



Community and Business Advisory Committee

Meeting #3 | May 22, 2023

Today's Topics

- 1) Welcome and Introductions
 - 1) Housekeeping
- 2) Purple Line Project Update
 - 1) Arcade Street Station Location Update
 - 2) BRT Route Modification Study (RMS) Phase I
 - 3) BRT Route Modification Study (RMS) Phase II
- 3) Outreach and Engagement Events
- 4) CBAC Membership
- 5) Additional Q&A
- 6) Next Steps and Meeting

Welcome and Introductions

Colin Owens | Associate Community Outreach Coordinator

Housekeeping

- Virtual meetings
 - Camera
 - Microphone (muted when not speaking)
 - Raise hand (if you have a question)
 - Chat (feel free to ask questions in the chat)
- Recordings
 - Available for one month after meetings
- Folder of materials
 - Share folder among committee with past meeting materials and committee roster

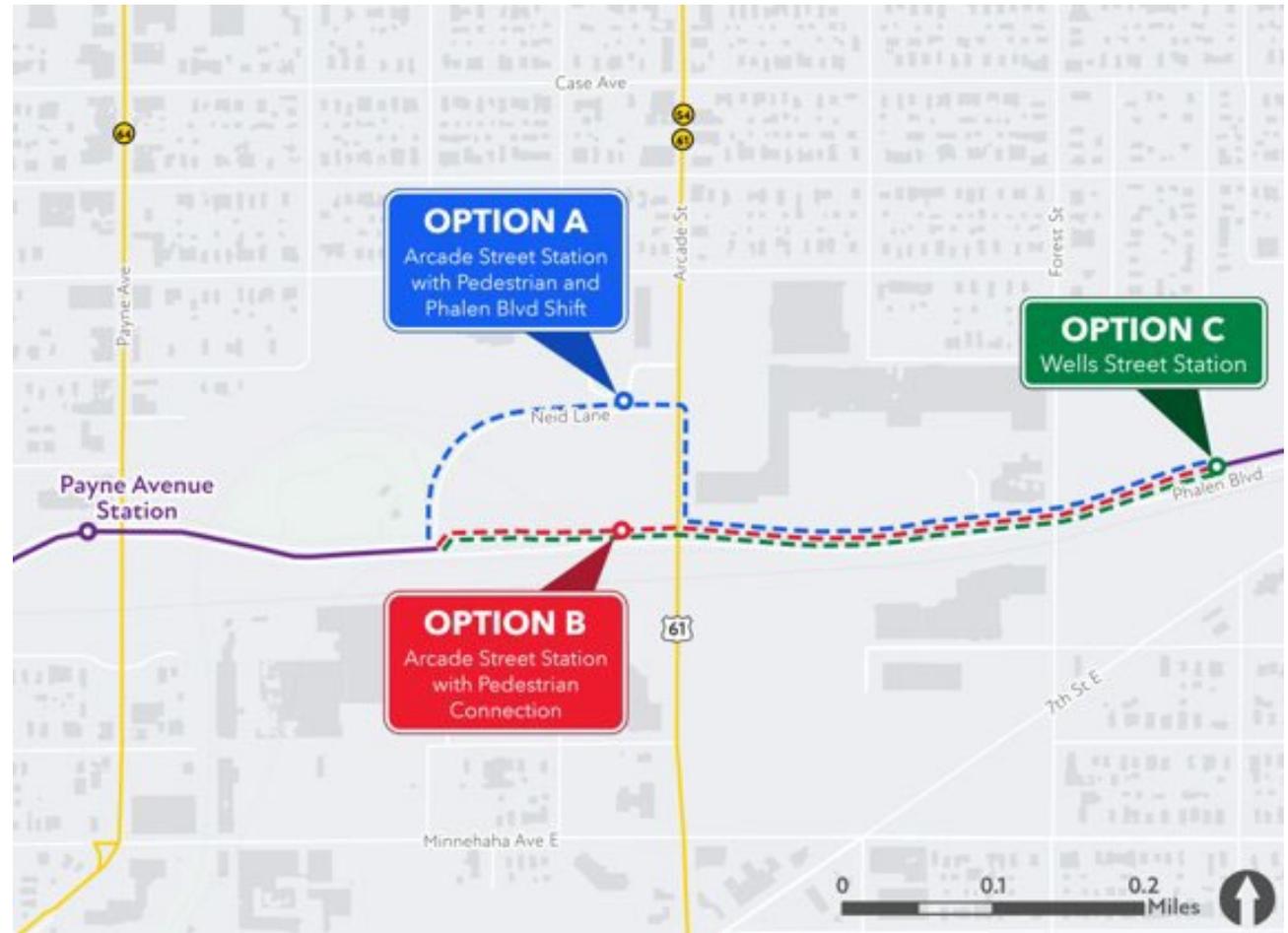
Purple Line BRT Project Updates

Arcade Street Station Location Update & Recommendation

Sara Pflaum | Engineering & Design Manager

Arcade Street Station Location Options

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



Key Takeaways from Arcade Street Station Engagement

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

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

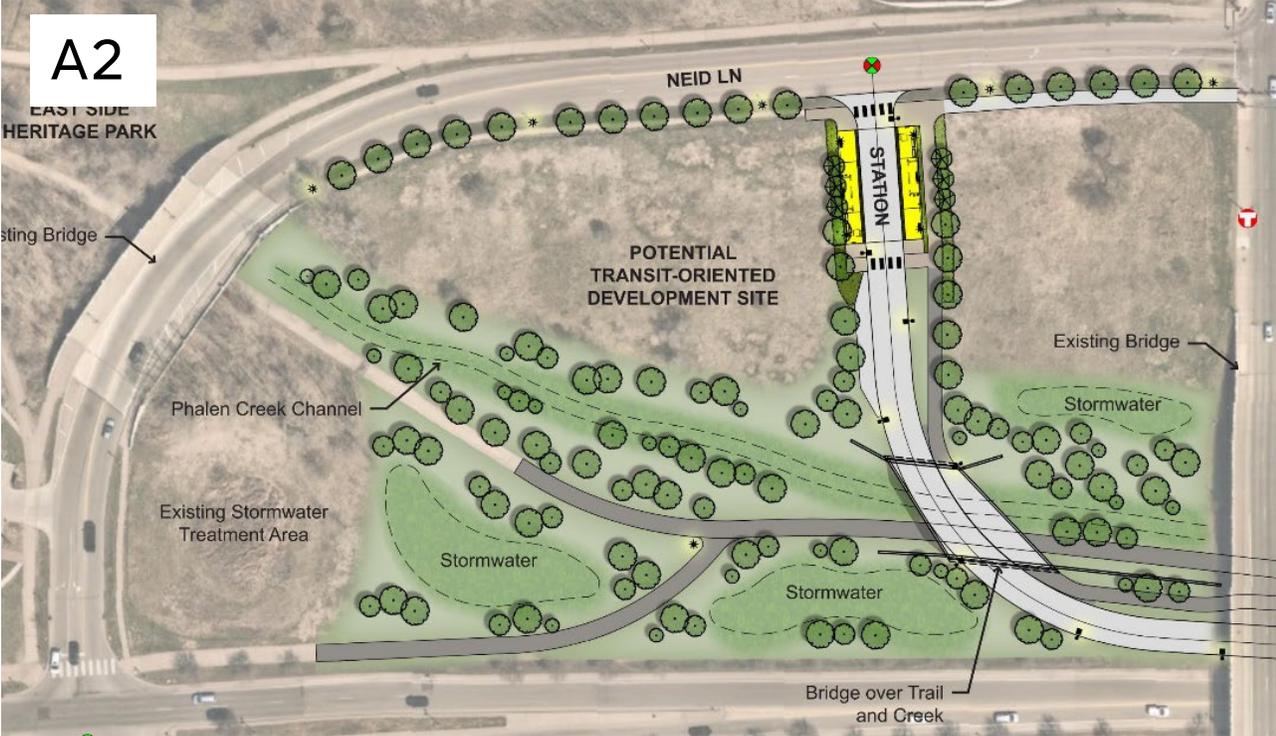
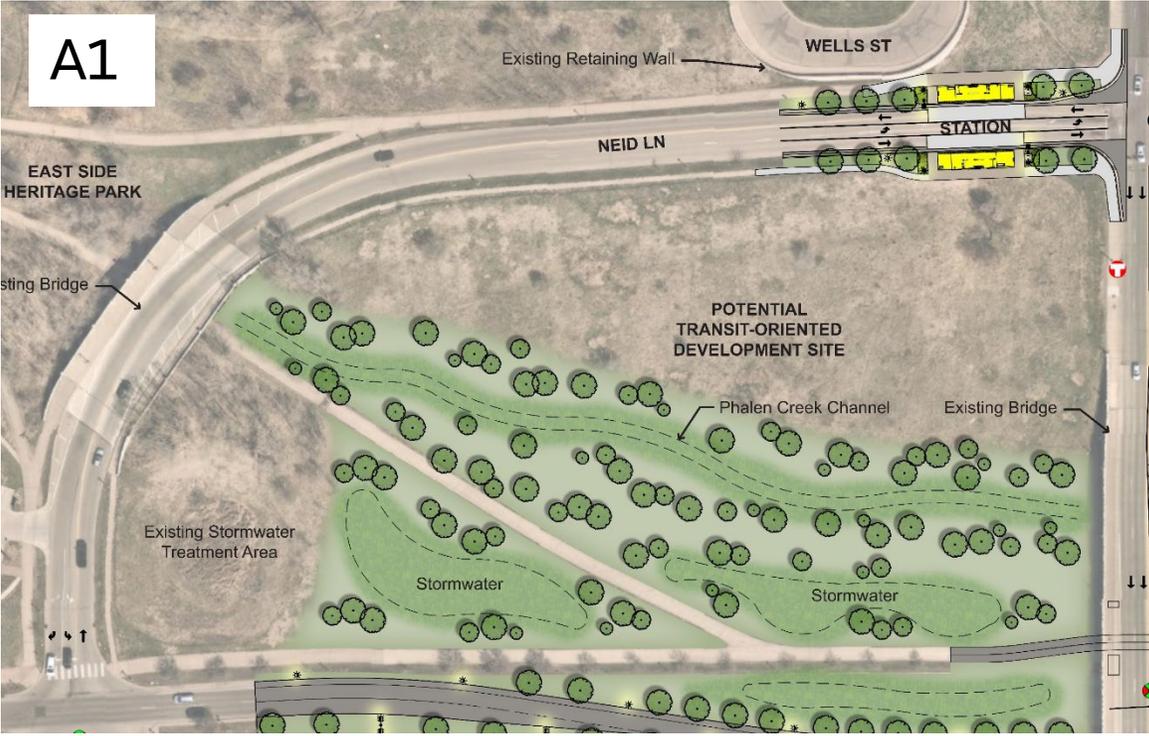


Option A2 (Arcade St/Neid Ln/Under Arcade St Bridge)



Arcade Street Station Location Option A

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



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

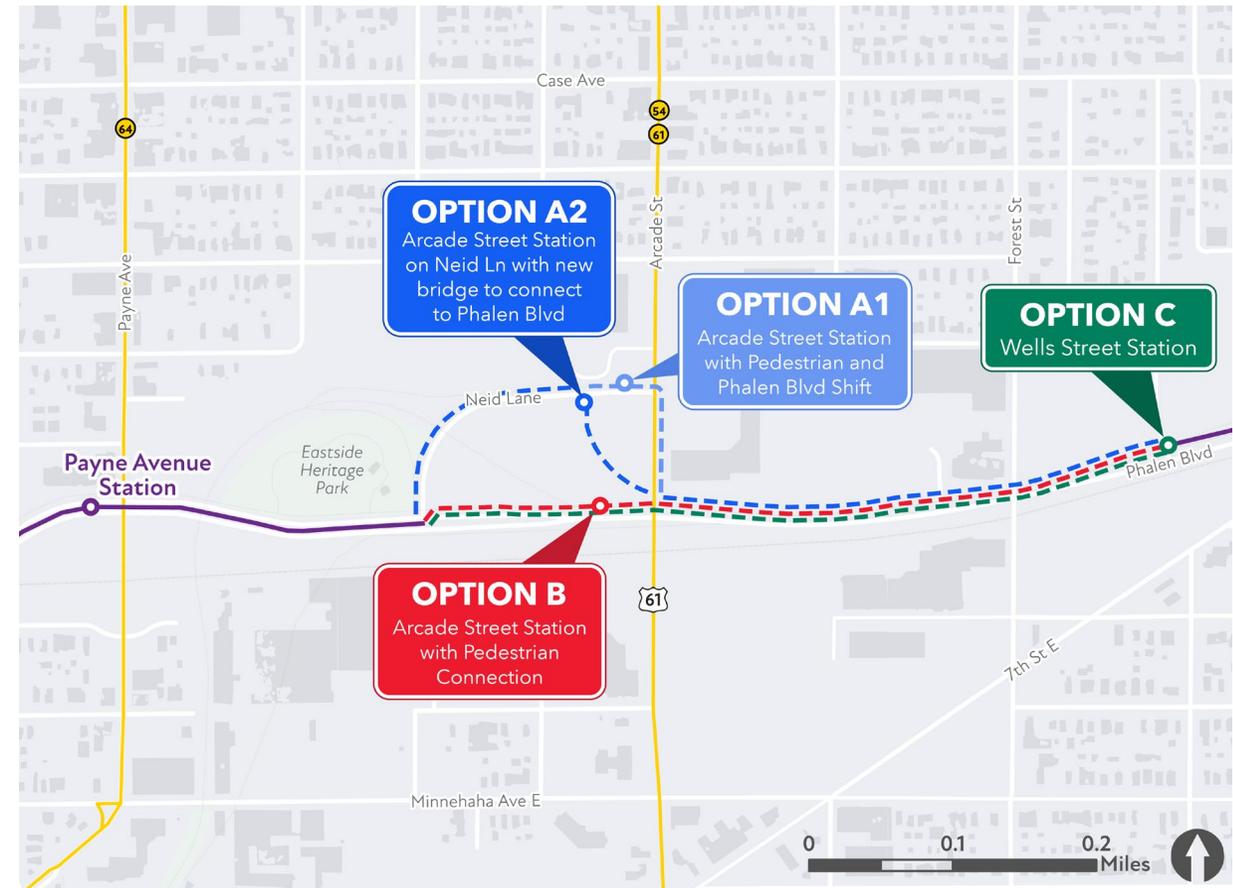


Option C (Wells St/Phalen Blvd + Ped Connection)



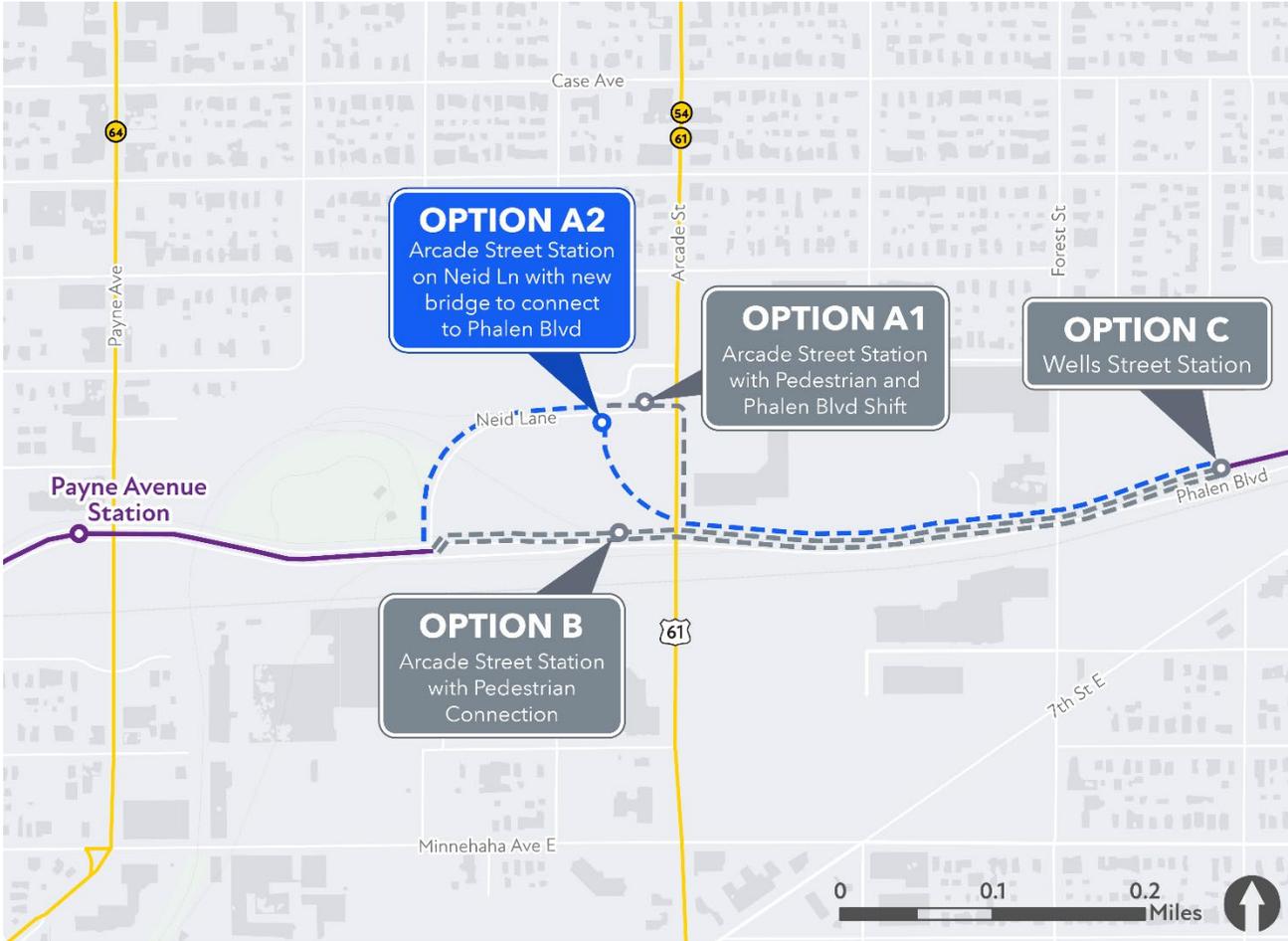
Arcade Station Evaluation Summary

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



CMC Concurrence: Preferred Arcade St. Station Location

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



Route Modification Study (RMS) Phase I Update

Stephen Smith | Deputy Project Manager

BRT Route Modification Study (RMS) Phase I

Definition: In response to a March 2022 White Bear Lake City Council Resolution, the Purple Line Corridor Management Committee gave direction to study the feasibility of modifying the BRT route to route and terminate outside of the City of White Bear Lake.

Goal: To develop and evaluate multiple alternate northern terminus station locations and routing options consistent with the project's purpose and need.

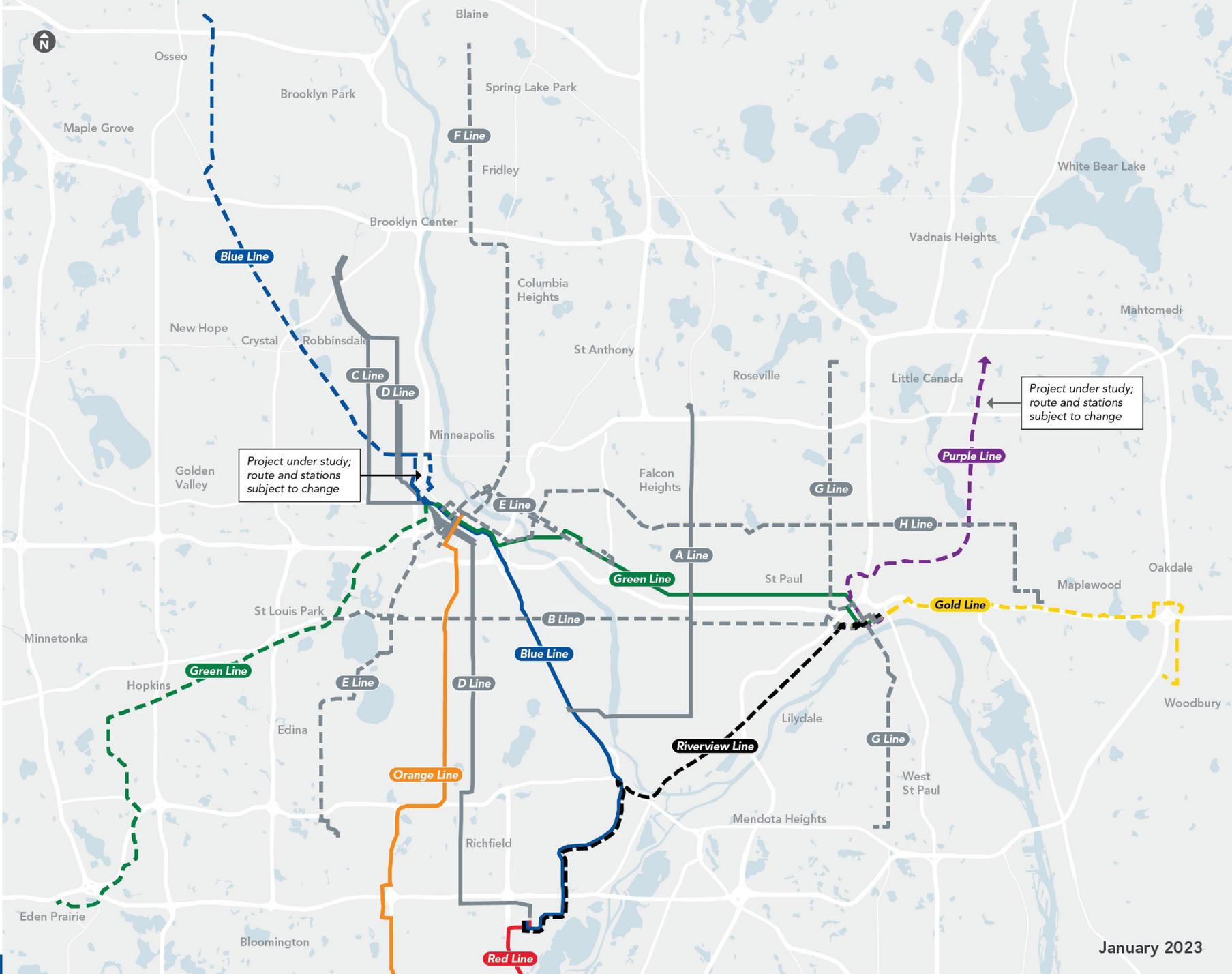
Future Transit

Current METRO network

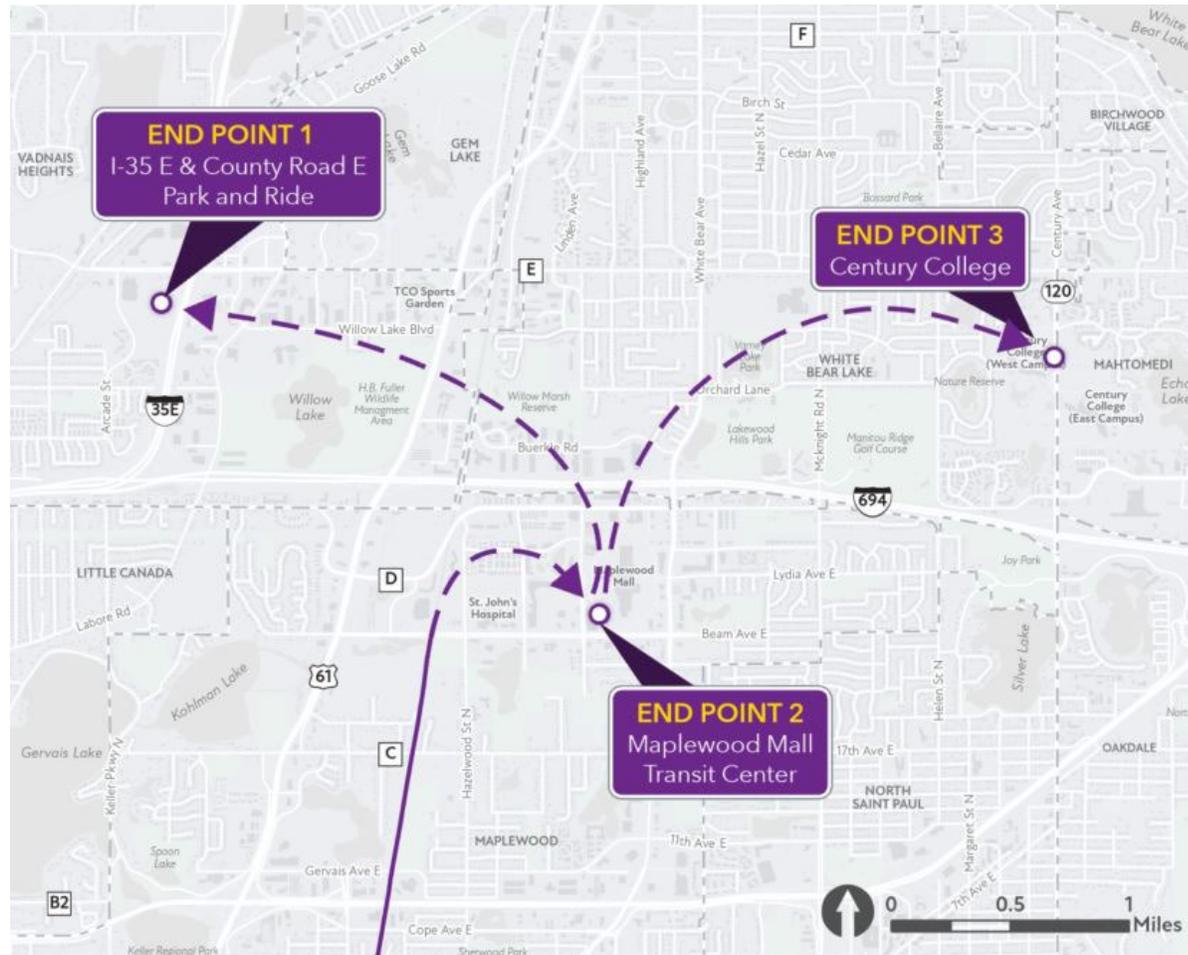
- A Line
- C Line
- D Line
- Blue Line
- Green Line
- Orange Line
- Red Line

Planned METRO network

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



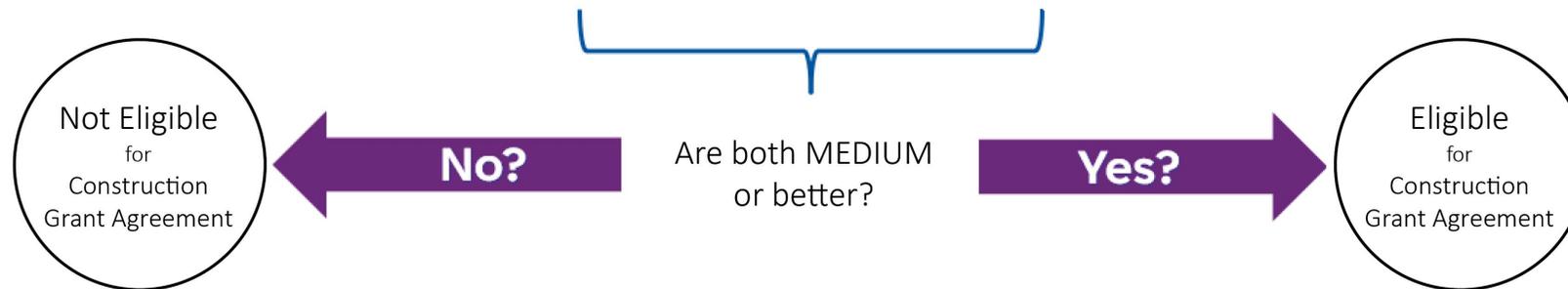
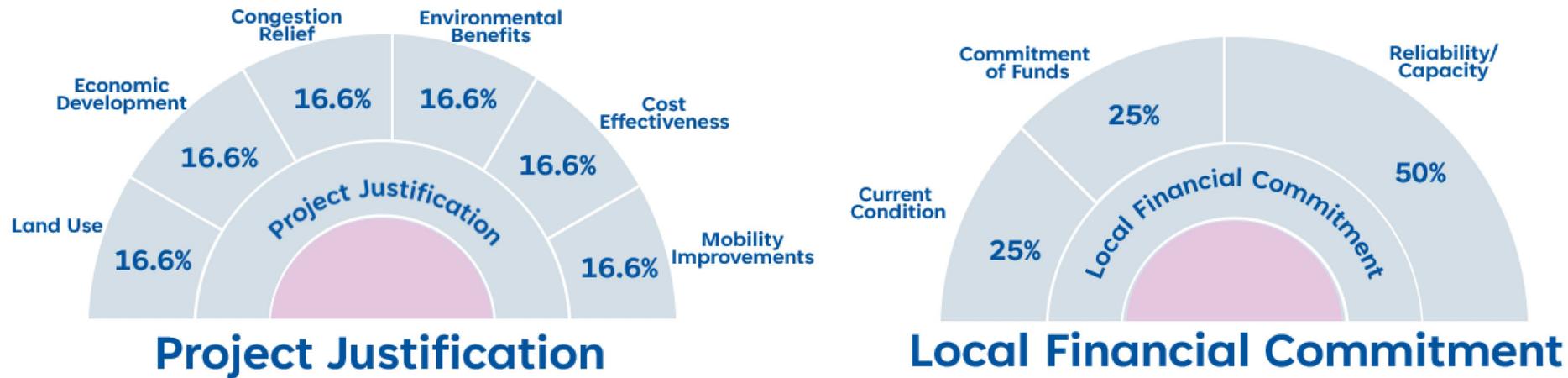
BRT RMS Phase I End Point & Routing Options



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

Project Rating Determines Federal Funding Eligibility

- Ridership and cost are key driving factors.

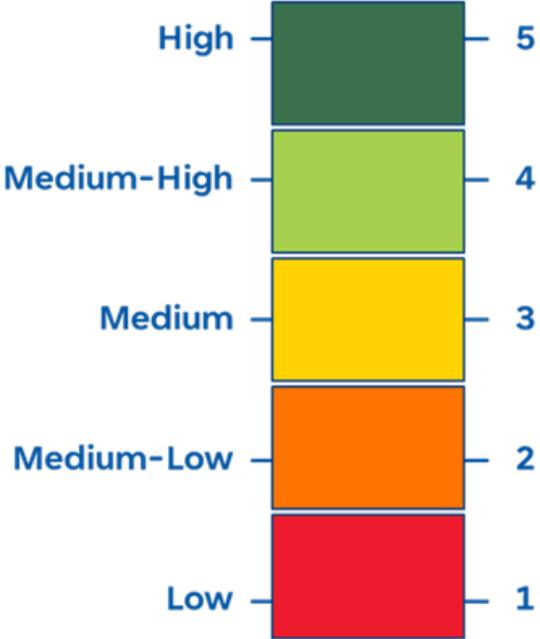


Project Justification – Fall 2022

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

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

POINT SCALE



Fall/Winter 2022: Focus on Project Justification Rating

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

Federal Eligibility Projection Summary

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

- Under current program criteria, only a Purple Line ending at the Maplewood Mall Transit Center would likely be eligible for future federal funds.
- Does not mean there are not needs for transit service improvements to the other locations.

Viable RMS Phase I End Point Routing Options

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

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

B: Arcade St Station on Phalen Boulevard

C: Arcade St Station on Wells Street

* Small Starts (SS)

RMS Phase I Next Steps

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

Ramsey County Letter to Maplewood

Stephen Smith | Deputy Project Manager

Maplewood Purple Line Engagement Summary

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

Maplewood Purple Line Engagement Workshops

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

Ramsey County Response to Maplewood Engagement

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



CMC Concurrence: White Bear Avenue Alternative

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

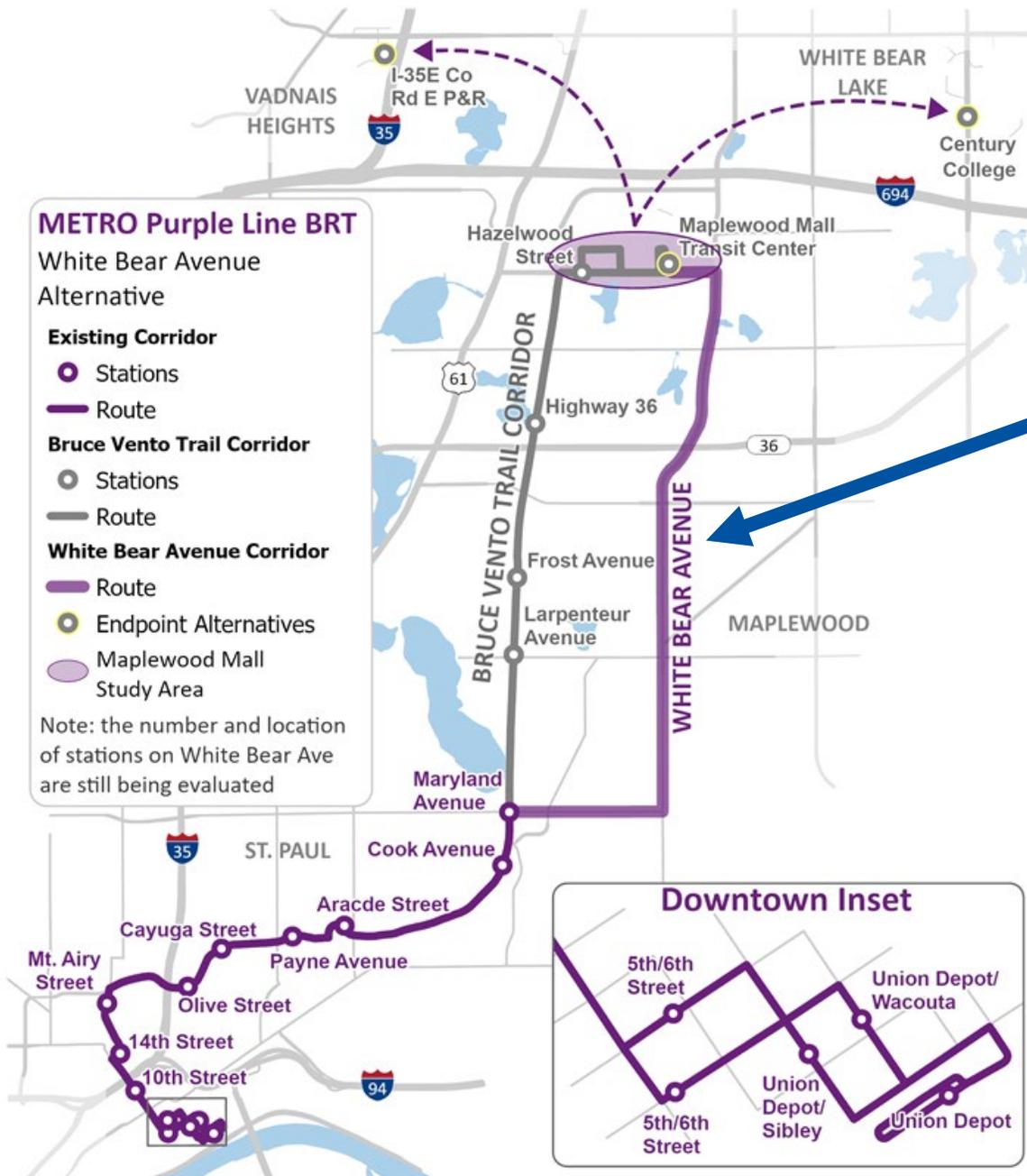
Route Modification Study (RMS) Phase II Update

Craig Lamothe | Project Manager

BRT Route Modification Study Phase II

- **Definition:** In response to the March 2023 Ramsey County Letter to the City of Maplewood, the Purple Line Corridor Management Committee gave direction to study the feasibility of modifying the BRT route to operate on Maryland Avenue and White Bear Avenue in dedicated lanes with lane reconfiguration.
- **Goal:** To develop and evaluate the new routing alternative up to a level sufficient for comparison to the BRT line/regional trail colocation alternative to inform a recommendation on final alignment and northern terminus station (revised Locally Preferred Alternative)

White Bear Avenue Study Area



- Study area is between Johnson Parkway and Maplewood Mall Transit Center
- Extensions to Vadnais Heights or Century College may be studied after the initial evaluation is complete
- Identify preferred alignment, guideway configurations and station locations

Route Modification Study Phase II Next Steps

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

Stay Consistent with Project's Purpose and Needs

PURPOSE

“To provide transit service that satisfies the ***long-term*** regional mobility and accessibility needs for businesses and the traveling public and supports sustainable development within the corridor area”

NEEDS

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

Outreach and Engagement Events

Colin Owens | Associate Community Outreach Coordinator

Past Engagement Events

Date	Event/ activity type	Event name/location	Purpose	Number of folks engaged with
5/1/2023	Tabling Event	Ramsey County Service Center	White Bear Avenue Routing	16
5/2/2023	Tabling Event	Hayden Heights Library	White Bear Avenue Routing	11
5/9/2023	Tabling Event	Harmony Learning Center	White Bear Avenue Routing	48
5/10/2023	Tabling Event	Johnson Senior High School	Arcade Street	18
5/10/2023	Canvassing	Maplewood Mall Transit Center	White Bear Avenue Routing	14
5/13/2023	Tabling Event	Big Red Barn Spring Folk Arts & Crafts Fair	White Bear Avenue Routing	56
5/16/2023	Tabling Event	800 Minnehaha	Arcade Street	26
5/17/2023	Tabling Event	Aldrich Arena Farmer's Market	White Bear Avenue Routing	12
5/18/2023	Canvassing	Route 80 and 64 Canvassing	White Bear Avenue Routing	35

Upcoming Engagement Events

Date	Event/ activity type	Event name/location	Purpose
5/23/2023	Tabling Event	Hayden Heights Library	White Bear Avenue Routing
5/27/2023	Canvassing*	Bruce Vento Trail Area - West side of Trail near Frost	Bruce Vento Trail Routing
5/30/2023	Tabling Event	Harmony Learning Center	White Bear Avenue Routing
6/3-6/4/2023	Community Event	Train Days	White Bear Avenue Routing

**subject to change*

Recent Outreach/Engagement Events Summary

- Talked to many transit users and supporters – registered many for TAP and handed out free rides for participation
- Overall, a lot of support for White Bear Ave alignment (businesses, places people want to go) and some for Bruce Vento Trail alignment- (new route) – folks citing anti-transit sentiments
- McKnight Rd and Century Ave were roads frequently mentioned as a road folks in the East Metro use – could be useful for re-routing in the future
- Travel time was frequently mentioned in preference between WBA and BVT.
- Folks in the Arcade area seemed supportive of A2 – appreciated the follow up
- Riders on routes 64 and 80 were concerned about future route impacts as the current local routes (54, 64, 80) get people to different areas not covered by Purple Line routing – favored introducing a new line vs. replacing one; what would happen if we do replace
- Still heard many comments on interest in routing to Century College, especially from Johnson HS students and students from Harmony Learning Center. Folks in Vadnais Heights use Transit Link to get from Maplewood Transit Center – expensive & time consuming option
- Transit safety concerns – met many older folks who were lifelong transit users, but recently avoided the buses and light rail

CBAC Membership

Colin Owens | Associate Community Outreach Coordinator

Additional Q&A

Colin Owens | Associate Community Outreach Coordinator

Next Steps and Meetings

Craig Lamothe | Project Manager

Project Committee Meeting Look Ahead

Date	Committee	Agenda
June 20	Technical Advisory Committee (TAC)	<ul style="list-style-type: none">• BRT Route Modification Study Phase II Work Plan and Schedule• Outreach and engagement look ahead - upcoming White Bear Ave workshops
TBD June	Community and Business Advisory Committee (CBAC)	<ul style="list-style-type: none">• BRT Route Modification Study Phase II Work Plan and Schedule• Outreach and engagement look ahead - upcoming White Bear Ave workshops
June 29	Corridor Management Committee (CMC)	<ul style="list-style-type: none">• BRT Route Modification Study Phase II Work Plan and Schedule• Outreach and engagement look ahead - upcoming White Bear Ave workshops

Upcoming CBAC Meetings

- Format: Virtual (in-person options TBD)
- Next meeting:
 - June (TBD)
 - Review Route Modification Study Phase II Work Plan and Schedule

Contact Us

For more information:

www.metrotransit.org/purple-line-project

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

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Thank You!

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