



Community and Business Advisory Committee

Meeting #5 | September 11, 2023

Today's Topics

1. Welcome and Introductions
2. BRT Route Modification Study (RMS) Phase II
 - Proposed Station Locations
3. Outreach and Engagement
4. CBAC Meetings
5. Next Steps and Meetings
6. Additional Q&A

Welcome and Introductions

Colin Owens | Purple Line Community Outreach & Engagement

Housekeeping

- Virtual meetings – Interactivity – 3-minute rounds
 - Camera
 - Microphone (muted when not speaking)
 - Raise hand (if you have a question or comment)
 - Chat (feel free to ask questions or put comments in the chat)
- Recordings
 - Available for one month after meetings
- Folder of materials
 - Share folder among committee with past meeting materials and committee roster

Route Modification Study Phase II

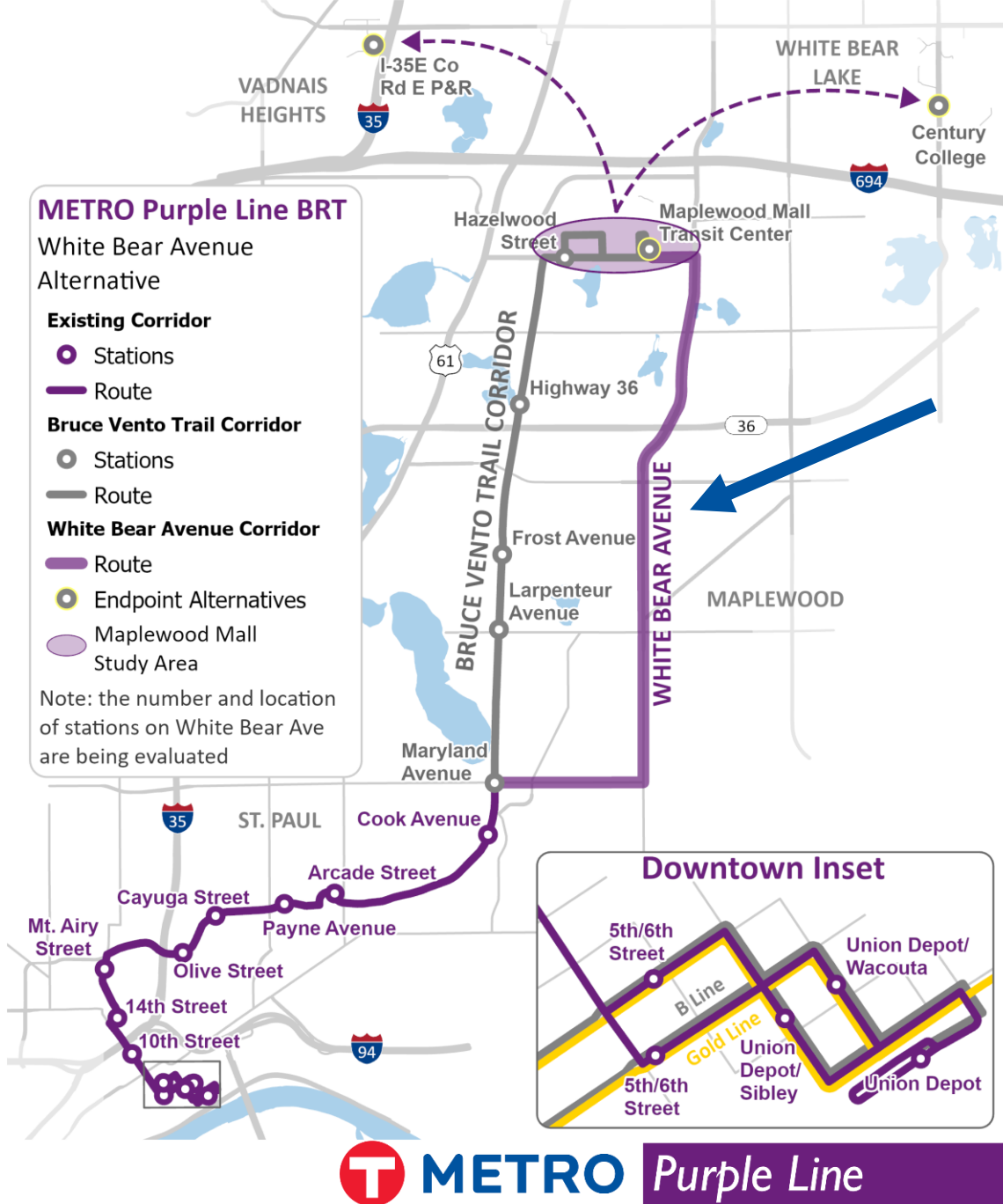
Craig Lamothe | Purple Line Project Manager

BRT Route Modification Study (RMS) 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)

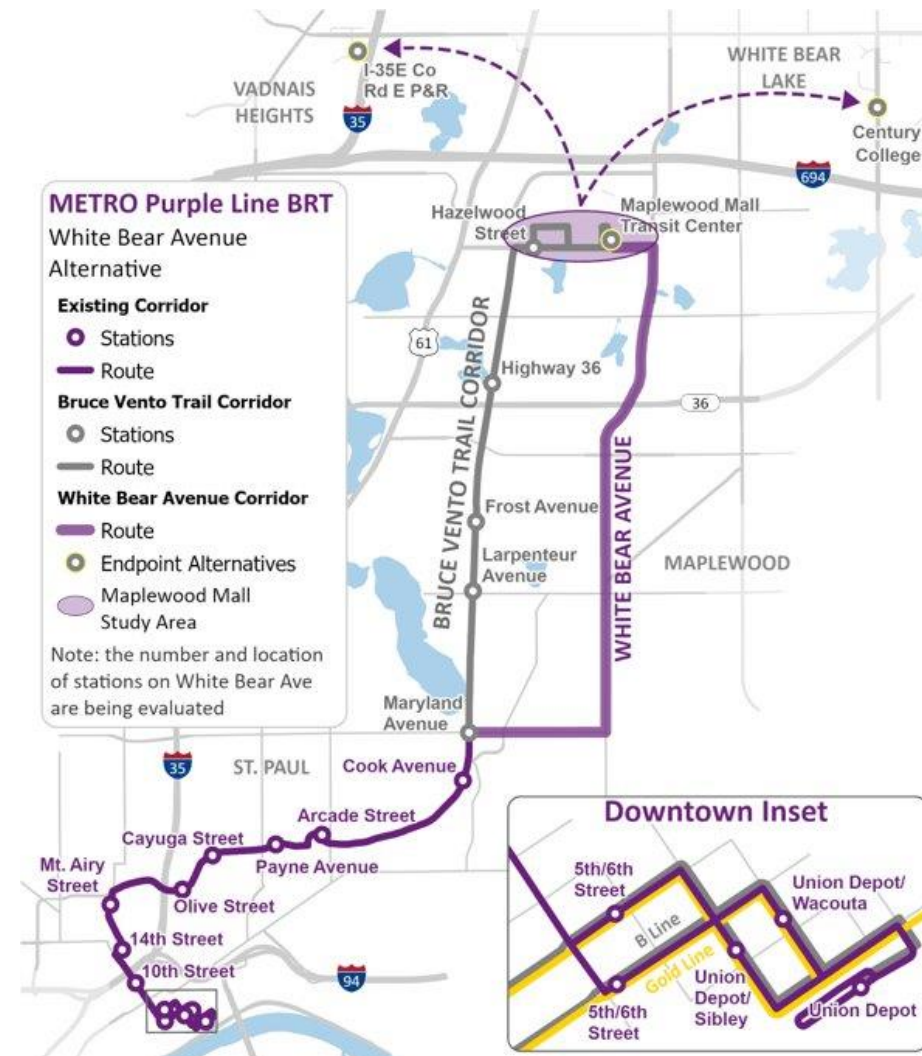
White Bear Avenue Study Area

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



At-A-Glance: White Bear Avenue Corridor

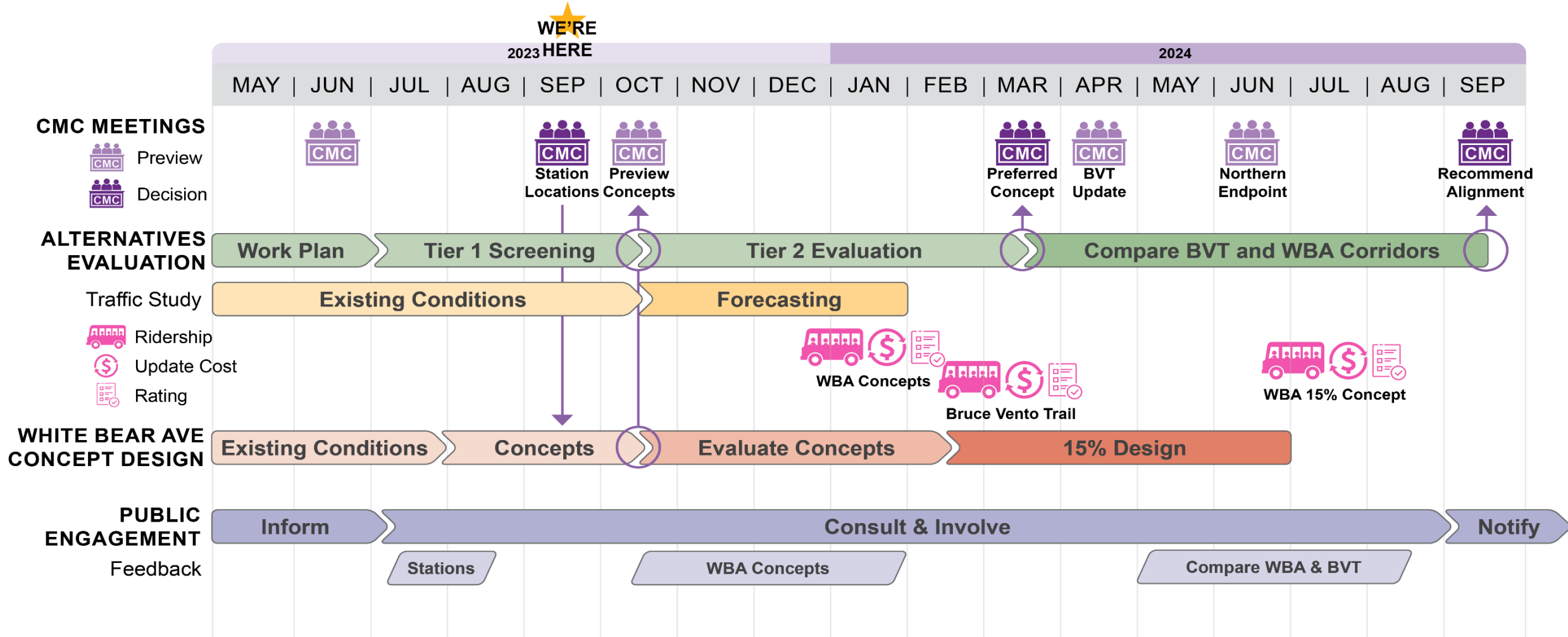
	White Bear Avenue
Total Population	35,429
Total Households	12,296
Age Under 18	11,558
Age 65 and Up	4,628
People of Color Non-Hispanic	15,753
White Non-Hispanic	16,107
Hispanic	3,569
High School or Less	9,931
Limited English Proficiency	5,078
Households with No Vehicle	1,577
Households with 1 Vehicle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



RMS Phase II Technical Considerations

- Lane re-purposing (i.e., considering right of way space, impacts to on-street parking, Hwy 36 bridge, level of reconstruction)
- Traffic and property access impacts
- Guideway (lane widths, location within roadway)
- Station location considerations (right of way impacts, station spacing, shared stations with other local routes / H Line)
- Pedestrian and bicycle facilities – safety improvements, streetscape improvements, connections to other existing and planned facilities

RMS Phase II Project Schedule

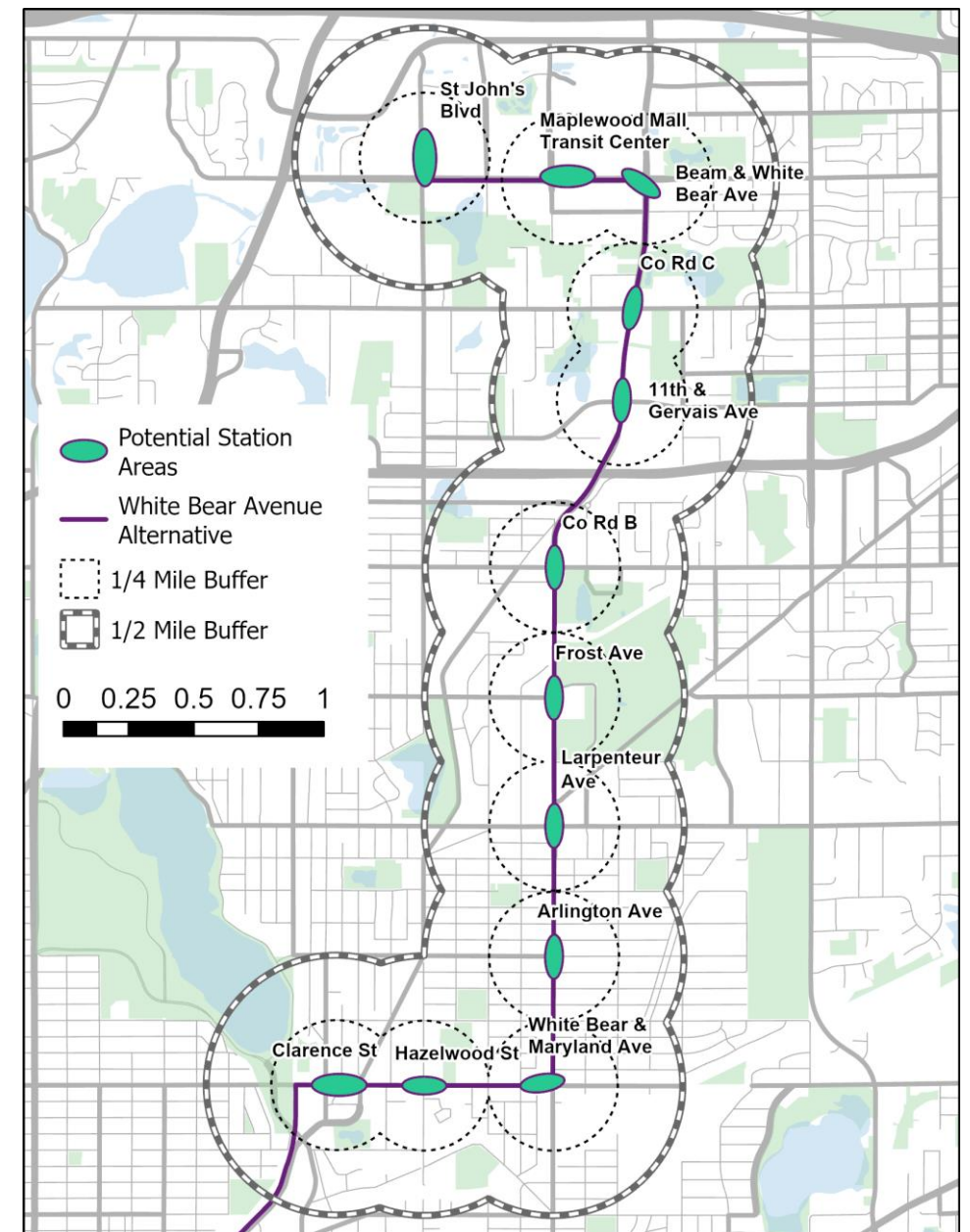


Staff Recommended Station Locations

Sara Pflaum | Purple Line Engineering & Design Manager

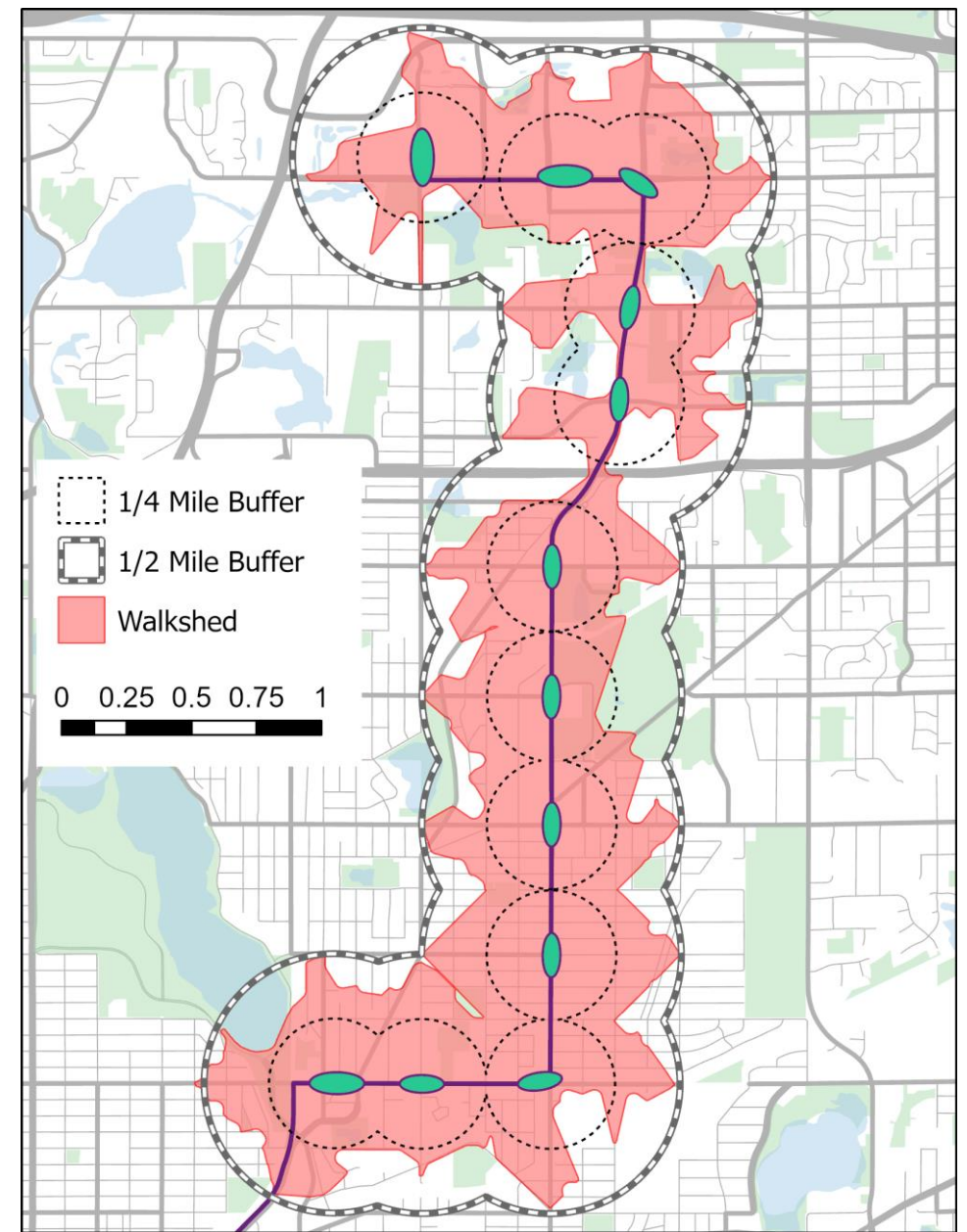
Proposed Station Locations

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

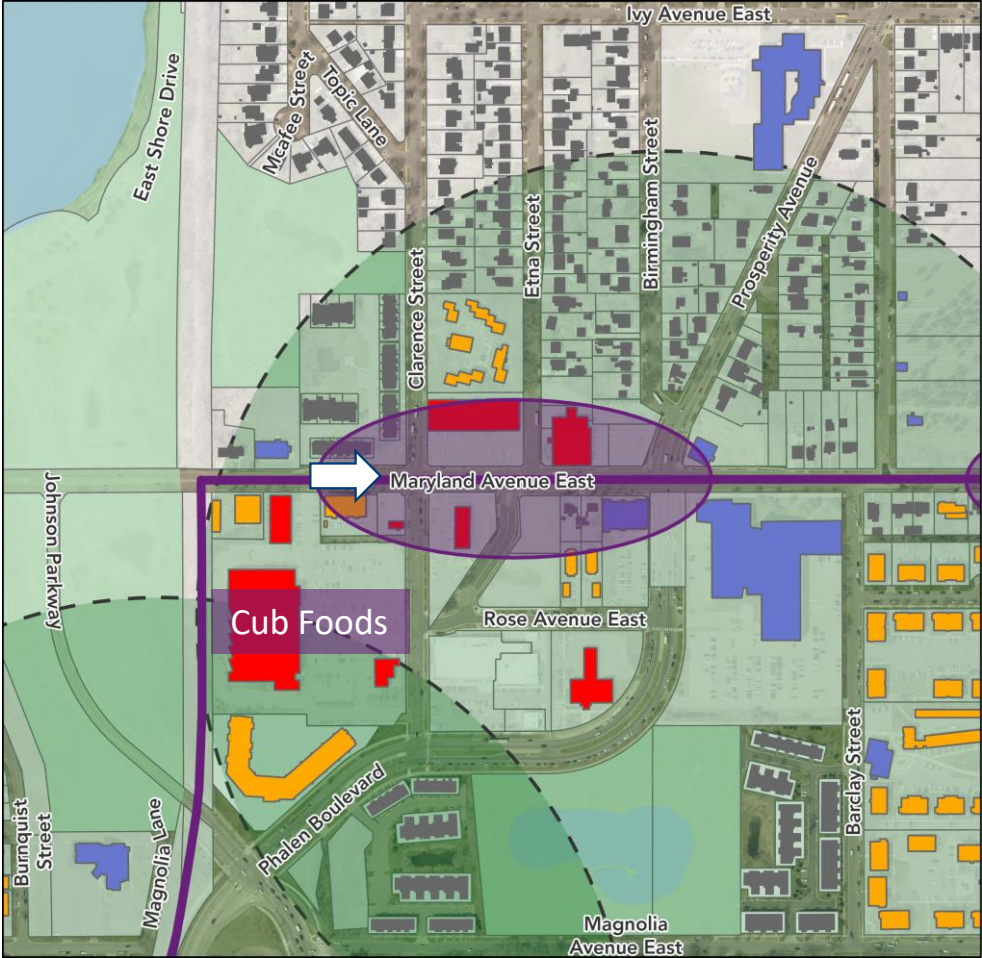


Corridor Walkability

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



Clarence Street Station (shared with H Line BRT)

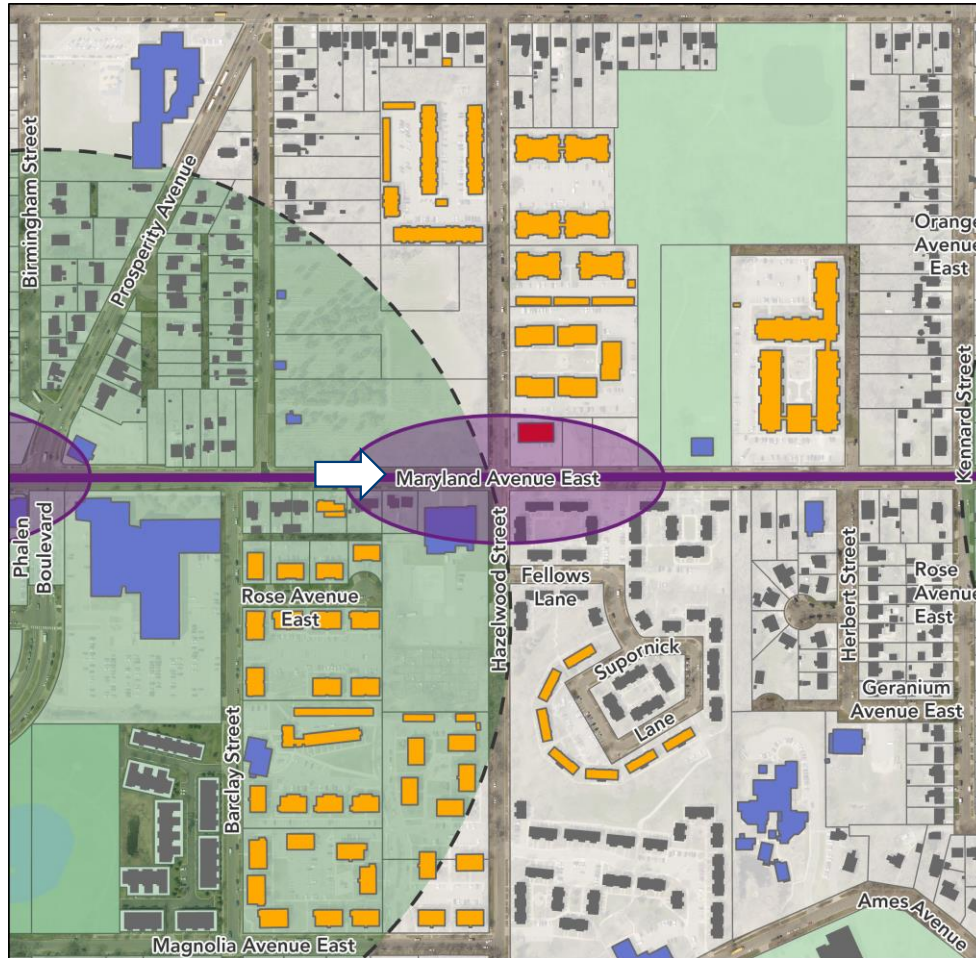


- Legend**
- White Bear Avenue Alternative
 - Proposed Station Location
 - Maplewood Mixed-Use Areas
 - St. Paul Neighborhood Nodes
 - Buildings
 - Commerical & Retail
 - Institutional & Office
 - Multifamily

Key Considerations:

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

Hazelwood Street Station (shared with H Line BRT)



Legend

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

Key Considerations:

- Nearby multifamily housing
- High residential density

White Bear Avenue Station (shared with H Line BRT)

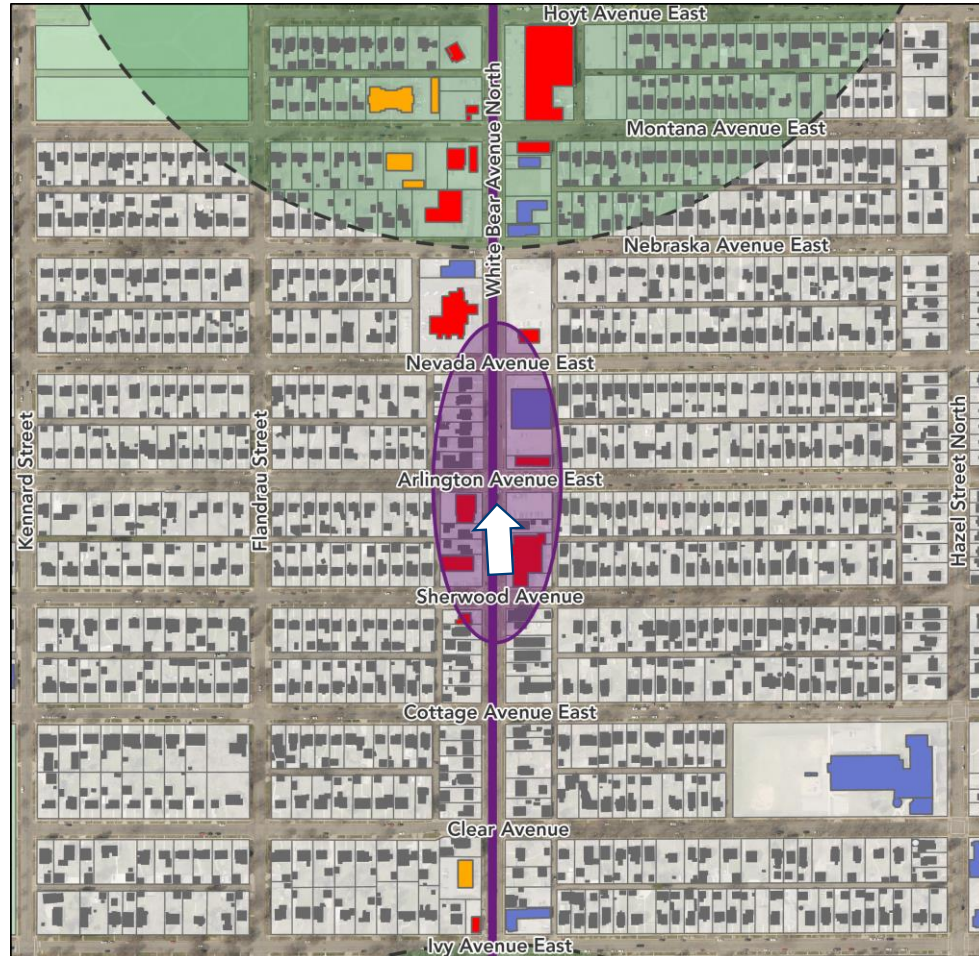


- Legend**
- White Bear Avenue Alternative
 - Proposed Station Location
 - Maplewood Mixed-Use Areas
 - St. Paul Neighborhood Nodes
 - Buildings
 - Commerical & Retail
 - Institutional & Office
 - Multifamily

Key Considerations:

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

Arlington Avenue Station



Legend

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

Key Considerations:

- Could be a new St. Paul Neighborhood Node

Larpenteur Avenue Station



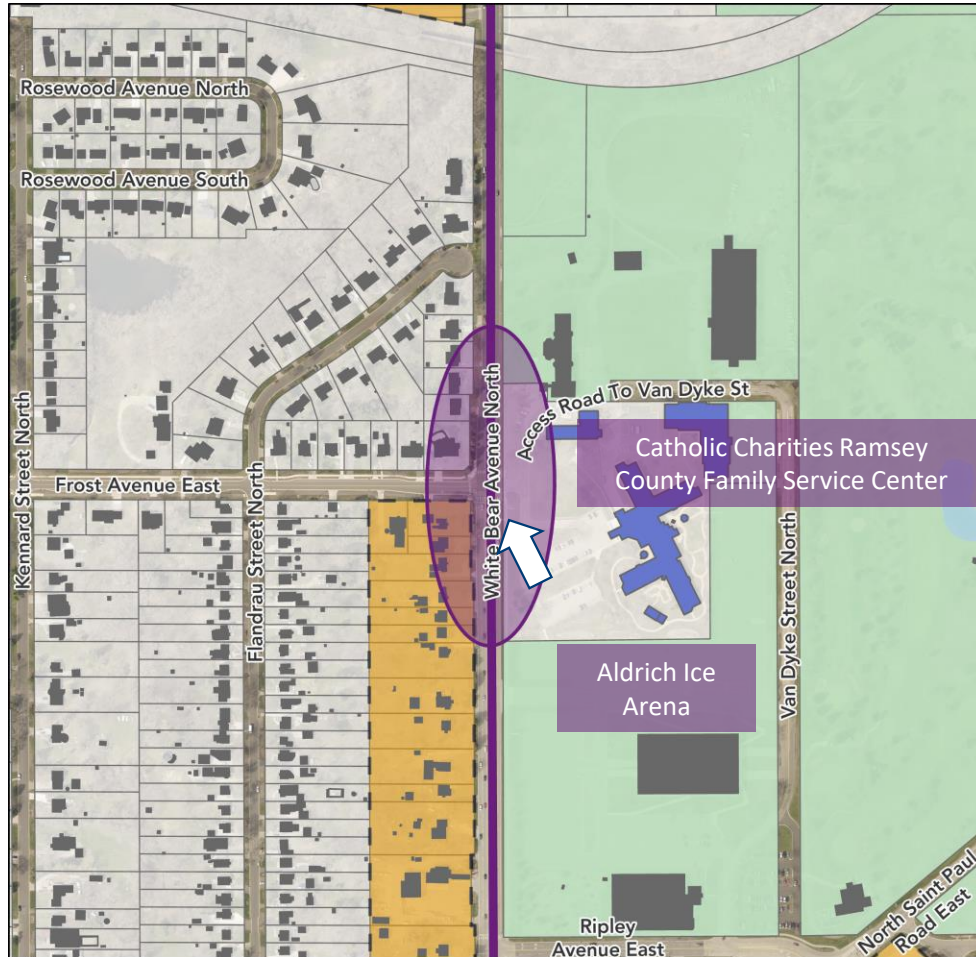
Legend

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

Key Considerations:

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

Frost Avenue Station



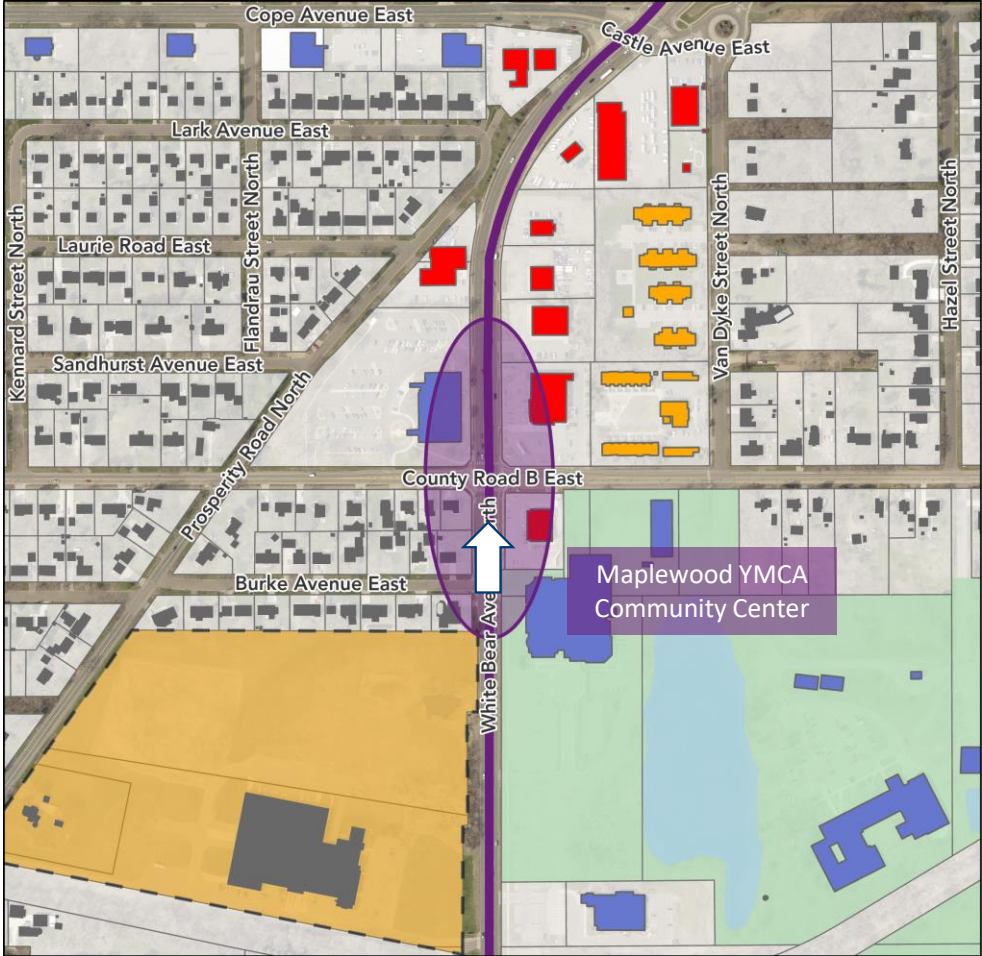
Legend

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

Key Considerations:

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

County Road B Station

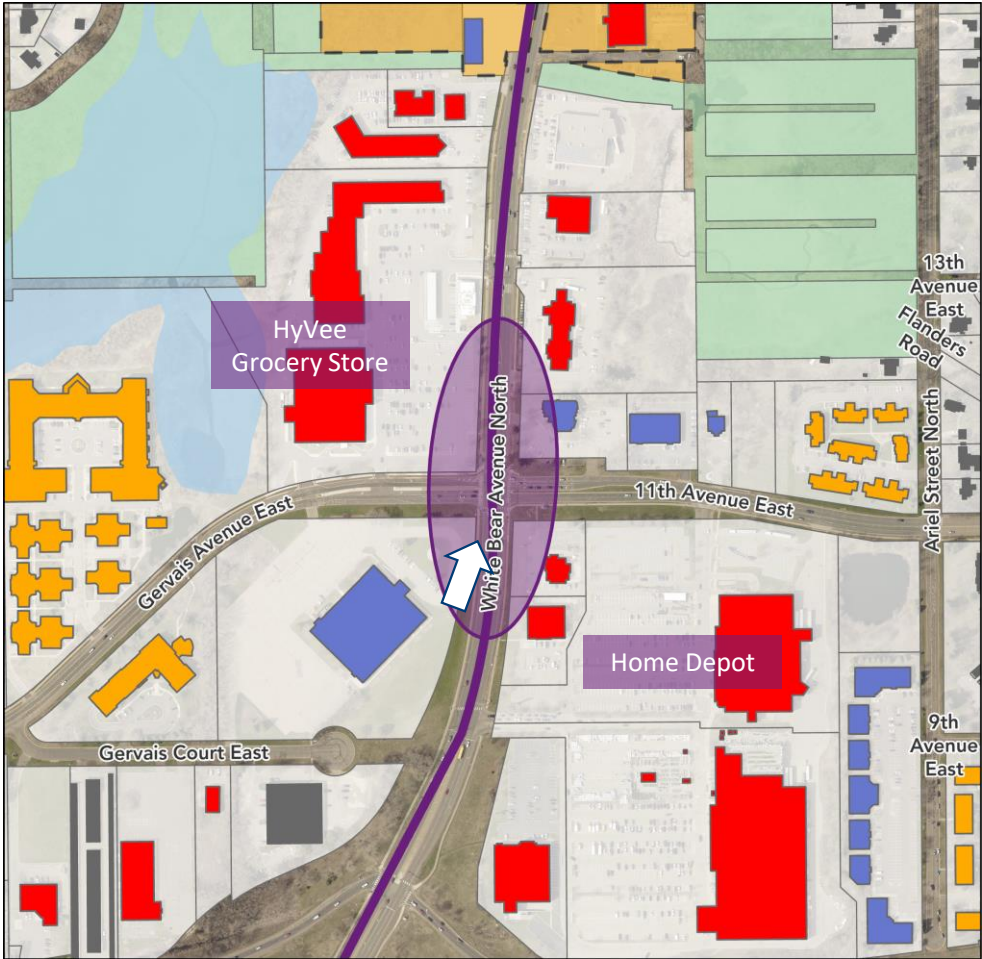


- Legend**
- White Bear Avenue Alternative
 - Proposed Station Location
 - Maplewood Mixed-Use Areas
 - St. Paul Neighborhood Nodes
 - Buildings
 - Commercial & Retail
 - Institutional & Office
 - Multifamily

Key Considerations:

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

11th & Gervais Avenue Station

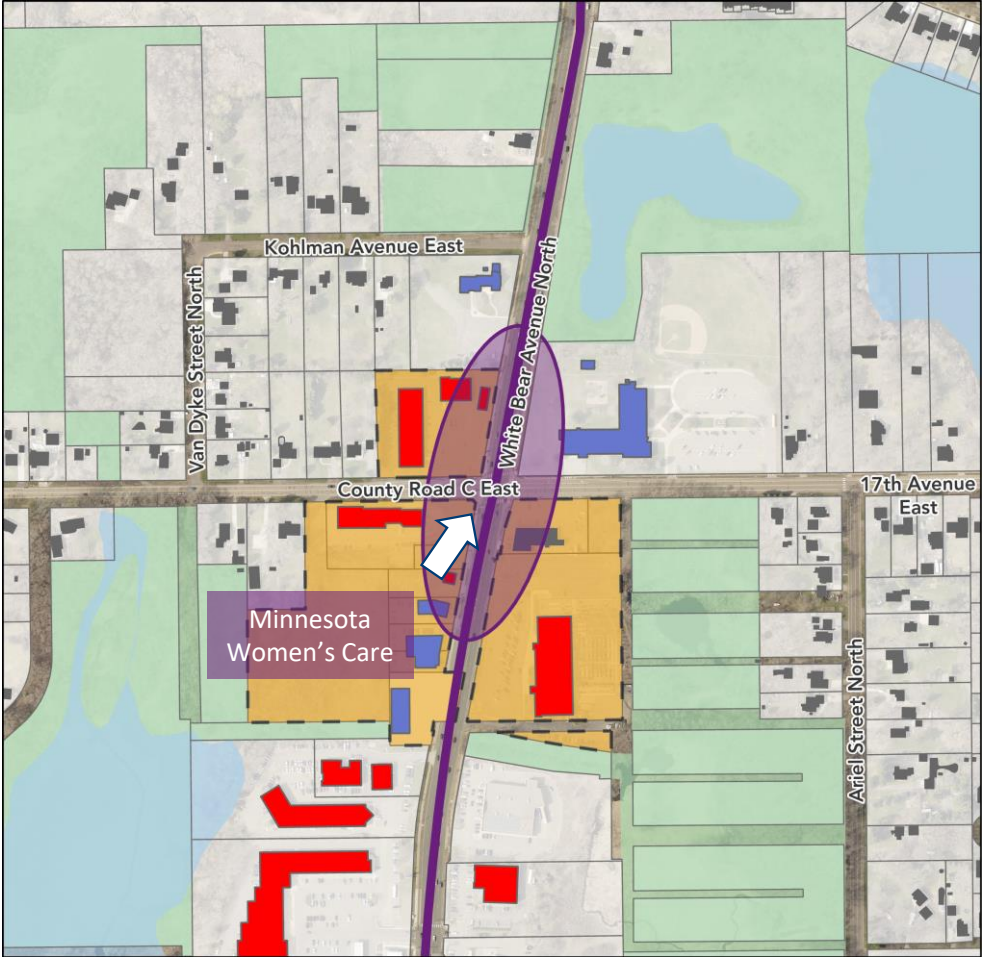


- Legend**
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 - Proposed Station Location
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 - Institutional & Office
 - Multifamily

Key Considerations:

- Retail Uses
- Nearby parcel previously explored for redevelopment

County Road C Station

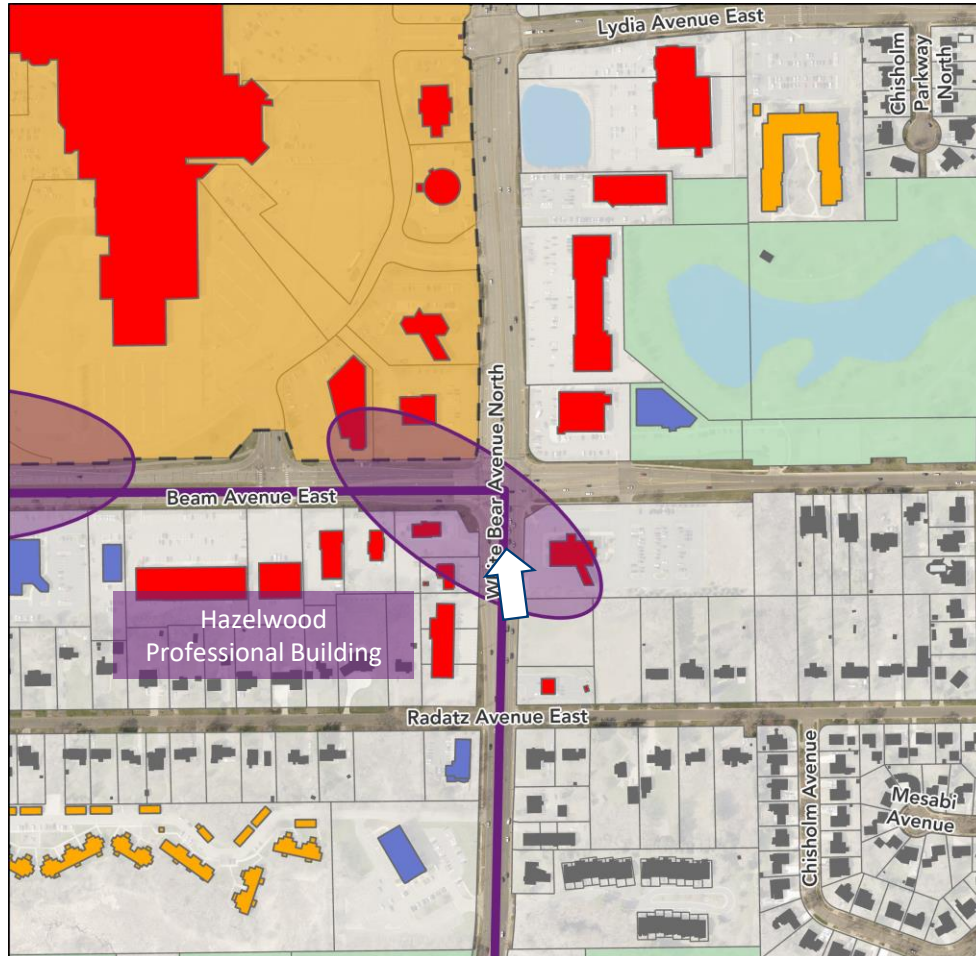


- Legend**
- White Bear Avenue Alternative
 - Proposed Station Location
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 - St. Paul Neighborhood Nodes
 - Buildings
 - Commercial & Retail
 - Institutional & Office
 - Multifamily

Key Considerations:

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

Beam & White Bear Avenue Station



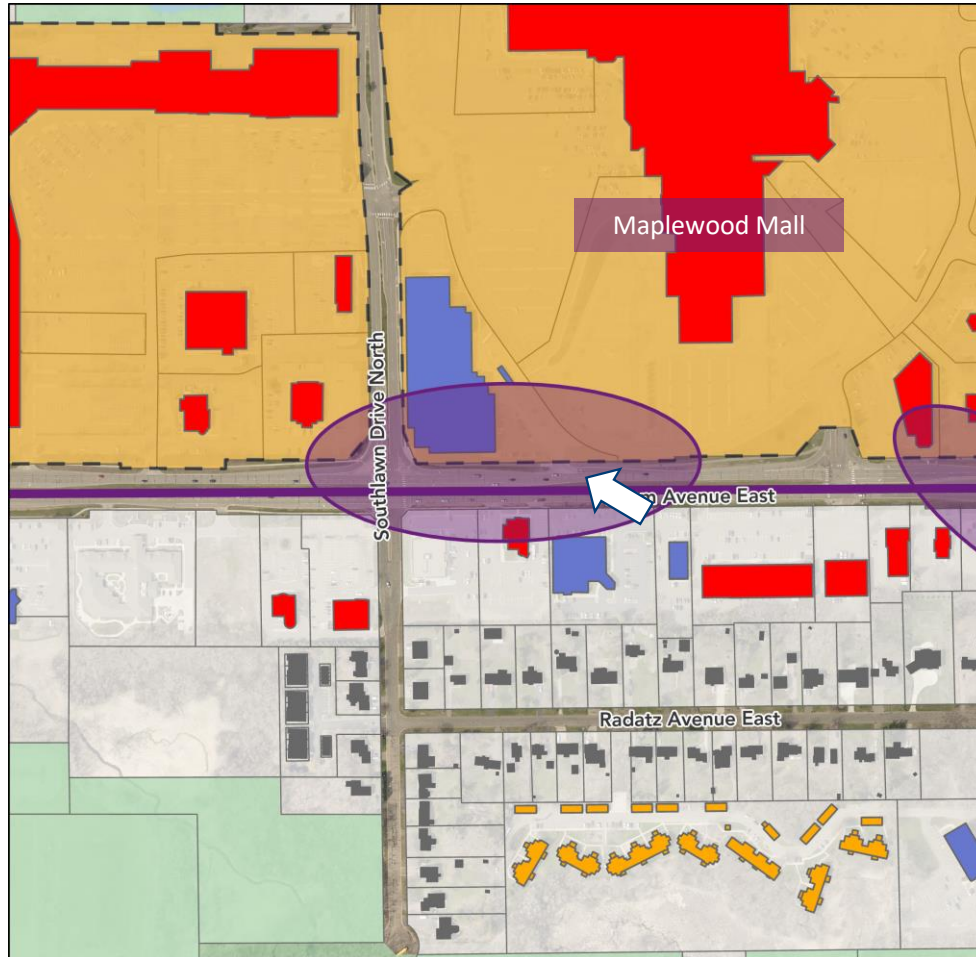
Legend

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

Key Considerations:

- North End District
- Connection for residents Northwest of intersection

Maplewood Mall Transit Center Station



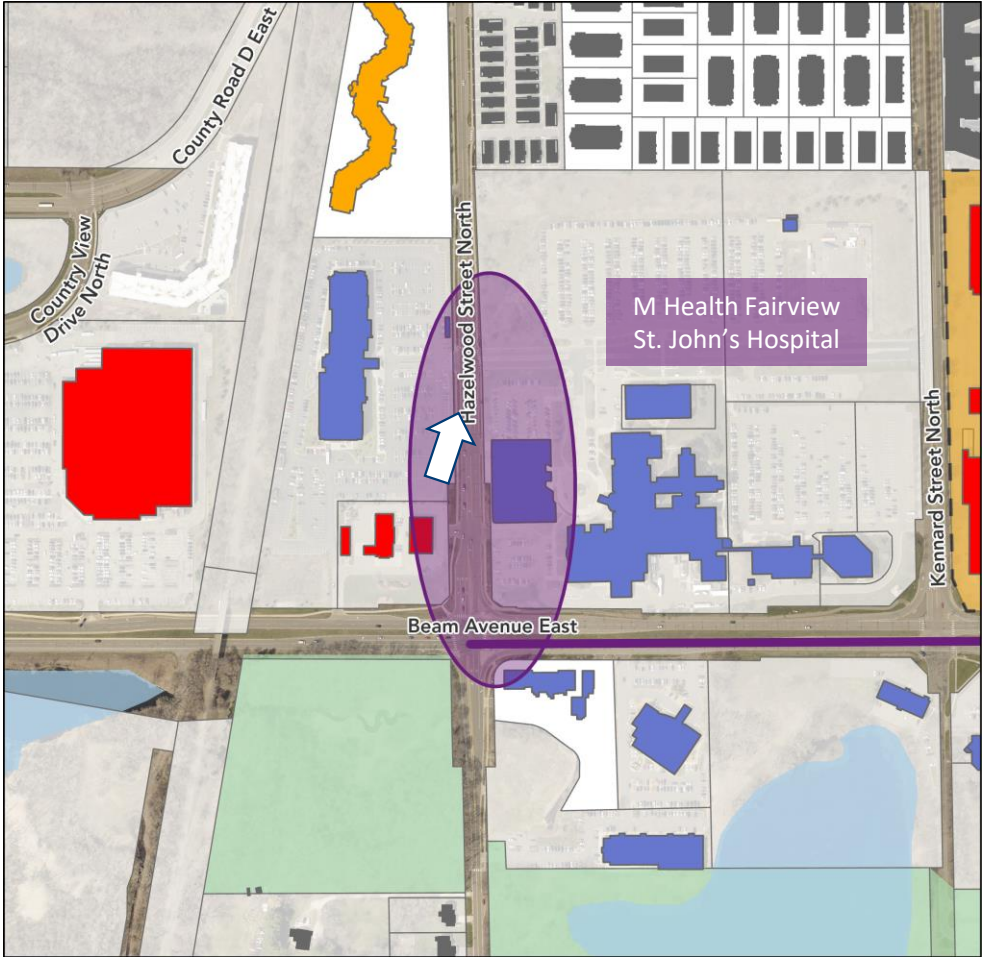
Legend

- White Bear Avenue Alternative
- Proposed Station Location
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- Buildings
- Commerical & Retail
- Institutional & Office
- Multifamily

Key Considerations:

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

St. John's Boulevard Station



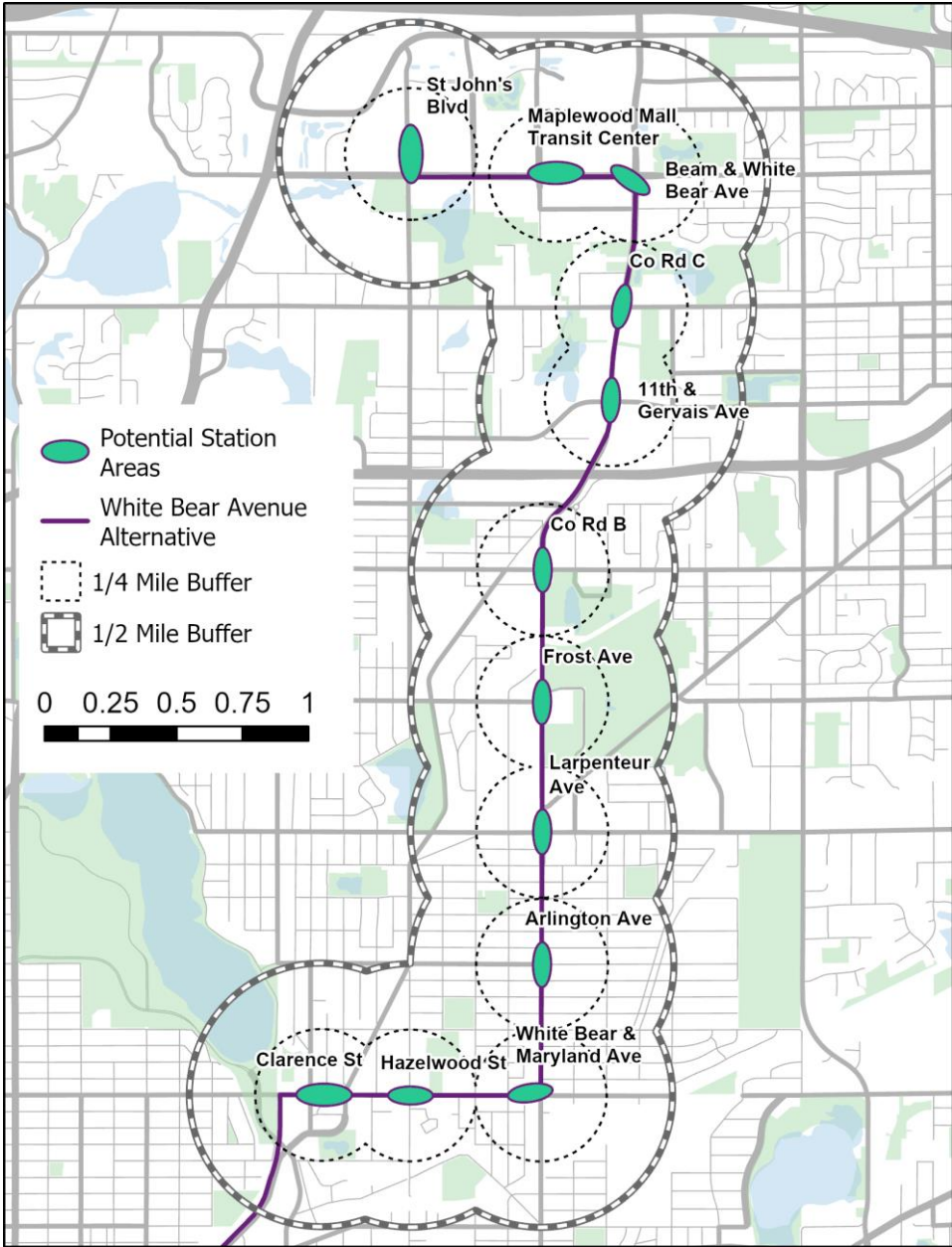
- Legend**
- White Bear Avenue Alternative
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 - St. Paul Neighborhood Nodes
 - Buildings
 - Commercial & Retail
 - Institutional & Office
 - Multifamily

Key Considerations:

- M Health Fairview St. John's campus

Community Feedback Questions

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



Outreach and Engagement Events

Colin Owens | Purple Line Community Outreach & Engagement

Engagement Strategies and Approach

- Between May – August 2023, project staff reached approximately 800-900 people via:
 - 27 stakeholder and business meetings/presentations
 - 25 community event pop-ups
 - Canvassing businesses around Maryland Ave and White Bear Ave
 - Project updates via website, social media, newsletters, and new releases
 - Interactive feedback map
 - Paper and online surveys
 - Translated materials

Outreach, Engagement & Communication Methods

- Project handout with information about route options, next steps, and contact information
- Door hangers
- Display boards for use at pop-ups, open houses, and to leave at community centers/libraries
- Outreach at existing transit facilities
- Project website updates, social media, newsletter email
- Translated materials

METRO Purple Line

METRO PURPLE LINE BUS RAPID TRANSIT PROPOSED STATION LOCATIONS

The Purple Line, a proposed bus rapid transit line in Ramsey County, 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.

We want your feedback! Please use the paper survey available to provide your thoughts on the questions below or take our questionnaire online by visiting metrotransit.org/purple-line or scanning the QR code. Put completed paper surveys in the envelope provided.

QUESTIONS

What station locations should be prioritized?
 What is more important...
 • a shorter walk to/from stations (more stations)?
 • a faster trip on the bus (fewer stations)?
 Should any other areas be considered?

LEGEND

- Potential Station Areas
- Quarter-mile Buffer
- White Bear Ave Corridor
- Existing Bus Stops (A, K, K, & 90)

METRO Purple Line

METRO PURPLE LINE: AUTOBÚS DE TRÁNSITO RÁPIDO

Purple Line, una línea de tránsito rápido de autobuses (BRT en sus siglas en inglés) propuesta en el condado de Ramsey se conectará con la expansión del tren ligero y el servicio BRT del sistema METRO, e incluyen las conexiones directas a Green Line, Gold Line, B Line, G Line, y H Line, así como las rutas de autobuses locales. La línea aumentará la accesibilidad a empleos, vivienda y servicios, mejorando el atractivo y la competitividad del área metropolitana del este.

Map of Event Locations

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

Legend

Event Type



Canvassing



Tabling Event



Community Meeting

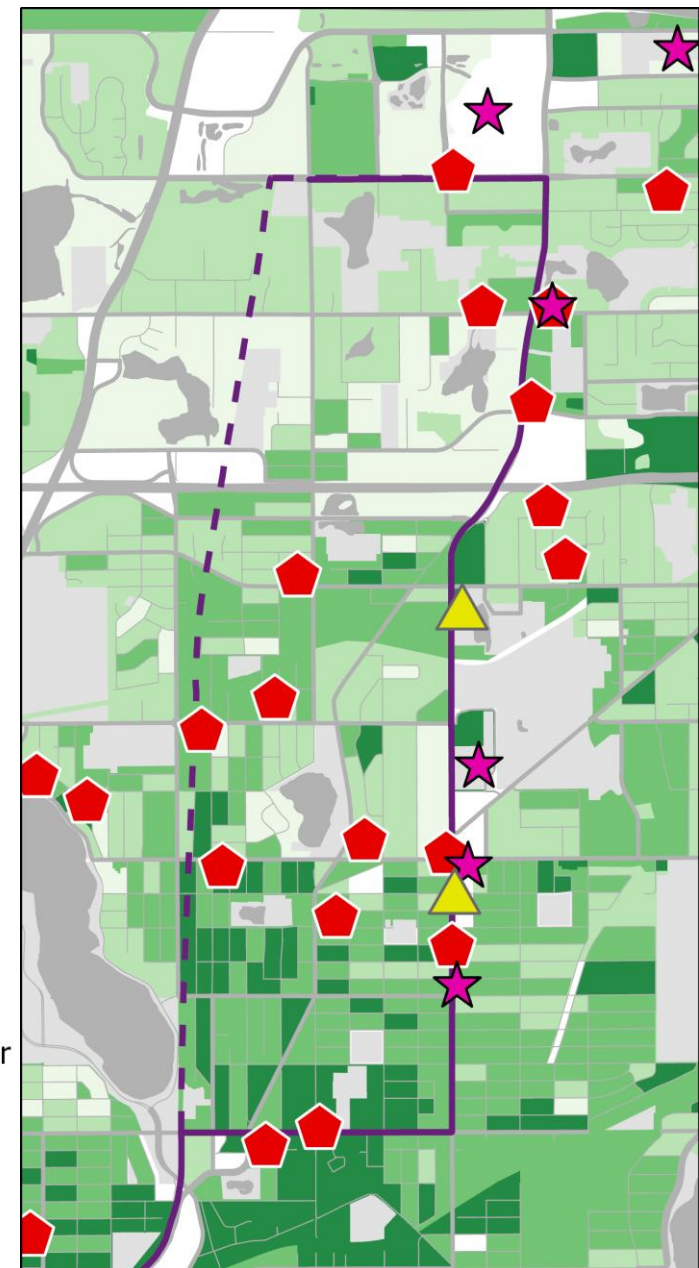
Percent Communities of Color

0 to 25%

26 to 50%

51 to 75%

76% or greater



Station Location Feedback

- Station Location Preference
 - White Bear Avenue and Maplewood Transit Center were the top two prioritized station locations

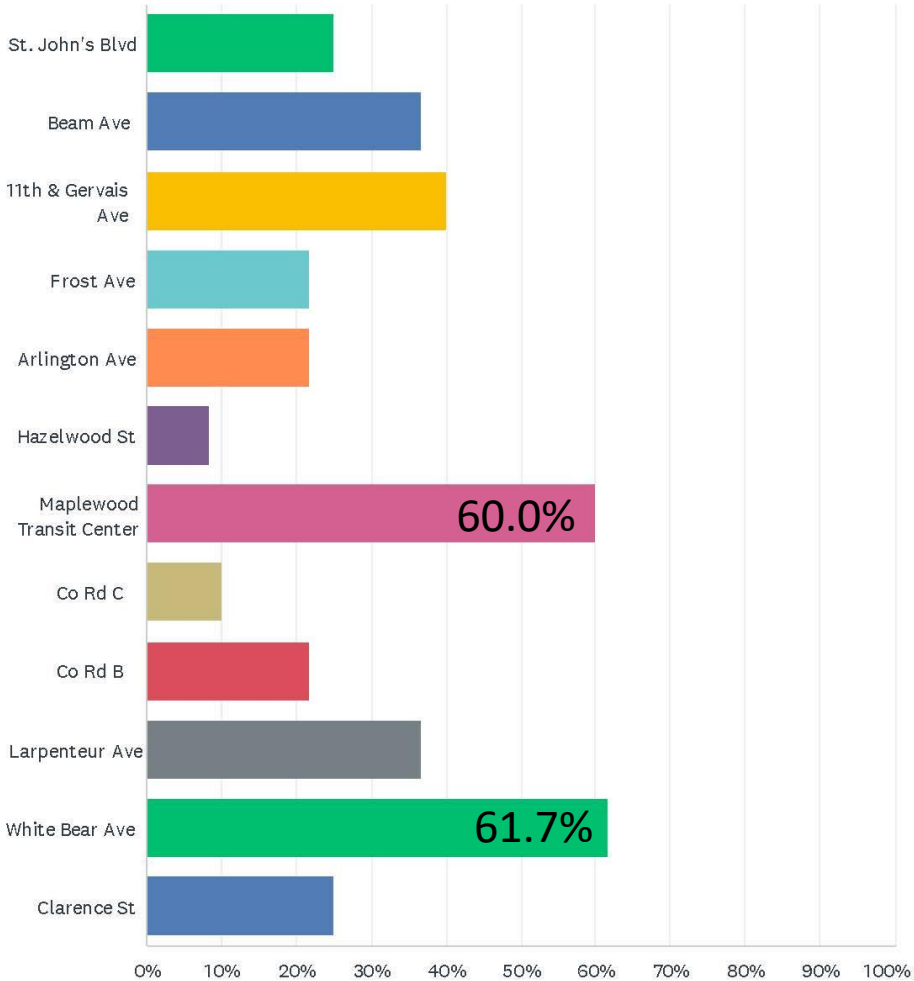
- Top Station Selection Factors
 - "Proximity to residential areas, work-places, shopping cent and services"
 - "Accessible and safe for bicyclists and pedestrians"
 - "Connectivity to transit systems such as other bus lines, bic lanes, trails, and roadways"
 - "Stops near transit dependent populations"

- Station Frequency vs Faster Service
 - Faster service is preferred over station frequency

- Other Station Areas to be Considered
 - Highway 61, Iowa Ave and Century College

What station locations should we prioritize advancing?

Answered: 60 Skipped: 4

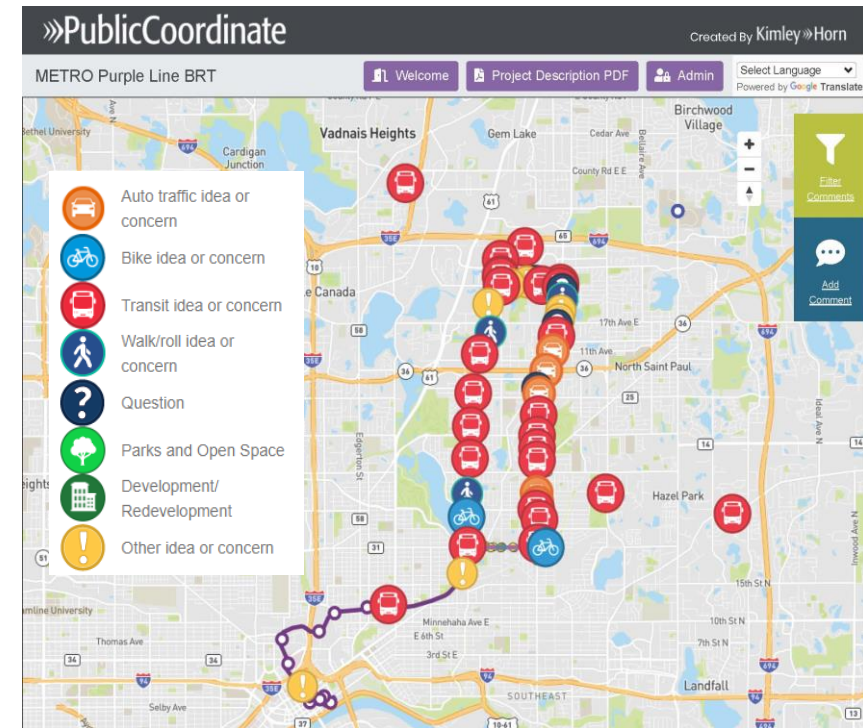


Community Meeting Feedback

- Project staff collected feedback through conversations, comment cards and photo comments at the 34 unique events from May through August:
- Feedback Themes/Ideas:
 - Safety and security at stations, as well as on transportation
 - Weather safety
 - Desire for the Purple Line to have minimal impact on the local neighborhood character
 - Importance of walkability and accessibility to stations considering the high elderly population in the area
 - Curiosity and excitement of station design and amenities, especially having heated stations
 - Concern for overall impact on home-owners in the White Bear Ave corridor such as property loss and decreased property values
 - Opposition of vehicle lane removal and what it would do to traffic
 - Mix of preferences for a route on the White Bear Ave or Bruce Vento Trail corridors
 - Idea of having a local St. Paul artist paint murals around station locations

Geographic Feedback

- Ideas
 - BRT on White Bear Ave will provide direct access to urban amenities, reduce the need for individual cars and minimize environmental impact
 - Widen lanes on White bear Ave
 - Station near St. John's Hospital
 - Extend route north towards senior living facility on Hazelwood St and Country Rd D
- Concerns
 - Concern: Making station locations accessible for all
 - Concern: A dedicated bus lane will increase traffic because hundreds of cars use the corridor and there is an existing bus system
 - Concern: Too many stops/stations are close to each other
 - Concern: Route ending in downtown White Bear Lake does not consider the rest of the East Metro and other communities who would benefit from bus service
 - Concern: Ridership demand to Maplewood Mall is not high enough



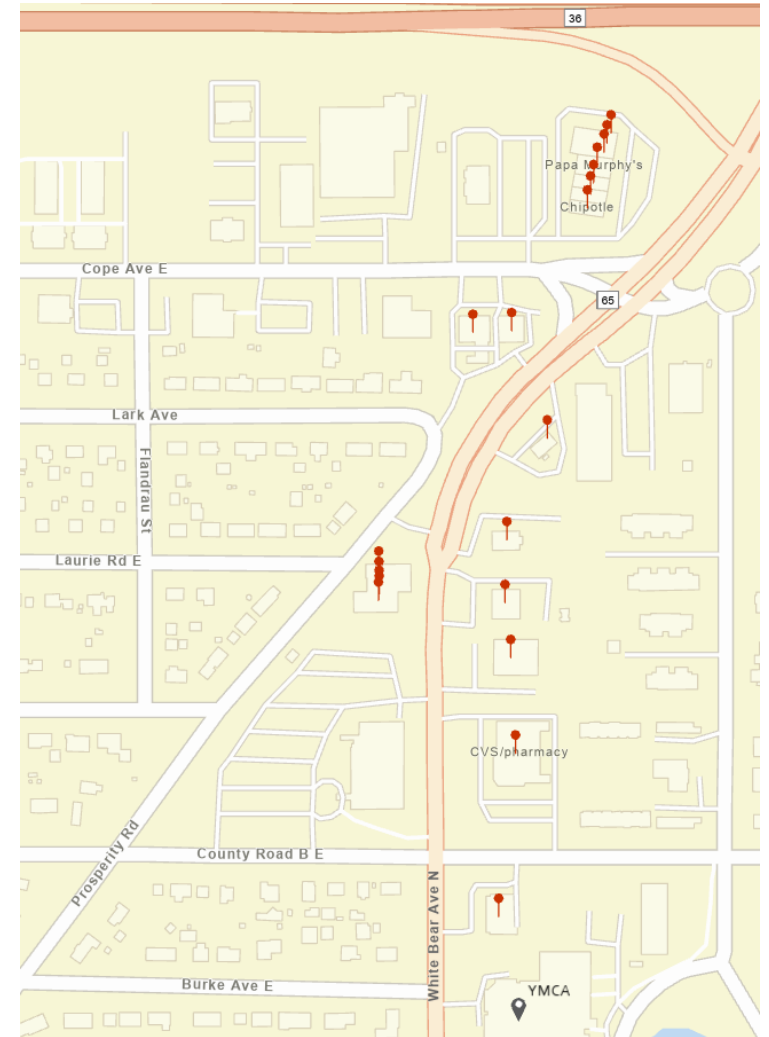
White Bear Avenue Business Walk

Canvassed over **170 businesses** along Maryland and White Bear Avenues in July and August (in person and online survey available on website). This was broken into 6 sections that were between 0.3-0.9 miles long.

The Purple Line Business Inventory Survey asked business owners about:

- Barriers for customers to access owner's businesses, such as poor lighting, safety, restricted parking, etc.
- Location of where deliveries occur for their business(es)
- Questions/concerns regarding property access if adding bus lanes on White Bear and Maryland Avenues reduced lanes from 4-2
- Questions/concerns about property access with changing access to right in/right out running onto/from Maryland or White Bear Avenues

Section 5: Burke Ave E to Hwy 36 (20 total businesses)



Business Feedback

- **Themes we heard:**
 - Respondents recognize White Bear Avenue as a dangerous street with safety concerns
 - Mix of for, against, and indifferent opinions for BRT
 - With White Bear Avenue being a narrow road, having dedicated lanes for BRT could take up road lanes and/or take part of the sidewalk
 - Noise concerns based on more traffic coming into the area
 - Against it (make traffic worse, crime/litter/nuisance conditions worse, and access to business worse)
 - Indifferent, perceiving no direct effect to their business
- **How BRT will affect access to their business**
 - Many customers arrive by car
 - Property access along the corridor is challenging today (high speeds, large volumes), eliminating left-turns could make it worse
 - Removing a lane of traffic on White Bear Avenue, would increase traffic and block access to some businesses
 - Concern about access to their business is often the “other side of coin” to White Bear Ave safety concerns
 - Loitering and vandalism at stations, would deter customers from accessing their business if they did not feel safe
 - Easier travel for local clients and employees to access shops along White Bear Avenue

Overall Top Feedback

- Safety and security of homes and businesses around station locations
- Existing and future traffic conditions along White Bear Avenue
- Connectivity to greater transport systems and surrounding region
- Accessible stations near urban amenities, businesses, dense residential areas and transit dependent communities
- Fast and reliable service
- Preference for White Bear and Maryland Avenues over Bruce Vento Trail

Photos from Community Events

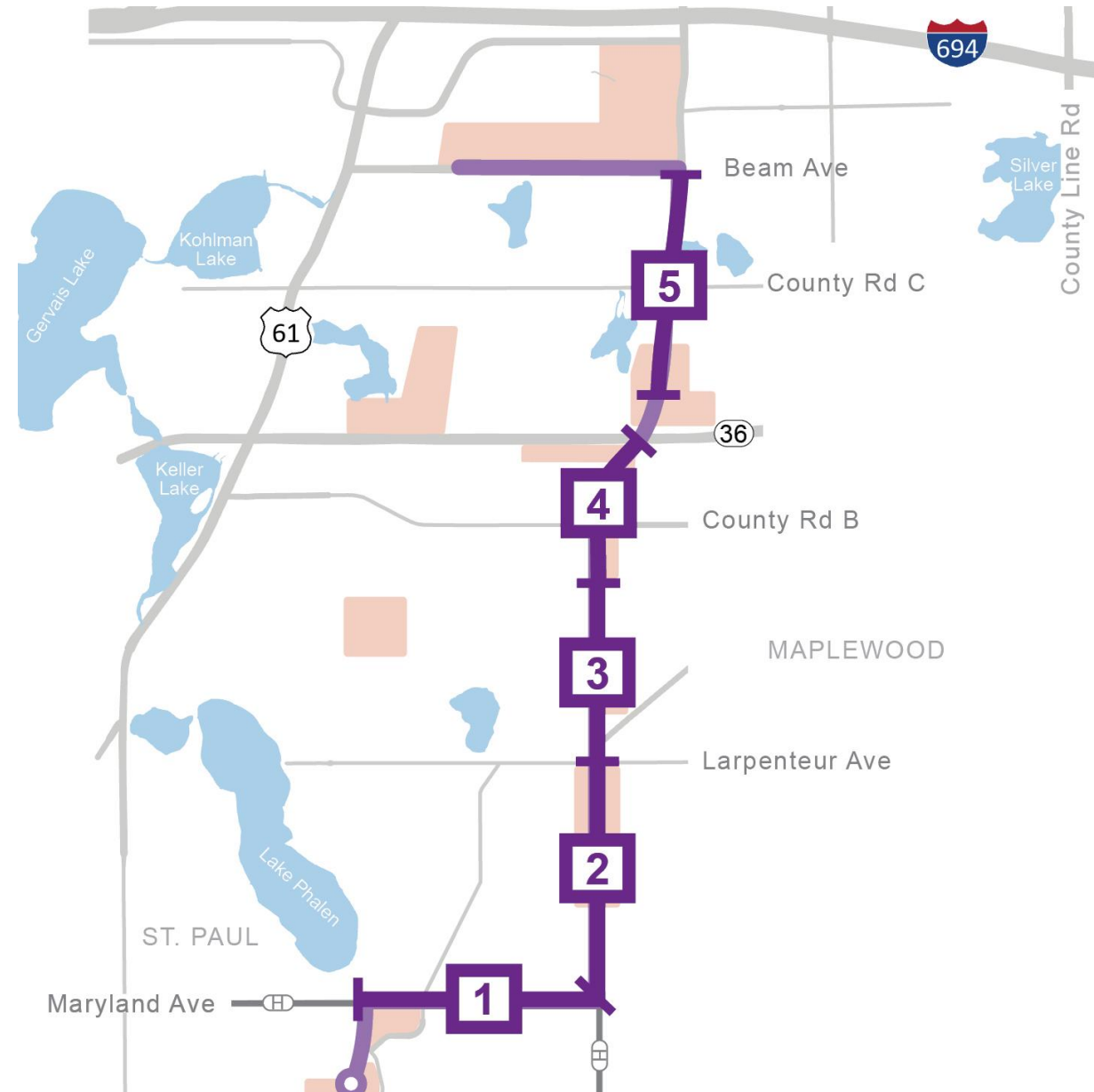


Upcoming Outreach & Engagement Activities

Date	Event/ activity type	Event name/location	Purpose
9/13/2023	Community Event	Touch a Truck Event at MMC/YMCA	All Routing
9/16/2023	Community Event	Fiesta Latina	All Routing
9/16/2023	Community Event	White Bear Parade	White Bear Avenue Routing
9/18/2023	Pop-up	Ramsey County Service Center – St. Paul	All Routing
10/3/2023	Pop-up	Ramsey County Service Center - Maplewood	White Bear Avenue Routing
10/5/2023	Board Meeting	Friends of the Parks	All Routing

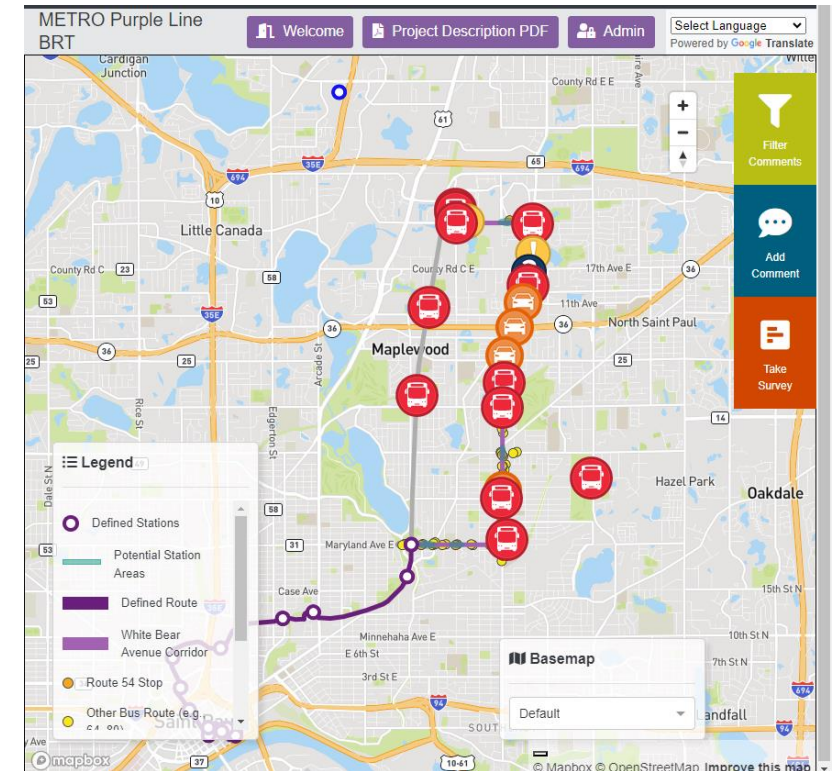
Corridor Walks

- Hosting “corridor walks” this October to speak with businesses and residents to understand what’s working well today and what could be improved.
- Opportunity to discuss design considerations and constraints while viewing the corridor.
- Each “walk” will cover a 1-mile section of the corridor but will focus on key points of interest among participants.



Additional Ways to Provide Feedback and Stay Involved

- Project website metrotransit.org/purple-line
 - Interactive feedback map
 - Business inventory survey
 - Sign-up for email newsletter
 - Visit with us at fall community events and pop-up locations
 - Corridor Walk Dates
 - Wednesday, October 4, 4-6 p.m.
 - Friday, October 6, 4-6 p.m.
 - Tuesday, October 10, 4-6 p.m.
 - Thursday, October 12, 4-6 p.m.
 - Saturday, October 14, 12-2 p.m.
 - CBAC recruitment



Interactive feedback map at
metrotransit.org/purple-line

Next Steps

Craig Lamothe | Purple Line Project Manager

Project Committee Meeting Look Ahead

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

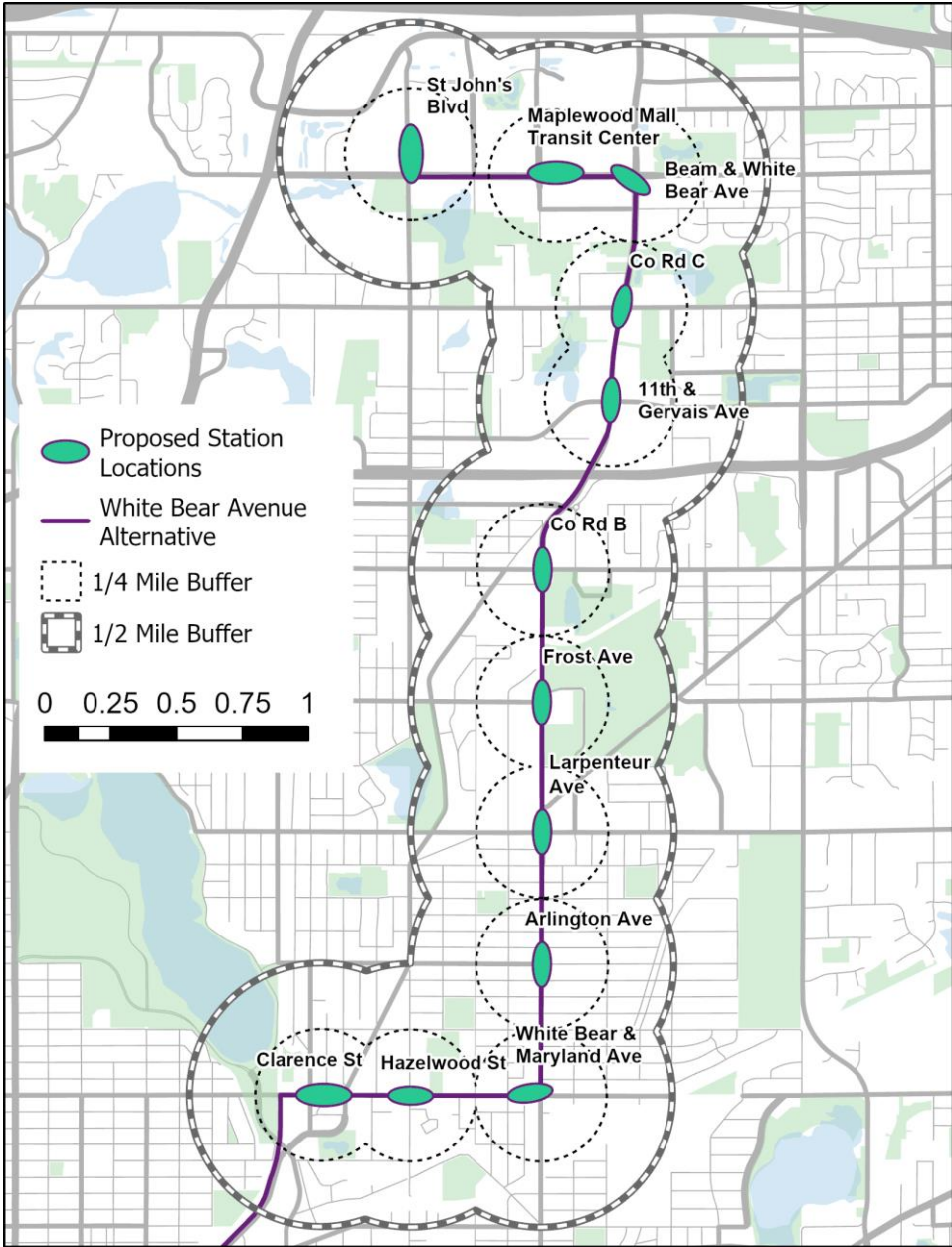
September CMC Action on Station Locations

Proposed Action/Concurrence:

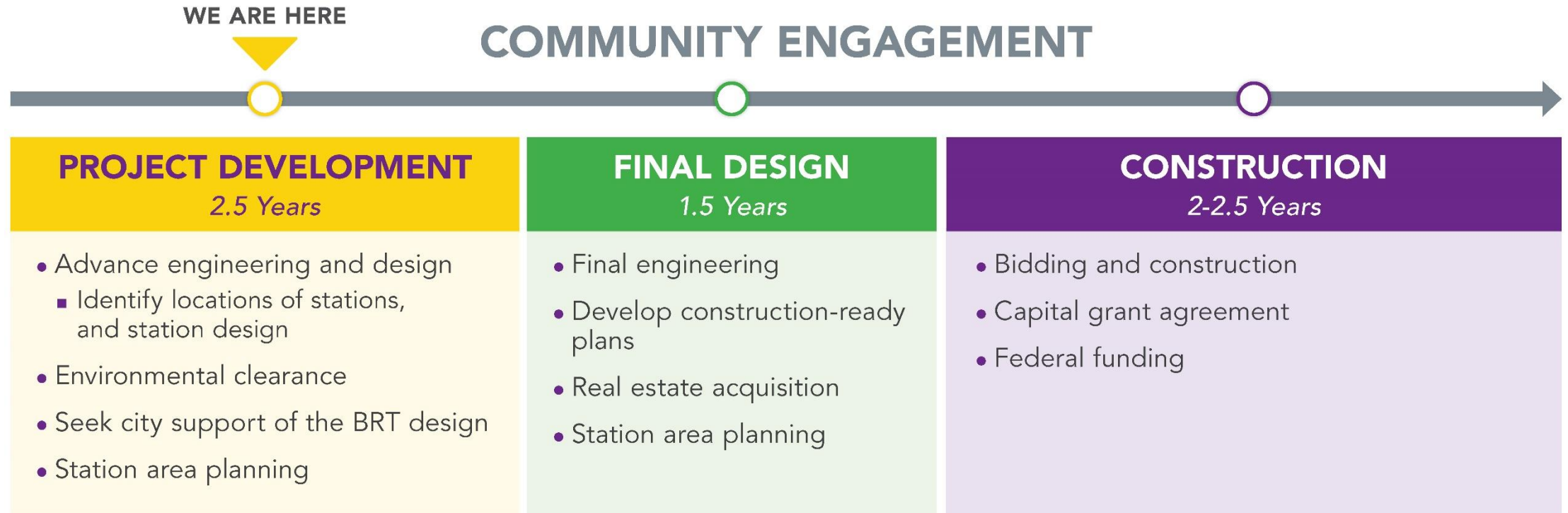
“The CMC concurs with project staff recommendation to advance these twelve proposed Purple Line BRT station locations for purposes of further technical evaluation and community engagement.”

NOTE:

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



Project Schedule



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

Q&A

Contact Us

For more information:

www.metrotransit.org/purple-line-project

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

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Thank You!

Purple Line BRT Project

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