



Community & Business Advisory Committee

Meeting #11 | June 28, 2024

Welcome & Introductions

Liz Jones | Senior Community Outreach Coordinator

Housekeeping

- Virtual meeting etiquette
 - Camera on
 - Microphone (muted when not speaking)
 - Raise hand (if you have a question)
 - Chat (feel free to ask questions in the chat)
- Meeting is being recorded
- Meeting agendas, summaries, and presentation materials are posted on the project website at metrotransit.org/purple-line-project-committees

Today's Topics

- 1) Welcome & Introductions
- 2) Project Updates
 - 1) Johnson Parkway Crossing
 - 2) Corridor Comparison
- 3) Engagement Approach and Events
- 4) Upcoming CBAC Meetings
- 5) Q & A

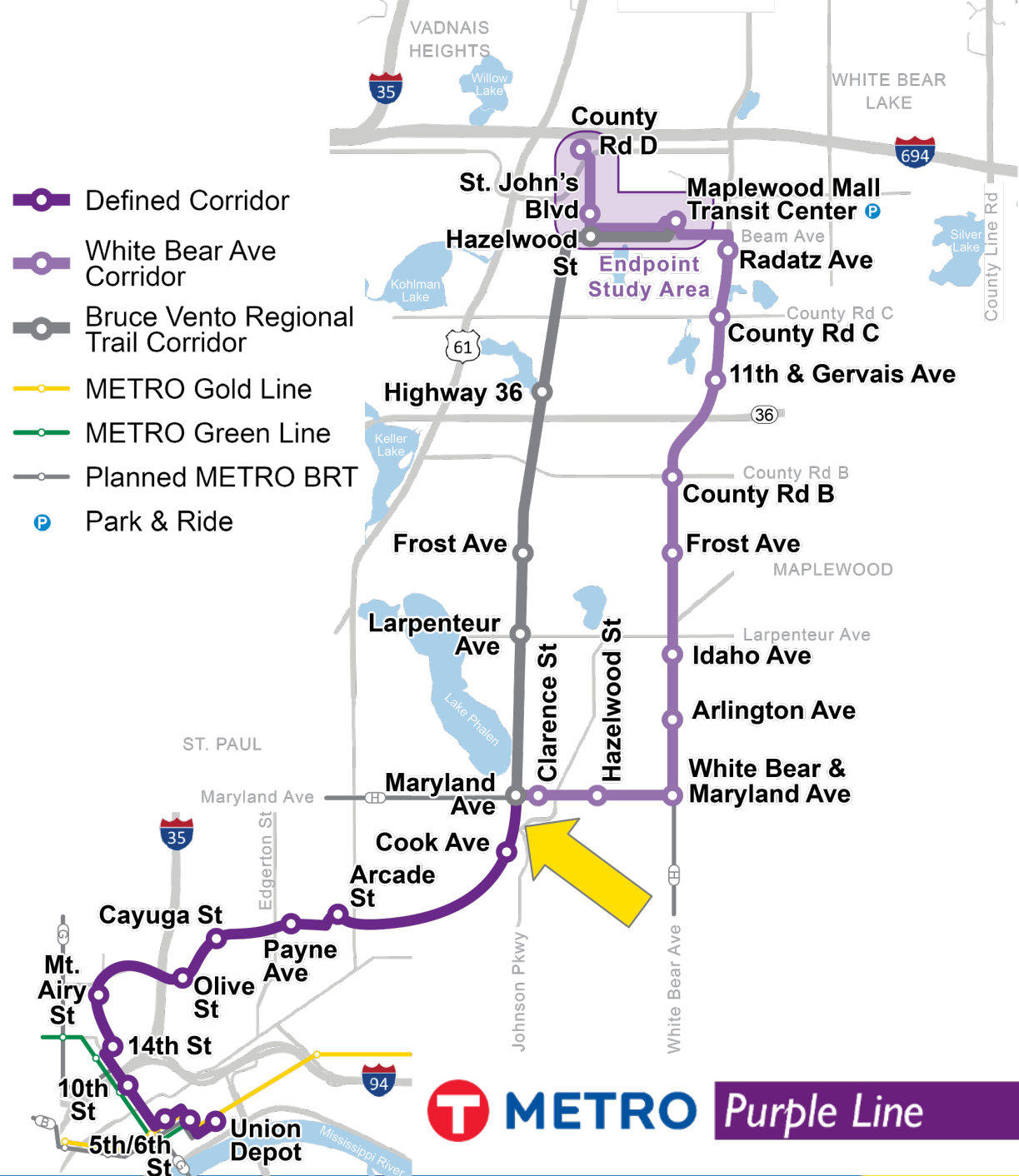
Project Updates: Johnson Parkway Crossing

Craig Lamothe | Project Manager

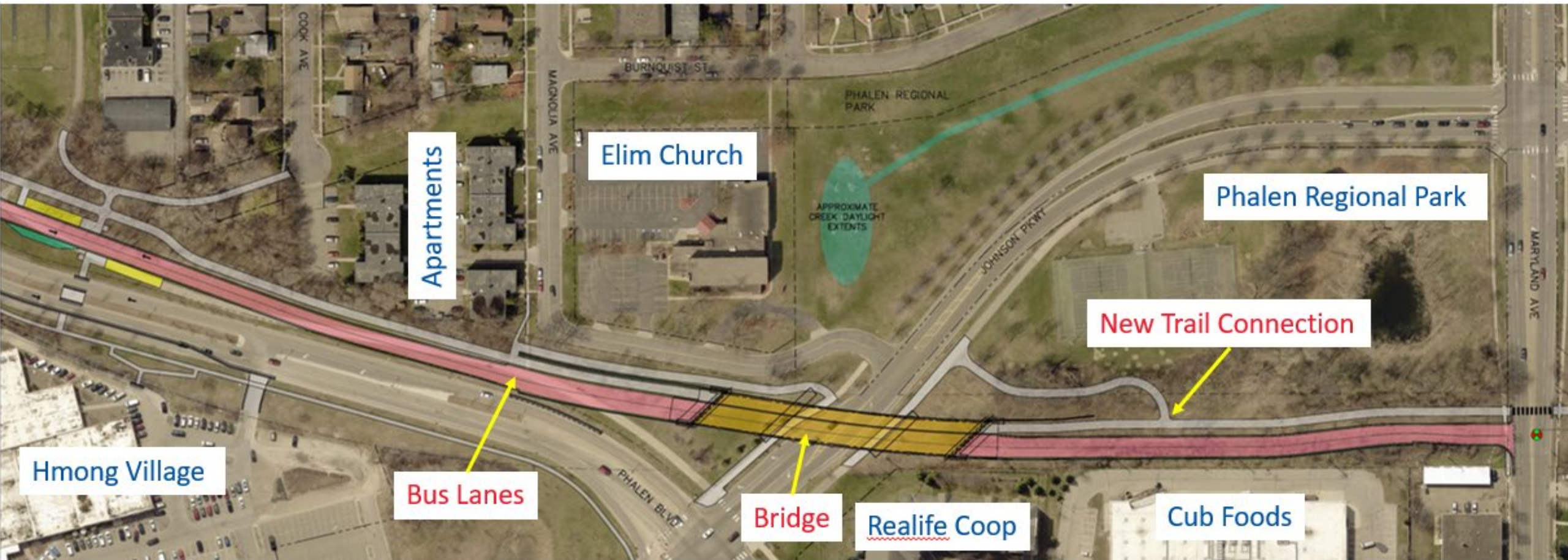
Project Context

Project staff are reconsidering the Johnson Parkway crossing layout for the Purple Line project scope in the White Bear Ave Corridor.

The project scope established in 2017 includes a bridge. However, the Purple Line project is considering removing the bridge due to the reduced travel time savings when the Purple Line runs along Maryland Avenue in the White Bear Avenue Corridor and concerns about cost-effectiveness.



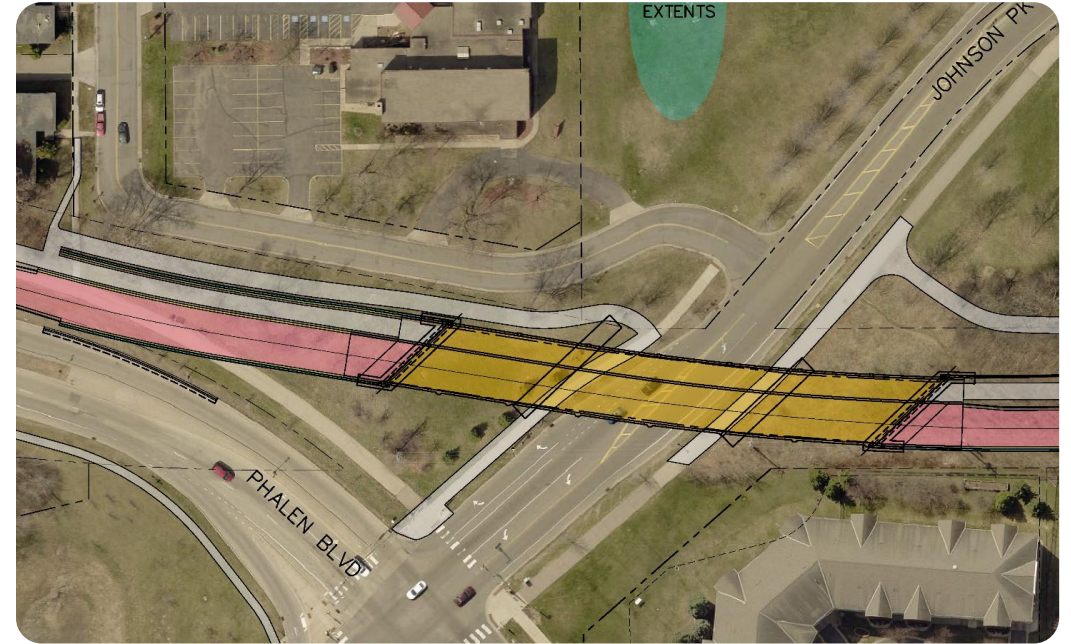
Current Bridge Layout (Base Assumption since 2017)



DRAFT – Work in Progress

Community Considerations – Bridge

- Provides an uninterrupted crossing for bus operations and trail users.
- Changes the view for the senior housing cooperative and the character of the area.
- Doesn't impact existing traffic operations.



DRAFT – Work in Progress

Traffic Data Collection Overview

The project collected data at 5 locations around Elim Church, in 3 different time frames to record traffic during services.

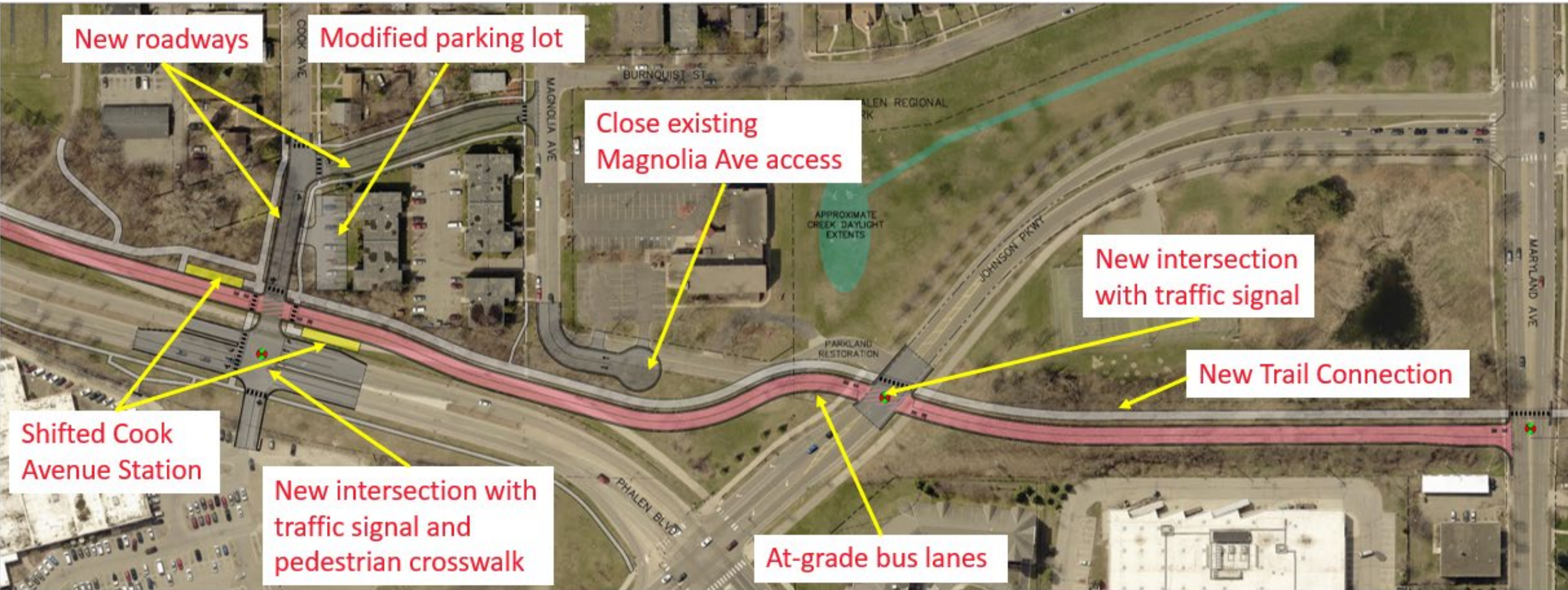
Church traffic typically arrives in a 2- to 3-hour window but leaves in a 1- to 2-hour window.

Most church traffic exits through Magnolia Ave and Johnson Pkwy intersection, heading south on Johnson Pkwy.

Church traffic represents 20% to 25% of Magnolia Ave total traffic between Johnson Pkwy and Burnquist St on days with church services.



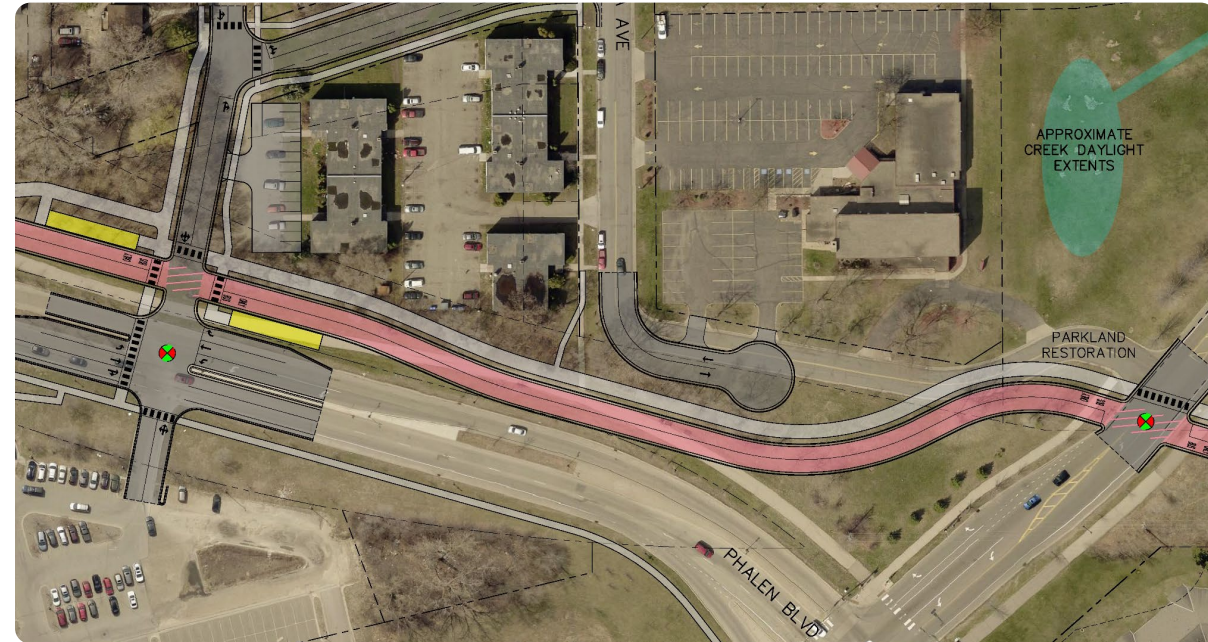
Cook Ave Extension Layout



DRAFT – Work in Progress

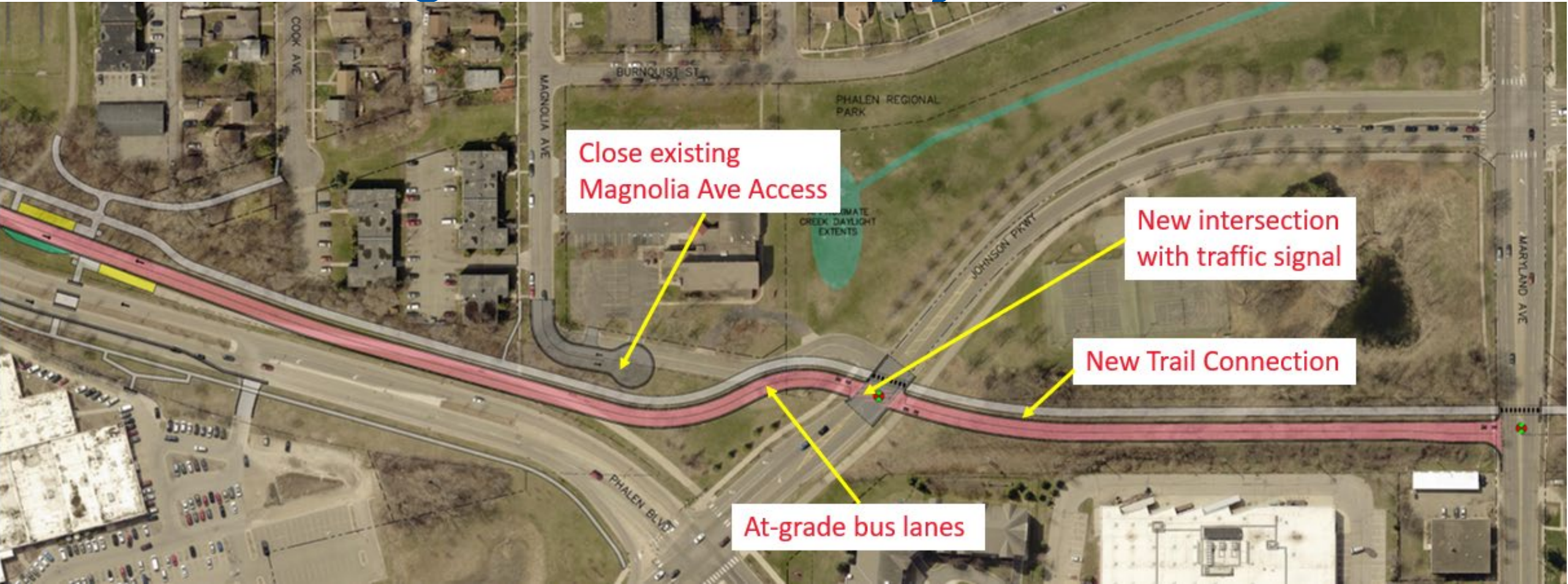
Community Considerations – Cook Ave Extension

- Provides direct connection across Johnson Pkwy for trail users.
- Provide reliable bus travel times.
- Provides safer traffic movements to Hmong Village and the Magnolia area with the new traffic signal.
- Changes access to the neighborhood by extending Cook Ave.
- Changes the parking lot of 1267 Cook Ave Apartments.
- Adds 2 more traffic signals in the area.



DRAFT – Work in Progress

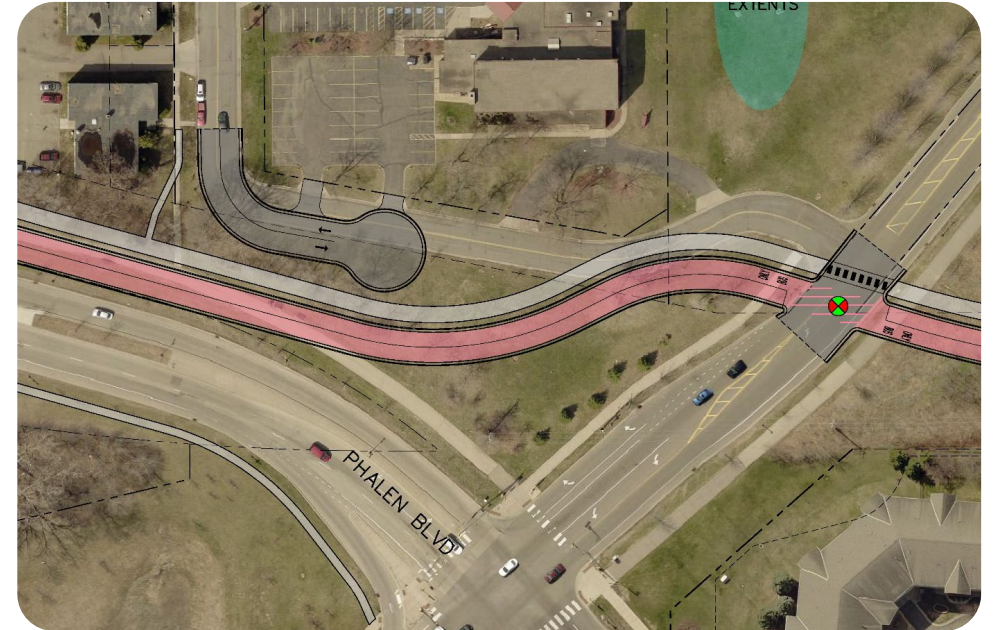
Close Magnolia Access Layout



DRAFT – Work in Progress

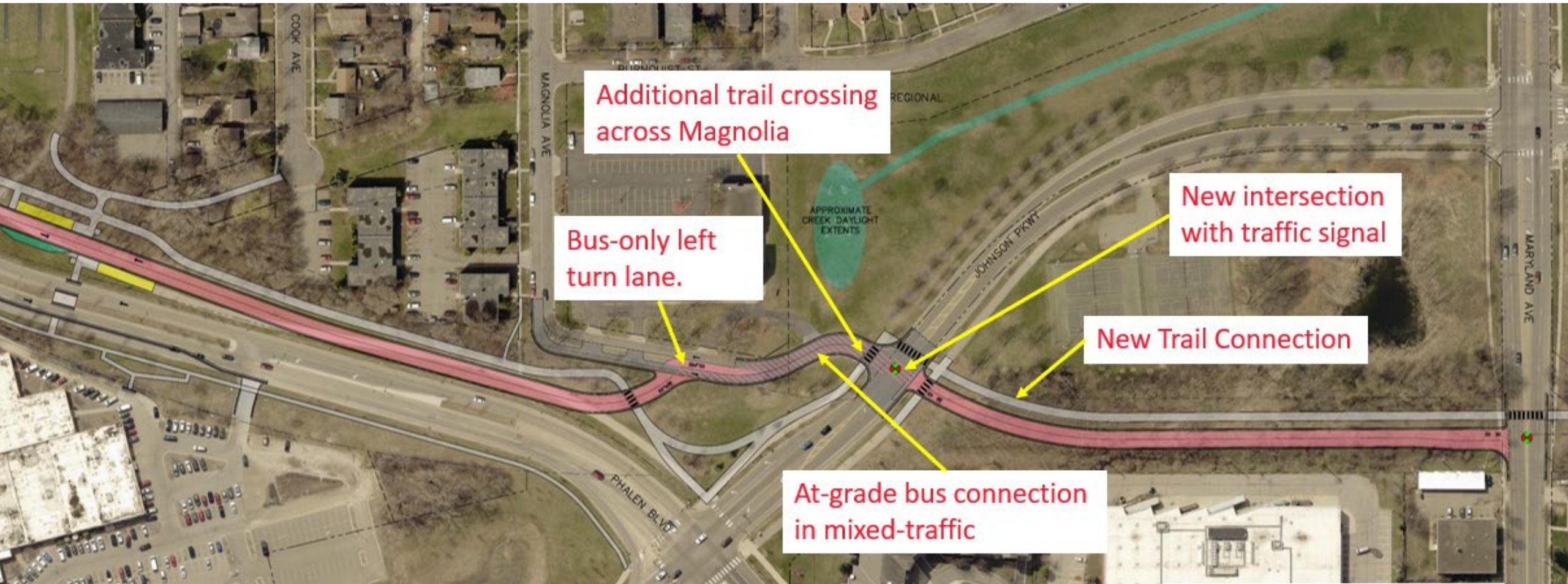
Community Considerations – Close Magnolia Access

- Removes existing access between Magnolia Ave and Johnson Pkwy.
- Shifts traffic to Burnquist St and Duluth St for neighborhood access.
- Provides the greatest bus travel time reliability.
- Provides just one new traffic signal in the area, for just bus and trail crossings.



DRAFT – Work in Progress

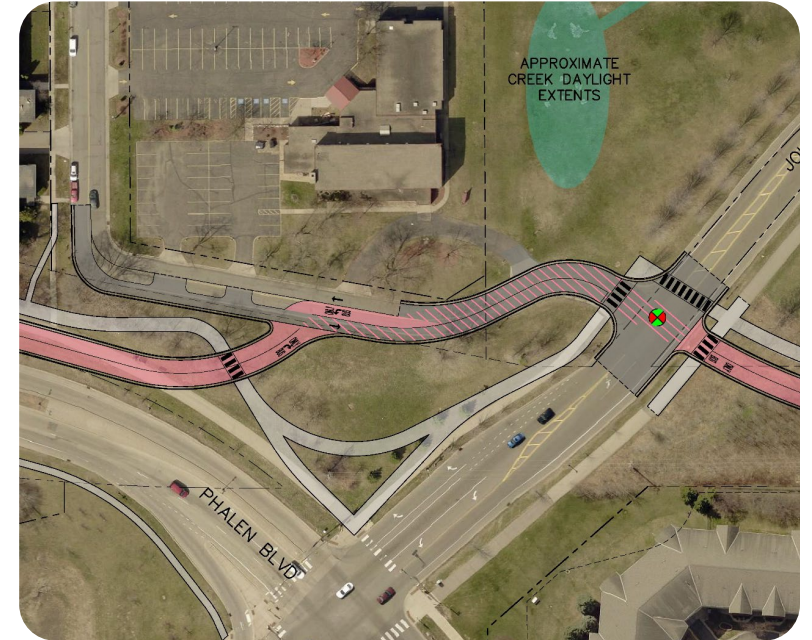
Modified Magnolia Access Layout



DRAFT – Work in Progress

Community Considerations – Modified Magnolia Access

- Increases number of conflicts between general traffic, pedestrians, and buses.
- Maintains the existing street network.
- Decreases bus travel time reliability.
- Adds just one new traffic signal.



DRAFT – Work in Progress

Johnson Pkwy Outreach

- Community Outreach & Engagement during **June**
 - Key stakeholders include Hmong Village, Elim Church, 1267 Cook Ave Apartments, and the Realife Cooperative of Phalen Village
 - Canvass and engage the greater neighborhood
 - Ice Cream Social Community Event on June 27
 - Engage the District Councils (Payne-Phalen, Greater East Side, Dayton's Bluff)
 - Wakan Tipi Awanyankapi (Lower Phalen Creek Project) Coordination



¡ÚNASE A NOSOTROS PARA UN EVENTO COMUNITARIO CON HELADOS!
OPCIONES DE JOHNSON PARKWAY — JUNIO 2024

El personal del proyecto está reconsiderando actualmente las opciones de diseño para el cruce de Johnson Parkway en el proyecto de Bus Rapid Transit (BRT) de Purple Line de METRO en el Corredor de la avenida White Bear. Los planes de diseño previos de 2017 incluían un posible puente sobre Johnson Parkway para conectar con el Bruce Vento Trail. Sin embargo, el personal está considerando ahora 3 opciones alternativas debido al ahorro de tiempo de viaje si la Purple Line circula por las avenidas Maryland y White Bear.

Únase a nosotros en un evento comunitario con helados para conocer más y compartir sus comentarios sobre estas 3 opciones.

Jueves, 27 de junio de 6 a 8 p.m. en el estacionamiento superior de la Iglesia Elim 1275 Magnolia Ln, St Paul, MN 55106

¿No puede asistir al evento?
Complete nuestra encuesta en línea aquí:

Regístrese para recibir actualizaciones por correo electrónico: metrotransit.org/purple-line



The map illustrates the proposed BRT corridor for the Purple Line, running north-south through the Johnson Parkway area. It highlights the 'Defined Corridor' in purple, the 'White Bear Ave Corridor' in light purple, and the 'Bruce Vento Regional Trail Corridor' in grey. Other features include County Roads B, C, D, and E, and various streets such as St. John's Blvd, Hazelwood St, Radatz Ave, County Rd C, 11th & Gervais Ave, County Rd B, Frost Ave, Idaho Ave, Arlington Ave, White Bear & Maryland Ave, Cook Ave, Arcade St, Maryland Ave, Payne Ave, Olive St, 14th St, 10th St, 5th/6th St, and Johnson Pkwy. The map also shows existing METRO Gold and Green Lines, the Planned METRO BRT, and Park & Ride locations. A yellow arrow points to the intersection of Johnson Parkway and Maryland Avenue.

Translated flyer for Ice Cream Social event

Feedback to Date (still collecting and summarizing)

- Support for moving the Cook Ave station
- Support for the full signalized intersection at the adjusted Cook Ave station location
- Support for safe pedestrian crossings across Phalen
- Many concerns and some support for the new roadway through SPRWS property with Cook Ave Extension concept
- Concerns about space for Wakan Tipi's efforts to daylight the creek
- Concerns about taking green space to create a new roadway connection
- Concerns about larger traffic flow impacts and safety
- Support for the bridge over Johnson Parkway except by Real Life Cooperative
- Concerns about vehicle and bus interactions
- Concerns about closing off Magnolia completely

Next Steps

- Continued engagement around the 3 options with community and stakeholders
- Staff will present the layout recommendation to Corridor Management Committee (CMC) for consideration on **August 1, 2024 or September 5, 2024**

Project Updates: Corridor Comparison

Craig Lamothe | Project Manager

Corridor Comparison

Bruce Vento Regional Trail Corridor

Maryland Ave to Maplewood Mall via Bruce Vento Regional Trail and Beam Ave

9.5 miles | 17 stations | 15 minute frequency

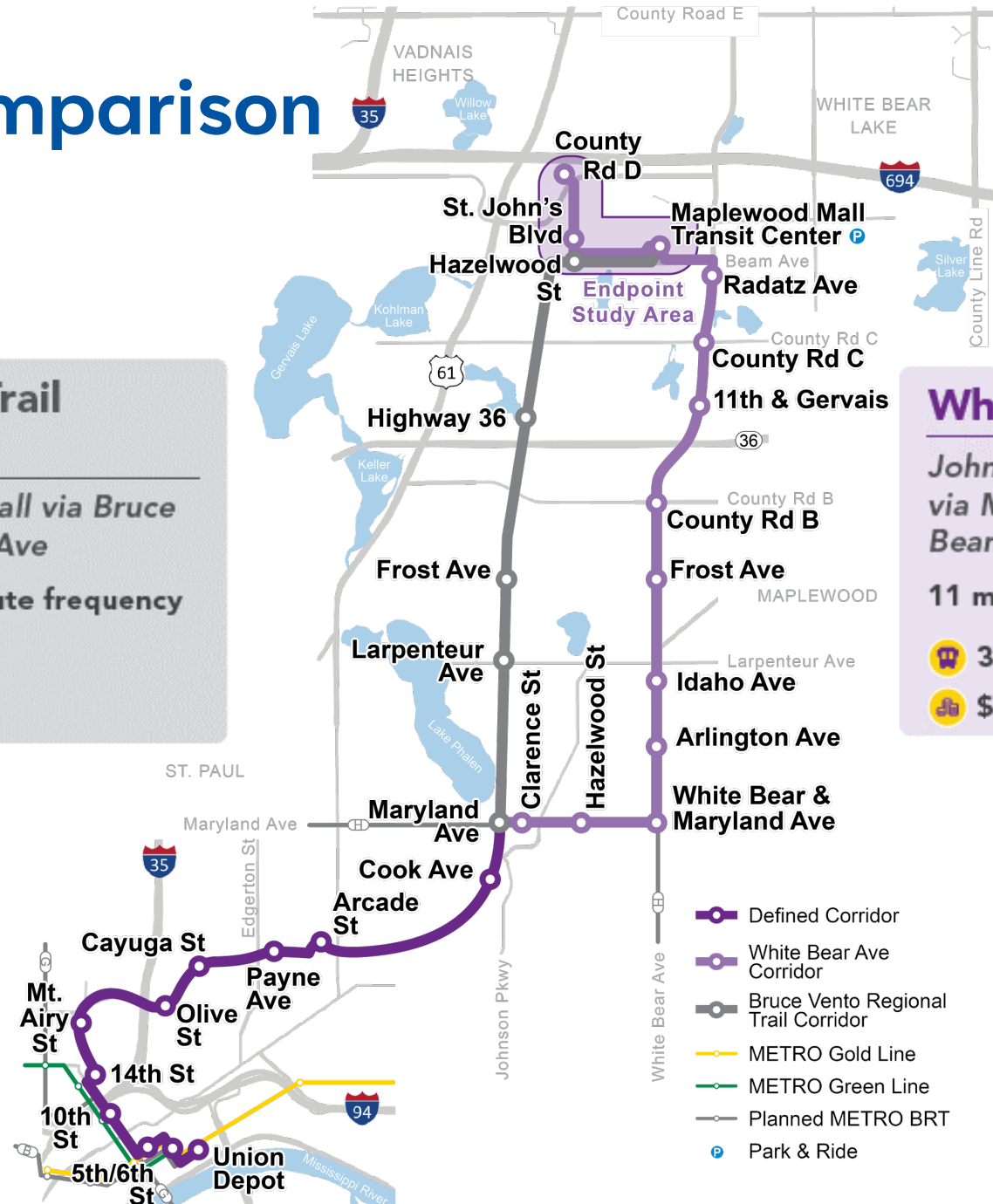
- 3,800 projected riders
- \$370 million estimated cost

White Bear Ave Corridor

Johnson Pkwy to the Maplewood Mall area via Maryland Ave, White Bear Ave, and Beam Ave

11 miles | 24 stations | 15 minute frequency

- 3,900-4,900 projected riders
- \$420-450 million estimated cost



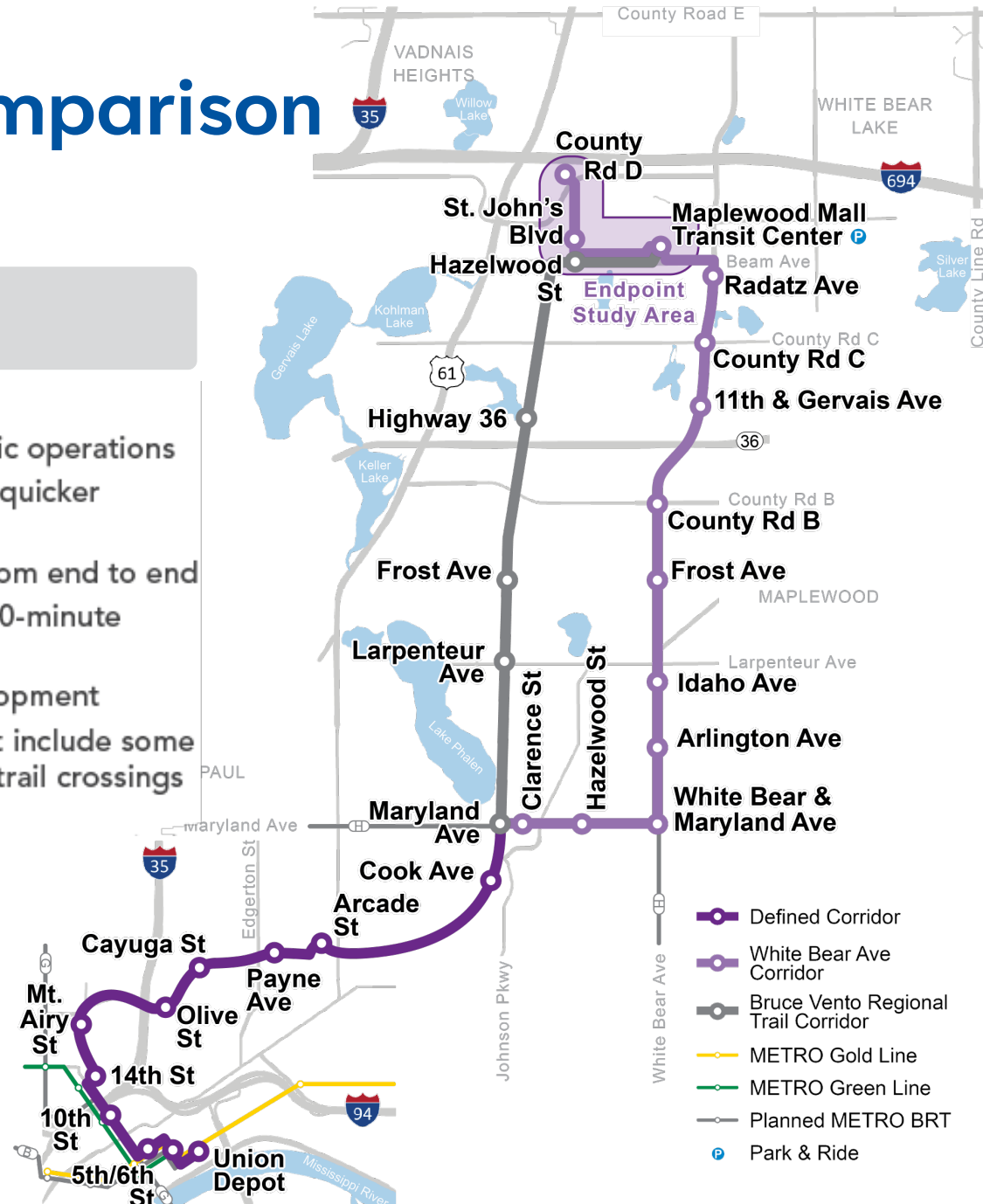
Corridor Comparison

Bruce Vento Regional Trail Corridor

- ✓ Eligible for federal funding
- ✓ Fewer impacts to future traffic operations
- ✓ Fewer property impacts and quicker construction
- ✓ Shorter transit travel times from end to end
- ✓ Fewer destinations within a 10-minute walk or roll of stations
- ✓ Less transit-supportive development
- ✓ Change of trail character that include some pedestrian improvements at trail crossings and roadway intersections

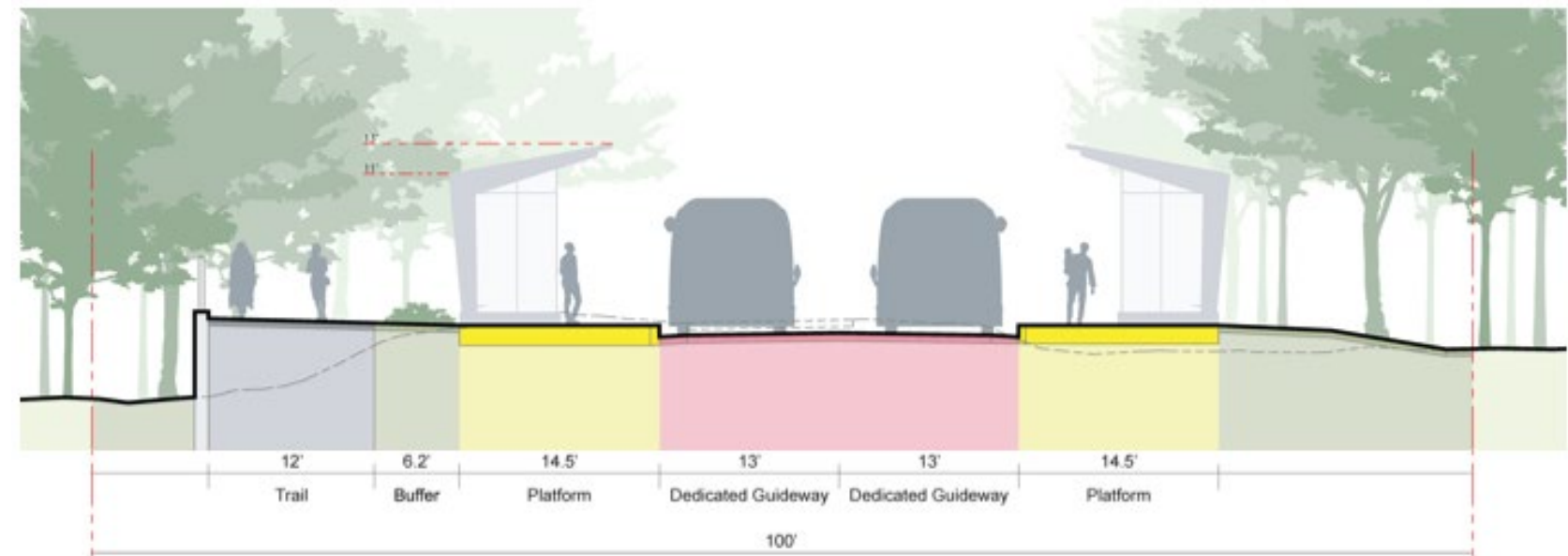
White Bear Ave Corridor

- ✓ Eligible for federal funding
- ✓ More impacts to future traffic operations
- ✓ More property impacts and slower construction
- ✓ Longer transit travel times from end to end
- ✓ More destinations within a 10-minute walk or roll of stations
- ✓ More transit-supportive development
- ✓ Roadway and pedestrian infrastructure improvements with full roadway reconstruction

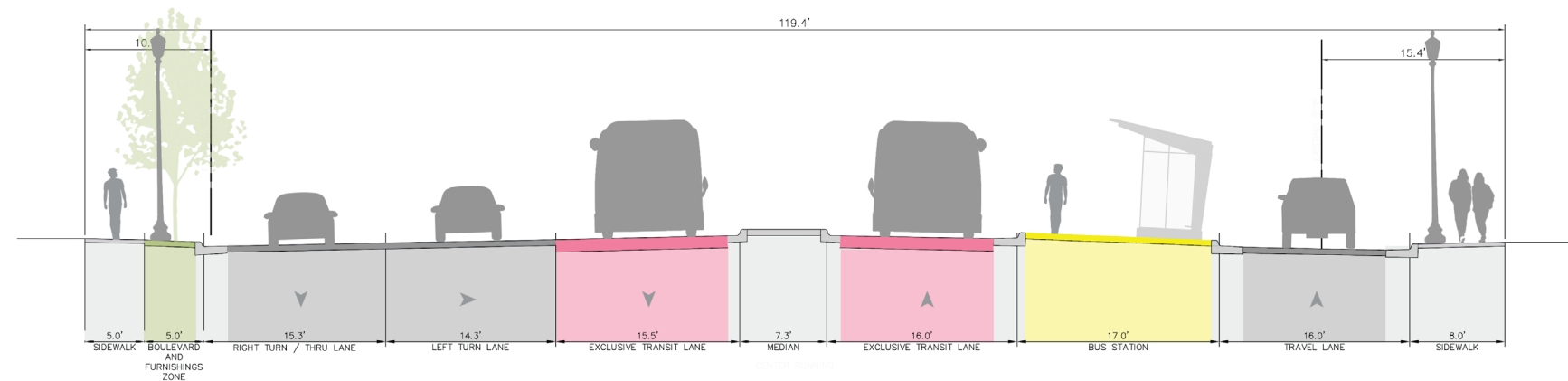


Cross Section Comparison

Bruce Vento Regional Trail at Larpenteur Station



White Bear Avenue at County Road B Station (Center-Running)



Key Evaluation Areas for Comparison

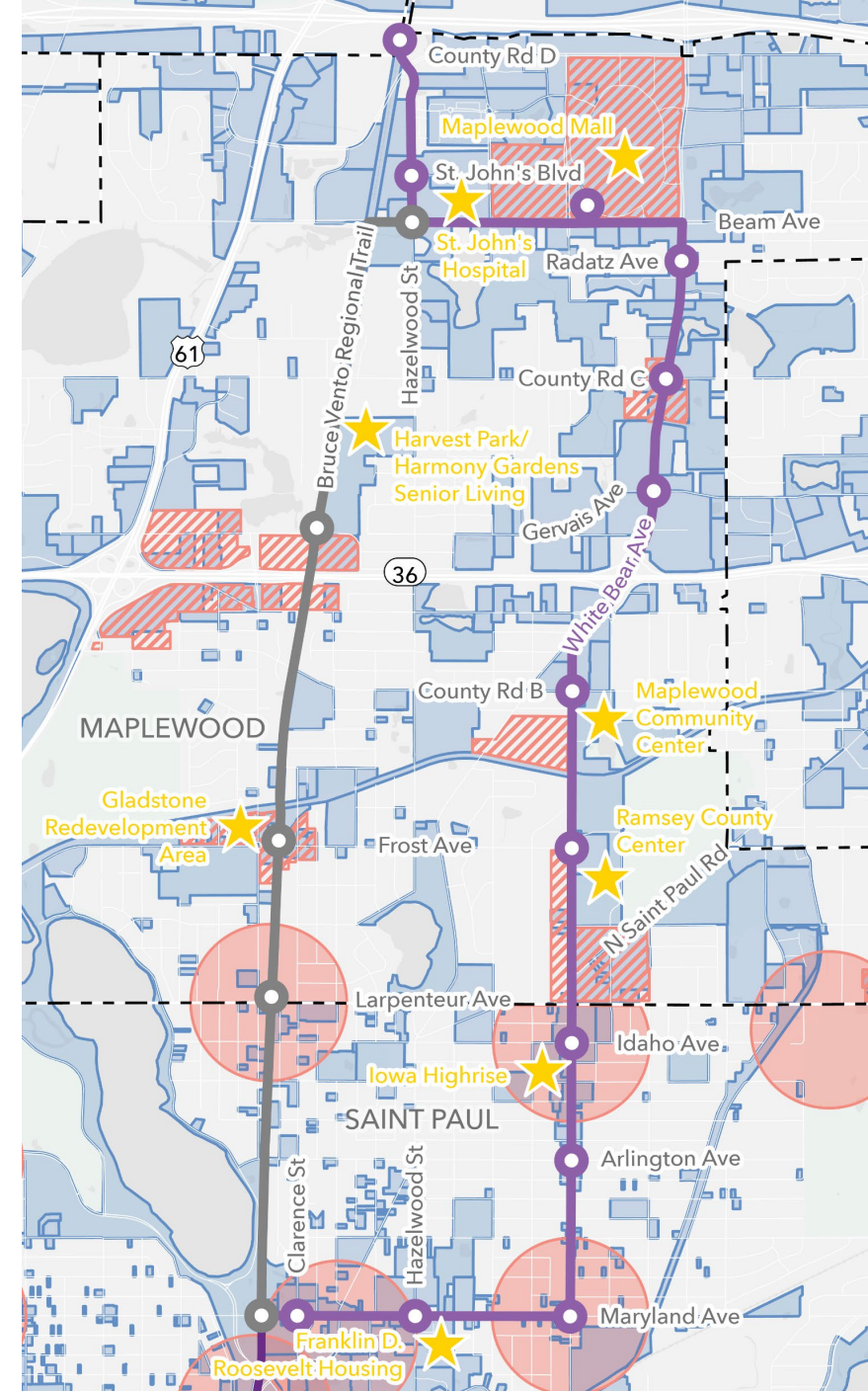
- 🚏 Destinations / Stations
- 🏠 Land Use / Economic Development
- 🚊 Transit Operations
- 🚗 Ridership
- 🚌 Traffic Operations
- 🔍 Property Impacts
- 🌱 Environmental
- 💰 Cost
- 📋 Federal Funding Viability










Land Use, Economic Development, and Destinations

- White Bear Ave has more destinations within a 10-minute walk or roll of stations than Bruce Vento Regional Trail
- White Bear Ave has more existing and future transit-supportive land uses and more potential for land (re)development
 - More affordable housing units in station walksheds

- ★ Key Destinations
- Saint Paul Neighborhood Nodes
- ▨ Maplewood Mixed-Use Areas
- Transit-Supportive Land Use



DEMOGRAPHIC DATA OF THE ROUTE ALTERNATIVES

	Bruce Vento Trail	White Bear Avenue
 Total Population	19,983	35,429
Total Households	7,093	12,296
Age Under 18	6,560	11,558
Age 65 and Up	2,621	4,628
People of Color Non-Hispanic	9,565	15,753
White Non-Hispanic	8,319	16,107
Hispanic	2,099	3,569
 High School or Less	5,477	9,931
 Limited English Proficiency	3,681	5,078
 Households with No Vehicle	905	1,577
Households with 1 Vehicle	2,523	4,078
 Average Median Household Income	\$65,921	\$59,964
Employed Population	9,744	17,160
Number of Jobs*	6,615	10,333
 Population with Disability**	4,252	5,582
 Units in Single Family Buildings	4,785	8,619
Units in Multi-Family Buildings	2,609	4,116
Units in Other Building Types	50	117

Demographics
Educational Attainment
Language
Transit Dependence
Household Income and Employment
Disability
Housing Units Demographic Type

Source: American Community Survey 5-year Estimates, 2017 to 2021, Block Groups

* Source: Longitudinal Employer-Household Dynamics 2020 Workplace Area Characteristics

** Source: American Community Survey 5-year Estimates, 2017 to 2021, Tracts



Socioeconomic Demographics and Ridership

- Within a 10-minute walk or roll of stations on White Bear Ave, there are more:
 - Low-income households
 - Zero-vehicle households
 - Residents of color
- White Bear Ave is expected to have higher ridership than Bruce Vento Regional Trail
 - White Bear Ave: 3,900-4,900 riders
 - Bruce Vento Trail: 3,800 riders



Transit Operations

Bruce Vento Regional Trail will take
25-30 min from Union Depot

White Bear Ave will take **35-40 min**
from Union Depot

- Compared to Bruce Vento Regional Trail, White Bear Ave has:
 - Longer transit travel times
 - Longer corridor
 - More stations
 - Less fixed guideway overall
 - More intersections
 - Less transit reliability
 - More potential conflicts with traffic and more intersections
 - More potential transit maintenance challenges but still meets standards



Traffic Operations

- White Bear Ave will have greater impacts to 2045 traffic operations compared to Bruce Vento Regional Trail
 - One to two general traffic lanes converted to primarily transit use
 - Prohibited left turns in some design concepts
 - Intersection operations favor transit
- Bruce Vento Regional Trail has fewer intersections with local streets

With Purple Line on Bruce Vento Regional Trail, future traffic travel time on Maryland and White Bear avenues will be **10-11 min** during peak periods.

With Purple Line on White Bear Ave, future traffic travel time on Maryland and White Bear avenues will be **12-13 min** during peak periods.



Property Impacts

- Fewer property impacts along Bruce Vento Regional Trail alignment – largely minor impacts at the rear of properties
- White Bear Ave design options result in property impacts throughout the corridor
 - Many minor impacts and some larger impacts to front yards and property access
 - Design options could result in some relocations of residential and commercial properties
- Impacts shown may be reduced with future design advancement

Bruce Vento Regional Trail Corridor

	Impacted Properties
Residential	0
Businesses	1
Publicly-owned	1-4

This impact is not a total property take. Minor impacts to the rear of properties along the corridor are expected.

White Bear Ave Corridor (Side-Running)

	Impacted Properties
Residential	10-19
Businesses	20
Publicly-owned	1-2

White Bear Ave Corridor (Center-Running)

	Impacted Properties
Residential	56-57
Businesses	35-38
Publicly-owned	5



Environmental

- Comprehensive environmental evaluation for White Bear Ave yet to be completed.
- Based on information known at this time, White Bear Ave appears to have fewer natural and cultural resource impacts.
- Potential tree impacts are not an equivalent comparison between corridors. Bruce Vento Regional Trail alignment results in impacts to a greater number of trees in a “natural” environment; White Bear Avenue design options result in loss of boulevard trees in an urban environment.



Cost

- White Bear Ave costs more than Bruce Vento Regional Trail.
- Cost drivers for White Bear Ave:
 - Longer guideway and narrower roadways
 - Driveways, sidewalks, additional side street reconstruction at intersections
 - Increased utility impacts with center running
 - Increased red paint
 - More stations
 - More traffic signals and pedestrian crossing signals
 - More electric buses
 - More permanent private property acquisitions

Bruce Vento Regional Trail Corridor is expected to cost **\$370 million**

White Bear Ave Corridor is expected to cost **\$420-450 million**



Federal Funding Viability

- Both corridors are likely to be eligible for federal funding through the FTA's Small Starts Capital Improvement Grant.

✓ **Bruce Vento Regional Trail Corridor**

✓ **White Bear Avenue Corridor**

Sample of July-Aug Materials

Corridor Comparison

Bruce Vento Regional Trail Corridor

Maryland Ave to Maplewood Mall via Bruce Vento Regional Trail and Beam Ave

9.5 miles | 17 stations | 15 minute frequency

3,800 projected riders

\$370 million estimated cost

- ✓ Eligible for federal funding
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- ✓ Fewer destinations within a 10-minute walk or roll of stations
- ✓ Less transit-supportive development
- ✓ Change of trail character that include some pedestrian improvements at trail crossings and roadway intersections



Purple Line staff have studied several aspects of the White Bear Ave and Bruce Vento Regional Trail corridors to help inform the preferred route alternative. Below are some key characteristics of both corridors.

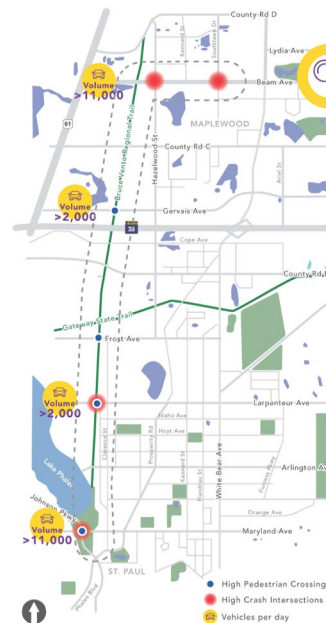
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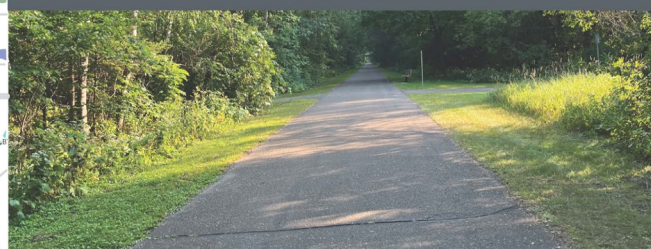
\$420-450 million estimated cost



Boards available:

- Printed for meetings
- Passive display boards at community locations
- Website

Bruce Vento Regional Trail Corridor Existing Conditions



The Bruce Vento Regional Trail Corridor is part of the 2017 Purple Line (formerly Rush Line) locally preferred alternative. This corridor is defined as the Ramsey County rail right-of-way (Bruce Vento Regional Trail) and Beam Avenue between Maryland Avenue in Saint Paul and the Maplewood Mall area.

Purple Line staff are comparing the Bruce Vento Regional Trail Corridor to the White Bear Ave Corridor in order to select a revised locally preferred alternative by Fall 2024.

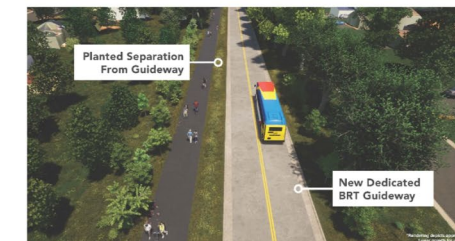


Trail Co-location

with Bruce Vento Regional Trail

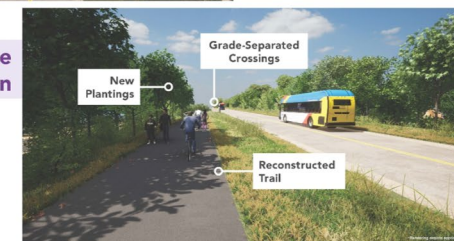
If the **Purple Line** co-locates with the Bruce Vento Regional Trail, the trail will be reconstructed only through the portion of the Purple Line route that uses the Ramsey County rail right-of-way (Arcade St to Beam Ave).

- ✓ The Ramsey County rail right-of-way is approximately 100 feet wide. The Bruce Vento Regional Trail will be 12 feet wide and the Purple Line guideway will be 26 feet wide in this segment of the route.
- ✓ The remaining space in the right-of-way will include vegetation, landscaping, stormwater facilities and buffer space separating the guideway, trail and adjacent properties.
- ✓ Purple Line in the Bruce Vento Regional Trail corridor will have quicker construction, with fewer impacts to traffic.

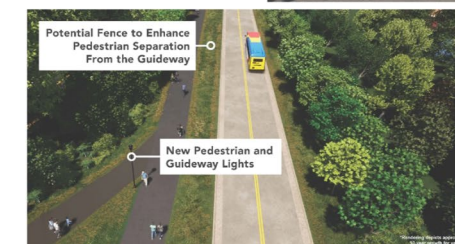


Adjacent to Hagen Drive

Adjacent to Lake Phalen



Adjacent to Lake Phalen



Engagement Approach and Events

Liz Jones | Senior Community Outreach Coordinator

Areas of Engagement in June

- **Johnson Pkwy**

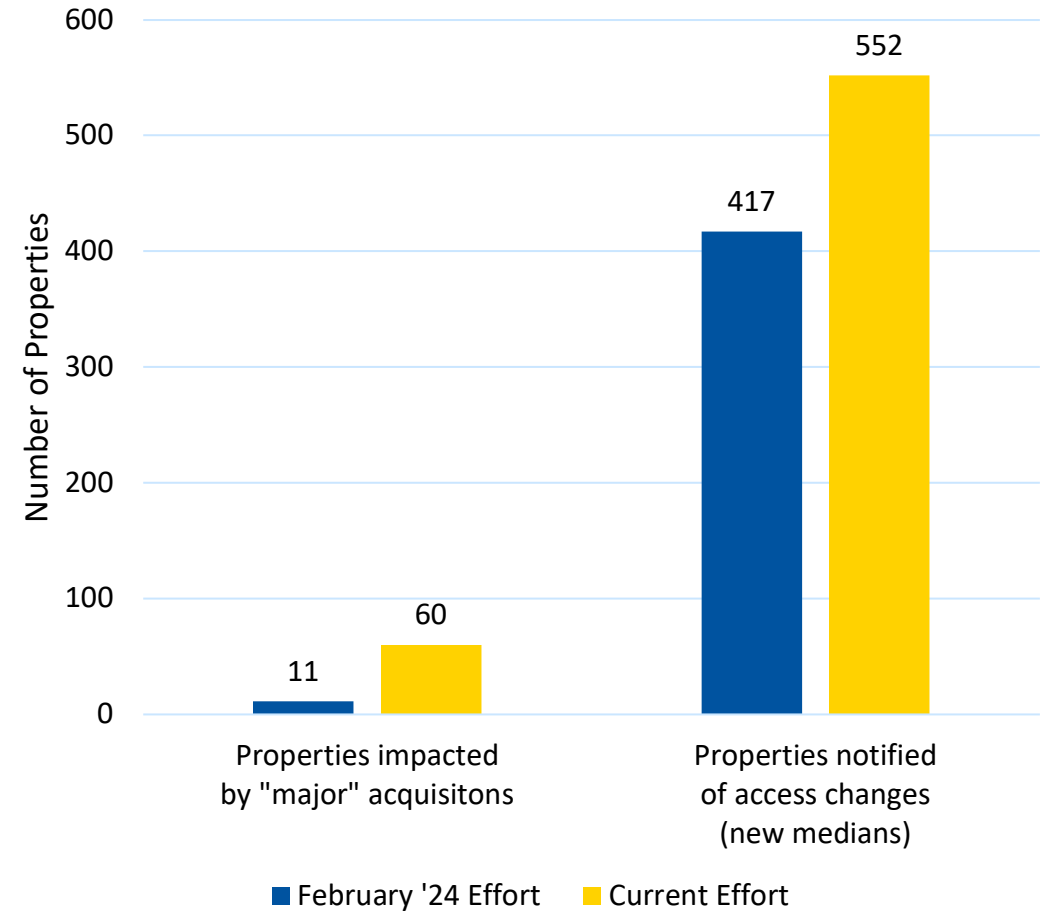
- Engagement Purpose: soliciting community/stakeholder feedback on 3 alternative options across Johnson Pkwy
- Methods: door-knocking/canvassing apartments and residents, ice cream social community event, survey, flyers, one-on-one meetings, presentations to St. Paul District Councils

- **Narrowed Center Running Option in St. Paul**

- Engagement Purpose: introducing that staff are evaluating a new, 3rd, design option in St. Paul and communicating the associated property impacts to gather input
- Methods: emails, phone calls, door-knocking/canvassing businesses and residents, materials available at July open houses, one-pager, one-on-one meetings, presentations to St. Paul District Councils

Saint Paul Center Running Outreach

- Notifying property owners that may be impacted by this new option in Saint Paul.
 - Letter to properties on the corridor that could have acquisitions.
 - Letter to streets impacted by new medians
 - Email and phone to update properties we spoke with in the last effort
- Staff will conduct individual meetings with those that request it.
- Properties notified of access changes in the February effort are still impacted by this new option.




Engagement Plan (July–August)


- **Purpose:** Focused engagement on narrowed center running option in St. Paul and corridor wide engagement of Bruce Vento Regional Trail Co-location and the White Bear Avenue Corridor Route Alternatives.
- **Events:**
 - 3 project-hosted community meetings
 - Pop-ups/tabling at community events
 - Canvassing
 - Stakeholder presentations
 - Property impact meetings with businesses
- **Collecting feedback via:**
 - Comment forms/surveys & Phone/email
 - Display boards and surveys at libraries and community centers
 - Hello Lamp Post: a two-way communication platform via signage and user's cell phone on signs and sidewalk decals posted along the Bruce Vento Regional Trail and White Bear Ave corridors



Example Hello Lamp Post sign with QR code

Sample of July-Aug Notices





WE WANT YOUR FEEDBACK!

JOIN US AT UPCOMING COMMUNITY MEETINGS

The METRO Purple Line Bus Rapid Transit (BRT) project staff plan to engage the community over the Bruce Vento Regional Trail collocation and the White Bear Avenue Corridor route alternatives.

Join us at upcoming in-person and virtual community meetings to learn more about the evaluation, benefits, and impacts of these two corridors. Your feedback will inform the selection of the best route for the Purple Line BRT at the end of the summer.

Visit the project website to find more information, the latest newsletter, and ways to share feedback.

YOU'RE INVITED!

IN-PERSON MEETINGS

Maplewood YMCA Community Center
Wednesday, July 17th • 5–7 p.m.
2100 White Bear Ave, Maplewood, MN 55109
Heritage Banquet Room D

Ames Lake Neighborhood Apartments
Tuesday, April 2nd • 5–7 p.m.
1144 Barclay St, St Paul, MN 55106
Community Room


Come and go anytime. There will be no formal presentations during the in-person meetings.

VIRTUAL MEETING

Microsoft Teams Meeting
Thursday, March 28th • 12 – 1:30 p.m.
Visit the website for the meeting link.

Visit the project website for the latest information and to share your feedback on an interactive map:

metrotransit.org/Purple-Line



Si necesita esta información en un formato o idioma alternativo, póngase en contacto con:

Yog koj xav tau cov lus no bhaias uas lus hmoob lossis xav tau ib tus neeg pab bhaias cov lus no rau koj, tiv tauj:

Hadii! aad dooneysa in aad macluumaadkan ku hesho siyaabo kale ama afaf kale, la xiriir:


မနုဿမိတ္တိ ဂန္ထဝင်တို့က ကျင့်သုံးသော စာပေများကို အသုံးပြုသည့် လူသားများသည် အသုံးပြုမှုမှ ကာကွယ်ရန် မလိုအပ်ပါ။

Colin Owens

Community Outreach Coordinator


612-618-0495

colin.owens@metrotransit.org




Flyer

*Corridor wide
postcard*



METRO PURPLE
COMMUNITY MEETING




You're invited to attend community meetings taking place in July and August *(see reverse side).*

The METRO Purple Line Bus Rapid Transit (BRT) project staff plan to engage the community over the Bruce Vento Regional Trail collocation and the White Bear Avenue Corridor route alternatives.

Join us at upcoming in-person and virtual community meetings to learn more about the evaluation, benefits and impacts of these two corridors.

Your feedback will inform the selection of the best route for the Purple Line BRT at the end of this summer.

Visit the project website to find more information, the latest newsletter, and ways to share feedback.



Visit metrotransit.org/Purple-Line

Social media and multi-cultural media

Purple Line

Provide your feedback on your preferred Purple Line route alternative now through August 30 on our website and at upcoming events.

Visit metrotransit.org/Purple-Line for more details.

Corridor Comparison Comment Form

- Which corridor would you like to see Purple Line travel on between Maryland to Beam avenues?
 - *White Bear Avenue Corridor*
 - *Bruce Vento Regional Trail Corridor*
- Why did you choose this corridor?
 - *Open-ended*
- What is important to you in selecting a corridor for Purple Line?
 - *Open-ended*
- Optional demographic questions:
 - Race, ethnicity, and/or origin, age, gender, access to a car, disability status, income
- How often do you use public transit?

Events

Community open houses:

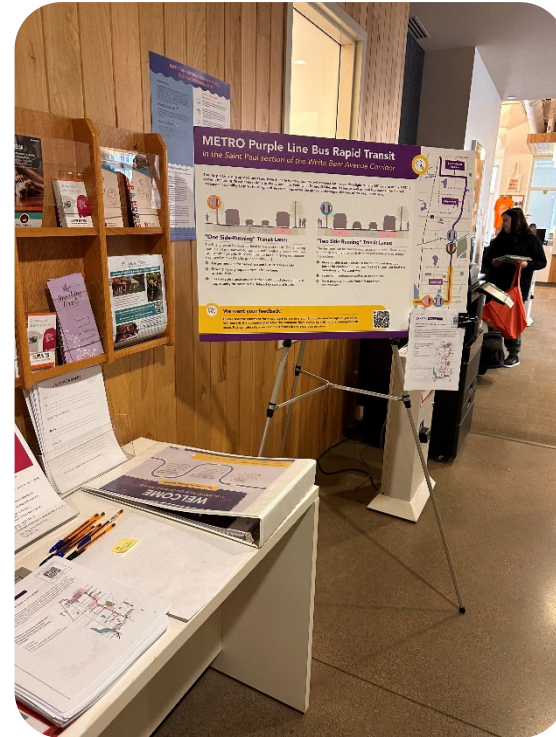
- **Maplewood:** YMCA Community Center on Wednesday, July 17 from 5 – 7 p.m.
- **St. Paul:** Hazel Park Rec Center on Tuesday, July 30 from 5 – 7 p.m.
- **Virtual:** Wednesday, August 14 from noon – 1:30 p.m.

Pop-ups at community events/locations:

- Union Gospel Mission (downtown)
- National Night Out (several locations)
- Dragon Fest (7/13)
- YMCA, Sun World, Centromex Supermercado (Arcade)
- Hmong Village
- Union Depot
- India Fest (8/17)
- Maplewood Mall
- Maplewood Celebrate Summer (7/24)
- Bruce Vento Regional Trail Walk/Rolls
- HealthPartners Clinic
- Harmony Learning Center
- Iowa Hi-Rise

Display Boards at Libraries and Community Centers

- Distribute display boards to local libraries to catch visitors from the community
 - 29 locations throughout the entire corridor
- Materials: surveys (multiple languages), display boards, info books
- Sticker activity to select preferred corridor
- Boards will be collected at the end of the comment period



Spring 2024 Display Boards



Upcoming CBAC Meetings

Liz Jones | Senior Community Outreach Coordinator

CBAC Meeting Look Ahead

- Meetings have been scheduled through Sept. 2024
- Agenda topics for each meeting will be shared in advance
- We are returning to a single 1.5-hour CBAC meeting. These sessions would be held virtually on Fridays.

Dates of Upcoming Meetings
7/26
8/23
9/27

Contact Us

For more information:

www.metrotransit.org/purple-line-project

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

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