

WELCOME

to the METRO Purple Line Community Meeting

Your Community Meeting Roadmap



How did we get here? *Learn about:*

- ✓ The Purple Line project and its history
- ✓ How decisions are made
- ✓ How to give input

What does Purple Line in the White Bear Ave Corridor mean? *Learn about:*

- ✓ The White Bear Ave Corridor
- ✓ The project benefits
- ✓ The most promising design options
- ✓ Bus Rapid Transit



How will we identify a preferred option? *Learn about:*

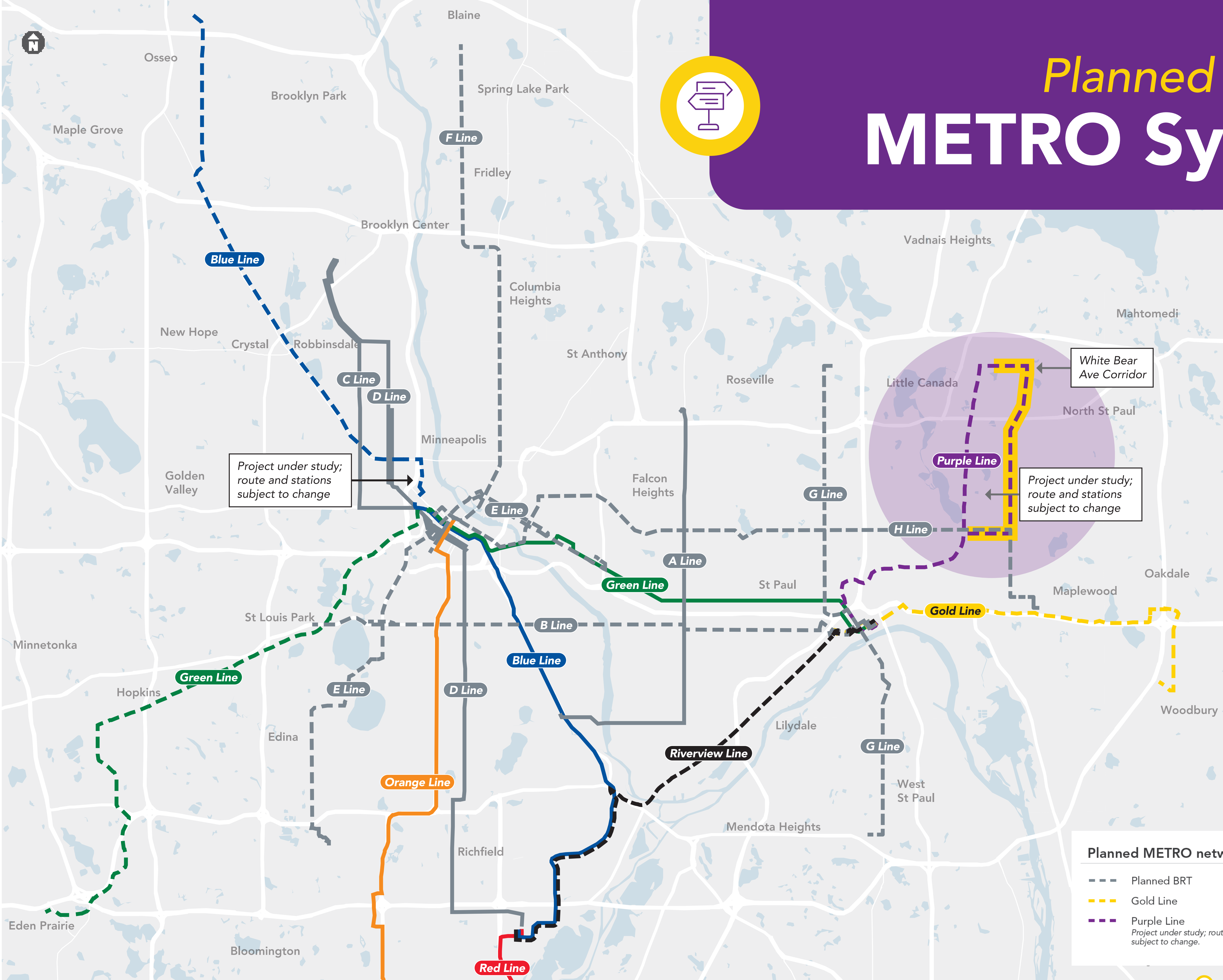
- ✓ The evaluation of the options
- ✓ The similarities between the options
- ✓ The differences between the options

Which option would you recommend?

- ✓ Look for callouts indicating what information Purple Line staff are seeking feedback on.
- ✓ Which options do you think will benefit the community?



Planned METRO System



The **Purple Line** is a proposed bus rapid transit (BRT) line in Ramsey County that will connect with expanding light rail and BRT service of the METRO system, including direct connections to the Green Line, Gold Line, B Line, G Line, and H Line, as well as local bus routes. The line will increase accessibility to jobs, housing, and services, improving the appeal and competitiveness of the east metro area.

Project under study; route and stations subject to change

Project under study; route and stations subject to change

Current METRO network

- A Line
- Green Line
- Orange Line
- Red Line
- Blue Line

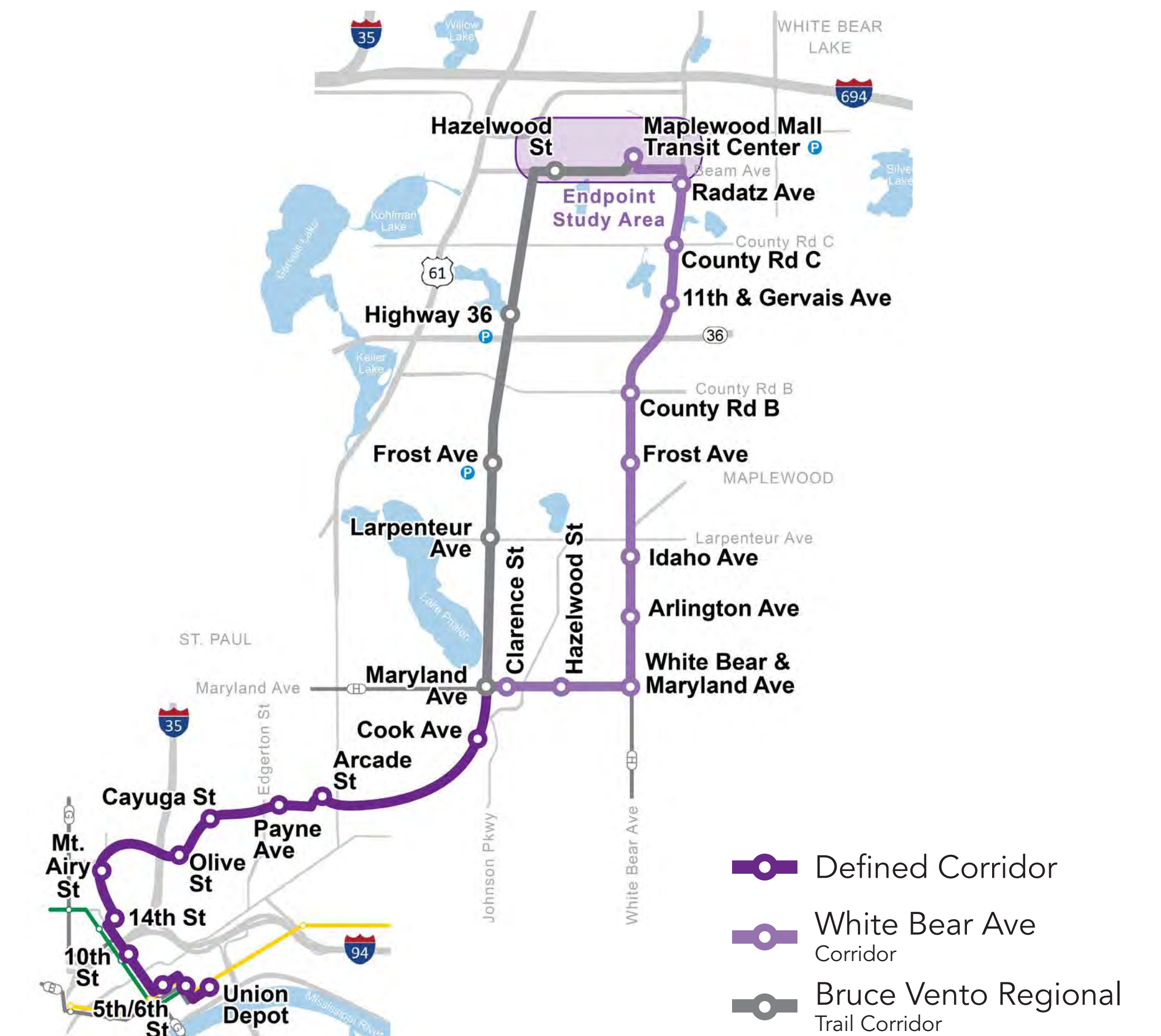
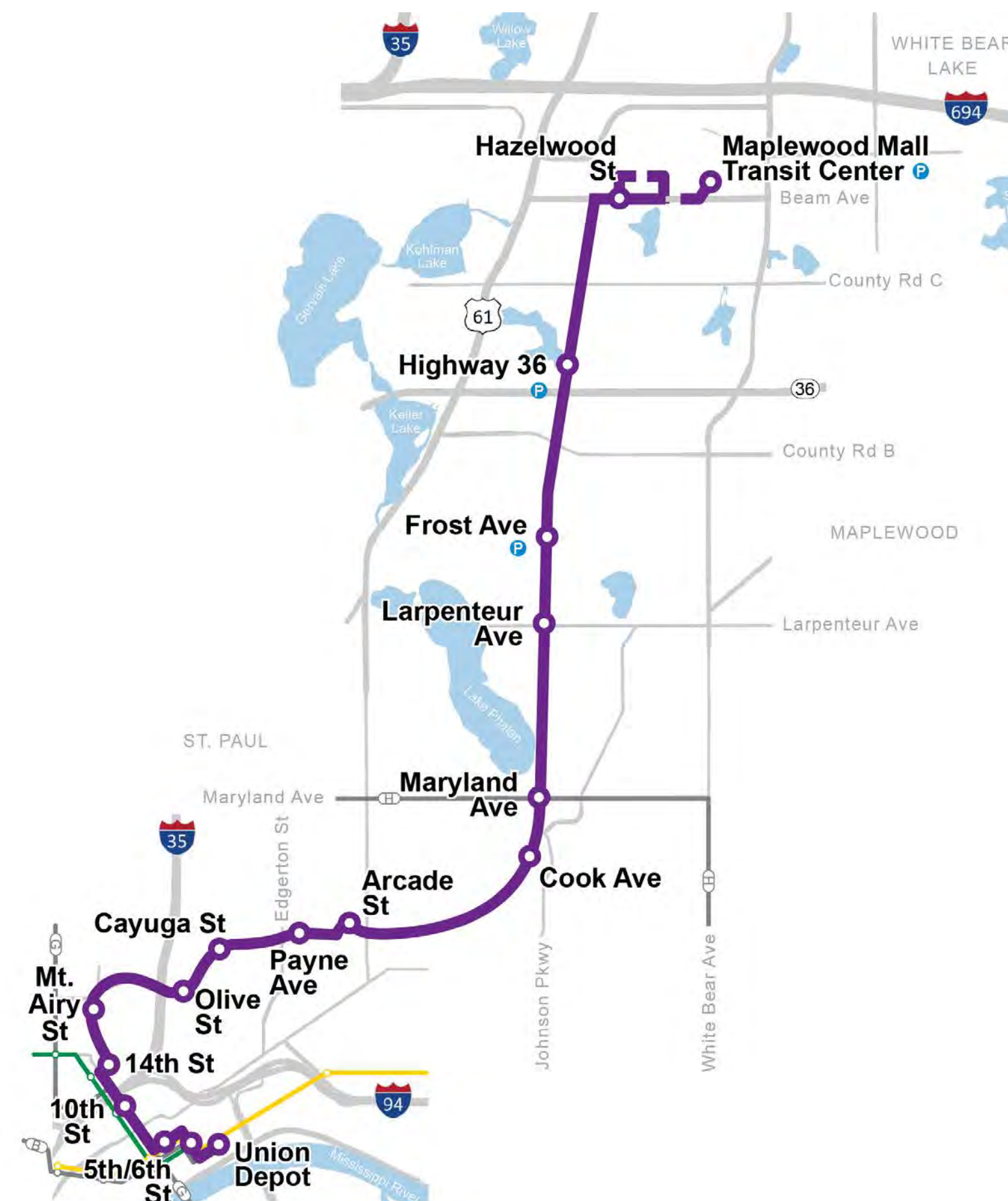
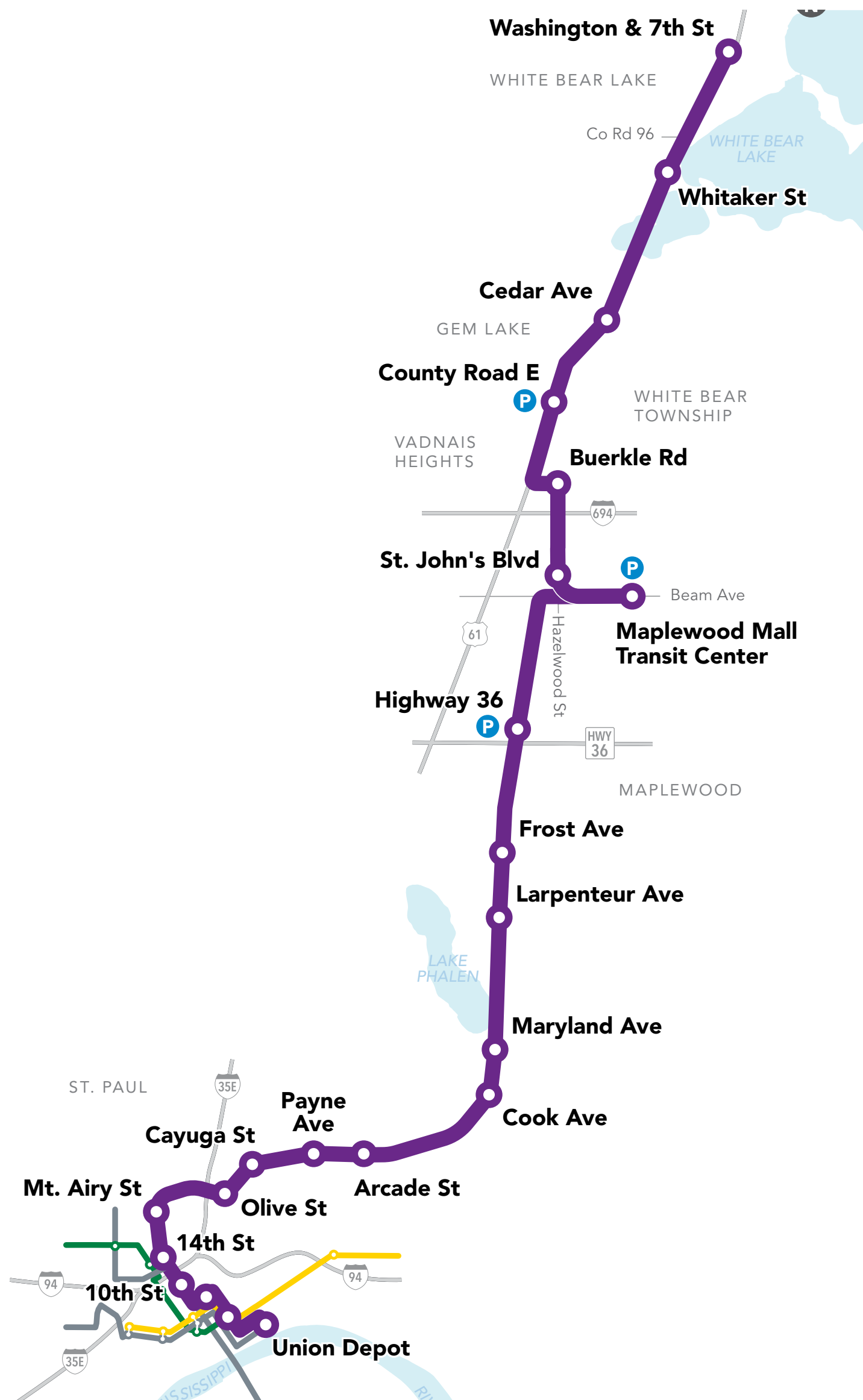
Planned METRO network

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

Evolution of Purple Line



Since the late 1990s, the project has progressed through several phases of concept development, planning analysis, and preliminary engineering to advance a community-supported and implementable transit improvement.



Environmental Phase *December 2021*

Ramsey County led a multi-year effort, engaging municipal staff and communities, to develop preliminary design plans for the locally preferred alternative from downtown St. Paul to downtown White Bear Lake, which was used to complete an environmental assessment. The locally preferred alternative was selected and recommended by the Rush Line Policy Advisory Committee in May 2017.

Route Modification Study Phase I *Alternatives March 2023*

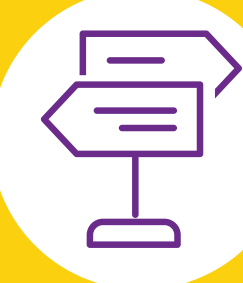
Metropolitan Council and Ramsey County led a year-long effort to modify the locally preferred alternative by selecting a new northern end point for Purple Line after the City of White Bear Lake requested the project not enter city limits.

Route Modification Study Phase II *Alternatives (In Process)*

Metropolitan Council and Ramsey County are leading the current effort to study Maryland and White Bear avenues to the Maplewood Mall area as an alternative route to using the Bruce Vento Regional Trail Corridor. The project is seeking feedback on the preferred White Bear Ave corridor design.



Decision Making *and* Feedback Options



How are decisions made:

Decisions made to-date:

- ✓ Proposed station locations – *September 2023*
- ✓ Most-promising design concepts – *October 2023*

Decisions to be made this year:

- ➔ Preferred design concept for the White Bear Ave Corridor – *May 2024*
 - » Feedback on design options presented today will inform this decision
- ➔ Preferred route between White Bear Ave Corridor or the Bruce Vento Regional Trail Corridor – *Summer 2024*

Who is involved:



- ✓ Volunteer Community & Business Representatives
- ✓ Project Area Public and Stakeholders



How to Provide Your Input



Community group and stakeholder meetings



Online comment form & interactive map



Project-hosted community meetings



Email or call the project office

Why Purple Line

in the White Bear Ave Corridor



- ✓ More **FREQUENT, RELIABLE, AND FASTER TRANSIT** with more service throughout the day
- ✓ **BETTER STATIONS** with comfortable shelters, real-time bus information, heat, and lighting
- ✓ **SAFER PEDESTRIAN CROSSINGS** with fewer lanes to cross and greater visibility
- ✓ More **COMFORTABLE PLACE TO WALK** with reconstructed sidewalks and accessible curb ramps
- ✓ **MORE FOOT TRAFFIC IN THE CORRIDOR** with better transit service and improved pedestrian experience
- ✓ **SAFER AND MORE PREDICTABLE DRIVING EXPERIENCE** with new medians, turn lanes, and signals
- ✓ Slower and **SAFER VEHICLE SPEEDS** with medians
- ✓ **MODERNIZED INFRASTRUCTURE**, including pavement, gutter, and drainage systems
Opportunity to upgrade/improve utilities, if warranted
- ✓ New **OPPORTUNITIES FOR LANDSCAPING/GREENING** throughout the corridor with planted boulevards
- ✓ Improved air quality and **ENVIRONMENTAL BENEFITS** with better transit service and less traffic



White Bear Ave Corridor

Existing Conditions

The **Purple Line** project is studying a route in the White Bear Ave Corridor. This corridor is defined as **Maryland, White Bear, and Beam avenues** between Johnson Parkway in Saint Paul and the Maplewood Mall area.

Local bus service in the corridor includes Route 54, Route 64, and Route 80. These routes operate 10 to 20 hours per day, with service typically every 30 minutes much of the week. Note: Route 54 does not run on Sundays in this corridor.

What we've heard about the corridor:

High traffic speeds and aggressive driving create **unsafe conditions** for vehicles and pedestrians.

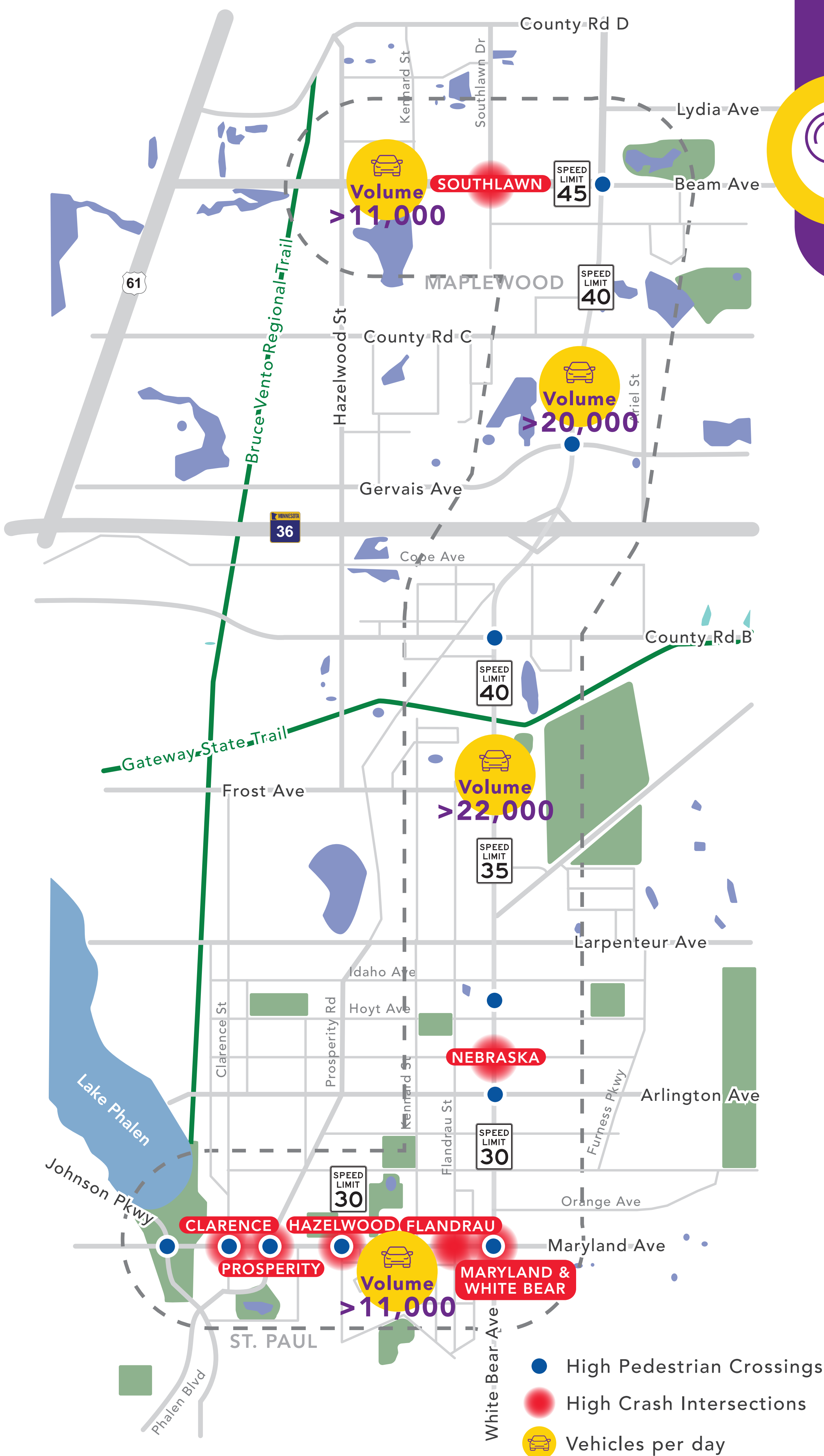
Loitering and **vandalism** near bus stops negatively impact nearby businesses.

Property access along the corridor is challenging today.

Difficult to cross at **unsignalized intersections**.

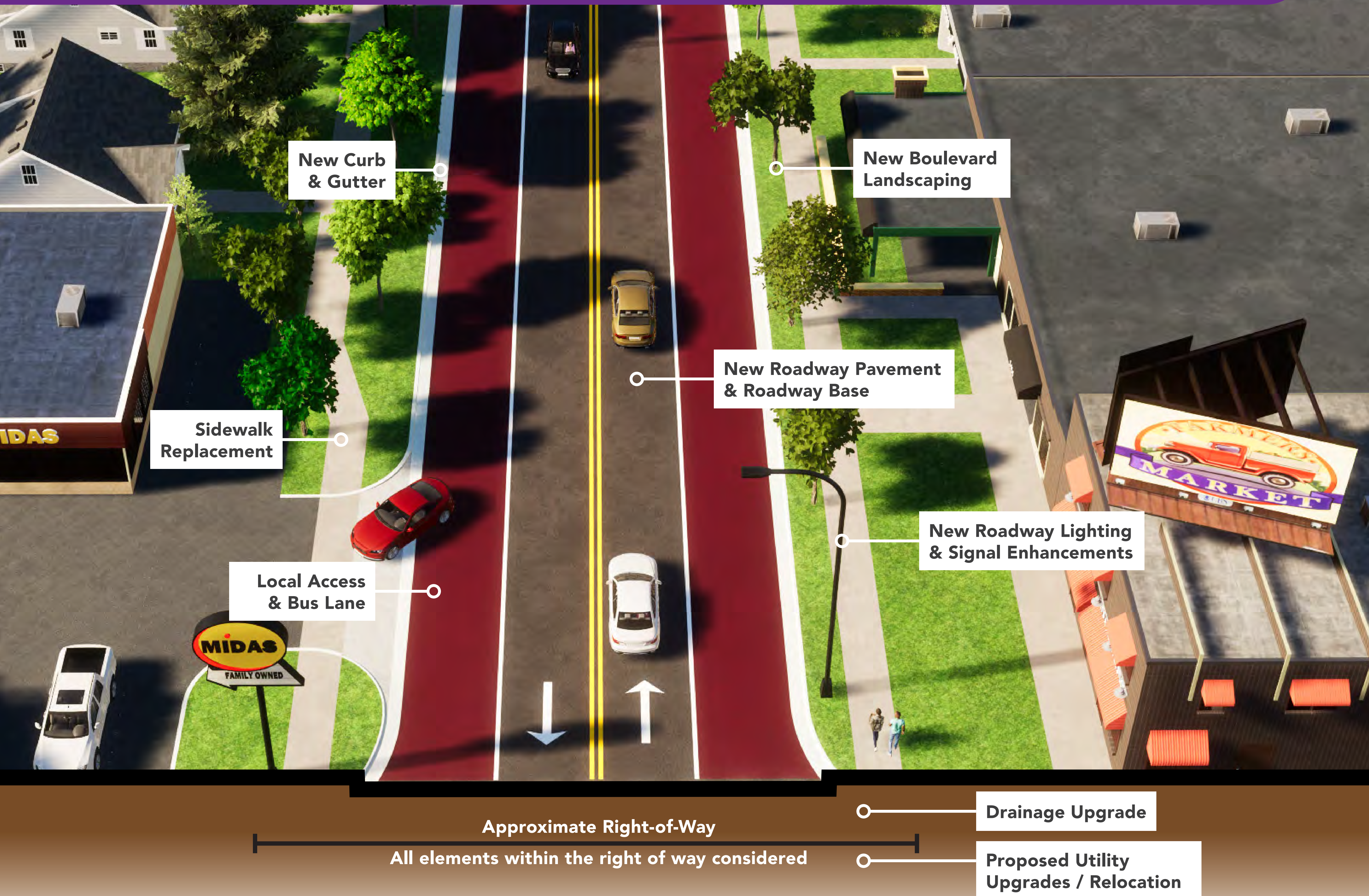
Need more **frequent & reliable transit service**.

Roadway and sidewalk **pavement** are in **poor condition**.





Planned Roadway Reconstruction



The **Purple Line** project is currently planned to be a full roadway reconstruction to deliver several pedestrian, traffic, and transit improvements.

- ✔ Opportunity to improve underground utilities, if needed.
- ✔ Refresh pavement, gutters, and drainage systems
- ✔ The investment should last 30 years or more
- ✔ Reconstruct sidewalks and build accessible curb ramps
- ✔ All properties along the corridor would be impacted to some degree during construction
 - » The extent of impacts are unknown but would extend beyond the back of sidewalk
- ✔ Most boulevard trees within the right-of-way will be removed
 - » Tree replacement will depend on design advancement
 - » Most trees on private property would not be impacted

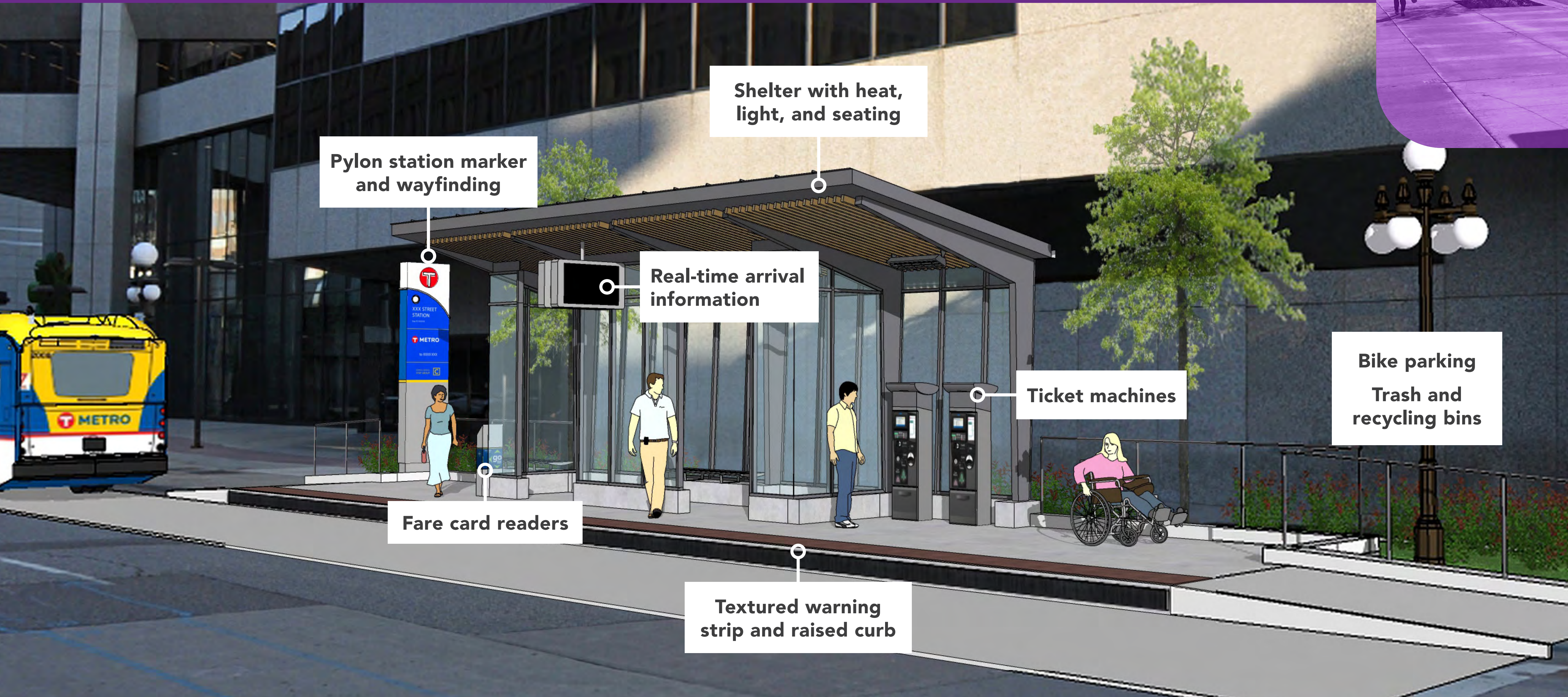


Stations

METRO Bus Rapid Transit stations will include a package of transit enhancements beyond typical local bus service.



Typical shelter for local service



Pylon station marker and wayfinding

Shelter with heat, light, and seating

Real-time arrival information

Ticket machines

Bike parking
Trash and recycling bins

Fare card readers

Textured warning strip and raised curb

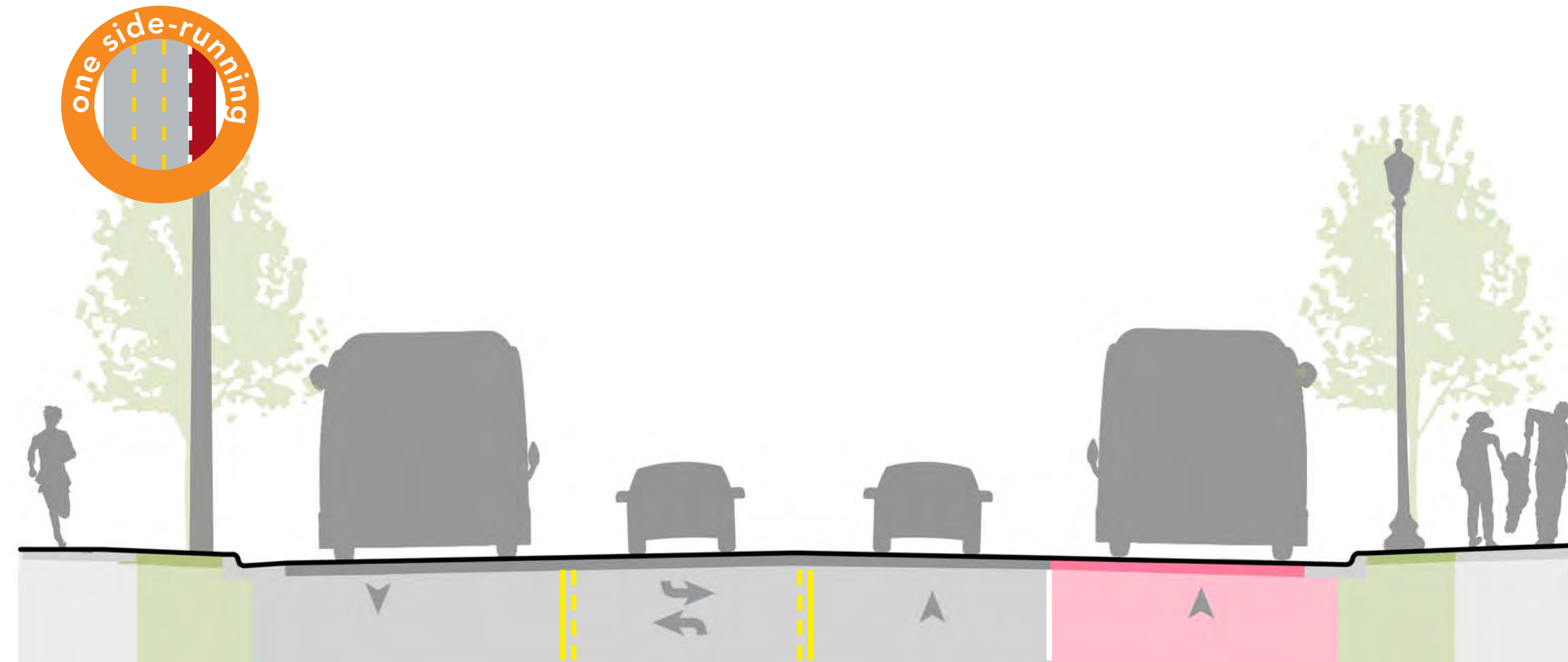
Purple Line station features include:

- ✓ Pay before you board so the bus leaves the station faster
- ✓ Raised platforms help you step or roll on and off easily
- ✓ Shelters will provide comfortable waiting space and a variety of amenities: NexTrip real-time departure signs, maps, heat, lighting, bike racks, and added security with cameras and emergency telephones

METRO stations include several features to improve the safety and security of the station

- ✓ Security cameras
- ✓ Appropriate lighting in the station area
- ✓ Open-air or clear glass shelters for better visibility
- ✓ Emergency telephones
- ✓ Clear sight lines which allow bus operators and riders to see each other
- ✓ Greater circulation, which allows riders to safely access the bus
- ✓ Visibility from nearby roadways so riders feel safe and drivers are aware of transit stops

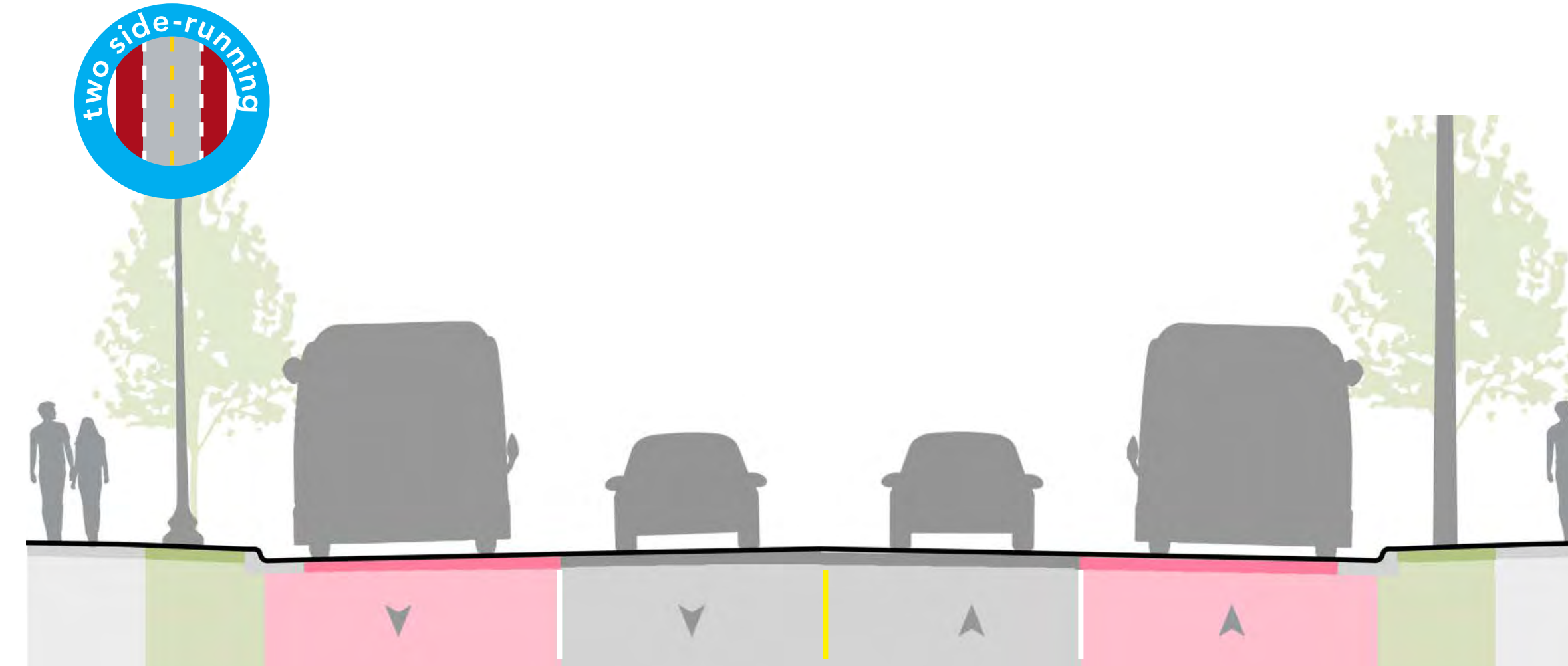
Design Options in the Saint Paul section



"One Side-Running" Transit Lane:

The bus lane can be used for local access and transit. The remaining road is a 3-lane roadway for general traffic with the center lane used for left-turning traffic. Buses will use the bus lane going northbound and travel in mixed traffic going southbound.

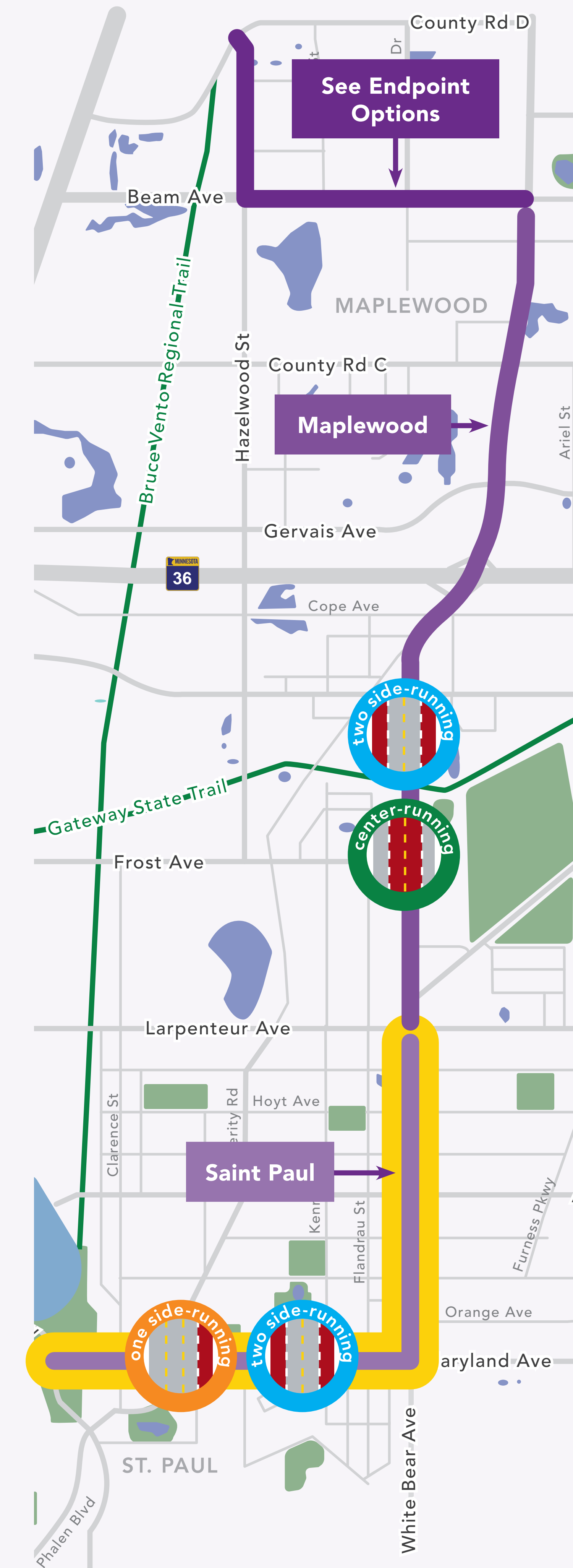
- + Larger medians for pedestrian and bike crossing safety
- + Fewer property impacts from left-turn lanes and medians
- Less reliable transit service in the southbound direction, more opportunity for buses to be delayed by cars and trucks



"Two Side-Running" Transit Lanes:

The bus lanes can be used for local access and transit. There is one lane for general traffic in each direction plus left-turn lanes at busy intersections.

- + More reliable transit service in the southbound direction, better for combined Purple Line, METRO H Line, and local bus operations on Maryland Ave
- + Easier for maintenance staff to access stations
- More property impacts from left-turn lanes and medians



Seeking Feedback!

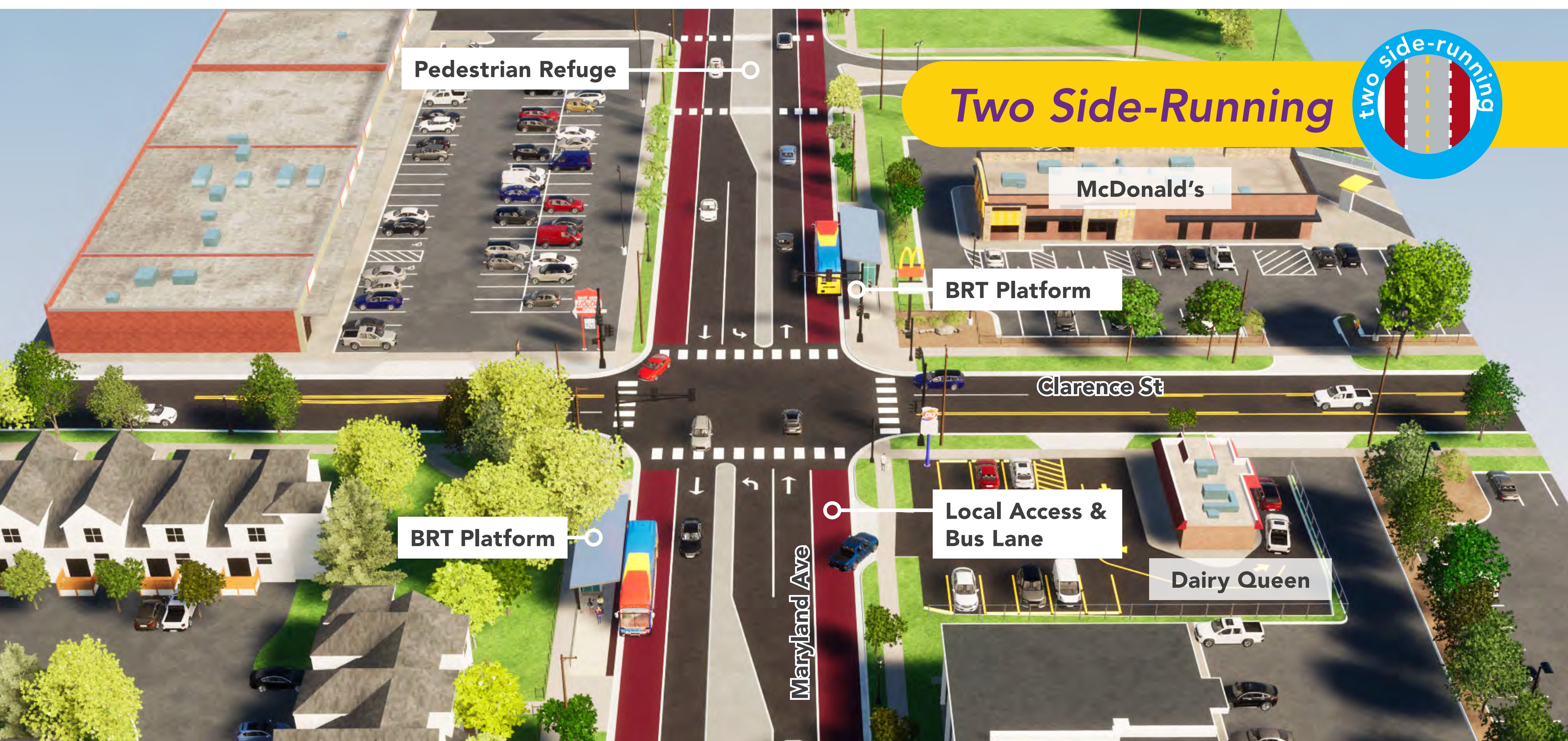
Which design option do you think will benefit the community?

Saint Paul

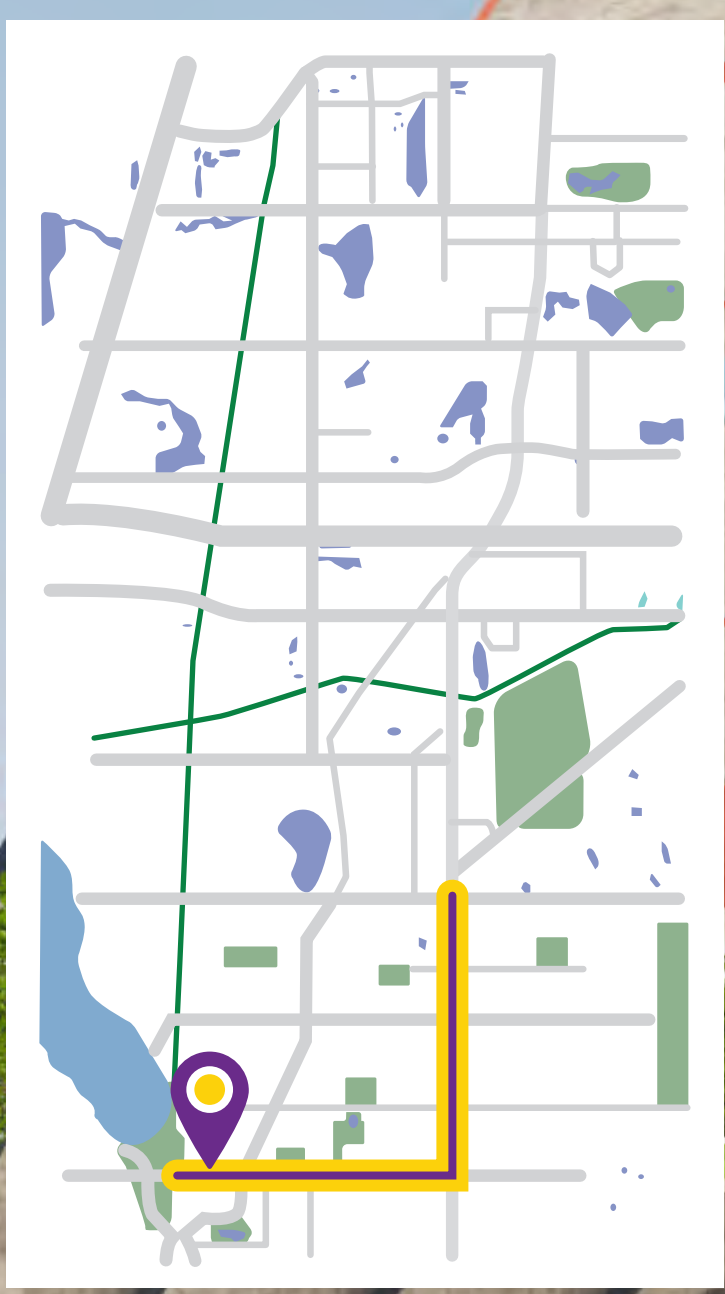
Maryland Ave



Existing



Two Side-Running

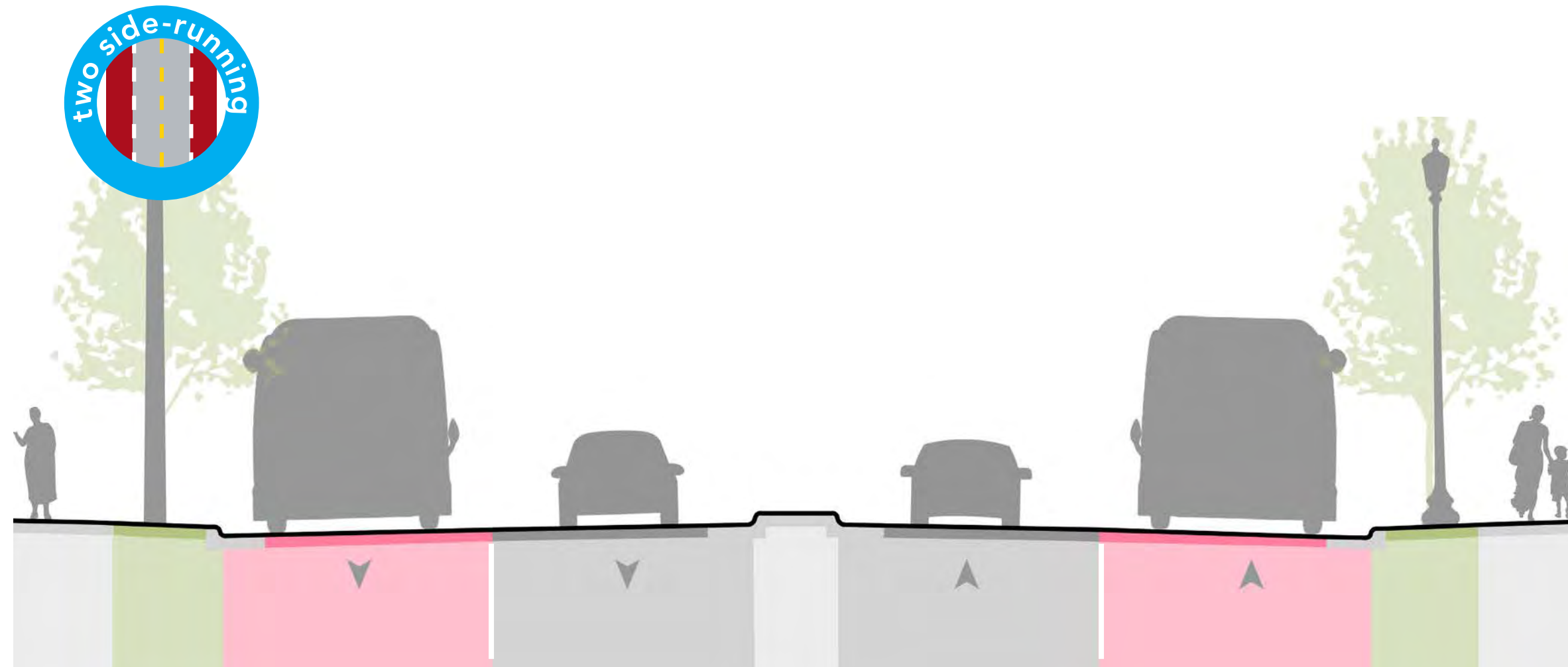


One Side-Running



Design Options

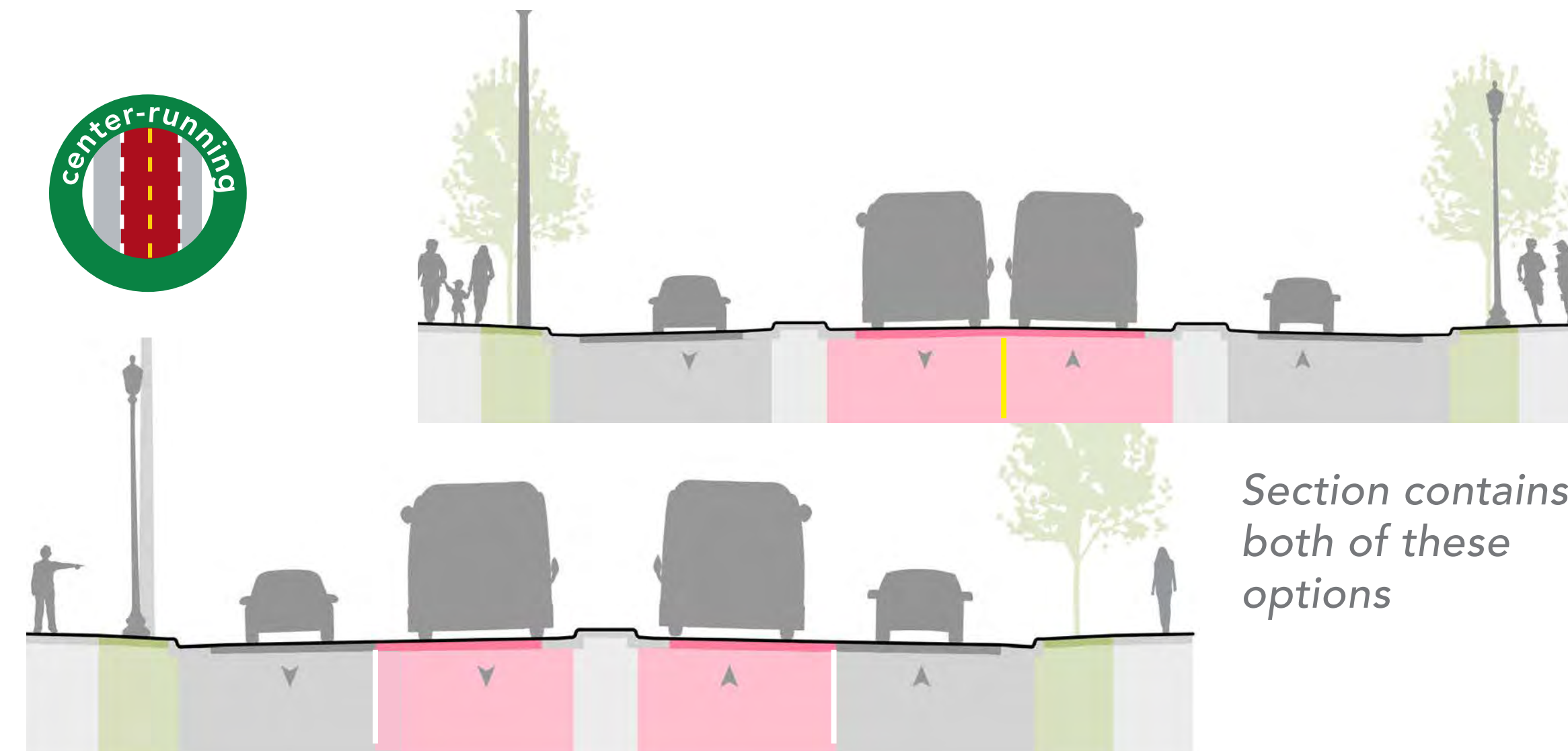
in the Maplewood section



"Two Side-Running" Transit Lanes:

The bus lanes can be used for local access and transit. Medians mid-block reduce left-turns. There is one lane for general traffic in each direction plus left-turn lanes at busy intersections.

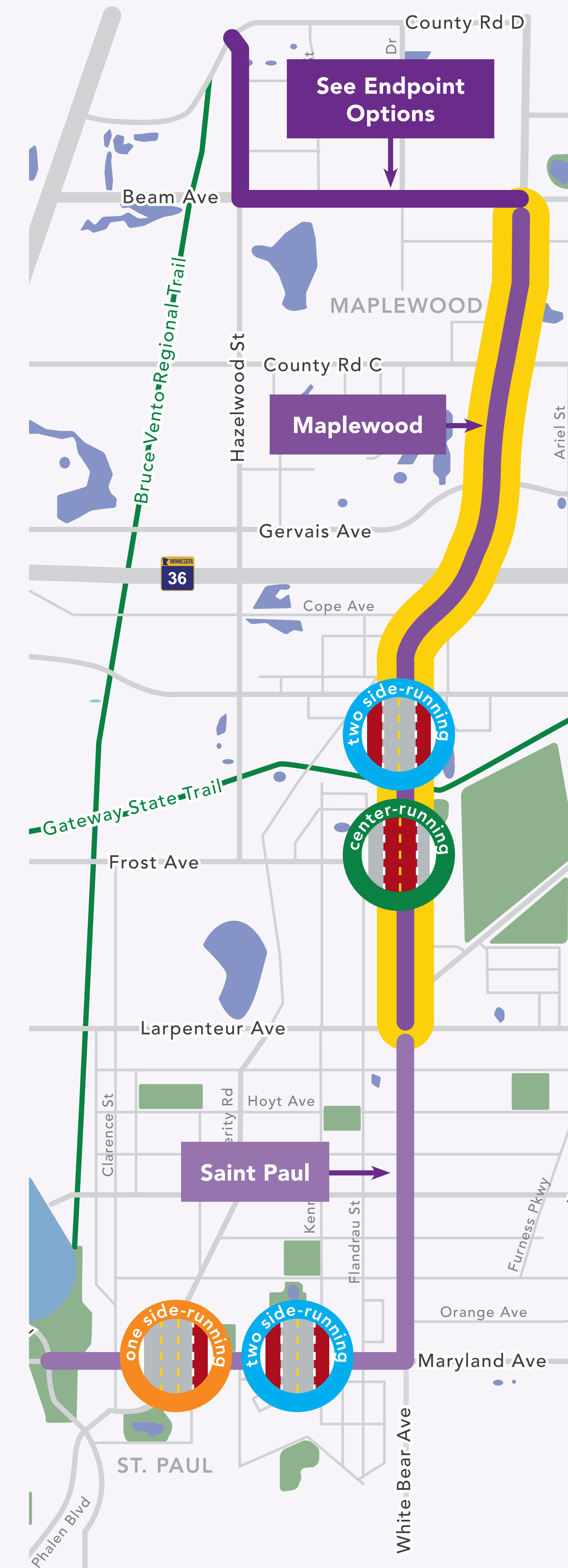
- + Preferred by disability advocates for consistency of station configurations
- + Fewer property impacts on White Bear Avenue
- + Easier for maintenance staff to access stations
- + Less traffic delay for cars and trucks
- More opportunities for buses to be delayed by cars using bus lane for right turns



"Center-Running" Transit Lanes:

The bus lanes can be exclusively used by transit and emergency vehicles only. Medians mid-block and at unsignalized intersections prevent left-turns across the bus lane. There is one lane for general traffic in each direction and left-turn lanes at busy intersections.

- + More pedestrian refuges at crosswalks
- + Faster and more reliable transit service
- + Improves vehicle safety by removing left turns at unsignalized intersections
- More property impacts on White Bear Avenue
- Prevents left-turns and through-traffic at unsignalized intersections
- More traffic delay for cars and trucks



Seeking Feedback!

Which design option do you prefer in the Maplewood section?



Maplewood

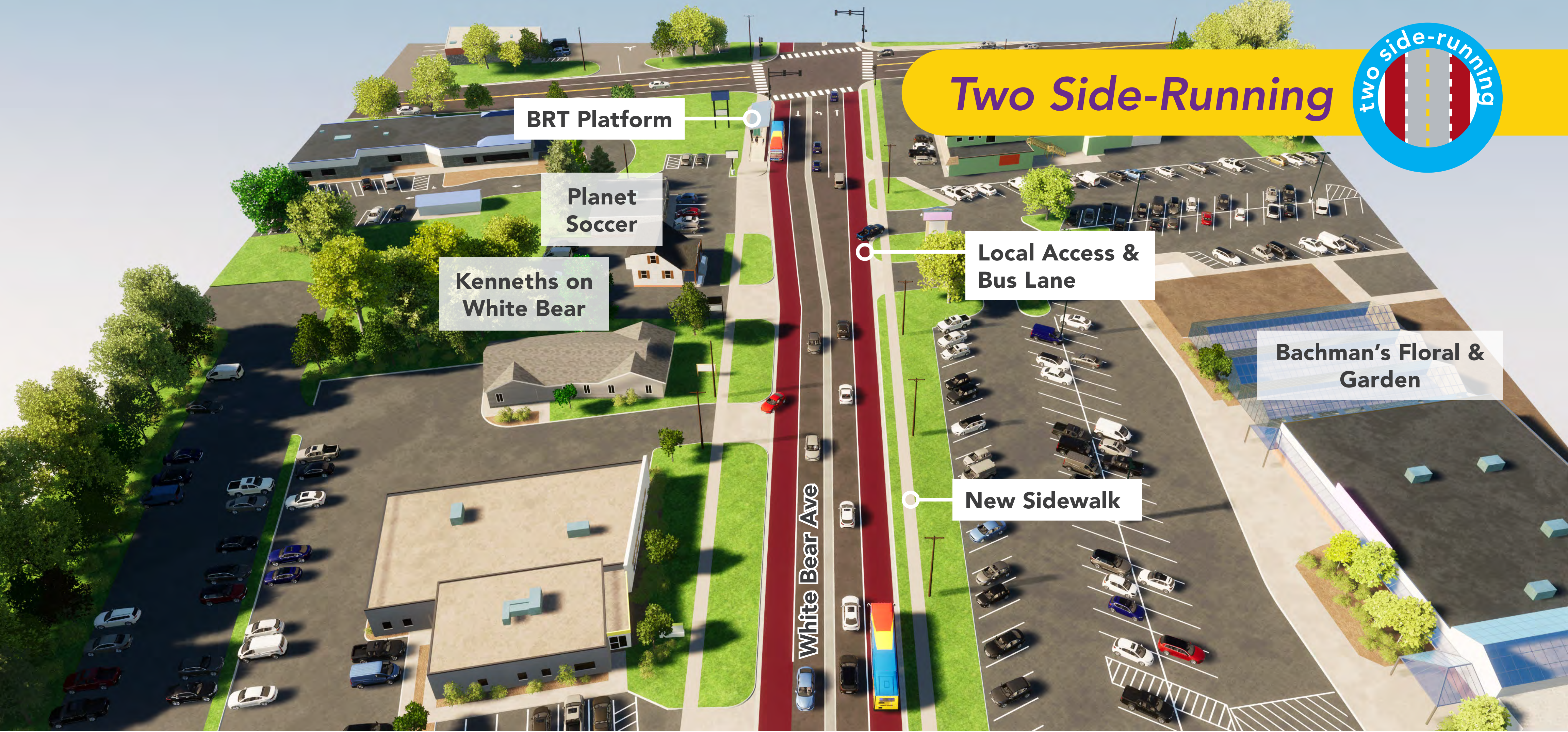
White Bear Ave



Existing



Two Side-Running



Center-Running





Endpoint Options

The endpoint for **Purple Line** through the White Bear Ave Corridor is not set. There are two options being studied. Public feedback, stakeholder engagement, and funding availability are important factors in the decision. *Do you have a preference? If so, which one?*

OPTION 1:

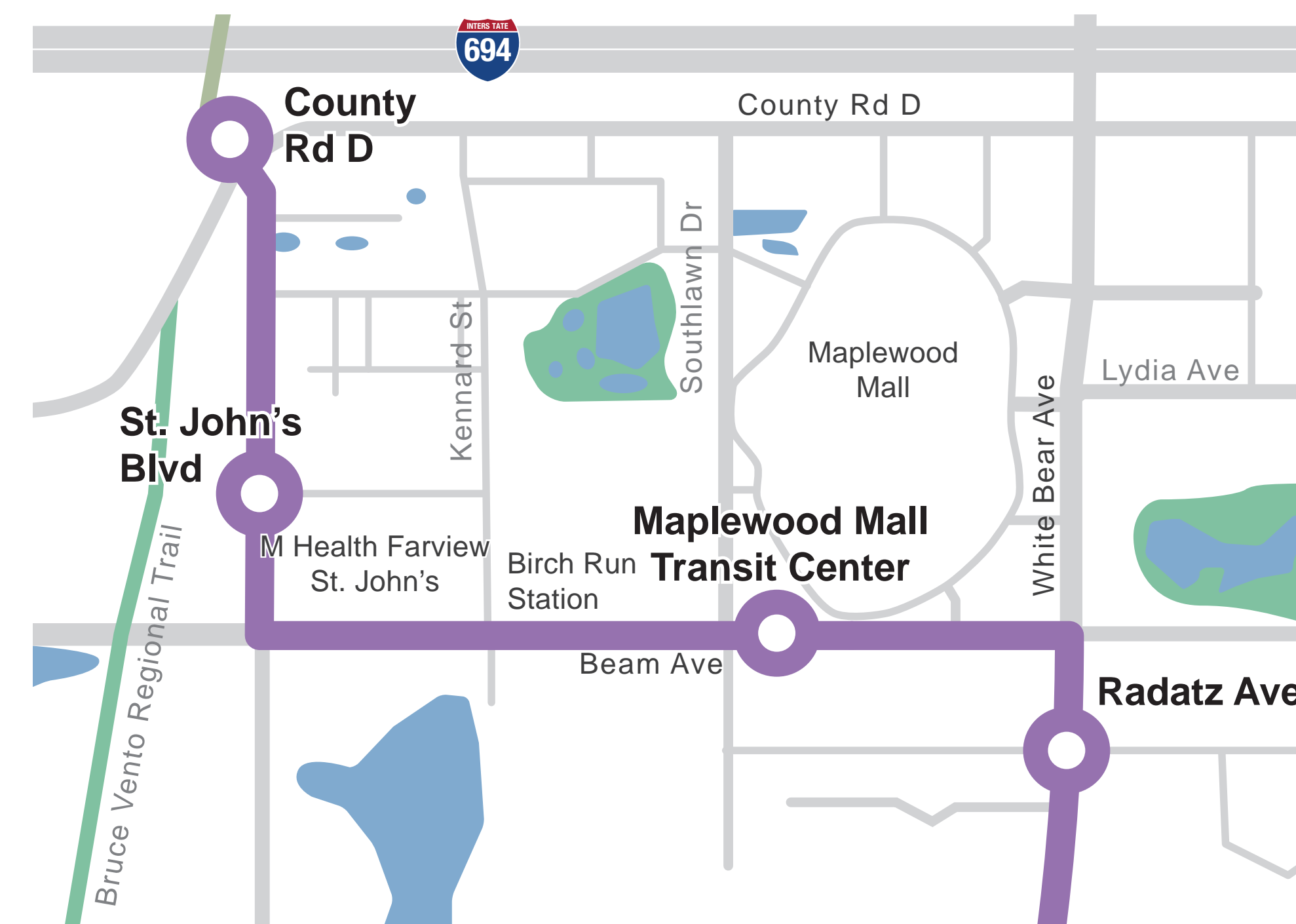
End at the Maplewood Mall Transit Center



- ✔ Purple Line would end at the existing facilities at the Maplewood Mall Transit Center
- ✔ Purple Line would not directly serve St. John's Hospital, as planned in previous phases.
 - » Metro Transit is considering local bus service to St. John's by restoring Route 223 service. Route 223 may be extended to Century College.

OPTION 2:

End at County Rd D and Hazelwood St



- ✔ The Purple Line would directly serve St. John's Hospital and end at new layover facility and station platform near County Road D.
- ✔ Project staff are studying bus lanes on Beam Avenue. Purple Line would run in mixed traffic on Hazelwood with this option.
- ✔ Adds about \$50 million in project costs for transit advantages and station facilities.

Seeking Feedback!

Which endpoint option do you think will benefit the community? How likely are you to use Purple Line or a restored Route 223 to travel to St. John's?





Pedestrian Improvements

Criteria Evaluated



The project includes several components to improve pedestrian comfort and accessibility along the White Bear Ave Corridor.



Fill in sidewalk gaps

- ✓ The project would fill in all gaps in sidewalk connections along White Bear Avenue in Maplewood



Restore or improve planted boulevards as design allows

- ✓ The project plans to separate sidewalks from the roadway with a planted boulevard
- ✓ The placement and width of planted boulevards will depend on design advancement



Improve sidewalk conditions

- ✓ The project would reconstruct sidewalks and implement accessibility standards, like better curb ramps, to improve pedestrian comfort and accessibility



Create more visible crosswalks

- ✓ The project would create more visibly marked crosswalks with refuges
- ✓ Each signalized crosswalk would have "audio announcements" for safer use by those visually-impaired



Improve predictability of vehicle traffic at crossings

- ✓ By reducing general traffic lanes to one lane in each direction and adding pedestrian refuges, the project would minimize risk of crashes
- ✓ Left-turn signals at intersections would help control traffic across the crosswalk



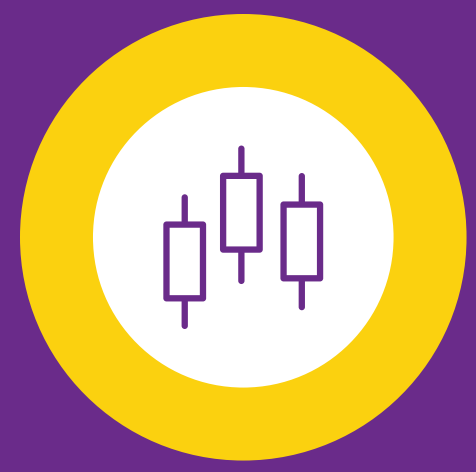
Improve bike connections

- ✓ Additional design work will improve the planned bike network across Maryland and White Bear avenues in Saint Paul



Watch the video!

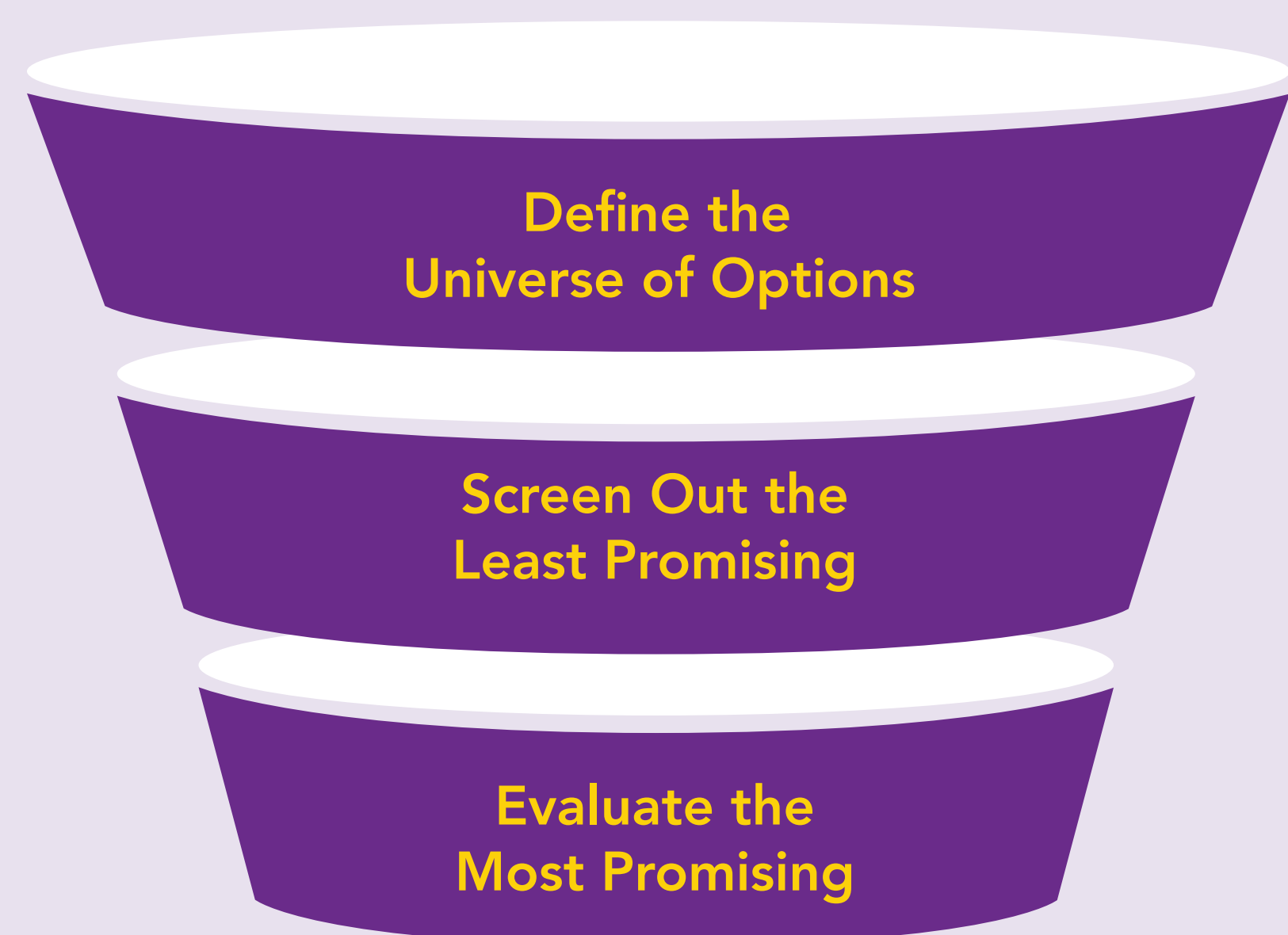
View what these improvements could mean for the pedestrian experience in the animations on the nearby screen.



Evaluation Overview

Purple Line staff have studied design options in the White Bear Ave Corridor over the past several months to help inform the preferred concept.

Staff started by determining a universe of options, screening out the least promising options, and then evaluating the most promising options which are displayed today.



**SELECT PREFERRED WHITE BEAR AVE CORRIDOR CONCEPT
MAY 2024**

Throughout this process, staff have used several criteria to determine and evaluate the most promising options. Several criteria do not separate the options nor help inform the preferred concept. The key criteria that do separate the options include **pedestrian access, station access, traffic operations, transit operations, and property impacts.**



Pedestrian Access



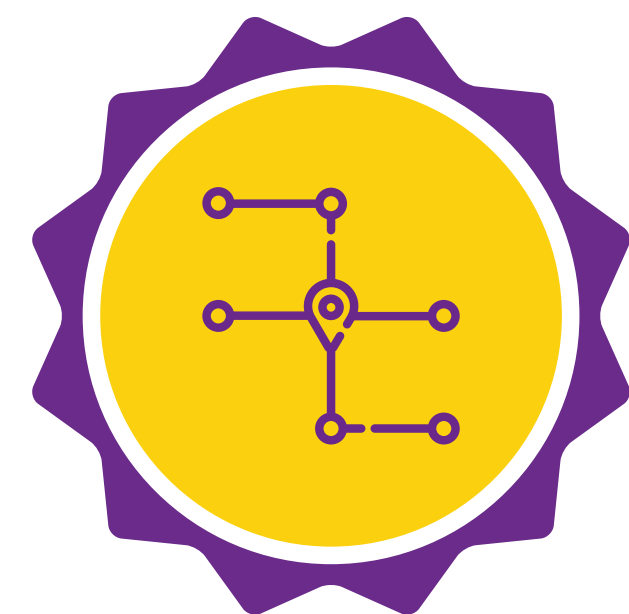
Property Impacts



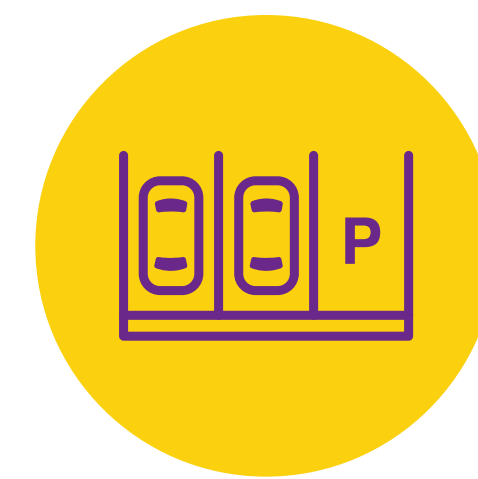
Station Access



Traffic Operations



Transit Operations



Parking Impacts



Environmental Considerations



Public Needs



Concept Dimensions



Socioeconomic Demographics



Pedestrian & Vehicle Safety



Land Use



Ridership



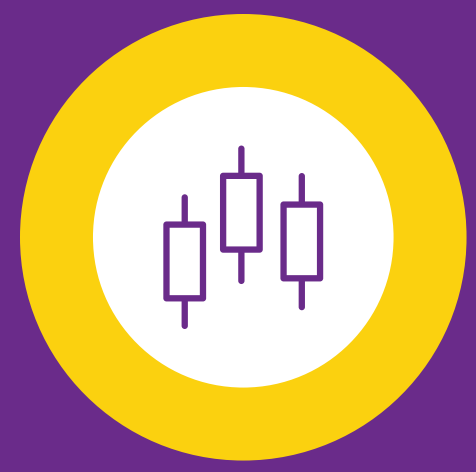
Federal Funding Viability



Project Cost



Public Support



Land Use & Economic Development

Criteria Evaluated

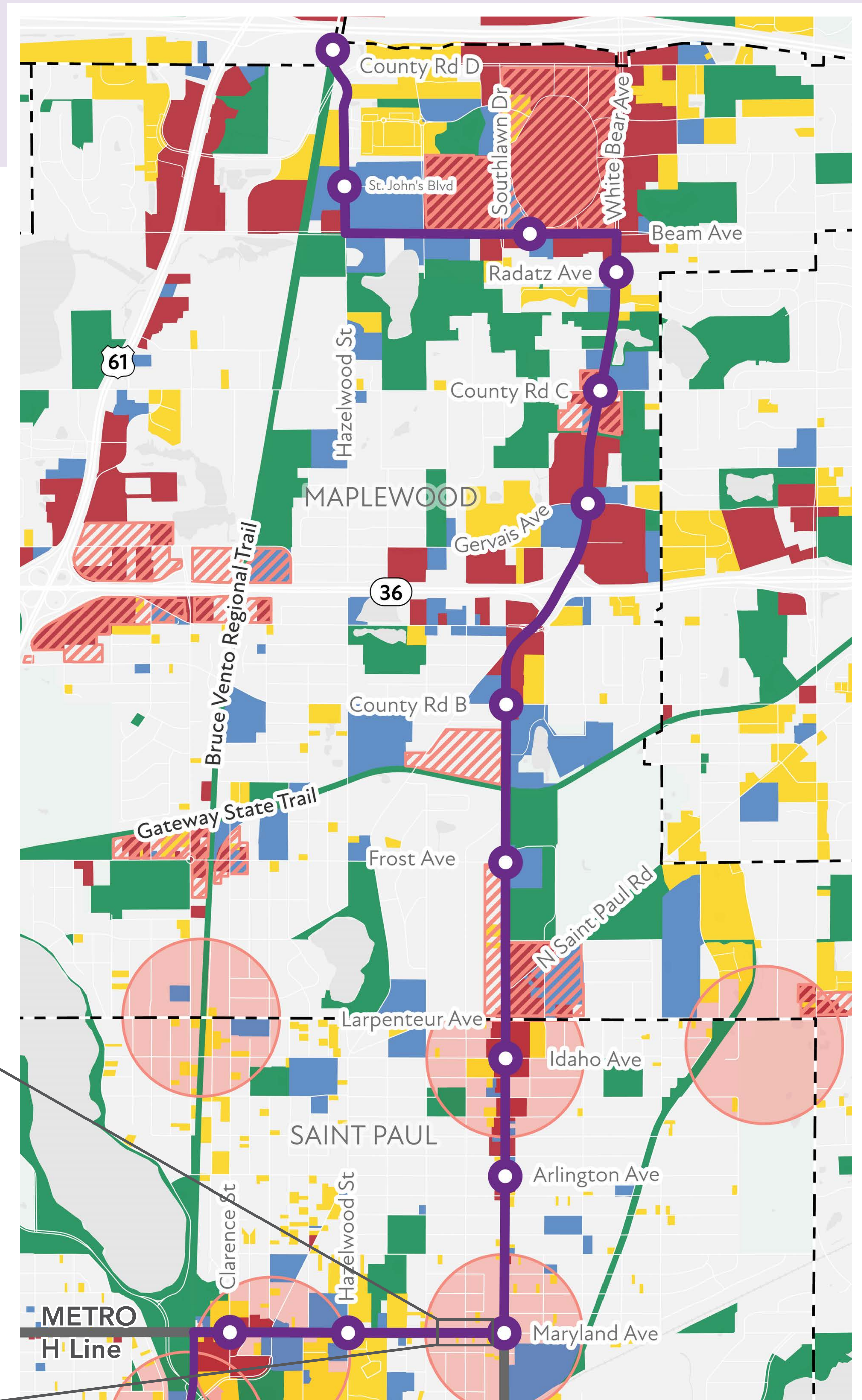


Purple Line staff studied the existing land use and the potential economic development of the White Bear Ave Corridor to determine if the Purple Line is a good investment for the corridor and if the corridor can support the investment.

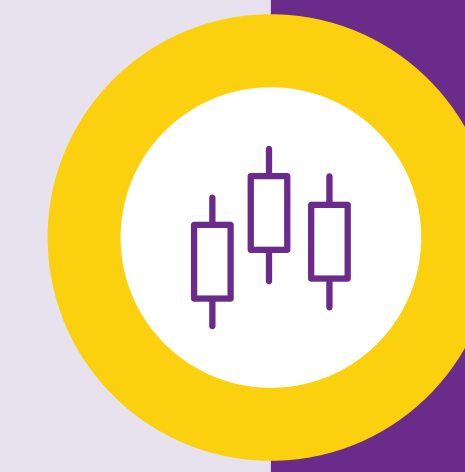
- ✔ Transit-supportive land uses across the corridor today, including high-density residential, commercial, and institutional uses, provide good support for a high-frequency transit investment.
- ✔ Purple Line can support planned development in the corridor such as in Saint Paul's Neighborhood Nodes or Maplewood's Mixed-Use Areas.
- ✔ Planning agencies can further increase the opportunity for economic development with the Purple Line through additional transit-supportive zoning.
- ✔ Purple Line seeks to drive investment in the community while minimizing displacement.
- ✔ Land use and potential economic development does not change depending on the corridor design option. Each option has equal potential.

Transit Supportive Land Use

- High Density Residential
- Commercial and Mixed Use
- Institutional and Office
- Parks and Open Space
- Saint Paul Neighborhood Nodes
- Maplewood Mixed-Use Areas



Purple Line Bus Rapid Transit will include a package of transit service enhancements that create a more reliable and faster trip experience compared to typical local bus service.



Transit Operations

Criteria Evaluated



Key Purple Line Features:

- ✔ Purple Line will provide all-day service, seven days a week, with buses arriving every 15 minutes on weekdays and every 30 minutes on weekends.
- ✔ Fewer stops than local bus service and bus lanes help keep the Purple Line moving.
- ✔ Buses are given priority at key traffic signals to “ask” for green lights.
- ✔ Buses will be unique and recognizable with wider aisles, additional doors, and folding seats to make room for wheelchairs and strollers.
 - » Purple Line buses are planned to be electric, reducing their emissions and noise.

Bus Lanes

Bus lanes create a dedicated path for buses to travel, reducing delays caused by other traffic. The type of bus lane can impact the speed and travel time reliability.



Side-running lanes allow cars and trucks to access driveways or turn onto local streets. Buses can sometimes be delayed by these movements.



Center-running lanes are exclusively used by only transit and emergency vehicles. Buses are least likely to be delayed by general traffic.



In mixed traffic, buses can be delayed by cars and trucks. Buses would also stop “in-lane” at station platforms, momentarily stopping traffic.

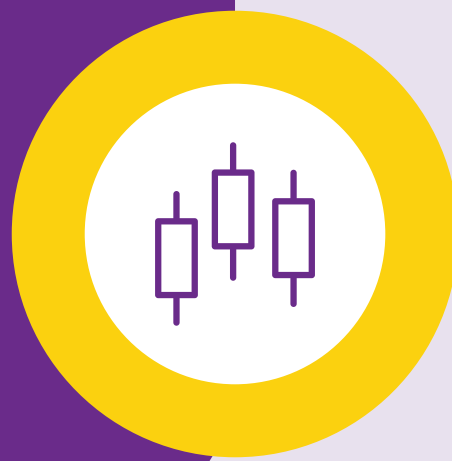
METRO & Local Bus Service Plan

Metro Transit is studying changes to local bus service in the corridor to work best with planned METRO service. Changes will not be final until closer to the opening of the METRO service. Here are some of the changes that could happen:

- ✔ Route 54 would be replaced by Purple Line between Clarence St and Maplewood Mall.
- ✔ Route 64 stops would be consolidated, sharing some stops with Purple Line.
- ✔ Route 80 would potentially be eliminated with the opening of METRO H Line and Purple Line.
- ✔ METRO H Line and Purple Line would share stations on Maryland Ave.
- ✔ Maryland Ave could see up to 14 buses every hour in each direction.



Pedestrian *and* Station Access



Criteria Evaluated

Pedestrian access improvements, to stations and across the corridor, are an important benefit of the Purple Line project. All of the options implement pedestrian improvements but there are slight differences.

Pedestrian Access

Saint Paul

Both options would add 9 more marked crosswalks (25% increase) and 5 new refuges and medians.

Crossing Distances Today: 58 to 64 feet | With Project: 50 to 60 feet.

Maplewood

TWO SIDE-RUNNING: Adds up to 3 more crosswalks (10% increase) to the corridor and 3 more refuges and medians.

Crossing Distances Today: 66 to 70 feet | With Option: 56 to 65 feet

CENTER-RUNNING: Adds 9 more crosswalks (30% increase) and 19 more refuges and medians.

Crossing Distances Today: 66 to 70 feet | With Option: 37 to 58 feet

All options, in both cities, would also reduce the average number of lanes to cross and the average crossing distance.

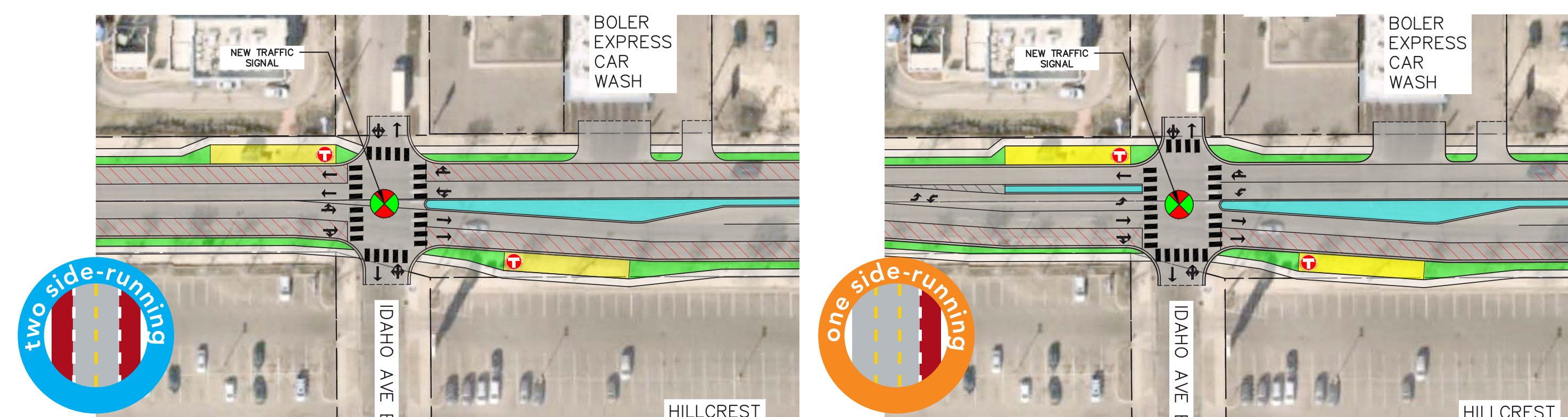
All options would deliver:

	Marked Crosswalks		Average Crossing Distances
	Pedestrian Refuges and Medians		Average Number of Lanes to Cross

Station Access

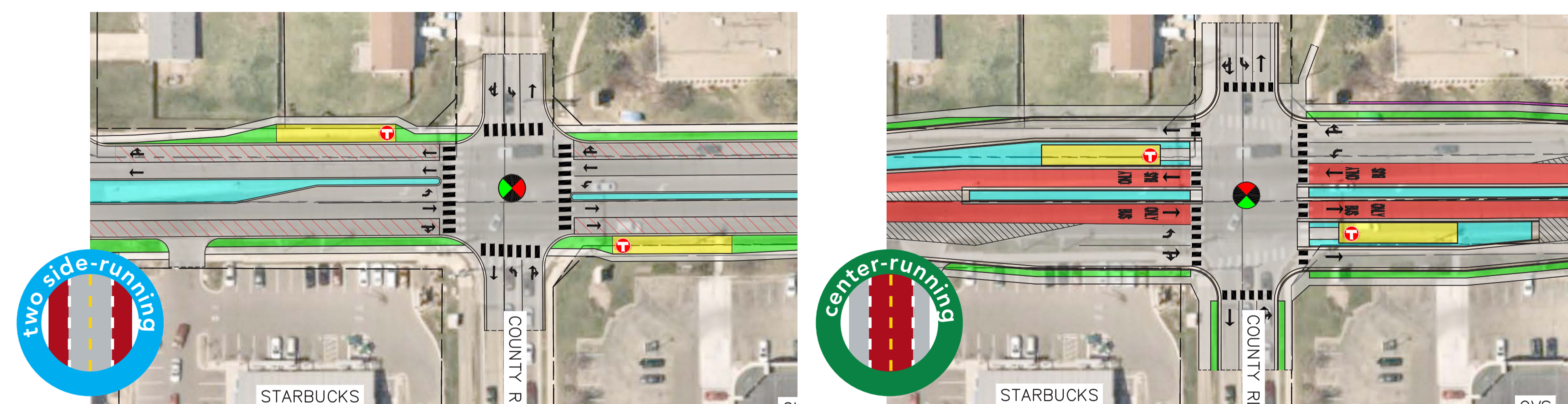
Saint Paul

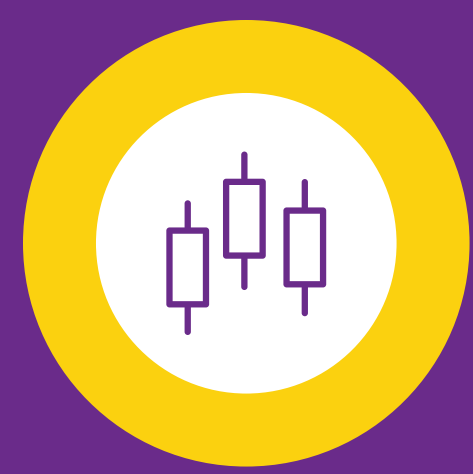
There is no difference between the **ONE SIDE-RUNNING** and **TWO SIDE-RUNNING** options for how transit riders can access stations. Station platforms would be located next to the sidewalk.



Maplewood

The **TWO SIDE-RUNNING** and **CENTER-RUNNING** options have the greatest difference in how transit riders can access stations. In the Center-Running option, station platforms are located in the middle of the roadway.





Traffic Speed Changes 2045 Traffic Operations

Criteria Evaluated

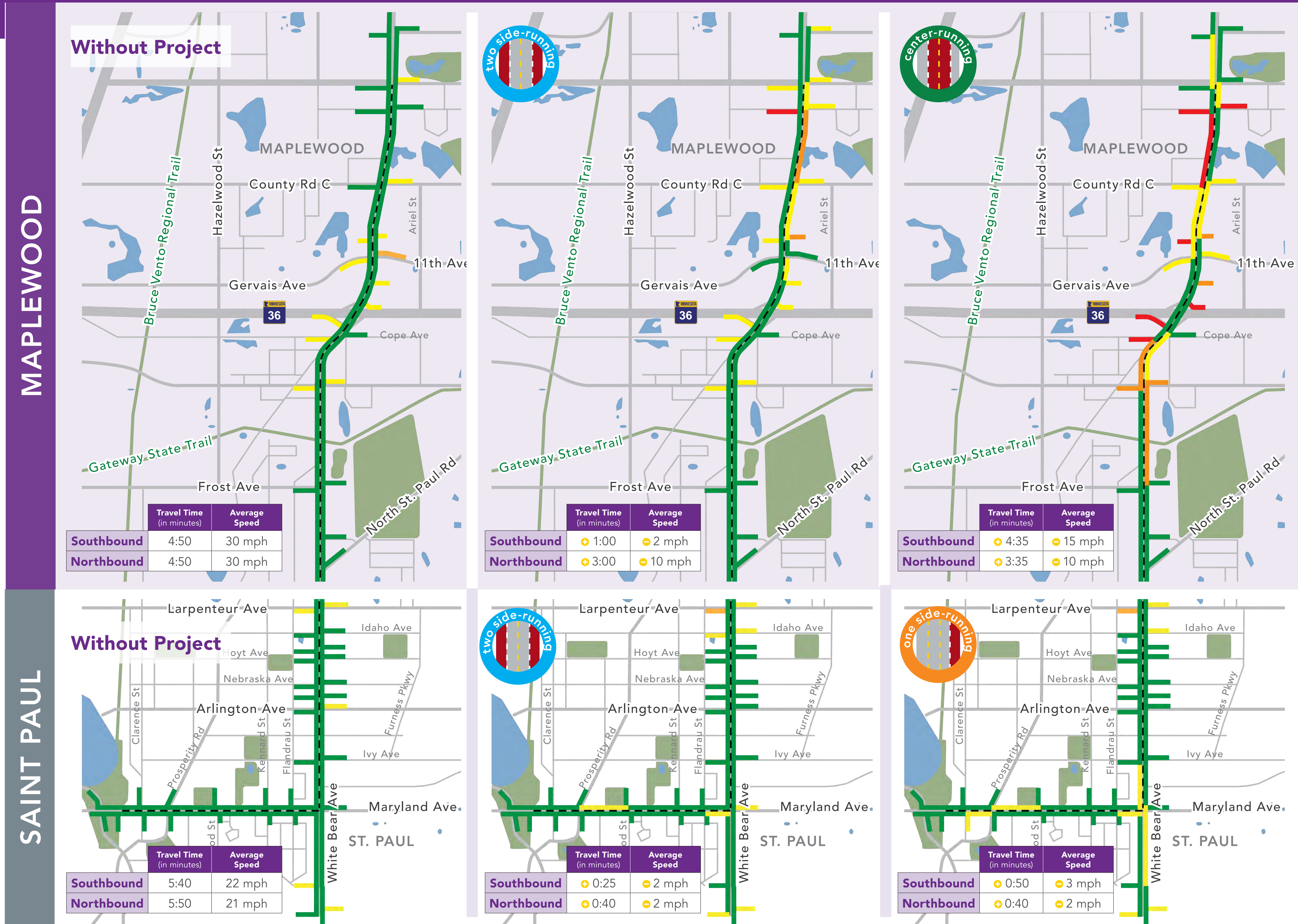


Purple Line staff counted existing traffic, forecasted 2045 traffic levels and traffic flow, then studied how each design option could change traffic flow characteristics in that year.

- ✔ Traffic flow is forecasted during an evening rush hour
- ✔ Maps show delay per vehicle
- ✔ The 2045 Without Project scenario presents average travel time and speed through each section
- ✔ The design options present the change in travel time and speed compared to 2045 Without Project
- ✔ In Saint Paul, there is little difference between the scenarios
- ✔ In Maplewood, the Two Side-Running scenario increases delay and the Center-Running scenario further increases that delay

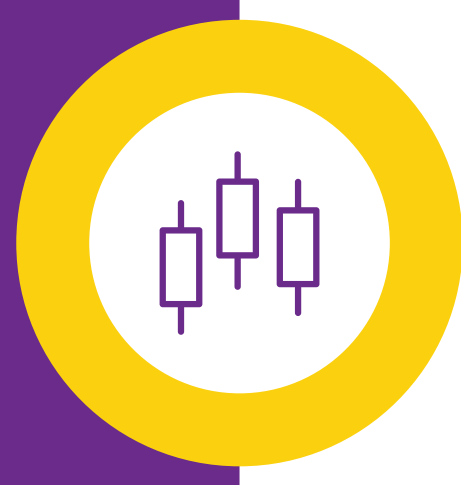
SECONDS OF DELAY PER VEHICLE

- Less than 30 seconds
- 30–50 seconds
- 50–70 seconds
- Greater than 70 seconds



Property Impacts

Saint Paul

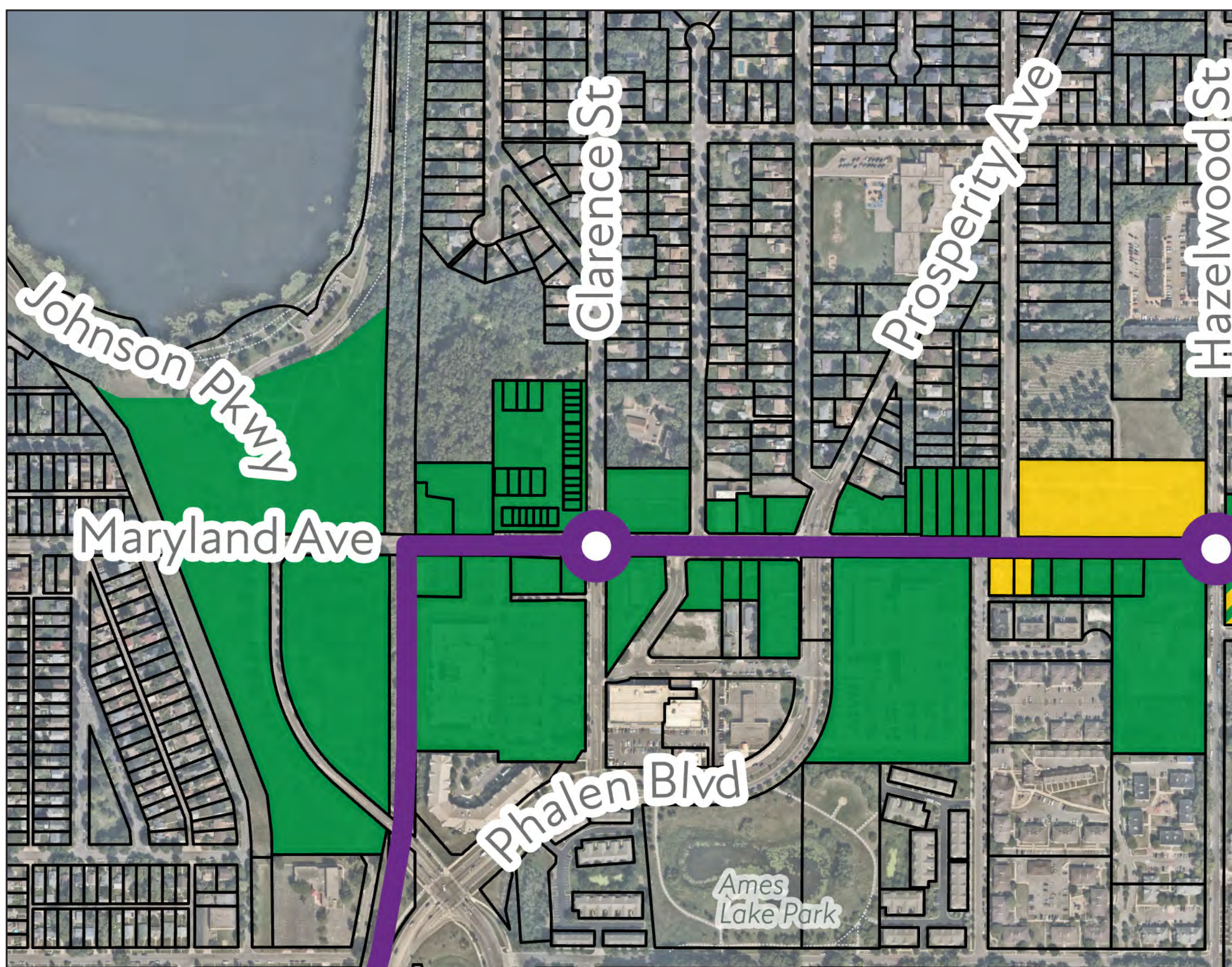
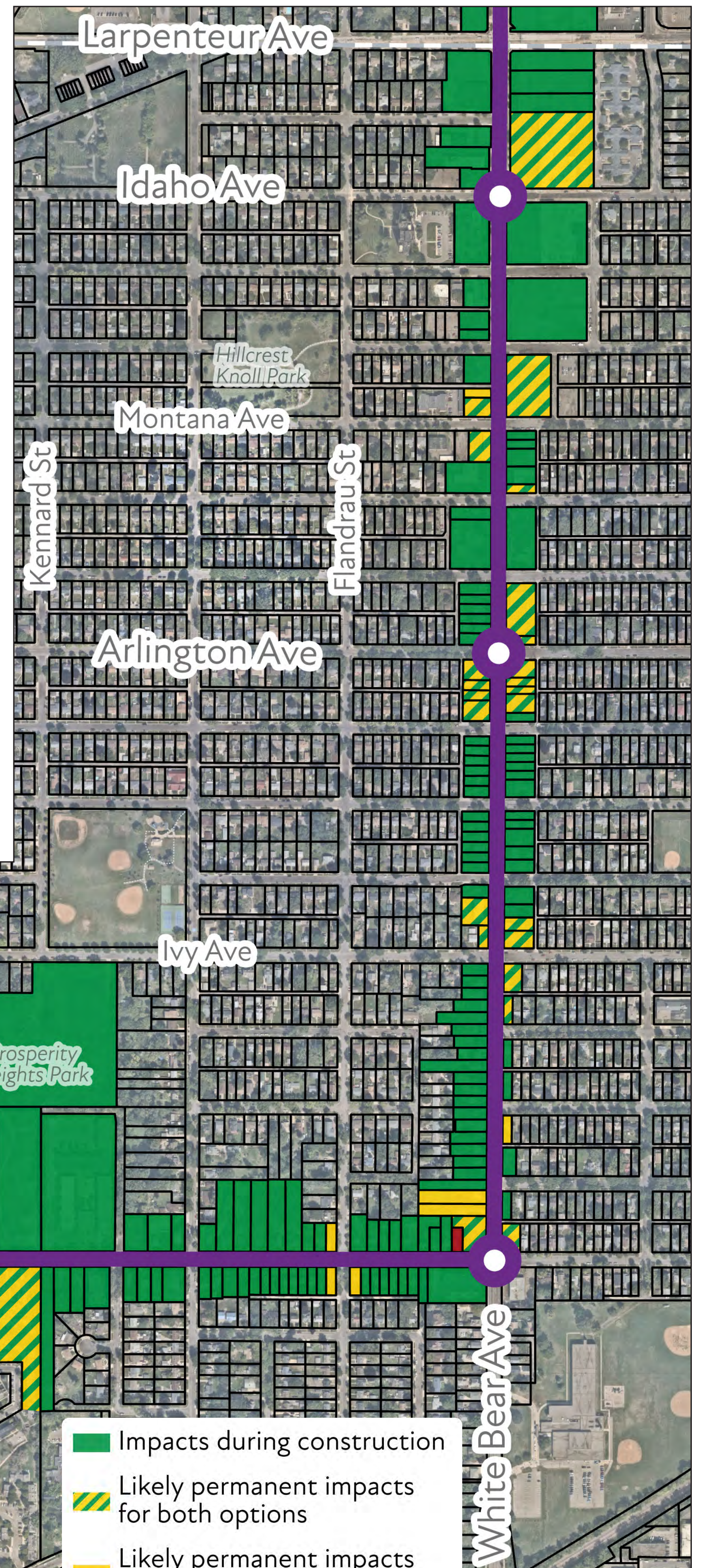


Criteria Evaluated

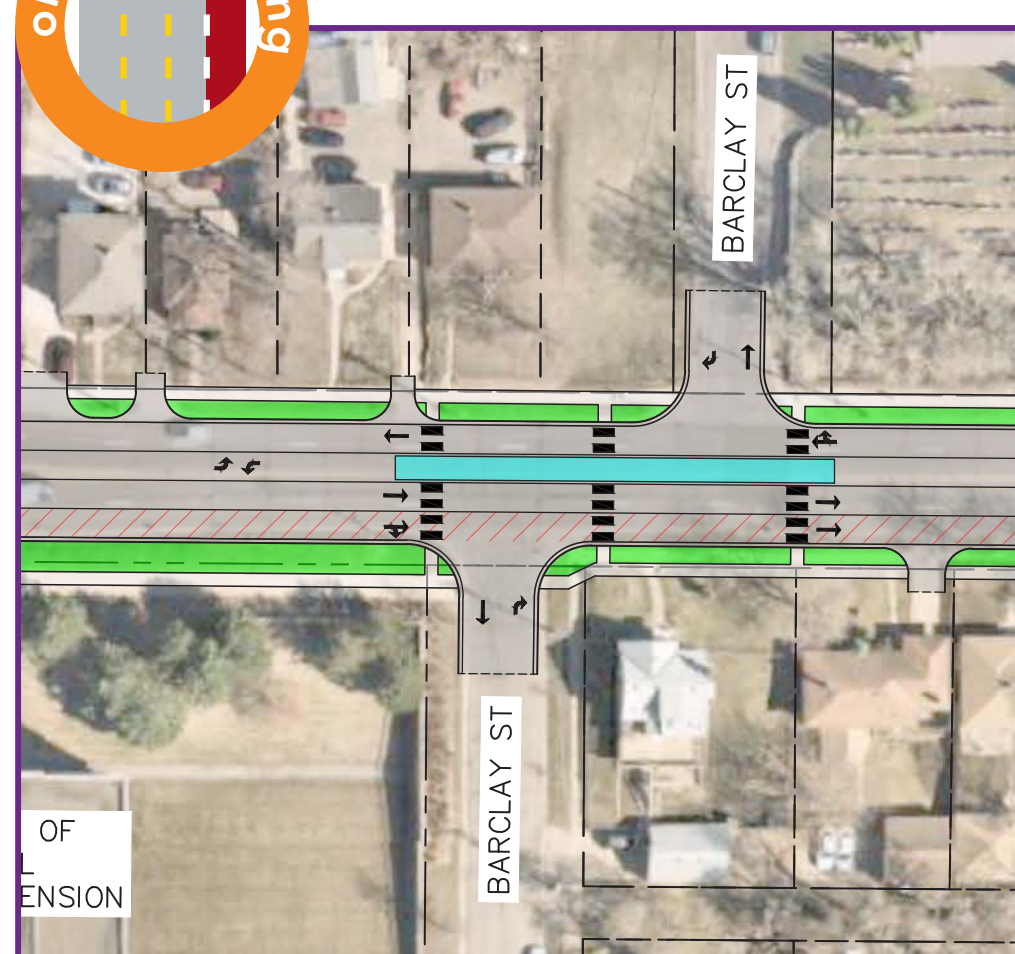
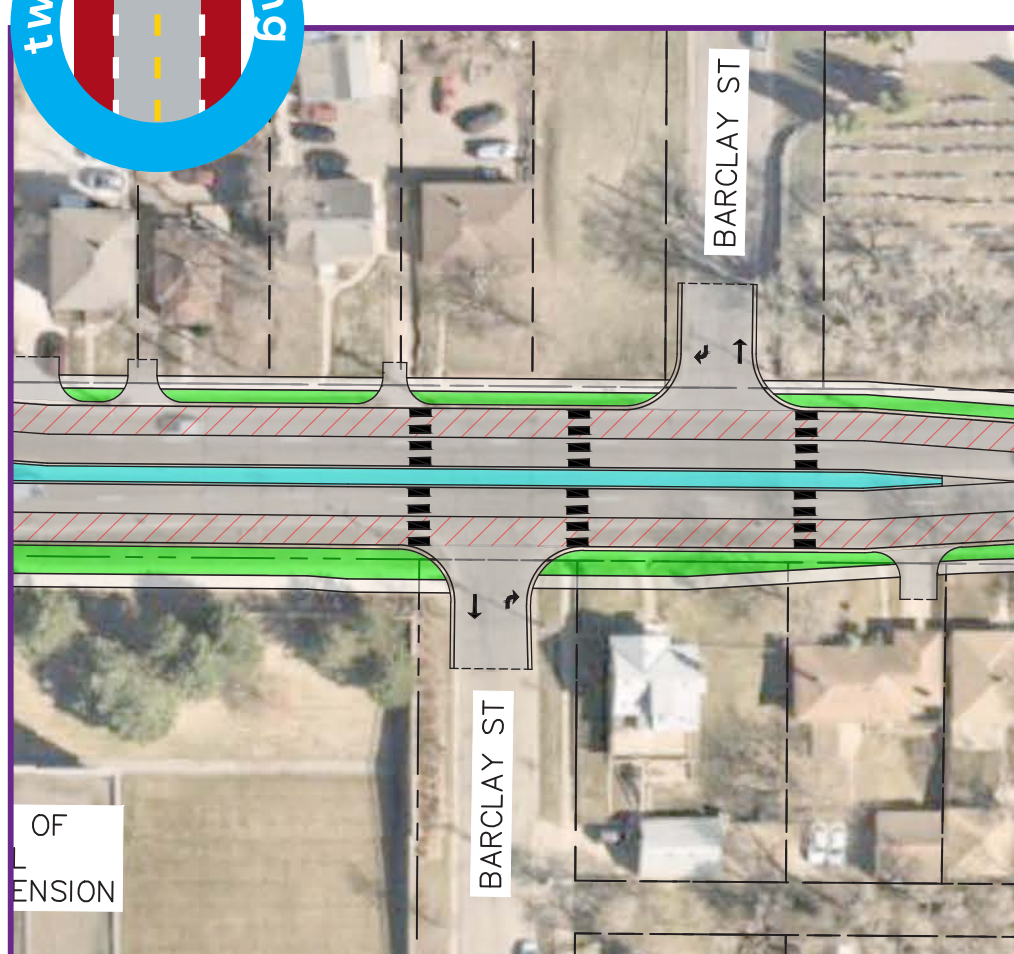


Purple Line staff studied potential property impacts for each design option based on early design concepts. Impacts shown may be reduced with future design advancement.

- ✔ All properties would be impacted to some degree during construction.
- ✔ Some properties would have permanent impacts caused by station platforms.
- ✔ One property in this section may have a total property impact, affecting the entire property, due to access changes.
- ✔ The Two Side-Running option has more property impacts because it has a wider typical cross section at intersections with left-turns or medians.
- ✔ The extent of the impact and potential mitigation strategies will be evaluated in the next phase of design, after the preferred concept is selected.



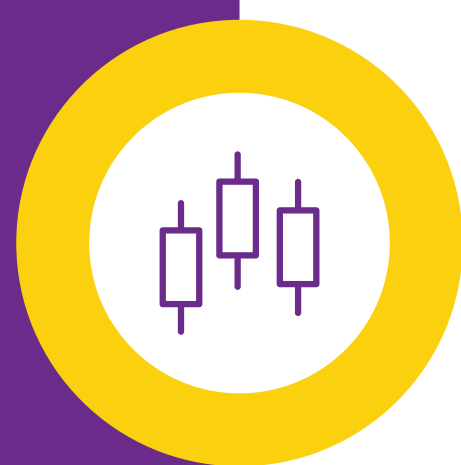
Example of Intersection with Median
Maryland Ave & Barclay St



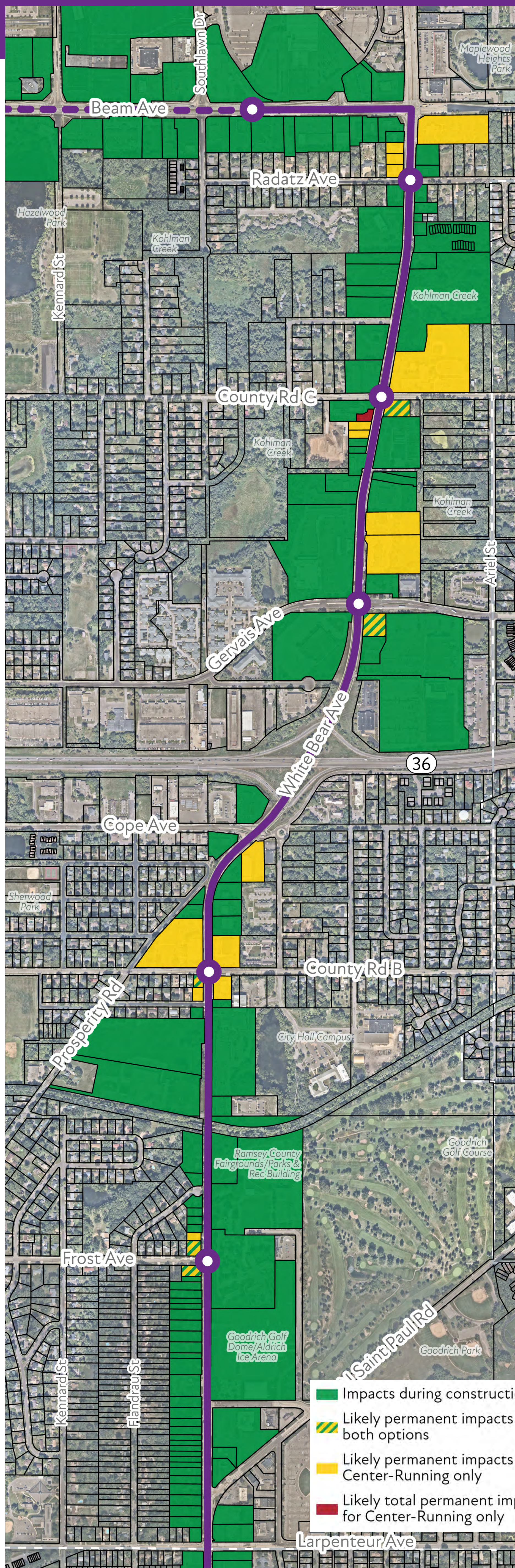
If you own property on the corridor, talk with staff and view the provided layouts to learn about potential impacts to your property.

Property Impacts

Maplewood



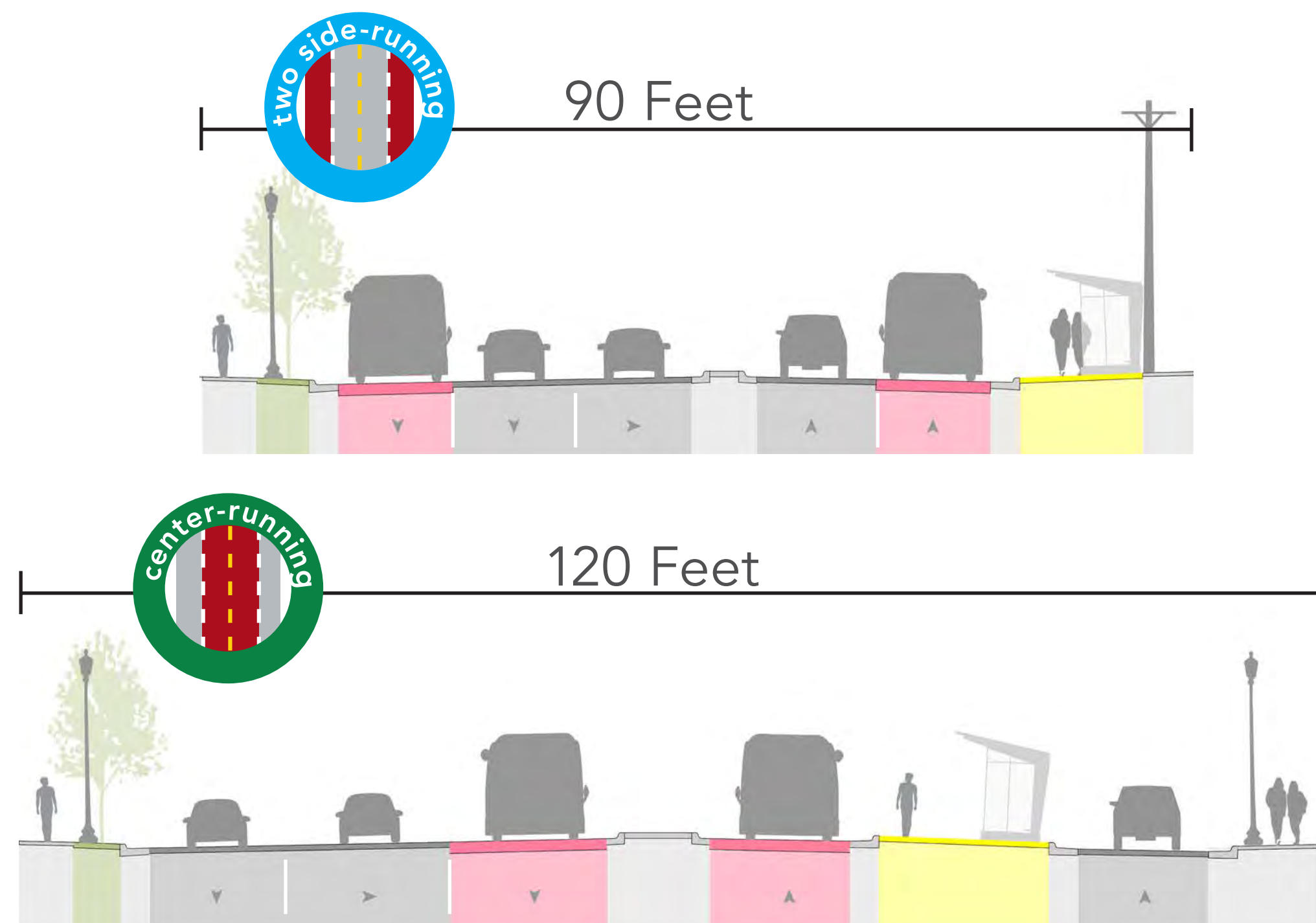
Criteria Evaluated



Purple Line staff studied potential property impacts for each design option based on early design concepts. Impacts shown may be reduced with future design advancement.

- ✓ All properties would be impacted to some degree during construction.
- ✓ Some properties would have permanent impacts caused by station platforms or filling in gaps of sidewalk.
- ✓ The Center-Running option has more property impacts near station areas because it has a wider typical cross-section.

Typical Cross Section near Stations



- ✓ One property in this section may have a total property impact, affecting the entire property, due to access changes.
- ✓ The extent of the impact and potential mitigation strategies will be evaluated in the next phase of design, after the preferred concept is selected.

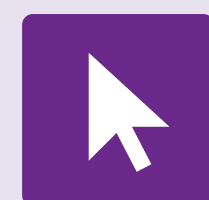


If you own property on the corridor, talk with staff and view the provided layouts to learn about potential impacts to your property.



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For project questions or to invite us to an event, contact:

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