of downtown, and this wouldn't affect me any little bit helps.

Hate this. Third Avenue is too far, especially in winter, from Target Center, Nicollet Mall, Central Library and Whole Foods/1st Ave North entertainment
Same issues as option two, just worse with the additional driving lane. Would take me and everybody I know who uses the bus EVEN FURTHER AWAY from our destinations on Hennepin. If you watched the direction that people typically go when they get off the bus on Nicollet, they typically go west - TOWARD HENNEPIN!
Too far away from stuff
Don't like this, it's the furthest away from where I would catch the bus and get dropped off from.
Dedicated routes for express service is nice but buses have a harder time passing each other with only one dedicated lane each way on a more busy street.
This feels like it is devoting too much space to express busses when they are a struggling mode of transit. It also avoids the potential Orange Line transfer for some reason.
Creates a straight line through downtown to the 3rd Ave bridge and makes the routes more central through downtown, better serving Mill District and Elliot park residents. The separated bike lanes would be a major improvement through this area. Connections to light rail and C/D are good and there's a fantastic opportunity for an activated space at Government Plaza/U.S. Bank Plaza at 5th with so many riders and retail openings.
I'd still be concerned about transit being able to pass when stopped at a station. I think this might spread out transit access too much across downtown more than needed. It makes transfers much more difficult.
The layout of this street seems like the most ideal but I worry about the distance the routes would have to move and how that would impact riders. 3rd ave also seems to get more usage by other forms of transportation.
I dislike everything
It absolutely despise that it moves service off of Nicollet, and the person who proposed this should be fired
Mixed traffic on the side slowing down service.
3rd Ave is too far from most downtown destinations. Also the bike lane would be taken over by the bus lane, slowing bus travel down and making cyclists less safe overall.
Same issue as option 2, cars will stop in bus lanes
I like the idea of reimagining a street around buses. And this option makes transfers very easy
I like this option the best! It would still provide good LRT and BRT connections at Government Plaza Station and the 3rd/4th Ave BRT Stations. It also makes 3rd Ave safer with less car traffic.
Yay for separated bike lanes. I am always happy to see that. This option is probably least confusing for people (cars not turning into a bus only street), but I am not sure if it's the most efficient use of space. I defer to the experts on that.
Brings me closer to destinations. Easy transfer to light rail. Improved bike lanes.
This is the worst option of the bunch as it's much farther from Nicollet Mall and the central core of downtown. I would likely never ride the bus downtown anymore if this was the option.
Just to clarify, the idea is to now make Hennepin Avenue more congested. How does that make sense? especially during rush hour. Please explain. the rationale behind this one.
I like minimizing turns and keeping buses on the same street that they cross the river on. I like that buses on 3rd Ave could transfer at government plaza. I am unsure about bus lanes on 3rd Ave handling traffic, especially if they get blocked or if there are a lot of right turns. 3rd Ave is also farther from Nicollet, Hennepin, and the north loop.

Same as No. 1, only worse: 3rd Avenue is too far to the east, and the 2-way street isn't built for buses the way Marq and 2nd are.
I think the bus lines are too far away from Nicollet Mall and key destinations downtown to be good for transit riders. I do wish we had more transit service on 3rd Ave, however.
This is my preferred option - it allows for the easiest transfers between all routes and improves transit access to other parts of downtown, in addition to improving 3rd Ave for bikes. My only concern is that the Orange Line would stay in its unfinished state on Marquette and 2nd. It should move to 3rd as well to share the full BRT stations with the future F Line, as well as improve connections to the C, D, and LRT lines.
Too far away from Nicollet. This is no good.
This street has fewer businesses. Having the problem bus routes here may do less damage on a street with little to no hotels shops or restaurants and might result in recovery in central downtown. Loitering and crime and littering would be shifted to a less central location. Activists and non profits may object to the optics of moving urban bus routes away from the commercial core.
This is my least favorite because it is furthest away from Nicollet.
No comment
I like that there would be sidewalk improvements on 3rd Ave. Currently it is not very pedestrian friendly.
Too much other traffic to compete with
1/3 of a mile from Nicollet, transferring to Hennepin busses even harder. Also, drivers on that street are insane.
This would make transfers to buses on Hennepin totally suck. I don't want to transfer in Northeast because I hate crossing Central and not every bus keeps going all the way up there. I'd stop going to the Downtown Target because it'd take me way out of my way, and I'd move my prescriptions m from Walgreens because I wouldn't have a reason to walk through Nicollet anymore. Seems like this is designed to wall off Nicolett for the suits because I can't afford any of the restaurants on there and now my errands are going to take me out of the way. 3rd is a sea of parking ramps and is dead at night, I don't think I'd want to be getting on the bus here after dark.
Is probably the best option. Would like to see bike lanes on both sides though as you would need to crossover at Third Ave Bridge, which would be dangerous. Also, if 11 and 25 move to Hennepin, then we need bus lanes on Hennepin since it will have lots of buses running on it.
Far away from Target, making it harder/less desirable to shop at this location especially for larger purchases or bulk goods (e.g. small appliances, toilet paper, home goods, etc). Would be further but less effort to take the bus to other Targets at Lake St (Rt. 21), St. Louis Park (two locations on Rt. 17), Edina (Rt. 6), Quarry (Rt. 4). Costs more but is less effort to get a carshare to drive out to suburban Targets than to drive into downtown.

### Q19 If Option 3 is selected, how would your travel habits change? Select all that would apply.

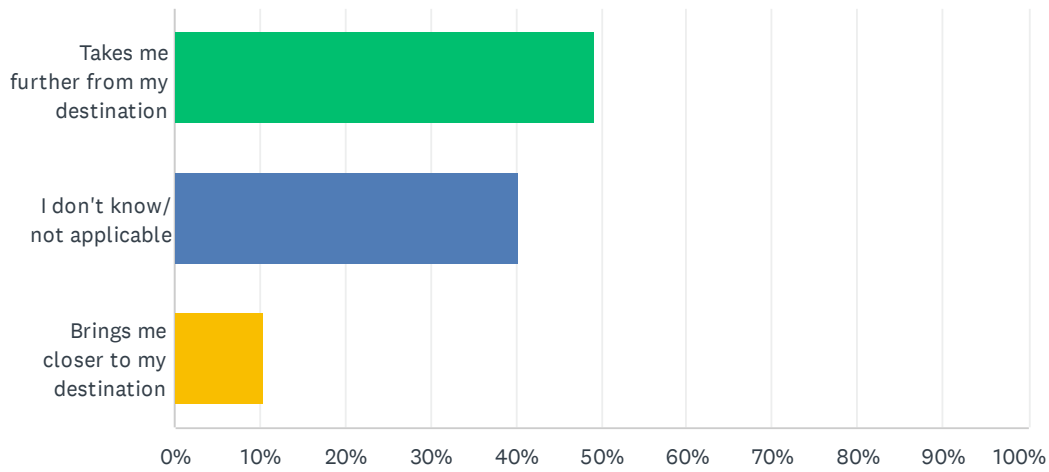
Answered: 1,205 Skipped: 588



ANSWER CHOICES	RESPONSES	
I would take the same bus route or METRO line (bus rapid transit or light rail)	46%	549
I don't know/I'm unsure	27%	323
I would take a different means of transportation (walk, roll, bike, drive, etc.) instead of taking the bus	17%	203
I would take a different bus route or METRO line (bus rapid transit or light rail)	14%	168
I would no longer make this trip	14%	168
I currently take and would still take a different means of transportation (walk, roll, bike, drive, etc.)	10%	118
I would ride the bus or METRO line instead of taking a different means of transportation (walk, roll, bike, drive, etc.)	4%	52
I don't use Metro Mobility now, but I would if the route moved	1%	16
I currently use Metro Mobility on Nicollet Mall, and I would want to continue to use it	1%	16
Total Respondents: 1,205		

## Q20 How would this option impact your access to destinations?

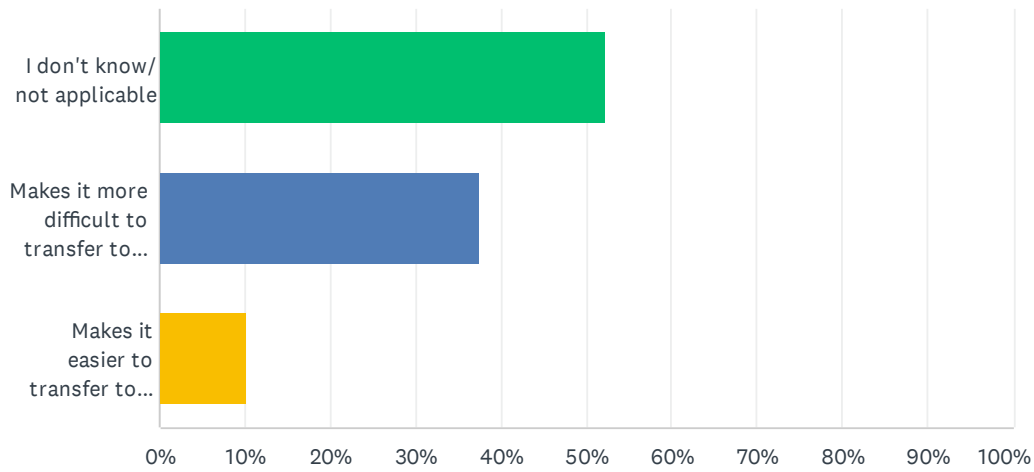
Answered: 1,184 Skipped: 609



ANSWER CHOICES	RESPONSES	
Takes me further from my destination	49%	584
I don't know/ not applicable	40%	476
Brings me closer to my destination	10%	124
<b>TOTAL</b>		<b>1,184</b>

## Q21 How would this option impact your transfers?

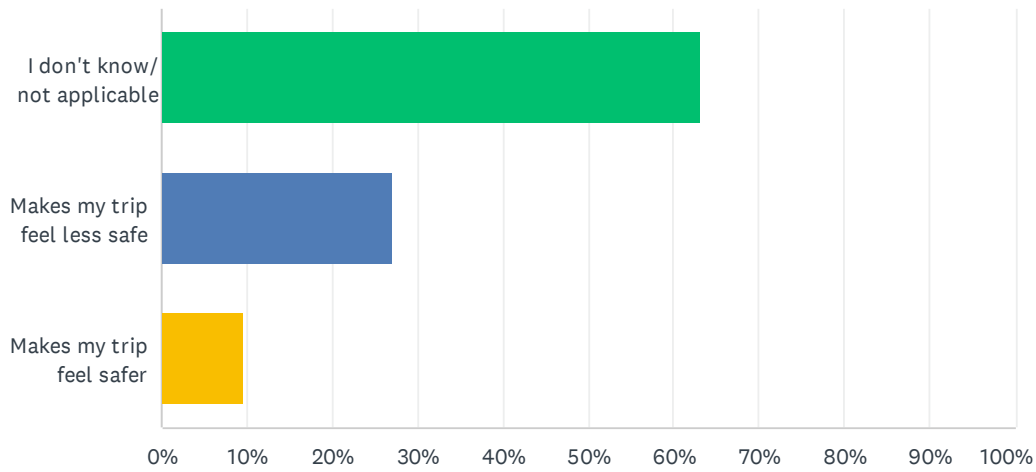
Answered: 1,191 Skipped: 602



ANSWER CHOICES	RESPONSES	
I don't know/ not applicable	52%	621
Makes it more difficult to transfer to other routes	38%	448
Makes it easier to transfer to other routes	10%	122
<b>TOTAL</b>		<b>1,191</b>

## Q22 How would this option impact your trip experience?

Answered: 1,196 Skipped: 597

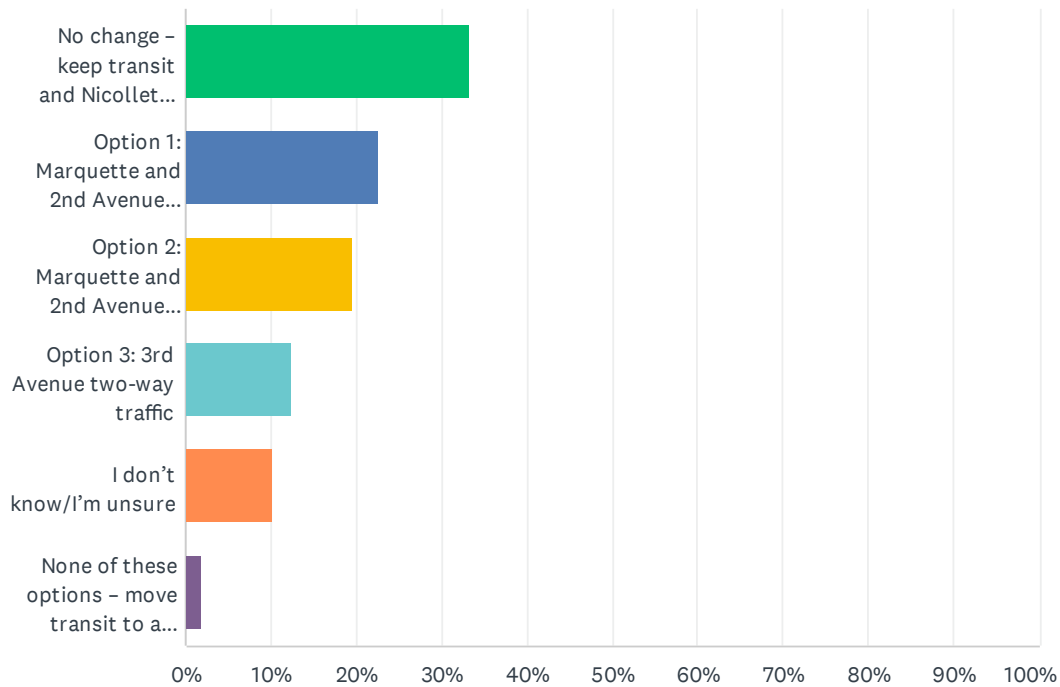


ANSWER CHOICES	RESPONSES	
I don't know/ not applicable	63%	755
Makes my trip feel less safe	27%	325
Makes my trip feel safer	10%	116
<b>TOTAL</b>		<b>1,196</b>



## Q23 Which option do you like best?

Answered: 1,279 Skipped: 514



ANSWER CHOICES	RESPONSES	
No change – keep transit and Nicollet Mall as is	33%	425
Option 1: Marquette and 2nd Avenue one-way pair	23%	288
Option 2: Marquette and 2nd Avenue two-way traffic	20%	252
Option 3: 3rd Avenue two-way traffic	12%	159
I don't know/I'm unsure	10%	130
None of these options – move transit to a different street	2%	25
<b>TOTAL</b>		<b>1,279</b>

## Q24 Is there anything else you'd like to share about your experience using Nicollet Mall or the possible transit options?

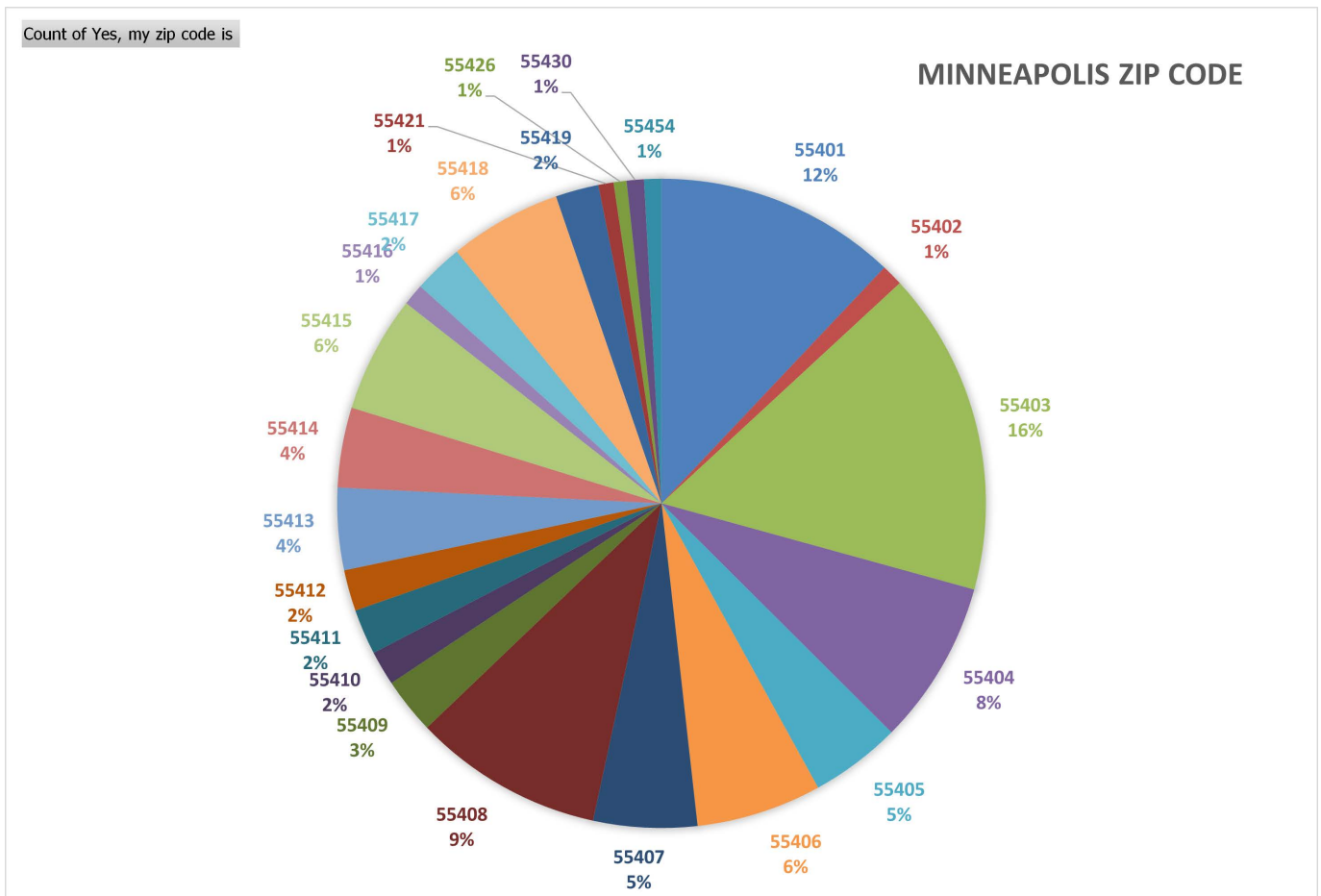
Answered: 703 Skipped: 1,090

See Appendix B for the open response results from this question, which have been incorporated into comments from the Open House and Pop Up events.

# Q25 Are you a Minneapolis resident? If yes, what is your zip code?

Answered: 1,236 Skipped: 557

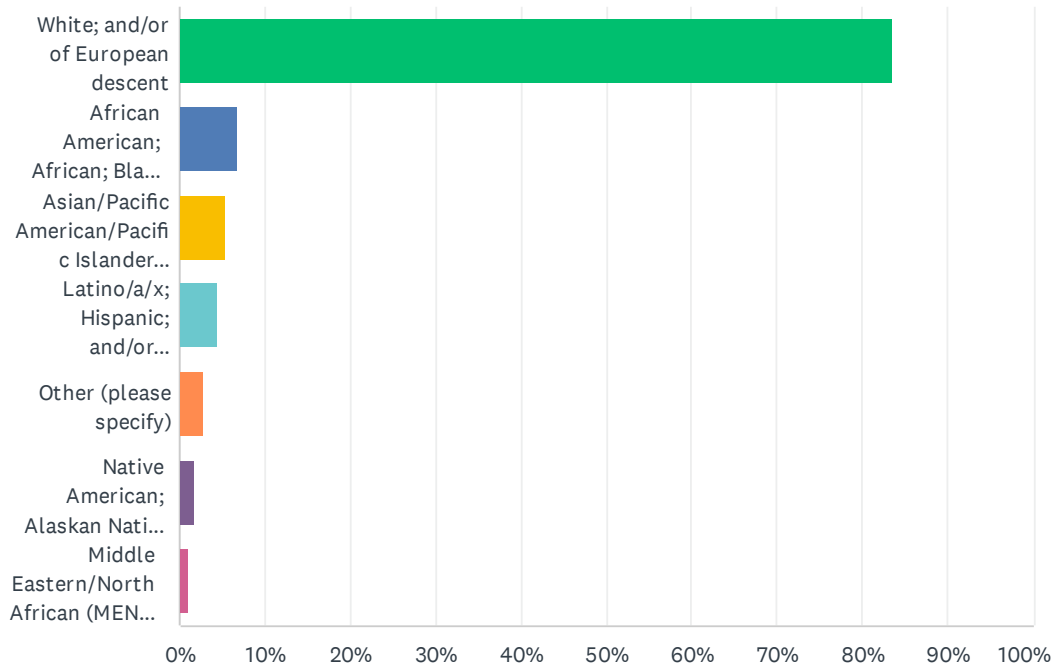
ANSWER CHOICES	RESPONSES	
Yes, my zip code is	80%	992
No, my zip code is	22%	275



## Q26 How would you describe your race and/or ethnicity?

Select all that apply.

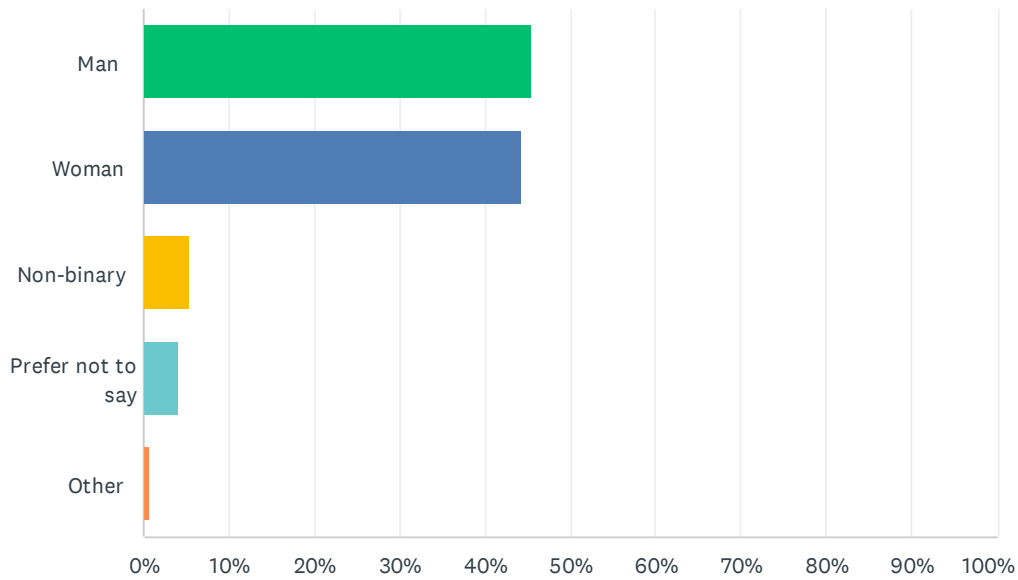
Answered: 1,222 Skipped: 571



ANSWER CHOICES	RESPONSES	
White; and/or of European descent	84%	1,022
African American; African; Black; and/or of African descent or the African diaspora	7%	83
Asian/Pacific American/Pacific Islander (API); and/or of API descent or the API diaspora	5%	64
Latino/a/x; Hispanic; and/or Indigenous to Central or South America	4%	54
Other (please specify)	3%	33
Native American; Alaskan Native; Native Hawaiian; and/or Indigenous to North America	2%	21
Middle Eastern/North African (MENA); and/or of MENA descent or the MENA diaspora	1%	14
Total Respondents: 1,222		

## Q27 Which gender do you identify as?

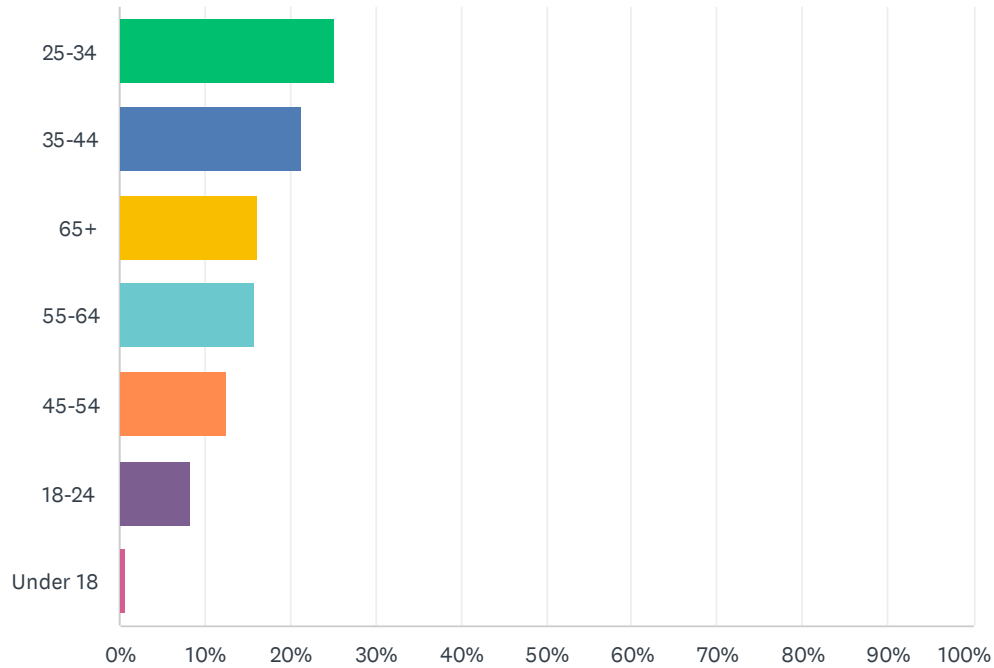
Answered: 1,239 Skipped: 554



ANSWER CHOICES	RESPONSES	
Man	45%	563
Woman	44%	550
Non-binary	5%	67
Prefer not to say	4%	51
Other	1%	8
<b>TOTAL</b>		<b>1,239</b>

## Q28 What is your age?

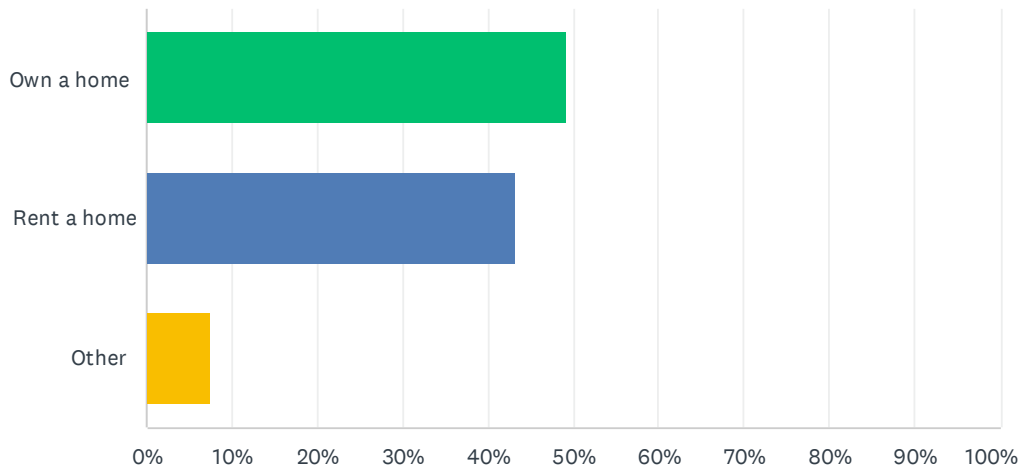
Answered: 1,229 Skipped: 564



ANSWER CHOICES	RESPONSES	
25-34	25%	309
35-44	21%	261
65+	16%	200
55-64	16%	193
45-54	13%	155
18-24	8%	102
Under 18	1%	9
<b>TOTAL</b>		<b>1,229</b>

## Q29 Do you rent or own your home?

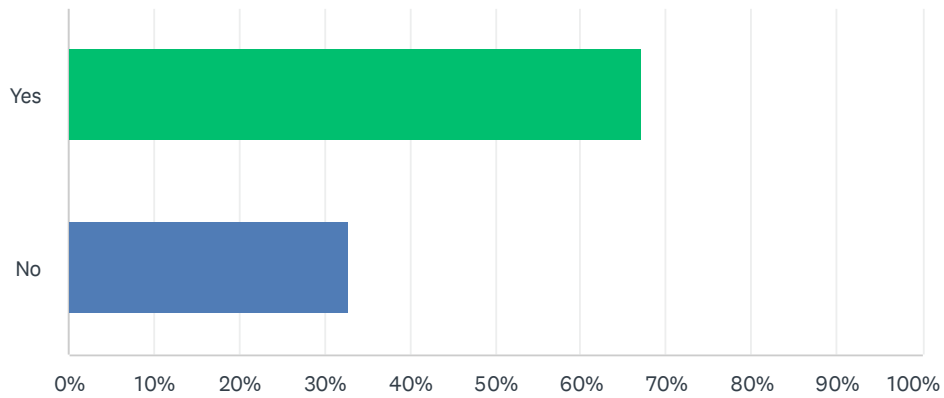
Answered: 1,223 Skipped: 570



ANSWER CHOICES	RESPONSES	
Own a home	49%	602
Rent a home	43%	530
Other	7%	91
<b>TOTAL</b>		<b>1,223</b>

### Q30 Does your household have access to a vehicle?

Answered: 1,234 Skipped: 559

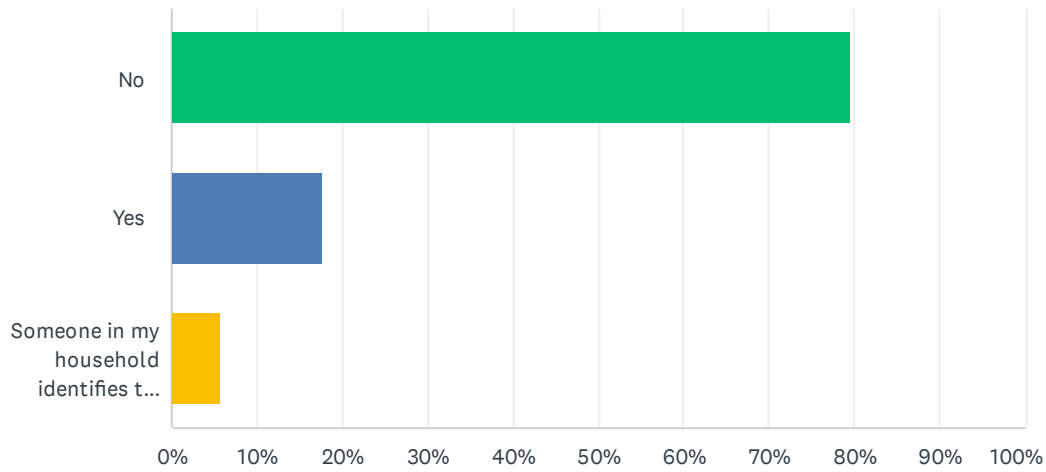


ANSWER CHOICES	RESPONSES	
Yes	67%	830
No	33%	404
TOTAL		1,234



### Q31 Do you identify as someone with a disability? (select all that apply)

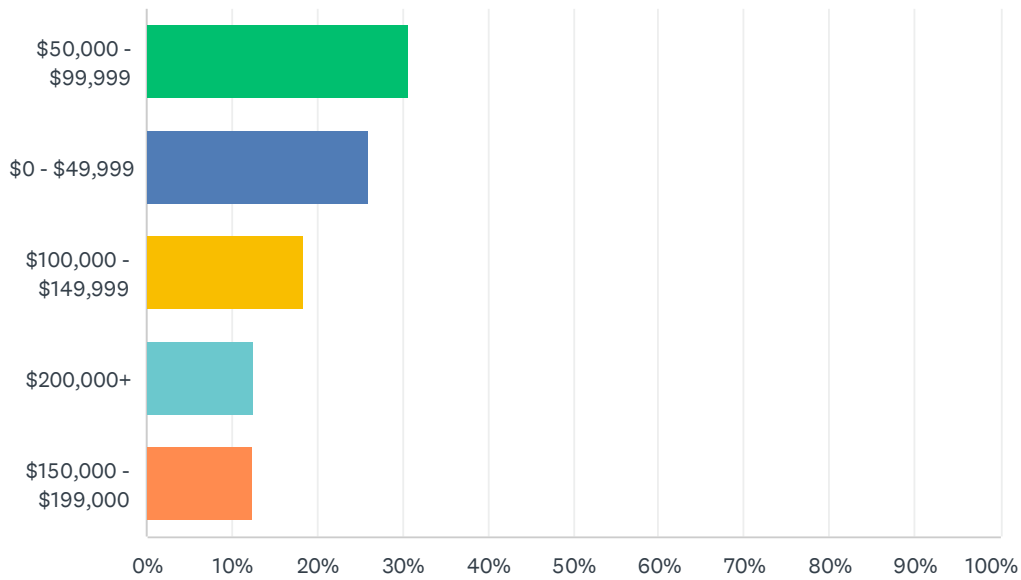
Answered: 1,220 Skipped: 573



ANSWER CHOICES	RESPONSES	
No	79%	969
Yes	18%	215
Someone in my household identifies this way	6%	70
Total Respondents: 1,220		

### Q32 What is your total household income?

Answered: 1,146 Skipped: 647



ANSWER CHOICES	RESPONSES	
\$50,000 - \$99,999	31%	351
\$0 - \$49,999	26%	298
\$100,000 - \$149,999	18%	211
\$200,000+	13%	144
\$150,000 - \$199,000	12%	142
<b>TOTAL</b>		<b>1,146</b>