



Corridor Management Committee

Meeting #4 | April 6, 2023

Call to Order & Welcome

Charlie Zelle | CMC Chair

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)
- Recording
- Meeting agendas, summaries, and presentation materials are posted on the project website at metrotransit.org/purple-line-project-committees

Today's Topics

- 1) Call to Order & Welcome
- 2) New Member Introduction(s)
- 3) Municipal Project Partner Engagement
- 4) White Bear Avenue Routing Option
- 5) BRT Route Modification Study (RMS) Update
- 6) Arcade Street Station Location Update & Recommendation
- 7) Next Steps & Adjourn

New Member Introduction(s)

Victoria Reinhardt | CMC Vice Chair

New CMC Members

- Ramsey County Commissioner Mai Chong Xiong
- Mahtomedi Council Member Lilly Melander
- Community and Business Advisory Committee (CBAC) co-chair Laurie Malone

Municipal Project Partner Engagement

Craig Lamothe | Project Manager

Vadnais Heights Resolution (Dec. 6, 2022)

- *NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Vadnais Heights, Minnesota as follows:*
 - *The City Council requests an updated feasibility study to be performed to determine need, cost and sustainability of project.*
 - *The City Council requests the modification study timeline be expanded to create an engagement plan to evaluate existing and future transit options/routes that works effectively for all.*
- Passed on a 3 (Gunderson, Urban, Youker) to 1 (Goebel) vote with Council Member Rogers absent.

Vadnais Heights City Council Workshop

- New Mayor (Mike Krachmer) and two new City Council Members (Katherine Doll Kanne, Kelly Jozwowski)
- Conveyed that a federally eligible Vadnais Heights End Point Routing appears to be very challenging
 - Network Now and future Purple Line connecting bus planning may be opportunities to explore transit needs and service improvements in Vadnais Heights
- Council Member Doll Kanne: Won't be viewed as a success if the BRT doesn't go north of I-694
- Mayor Krachmer & Councilmember Doll Kanne: High density residential along Co. Rd. D needs to be connected to the BRT

Maplewood Resolution (Oct. 24, 2022)

- *NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Maplewood, Minnesota that:*
 - *“The City of Maplewood recommends that the modification study timeline be expanded to create an engagement plan to evaluate future transit options/routes that works effectively for all.”*
- Passed on a 5 (Abrams, Cave, Villavicencio, Juenemann, Knutson) to 0 vote.

Maplewood Purple Line Engagement Workshops

- [City lead, engagement process encompassing but boarder than Purple Line](#)
- Audience: Five City Councilmembers* plus Five Advisory Committee Members**
 - *New Councilmember Chonburi Lee (replaced Councilmember Knutson)
 - ** Nick Thompson, Amanda Duerr, Torin Gustafson, Robert Smaller, Diana Longrie
- Four workshops (2/1, 2/28, 3/8, 3/22)
 - Metropolitan Council and No Rush Line Coalition Presentations; Comment Sessions for Business Community, Residents, and Non-Affiliated Parties
- Survey and Email

Maplewood Purple Line Engagement Summary

- 2/1 Workshop
 - Transit System Safety & Security
 - Post-Pandemic Era Ridership
 - Pandemic & Operator Shortage Service Reductions
 - Rush Line Alignment Decisions and Associated Engagement
- Questions Requesting Responses
 - After 2/28 Workshop, 47 written questions; After 3/8 workshop, 10 additional written questions
 - 3/8 presentation of responses to “Top 8” Questions; Written responses provided on 3/17
- Seem to desire better transit but not sure in a post pandemic era that is dedicated BRT in the Ramsey County Rail Right-of-Way

Ramsey County Letter to Maplewood

Victoria Reinhardt | Ramsey County Commissioner

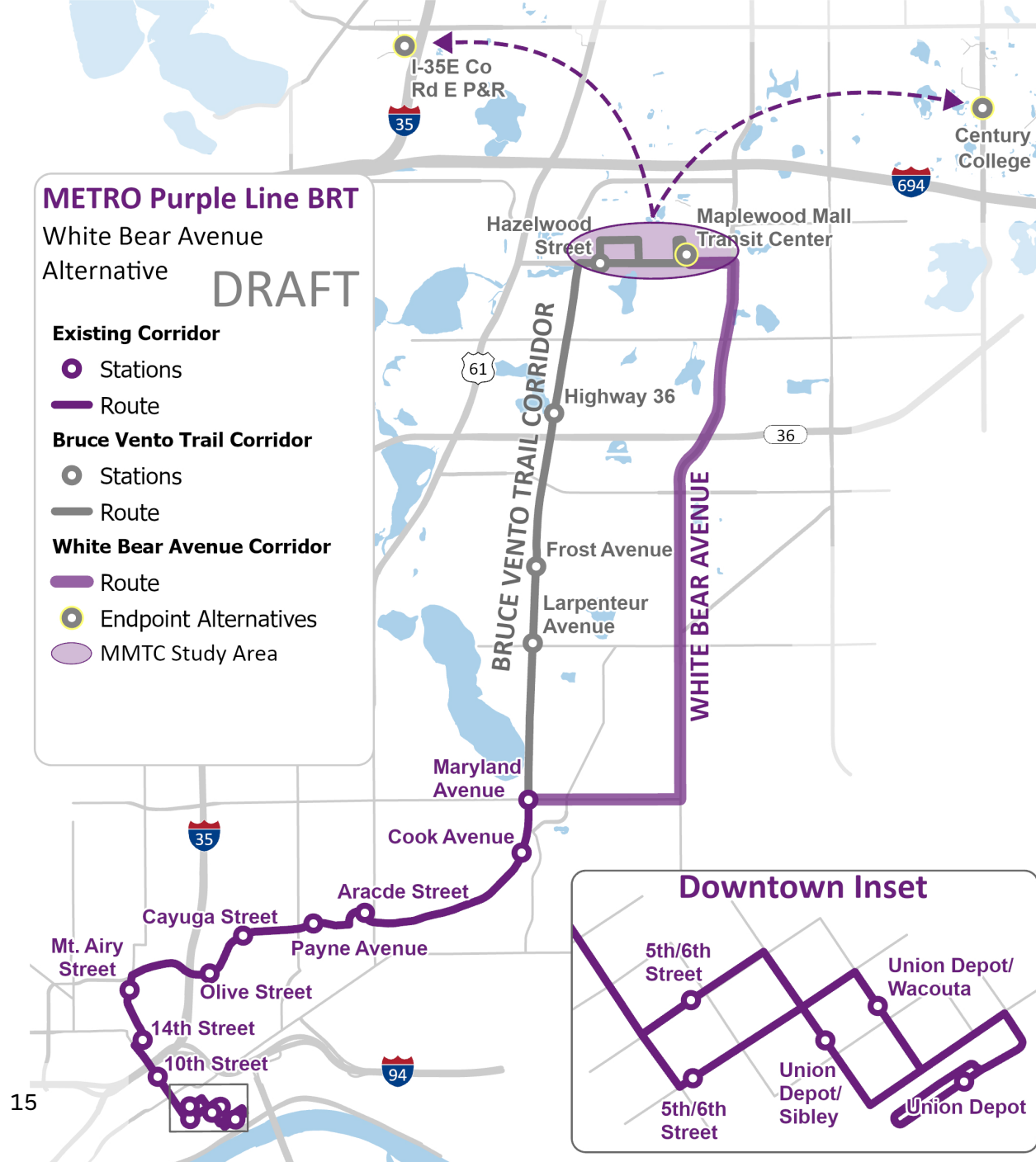
Stephen Smith | Deputy Project Manager

Ramsey County Response to Maplewood Engagement

- Letter from Ramsey County Commissioners
 - Direction to evaluate new alignment along White Bear Ave, generally between Maryland Ave in St. Paul and Beam Ave in Maplewood that would avoid the Bruce Vento Trail corridor
 - Roadway reconfiguration of White Bear Ave to accommodate dedicated lanes within existing public right-of-way
- Support from Maplewood mayor, city council and advisory committee members for the project to evaluate this alignment
- Purple Line project will begin planning for a Phase II of the Route Modification Study (RMS) to evaluate this new alignment



White Bear Avenue Alternative Route Map



CMC Concurrence: White Bear Avenue Alternative

- “The CMC concurs with Project Staff, working in collaboration with Project Partners, Stakeholders, and Interested Parties, moving forward with evaluating the feasibility and viability of a Purple Line BRT line operating in dedicated lanes on reconfigured White Bear Avenue, generally between Maryland Avenue in Saint Paul and Beam Avenue in Maplewood, consistent with the Ramsey County Letter (dated March 22, 2023) to the City of Maplewood.”
- The goal will be to position this new alternative to be compared to the BRT line/regional trail colocation alternative to inform a recommendation on final alignment and northern terminus station for Purple Line.

Route Modification Study (RMS) Phase I Update

Stephen Smith | Deputy Project Manager

Distinguishing RMS Phase I from RMS Phase II

- RMS Phase I: the study of alternative northern terminus station locations and routing options associated with the collocation of the Purple Line BRT line with the Bruce Vento Regional Trail in the Ramsey County Rail Right-of-Way alignment (Arcade Ave to Beam Ave)
- RMS Phase II: the study of alternative northern terminus station locations and routing options associated with the Purple Line BRT line in dedicated lanes on reconfigured White Bear Avenue (Arcade Ave to Beam Ave)

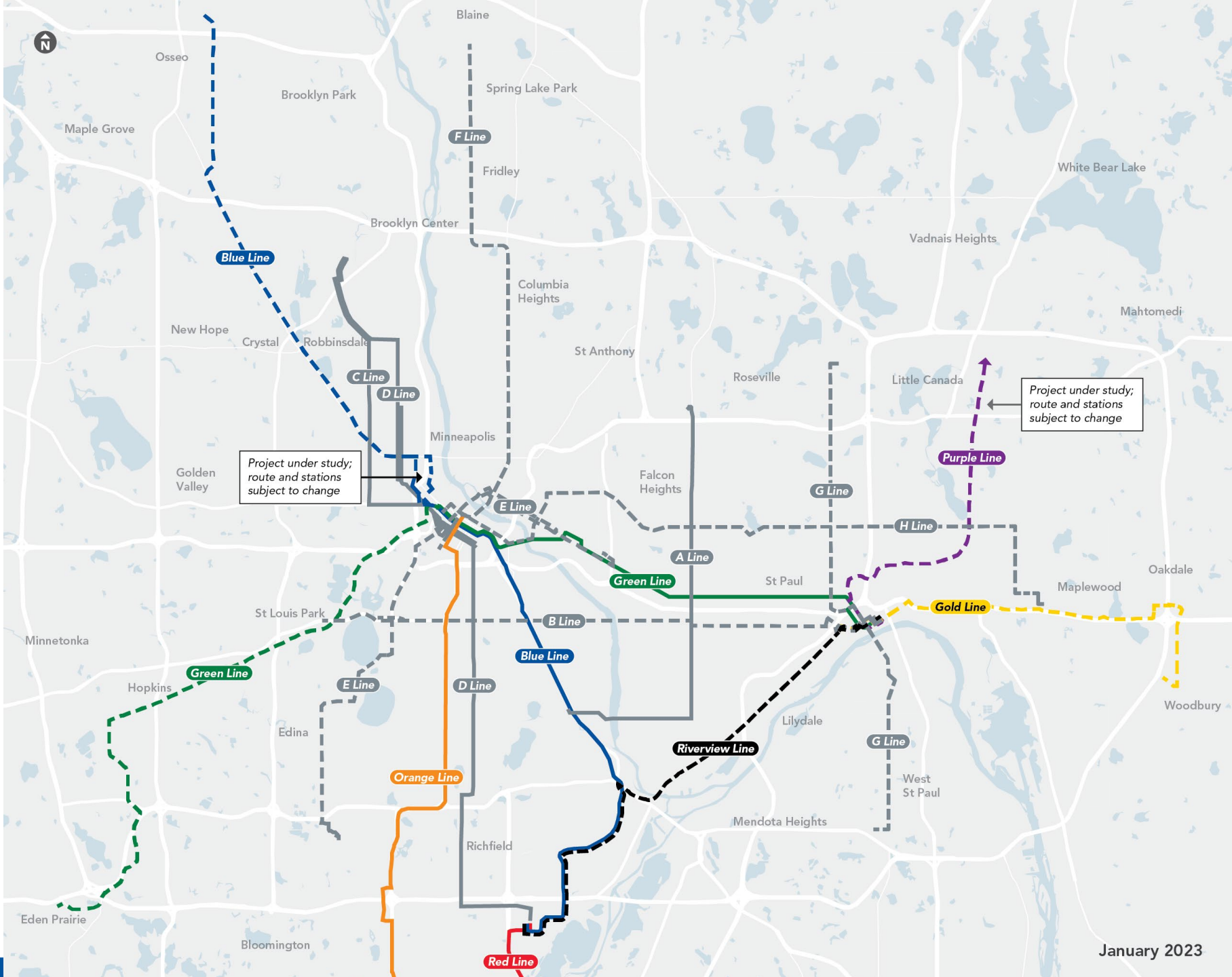
Future Transit

Current METRO network

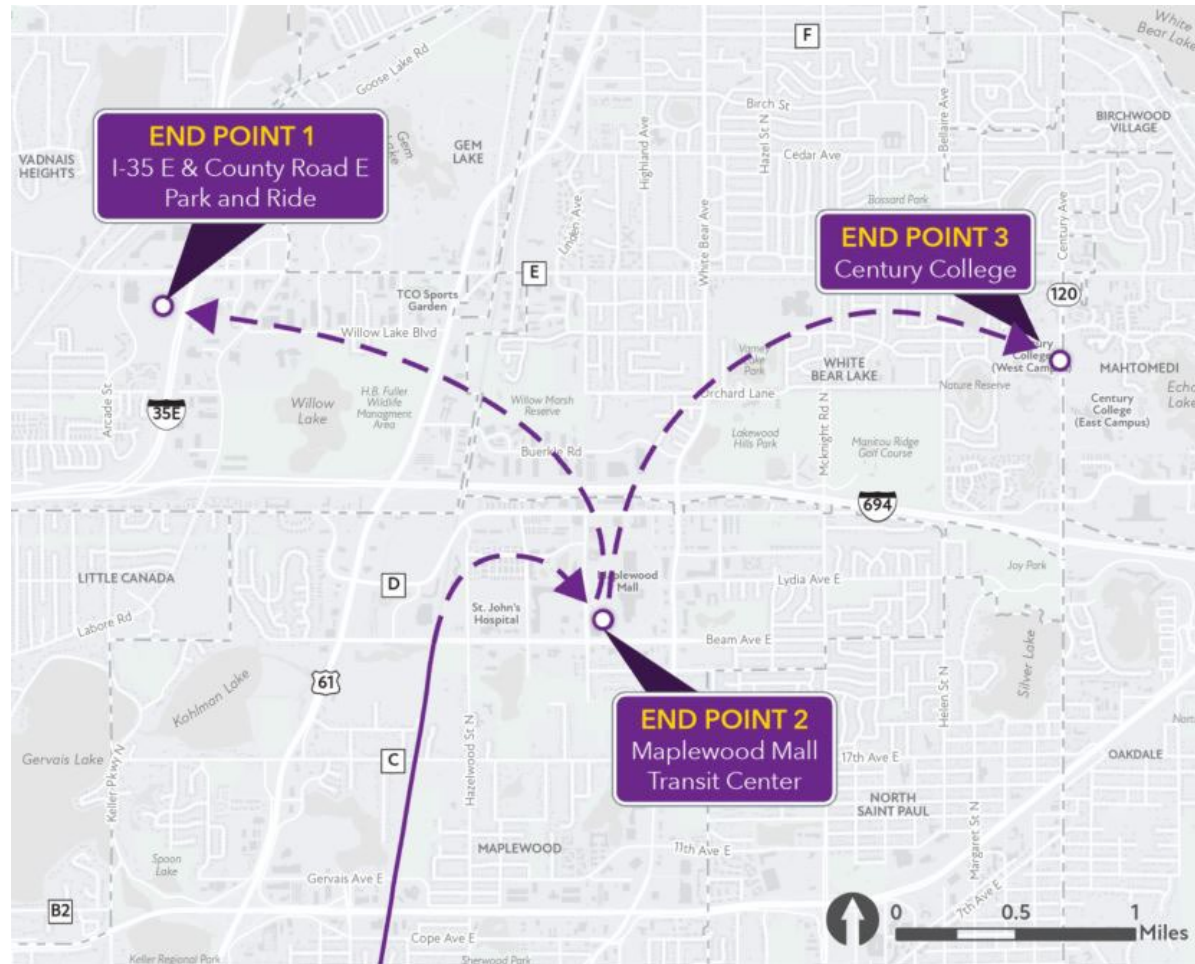
- A Line
- C Line
- D Line
- Blue Line
- Green Line
- Orange Line
- Red Line

Planned METRO network

- Planned BRT
- Gold Line
- Purple Line
Project under study; route and stations subject to change.
- Green Line Extension
- Blue Line Extension
Project under study; route and stations subject to change.
- Riverview Line

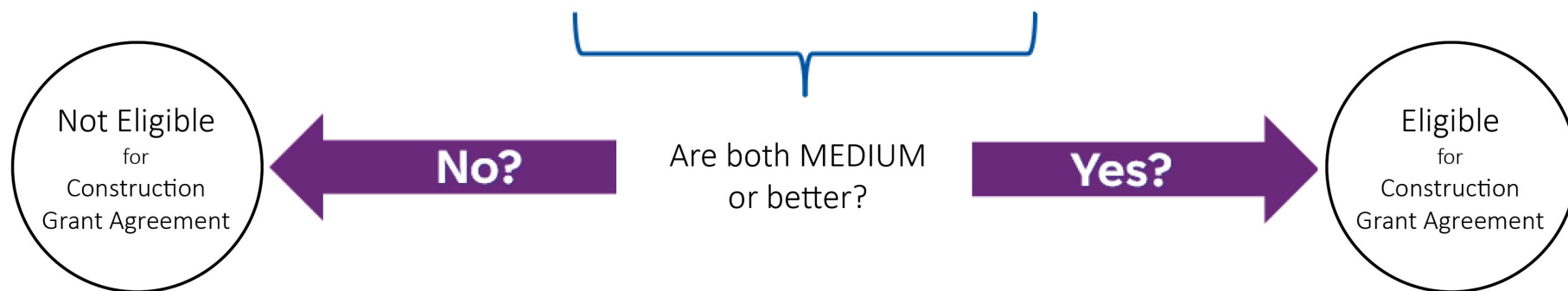
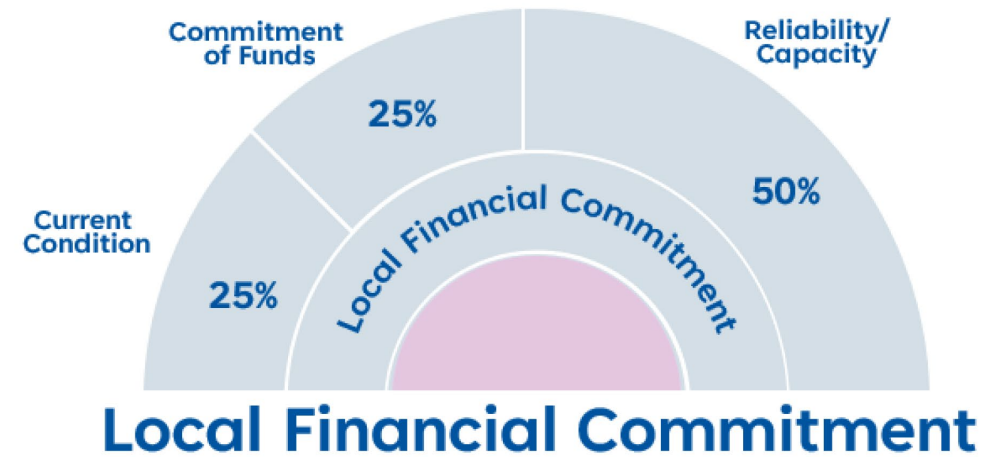


BRT RMS Phase I End Point & Routing Options



- 1A – via Willow Lake Blvd
- 1B – via Co. Rd. E
- 2A – via Co. Rd. D
- 2B – via St. Johns Blvd
- 2C – via St. Johns Blvd/Beam Ave
- 2D – via Beam Ave
- 3A – via (2A)
- 3B – via (2B)
- 3C – via (2C)
- 3D – via (2D)

Project Rating Determines Federal Funding Eligibility

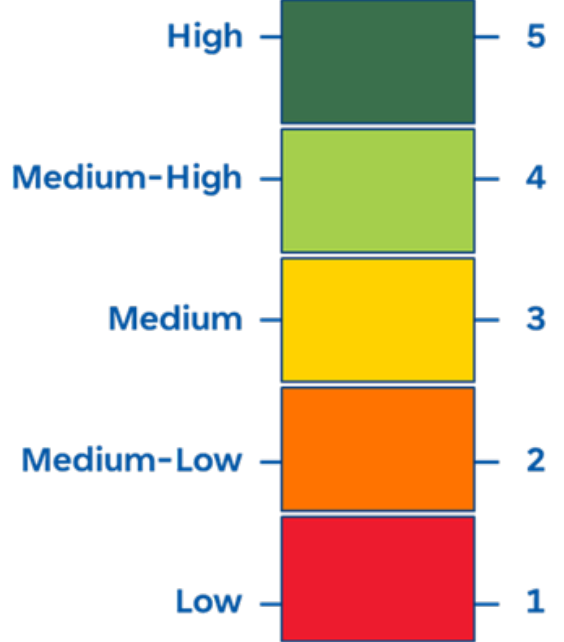


Project Justification – Fall 2022

Project Justification Criteria	Endpoint 1 New Starts	Endpoint 2 New Starts	Endpoint 2 Small Starts	Endpoint 3 New Starts
Rating Metric	2.33	2.17	2.50	2.17
Project Justification Rating	MEDIUM LOW	MEDIUM LOW	MEDIUM	MEDIUM LOW

- Endpoint 1 New Starts
 - Improve Cost Effectiveness
- Endpoint 2 New Starts
 - Improve Environmental Benefits & Cost Effectiveness
- Endpoint 3 New Starts
 - Improve Environmental Benefits & Cost Effectiveness











POINT SCALE



Fall/Winter 2022: Focus on Project Justification Rating

- Scope changes to lower capital costs
- Service plan adjustments to lower operating costs
- Transit network adjustments to increase ridership; and
- Adjustments to non-ridership and non-cost related criteria.

Federal Eligibility Projection Summary*

Option	FTA Eligible?
1A – via Willow Lake Blvd	
1B – via Co. Rd. E	
2A – via Co. Rd. D	
2B – via St. Johns Blvd	
2C – via St. Johns Blvd/Beam Ave	
2D – via Beam Ave	
3A – via (2A)	
3B – via (2B)	
3C – via (2C)	
3D – via (2D)	

*Assumes an Arcade A2 or B Option

Viable RMS Phase I End Point Routing Options

RMS END POINT OPTION	ELIGIBLE FOR FEDERAL FUNDING*		
	Arcade Street Option		
	A2	B	C
2C (Maplewood Mall via St. Johns)	SS (\$363M)	SS (\$353M)	SS (\$353M)
2D (Maplewood Mall via Beam)	SS (\$355M)	SS (\$345M)	SS (\$345M)

A2: Arcade St/Neid Ln/Under Arcade St Bridge

B: Arcade St Station on Phalen Boulevard

C: Arcade St Station on Wells Street

* Small Starts (SS)

RMS Phase I Next Steps

- The Bruce Vento Regional Trail alignment (RMS Phase I) will be later compared to the White Bear Avenue routing alternative (RMS Phase II)
- Purple Line staff are determining appropriate stopping points to wrap up the current alignment for later comparison, such as:
 - Project Data Collection, i.e., Soil Borings, Utility Locates
 - Record of Decision on scope elements
 - Environmental Process
 - Technical Studies
 - Scope, Schedule, and Budget
 - 30% Design / 60% Design

Route Modification Study (RMS) Phase II Update

Craig Lamothe | Project Manager

Route Modification Study Phase II Next Steps

- Create RMS Phase II plan and schedule
 - Will be shared and vetted through project committees that includes:
 - County, City, MnDOT and Met Council/Metro Transit staff and policymakers, as well as residents, business owners, employees and community organization representatives from throughout the project corridor
- Outreach and engagement with project partners, stakeholders, businesses, community organizations, residents and the broader public throughout this process and during points of key decision-making
- Evaluate performance and potential impacts to social, environmental, and economic development using similar evaluation metrics and methods that were used to evaluate end point alternatives in RMS Phase I.

Stay Consistent with Project's Purpose and Needs

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

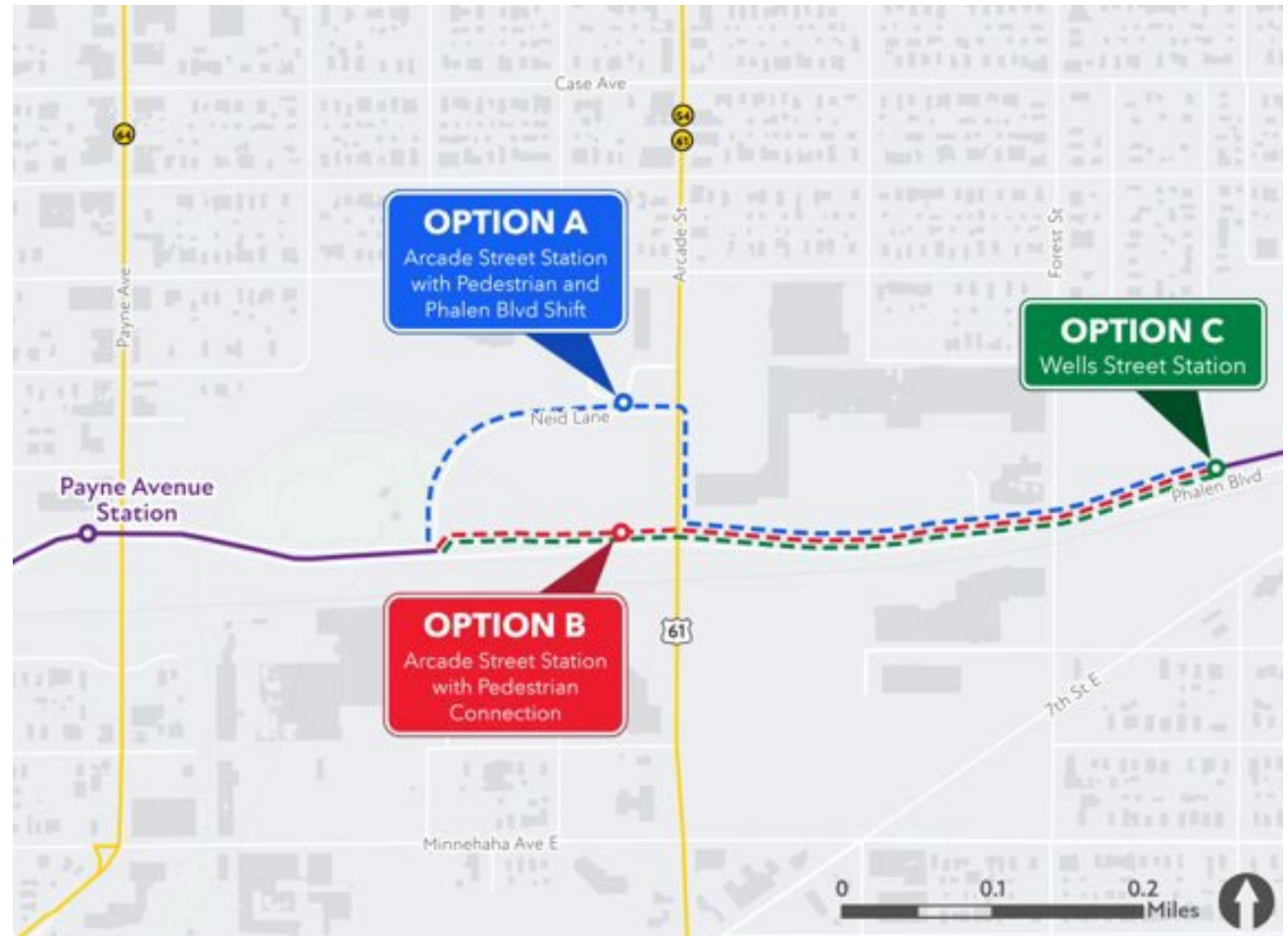
- “Serving the needs of people who ***rely on transit***”
- “Meeting increasing demand for ***reliable, high-frequency transit***”
- “Planning for sustainable ***growth and development***”
- “Expanding multimodal ***travel options***”

Arcade Street Station Location Update & Recommendation

Sara Pflaum | Engineering & Design Manager

Arcade Street Station Location Options

- Option A: Arcade/Neid Station Location
 - New alternative developed to provide a direct connection to Neid Lane, relocating the bridge to minimize impacts to the existing Arcade Street bridge (Option A2)
- Option B: Station located near Phalen Boulevard with pedestrian walkway to Arcade
- Option C: Station located at Wells Street



Key Takeaways from Arcade Street Station Engagement

- Most respondents (78%) are using Metro Transit at some frequency today, with 39% reporting that they use transit almost every day or a few times a week.
- Of the three station location options, Option A with the pedestrian connection and Phalen Boulevard shift is the most preferred by respondents.
- Based on the survey results and in-person engagement, people like Option A because it's the closest to Johnson Senior High School; it's near shopping, employment, new housing development, and services (e.g., YMCA, CLUES); allows for easy transfers to connecting routes; and has vehicle parking nearby.
- Overall, community members view accessibility as a top priority and would like any improvements to include convenient pedestrian access to the station.

Option A1 (Arcade St/Neid Ln/Phalen Shift)

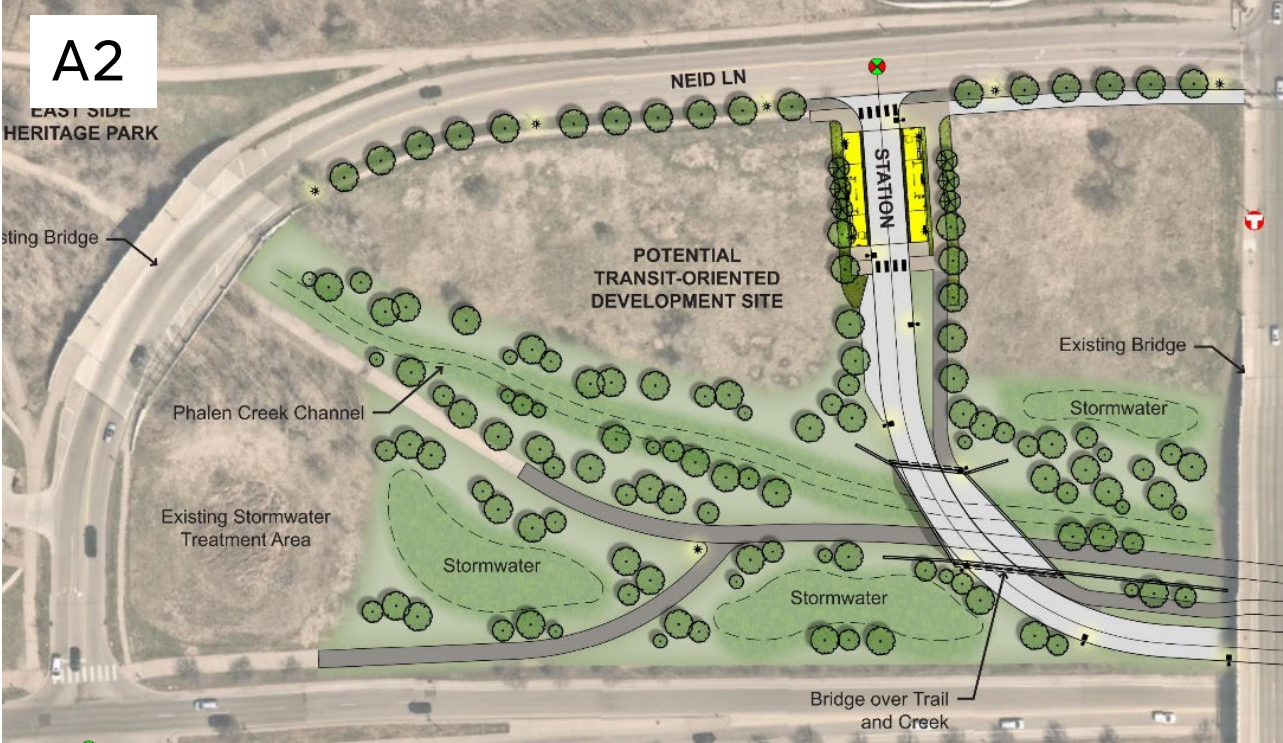
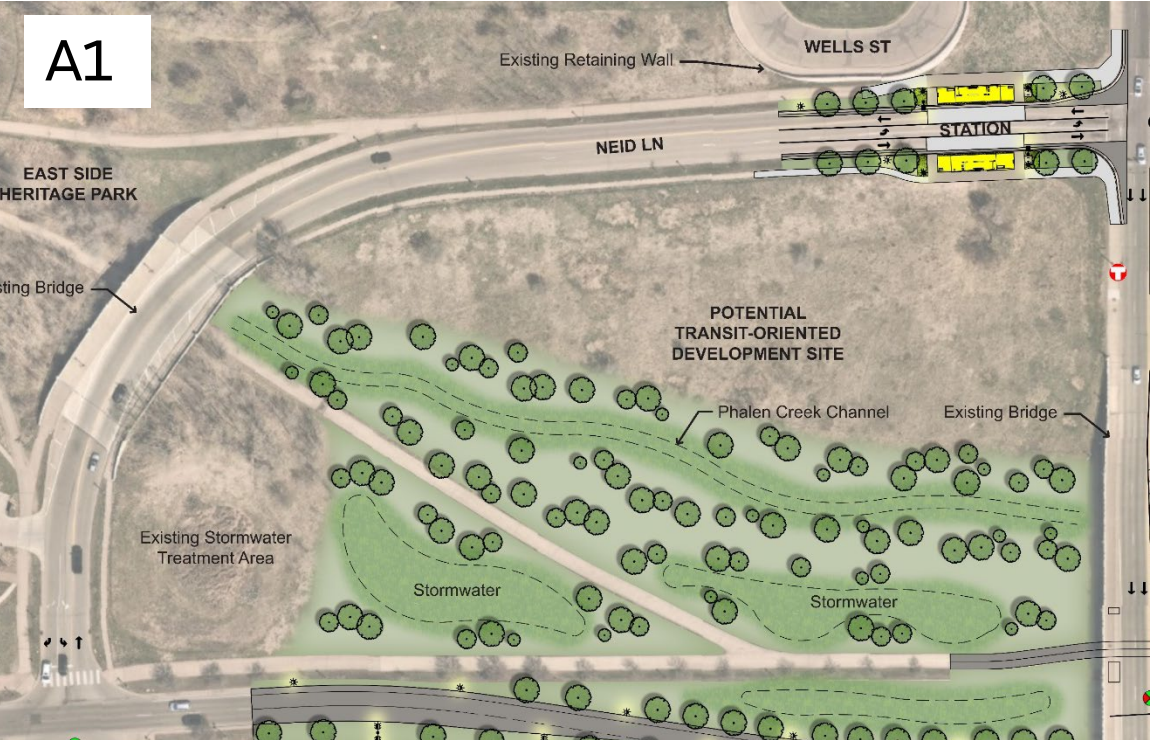


Option A2 (Arcade St/Neid Ln/Under Arcade St Bridge)



Arcade Street Station Location Option A

- Optimized Arcade Station Option A2 to be carried forward as the **only "A"** Arcade Station Location Option.



Option B (Arcade St/Phalen Blvd + Ped Connection)

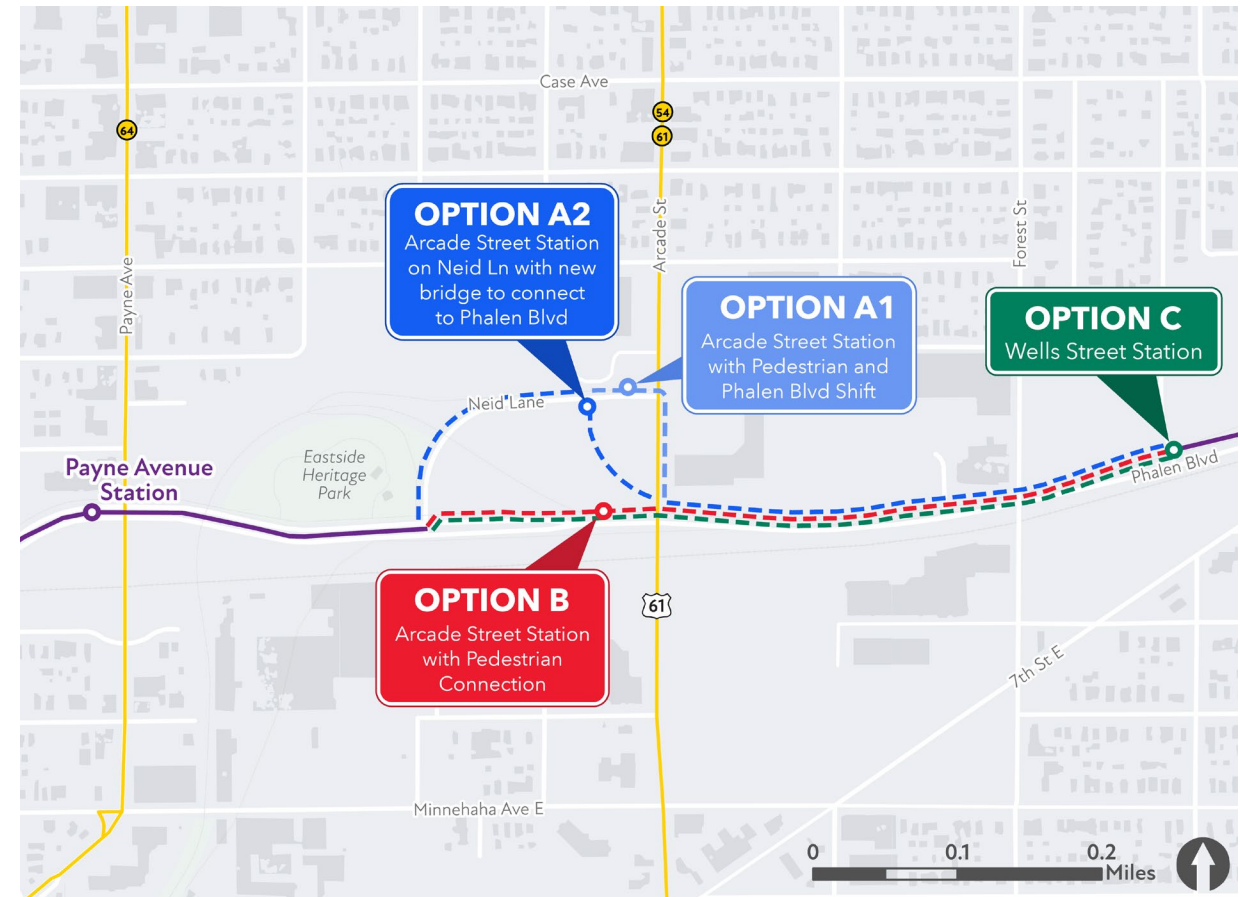


Option C (Wells St/Phalen Blvd + Ped Connection)



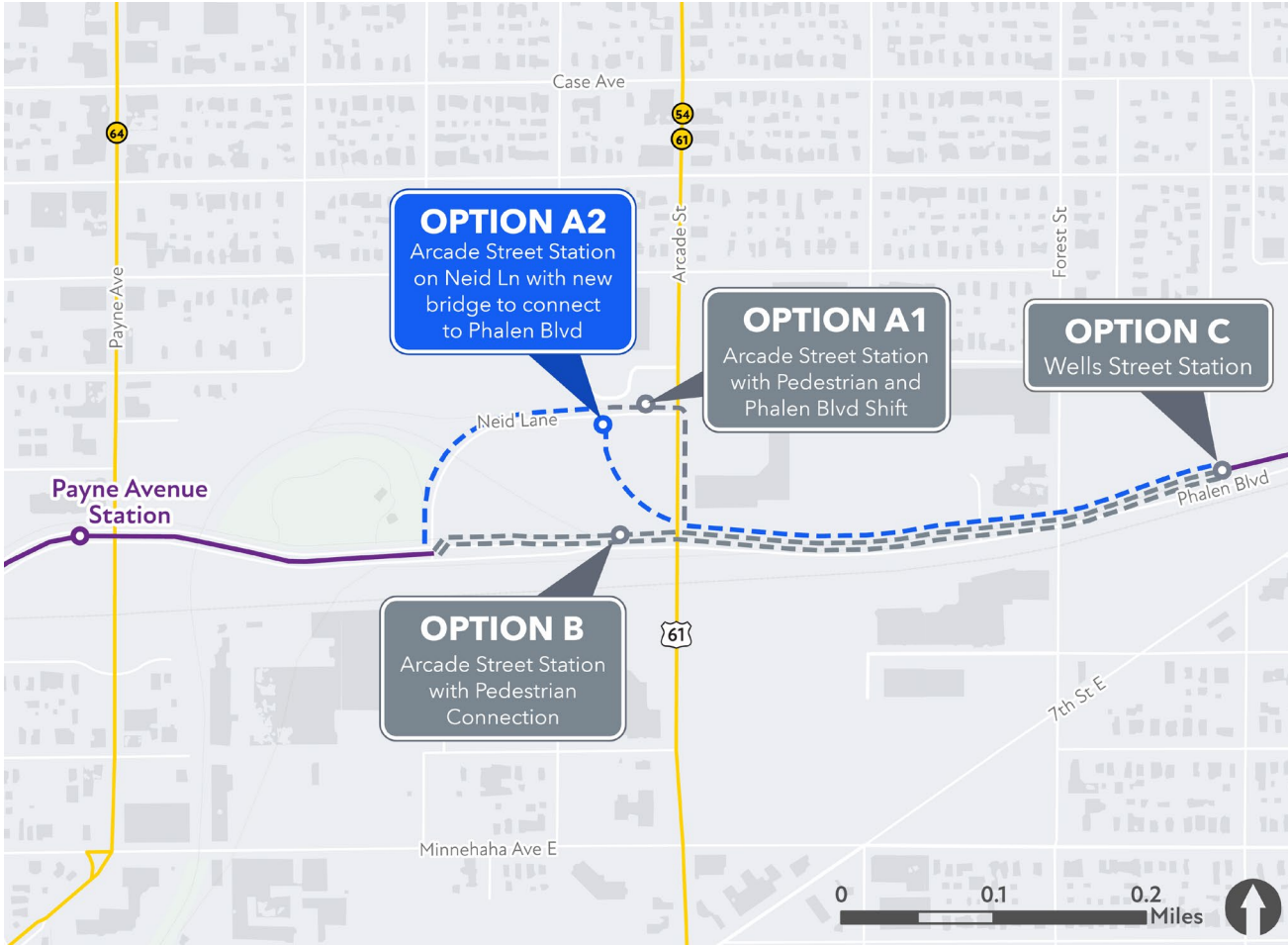
Arcade Station Evaluation Summary

- Arcade Options A and B performed satisfactory in all evaluation criteria.
- Safety concerns were identified for Option B due to the elevation difference between Phalen and Arcade
- Arcade Option C did not perform satisfactory in the Supports Local Vision due to:
 - The majority of public input supported Options A or B.
 - Option C does not support the City of Saint Paul comprehensive plan.



CMC Concurrence: Preferred Arcade St. Station Location

- “The CMC concurs with Project Staff recommendation that the Purple Line BRT project use A2 Arcade St/Neid Ln as the Preferred Option and eliminate Arcade Alternative B & C (Stations along Phalen Boulevard) from further consideration”.



Other Items / Around the Table

Charlie Zelle | CMC Chair

Next Steps & Adjournment

Charlie Zelle | CMC Chair

Upcoming CMC Meetings

- Format: Virtual
- Next meeting:
 - TBD - June
- Subsequent meetings:
 - TBD – scheduled monthly June thru December

CMC Meeting Look Ahead

Date	Agenda
TBD - June	<ul style="list-style-type: none"><li data-bbox="614 442 1911 485">• BRT Route Modification Study Phase II Work Plan and Schedule<li data-bbox="614 492 1758 535">• High Level Initial Phase II Route Alternative Assessment

Contact Us

For more information:

www.metrotransit.org/purple-line-project

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

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