



Corridor Management Committee

Meeting #8 | January 10, 2024

Call to Order, Welcome & Introductions

Victoria Reinhardt | CMC Vice 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
- Any suggested edits or corrections to October 11th draft meeting summary?

Today's Topics

- Community & Business Advisory Committee Report
- Community Outreach & Engagement Update
- Larpenteur Ave Station Location Update (CMC ACTION)
- North End District (Segment 5) Routing & Station Options Update
- Route Modification Study Tier 2 Evaluation Overview
- Conceptual Engineering Layouts & Visualizations
- Next Steps

New Member Introductions

- Minnesota Department of Transportation Representatives
 - Primary: Khani Sahebjam, Metro District Engineer
 - Alternate: Brad Larsen, Metro District Planning, Program Management, & Transit Director (Acting)

Community & Business Advisory Committee Report

Ianni Houmas | CBAC Co-chair

Laurie Malone | CBAC Co-chair

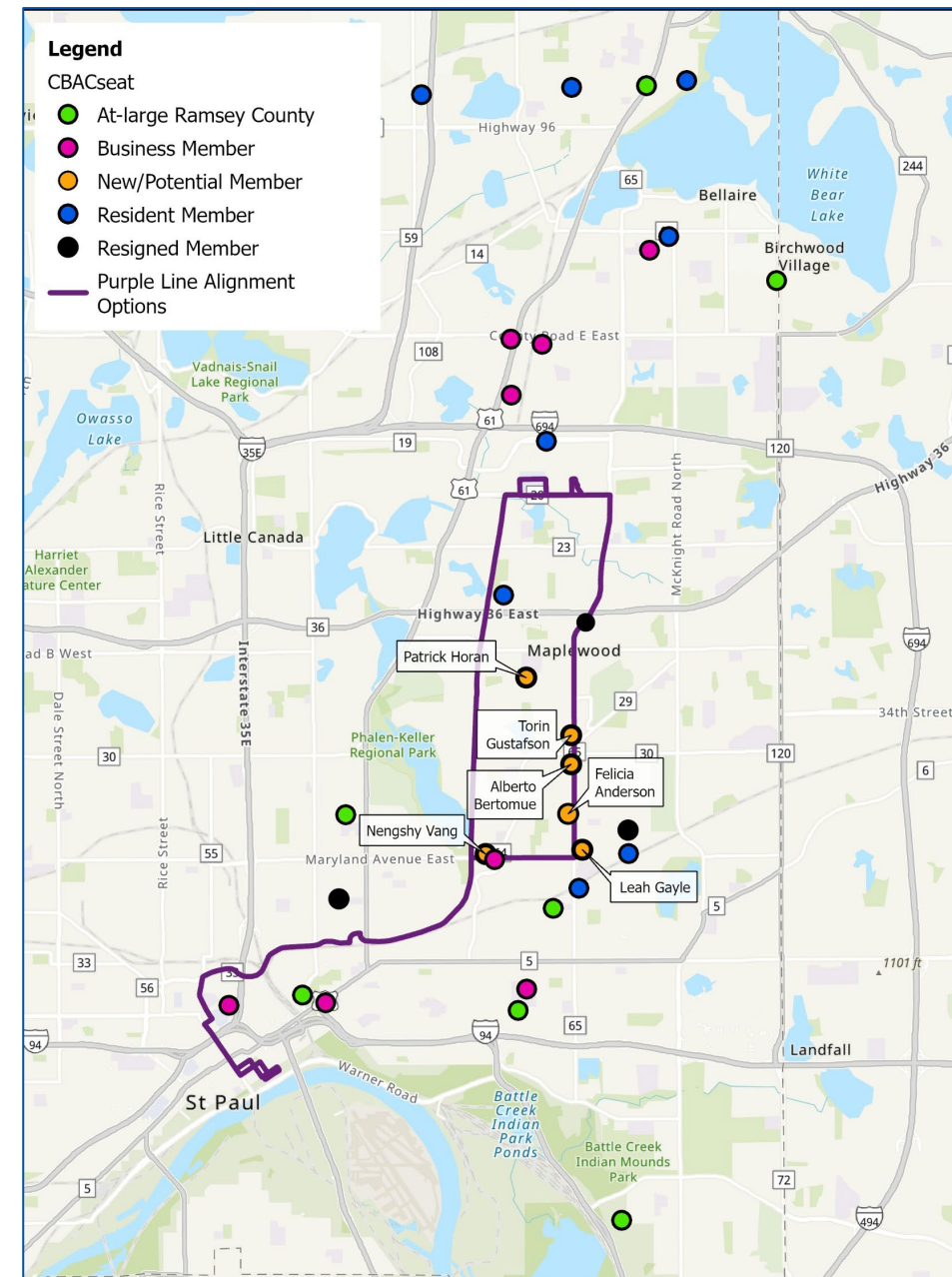
New & Resigning Members

New Members:

- Torin Gustafson – Maplewood Resident
- Patrick Horan – Maplewood Resident
- Nengshy Vang – St. Paul Business
- Alberto Bertomeu – St. Paul Business
- Felicia Anderson – St. Paul Resident
- Leah Gayle – St. Paul Resident

Resignations:

- Regina Rippel – St. Paul Resident
- Tong C. Thao – St. Paul Resident
- Dale Grambush – White Bear Lake Business



December 6, 2023 Meeting Highlights

- 6 new members were added representing the WBA corridor. Topics discussed:
- Larpenteur station moving to Idaho, lane configurations and traffic impacts
- Concerns about semi-exclusive lanes, cut through traffic going into the neighborhoods with lane reductions, and changes to driveway access north of Larpenteur
- Ridership of Purple Line compared to the existing bus route 54
- Business engagement and their concerns about traffic patterns changing
- Vision of White Bear Ave and who the corridor serves

Community Outreach & Engagement Update

Liz Jones | Community Outreach & Engagement Lead

Summary 2023 Activities Report

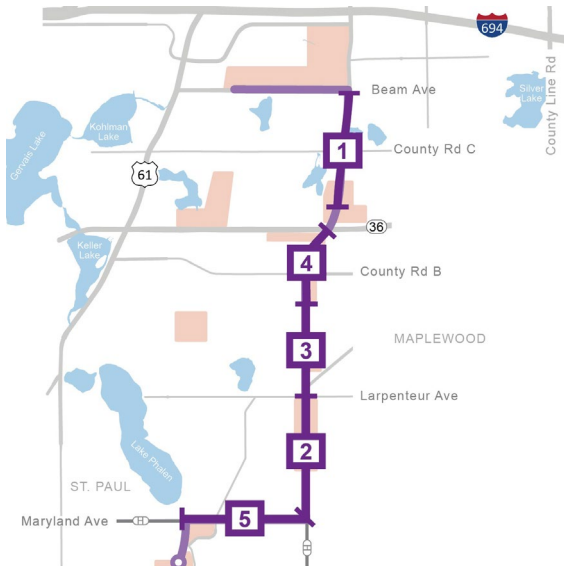
- May through September 2023
 - [Summer 2023 Engagement Summary Report](#)
- Engaged 800 to 900 people
- Summarizes:
 - Methods
 - Feedback from various groups
 - Key Takeaways
- Common Topics:
 - Safety
 - Traffic Impacts
 - Impacts on businesses and residents
 - Accessibility



Corridor Walks Feedback

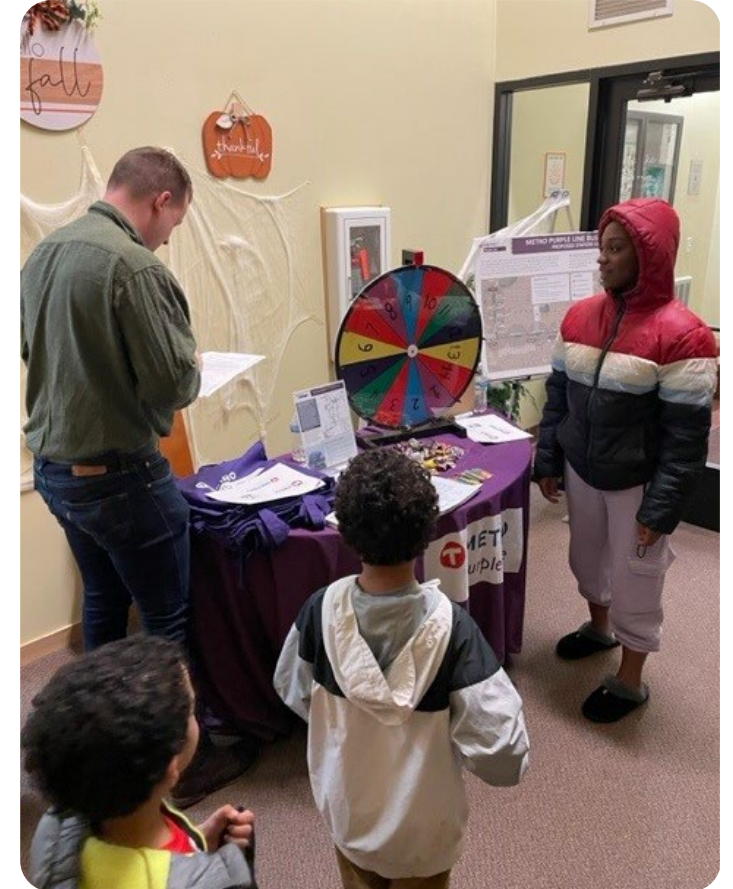


- Station Amenities
 - Heated enclosures, real-time info, platform ticket vending
 - Public restroom at Maplewood Transit Center
- Reliable buses
 - Dependability is preferred over frequency of buses
- Safety
 - Homeless encampments near station locations
 - Criminal behavior on buses and at stations
 - Accessibility for blind/disabled community members
 - Safer pedestrian crossings at non-signalized intersections
- Accessibility to White Bear Ave
 - Provides access to shops, restaurants, doctors, etc.
- Nature
 - Questions about wildlife corridor plans
 - Request for native plants and tree equity along the corridor



Recent Outreach & Engagement Activities

- Larpenteur Ave Station Engagement
 - Iowa Hi-Rise
 - GloryVille Development
- North End Routing Station Engagement
 - M Health Fairview St. John's Hospital
- Community and Business Advisory Committee (CBAC) recruitment
- Pop-ups and community events/meetings
 - Ames Lake Apartments
 - Ramsey County Service Center
 - Friends of the Parks and Trails of St. Paul and Ramsey County



Recent Community Events and Stakeholder Meetings

Date	Event Name	Location	Time
Oct. 4, Oct. 6, Oct. 10, Oct. 12, Oct. 14, 2023	Corridor Walks	White Bear Ave / Maryland	Multiple
Oct. 10, 2023	North Saint Paul High School	In-Person	10a-12:30p
Oct. 26, 2023	Ames Lake Community Center	In-Person	6:00-8:00p
Oct. 30, 2023	Iowa High Rise	In-Person	2:00-4:00p
Nov. 15, 2023	Purple People Meeting	Virtual	1:00-2:00p
Dec. 5, 2023	Meeting with Gloryville	Virtual	11a-noon
Dec. 11, 2023	Maplewood City Council Workshop	In-person	5:30p-7:00p
Jan. 3, 2024	District 2 Council Meeting	Hybrid	6:30p-8:00p
Jan. 9, 2024	Maplewood Mall Property Managers Meeting	Virtual	2:00p-3:00p

Upcoming Community Events and Stakeholder Meetings

Date	Event Name	Location	Time
Jan. 22, 2024	St. Paul Planning Commission Transportation Committee	In-person	4:30p-6:00p
Jan. 23, 2024	Purple Line Partners	Virtual	
Feb. 20, 2024	White Bear Avenue Business Association	In-person	4:30p-6:30p
Feb. 21, 2024	District 2 Council Meeting	In-person	6:00p-8:00p
March 19, 2024	District 2 Council Meeting		
Jan. – March 2024	Property owners, residents and businesses along WBA alignment with larger potential impacts	TBD	TBD

RMS Phase II Potential Property Impacts Engagement

Group/Stakeholder	Timeline	Type of notice/engagement
City staff	January	Memo
Elected Officials	Late January	Memo
High Priority Properties (i.e., property acquisition)	Late January – early March	Letter, door-knocking, phone call, meetings
Properties impacted by medians (i.e., change in access)	February	Letter with specific map/impact, meetings
All other properties and corridor public	Late February	Postcard and meetings

Upcoming RMS Phase II Comment Periods

- **March - April 2024** - Engagement over roadway & transit design options for White Bear, Maryland, and Beam Avenues; Solicit preference for a White Bear Ave Corridor Roadway & Transit Design Option
- **July – August 2024** – Engagement over Bruce Vento Regional Trail Collocation and the White Bear Avenue Corridor Route Alternatives; Solicit preference for a Purple Line BRT Route



Upcoming Engagement Activities

- Host corridor wide community meetings
- Conduct individual and group meetings with key stakeholders about corridor concepts and evaluation process
- Attend community events and conduct pop-ups
- Host “workshop” meeting format for community members and key stakeholders
- Begin informing key stakeholders about property impacts
- Canvassing and door-knocking
- Media and notice push for engagement opportunities

Larpenteur Ave Station Location Update

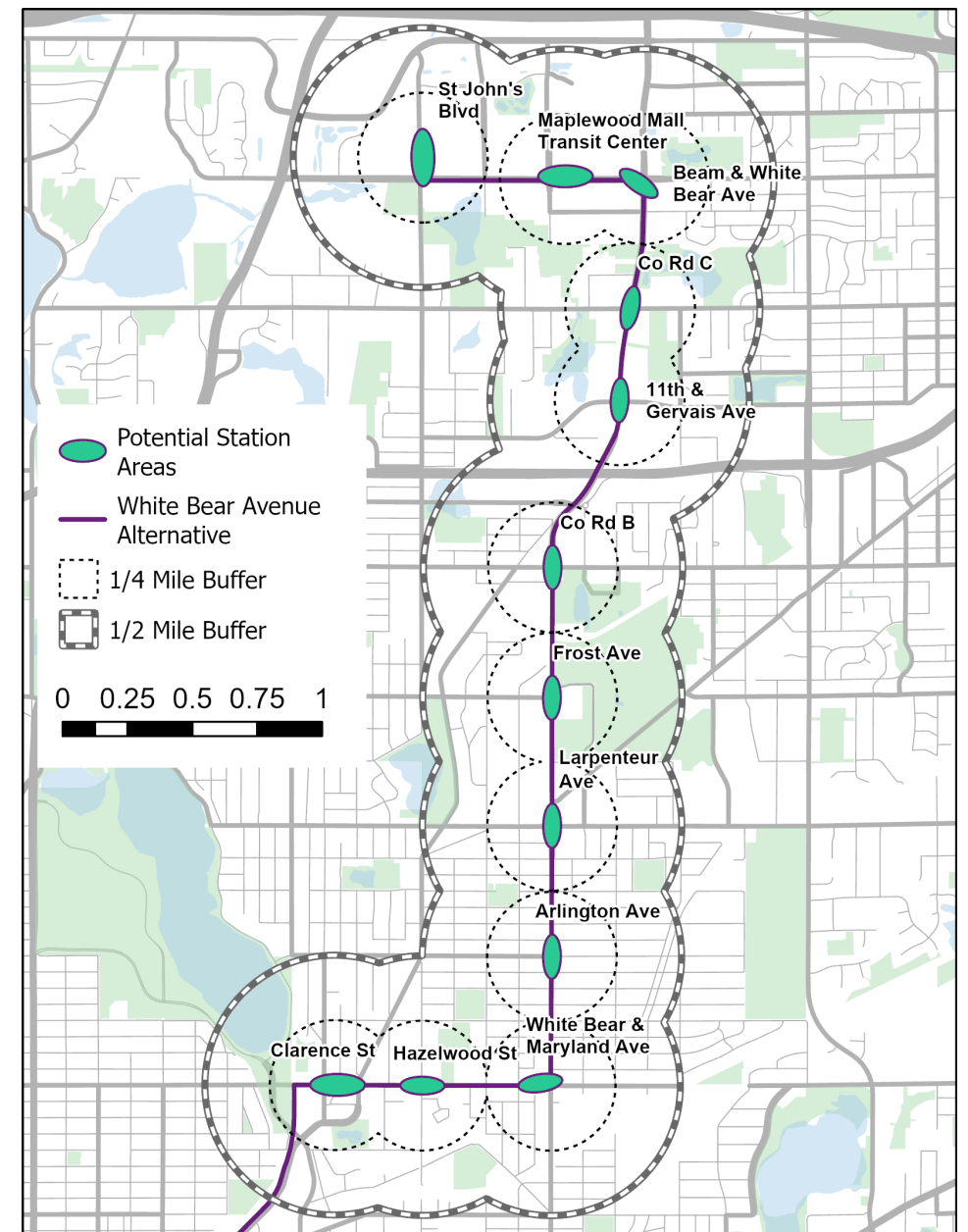
Sara Pflaum | Engineering and Design Manager

Liz Jones | Community Outreach & Engagement Lead

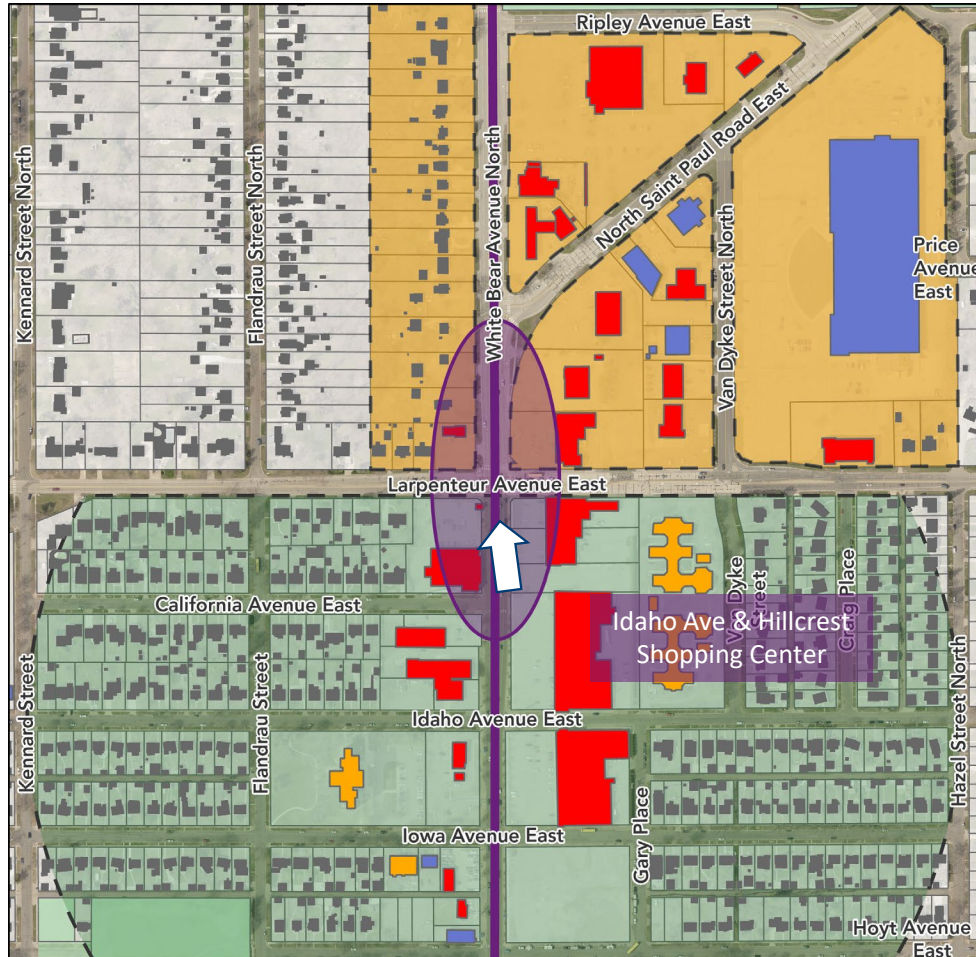


Proposed Station Locations

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



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:

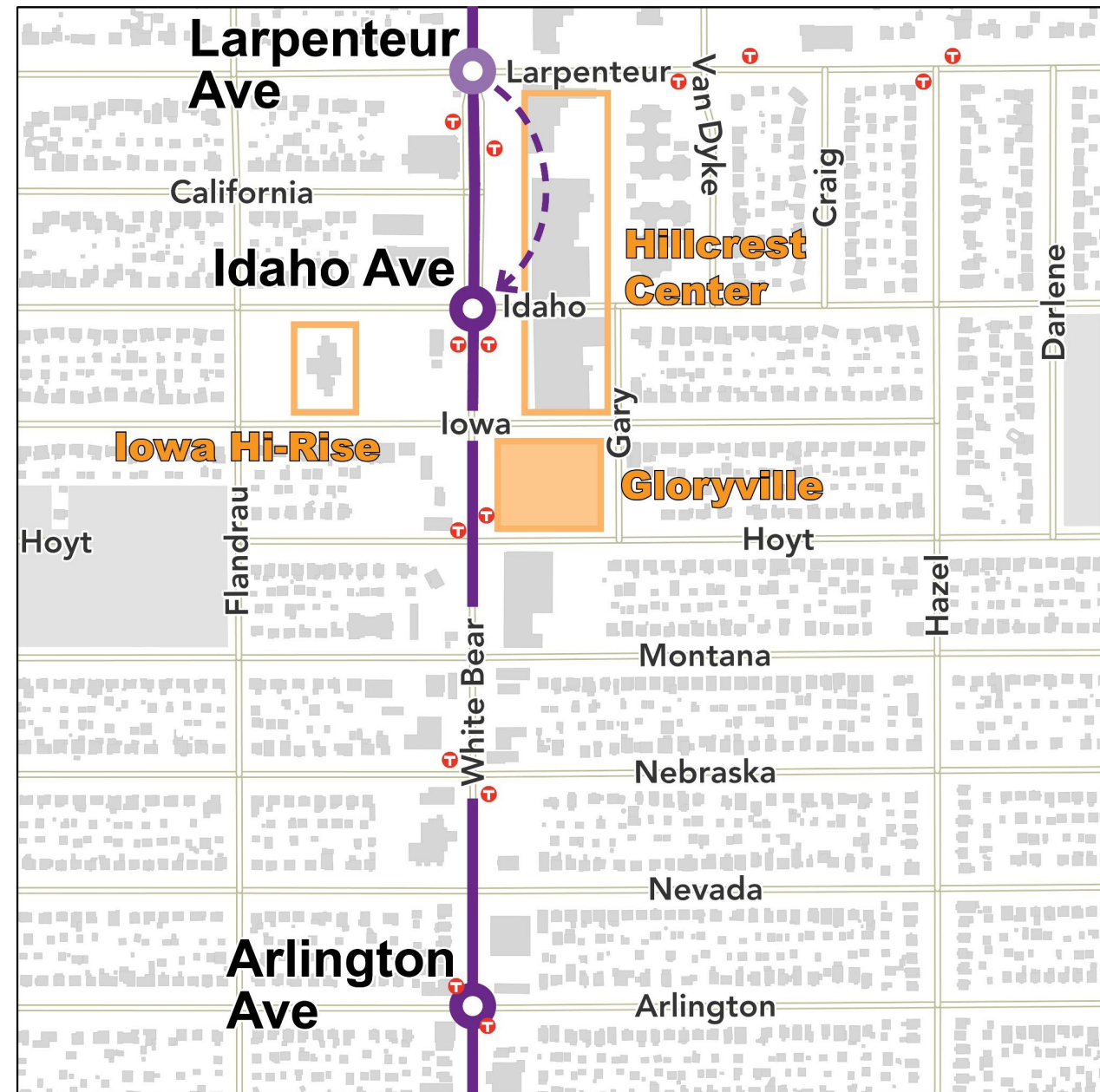
- Identified for redevelopment in both cities' comprehensive plans
- St. Paul Neighborhood Node

Larpenteur Ave Station Engagement

- Iowa Hi-Rise
 - Support and advocacy: Move the station closer; Improve pedestrian safety; Improve transit service and amenities; Improve pedestrian accessibility (for elderly and disabled)
 - Many transit users (including Metro Mobility); Concerns about safety/comfort on transit, existing speed and reliability
- GloryVille development
 - Mixed use affordable housing, grocery store and other retail
 - Support station at Idaho Ave
 - Interested in Route 64 changes/potential incorporation into development

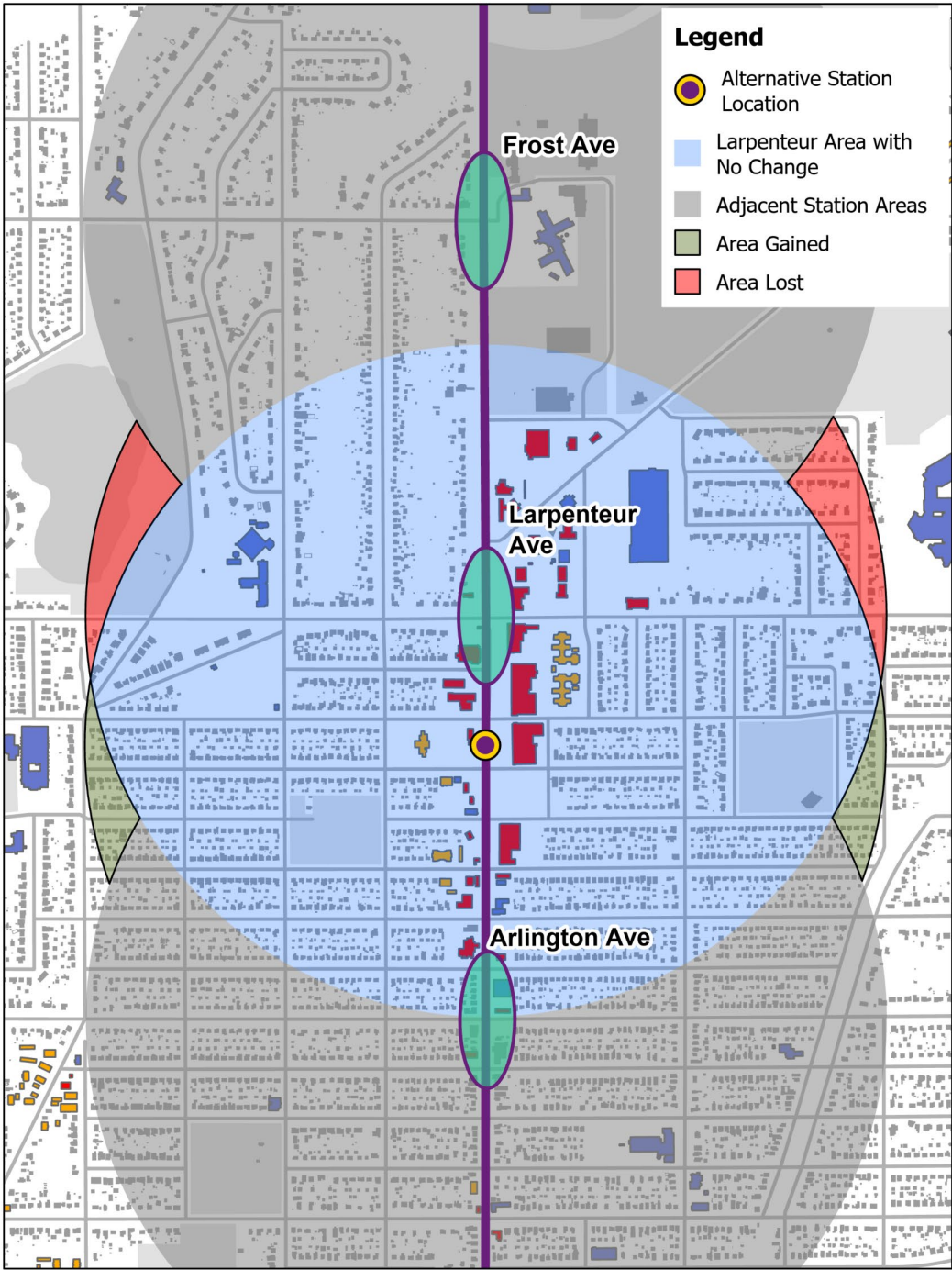
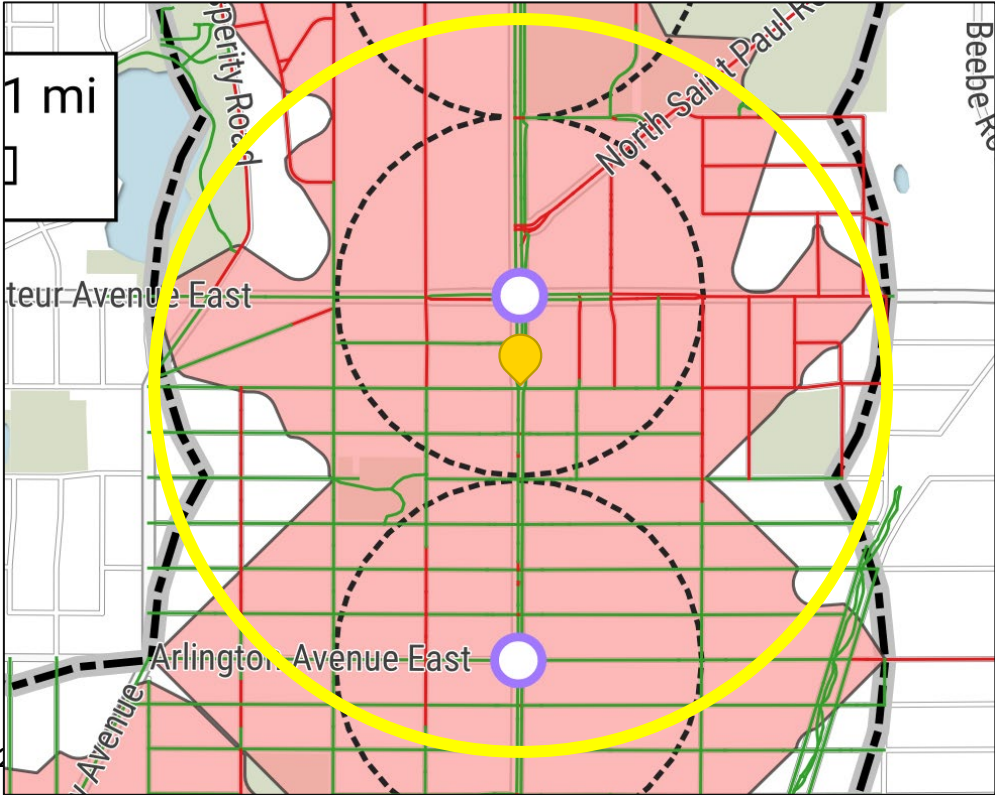
Idaho Ave Station

- Closer to center of development intensity/multi-family units.
- Center of Saint Paul Neighborhood Node
- Analysis of Pedestrian Activity shows more movement south of Larpenteur.
- Greater bus boarding/exiting closer to Idaho



Area Impact

- Preliminary walkshed assessment with generic ½-mile concentric area.

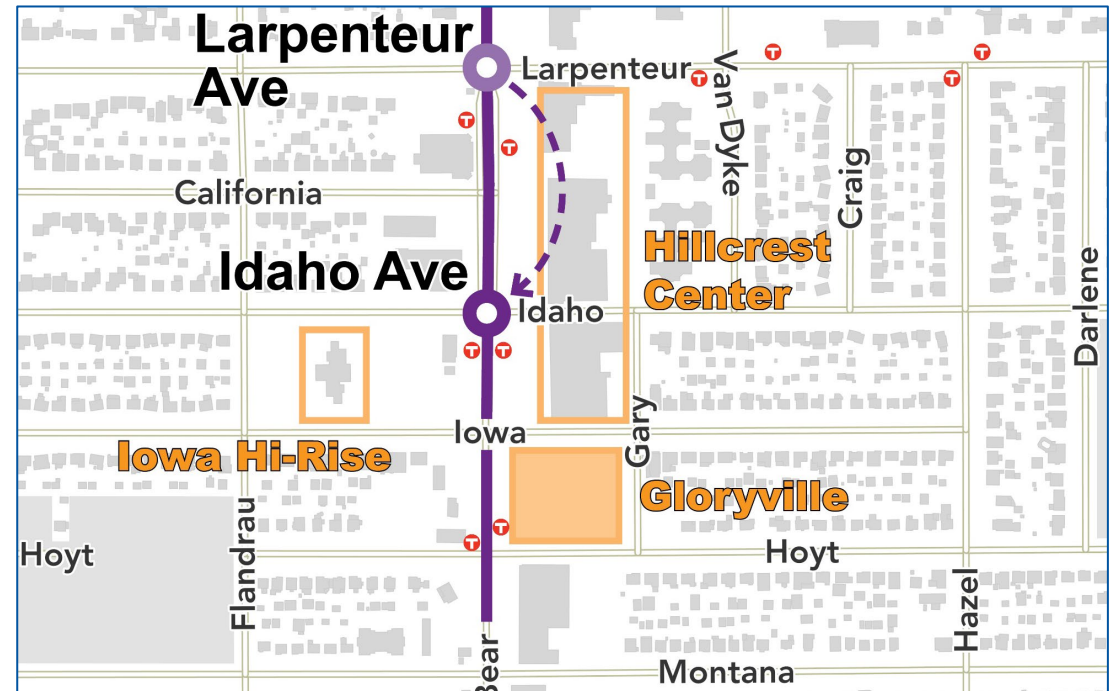


CMC Concurrence

ACTION: “The CMC concurs with project staff recommendation to shift the Larpenteur Ave station to Idaho Ave 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 May 2024.

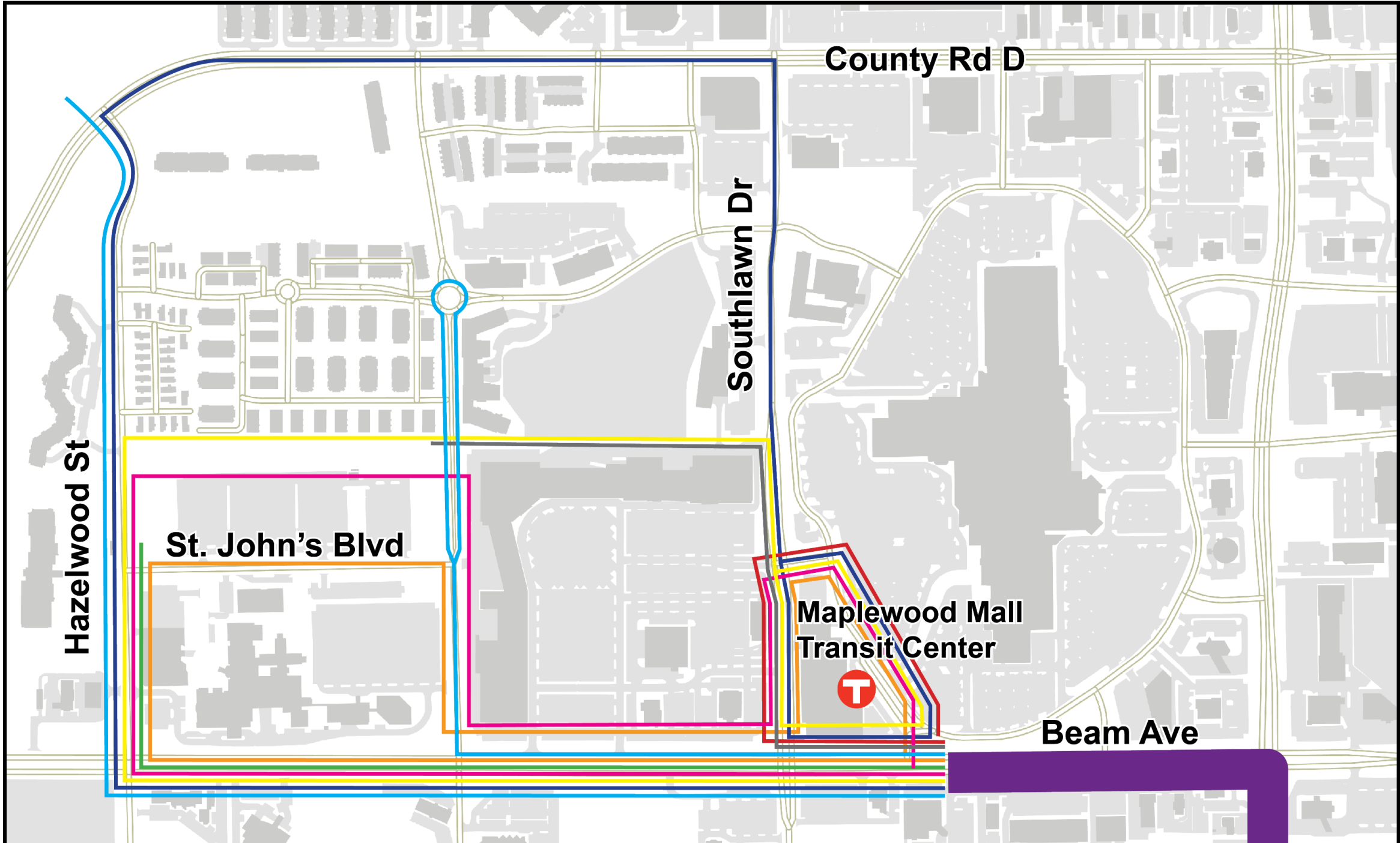


North End District (Segment 5) Routing & Station Options Update

Sara Pflaum | Engineering and Design Manager

Liz Jones | Community Outreach & Engagement Lead





County Rd D

Southlawn Dr

Hazelwood St

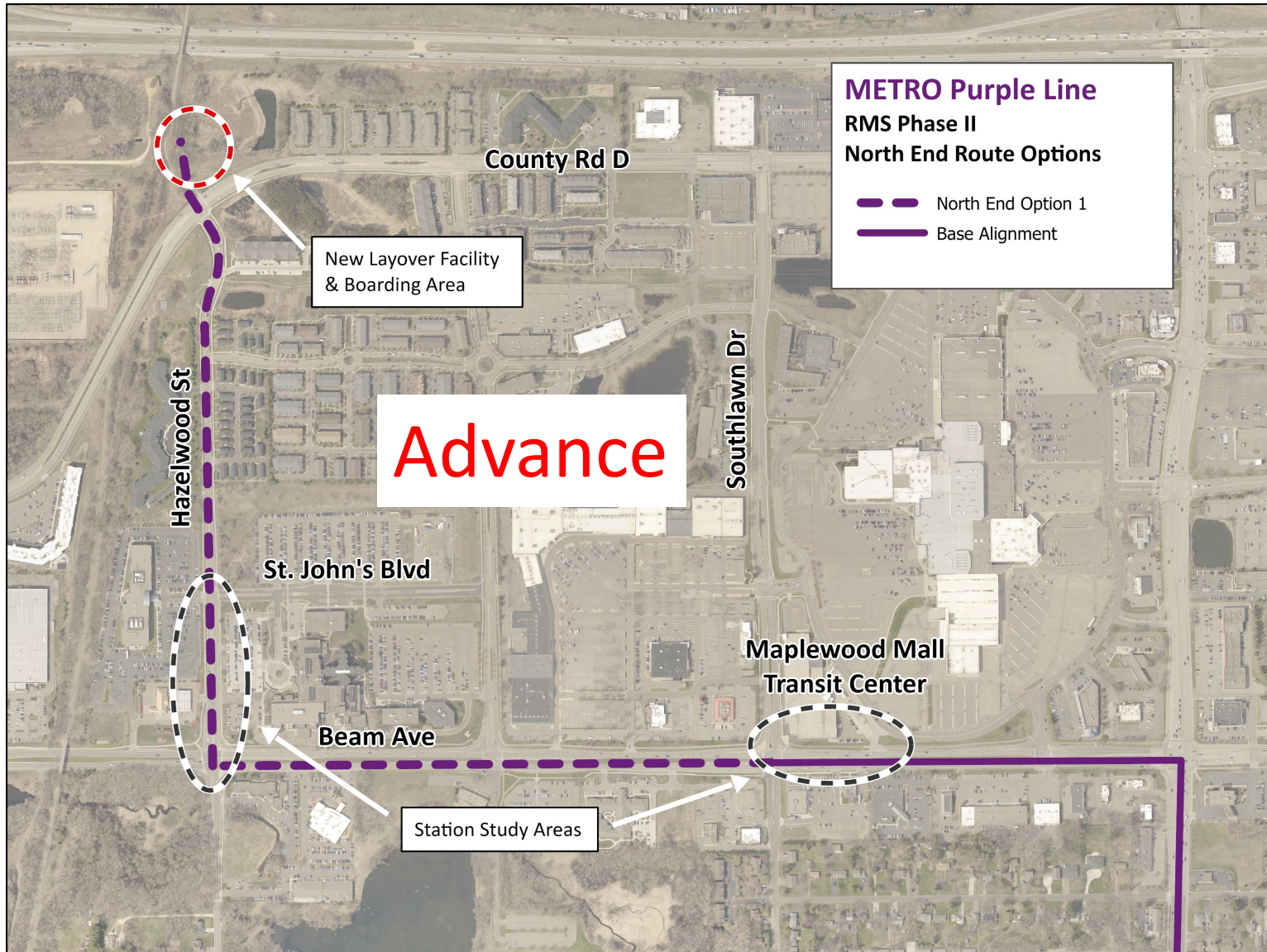
St. John's Blvd

Maplewood Mall
Transit Center

Beam Ave



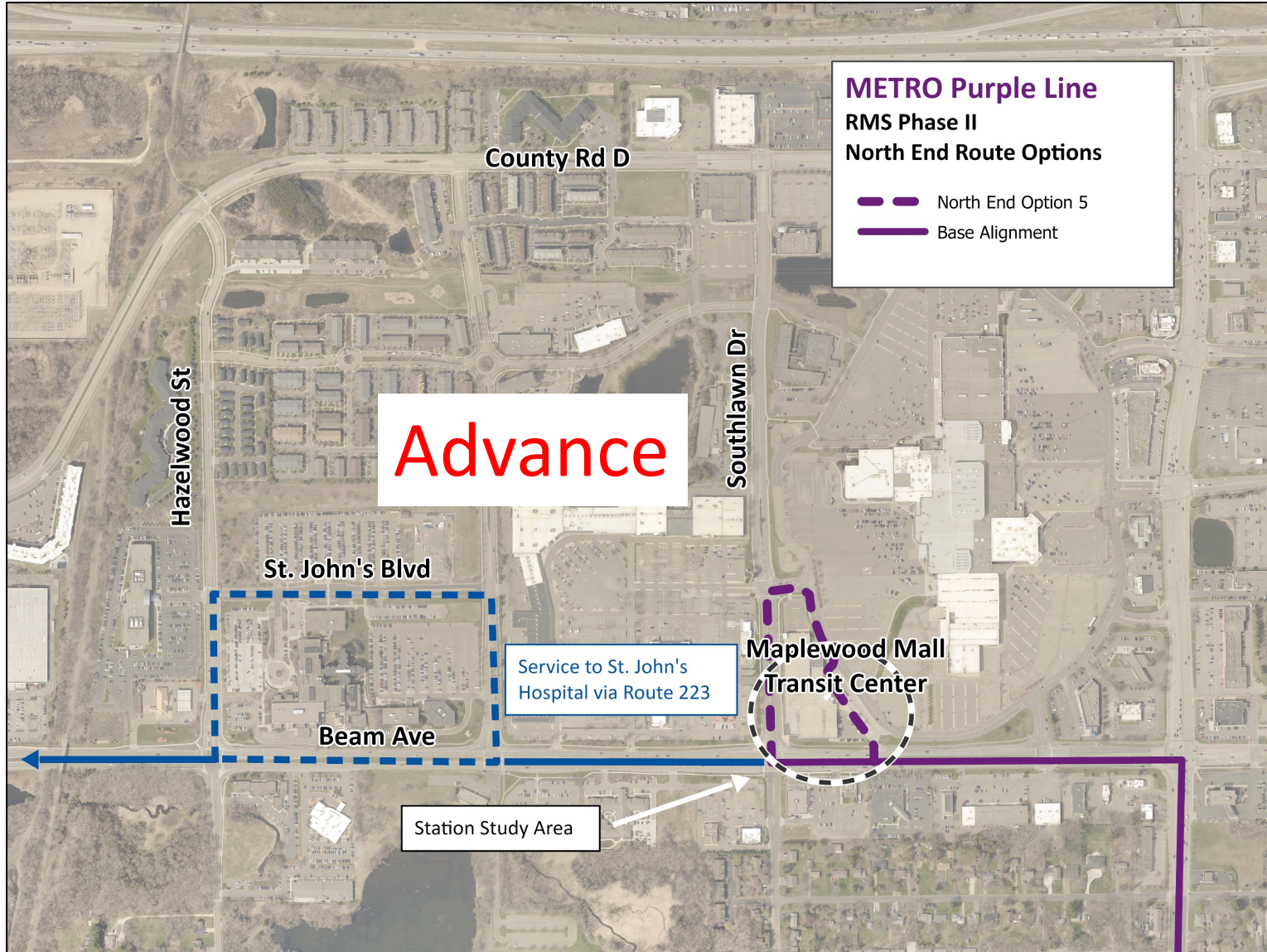
Hazelwood Station / CR D Layover & Turnaround



Considerations

- Efficient routing (minimizes non-revenue service, intersections and turns)
- Maintains original station location for St. John's Hospital
- Provides ability to service commercial properties north of I-694 with added station at County Road D
- Requires layover facility at County Road D and Hazelwood Street on County/City Property






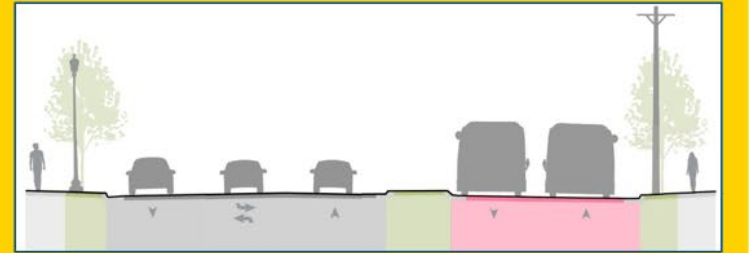



MMTC Terminus with Local Route Connection

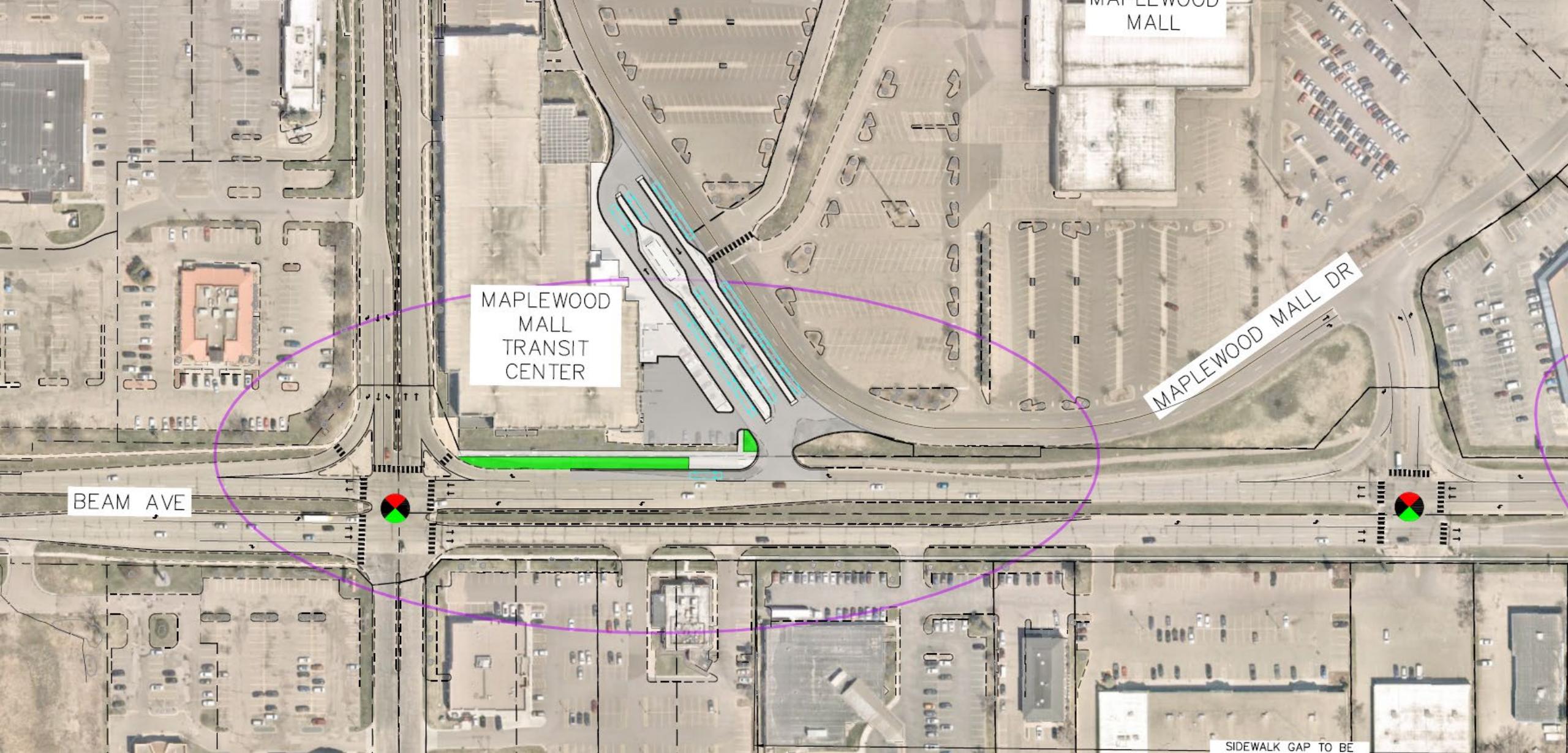


Considerations

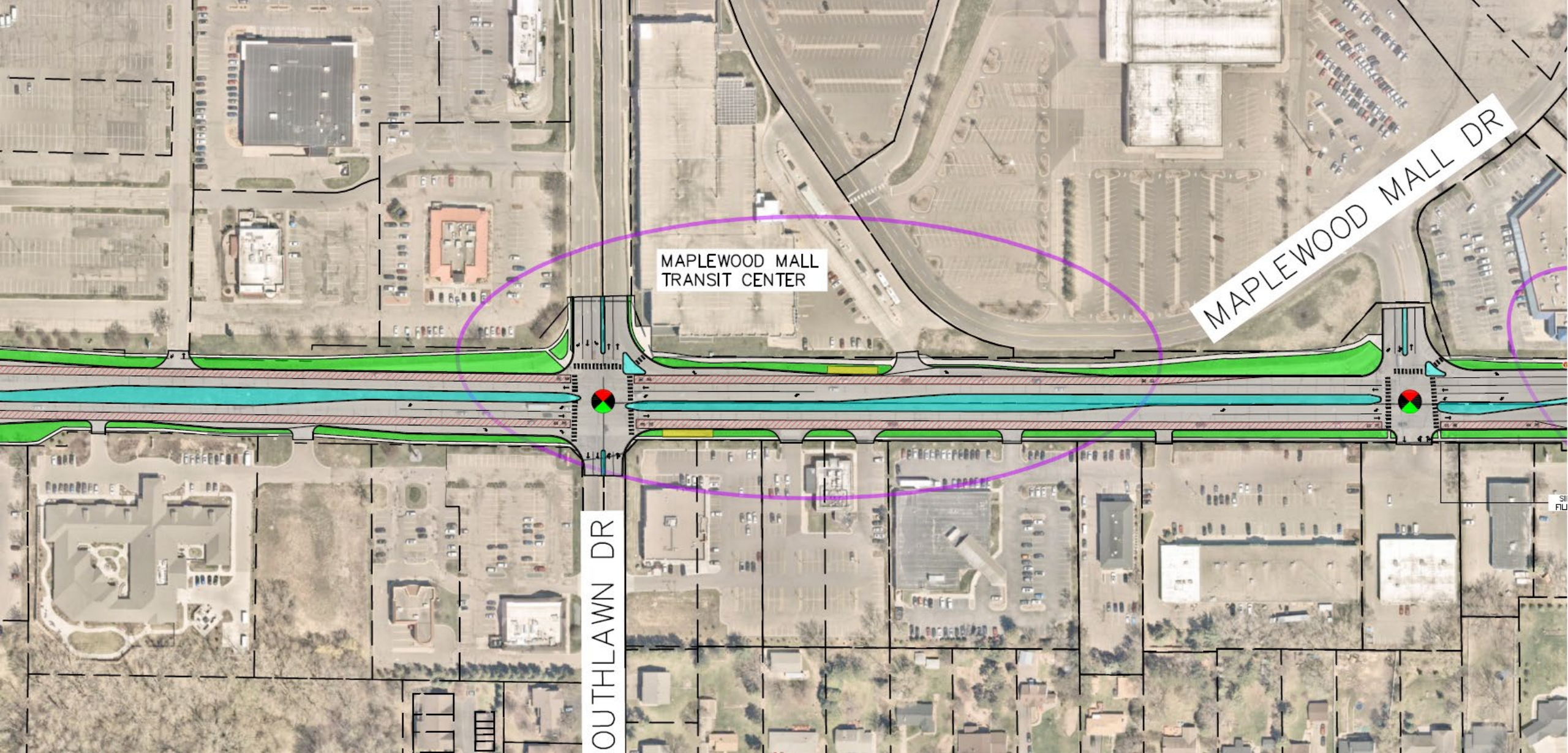
- Provides local bus service to St. John's with connection to Purple Line via transfer at MMTC
- Need to determine local service routing for up to 30-minute service
- Shortest Purple Line Routing
- Fewest BRT Platforms

Beam Avenue (Segment 5) Options

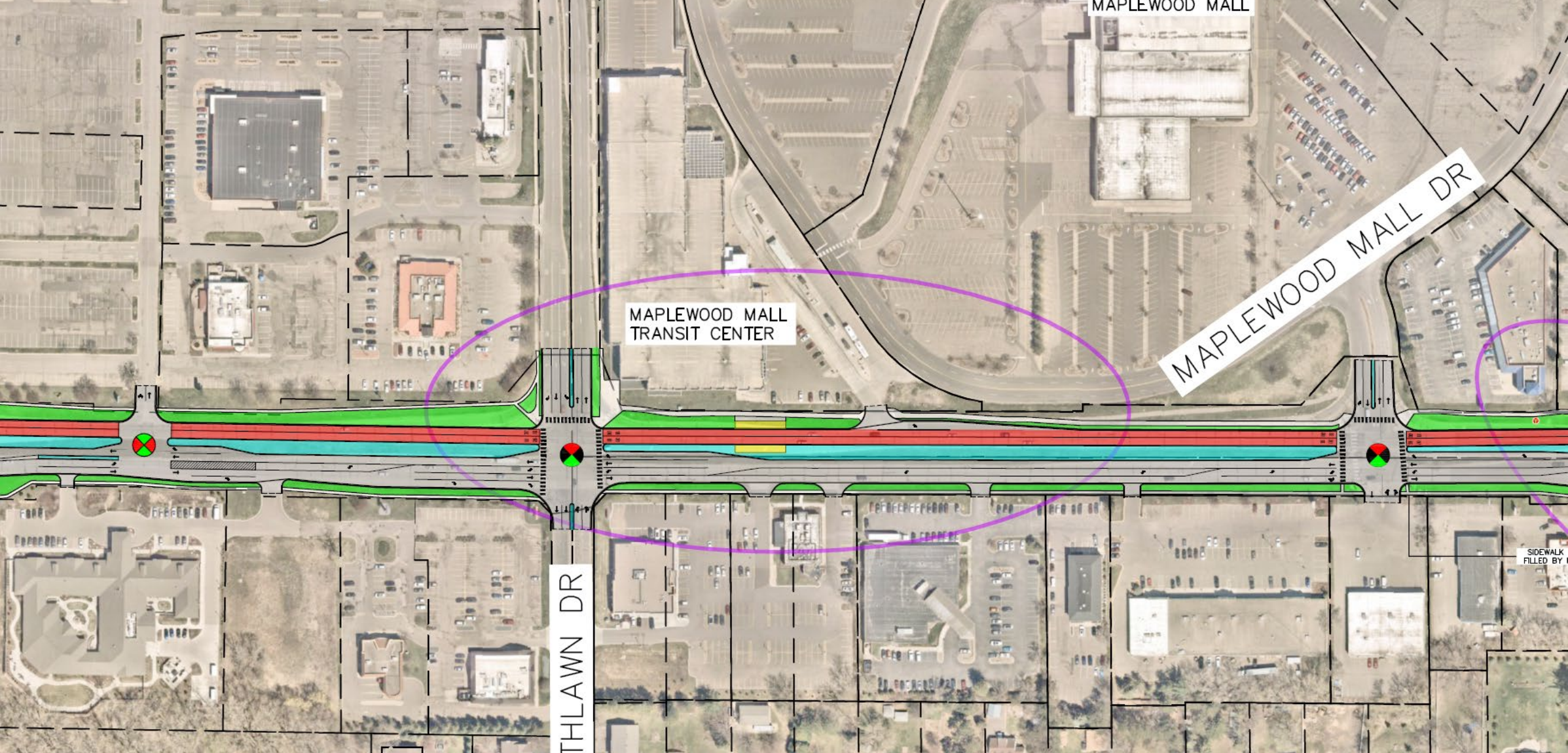
	Mixed Traffic to Maplewood Mall	Side Running Transit Lanes	Side Running Dedicated Guideway
Existing			
Cross-Section			
Plan View			



Route Ending at Maplewood Mall - Mixed Traffic



Route Continuing West – Side Running Transit Lanes



Route Continuing West – Side Running Guideway

North End Engagement

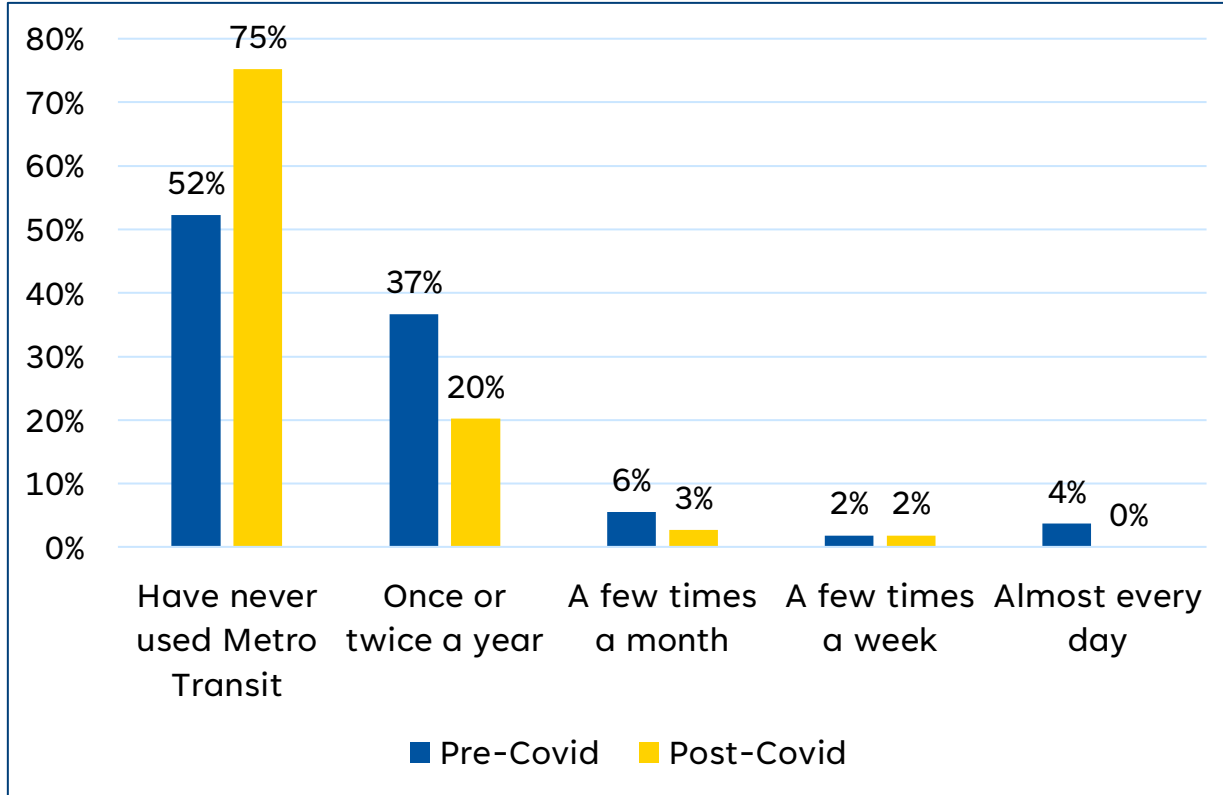
- Survey of M Health Fairview St. John's employees about transit use
 - Preliminary takeaways: Minimal transit use; Few use transit as primary commute mode
- M Health Fairview St. John's leadership staff
 - 30-minute service
 - Service between the hospital and Century College (Class Component).

Demographic and Commute Responses:

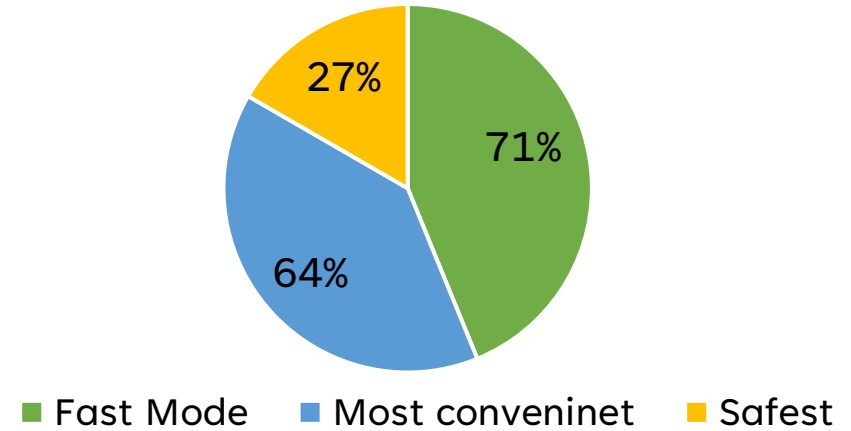
- 135 total respondents
- Majority of respondents reported they were white, women, 25-54 in age, with no disability
- 95% have access to a vehicle and majority drive alone
- 50% of workers were on campus from 6a-2p, 3-4 days a week

St. John's Survey Results

Transit Use: Pre-Covid vs Post-Covid



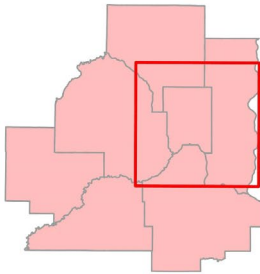
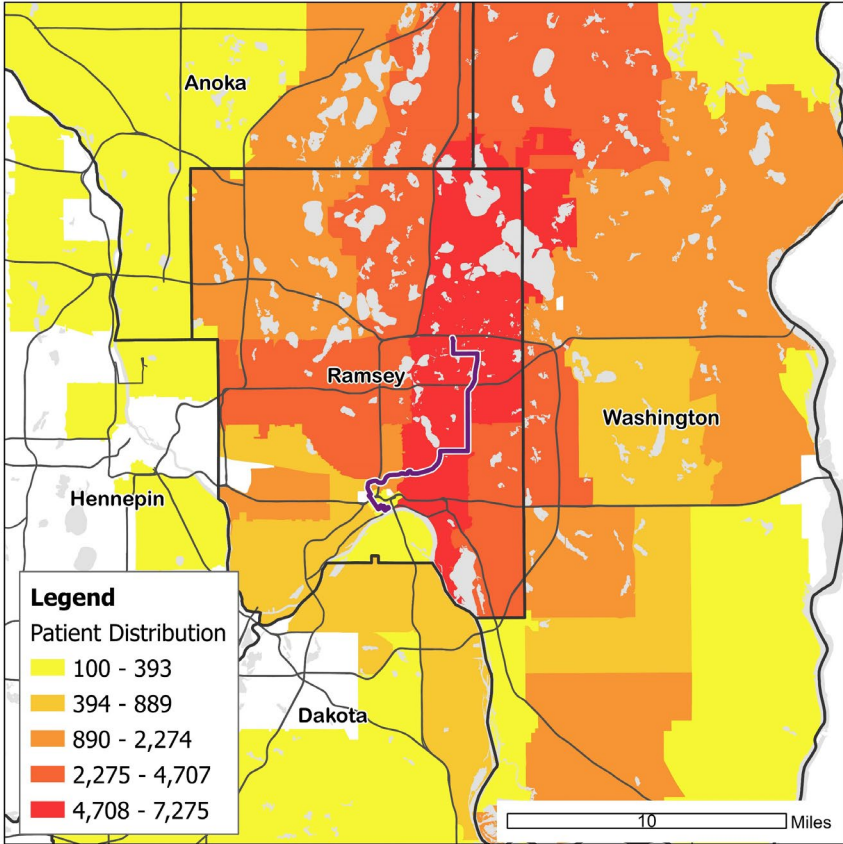
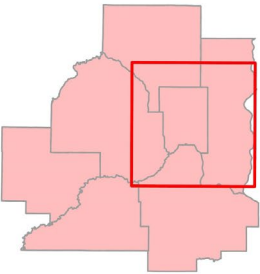
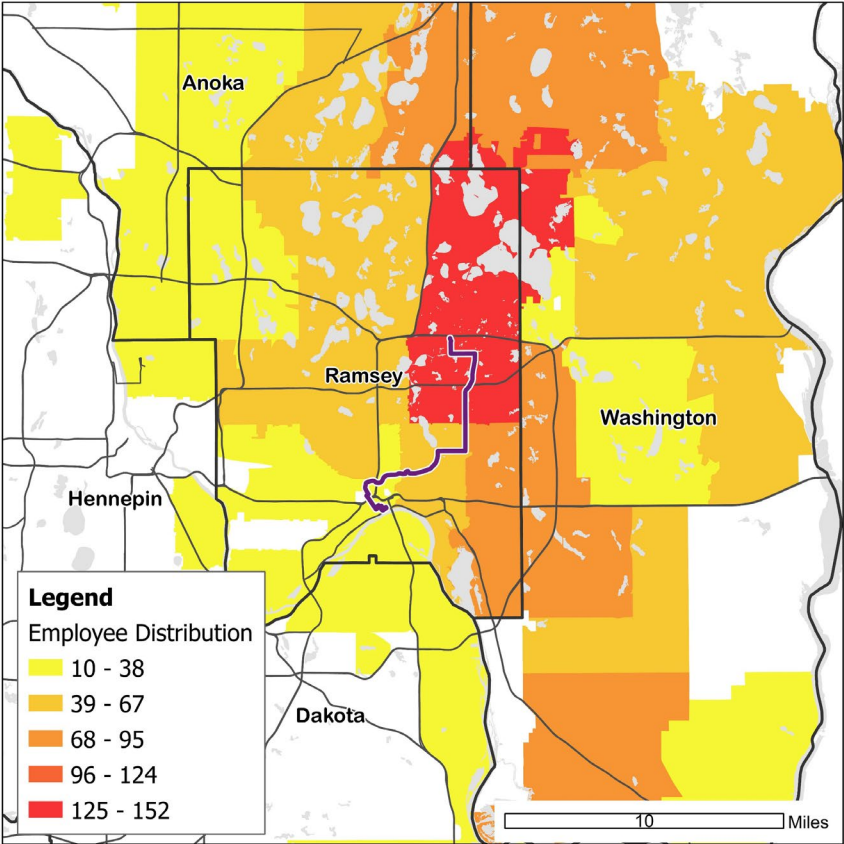
Top 3 Factors Influencing Mode Choice



How could transit service improve?

- Time/efficiency – lack of connection from certain suburbs
- Faster than using a car
- More frequent busses
- Preference of train vs bus
- Better visibility of bus routes and times
- Easier way to pay/understand rates
- Drop in crime/police presence is increased
- Limited stop options or rapid transit options to reduce commute times
- Not having to walk long distances to and from bus stops












St. John's Hospital Employees & Patients

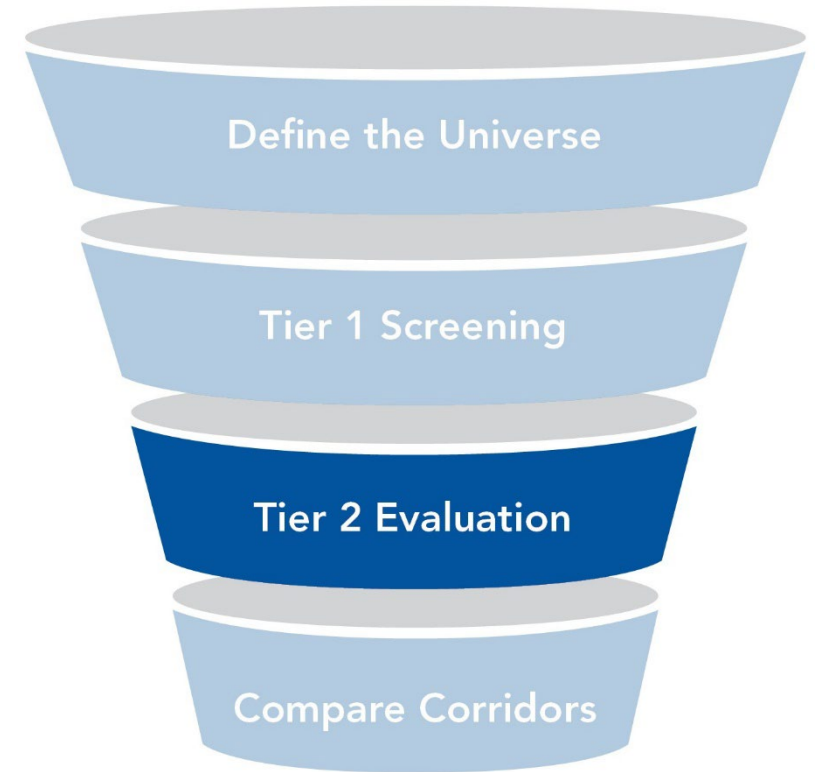


Route Modification Study Tier 2 Evaluation Overview

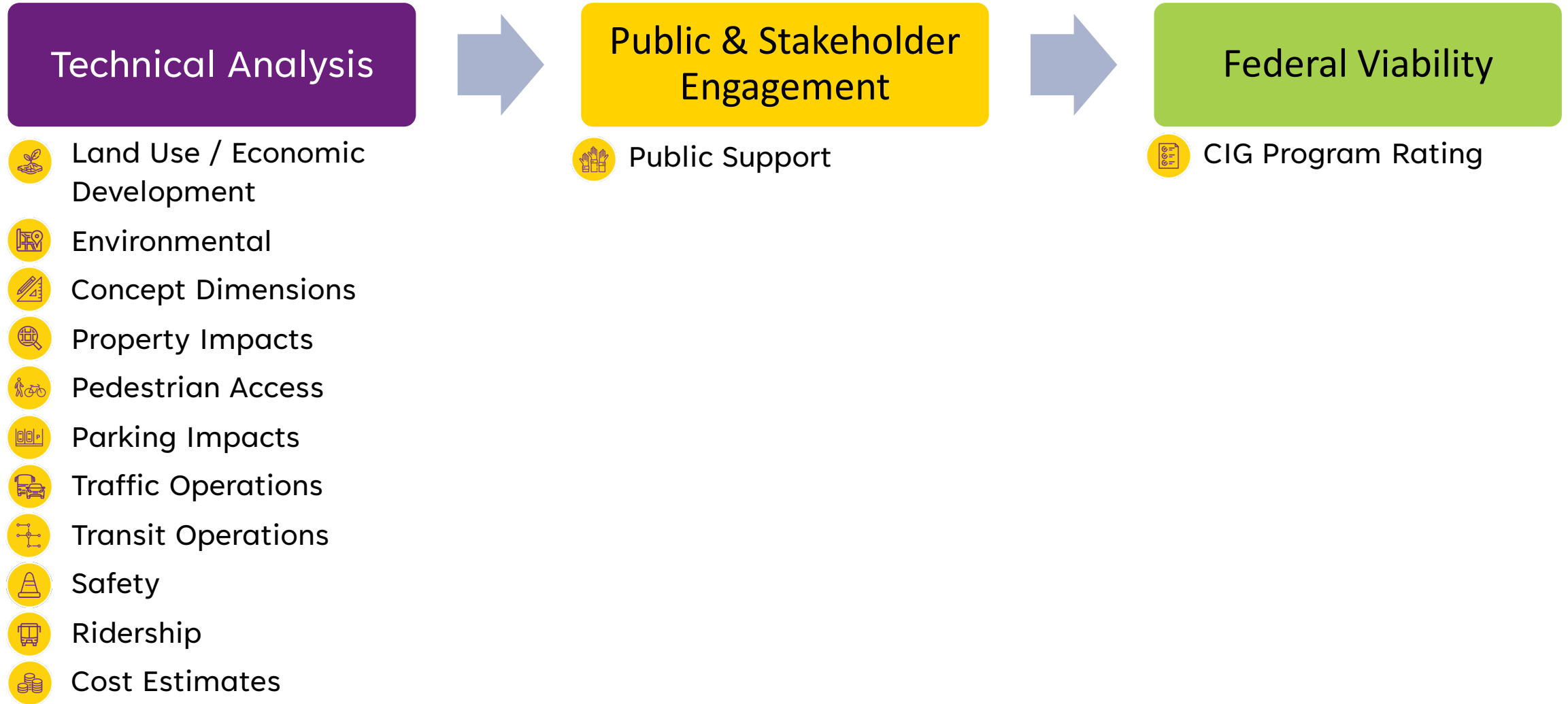
Stephen Smith | Deputy Project Manager

Evaluation Criteria

- | | |
|---|--|
|  Concept Dimensions |  Public Support |
|  Property Impacts |  Parking Impacts |
|  Station Access |  Cost |
|  Transit Operations |  Ridership |
|  Traffic Operations |  CIG Program Rating |
|  Pedestrian Access | |



Evaluation Framework



Evaluation Workflow

		Nov	Dec	Jan	Feb	Mar	Apr
Technical	Land Use / Economic Development						
	Environmental						
	Concept Dimensions						
	Property Impacts						
	Pedestrian Access						
	Parking Impacts						
	Traffic Operations						
	Transit Operations						
	Safety						
	Ridership						
	Cost Estimates						
Engage- ment	Public Support						
Federal Viability	CIG Program Rating						




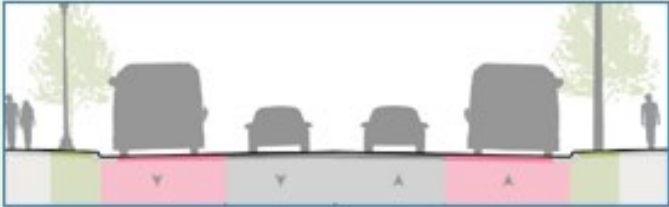
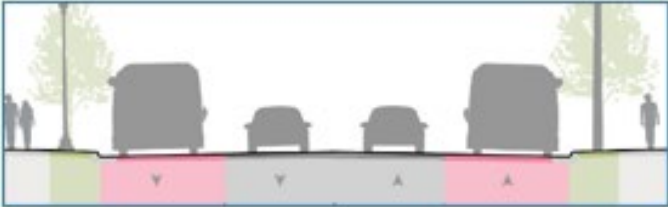




Criteria Measures - Considerations

- Distinguish between measures that are:
 - **Differentiators** between the options to help determine a preferred WBA design concept
 - **Non-differentiators** between the options but useful for communicating benefits and impacts with stakeholders and the public
 - Useful for **Comparison** between the preferred WBA design concept and the BVT alternative
- Distinguish between measures that are analyzed and presented at:
 - The **Segment** level – analysis will differ within the concept by segment (ex. Property Impacts)
 - The **Corridor** level – analysis is consistent across the concept (ex. Cost Estimates)
- Identify measure type
 - **Interval/Ordinal** (High, Medium, Low)
 - **Pass/Fail**
- No weighting of criteria
- May need to consider additional measures to differentiate between options










Conceptual Engineering Layouts & Visualizations

Sara Pflaum | Engineering and Design Manager






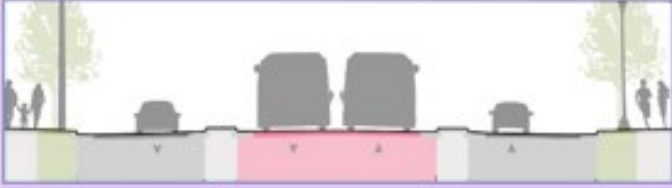



Semi-Exclusive, Side-Running Transit Lanes Throughout

	Maryland Ave	White Bear Ave – South	White Bear Ave – North
Existing			
Cross-Section			
Plan View			





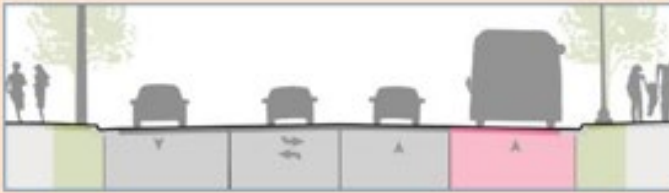




Semi-Exclusive, Side-Running & Center Dedicated Transit Lanes

	Maryland Ave	White Bear Ave – South	White Bear Ave – North
Existing			
Cross-Section			
Plan View			

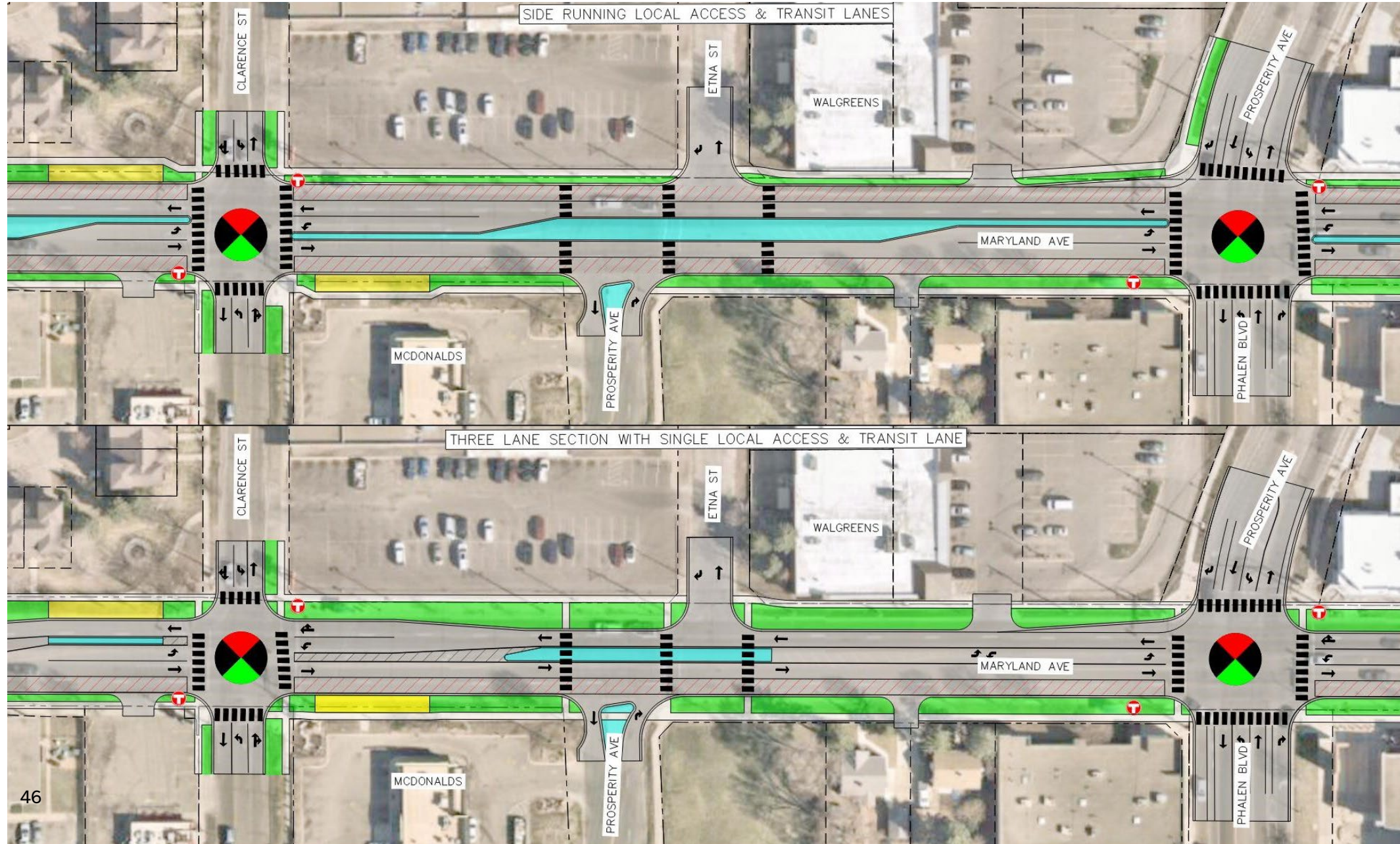
3 Lane Roadway with 1 Transit Lane & Center Dedicated Transit Lanes

	Maryland Ave	White Bear Ave – South	White Bear Ave – North
Existing			
Cross-Section			
Plan View			

3 Lane Roadway with 1 Transit Lane & Semi-Exclusive, Side-Running Transit Lanes

	Maryland Ave	White Bear Ave – South	White Bear Ave – North
Existing			
Cross-Section			
Plan View			

Maryland Ave – Clarence St to Phalen Blvd



Existing Conditions



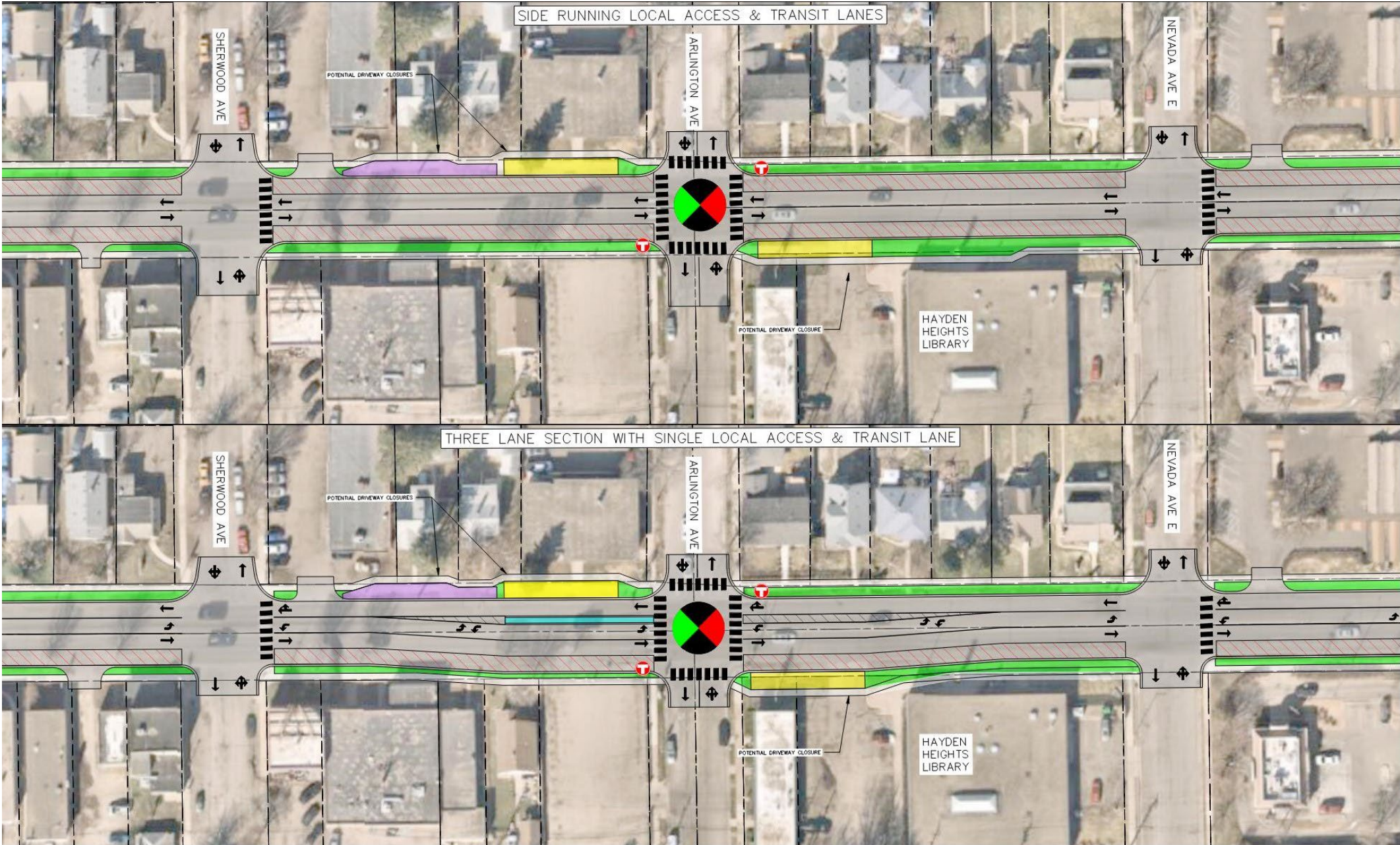
3 Lane + Local Access & Transit Lane



2 Lane + 2 Local Access & Transit Lanes



White Bear Ave at Arlington Ave



Existing Conditions



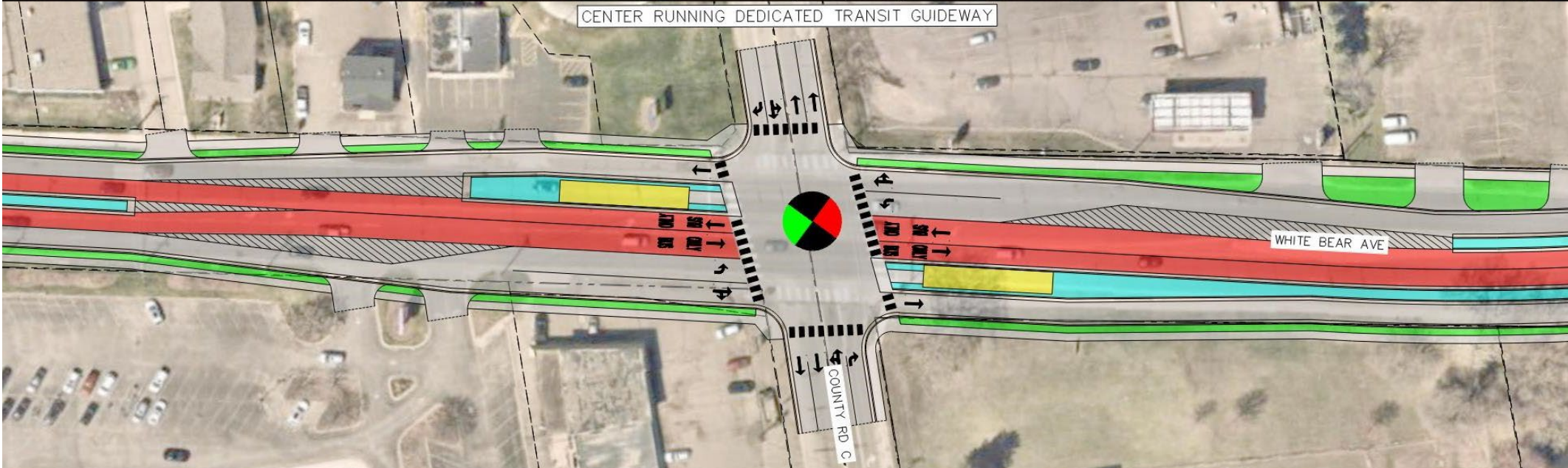
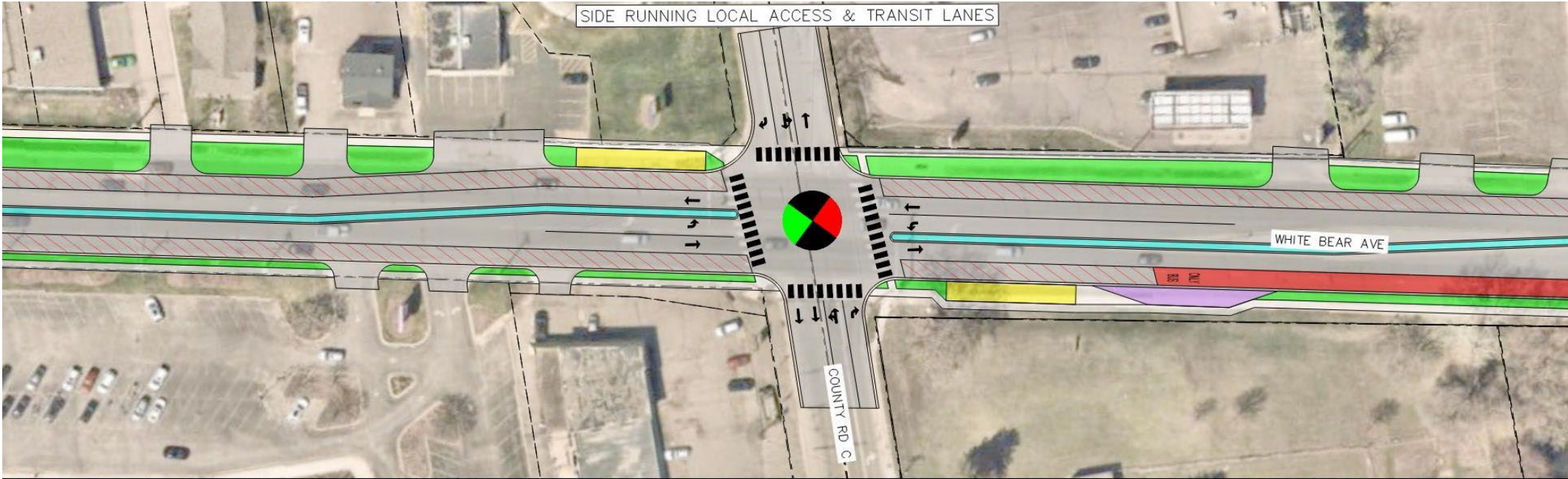
3 Lane + Local Access & Transit Lane



2 Lane + 2 Local Access & Transit Lanes



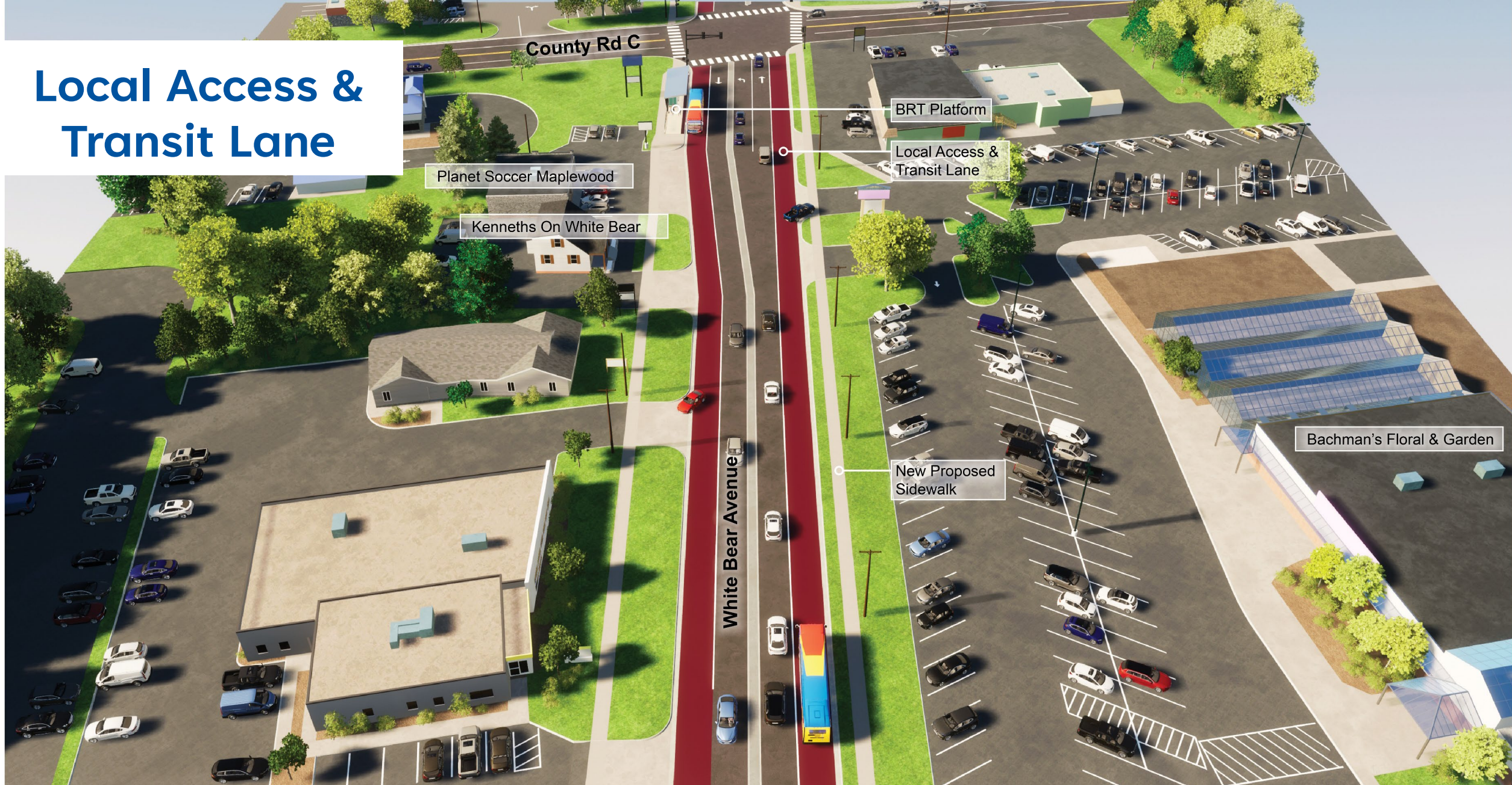
White Bear Ave at County Road C



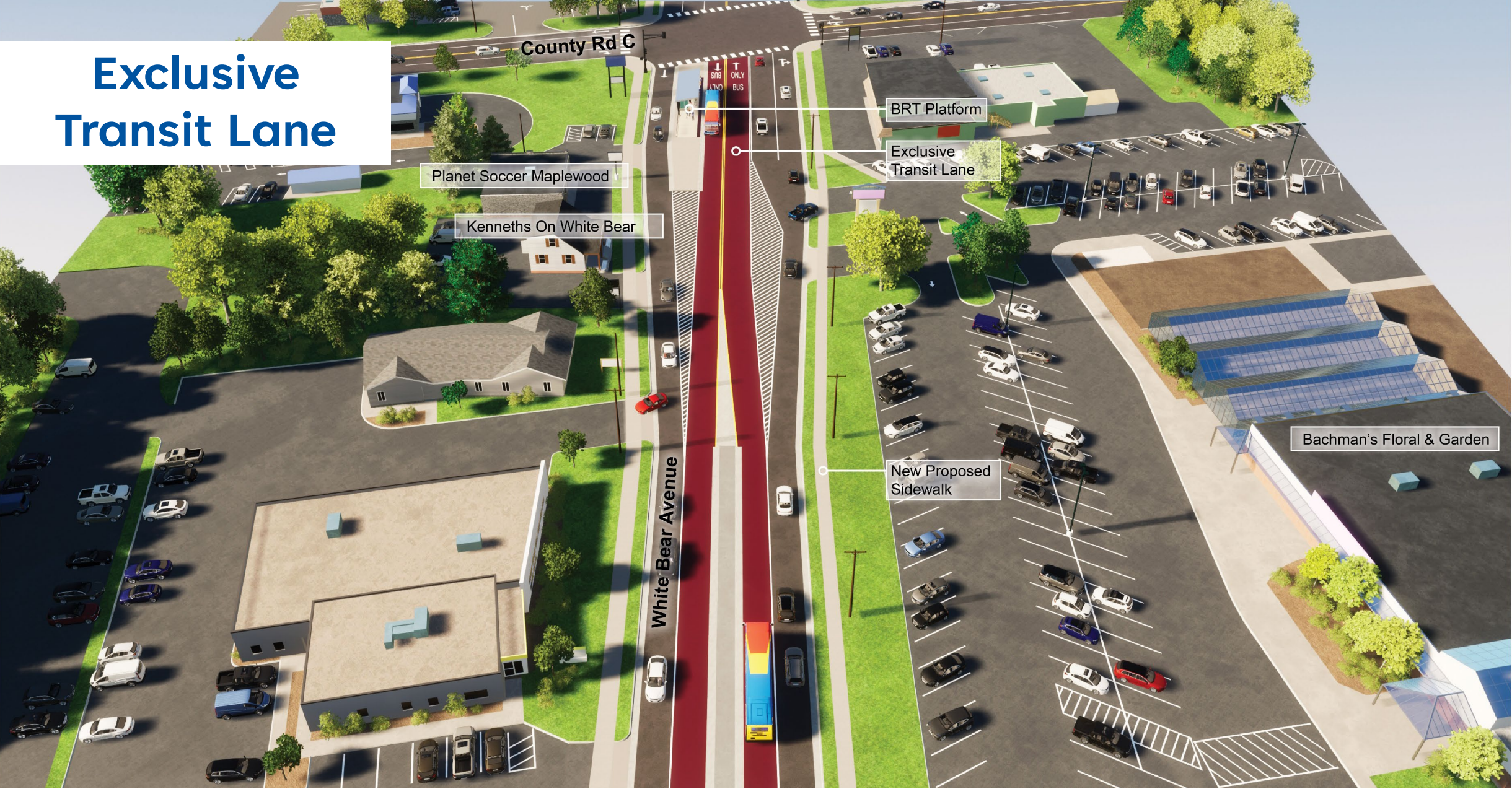
Existing Conditions



Local Access & Transit Lane



Exclusive Transit Lane

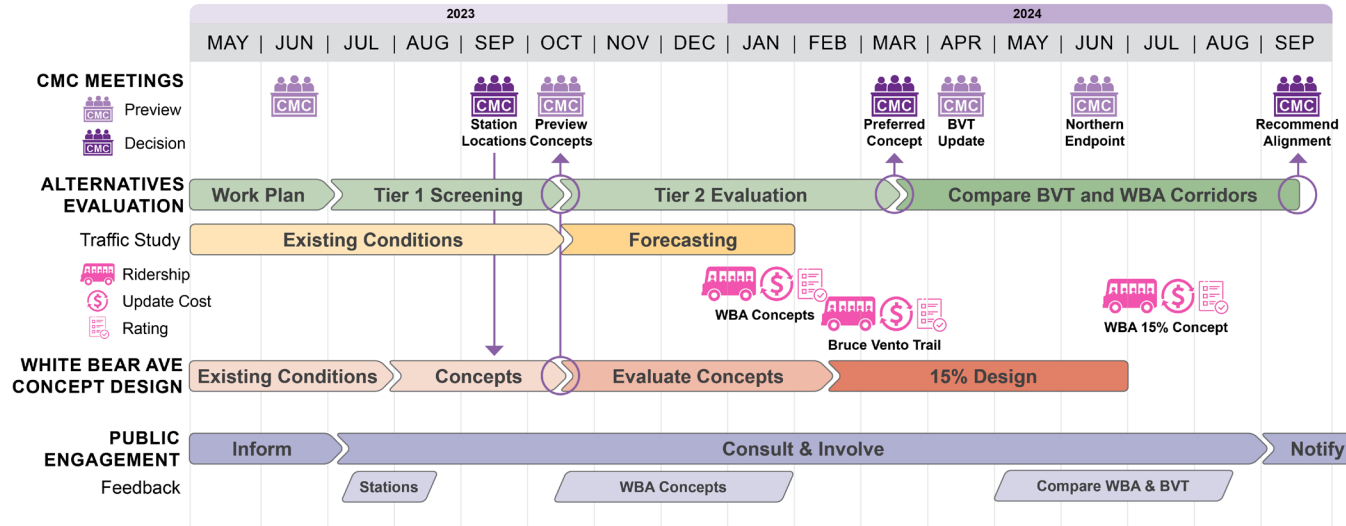


Next Steps

Craig Lamothe | Project Manager

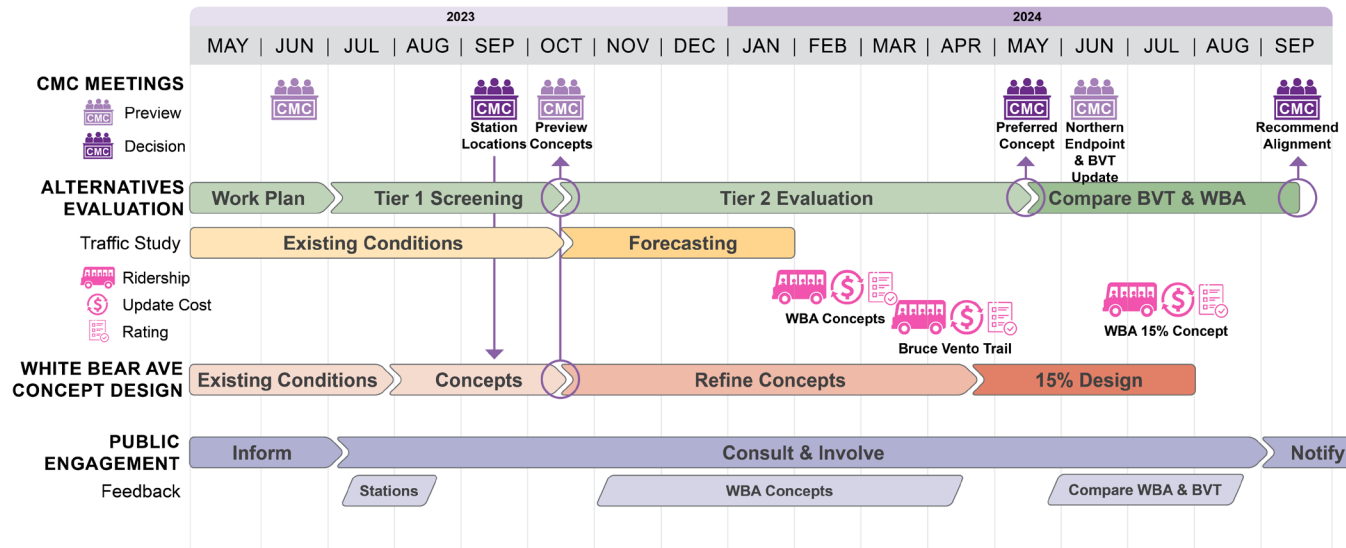
RMS Phase II Schedule Change

Original



- 2 month push to Preferred Concept from March to May
- No push to Recommended Alignment (September)

Updated



CMC Meetings Look Ahead

DATE	TENTATIVE AGENDA TOPICS
February 2024	<ul style="list-style-type: none"> Likely Cancelled
March 2024	<ul style="list-style-type: none"> Tier 2 Option Differentiating Evaluation Results; Transit Safety & Security Initiatives; Post Pandemic Transit Ridership Rebound
April 2024	<ul style="list-style-type: none"> Likely Cancelled
May 2024	<ul style="list-style-type: none"> Action on Staff Recommendation for a Preferred Roadway & Transit Design Concept for the White Bear Ave Corridor Route Alternative
June 2024	<ul style="list-style-type: none"> Refreshed Bruce Vento Regional Trail Co-location Route Alternative Viability for a Route Alternative north of Maplewood’s North End District
July 2024	<ul style="list-style-type: none"> Likely Cancelled
August 2024	<ul style="list-style-type: none"> Likely Cancelled
September 2024	<ul style="list-style-type: none"> Action on Staff Recommendation for a Revised Locally Preferred Alternative for Purple Line Bus Rapid Transit

Other Items / Around the Table

Victoria Reinhardt | CMC Vice Chair

Upcoming CMC Meetings

- Format: Virtual
- Next meeting:
 - TBD in March 2024
- Subsequent meetings:
 - Resetting the standing monthly meeting date/time starting with the March meeting
 - Cancellation notices will be sent a few weeks before the scheduled date.

Contact Us

For more information:

www.metrotransit.org/purple-line-project

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

Craig Lamothe

Project Manager

(651) 602-1978

craig.lamothe@metrotransit.org

Liz Jones

Community Outreach & Engagement Lead

(651) 602-1977

elizabeth.jones@metrotransit.org

Adjournment

Victoria Reinhardt | CMC Vice Chair