Today’s Topics

1) Welcome & Introductions

2) CMC Chair & Vice Chair Reports

3) BRT Route Modification Study Update

4) Staff Recommendation: Suspend Advancement of Current Locally Preferred Alternative to Downtown White Bear Lake

5) Next Steps
Welcome & Introductions

Charlie Zelle | CMC Chair
Route Modification Study Update Topics

1) Route Modifications Screening Process
2) Universe of Route Modifications
3) Route Modifications Advanced for Technical Evaluation
4) Community Engagement & Communications
5) Remaining Schedule
Route Modifications Screening Process

• Initial Screening to get to a Short List of Reasonable and Feasible 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

• Technical Evaluation of the Reasonable and Feasible 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
### OPTION 3A: Routing via I-694

<table>
<thead>
<tr>
<th>METRIC</th>
<th>MEASURE</th>
</tr>
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<tbody>
<tr>
<td>Route Length*</td>
<td>2.2 miles shorter</td>
</tr>
<tr>
<td>Total Stations*</td>
<td>2 fewer stations</td>
</tr>
<tr>
<td>Weekday Ridership*</td>
<td>350 to 550 fewer riders</td>
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<tr>
<td>Capital Cost Estimate*</td>
<td>$60M to $70M lower</td>
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<tr>
<td>Key Locations Served</td>
<td>Century College Fed Ex</td>
</tr>
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*Change from Baseline

**Elements to Consider:**

- Routing from Maplewood Mall Transit Center Station to Century College
- Location and size of terminus station at Century College
OPTION 3B: Routing via White Bear Ave and Co Rd E

<table>
<thead>
<tr>
<th>METRIC</th>
<th>MEASURE</th>
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<tbody>
<tr>
<td>Route Length*</td>
<td>1.9 miles shorter</td>
</tr>
<tr>
<td>Total Stations*</td>
<td>0 to 2 more stations</td>
</tr>
<tr>
<td>Weekday Ridership*</td>
<td>100 to 200 fewer riders</td>
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<tr>
<td>Capital Cost Estimate*</td>
<td>$50M to $60M lower</td>
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<tr>
<td>Key Locations Served</td>
<td>Century College Buerkle Road</td>
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*Change from Baseline

**Elements to Consider:**

- Routing from Maplewood Mall Transit Center Station to Century College
- Location and size of terminus station at Century College
# Route Modification Comparison Summary

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<tbody>
<tr>
<td>Route Length*</td>
<td>15.2 miles</td>
<td>3.1 mi. shorter</td>
<td>1.6 mi. shorter</td>
<td>5.7 mi. shorter</td>
<td>1.9 to 2.2 mi. shorter</td>
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<tr>
<td>Total Stations*</td>
<td>21 stations</td>
<td>3 fewer stations</td>
<td>1 to 2 fewer stations</td>
<td>5 fewer stations</td>
<td>2 fewer to 2 more stations</td>
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<tr>
<td>Weekday Ridership with Connector*</td>
<td>6,900 riders</td>
<td>0 to 100 fewer riders</td>
<td>0 to 200 more riders</td>
<td>200 to 600 fewer riders</td>
<td>100 fewer to 300 more riders</td>
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<tr>
<td>Capital Cost Estimate*</td>
<td>$445M</td>
<td>$45M to $55M lower</td>
<td>$15M to $35M lower</td>
<td>$80M to $100M lower</td>
<td>$50M to $70M lower</td>
</tr>
</tbody>
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*Change from Baseline
OPTION 1A: Route Modifications Advanced for Technical Evaluation
I-35E & Co Rd E Park-and-Ride Northern Terminus Station

- End at I-35E Park and Ride with routing along Willow Lake Blvd.
- Relocate Co. Rd. E station from Hwy 61 to Willow Lake Blvd
- New station near Labore Rd
OPTION 1B: Route Modifications Advanced for Technical Evaluation
I-35E & Co Rd E Park-and-Ride Northern Terminus Station

End at I-35E Park and Ride with routing along Co. Rd. E.
Relocate Co. Rd. E station from Hwy 61 to International Dr
New station between Willow Lake Blvd and Labore Rd
OPTION 2A: Route Modifications Advanced for Technical Evaluation
Maplewood Mall Transit Center Northern Terminus Station

Option 2A

- End Maplewood Mall Transit Center with routing along Hazelwood St., Co. Rd. D, and Southlawn Dr.
- New station on Co. Rd. D
Option 2B: Route Modifications Advanced for Technical Evaluation
Maplewood Mall Transit Center Northern Terminus Station

- End at Maplewood Mall Transit Center with routing along St. Johns Blvd.
- Potential relocation of St. Johns Blvd station
## Technical Evaluation Criteria (1/2)

<table>
<thead>
<tr>
<th>PROJECT GOAL</th>
<th>EVALUATION CRITERIA</th>
</tr>
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| **Increase the use of transit and its efficiency and attractiveness for all users** | • End-to-end travel time  
• End-to-end ridership  
  • Total weekday trips  
  • Weekday trips from zero-car households  
  • New regional transit trips |
| **Develop and select an implementable and community-supported project** | • Total project construction cost  
• Annual project operations and maintenance cost  
• Number of buses required |
| **Contribute to improving regional equity, sustainability and quality of life** | • 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)

<table>
<thead>
<tr>
<th>PROJECT GOAL</th>
<th>EVALUATION CRITERIA</th>
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<tbody>
<tr>
<td>Improve sustainable travel options between and within the study area communities</td>
<td>• Number of jobs and households served by low-stress bicycle connections to stations</td>
</tr>
<tr>
<td>Enhance connectivity of the corridor to the regional transportation network</td>
<td>• Connections to existing transit routes</td>
</tr>
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<td>• Existing and future (2040) traffic operations</td>
</tr>
<tr>
<td>Support sustainable growth and development patterns that reflect the vision of local and regional plans and policies</td>
<td>• Consistency with station area density expectations established in the 2040 Transportation Policy Plan</td>
</tr>
<tr>
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<td>• Transit-oriented development potential in station areas</td>
</tr>
<tr>
<td></td>
<td>• Existing land use (vacant vs. built-out; condition of built-out)</td>
</tr>
<tr>
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<td>• Future land use (density or land uses supportive of TOD)</td>
</tr>
</tbody>
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Community Engagement and Communications (1/2)

- **Goal is for broad awareness and for every voice to be heard**
  - Newsletter and media coverage (April – September)
    - Project newsletters
    - Metro Transit Riders Almanac Blog and other Met Council and Metro Transit publications
    - Media coverage and interviews
  - Individual business/stakeholder meetings (May – August)
    - Individual meetings with Maplewood and Vadnais Heights businesses
    - Group Vadnais Heights businesses meetings
  - Broader outreach and engagement with “Public Comment Period” on route modifications (mid-July to mid-August)
    - Universe of route modifications
    - Reasonable and feasible route modifications
    - Technical evaluation results of most promising route modifications
Community Engagement and Communications (2/2)

• Broader outreach and engagement and 30-day public comment period (post-July CMC – mid-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)

❖ Additional details in BRT route modifications communications and public involvement plan, available upon request
Evaluation, Feedback & Decision Timeline

• **Late April:** BRT Route Modification Study Initiation
• **May:** Universe of Route Modifications Identification and Screening
• **June:** Technical Evaluation of Reasonable and Feasible Route Modifications
• **Mid-July thru Mid-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)
Staff Recommendation: Suspend Advancement of Current LPA to Downtown White Bear Lake

Craig Lamothe | Purple Line Project Manager
Next Steps

Craig Lamothe | Purple Line Project Manager
Upcoming CMC Meetings

• Format: Virtual

• Next meeting:
  – Wednesday, July 13 from 2:00pm to 3:30pm

• Subsequent meetings:
  – Wednesday, August 24 from 1:00pm to 2:30pm
  – Friday, September 16 from 12:30pm to 2:00pm
## CMC Meeting Look Ahead

<table>
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<tr>
<th>Date</th>
<th>Agenda</th>
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| Jul. 13| • Welcome new CMC members: Community & Business Advisory Committee (CBAC) co-chairs  
          • Receive report on the CBAC’s first meeting (late June/early July)  
          • Review Community Engagement Plan for Public Comment Period (mid-July thru mid-Aug.)  
          • Review Century College Terminus Route Modification(s) Advanced for Technical Evaluation |
| Aug. 24| • Review technical evaluation results of most promising route modifications  
          • Review public feedback from the Public Comment Period |
| Sep. 16| • Review responses to any outstanding questions from Aug. 24th meeting  
          • Consider a BRT Route recommendation to Met Council and Ramsey County |
Contact Us

For more information:
www.metrotransit.org/purple-line-project

Facebook and Twitter @PurpleLineBRT

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Thank You!

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