



# Corridor Management Committee

Meeting #6 | September 13, 2023

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# Call to Order & Welcome

Chai Lee | Acting CMC Chair

# 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](https://metrotransit.org/purple-line-project-committees)
- Any suggested edits or corrections to June 29<sup>th</sup> draft meeting summary?

# Today's Topics

- 1) Call to Order, Welcome & Introductions
- 2) Community & Business Advisory Committee Report
- 3) BRT Route Modification Study Phase II Update
  - 1) Community Engagement & Outreach on Potential Station Locations
  - 2) Staff Recommended Station Locations
  - 3) CMC Action: Concurrence on Proposed Station Locations
  - 4) Next Steps: Most Promising Roadway & Transit Design Options
- 4) Other Items/Around the Table
- 5) Next Steps & Adjournment



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# Alternate Introduction(s)

Chai Lee | Acting CMC Chair

# New Members

- Ramsey County Victoria Reinhardt, CMC Vice Chair
  - CMC Alternate: Darren Tobolt, Commissioner Assistant
- Council Member Chai Lee
  - Formerly the CMC Alternate to Council Member Sue Vento
  - Due to recent redistricting, most of Purple Line now in CM Lee's District 13

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# Community & Business Advisory Committee Report

Ianni Houmas | CBAC Co-chair

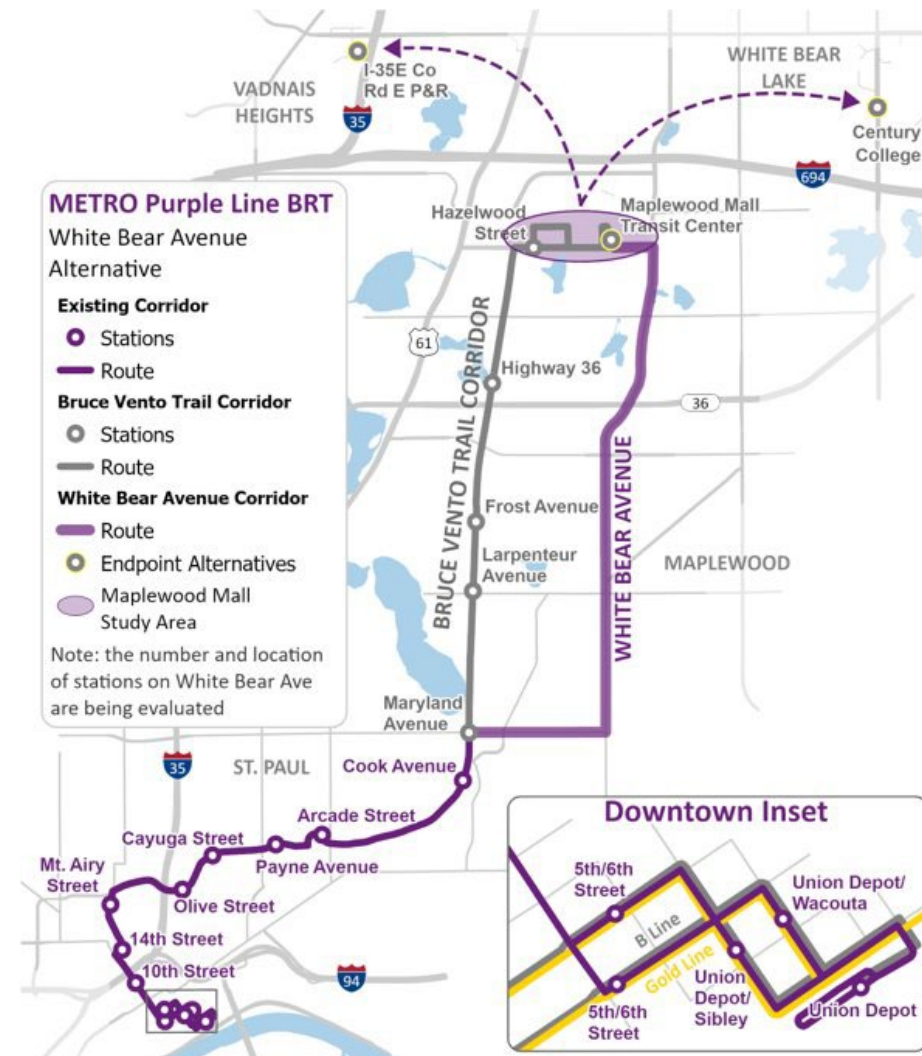
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# Route Modification Study Phase II Update

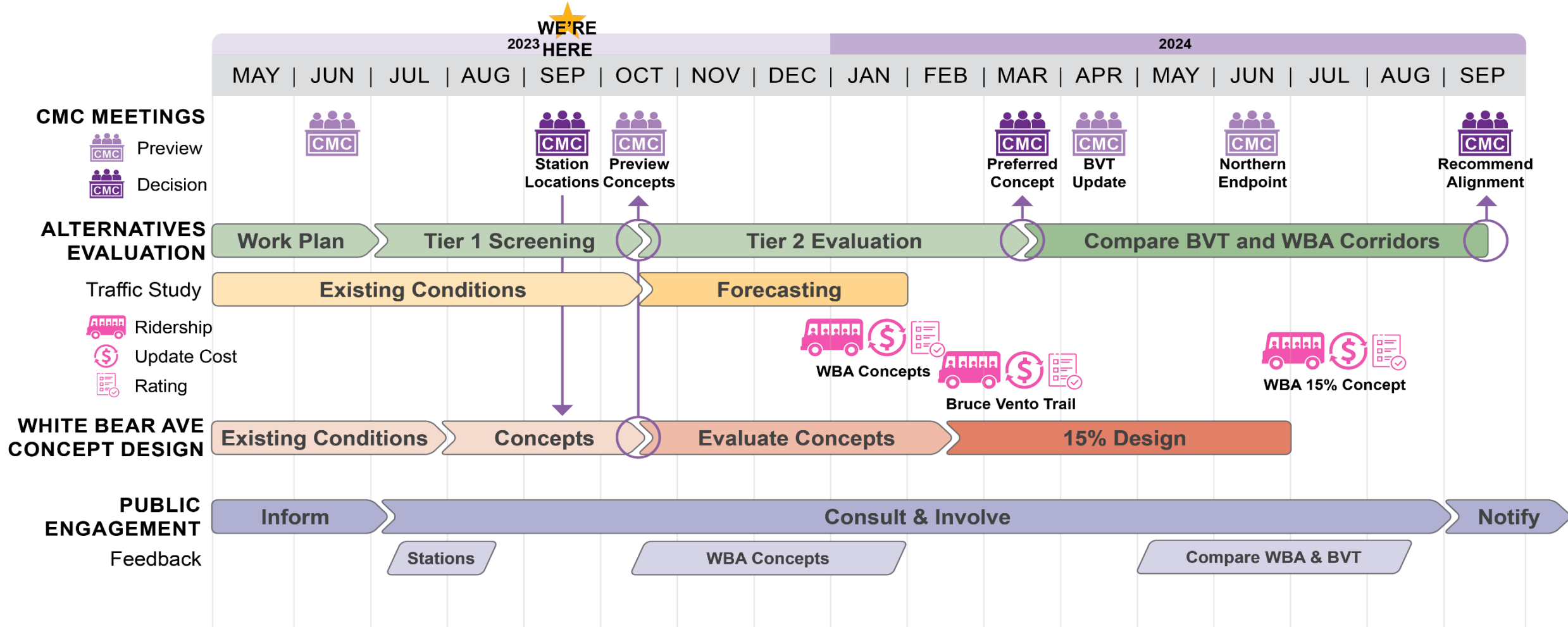
Craig Lamothe | Purple Line Project Manager

# At-A-Glance: White Bear Avenue Corridor

|                                  | White Bear Avenue |
|----------------------------------|-------------------|
| Total Population                 | 35,429            |
| Total Households                 | 12,296            |
| Age Under 18                     | 11,558            |
| Age 65 and Up                    | 4,628             |
| People of Color Non-Hispanic     | 15,753            |
| White Non-Hispanic               | 16,107            |
| Hispanic                         | 3,569             |
| High School or Less              | 9,931             |
| Limited English Proficiency      | 5,078             |
| Households with No Vehicle       | 1,577             |
| Households with 1 Vehicle        | 4,078             |
| Average Median Household Income  | \$59,964          |
| Employed Population              | 17,160            |
| Number of Jobs*                  | 10,333            |
| Population with Disability**     | 5,582             |
| Units in Single Family Buildings | 8,619             |
| Units in Multi-Family Buildings  | 4,116             |
| Units in Other Building Types    | 117               |



# RMS Phase II Project Schedule



# Project Development Phase Extension Request

- Project Development (PD) phase currently scheduled to end on December 8, 2023
- Requirements for completing the PD Phase will not be met by December 8<sup>th</sup>.
  - Adoption of a locally preferred alternative (LPA) into the fiscally constrained metropolitan transportation plan.
  - Completion of preliminary engineering (30 percent design).
  - Completion of the environmental review process required under National Environmental Policy Act (NEPA).
  - Development of sufficient information for FTA to evaluate and rate the project.
- Been in discussions with FTA staff regarding their expectations for PD Phase Extension Request
  - Explaining unforeseen circumstances encountered and revised schedule for completing required PD Phase activities
  - Formal request needs to be received by late September to be processed by early December
  - Seeking a 22-month time extension with NEPA completion being the final requirement

# Why is CMC Action Needed on Station Locations?

- General station locations need to be set now to support upcoming technical evaluation and community engagement
  - Screening & Evaluation of Most Promising Design Options
  - BRT platform siting → conceptual engineering layouts (property impacts, motorized and non-motorized operations)
  - BRT and local bus operations → shared platforms, shared lanes
  - Ridership forecasting and cost estimating → project rating
  - Station area planning → walk, mobility device, and bike accessibility

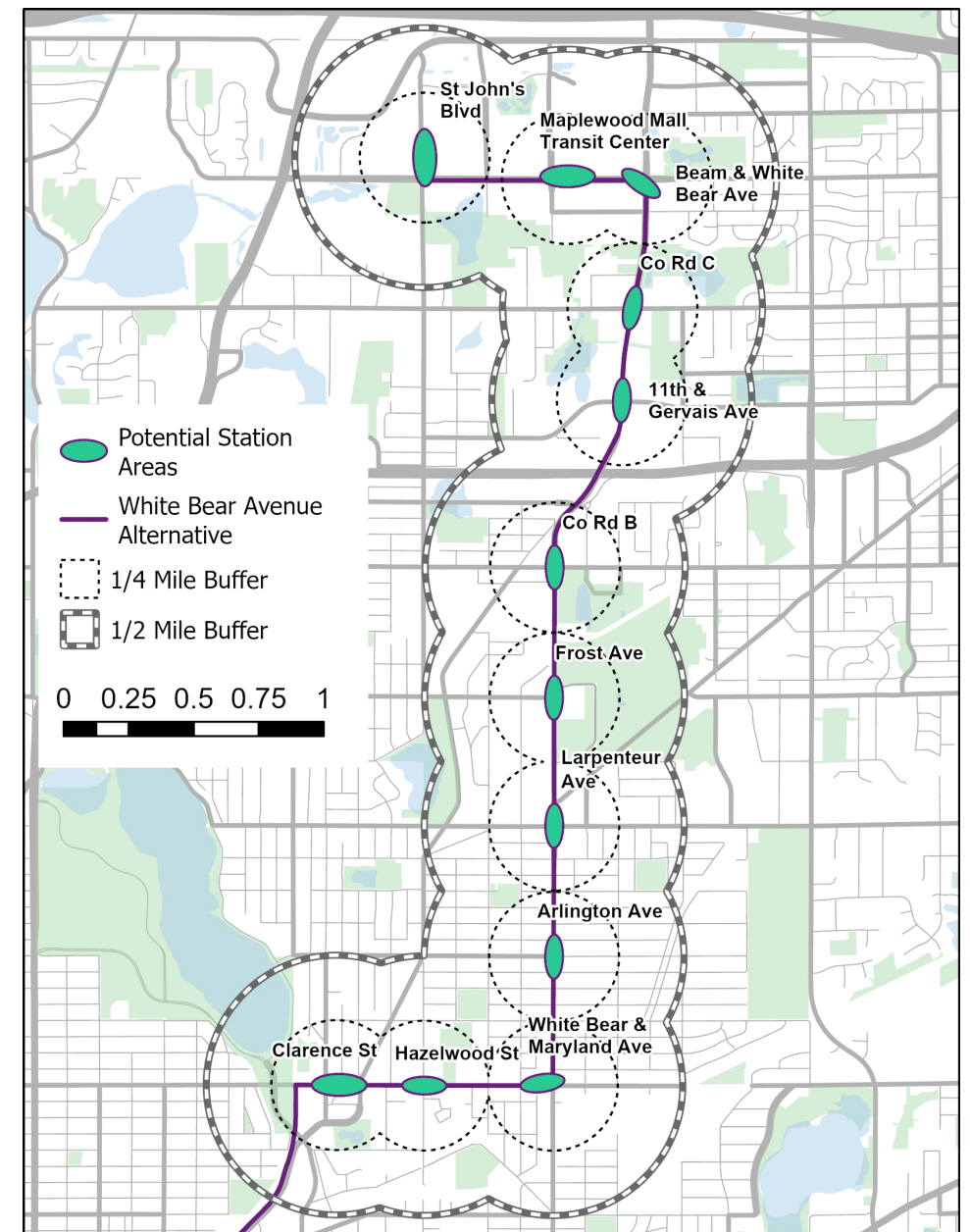


# Community Outreach and Engagement on Potential Station Locations

Liz Jones | Community Outreach and Engagement Lead

# Proposed Station Locations

- Most station locations are current Route 54 stops
- ½ mile station spacing provides reasonable 5-minute walk access coverage throughout most of the corridor



# Engagement Strategies and Approach

Between May and August 2023, Purple Line project staff conducted engagement with the public, business owners, and stakeholders to share information about the project, answer questions, and seek input regarding station locations for Route Modification Study Phase II. Here are the ways in which the Project Team engaged with the public and stakeholders about the project generally:

- Reached approximately 800-900 people via:
  - 27 stakeholder and business meetings/presentations
  - 25 community event pop-ups
  - Canvassing businesses around Maryland Ave and White Bear Ave
  - Project updates via website, social media, newsletters, and new releases
  - Paper and online surveys
  - Translated materials

# Map of Event Locations

- 34 Unique Events from May through August
- Events include tabling at community events, attending or conducting community meetings, and canvassing along the corridor.
- Map shows location of events and percent communities of color along the corridor.

## Legend

Event Type



Canvassing

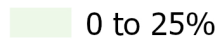


Tabling Event



Community Meeting

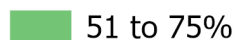
Percent Communities of Color



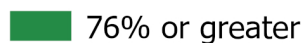
0 to 25%



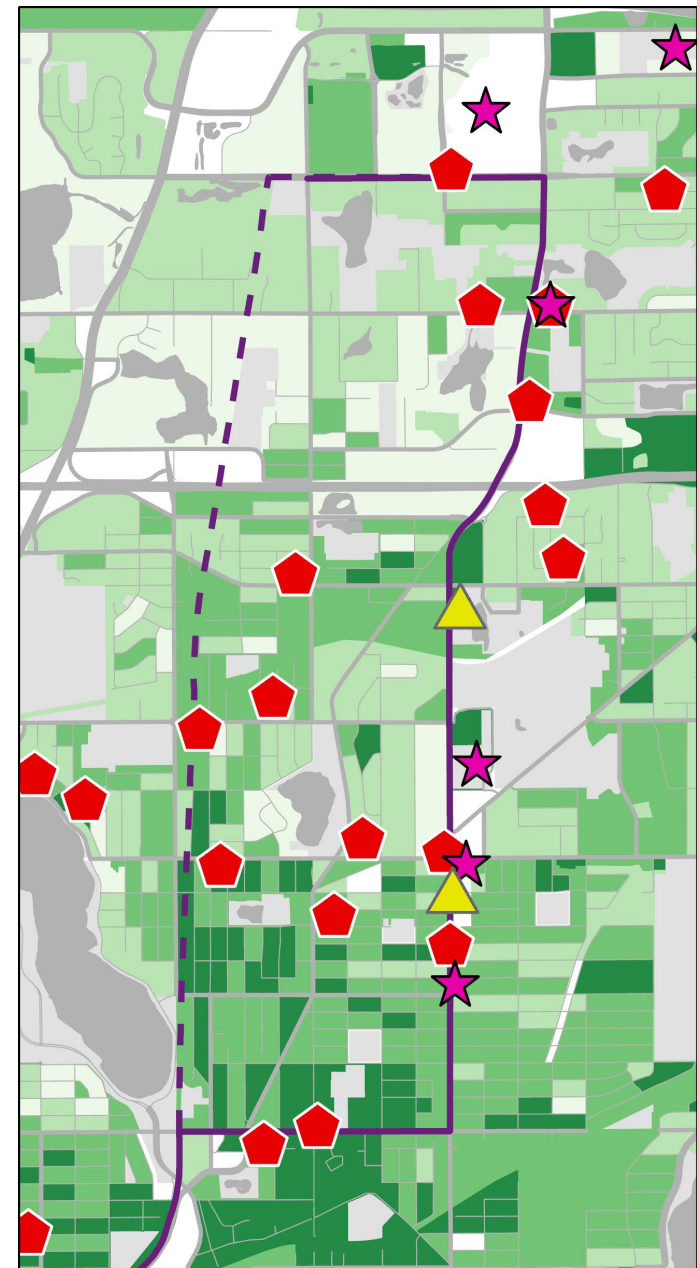
26 to 50%



51 to 75%

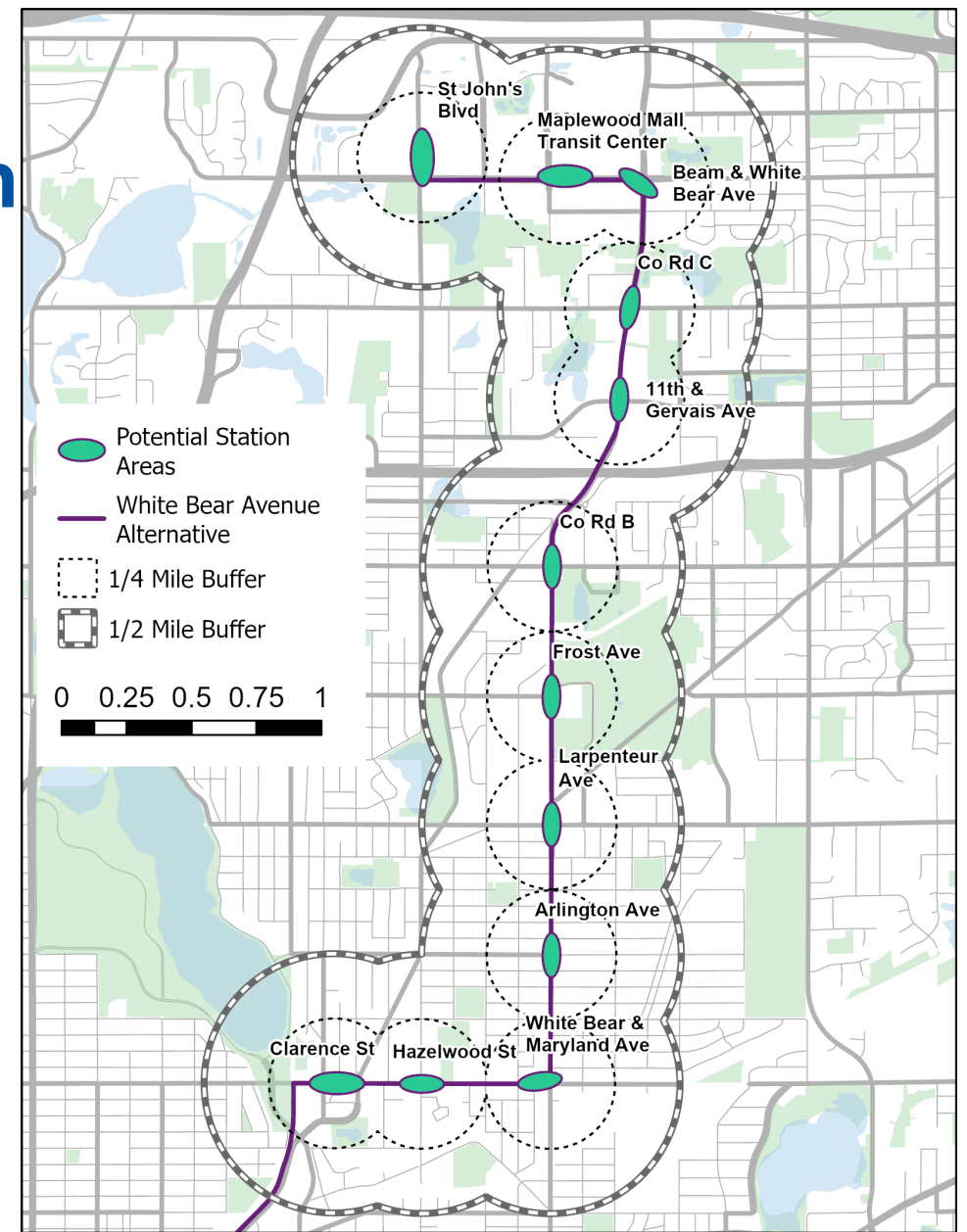


76% or greater



# Community Feedback Question

- What station locations should be prioritized?
- What is important to you in selecting station locations?
- What's more important...
  - A shorter walk to/from stations (more stations) OR
  - A faster trip on the bus (fewer stations)?
- Should any other areas be considered?



# Station Location Feedback

- Station Location Preference
  - White Bear Ave (Maryland Ave) and Maplewood Transit Center were the top two prioritized station locations
- Top Station Selection Factors
  - "Proximity to residential areas, work-places, shopping centers and services"
  - "Accessible and safe for bicyclists and pedestrians"
  - "Connectivity to transit systems such as other bus lines, bicycle lanes, trails, and roadways"
  - "Stops near transit dependent populations"
- Station Frequency vs Faster Service
  - Faster service is preferred over station frequency
- Other Station Areas to be Considered
  - Highway 61, Iowa Ave and Century College



*July 25 Community Meeting*



# Community Meeting Feedback

- Project staff collected feedback through conversations, comment cards and photo comments at the July 25th Community Meeting at Hayden Heights Library, as well as at the August 9th event at Maplewood YMCA Community Center.
- Feedback Themes/Ideas:
  - Safety and security at stations, as well as on transportation
  - Weather safety
  - Desire for the Purple Line to have minimal impact on the local neighborhood character
  - Importance of walkability and accessibility to stations considering the high elderly population in the area
  - Curiosity and excitement of station design and amenities, especially having heated stations
  - Concern for overall impact on home-owners in the White Bear Ave corridor such as property loss and decreased property values
  - Opposition of vehicle lane removal and what it would do to traffic
  - Mix of preferences for a route on the White Bear Ave or Bruce Vento Trail corridors
  - Idea of having a local St. Paul artist paint murals around station locations

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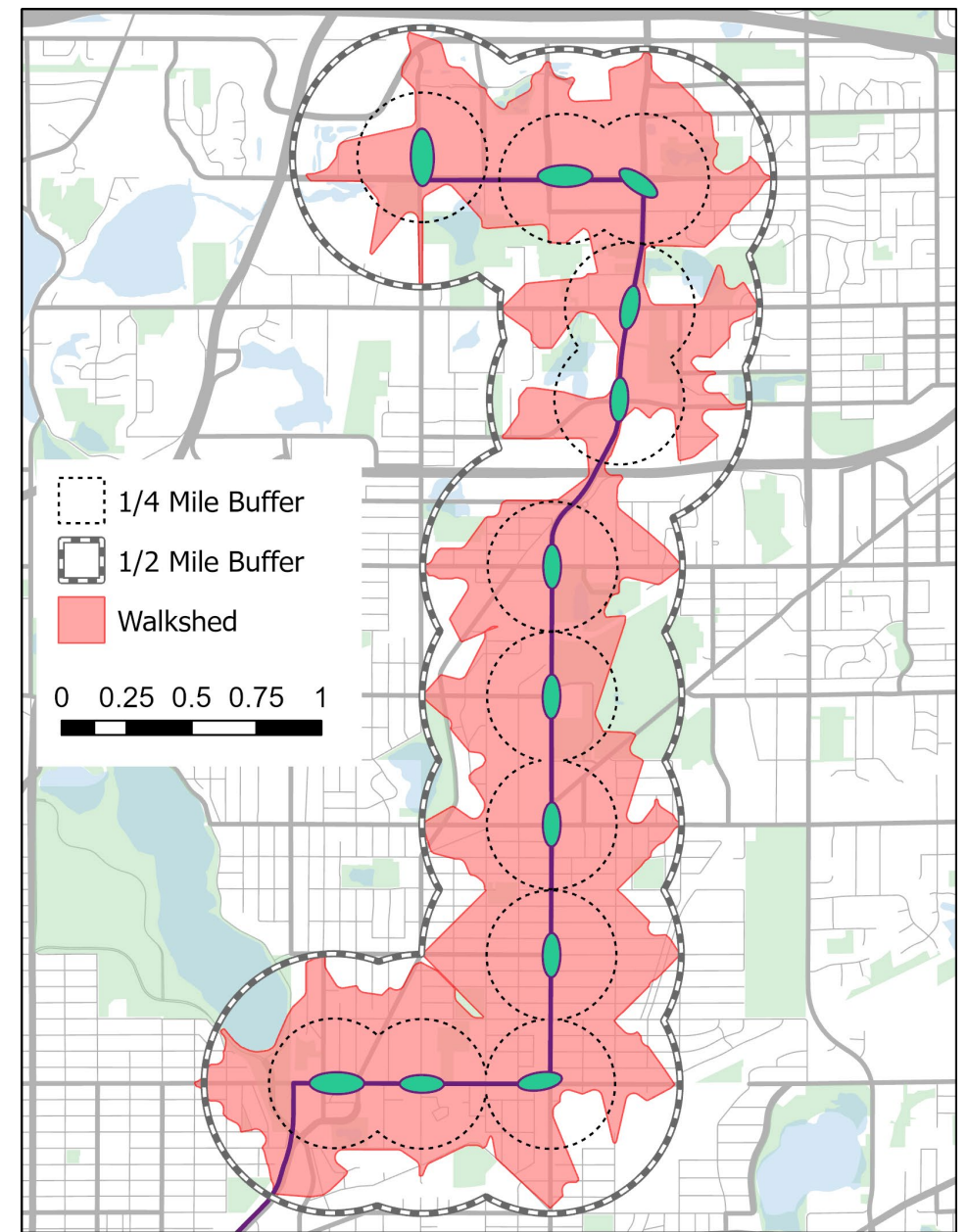
# Staff Recommended Station Locations

Sara Pflaum | Engineering & Design Manager

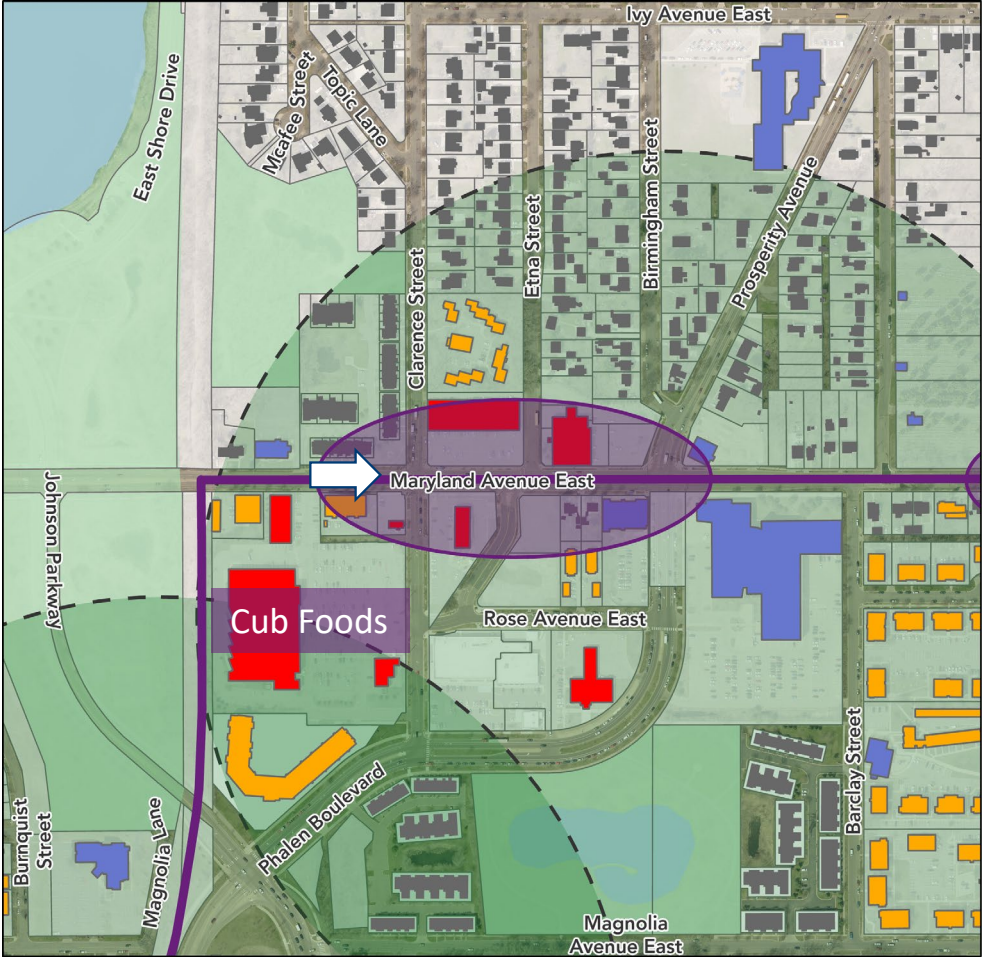


# Corridor Walkability

- Red area: Places you can walk within 10 minutes to/from the stations
- Shape is determined by street network
  - Gaps indicate longer block sizes



# Clarence Street Station (shared with H Line BRT)



**Legend**

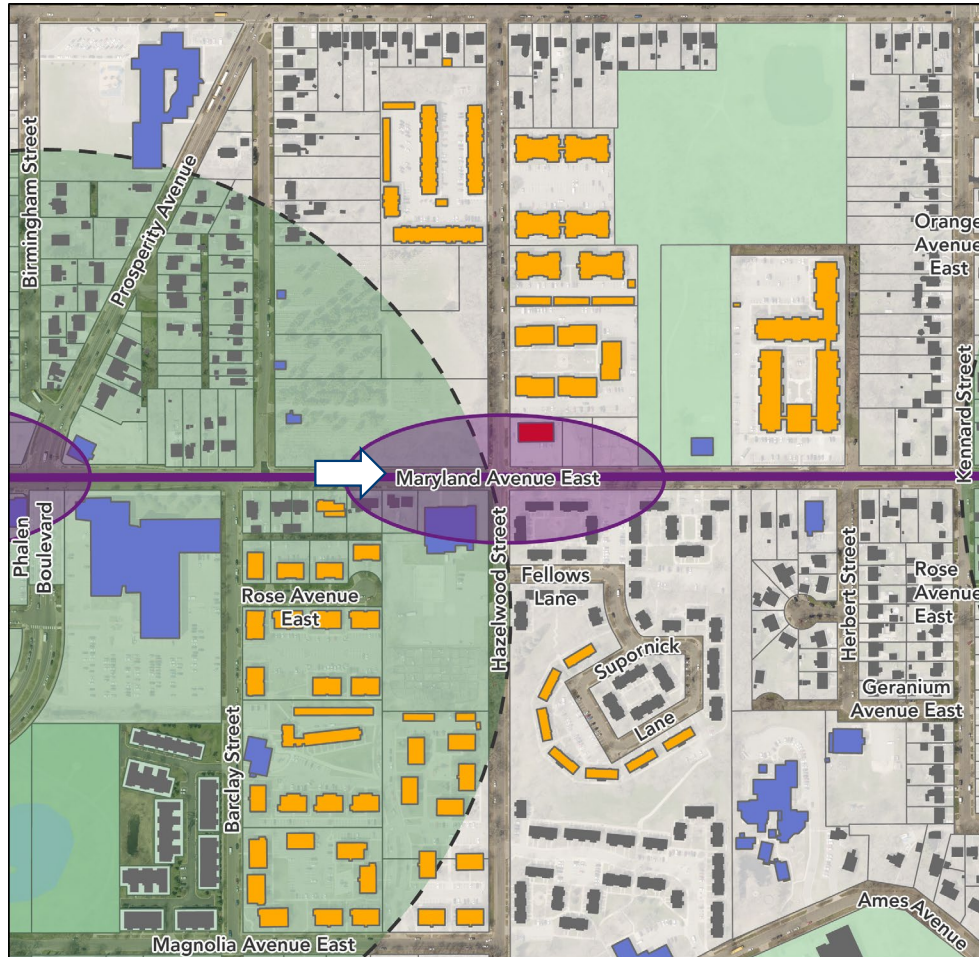
- White Bear Avenue Alternative
- Proposed Station Location
- Maplewood Mixed-Use Areas
- St. Paul Neighborhood Nodes
- Buildings
- Commerical & Retail
- Institutional & Office
- Multifamily

**Key Considerations:**

- Retail Uses
- Two St. Paul Neighborhood Nodes
- Compact, walkable development



# Hazelwood Street Station (shared with H Line BRT)



## Legend

- White Bear Avenue Alternative
- Proposed Station Location
- Maplewood Mixed-Use Areas
- St. Paul Neighborhood Nodes
- Buildings
- Commerical & Retail
- Institutional & Office
- Multifamily

## Key Considerations:

- Nearby multifamily housing
- High residential density



# White Bear Avenue Station (shared with H Line BRT)



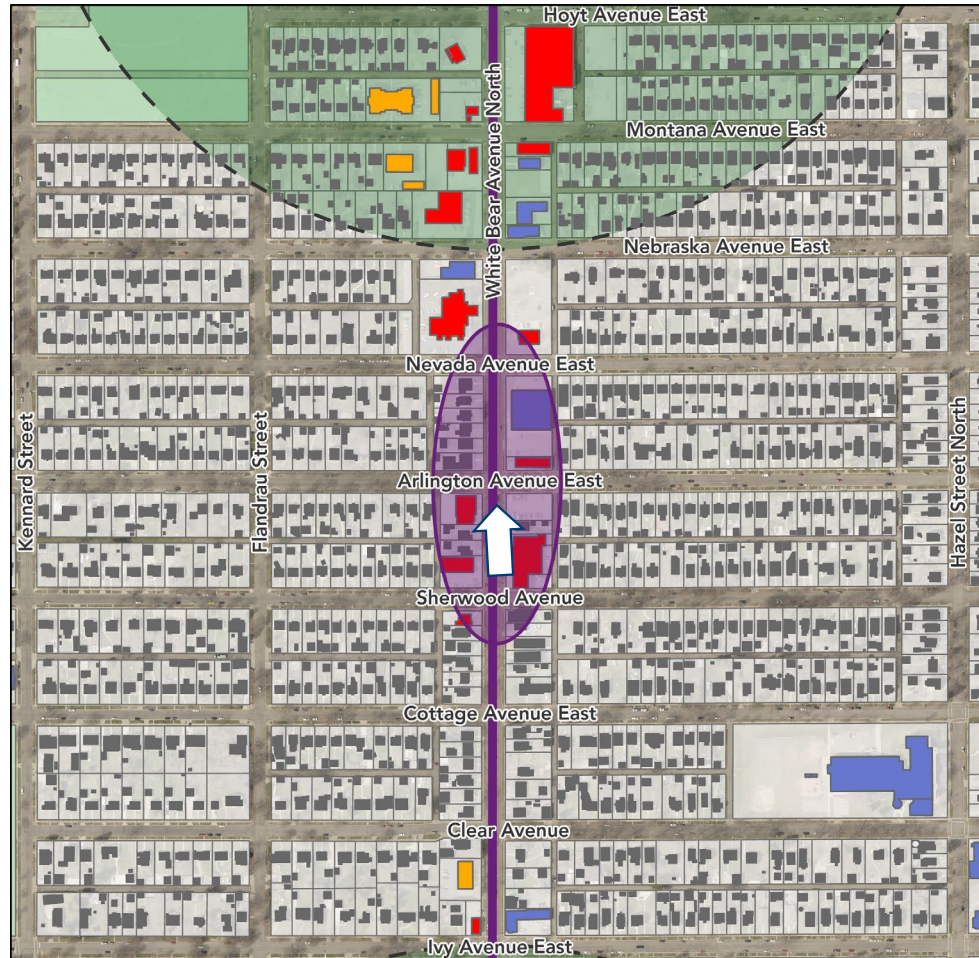
- Legend**
- White Bear Avenue Alternative
  - Proposed Station Location
  - Maplewood Mixed-Use Areas
  - St. Paul Neighborhood Nodes
  - Buildings
  - Commercial & Retail
  - Institutional & Office
  - Multifamily

### Key Considerations:









- Center of St. Paul Neighborhood Node
- Among top two preferred station areas from public feedback



# Arlington Avenue Station



## Legend

-  White Bear Avenue Alternative
-  Proposed Station Location
-  Maplewood Mixed-Use Areas
-  St. Paul Neighborhood Nodes
-  Buildings
-  Commercial & Retail
-  Institutional & Office
-  Multifamily

## Key Considerations:









- Could be a new St. Paul Neighborhood Node



# Larpenteur Avenue Station



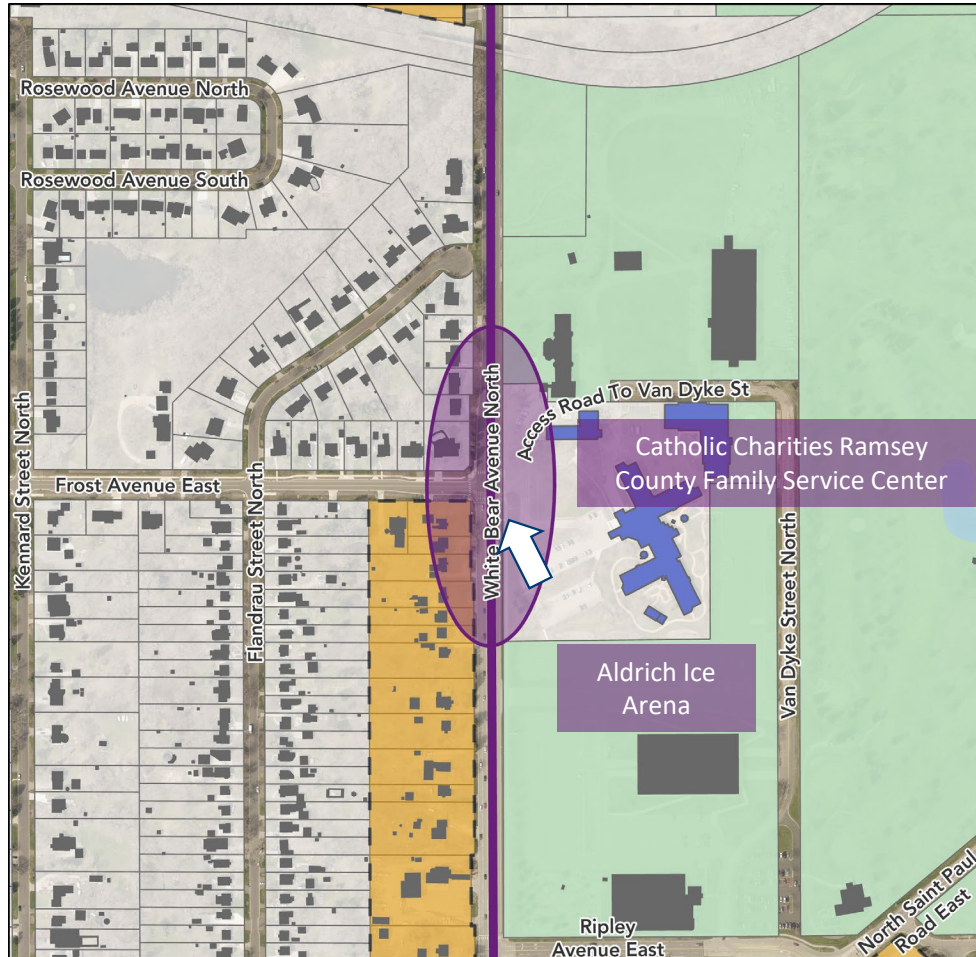
## Legend

-  White Bear Avenue Alternative
-  Proposed Station Location
-  Maplewood Mixed-Use Areas
-  St. Paul Neighborhood Nodes
-  Buildings
-  Commercial & Retail
-  Institutional & Office
-  Multifamily

## Key Considerations:

- Identified for redevelopment in both cities' comprehensive plans
- St. Paul Neighborhood Node

# Frost Avenue Station



## Legend

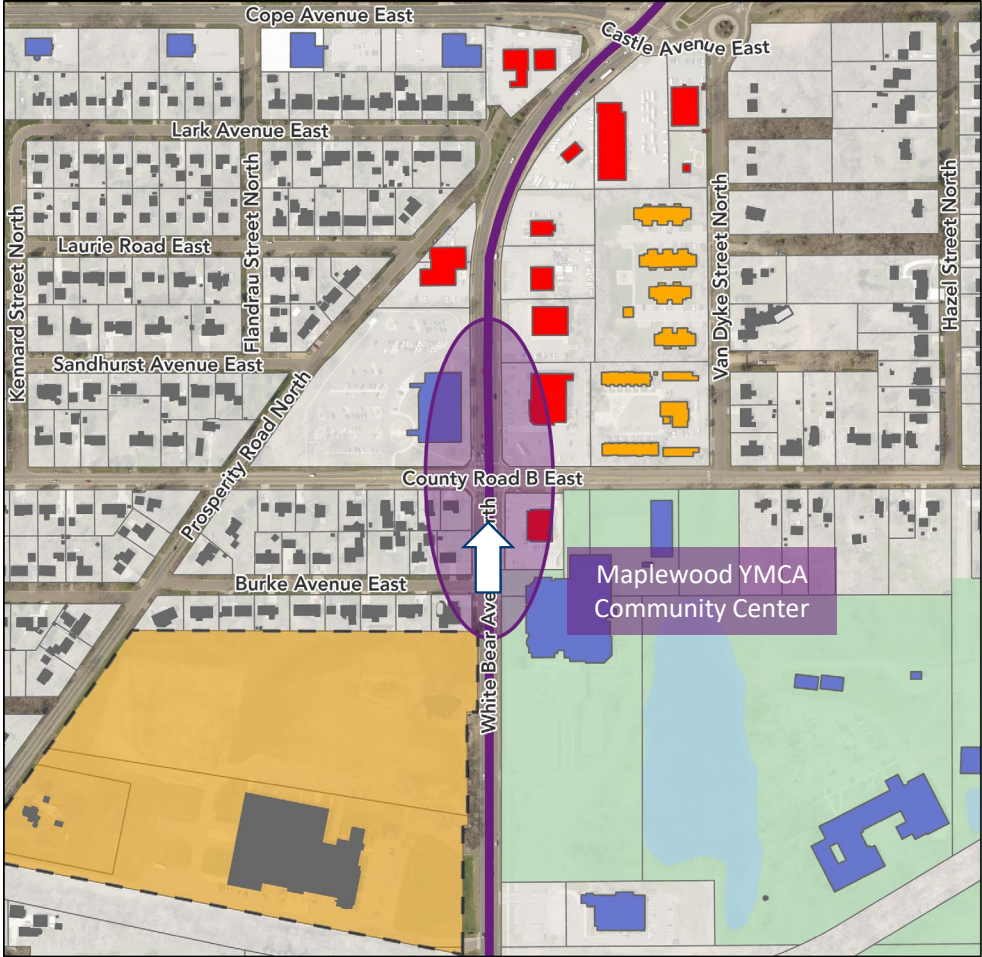
- White Bear Avenue Alternative
- Proposed Station Location
- Maplewood Mixed-Use Areas
- St. Paul Neighborhood Nodes
- Buildings
- Commercial & Retail
- Institutional & Office
- Multifamily

## Key Considerations:

- Future substance abuse treatment center
- Plans to improve vehicle & ped access on Ramsey County campus
- Potential connection to new development around Bruce Vento Trail



# County Road B Station



### Legend

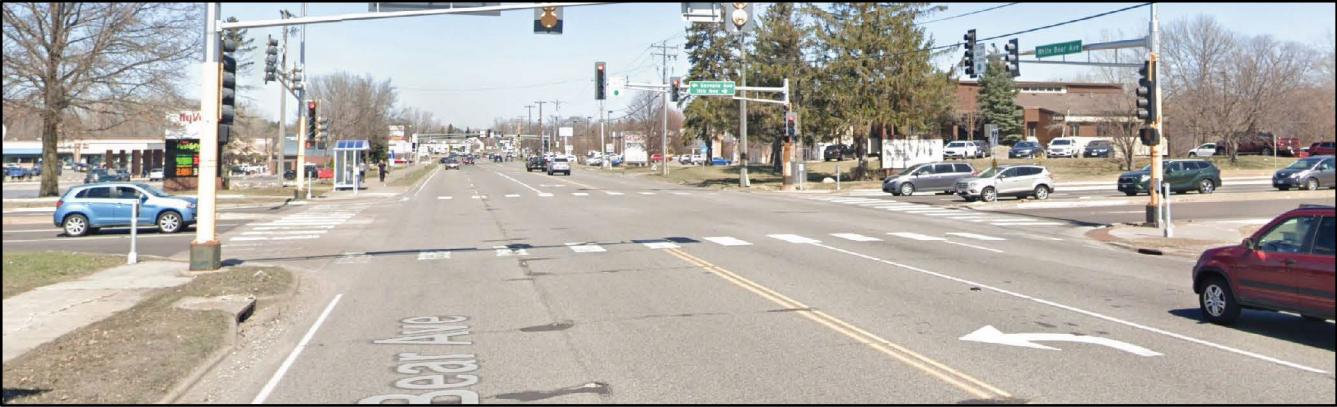
- White Bear Avenue Alternative
- Proposed Station Location
- Maplewood Mixed-Use Areas
- St. Paul Neighborhood Nodes
- Buildings
- Commercial & Retail
- Institutional & Office
- Multifamily

### Key Considerations:

- Retail Uses
- Maplewood City Campus and YMCA
- Nearby parcel identified for mixed-use redevelopment



# 11<sup>th</sup> & Gervais Avenue Station

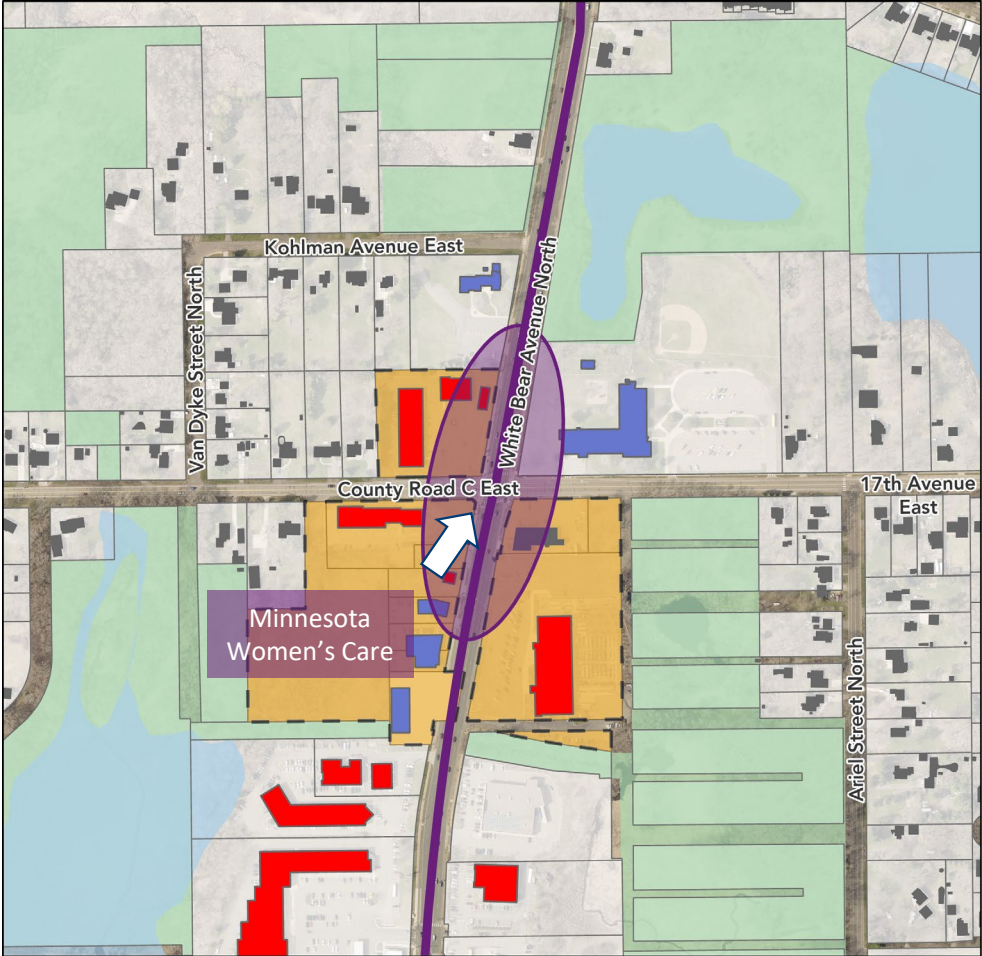


- Legend**
- White Bear Avenue Alternative
  - Proposed Station Location
  - Maplewood Mixed-Use Areas
  - St. Paul Neighborhood Nodes
  - Buildings
  - Commercial & Retail
  - Institutional & Office
  - Multifamily

**Key Considerations:**

- Retail Uses
- Nearby parcel previously explored for redevelopment

# County Road C Station



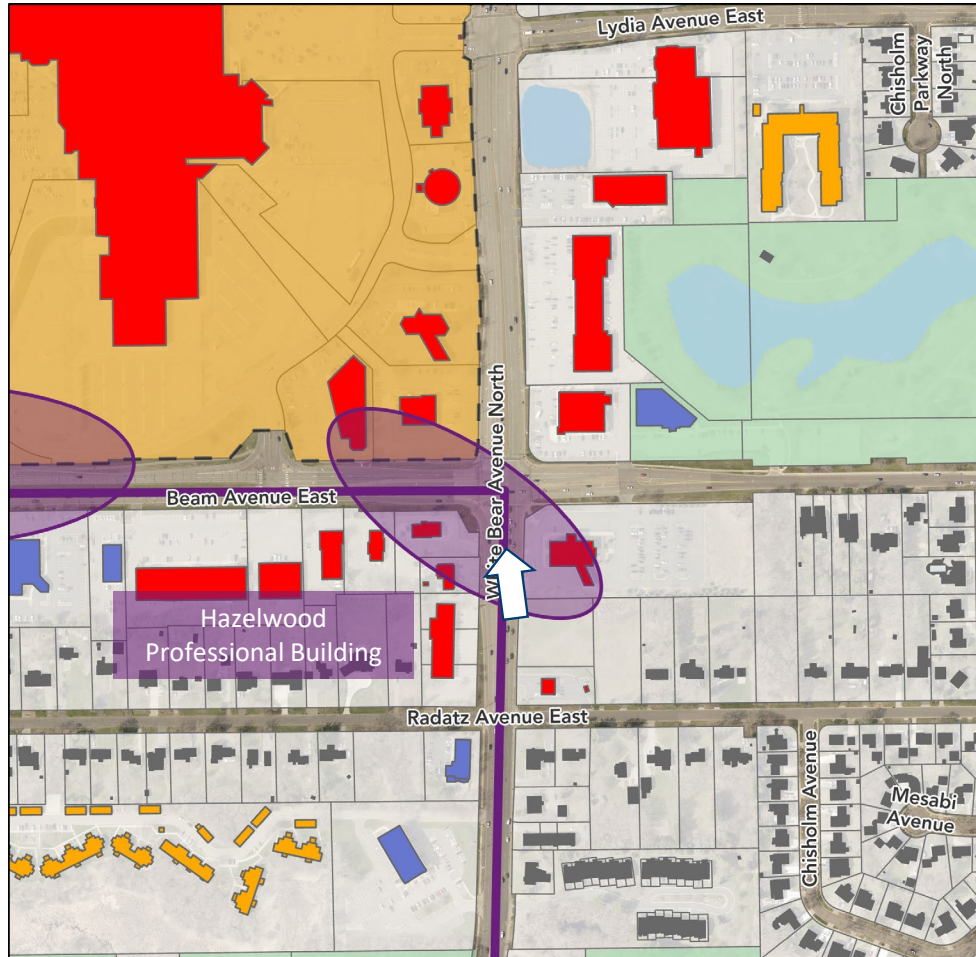
- Legend**
- White Bear Avenue Alternative
  - Proposed Station Location
  - Maplewood Mixed-Use Areas
  - St. Paul Neighborhood Nodes
  - Buildings
  - Commercial & Retail
  - Institutional & Office
  - Multifamily

## Key Considerations:

- Area identified for redevelopment in Maplewood’s Comprehensive Plan
- 72 units of senior housing recently approved
- ISD 622 Harmony Learning Center



# Beam & White Bear Avenue Station



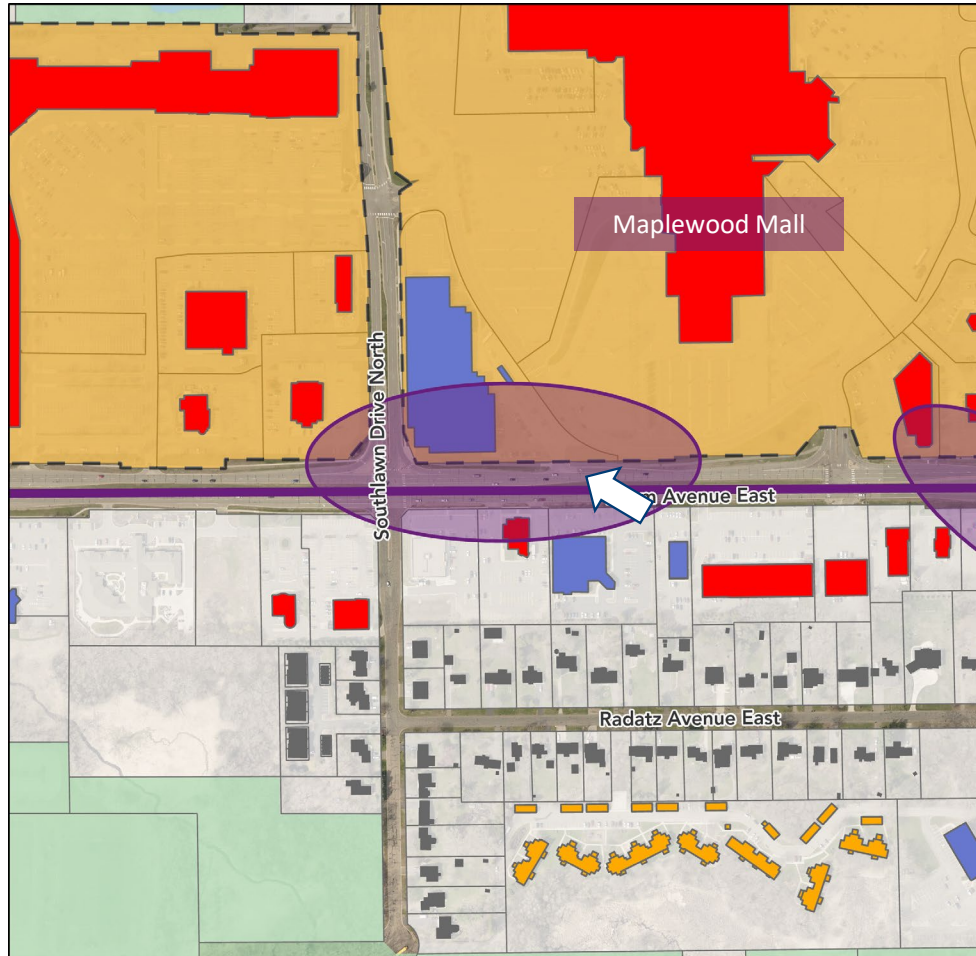
## Legend

- White Bear Avenue Alternative
- Proposed Station Location
- Maplewood Mixed-Use Areas
- St. Paul Neighborhood Nodes
- Buildings
- Commerical & Retail
- Institutional & Office
- Multifamily

## Key Considerations:

- North End District
- Connection for residents Northwest of intersection

# Maplewood Mall Transit Center Station



## Legend

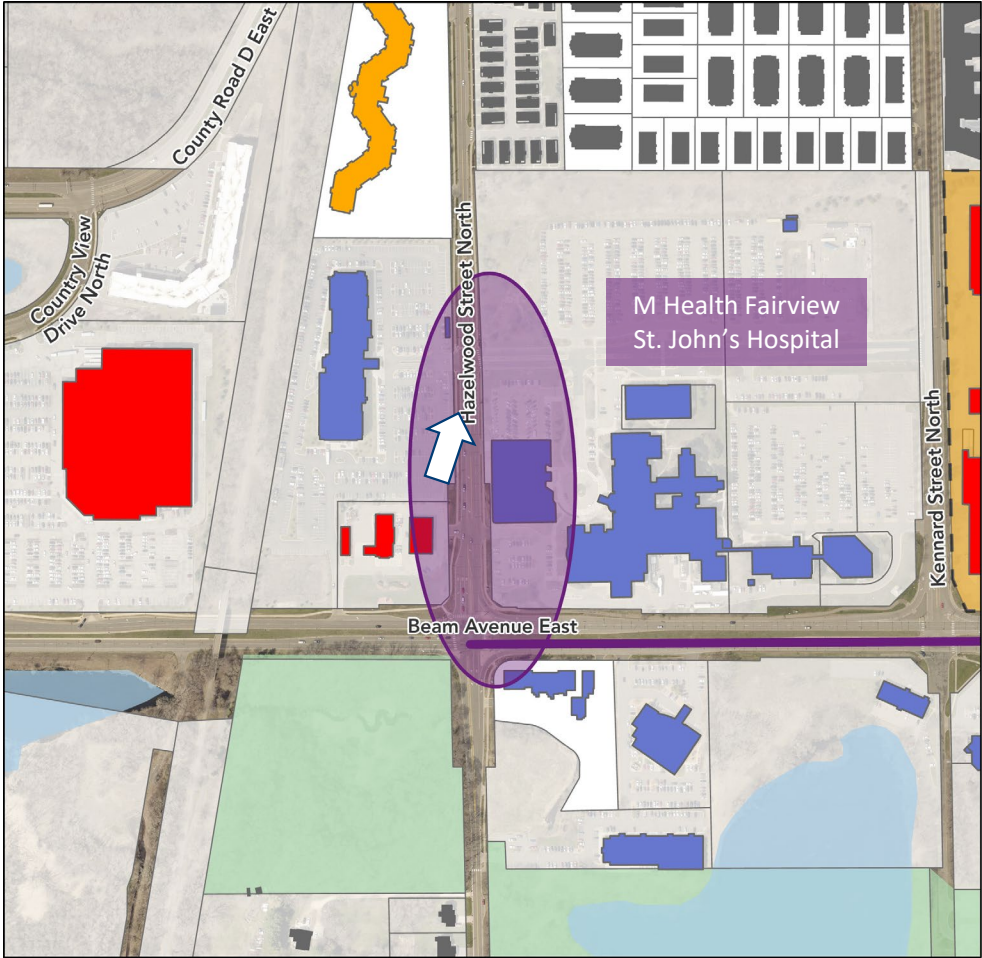
- White Bear Avenue Alternative
- Proposed Station Location
- Maplewood Mixed-Use Areas
- St. Paul Neighborhood Nodes
- Buildings
- Commerical & Retail
- Institutional & Office
- Multifamily

## Key Considerations:

- North End District
- Existing transit center (connections to other bus routes) and park & ride facility
- Among top two preferred station areas from public feedback



# St. John's Boulevard Station



- Legend**
- White Bear Avenue Alternative
  - Proposed Station Location
  - Maplewood Mixed-Use Areas
  - St. Paul Neighborhood Nodes
  - Buildings
  - Commercial & Retail
  - Institutional & Office
  - Multifamily

**Key Considerations:**

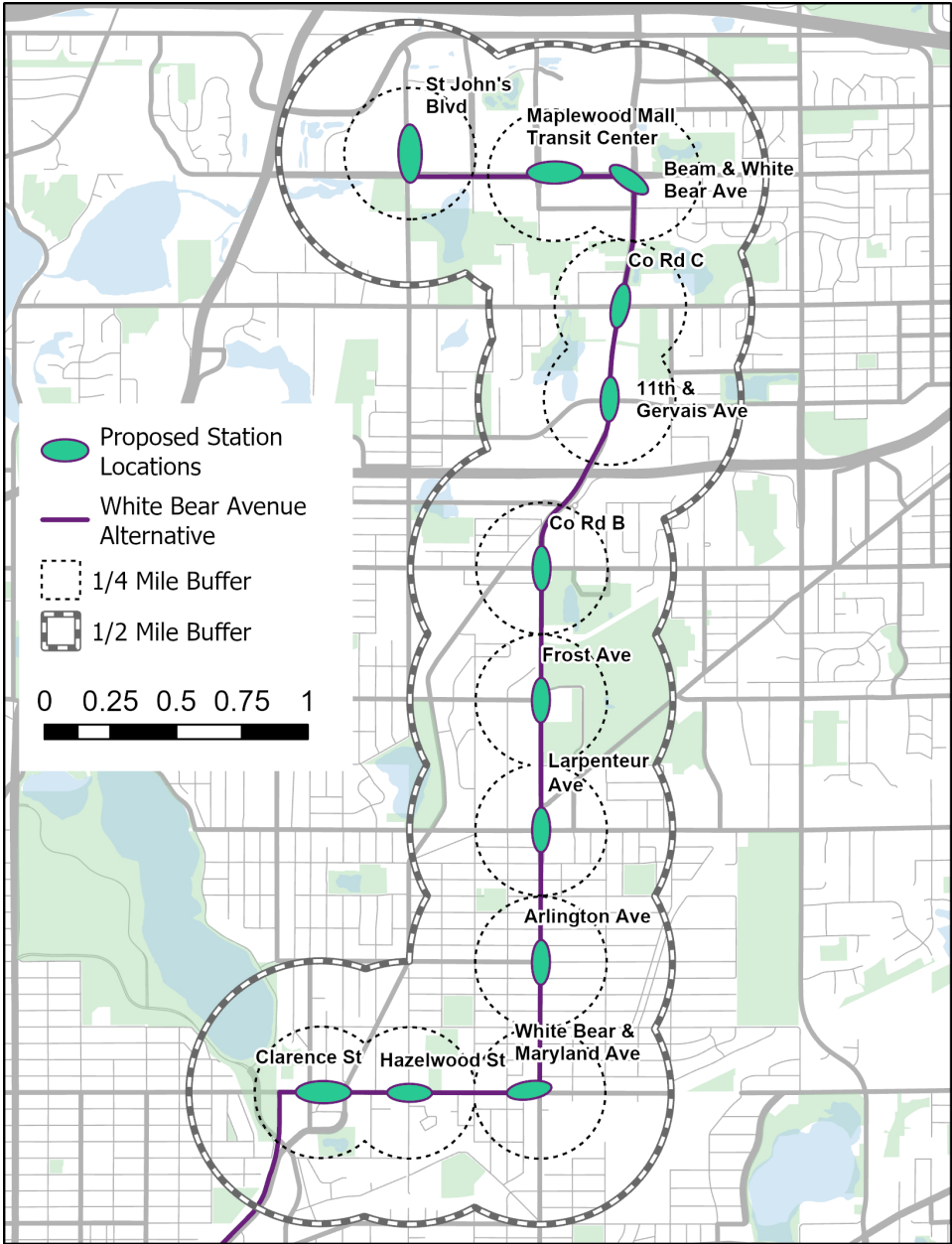
- M Health Fairview St. John's campus

# CMC Concurrence: Station Locations

**ACTION:** “The CMC concurs with project staff recommendation to advance these twelve proposed Purple Line BRT station locations *for purposes of further technical evaluation and community engagement.*”

**NOTE:**

The number of stations and station platform locations will not be finalized until the CMC makes a recommendation on a preferred roadway and transit design concept, currently anticipated in March 2024.

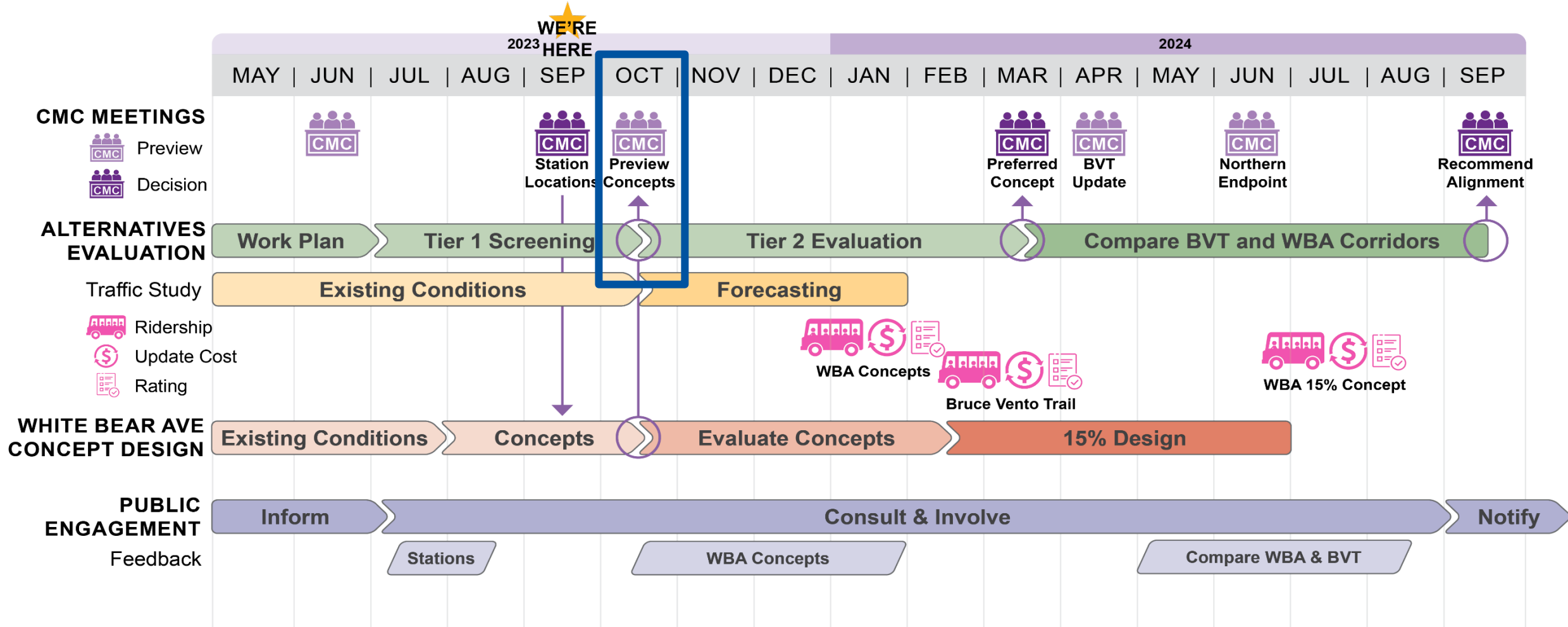


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# Next Steps: Most Promising Design Options

Stephen Smith | Deputy Project Manager

# Next Steps: RMS Phase II Project Schedule

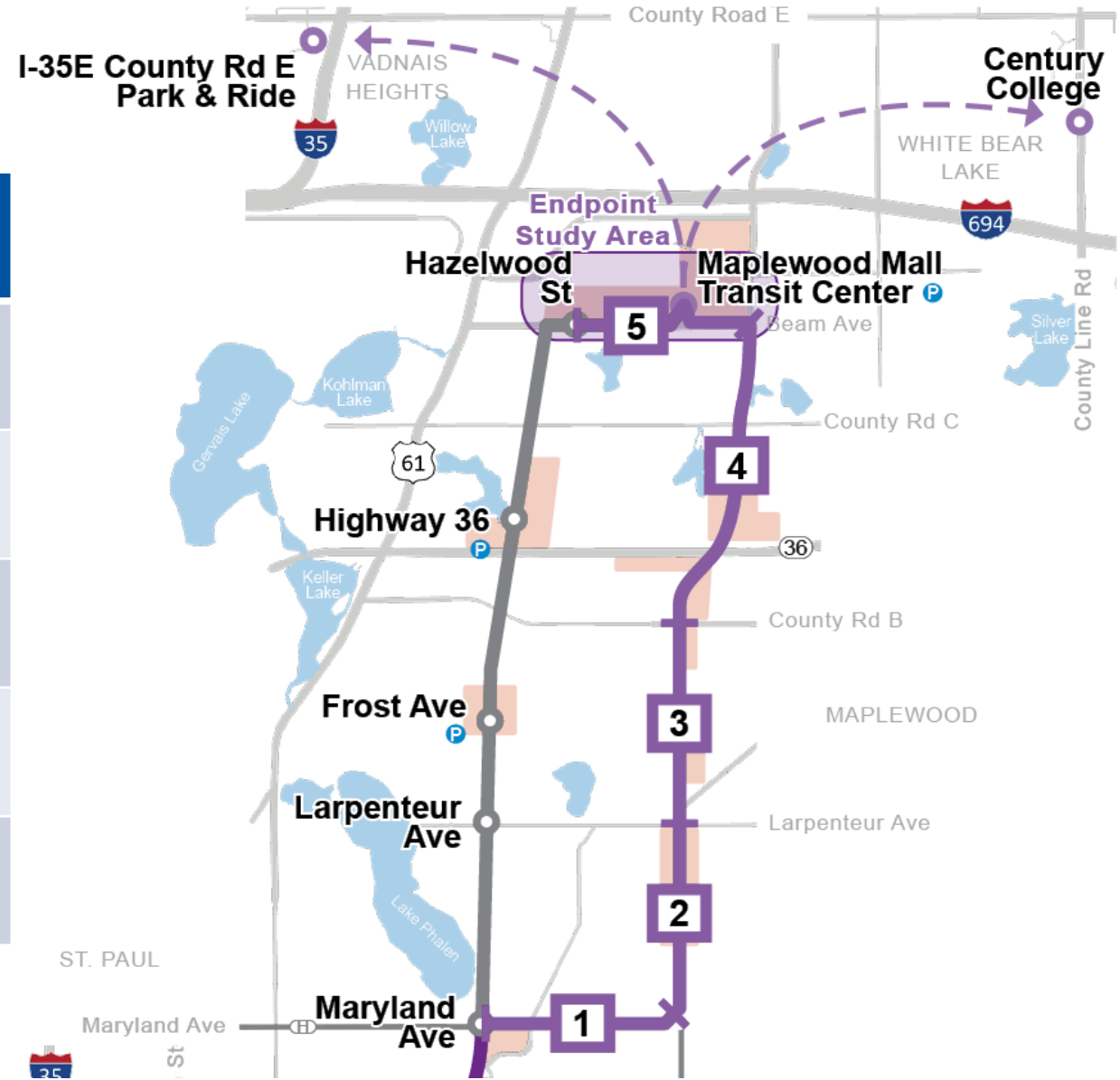




# Roadway Segments

| Segments | Area   |
|----------|--|
| 1        | Maryland Ave, Johnson Parkway to White Bear Ave<br><i>Right of Way ( 66 ft )</i>         |
| 2        | White Bear Ave, Maryland Ave to Larpenteur Ave<br><i>Right of Way ( 67 ft - 83 ft )</i>  |
| 3        | White Bear Ave, Larpenteur Ave to County Road B<br><i>Right of Way ( 83ft – 109 ft )</i> |
| 4        | White Bear Ave, County Road B to Beam Ave<br><i>Right of Way ( 88ft – 136 ft )</i>       |
| 5        | Beam Ave, White Bear Ave to Hazelwood St*<br><i>Right of Way ( 131ft – 154 ft )</i>      |

\*Note: awaiting north terminus resolution

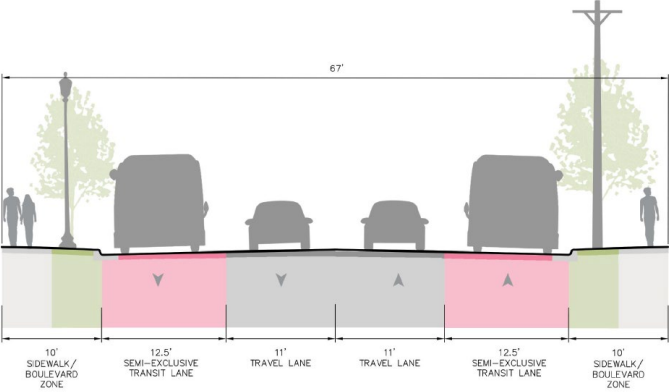


# At-A-Glance: Roadway Characteristics

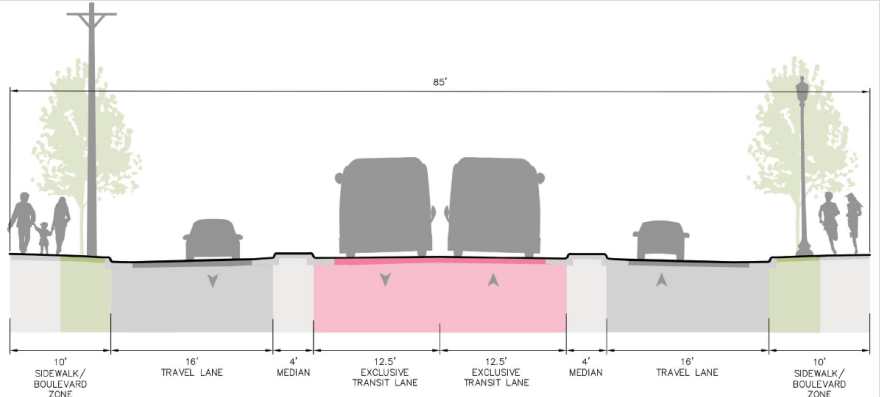
|   | Maryland Avenue                                     | White Bear Avenue     |
|---|---|-----------------------|
| Road Type:  | County Road (CSAH 31)                               | County Road (CSAH 65) |
| Posted Speed Limit:                               | 30 MPH  | 30 – 35 MPH           |
| Roadway Length:                                   | 0.75 – 1.1 miles (depending on south end alignment) | 3.9 miles             |
| No. of Businesses:                                | ~ 21  | ~ 158                 |
| No. of Residential Properties:                    | ~ 100   | ~ 115                 |
| No. of Intersections:                             | 9   | 31                    |
| Driveway Accesses:                                | ~ 48  | ~ 164                 |
| % of Segment with Sidewalk on Both Sides of Road: | 100%  | 70%                   |

# Guideway Configurations

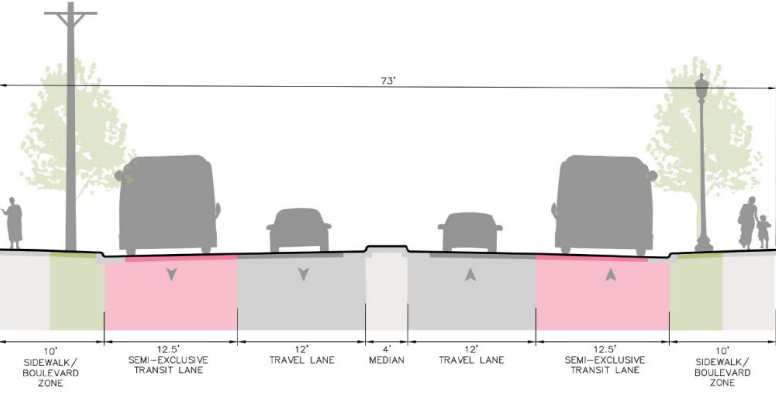
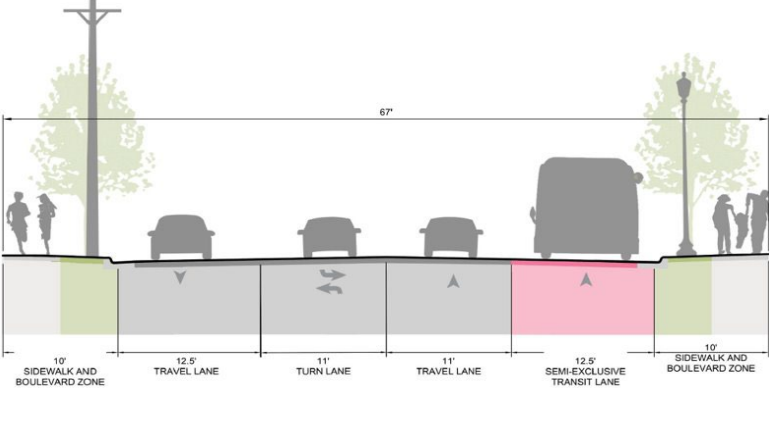
Semi-Exclusive, Side with no Median



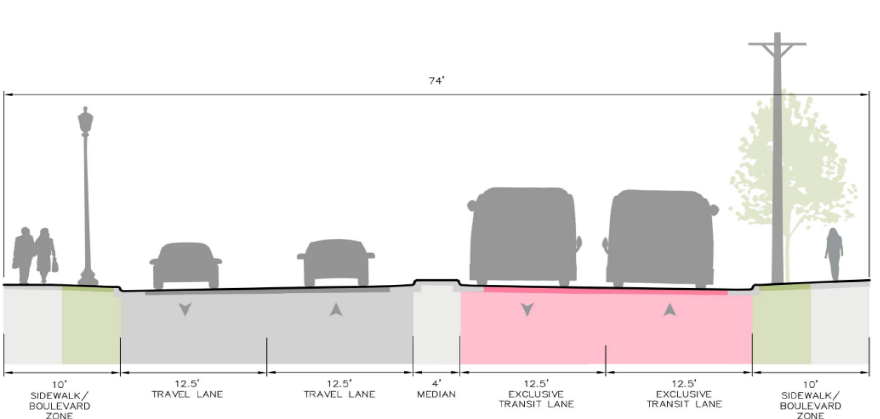
Dedicated Guideway - Center



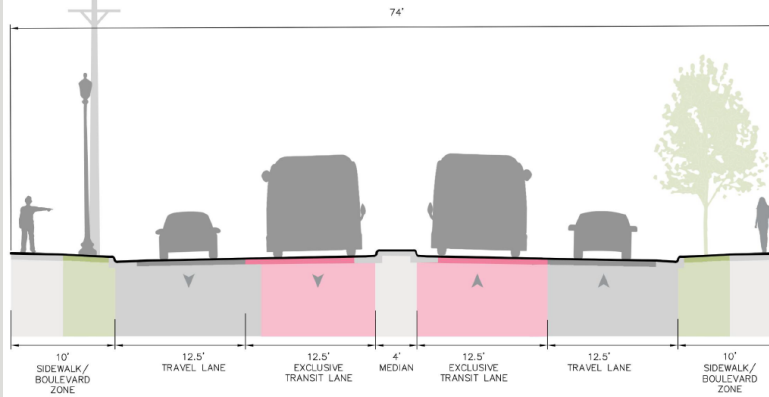
Semi-Exclusive, 3-Lane Section with Single Transit Lane



Semi-Exclusive, Side with Median



Dedicated Guideway - Side



Exclusive, Center with Median

# Key themes shaping the selection:

- Right of way impacts in southern portion of the corridor
- Pedestrian crossing volumes and safety concerns
- Traffic volumes, operations and safety concerns
- Efficient operations of the Purple Line
- Provisions for local bus operations if needed
- Business Inventory Survey
  - Canvassed over **170 businesses** along Maryland and White Bear Avenues in July and Aug (in person and online survey available on website)

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## Other Items / Around the Table

Charlie Zelle | CMC Chair

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# Next Steps & Adjournment

Charlie Zelle | CMC Chair

# Upcoming CMC Meetings

- Format: Virtual
- Next meeting:
  - October 11, 2023 from 1pm to 2:30pm
- Subsequent meetings:
  - Scheduled monthly meetings thru 2024; potentially canceling November, December, January, and February meetings.
  - Cancellation notices will be sent a few weeks before the scheduled date.

# CMC Meetings Look Ahead

| DATE                       | TENTATIVE AGENDA TOPICS   |
|----------------------------|---|
| October 11, 2023           | <ul style="list-style-type: none"> <li>Review of Most Promising White Bear &amp; Maryland Avenues Design Options Recommended for Full Technical Evaluation &amp; Public Engagement</li> </ul> |
| March 13, 2024 (tentative) | <ul style="list-style-type: none"> <li>Recommendation for the Preferred Roadway &amp; Transit Design Option for White Bear, Maryland, and Beam Avenues</li> </ul>                             |
| April 10, 2024 (tentative) | <ul style="list-style-type: none"> <li>Comparison of the Bruce Vento Regional Trail Collocation and the White Bear Avenue Route Alternatives</li> </ul>                                       |
| Spring 2024                | <ul style="list-style-type: none"> <li>Potential Review of Alternate Northern End Points</li> </ul>   |
| Summer 2024                | <ul style="list-style-type: none"> <li>Recommendation for the Revised Locally Preferred Alternative</li> </ul>  |



# Contact Us

For more information:

[www.metrotransit.org/purple-line-project](http://www.metrotransit.org/purple-line-project)

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

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