



Community and Business Advisory Committee

Meeting #1 | July 7, 2022

Today's Topics

- Welcome and Introductions
- Community and Business Advisory Committee Roles and Responsibilities
 - Project committees process
 - Charter
 - Co-Chairs
- Purple Line BRT Project Overview
- Purple Line BRT Project Update
 - Design advancement updates
 - Station Area Planning process (SAP)
 - BRT Route Modification Study (RMS)
- Additional Q&A
- Next Steps and Meeting

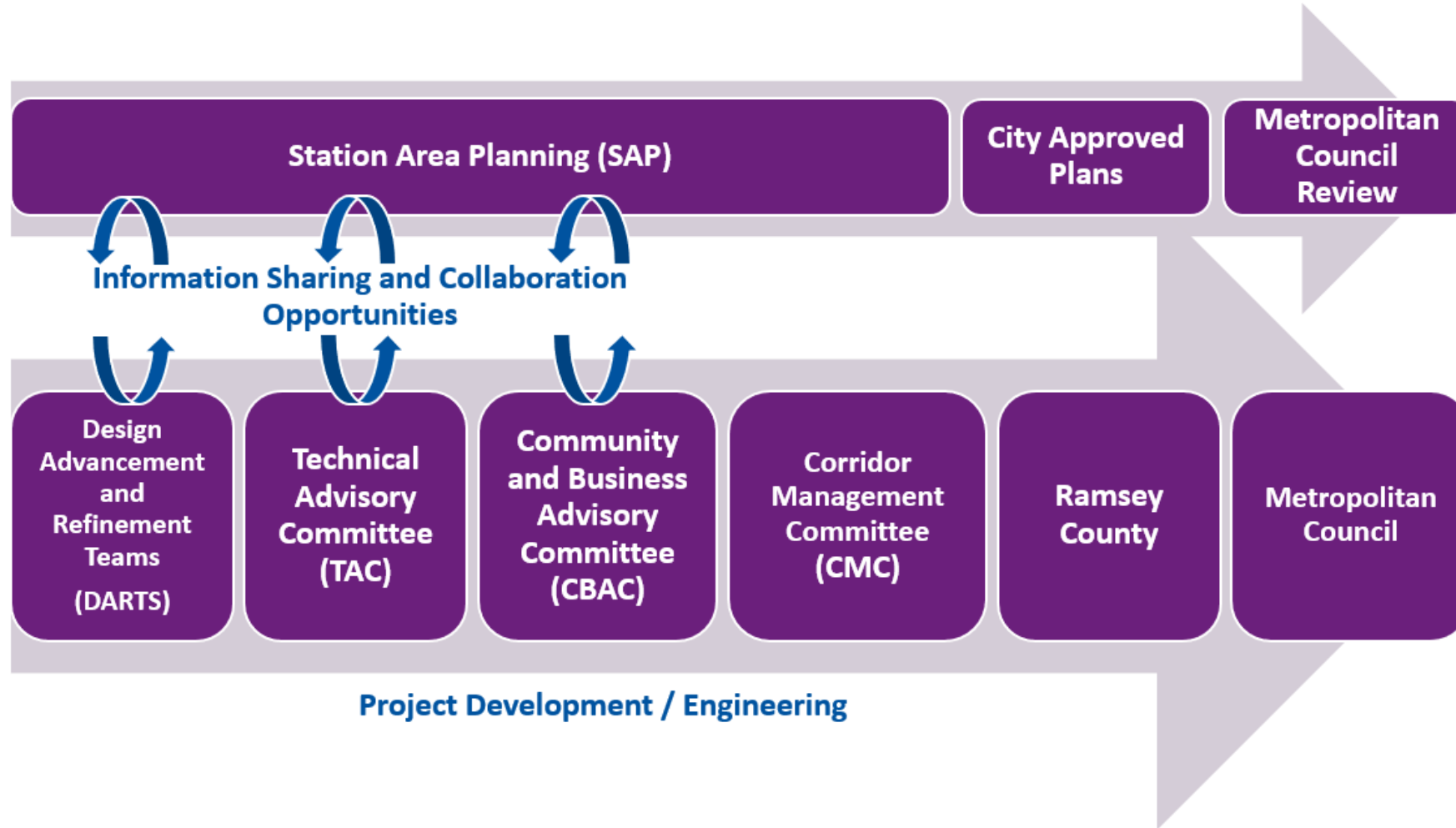
Welcome and Introductions

Housekeeping

- Virtual meetings
 - Camera
 - Microphone (muted when not speaking)
 - Raise hand (if you have a question)
 - Chat (feel free to ask questions in the chat)
- Recordings

CBAC Roles and Responsibilities

Project Committee Approach



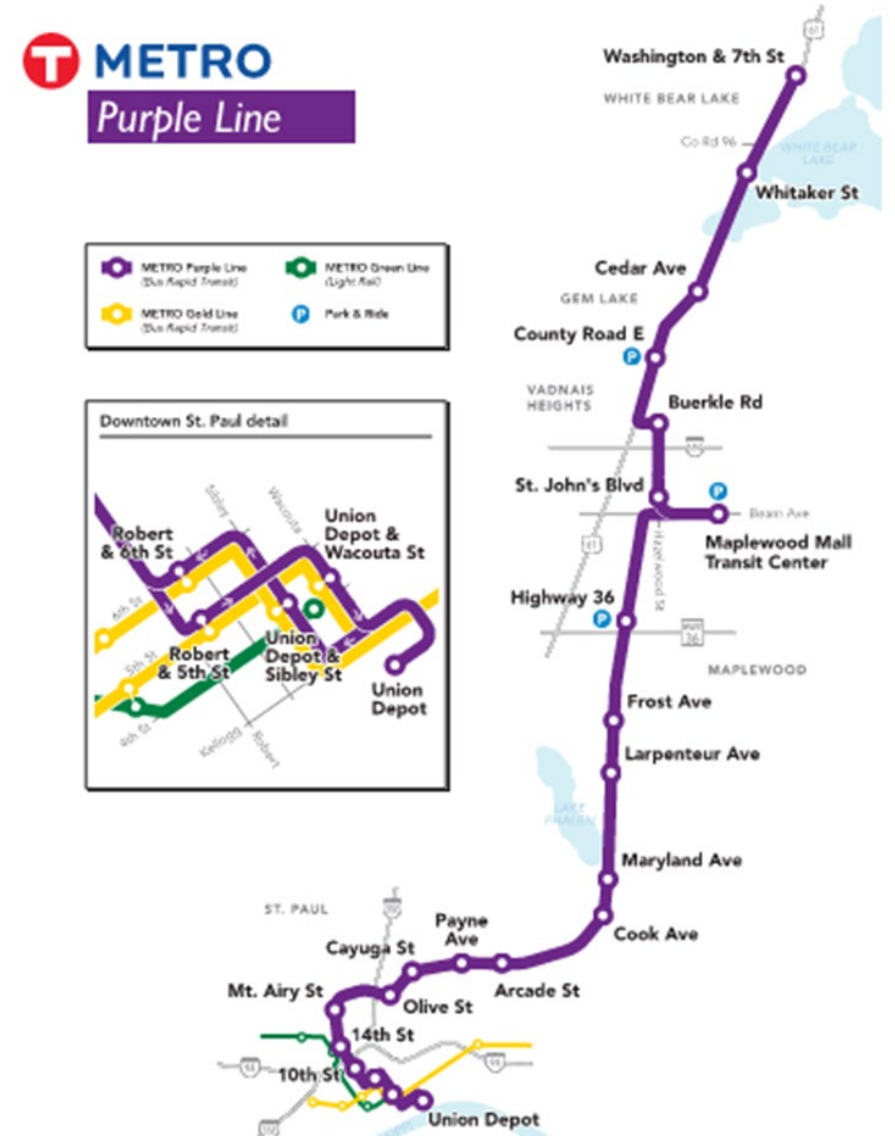
Committee Charter

- Purpose
 - Serve as a voice for the corridor residential and business communities and advise the CMC.
 - Serve as an information resource and liaison to the greater corridor community.
 - Advise on communications and outreach strategies related to the Project.
 - Provide input on project design and engineering topics including but not limited to station design, parking, and biking and walking access to stations.
 - Identify potential issues and strategies to mitigate the impacts of construction and operation on residences and businesses.
- Responsibilities
- Membership Structure
- Leadership/Co-Chairs
- Meetings Schedule

Purple Line BRT Project Overview

Purple Line BRT Overview

- Serving the Northeast Metro:
 - 51% BIPOC, 20% low-income, 12% zero car households
- 15 mile long route with 11 dedicated guideway miles
- 21 stations with 3 park-and-rides
- 17 electric bus fleet
- Construction start in 2024 or 2025
- Opening in 2026 or 2027
- 6,900 Est. Daily Riders (2040)



Long History of Planning for Purple Line

- Corridor Planning & Conceptual Engineering Phase (1998 – 2017)
 - MnDOT Commuter Rail System Plan (1998): Origin of Rush Line
 - Rush Line Corridor Task Force (1999)
 - Rush Line Transit Study (2001); Rush Line Corridor Alternatives Analysis (2009)
 - Rush Line Policy Advisory Committee (2014)
 - Pre-Project Development Study (2014-2017)
 - 55 potential route segments and 7 bus/rail transit modes evaluated
 - Six Municipal Resolutions of Support for the Locally Preferred Alternative (2017)
- Environmental Analysis Phase (2018 – 2021)
 - Five Municipal Resolutions of Support the Preliminary Design (15%) Plans (2020)
 - Environmental Assessment (2021) and Findings of No Significant Impact (2021)

Public Engagement All Along the Way

- Between 2014-2017, more than 5,000 people participated during the process leading to the selection of the Locally Preferred Alternative
- 197 meeting/events in all corridor communities (2018-2021)
 - Pop-up events, open houses, virtual meetings, one-on-one stakeholder meetings, Community Advisory Committee meetings, etc.
 - Engaged with more than 3,400 people

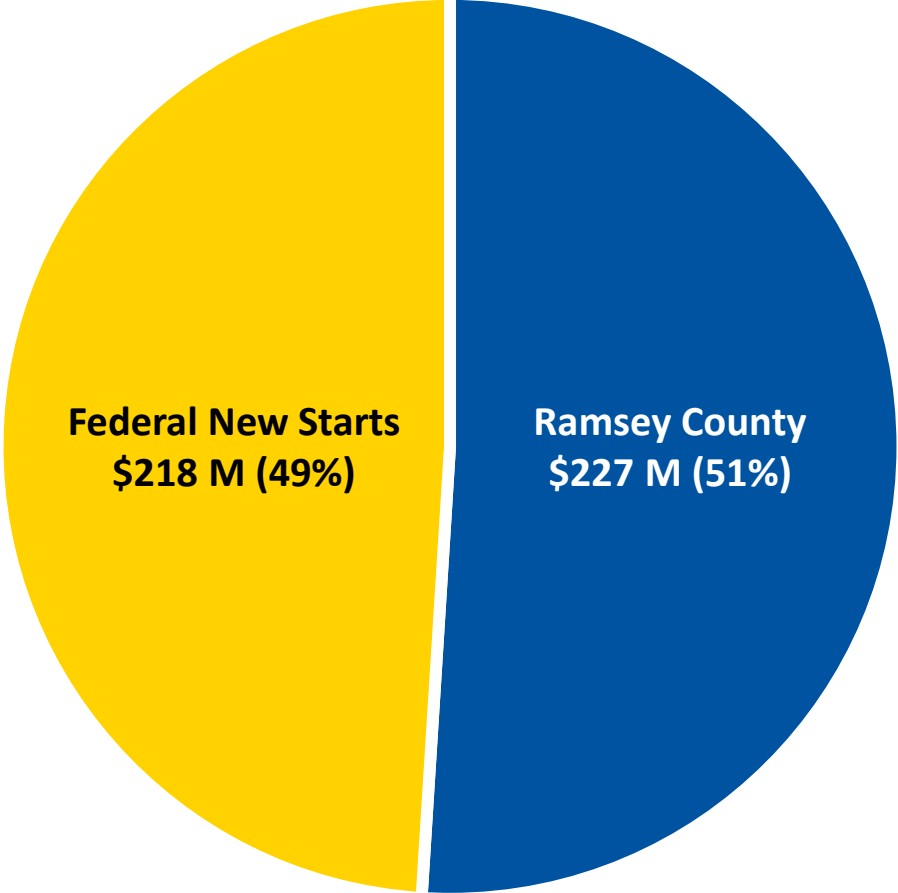


Purpose and Need

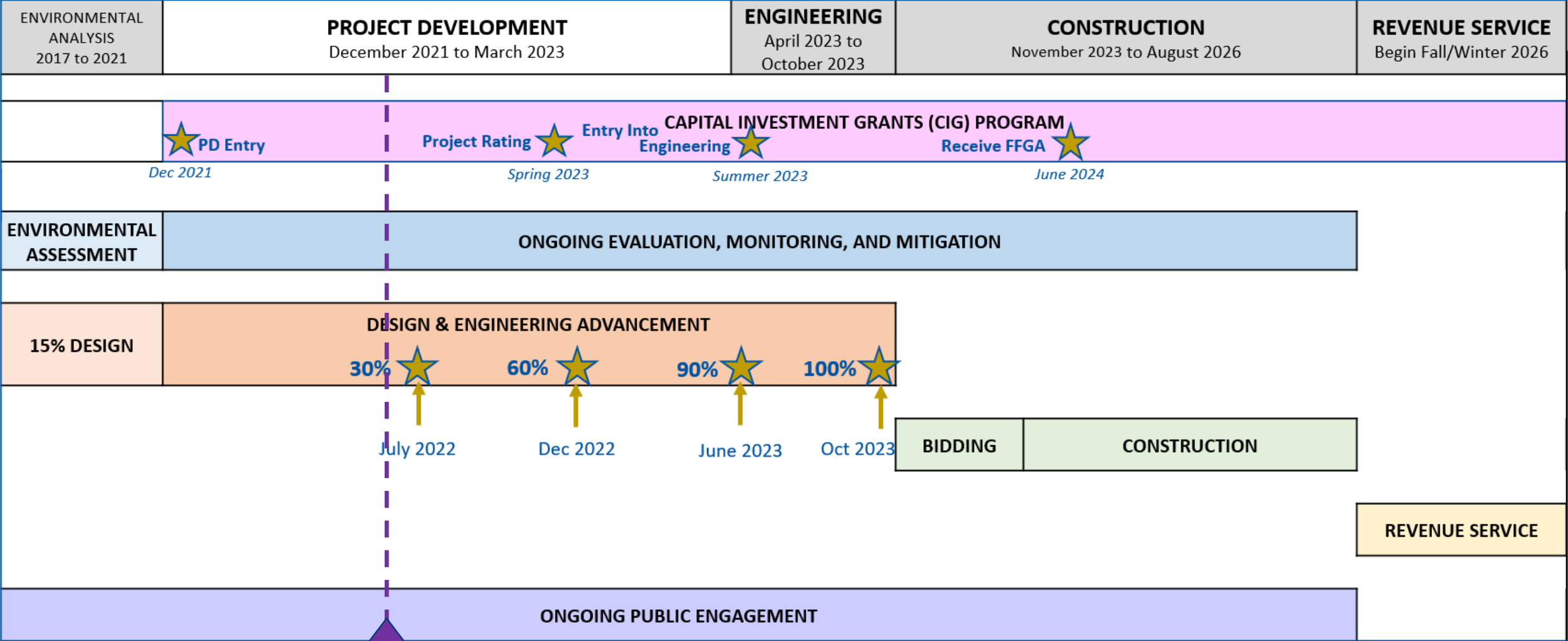
- Guided the selection of the Locally Preferred Alternative in 2017 and foundational to the environmental review in 2020
- Purpose
 - To provide transit service that satisfies the long-term regional mobility and accessibility needs for businesses and the traveling public and supports sustainable development within the corridor area.
- Needs
 - Serving the needs of people who rely on transit.
 - Meeting increasing demand for reliable, high-frequency transit.
 - Planning for sustainable growth and development.
 - Expanding multimodal travel options.

Capital Cost Estimate & Funding Approach

Overall Anticipated Funding
(\$445M)



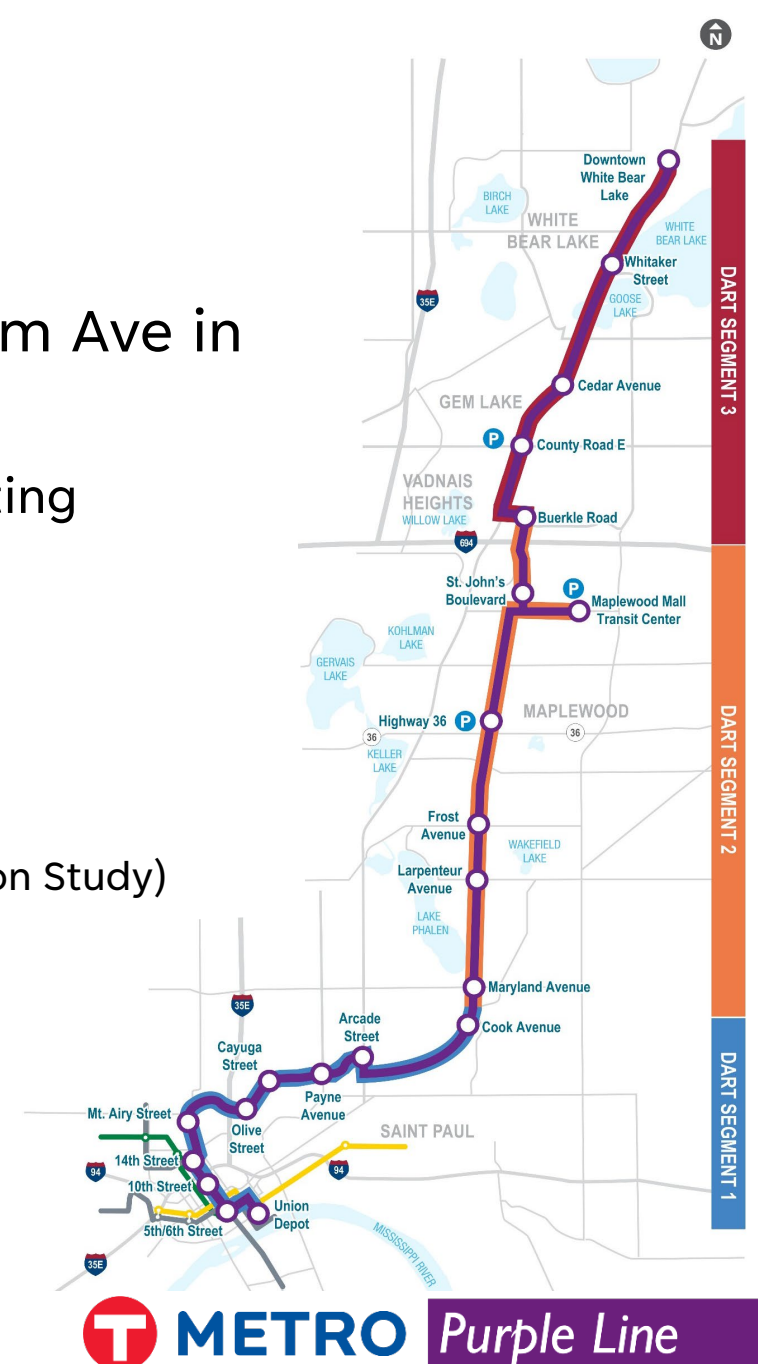
Overall Project Schedule



Purple Line BRT Project Updates

Design Advancement & Refinement

- Advancing and refining project design south of Beam Ave in Maplewood
 - Design advancement and refinement teams (DART) meeting regularly since early April
 - DARTs are organized into 3 Areas:
 - Segment 1: St. Paul focus area
 - Segment 2: Bruce Vento Trail focus area
 - Segment 3: Northern Alignment (on hold due to Route Modification Study)
 - Key topic areas include:
 - Station Area Refinement
 - Pedestrian Infrastructure
 - Bridge Horizontal/Vertical Alignment Refinement
 - Guideway Design and Intersection Treatments



Station Area Planning (1/2)

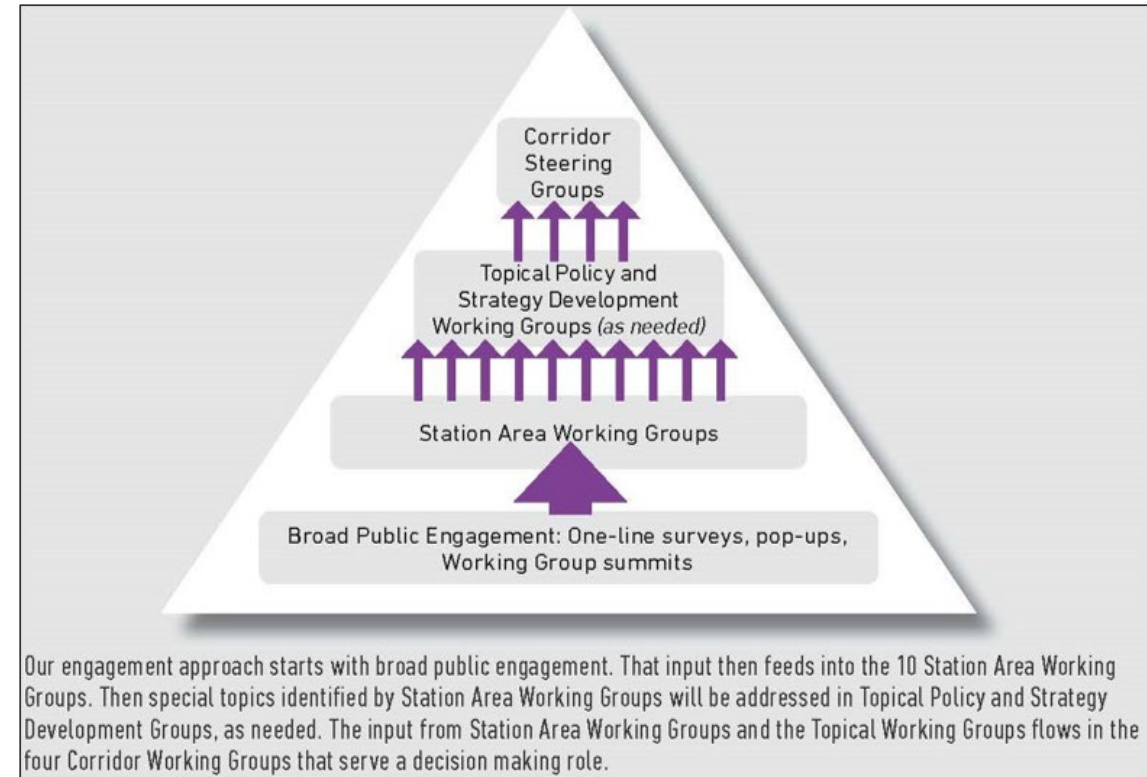
Station area planning is a collaborative process that identifies ways to promote safe and direct station access, as well as transit-oriented development (TOD) within a walking distance (1/2 mile, generally) of future transit stations. TOD creates compact, mixed-use communities near transit where people can enjoy easy access to jobs and services.



Station Area Planning (2/2)

Potential CBAC Involvement:

- Station Area Working Groups – help recruit participants by sharing forthcoming application with your network of organizations and individuals
- Apply to be a participant in a Station Area Working Group in your neighborhood – will meet three times in 2023
- Participate in Station Area Working Group Summits – workshops open to the public
- Participate in on-line engagement and pop-ups
- Receive updates at future CBAC meetings



White Bear Lake City Council Actions

- Prior City Council voted 3-2 in support of project requests
 - Resolution of Support (Locally Preferred Alternative) on July 25, 2017
 - Resolution of Support (Downtown Station Relocation) on February 26, 2019
 - Resolution of Support (Preliminary Design Plans) on April 14, 2020
 - 2040 Comprehensive Plan Adoption (with Purple Line) on June 8, 2021 (5-0 vote)
 - Resolution of Municipal Consent (Highway Access Change) on October 12, 2021
- November 2021 Elections: New Mayor and City Councilmember
- Resolution of Opposition: 3-2 vote on March 8, 2022

“The City Council requests that the Met Council modify the BRT Route so that it does not enter the jurisdictional boundaries of the City of White Bear Lake and to take such other actions as may be needed to accomplish the requested alteration of the BRT Route.”

Acknowledging White Bear Lake's Feedback

- Concern over the number of weekday BRT bus trips per day (89)
- Concern over the size of BRT buses (60 ft articulated vehicles)
- Concerns over the disruption of station and dedicated lane infrastructure on existing roadways and adjacent businesses
 - Conversion of two-way street segments to one way, removal of on-street parking, modification of business accesses

Potential BRT Route Modifications

- End the BRT line in Vadnais Heights between Highway 61 and Interstate 35E in the vicinity of County Road E or Willow Lake Boulevard

OR

- End the BRT line at Maplewood Mall Transit Center

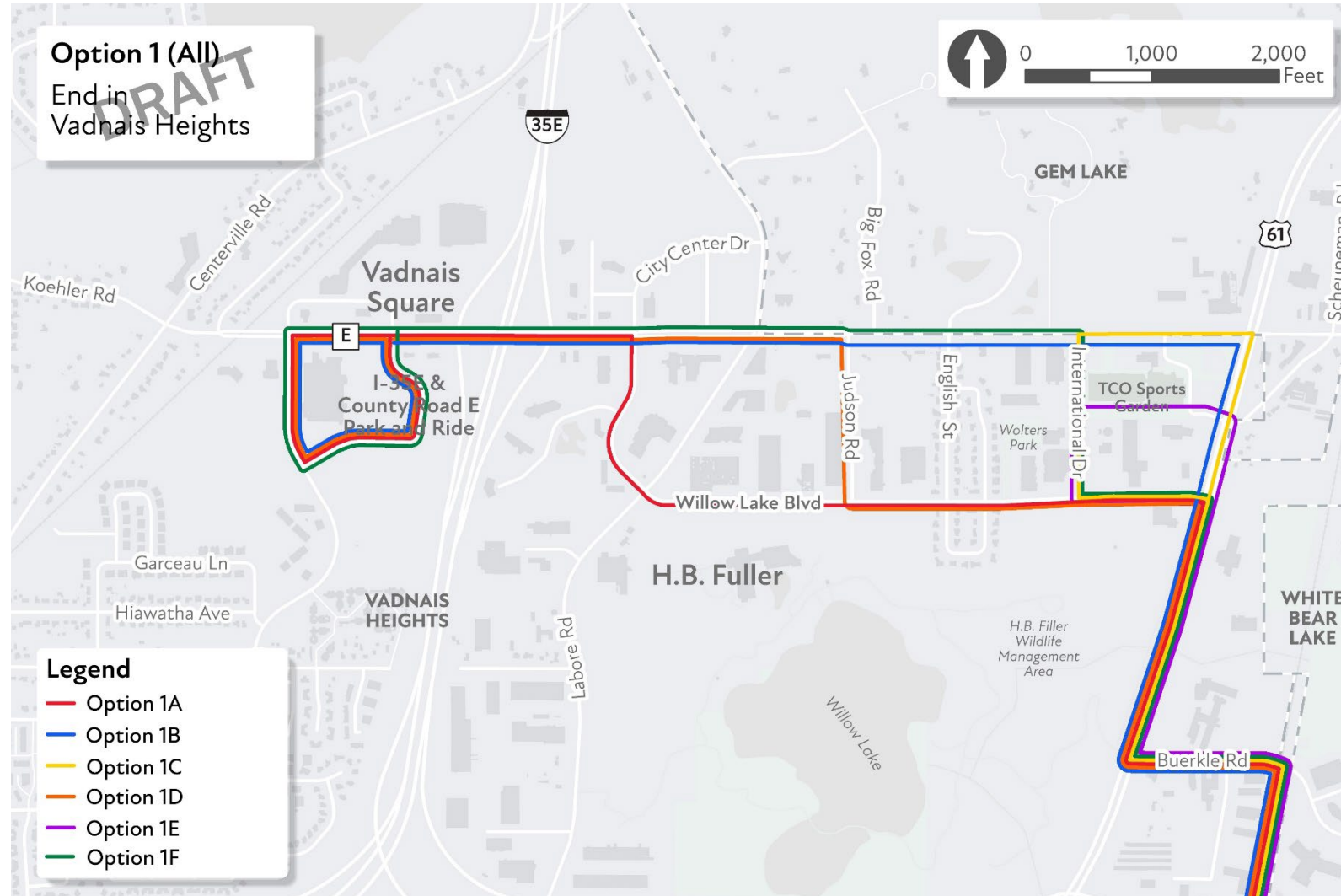
OR

- End the BRT line at Century College in White Bear Lake or Mahtomedi

BRT Route Modifications Screening Process

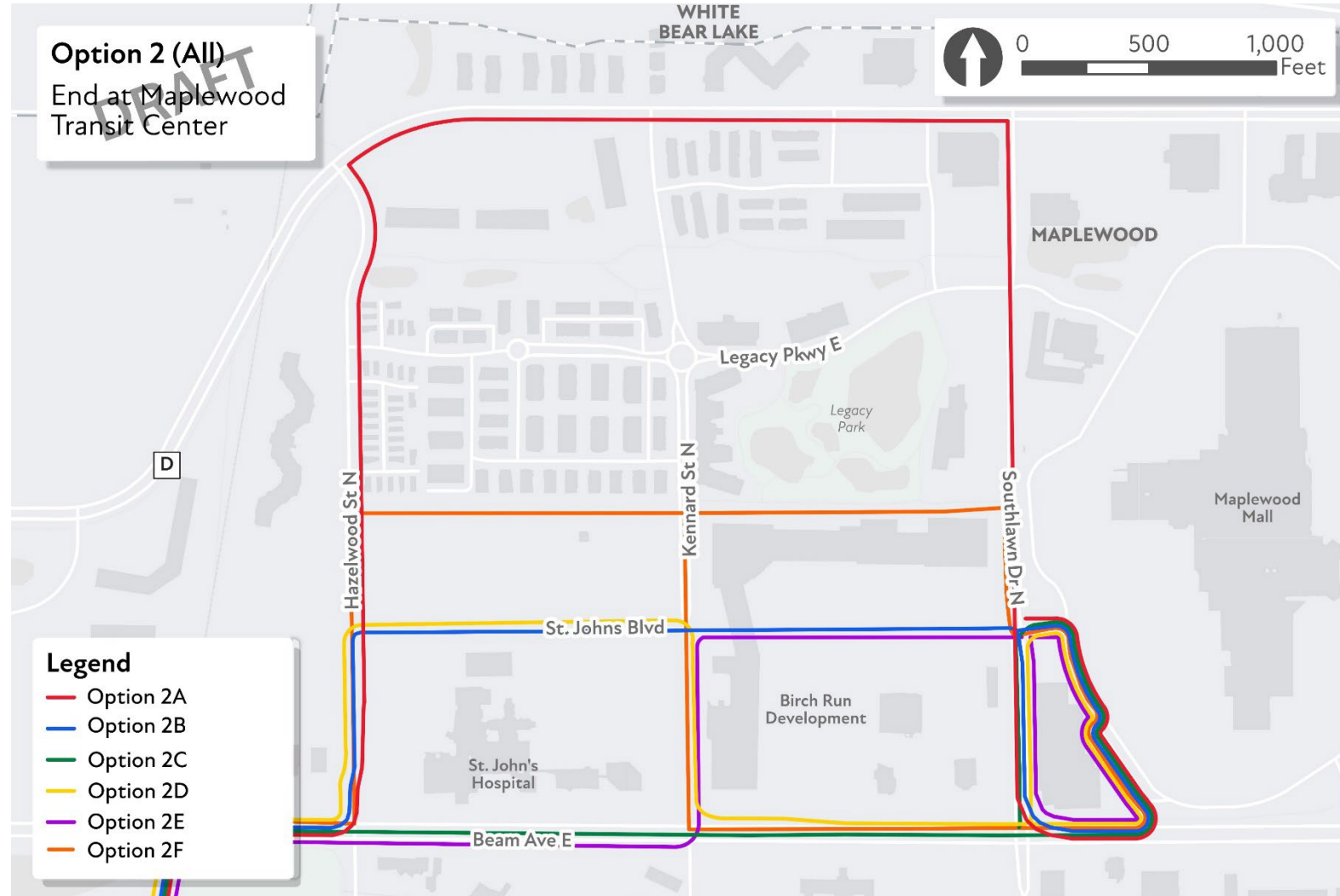
- Initial Screening to get to a Short List of Reasonable and Feasible BRT Route Modifications from the Universe of Route Modifications
 - Route Modification Study Working Group
 - St. Paul, Maplewood, Vadnais Heights, White Bear Lake
 - Metro Transit (Service Development, Engineering & Facilities, Bus Operations)
 - Ramsey County, Washington County
- Technical Evaluation of the Reasonable and Feasible BRT Route Modifications
 - Consistency with the Purpose and Need
 - Evaluation criteria tied to the six project goals

Universe of Route Modifications For Ending near Co Rd E between Hwy 61 and I-35E



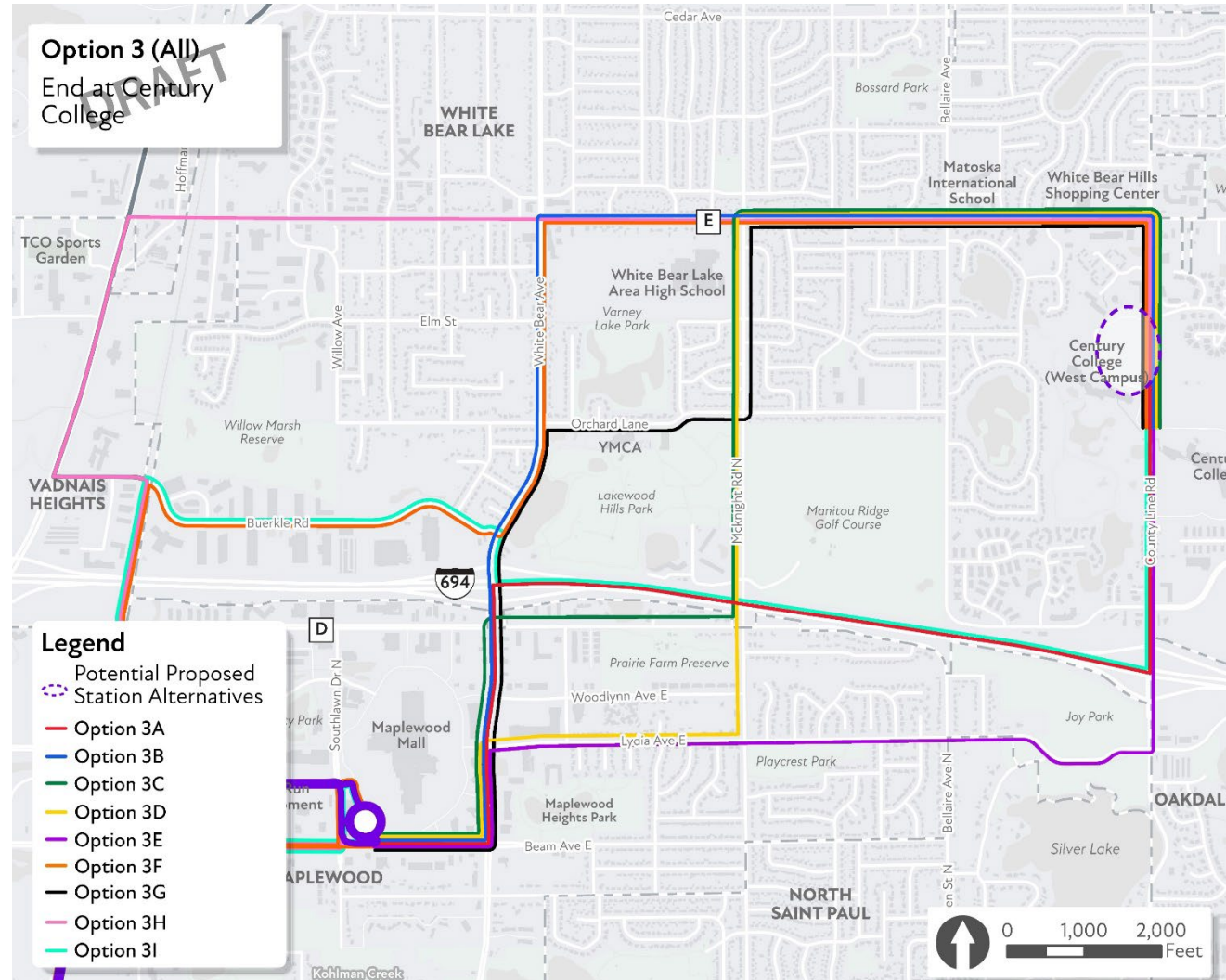
- Six distinct route options.
- Serves shopping, hotel, adult daycare and childcare, manufacturing and service uses more in the heart of Vadnais Heights

Universe of Route Modifications For Ending at Maplewood Mall Transit Center



- Six distinct route options.
- Serves St. John's Hospital, Maplewood Mall, and North End District
- New segments in Maplewood
- Private roadway

Universe of Route Modifications For Ending at Century College



- Nine distinct route options.
- Century College served by the Route 219 today.
- Touches Mahtomedi in Washington County
- New segments in White Bear Lake, Vadnais Heights, Maplewood

Technical Evaluation Criteria (1/2)

PROJECT GOAL	EVALUATION CRITERIA
<p>Increase the use of transit and its efficiency and attractiveness for all users</p>	<ul style="list-style-type: none"> • End-to-end travel time • End-to-end ridership <ul style="list-style-type: none"> • Total weekday trips • Weekday trips from zero-car households • New regional transit trips
<p>Develop and select an implementable and community-supported project</p>	<ul style="list-style-type: none"> • Total project construction cost • Annual project operations and maintenance cost • Number of buses required
<p>Contribute to improving regional equity, sustainability and quality of life</p>	<ul style="list-style-type: none"> • Number of low-income and minority residents within ½ mile of stations • Number of existing and forecast (2040) jobs within 10-minute walk of stations • Environmental considerations (wetlands/water resources, known historic properties, parks and recreational resources)

Technical Evaluation Criteria (2/2)

PROJECT GOAL	EVALUATION CRITERIA
Improve sustainable travel options between and within the study area communities	<ul style="list-style-type: none"> • Number of jobs and households served by low-stress bicycle connections to stations
Enhance connectivity of the corridor to the regional transportation network	<ul style="list-style-type: none"> • Connections to existing transit routes • Existing and future (2040) traffic operations
Support sustainable growth and development patterns that reflect the vision of local and regional plans and policies	<ul style="list-style-type: none"> • Consistency with station area density expectations established in the 2040 Transportation Policy Plan • Transit-oriented development potential in station areas <ul style="list-style-type: none"> • Existing land use (vacant vs. built-out; condition of built-out) • Future land use (density or land uses supportive of TOD)

Community Engagement and Communications (1/3)

❖ *Goal is for broad awareness and for every voice to be heard*

- Awareness and route modification updates (April – September)
 - Project newsletters, social media and website
 - Metro Transit Riders Almanac Blog and other Met Council and Metro Transit publications
 - Media coverage and interviews
 - Community events
- Individual business/stakeholder meetings (May – August)
 - Individual meetings with Maplewood and Vadnais Heights businesses
 - Individual meetings with Century College
 - Group Vadnais Heights businesses meetings
- Broader outreach and engagement with “Public Comment Period” on route modifications (August)
 - Universe of route modifications
 - Reasonable and feasible route modifications
 - Technical evaluation results of the reasonable and feasible route modifications

Community Engagement and Communications (2/3)

- Broader outreach and engagement and 30-day public comment period (August)
 - Interactive feedback map and survey
 - Handouts and boards to share information and collect feedback at events
 - Attend pop-up and community events
 - Project-hosted public meetings/events (virtual and in-person)
 - Outreach/presentations to business, community and neighborhood organizations
 - Outreach at existing transit facilities
 - Social media, newsletter, website updates
 - Media ads and mailers (to be explored)

Community Engagement and Communications (3/3)

- Recent and upcoming community events and stakeholder meetings
 - Lake Phalen WaterFest (6/4)
 - Purple Line Partners (6/14)
 - Vadnais Heights Ice Cream Social (6/15)
 - Century College (6/28)
 - Hmong Freedom Festival, Como Park McMurray Fields (7/2)
 - Lower Phalen Creek Project Urban Creek Tour (7/6)
 - HB Fuller Vadnais Heights (7/8)
 - St. John's Hospital and Birch Run development Maplewood (TBD)
 - Individual Maplewood and Vadnais Heights business meetings (throughout July)
- Community and Business Advisory Committee (CBAC)

Evaluation, Feedback & Decision Timeline

- **Late April:** BRT Route Modification Study Initiation
- **May - June:** Universe of Route Modifications Identification and Screening
- **June - July:** Technical Evaluation of Reasonable and Feasible Route Modifications
- **August:** Public Comment on Universe of Route Modifications and Reasonable and Feasible Route Modifications Technical Evaluation
- **September:** Recommendation on BRT Route
- **Fall:** Resolutions of Support for the BRT Route Recommendation
- **Winter:** Transportation Policy Plan Amendment (if necessary)

Next Steps

CMC Meeting Look Ahead

Date	Agenda
Aug 24	<ul style="list-style-type: none"> • Welcome new CMC members: Community & Business Advisory Committee (CBAC) co-chairs • Receive report on the CBAC’s first meeting (early July) • Review Community Engagement Plan for Public Comment Period (Aug. 1 – Sept. 2) • Review Century College Terminus Route Modification(s) Advanced for Technical Evaluation • Review technical evaluation results of most promising route modifications • Review preliminary public feedback from first part of the Public Comment Period
Sept. 16	<ul style="list-style-type: none"> • Review responses to any outstanding questions from Aug. 24th meeting • Review complete public feedback from Public Comment Period • Consider a BRT Route recommendation to Met Council and Ramsey County

Upcoming CBAC Meetings

- Format: Virtual
- Next meeting:
 - Early/mid August
 - Review narrowed down “reasonable and feasible” options for each route end point
 - Provide feedback on route options
- Subsequent meetings:
 - September
 - Review public feedback

Contact Us

For more information:

www.metrotransit.org/purple-line-project

[Facebook](#) and [Twitter](#) @PurpleLineBRT

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Thank You!

Purple Line BRT Project

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