



# WELCOME



## Welcome to the **METRO Purple Line** Community Meeting

# FUTURE TRANSIT

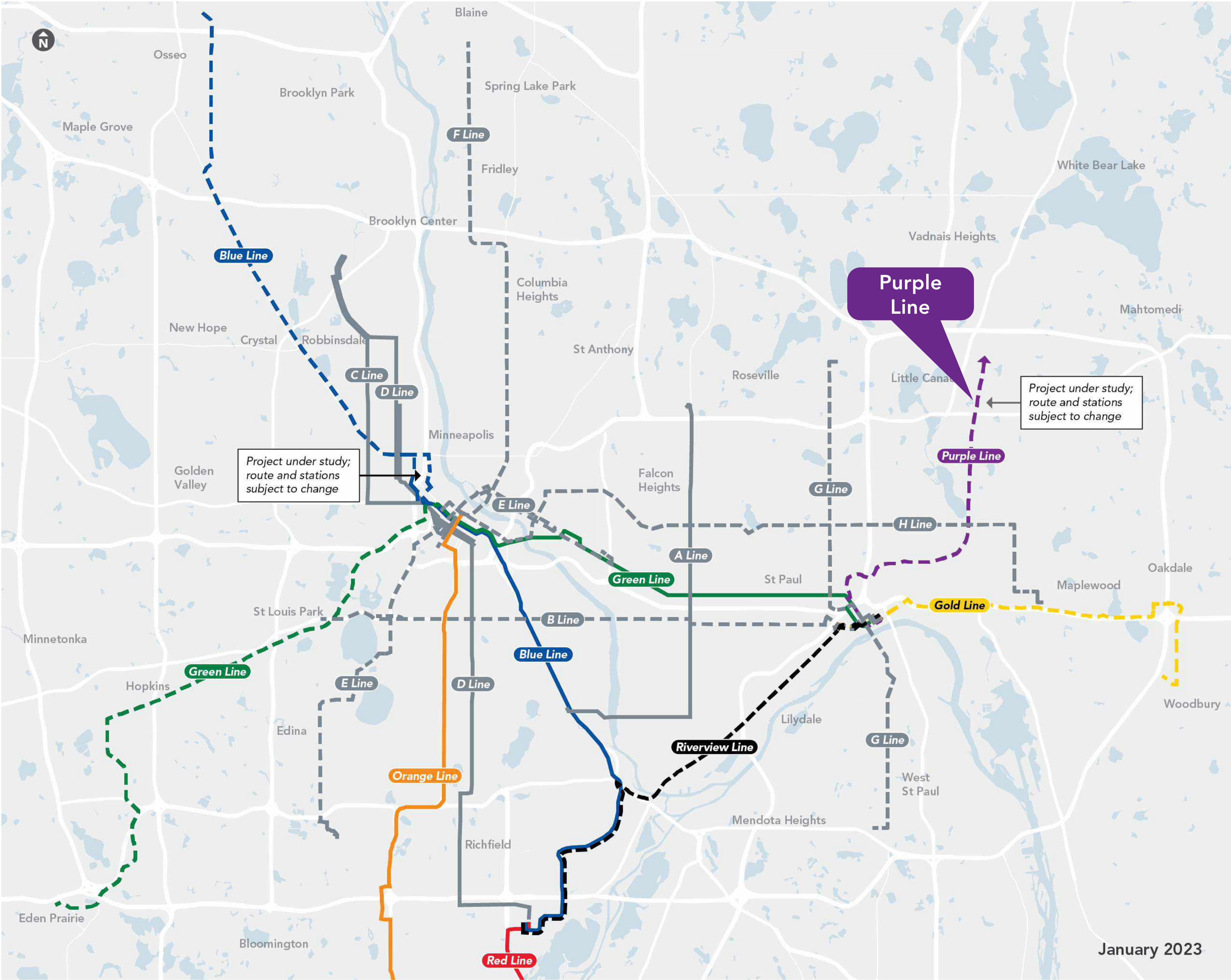
The Purple Line is a proposed bus rapid transit (BRT) line in Ramsey County that will connect with expanding light rail and BRT service of the METRO system, including direct connections to the Green Line, Gold Line, B Line, G Line, and H Line, as well as local bus routes. The line will increase accessibility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

### 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



# WHAT IS BUS RAPID TRANSIT (BRT)?

BRT is a package of transit enhancements that create a **better, more reliable, and faster trip experience** compared to typical bus service.

## Purple Line BRT enhanced features include:

### More frequent service

- Provides all-day service that operates seven days a week with buses arriving every 10-15 minutes on weekdays, every 30 minutes on weekends

### A faster ride

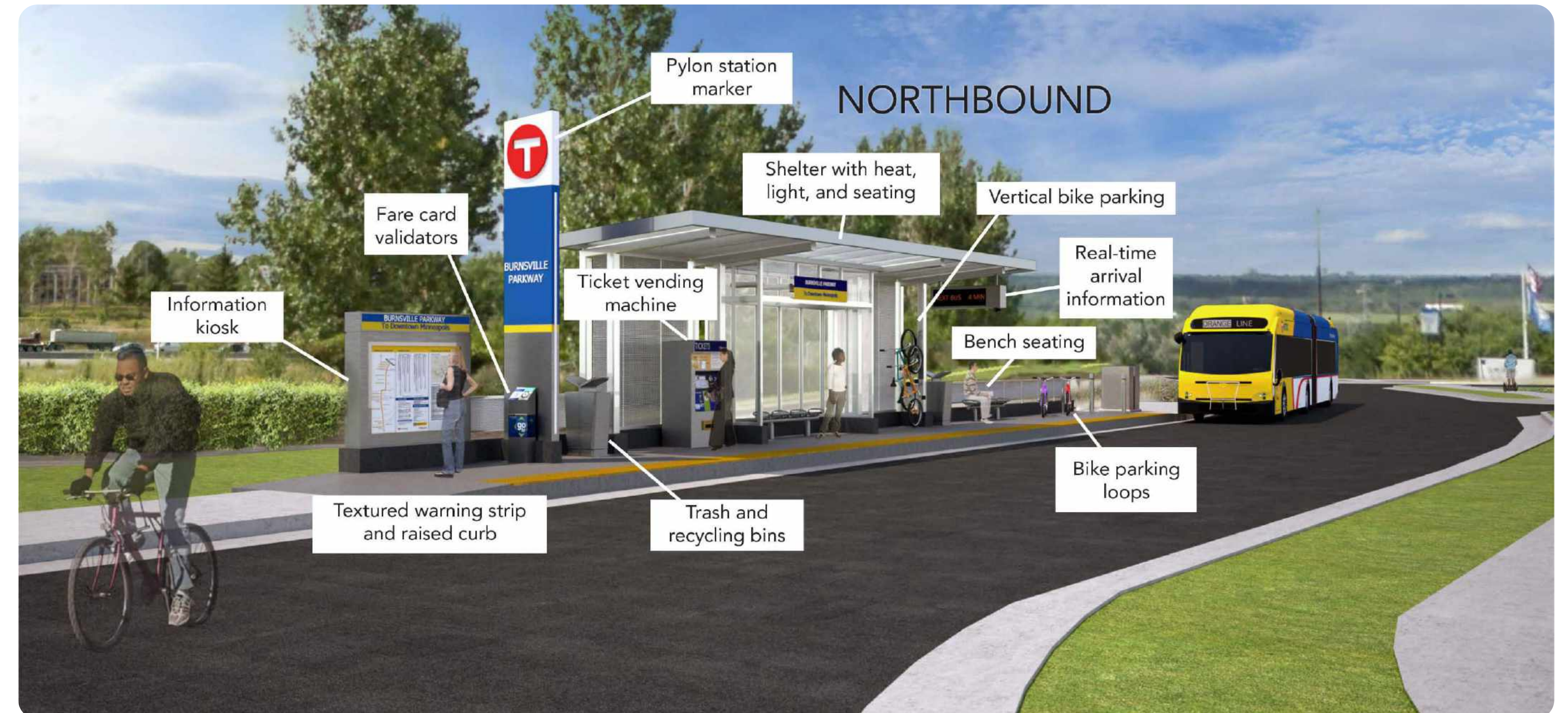
- Pay before you board so the bus leaves the station faster
- Raised platforms help you step or roll on and off easily
- Fewer stops than local routes and bus-only lanes that help keep the bus moving
- Buses are given priority at key traffic signals to “ask” for green lights

### Stations with enhanced amenities

- 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

### Specialized buses

- Buses will be unique and recognizable with wider aisles, additional doors, and folding seats to make room for wheelchairs and strollers



Example of a BRT bus stop and potential amenities



10-15 minutes  
bus frequency



Connections to  
Park & Ride and  
other transit  
services



Access to key  
destinations  
and employers



Travel within bus-  
only lanes for  
most of the route



Example of local bus stop

# Features of DEDICATED BUS RAPID TRANSIT (BRT)



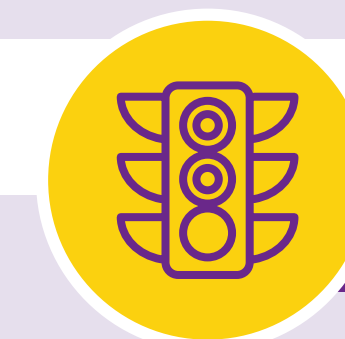
## DEDICATED RIGHT-OF-WAY:

Buses can travel faster with bus-only lanes, an essential feature of Dedicated BRT. Buses are never delayed due to traffic congestion



## OFF-BOARD FARE COLLECTION:

Riders pay their fare at the station instead of on the bus, so riders can board and leave the bus through all doors.



## INTERSECTION TREATMENTS:

Buses have priority at intersections to "ask for" or extend a green light



## RAISED PLATFORM BOARDING:

Riders of all abilities can board easier with 10-inch-high platforms



# TWIN CITIES TRANSIT SERVICE TYPES

## METRO Network

Offers fast, frequent, all-day service and is the fastest growing service. Service includes paying before you board, fewer stops, and enhanced stations.

### Arterial Bus Rapid Transit

- Fastest growing ridership
- Operates in mixed traffic on local roads with some exclusive lanes
- Raised curbs at most stations for easier boarding



### Dedicated Bus Rapid Transit

- Primarily operates in exclusive lanes on existing or new roadways
- Raised curbs at most stations for easier boarding
- Includes both Highway BRT and Guideway BRT types



### Light Rail Transit

- Operates on train tracks in exclusive right-of-way
- Level boarding between platform and vehicle
- Largest rider capacity



## Bus Service

Local, suburban, express, and limited stop service is the backbone of the Twin Cities transit system. Buses serve stops that may include limited-amenity bus shelters.

### Local and Suburban Bus

- Most common
- Pay as you board
- Operates in mixed traffic on local roads
- Typically stops every block
- All-day service



### Express or Limited Stop

- Operates in mixed traffic on local roads and highways
- Pay as you board or exit
- Express service operates between suburban Park & Rides and urban centers, serving one-directional rush hour commutes
- Limited stop operates all-day in both directions with stops every quarter- to half-mile



## Other Services

Metro Transit and the Metropolitan Council offer a mix of other services to bolster the core bus and METRO network.



### METRO TRANSIT MICRO

- Pilot program in North Minneapolis
- On-demand, multi-passenger service without dedicated stops
- Provides end-to-end trips within the service area or connections to other transit service
- Small 15-passenger buses



### METRO MOBILITY

- Available to Twin Cities residents who are unable to use regular fixed-route service due to a disability or health condition
- Riders must apply to use the service
- Multi-passenger service without dedicated stops
- Small 15-passenger buses



### TRANSIT LINK

- Available to Twin Cities residents where regular fixed-route service is infrequent or unavailable
- A multi-passenger service without dedicated stops
- Small 15-passenger buses



### NORTHSTAR

- Provides rush hour service between downtown Minneapolis and Big Lake, Minnesota
- Operates on train tracks, serving dedicated stations
- Typically described as "commuter rail"

# PURPOSE AND NEED

## What is the purpose and need of the Purple Line BRT project?

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 study area: St. Paul, Maplewood, and North Saint Paul.



### SERVING THE NEEDS OF PEOPLE WHO RELY ON TRANSIT

- ✓ For households without a vehicle or for multi-family households with only one vehicle
- ✓ For residents in the corridor that are unable to or choose not to own a vehicle
- ✓ For a growing population of residents 65 and older along the corridor
- ✓ For residents in the corridor with a disability impacting their mobility



### PLANNING FOR SUSTAINABLE GROWTH AND DEVELOPMENT

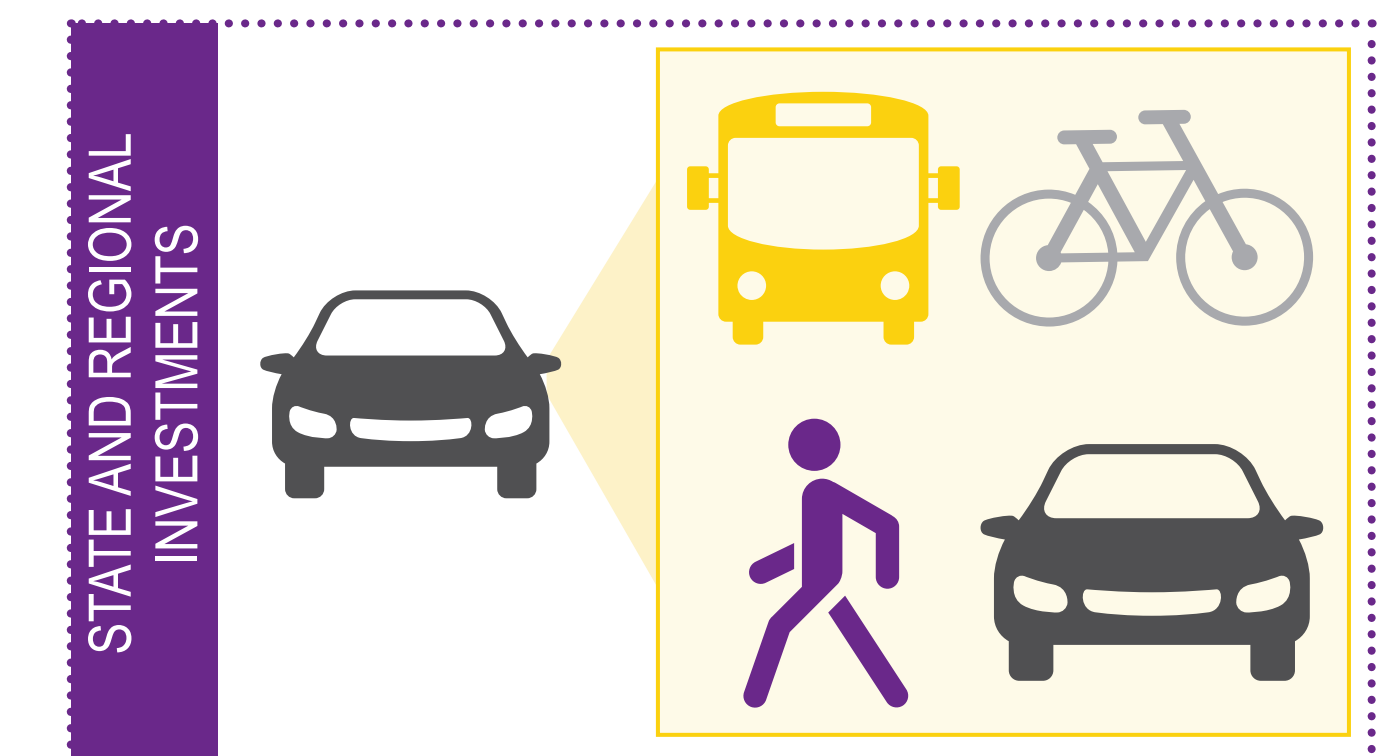


- ✓ Zoning throughout the corridor is planned to become more amenable to multi-family and mixed-use development.
- ✓ Demand of additional highway capacity to relieve congestion is beyond available or realistic resources.

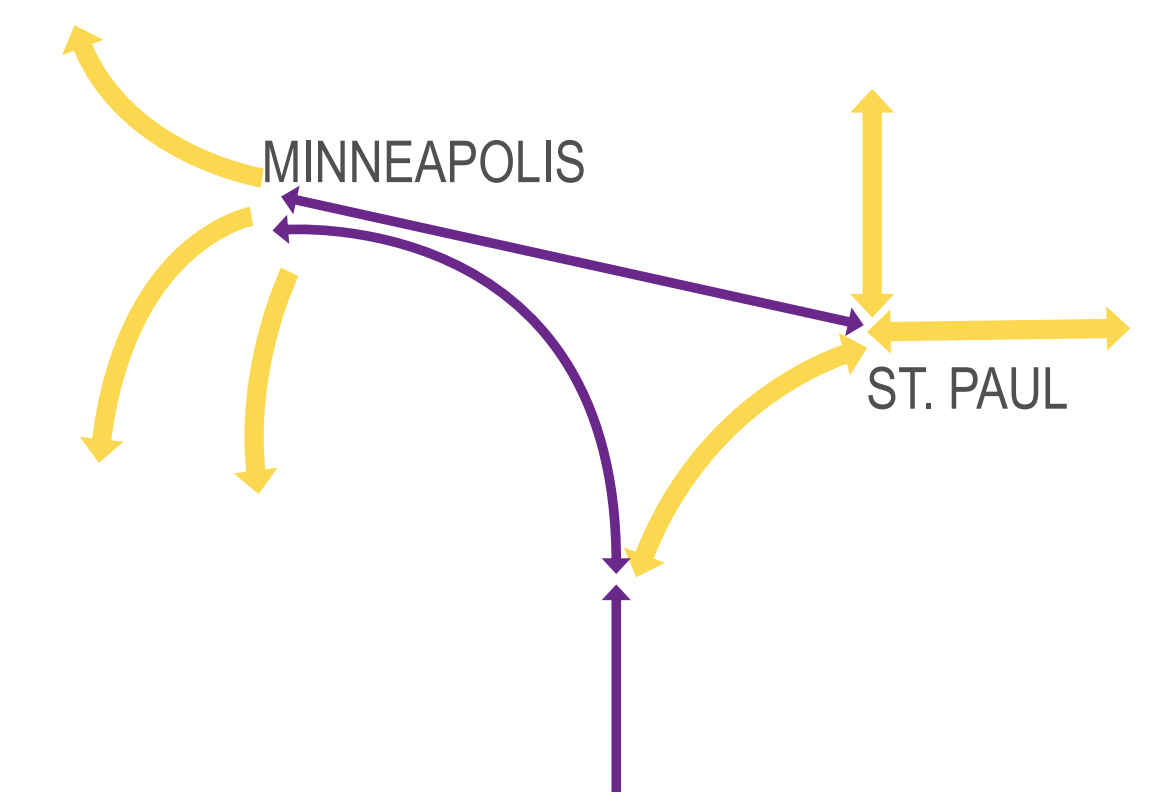


### EXPANDING MULTIMODAL TRAVEL OPTIONS

The State of Minnesota and the Twin Cities region are shifting away from investing in cars only to investing in multiple modes including cars, transit, walking, biking, and more.



Regional transportation plans include the Purple Line BRT project as one of multiple METRO lines to be built in the next decade.



### MEETING INCREASING DEMAND FOR RELIABLE, HIGH-FREQUENCY TRANSIT

3 EXISTING HIGH FREQUENCY ROUTES 44 TOTAL ROUTES



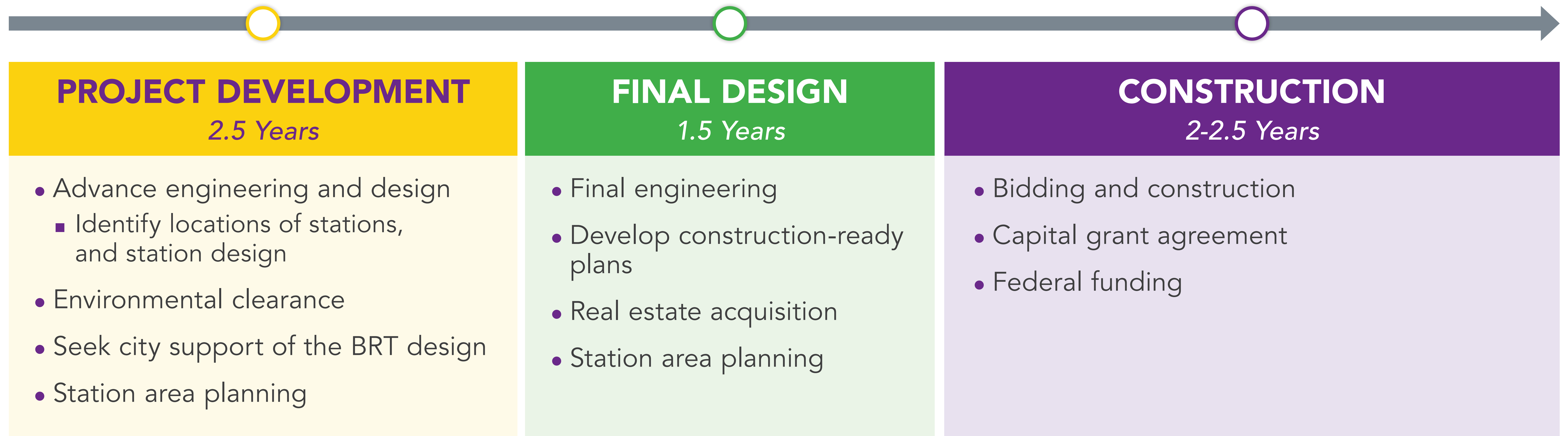
METRO A Line  
RIDERSHIP **30%**  
since 2016 opening

Data from the Environmental Assessment (May 2021). Available at: [www.metrotransit.org/Data/Sites/1/media/about/improvements/purple-line/environmental-assessment.pdf](http://www.metrotransit.org/Data/Sites/1/media/about/improvements/purple-line/environmental-assessment.pdf)

# PROJECT SCHEDULE

WE ARE HERE

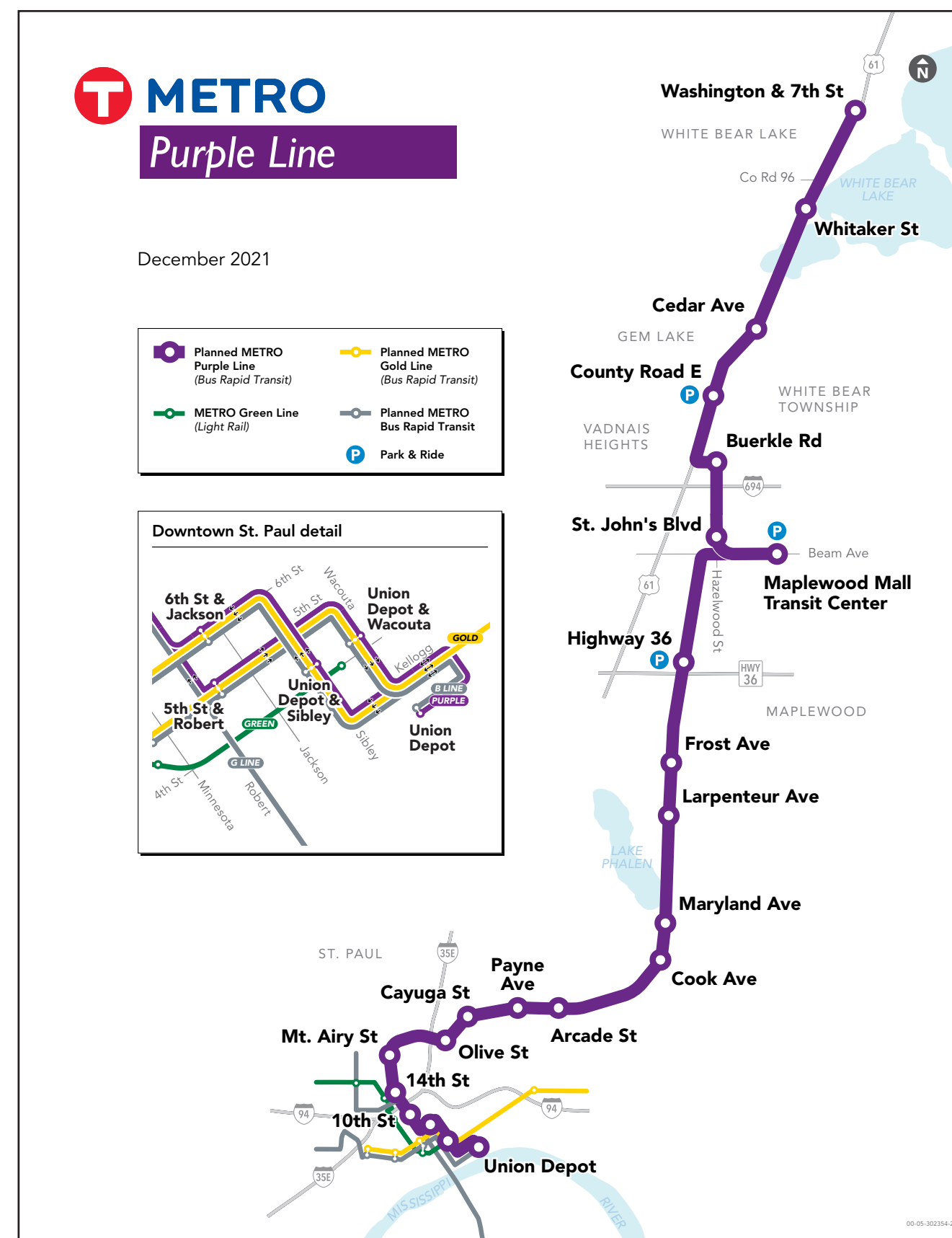
## COMMUNITY ENGAGEMENT



*BRT projects are complex and unforeseen challenges arise.  
Schedules and timelines are subject to change.*

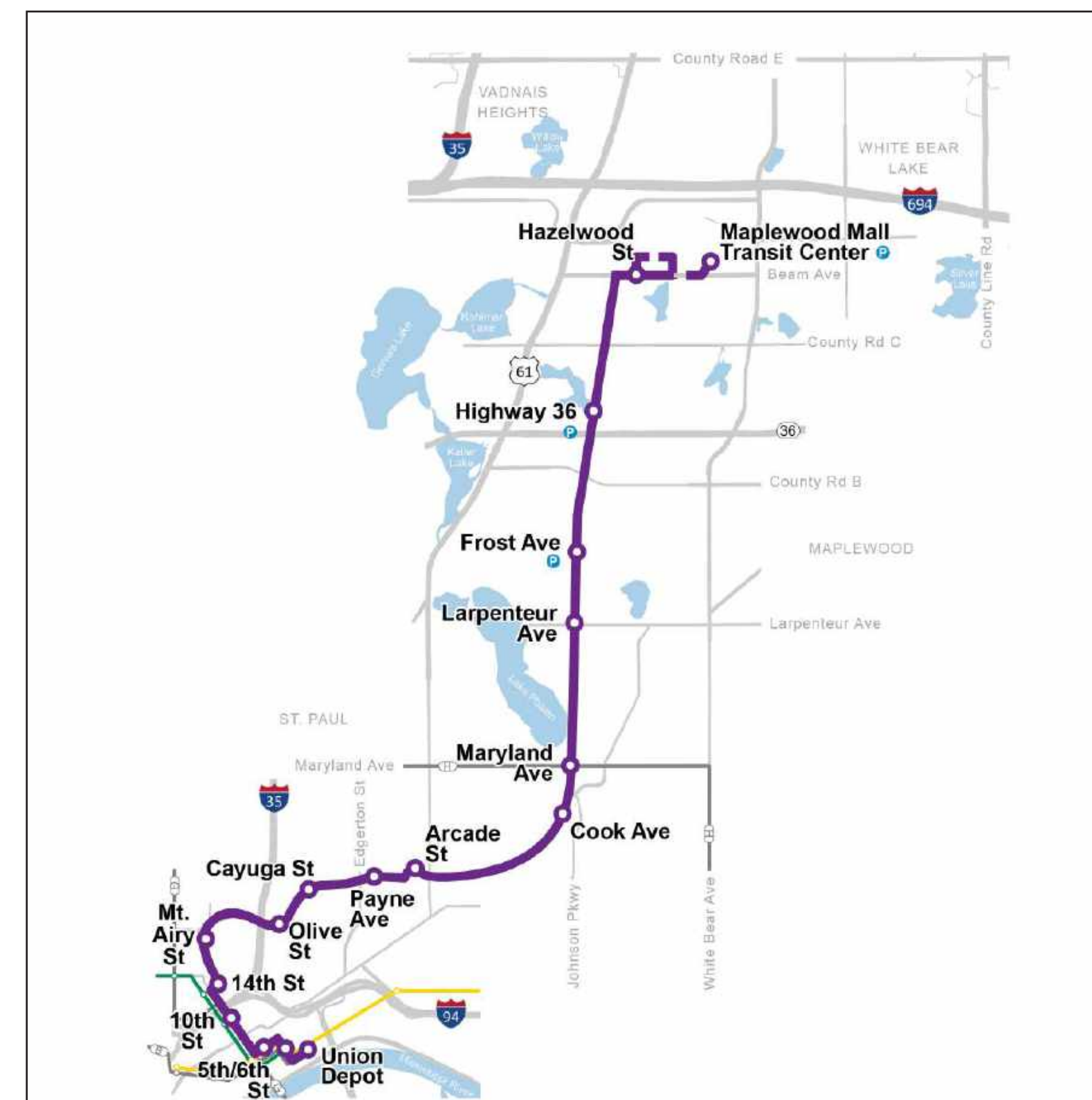
# EVOLUTION OF PURPLE LINE BRT

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.



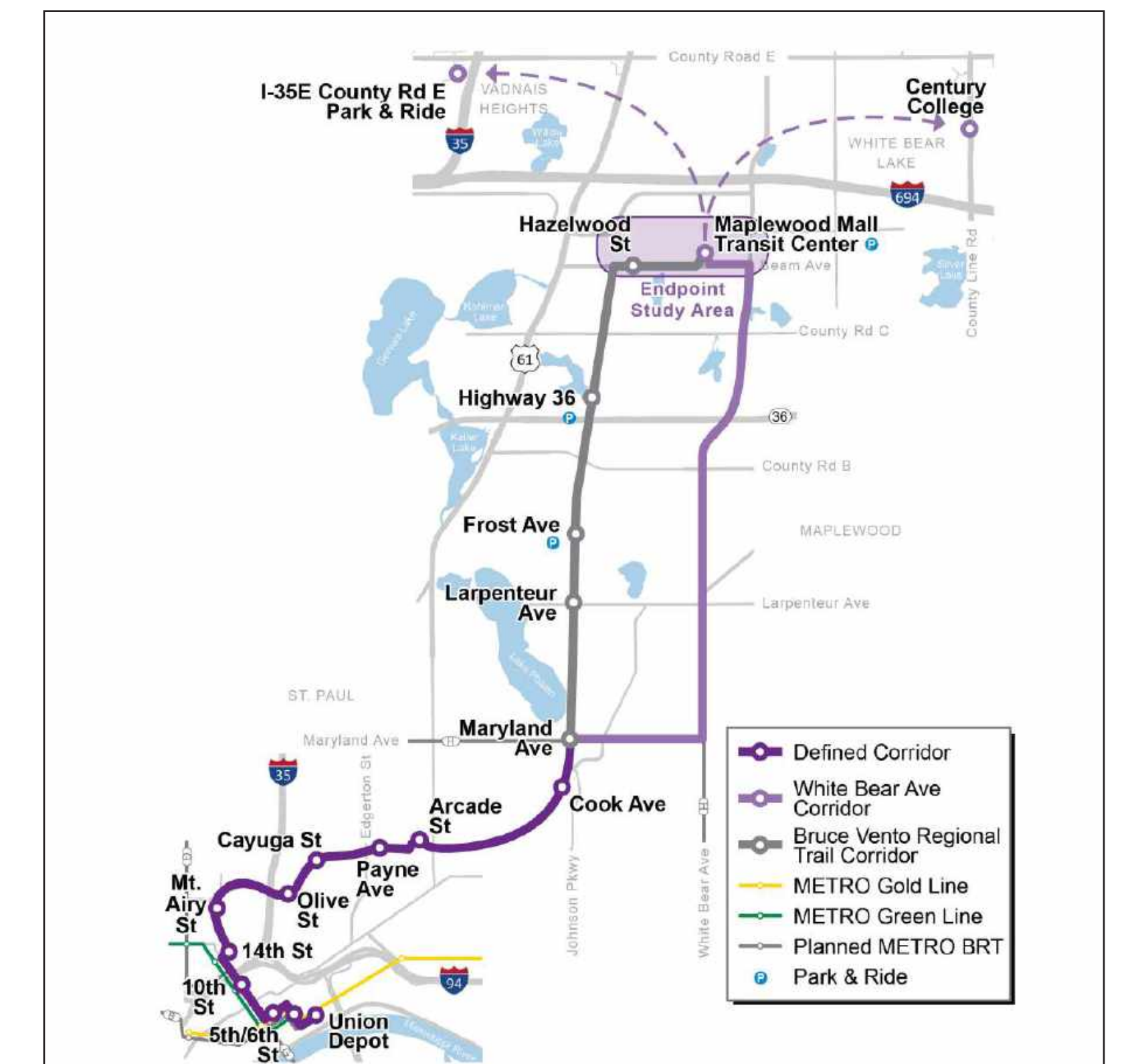
## Environmental Phase December 2021

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 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 is leading the current effort to study Maryland and White Bear avenues to the Mapplewood Mall area as an alternative route to using the Bruce Vento Regional Trail Corridor.

# ROUTE MODIFICATION STUDY PHASE I

## BRUCE VENTO TRAIL CORRIDOR

In March 2022, the City of White Bear Lake took formal action to request Purple Line BRT not enter the city limits. The project team explored several options to change the line's northernmost stop including Maplewood Mall Transit Center, I-35E and County Road E Park & Ride in Vadnaïs Heights, and Century College on the White Bear Lake-Mahtomedi border. The project maintained the alignment between downtown St. Paul and Beam Ave in Maplewood, along the Bruce Vento Regional Trail.

### Evaluation Criteria

The following criteria was used to evaluate if the three end points met the project's purpose and need:



#### Who the project serves

Population, jobs, housing density, destination density, land use



#### Connectivity to other modes of transportation

Existing bus route connections; pedestrian and bicycle accessibility; future transit planning



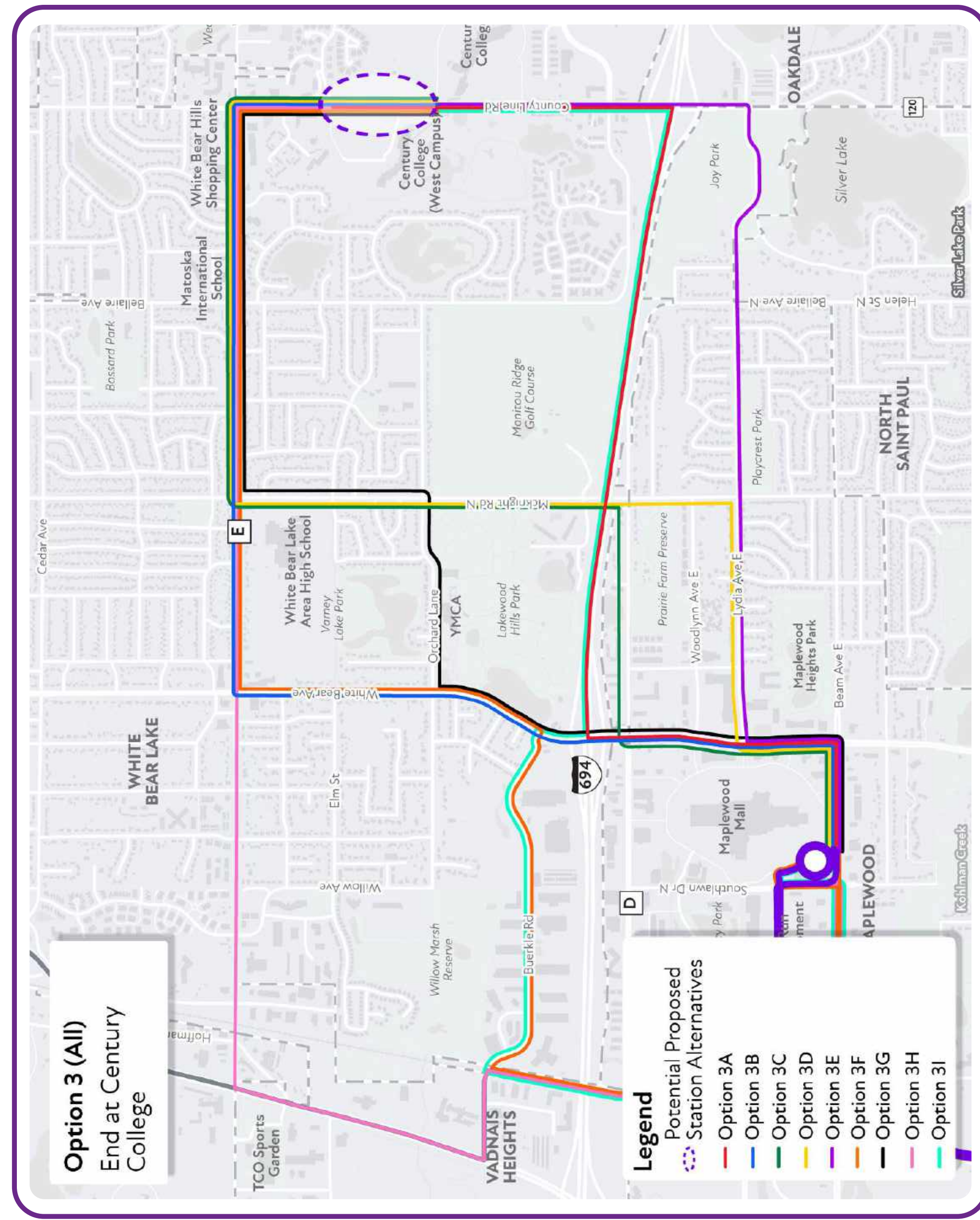
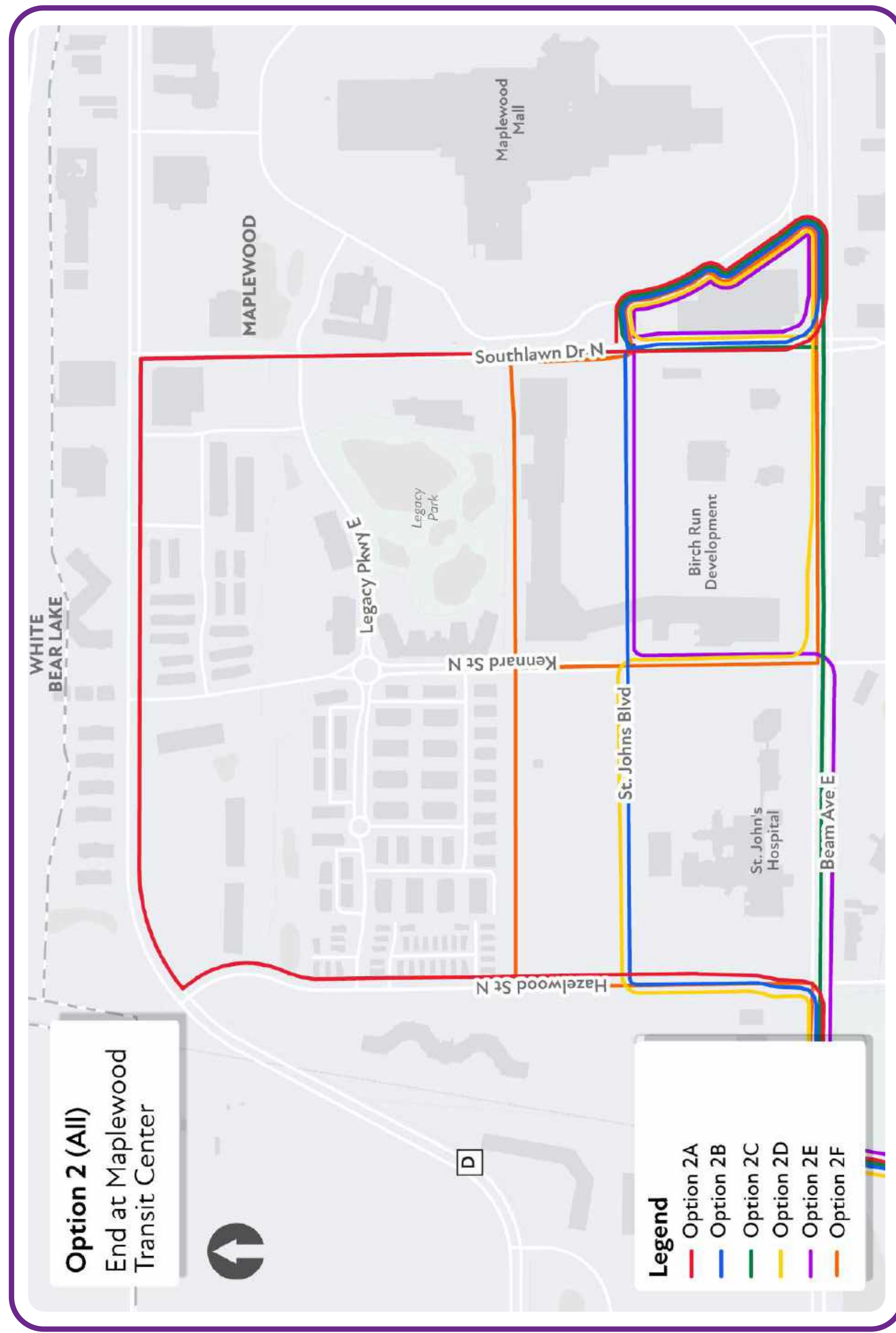
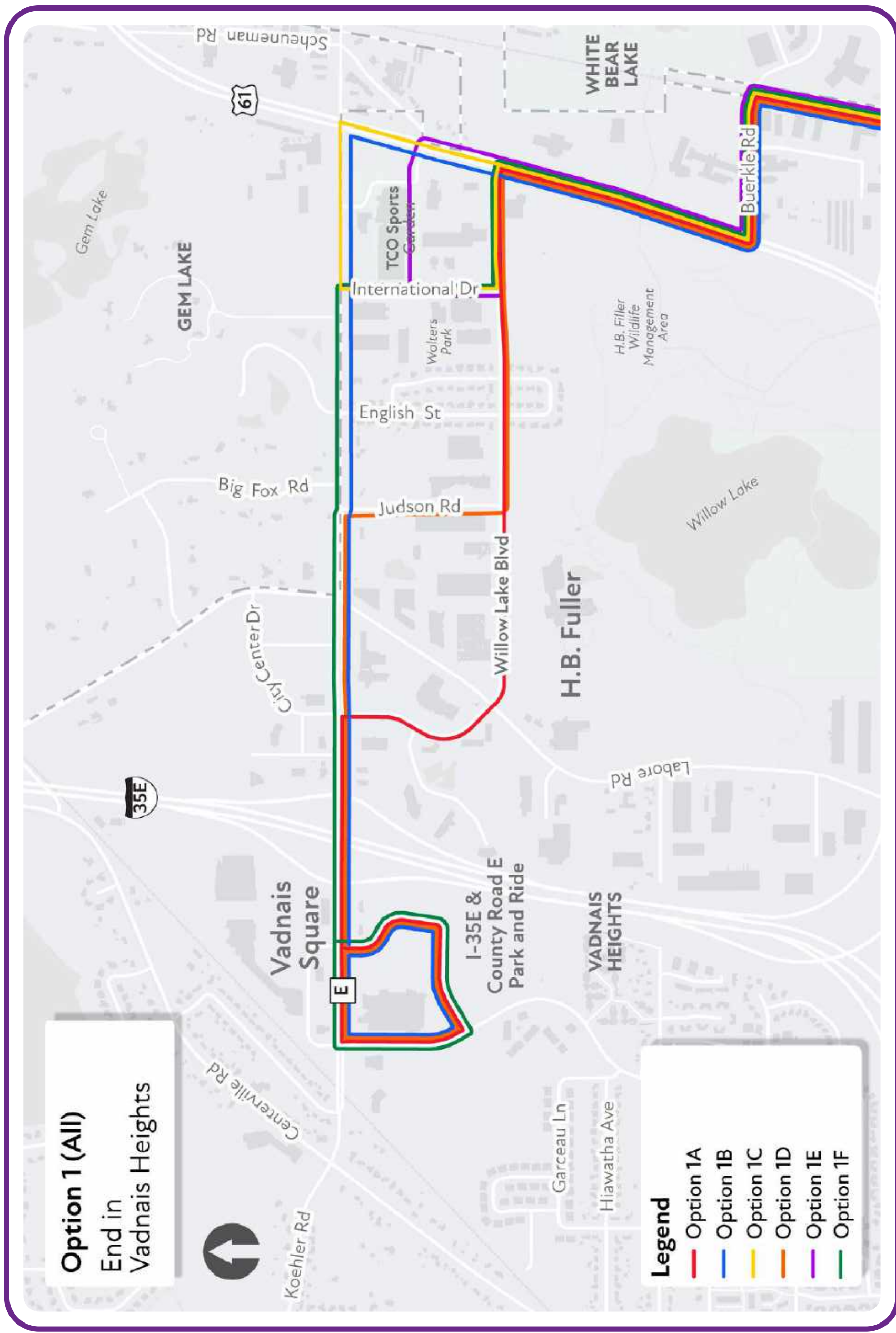
#### Potential impacts to environmental and community resources

Parks, trails, wetlands, historic resources, traffic



#### Project Feasibility for federal funding

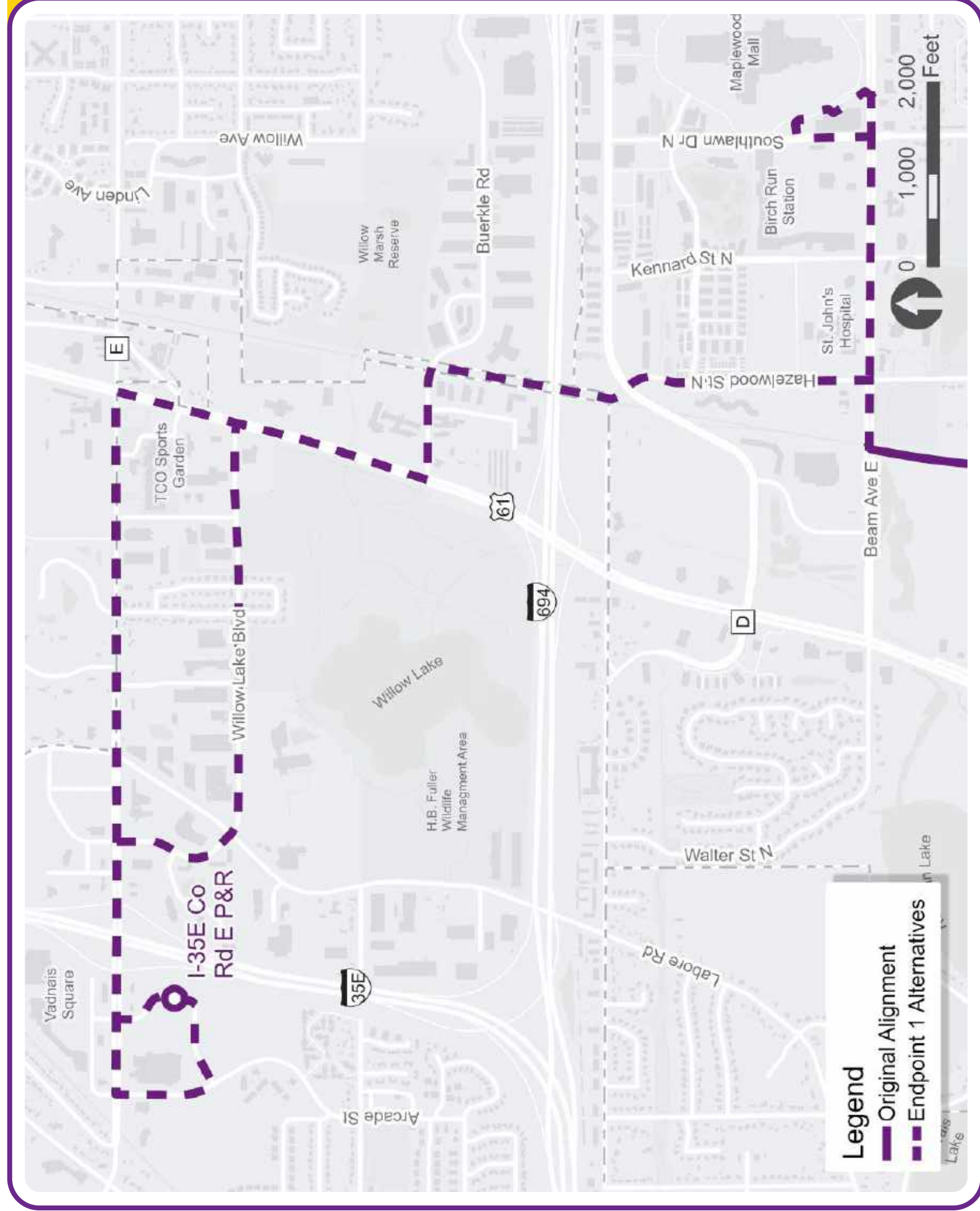
Travel time; ridership; capital costs



Purple Line

# ROUTE MODIFICATION STUDY PHASE I FEDERAL FUNDING ELIGIBILITY

The alignment for each end point, connecting to the Bruce Vento Regional Trail Corridor, narrowed as alternatives were eliminated during the Route Modification Study Phase I.

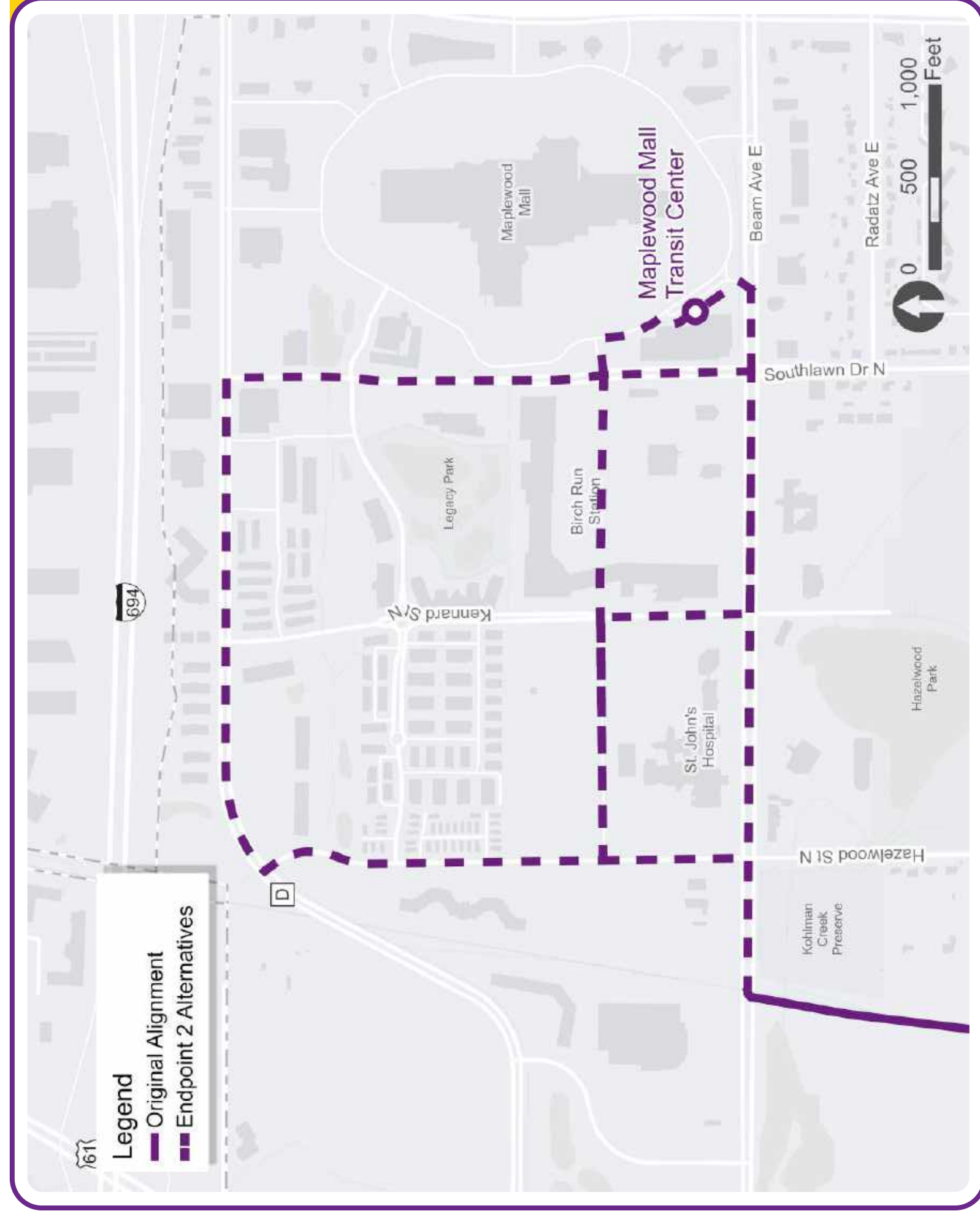


## End Point 1: Vadnais Heights

- Connections to workplaces and community facilities in Vadnais Heights
- Would serve many low-income and communities of color households
- Fewer pedestrian and bicycle facilities connecting to station areas compared to Endpoint 2
- Minimal impacts to environmental resources and community facilities



**NOT ELIGIBLE FOR FUNDING:**  
Additional project cost is not supported by predicted ridership

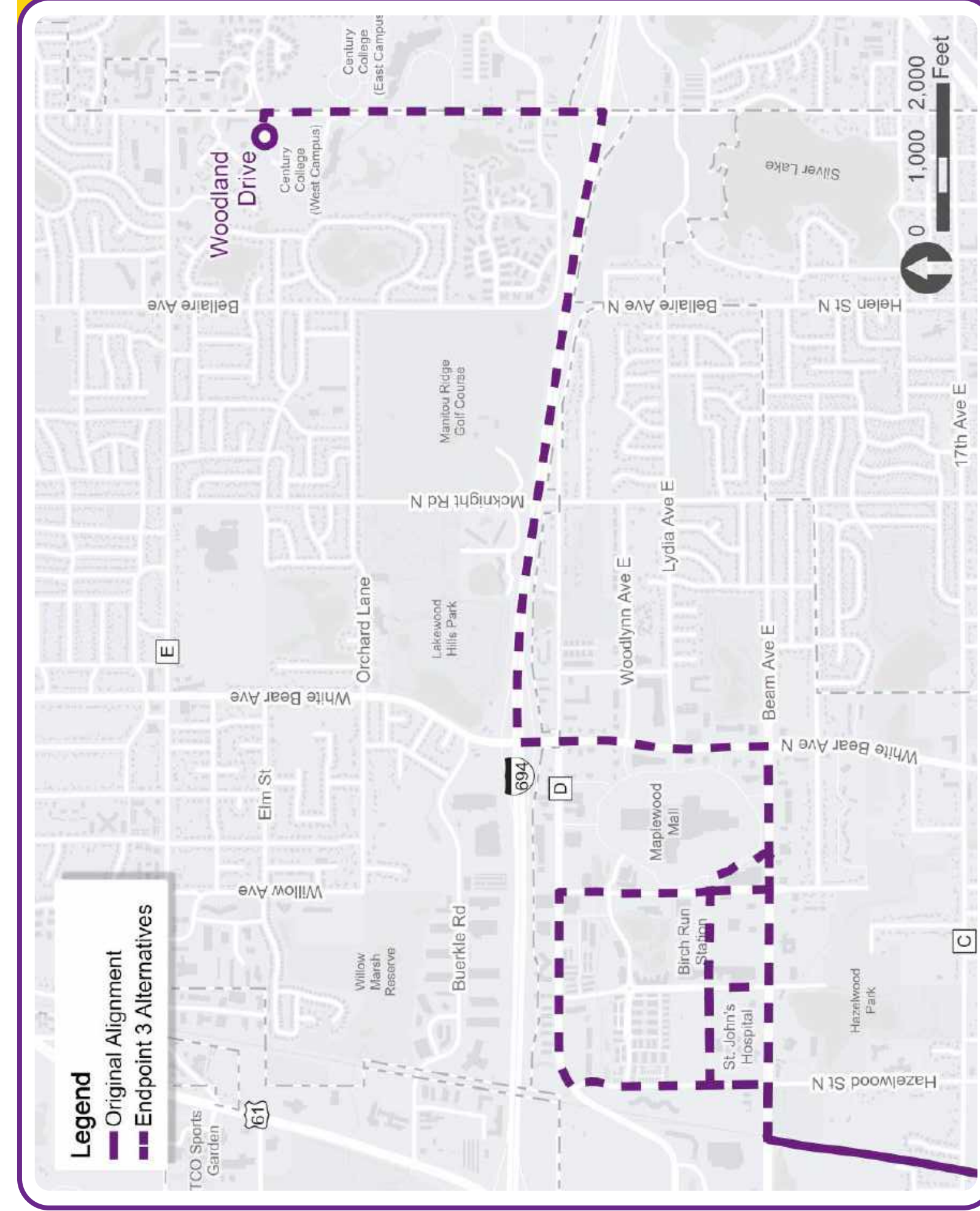


## End Point 2: Maplewood Mall

- Connections to workplaces and community facilities surrounding Maplewood Mall
- Good quality pedestrian and bicycle facilities connecting to station areas.
- Minimal impacts to environmental resources and community facilities



**ELIGIBLE FOR FUNDING:**  
Predicted ridership supports the total project cost



## End Point 3: Century College

- Connections to community institution, Century College, which promotes economic advancement
- Serves residents east of Maplewood Mall
- Fewer pedestrian and bicycle facilities connecting to station areas compared to Endpoint 2
- Minimal impacts to environmental resources and community facilities



**NOT ELIGIBLE FOR FUNDING:**  
Additional project cost is not supported by predicted ridership

After review of cost, ridership, and other factors for each end point, End Point 2—ending at Maplewood Mall Transit Center—was the only end point that could have qualified for federal funding to advance for further design and planning.

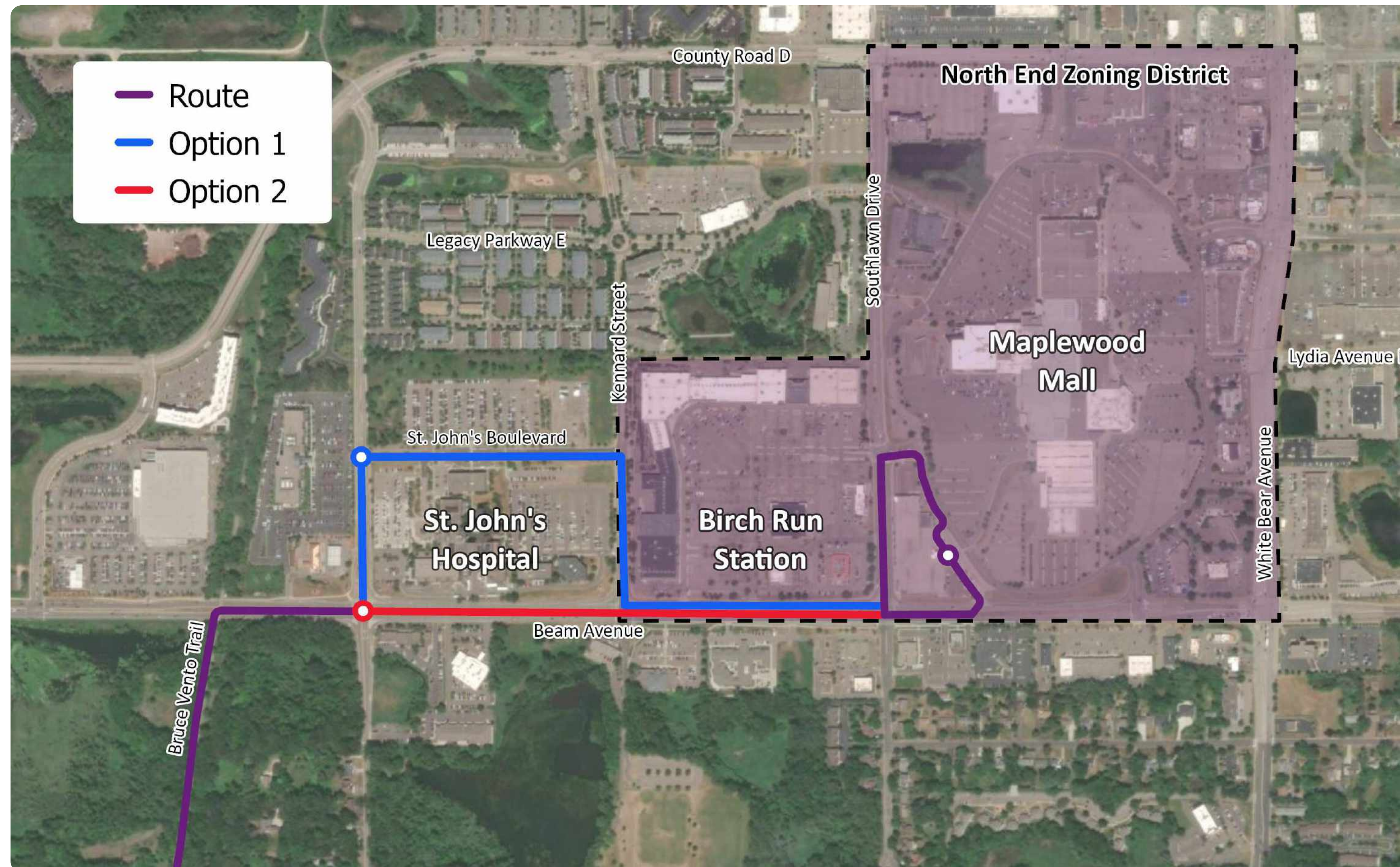


Purple Line

# END POINT 2 (ROUTE MODIFICATION STUDY PHASE I)

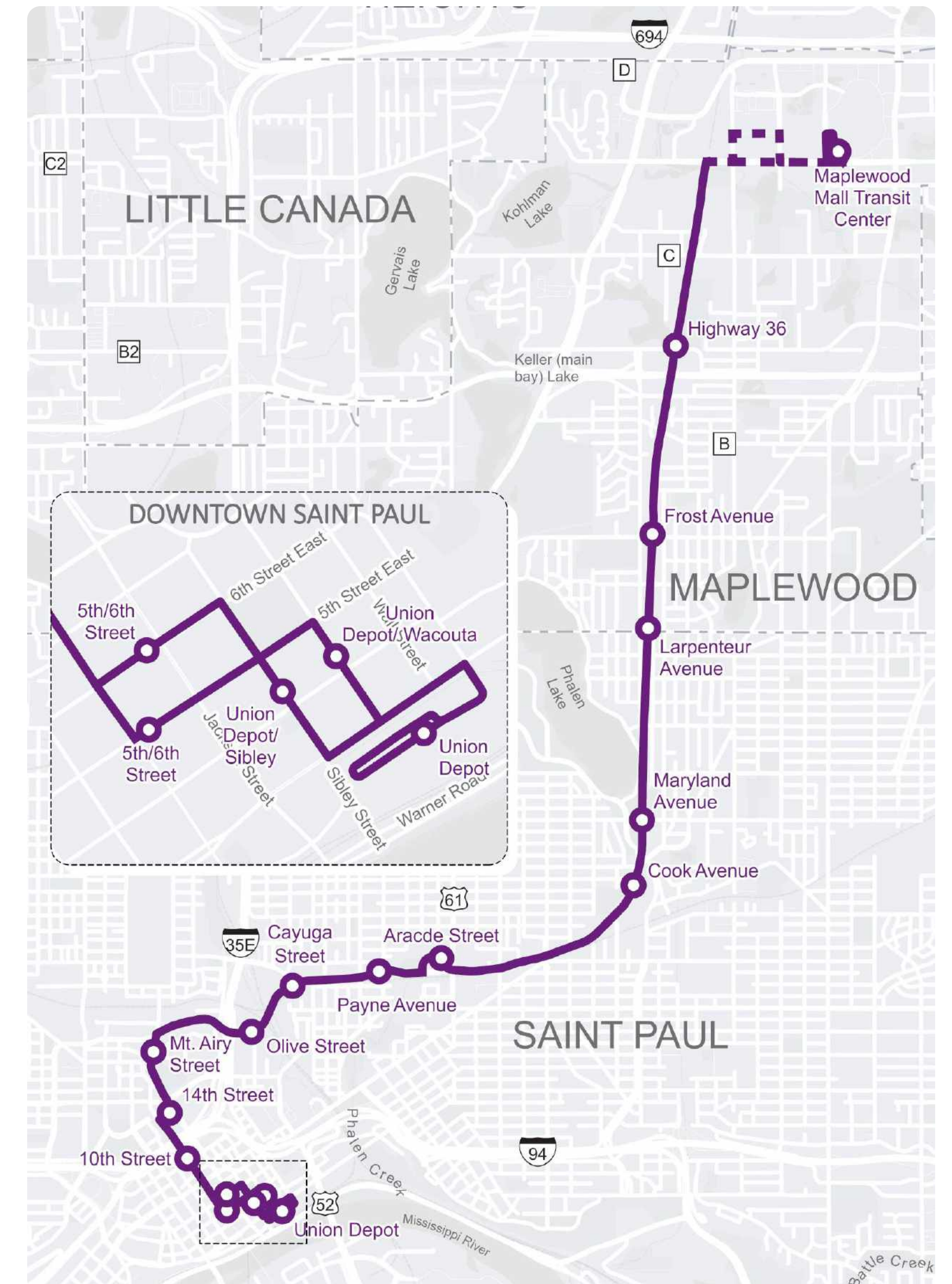
After reviewing criteria such as cost, ridership, and other factors for each end point, End Point 2—ending at Maplewood Mall Transit Center—was the only end point that could have qualified for federal funding.

**There are two route options to Maplewood Mall under consideration:**



## ✓ Alignment Benefits

- Connection to several existing bus routes
- Serves St John's Hospital, Maplewood Mall, and the Birch Run Station



# ARCADE STREET STATION OPTIONS

Since fall 2022, the Purple Line BRT project team explored three options for Arcade Street Station in St. Paul to find a location that provides the best pedestrian access for the surrounding neighborhoods. Those options include:

- **Option A:** an Arcade Street station at Neid Lane with a pedestrian bridge to Phalen Blvd.
- **Option B:** an option with a station on Phalen Blvd. below Arcade Street
- **Option C:** a station at Wells Street

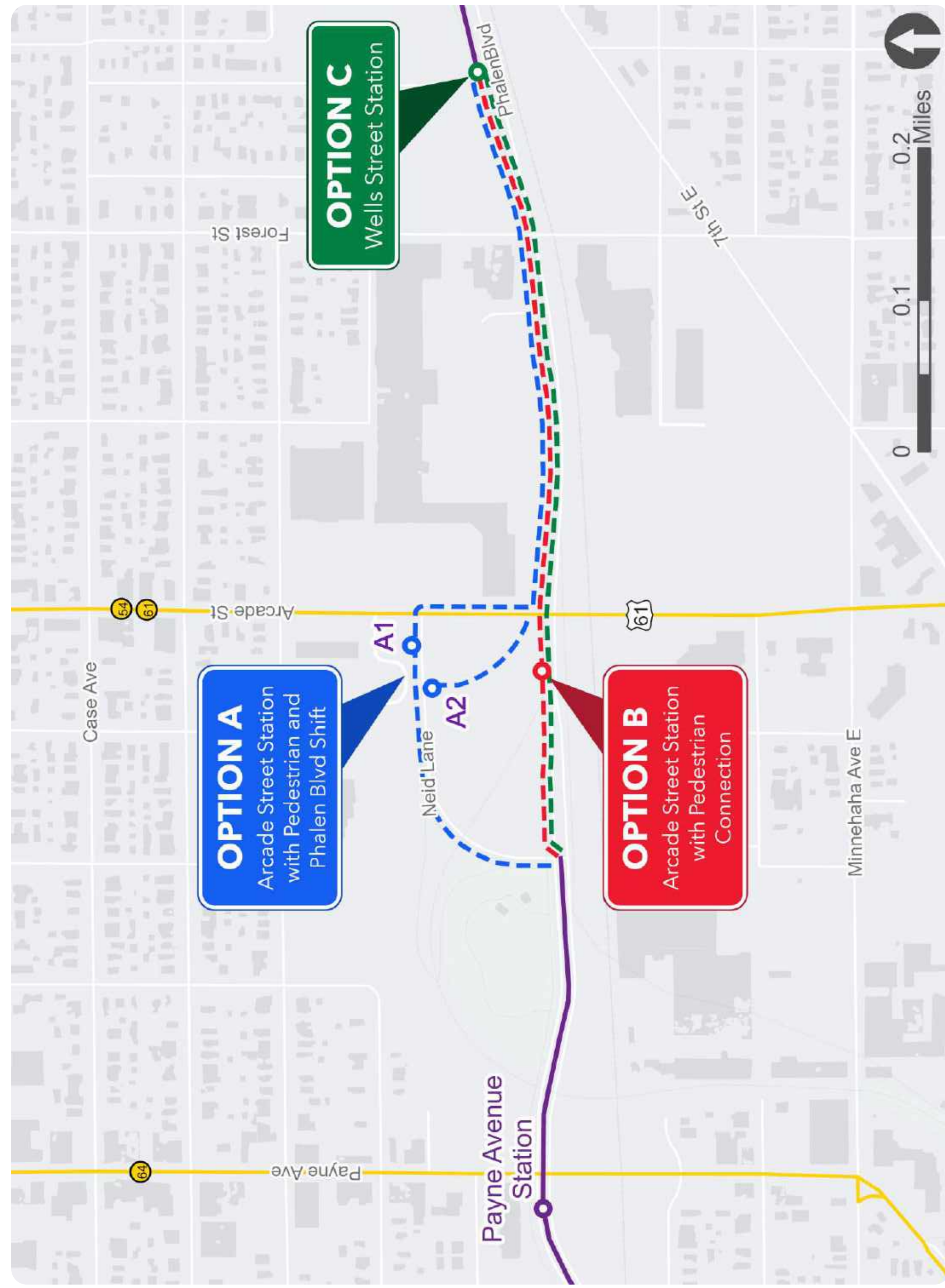
Community and stakeholder feedback and design considerations indicated Option A was preferred.

The project team modified the community-preferred option to blend community preferences, cost effectiveness, and design considerations.

## ✓ Modified Arcade (A2) Benefits:

Closest to the preferred option from community engagement; improves travel time; limits changes to existing traffic pattern; maintains opportunity for Phalen Creek daylighting; minimal impact to planned stormwater pond; new pedestrian connection to Neid from Bruce Vento Regional Trail.

Approved to advance at the April 6, 2023 Corridor Management Committee meeting.



Original Arcade A Station Location



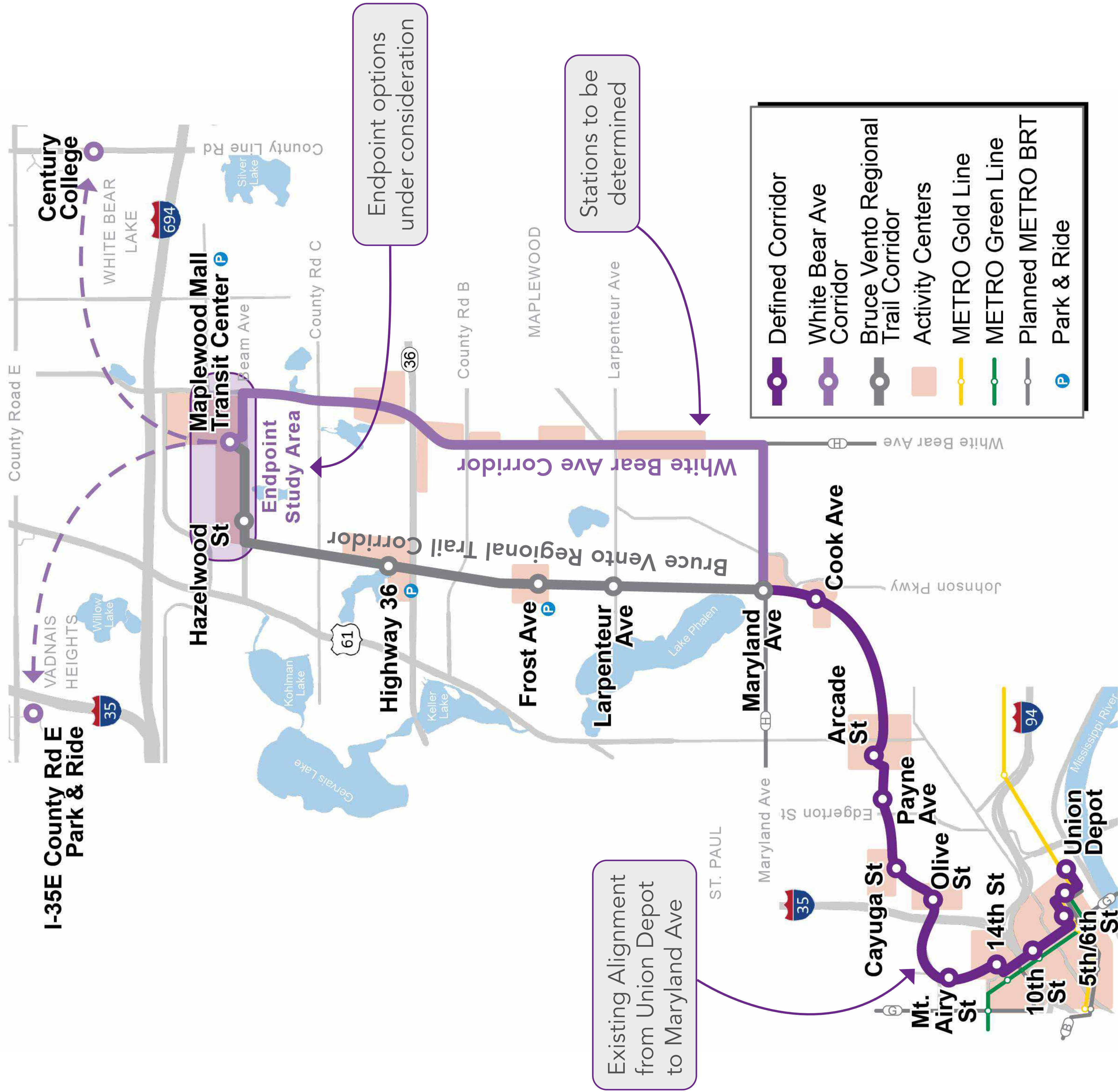
Modified Arcade Station Location is Advancing



# ROUTE MODIFICATION STUDY PHASE II

## WHITE BEAR AVE CORRIDOR

The project is studying an alternative route that will use Maryland and White Bear avenues to travel to the Maplewood Mall area instead of the route through the Bruce Vento Regional Trail Corridor, north of Maryland Avenue. The Project will compare these two routes to determine which provides the greatest benefit to area residents and businesses.

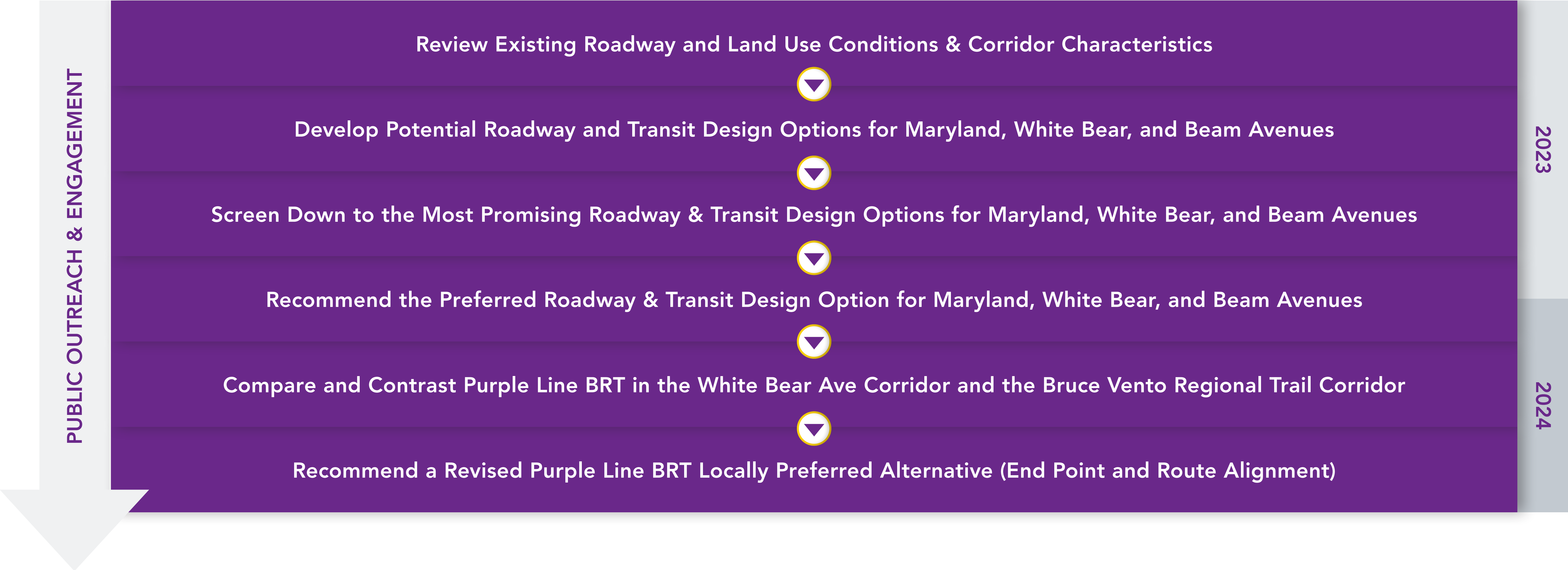


### Next Steps

- Evaluate the potential of Purple Line BRT along Maryland and White Bear avenues to Maplewood Mall Transit Center
- Evaluate potential to extend the Purple Line BRT to Vadnais Heights or Century College
- Compare this new alternative to the Bruce Vento Regional Trail alignment to inform a final recommendation
- Conduct community engagement on station locations, route alignments, and concept design throughout these next steps

# ROUTE MODIFICATION STUDY PHASE II; EVALUATION STEPS

The Route Modification Study Phase II evaluation will be conducted over the next year. First steps include identifying station locations and developing the roadway & transit design options for the White Bear Ave Corridor, which includes Maryland, White Bear, and Beam avenues.



# IDENTIFYING STATION LOCATIONS

General locations for future bus rapid transit station platforms have been identified along the White Bear Ave Corridor. This corridor includes parts of Maryland, White Bear, and Beam avenues. The following information guided the identification of these locations:

## Existing land uses and future development opportunities

- ✓ Station areas should have a mix of jobs and housing that can generate ridership throughout the day or have the potential for transit-supportive development in the near future.

## Recommended station spacing

- ✓ Metropolitan Council guidelines recommend bus rapid transit stations are spaced between one-half to one mile apart, on average.

## Understanding who would be served

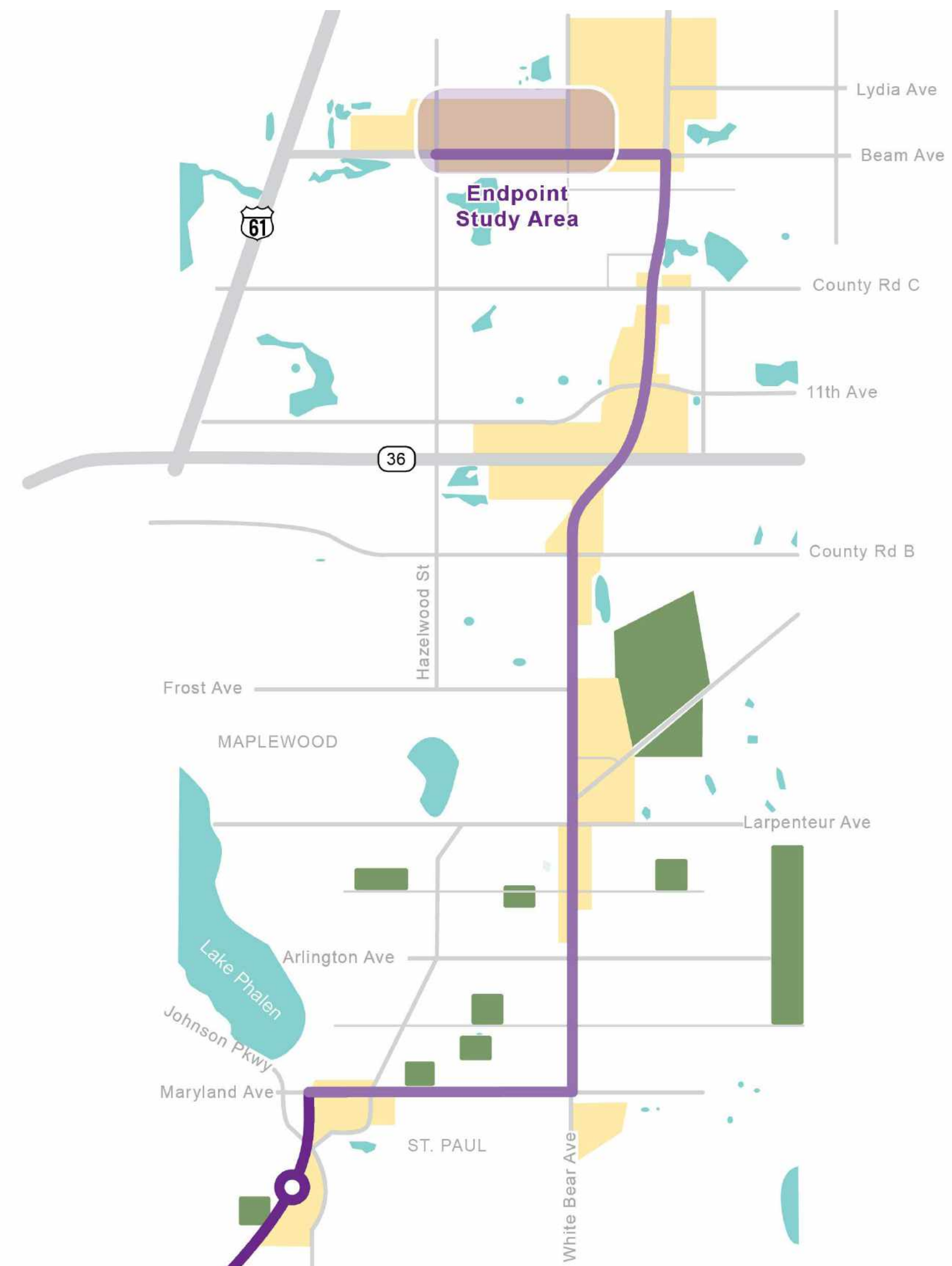
- ✓ Assessing demographics, activity centers, and affordable housing.

## Existing local bus service

- ✓ Bus routes 54, 64, and 80 run in the White Bear Avenue Corridor today.

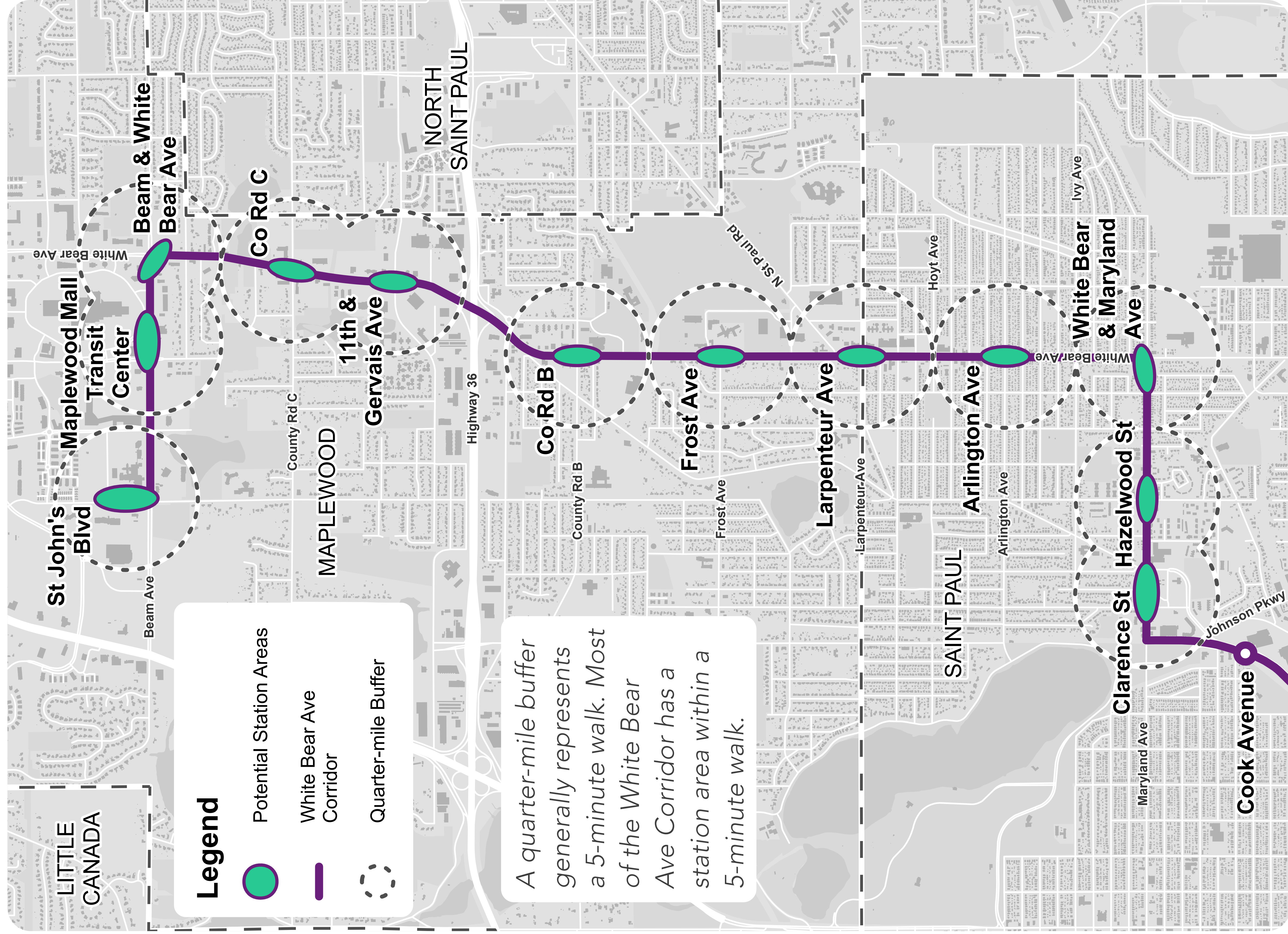
**Route 54 is a limited stop service in this section of Maryland and White Bear avenues. The station spacing is similar to bus rapid transit service, providing a good framework.**

*At this early stage, only general locations are being proposed because the physical constraints that will influence specific boarding locations are not known.*



# PROPOSED STATION LOCATIONS

Twelve stations are proposed along the White Bear Ave Corridor, one in each of the station areas shown below. At this early stage, only general locations are being proposed because the physical constraints that will influence specific boarding locations are not known.



**Please**

What station locations should be prioritized?

**provide**

What is important to you in selecting station location?

**input:**

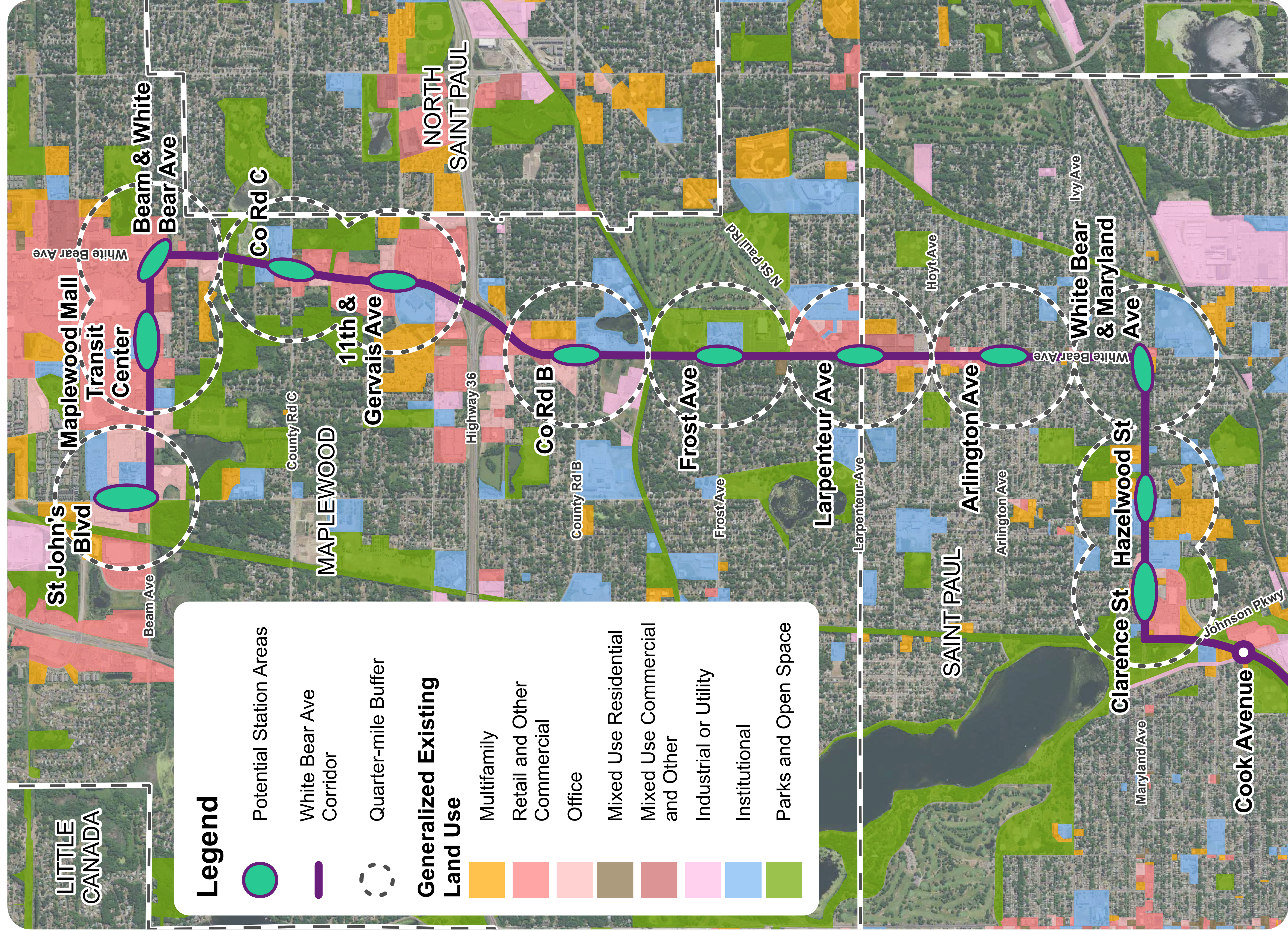
What's more important to you, more frequent stations or faster service?

Should any other areas be considered?



# PROPOSED STATION LOCATIONS

Twelve stations are proposed along the White Bear Ave Corridor, one in each of the station areas shown below. At this early stage, only general locations are being proposed because the physical constraints that will influence specific boarding locations are not known.



**Please**

**provide**

**input:**

What station locations should be prioritized?

What is important to you in selecting station location?

What's more important to you, more frequent stations or faster service?

Should any other areas be considered?



Purple Line

# METRO TRANSIT'S SAFETY AND SECURITY ACTION PLAN

**Metro Transit is making a concerted effort to improve public safety and the customer experience on transit.** Here are examples of some of these efforts:



## IMPROVING CONDITION ON THE SYSTEM

- ✓ Expand the official presence at stations and on transit vehicles
- ✓ Hire more Metro Transit Police Department officers
- ✓ Hire more staff to watch real-time cameras on trains and METRO stations from 6 a.m. to 2 a.m., each day
- ✓ Place security officers at transit facilities with the most calls for service
- ✓ Create a team of non-police personnel to support customers and fare compliance
- ✓ Hire more operators to increase frequency and maintain reliability
- ✓ Regularly clean transit facilities and redesign facilities to discourage vandalism



## TRAINING AND SUPPORTING EMPLOYEES

- ✓ Facilitate de-escalation and self-protection training for operators
- ✓ Install operator barriers on all active, non-coach buses
- ✓ Install video monitors that remind passengers security cameras are in use on buses
- ✓ Present strong cases to prosecute assaults on operators
- ✓ Facilitate a peer support program and provide professional counseling
- ✓ Review the circumstances of assaults to identify and address root causes



## ENGAGING CUSTOMERS AND PARTNERS

- ✓ Update Metro Transit's Code of Conduct and Reintroduce an anti-harassment campaign
- ✓ Publicly communicate action plan performance and crime data
- ✓ Expand the Adopt-A-Stop program for community to support shelter maintenance
- ✓ Dedicated federal housing vouchers for individuals sheltering on transit
- ✓ Collaborate on plans for substance abuse prevention and treatment

# SAFETY AND SECURITY AT METRO STATIONS

Safety and security are key considerations factored into the planning and design of bus rapid transit well before the line is built and in operation. We plan and design the bus platforms and station areas to be safe and secure with elements such as:

**We create spaces where people want to be by designing platforms and stations where people feel safe and comfortable.**

- 1 Consistent wayfinding and signage
- 2 Real-time information
- 3 Security cameras
- 4 Appropriate lighting in the station area and on the bus
- 5 Open-air or clear glass shelters for better visibility
- 6 Emergency telephones
- 7 A human-scale feel, which means facilities are designed to be comfortable to riders of all abilities
- 8 Clear sight lines which allow bus operators and riders to see each other
- 9 Greater circulation, which allows riders to safely access the bus
- 10 Visibility from nearby roadways so riders feel safe and drivers are aware of transit stops

# SAFETY AND SECURITY COMMITMENT

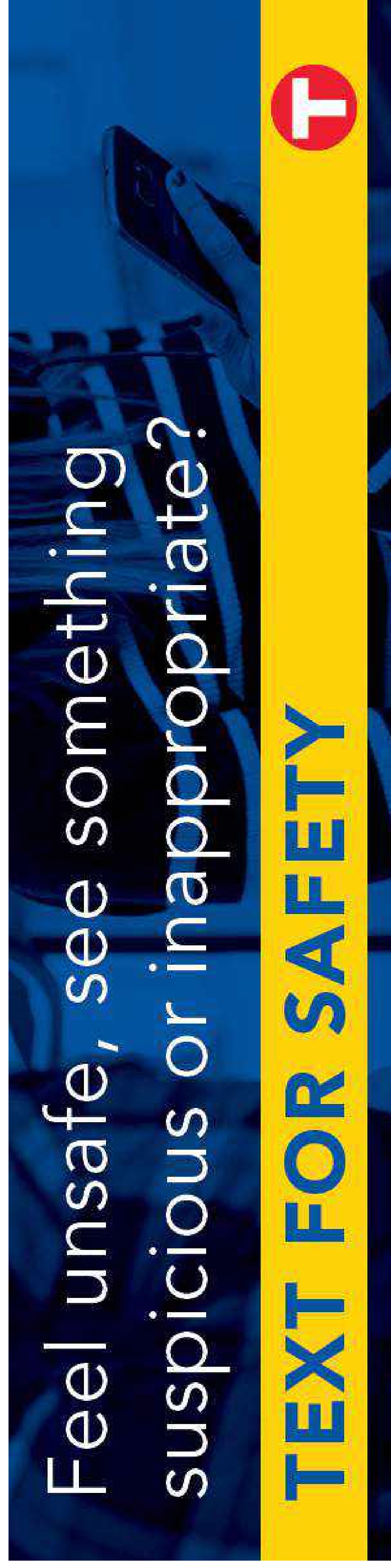
## AGENCY COMMITMENT

Metro Transit is committed to keeping transit safe for all customers. Some of the measures we have implemented to cultivate a safe and secure transit environment include:

- Transit vehicle and facility cleaning, maintenance, and repair.
- Our Text for Safety program, which allows Metro Transit riders to report unwanted or suspicious behavior discreetly via text.
- Additional resources to directly handle issues and concerns identified by customers.

Feel unsafe, see something  
suspicious or inappropriate?

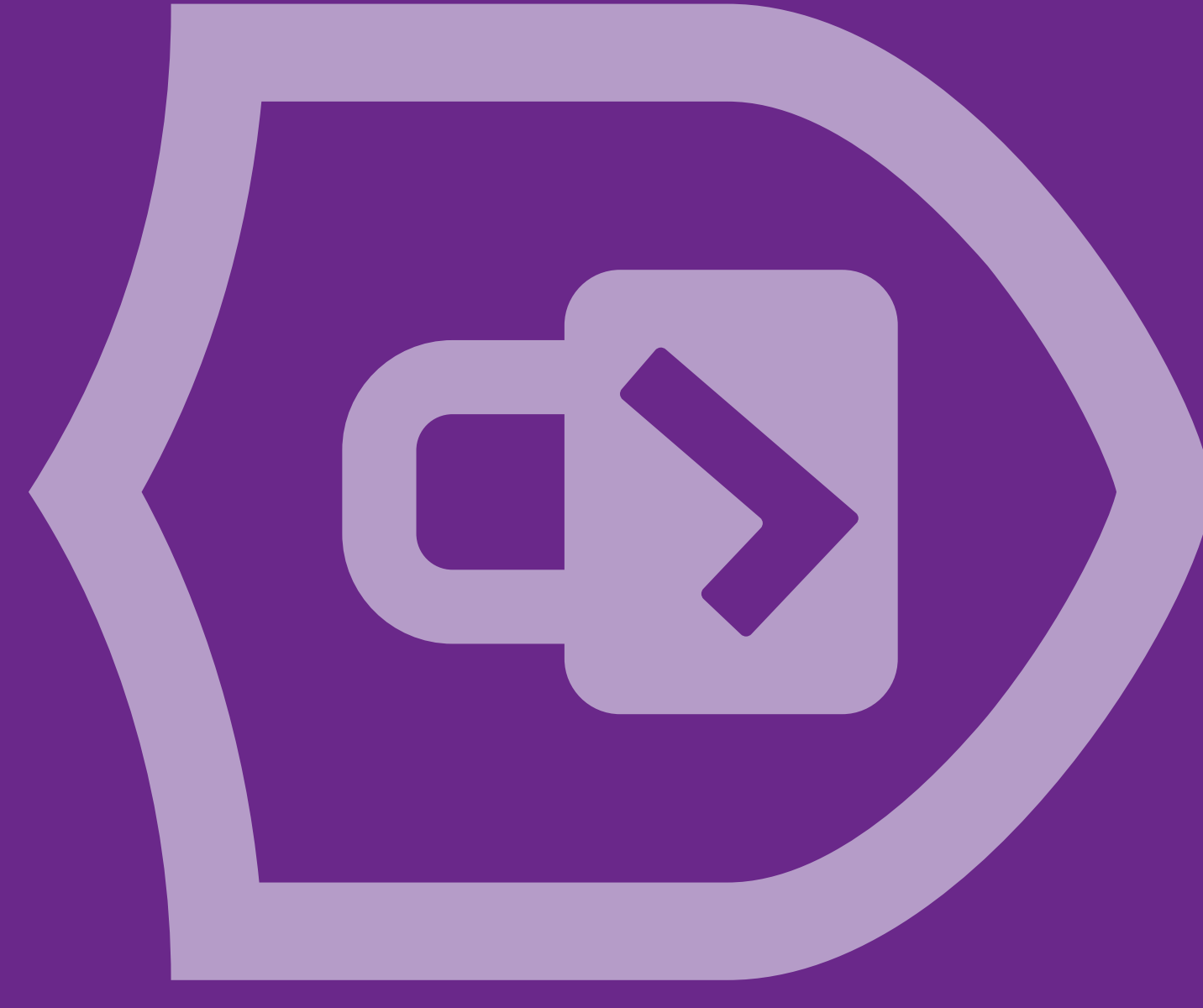
**TEXT FOR SAFETY**



## APPROACH

Metro Transit uses a multi-layered approach to safe and secure operations on vehicles and at METRO stations. Ensuring safe and secure operations include:

- Metro Transit employees are trained to deal with security issues.
- Metro Transit have a professional police force for customer safety and emergency response.
- Station platforms and vehicles have security equipment such as monitored security cameras, emergency phones, and customer intercom buttons to contact a dispatcher.



# STAY CONNECTED

Visit [metrotransit.org/purple-line](https://metrotransit.org/purple-line) to sign up for email updates or connect with project staff.



**Sign up for email updates:**  
[metrotransit.org/purple-line](https://metrotransit.org/purple-line)



**Call us:**  
651-602-1955

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

**Colin Owens**

*Community Outreach Coordinator*  
[colin.owens@metrotransit.org](mailto:colin.owens@metrotransit.org)



**Email us:**  
[purpleline@metrotransit.org](mailto:purpleline@metrotransit.org)



**Follow us:**  
[@PurpleLineBRT](https://twitter.com/PurpleLineBRT)

