



# Community & Business Advisory Committee

Meeting #7 | February 23, 2024

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# Welcome & Introductions

Colin Owens | Associate Community Outreach Coordinator

# Today's Topics

- 1) Welcome & Introductions
- 2) BRT Route Modification Study Phase II Update
- 3) Community Outreach & Engagement Update
- 4) Upcoming CBAC Meetings
- 5) Q & A

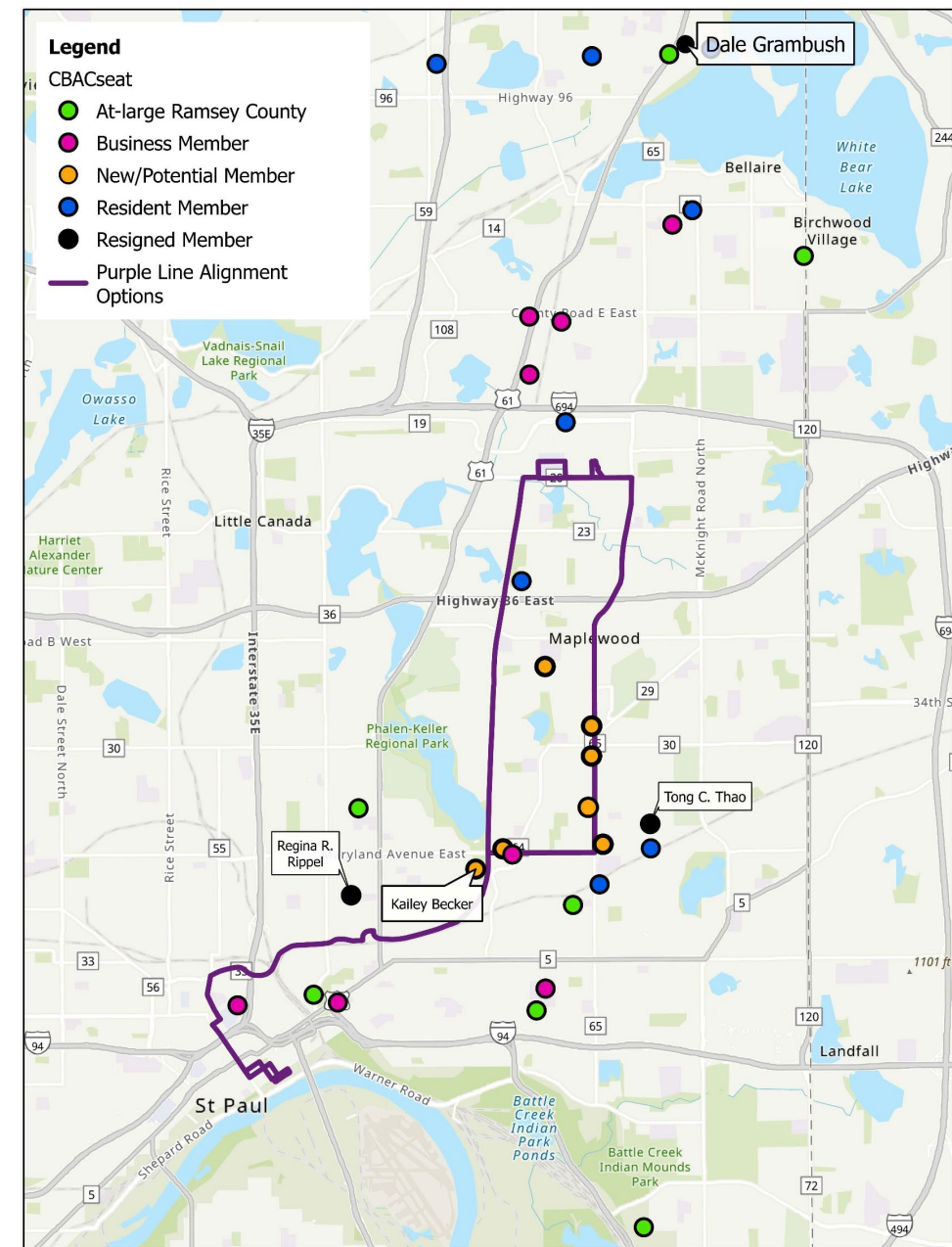
# New & Resigning CBAC Members

## New Member:

- Kailey Mo Becker – St. Paul Resident

## Resignations:

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



# Housekeeping

- Virtual meeting etiquette
  - Camera on
  - Microphone (muted when not speaking)
  - Raise hand (if you have a question)
  - Chat (feel free to ask questions in the chat)
- Meeting is being recorded
- Meeting agendas, summaries, and presentation materials are posted on the project website at [metrotransit.org/purple-line-project-committees](https://metrotransit.org/purple-line-project-committees)

# Route Modification Study Phase II Update

Craig Lamothe | Project Manager

# Evaluation Criteria



**Concept Dimensions**



**Property Impacts**



**Station Access**



**Transit Operations**



**Traffic Operations**



**Pedestrian Access**



**Public Support**



**Parking Impacts**



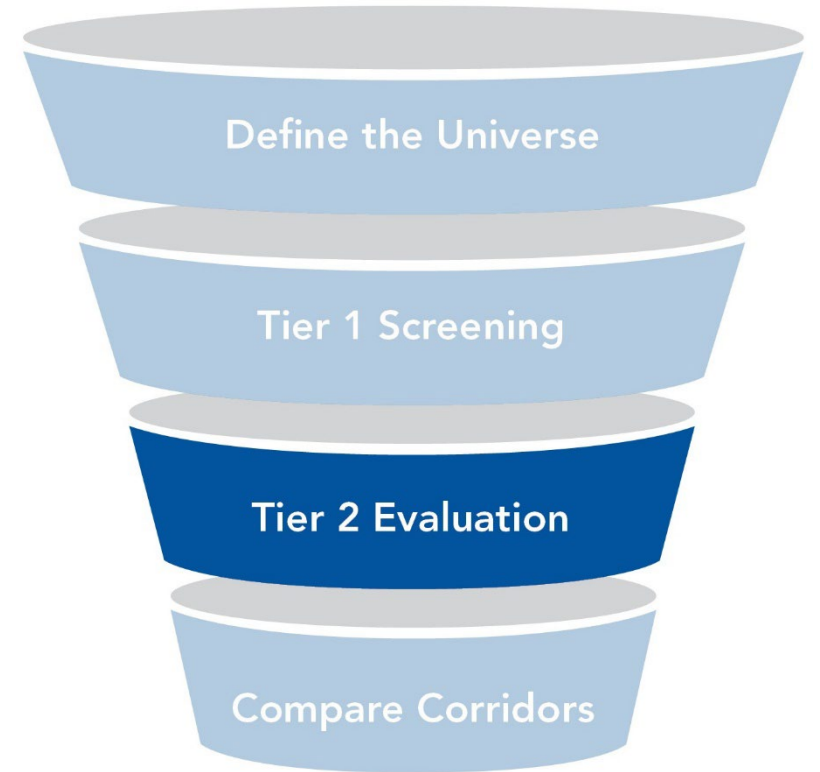
**Cost**



**Ridership**



**CIG Program Rating**



# Securing Federal Funding is Important

- Nearly \$2.3 billion in FTA Capital Investment Grant (CIG) Program funding
  - Blue Line: \$334.3 million (2001)
  - Northstar: \$156.8 million (2007)
  - Green Line: \$474.0 million (2011)
  - Orange Line: \$150.7 million (2019)
  - Green Line Ext.: \$928.8 million (2020)
  - Gold Line: \$239.3 million (2023)
- **No precedent** for a regional transitway exceeding \$112 in total cost (Red Line) being implemented without CIG Program funding
- Purple Line, Blue Line Extension, and F Line **all seeking** CIG Program funding. **More than 60 projects nationwide.**
- Purple Line's viability without federal CIG Program funding is **uncertain.**



# Transit Looks Different Today

- Travel and transit are different than pre-pandemic
  - Average weekday systemwide boardings and park-and-ride boardings ***are lower*** than in 2019 (46% and 84% respectively)
  - Over the last two years, ***regional ridership has rebounded*** by 21% (2021-2022) and 16% (2022-2023)
  - Fast and reliable BRT lines now carrying 15% of regional rides
- Transit is more important than ever for region's vulnerable populations
  - **0-car households:** 50% of all transit trips (up from 35% in 2016)
  - **Low-income households:** 43% of transit trips (up from 38% in 2016)
  - **Disability community:** 13% of transit trips (up from 9% in 2016)
  - **BIPOC community:** 55% of transit trips (up from 42% in 2016); 29% of population

# Transit Benefits drive Ridership Forecasts

- Purple Line ***must be*** an improvement over existing transit experience
  - Purple Line Service Plan = increased hours of service and bus frequency
  - Purple Line platforms and buses = better user convenience and comfort
  - Purple Line’s bus lanes plus transit signal priority = improved speed and reliability
- Model’s Fixed Guideway Setting approximates the ***perceived differences*** between fixed-guideway and local bus services beyond frequency, fare, travel time and other operational details
  - Presence or absence of bus lanes ***is*** a significant determinant in the setting level
  - FTA’s understanding of FGS constantly evolving as more BRT projects come online

# Capital Cost Estimate vs. Transit Project Budget

- Project's **budget** is **not determined/set until** the project receives a **qualifying rating** from FTA (2025), and FTA **recommends** the project **for funding** in its annual report to Congress (Spring 2026)
- Project's **capital cost estimate** is **constrained by** the project's **ridership** forecasts **through** the **cost effectiveness** (investment per rider) and **environmental benefits** (vehicle miles traveled) criteria
- Project's **scope** may need to be **reduced** to **maintain** future federal **funding eligibility**
  - Elements funded outside of the project by other entities or not implemented at all

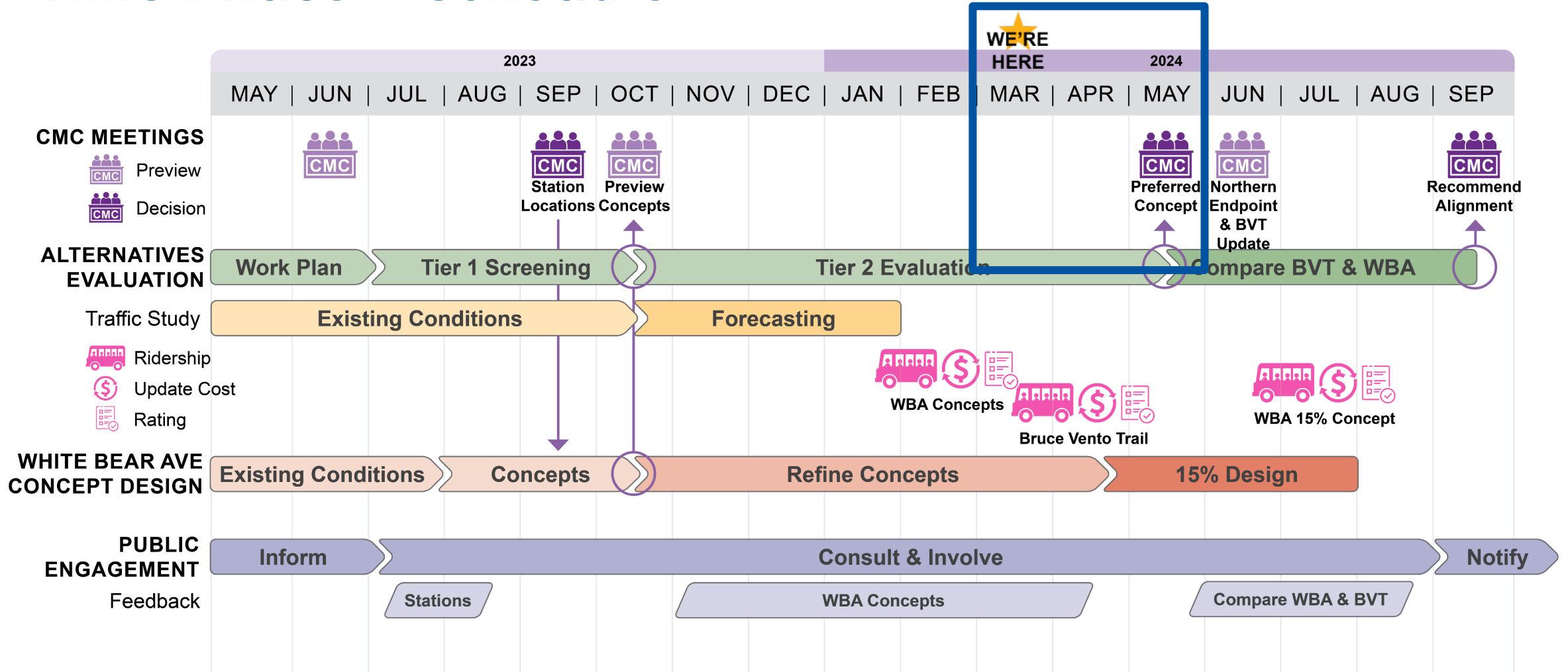
# Schedule and Tier 2 Evaluation

Stephen Smith | Deputy Project Manager

# Evaluation Workflow

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

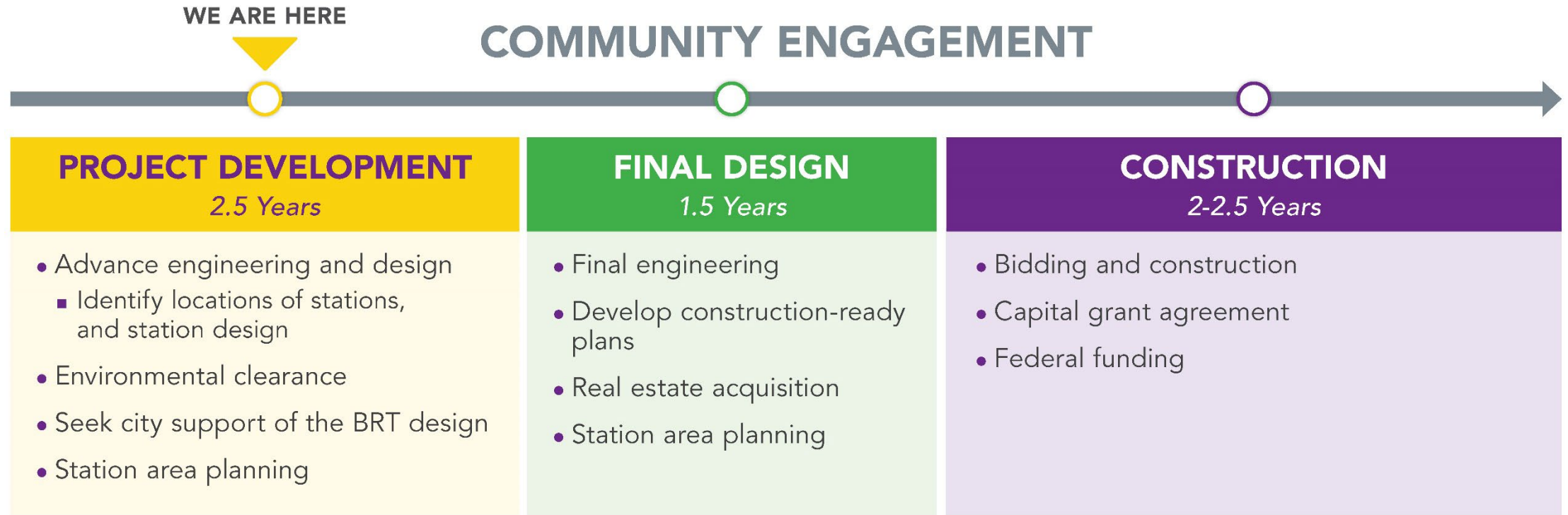
# RMS Phase II Schedule



# RMS Evaluation – Community Engagement Period

- March 11th – April 12th
- After nine months of evaluation, Project staff are ready to bring to public comment:
  - How did we get here as a project
  - What does Purple Line in the White Bear Avenue Corridor entail
  - Ask the public to evaluate which option is better (similarities, differences)
  - Provide feedback and next steps

# Project Schedule



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



# White Bear Ave Options Evaluated in Tier 2

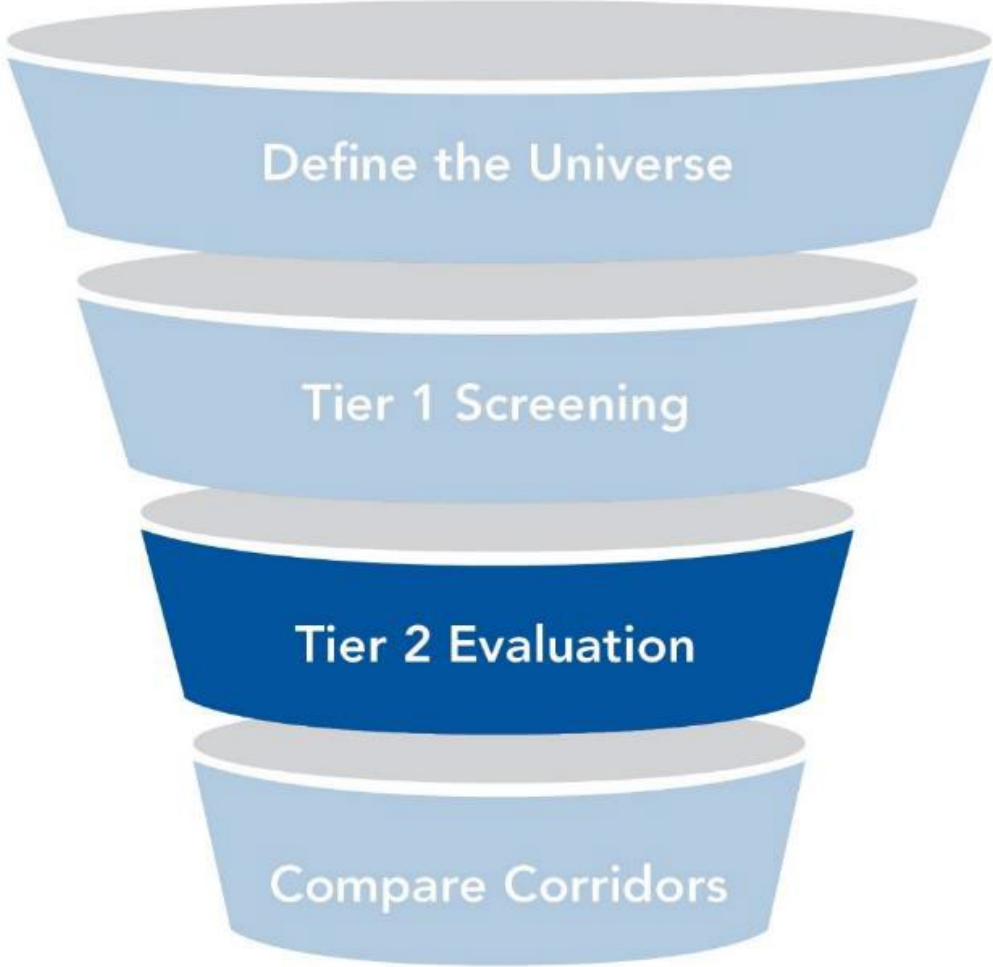
	Maryland Ave	White Bear Ave – South	White Bear Ave – North
Option A/B	Semi-Exclusive, side running	Semi-Exclusive, side running	Semi-Exclusive, side running w/ median
Option C	Semi-Exclusive, side running	Semi-Exclusive, side running	Exclusive center w/median <u>or</u> Dedicated guideway - center
Option D	3-Lane roadway with 1 Transit Lane		Exclusive center w/median <u>or</u> Dedicated guideway - center
Option E	3-Lane roadway with 1 Transit Lane		Semi Exclusive, Side running w/ median

# Tier 2 Evaluation

- Land Use/Economic Development
- Environmental
- Concept Dimensions
- Property Impacts
- Pedestrian Access
- Station Access
- Parking Impacts
- Traffic Operations
- Transit Operations
- Safety
- Ridership
- Cost Estimates
- CIG Program Rating
- Public Support

In-progress

Updated after 30-day comment period



# Project Benefits

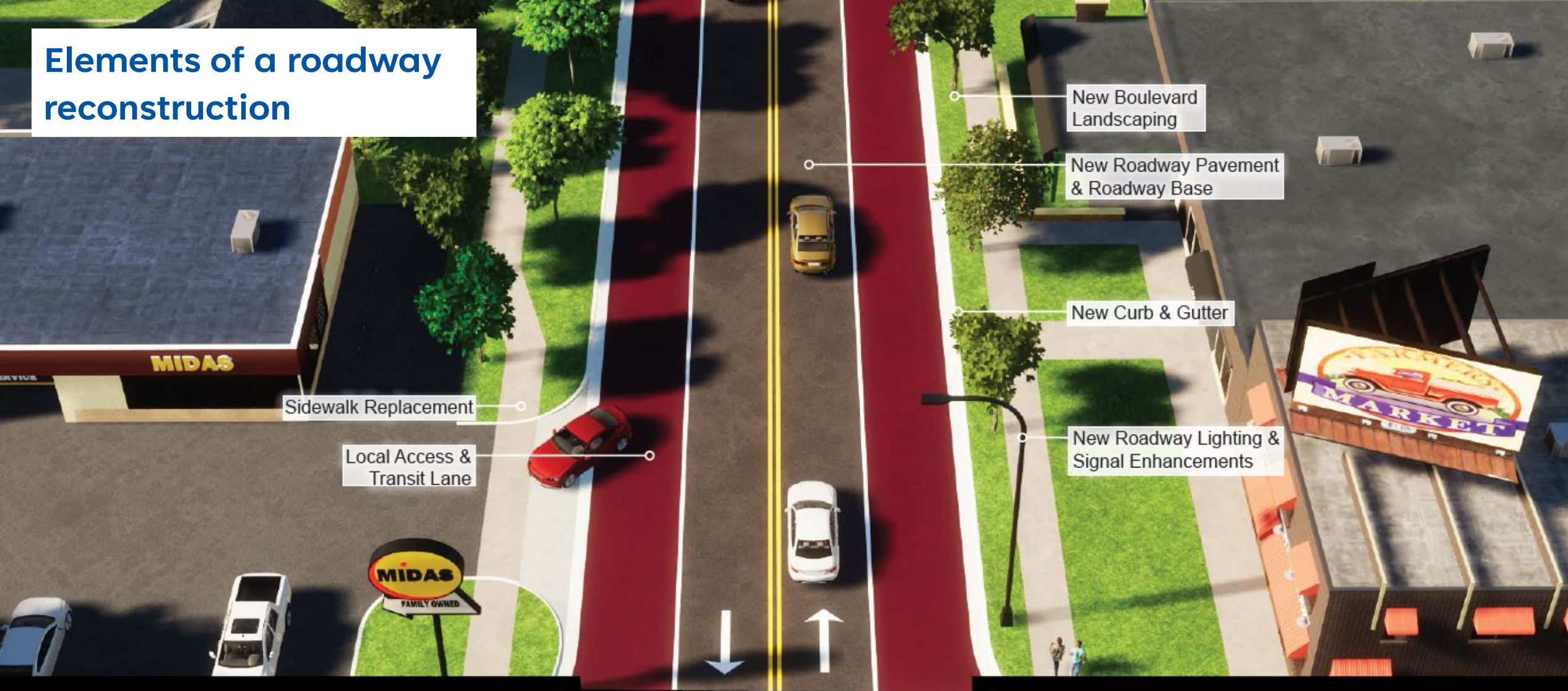
- More **frequent, reliable, and faster transit** with more service throughout the day
- **Better stations** with comfortable shelters, real-time bus information, and lighting
- **Safer pedestrian crossings** with fewer lanes to cross and greater visibility
- More **comfortable place to walk** with reconstructed sidewalks and accessible curb ramps
- **More foot traffic in the corridor** with better transit service and improved pedestrian experience

## Project Benefits (cont'd)

- **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
- Improved air quality and **environmental benefits** with better transit service and less overall driving



# Elements of a roadway reconstruction



Sidewalk Replacement

Local Access & Transit Lane



New Boulevard Landscaping

New Roadway Pavement & Roadway Base

New Curb & Gutter

New Roadway Lighting & Signal Enhancements

Drainage Upgrade

Proposed Utility Upgrades / Relocation

Approximate Right-of-Way

All elements within the right of way considered.

# No Significant Differences between Options

## Land Use/Economic Development

- Existing transit-supportive land uses/zoning, Potential for land (re) development, Planned land uses

## Environmental

- Wetlands and water resources, Parks and recreational resources, Historic and archaeological resources, Contamination, Trees

## Concept Dimensions

- Accommodates ideal station platform dimensions and location

## Parking Impacts

- On-street parking impacts

# Differences between Options

  Pedestrian and Station Access

 Safety

 Traffic Operations

 Transit Operations

 Property Impacts

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# Community Outreach & Engagement Update

Colin Owens | Associate Community Outreach Coordinator



# Recent Outreach & Engagement Activities

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



# Recent Community Events and Stakeholder Meetings

Date	Event Name	Location	Time
Jan. 3, 2024	District 2 Council Meeting	Hybrid	6:30p-8:00p
Jan. 9, 2024	Maplewood Mall Property Managers Meeting	Virtual	2:00p-3:00p
Jan. 22, 2024	St. Paul Planning Commission Transportation Committee	In-person	4:30p-6:00p
Jan. 22, 2024	Ramsey County Service Center	In-person	9:00a-12:00p
Jan. 23, 2024	Purple Line Partners	Virtual	
Jan. 30, 2024	Purple People Meeting	Virtual	
Feb. 2, 2024	Ramsey County Service Center	In-person	9:00a-12:00p
Feb. 19, 2024	Ramsey County Service Center	In-person	12:00p-3:00p
Feb. 20, 2024	White Bear Avenue Business Association	In-person	4:30p-6:30p
Feb. 21, 2024	District 2 Council Meeting	In-person	6:00p-8:00p

# Business Outreach

- Business inventory survey – Summer/Fall 2023
- Door knocking and canvassing along Maryland and White Bear avenues
- Community & Business Advisory Committee (CBAC) recruitment
- One-on-one business and community organization meetings

**METRO Purple Line**

**Purple Line Business Owner Inventory Survey (July 2023)**

The Purple Line project is now beginning to evaluate White Bear Avenue as an alternative to using the Bruce Vento Regional Trail Corridor.

Please fill out this survey to inform the Project team about your business operations.

For more information about the project, please visit the project website.

English  
Español  
Somali



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

# Business Feedback Themes

- White Bear Avenue is a dangerous street with safety concerns
- Mix of for, against, and indifferent opinions for BRT
- Concern about lanes being removed
- 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)
- Businesses adjacent but not on White Bear Avenue indifferent, perceiving no direct effect to their business

# Community Feedback Themes

- Excitement about a route that would get to downtown
- Accessibility
  - Language barriers and having multi-lingual project resources
  - Able/non-abled bodied, as well as the elderly, ability to access a station location
  - Put stations near amenities, businesses, residential areas, and transit dependent communities
- Need for fast and reliable service
- Mix of preferences for a route on White Bear Avenue or the Bruce Vento Trail corridors
- Safety and security of homes and businesses around station locations (lighting/security cameras)
- Existing and future traffic conditions along White Bear Ave (optimism about reduce car traffic, many accidents on Larpenteur Avenue along White Bear Avenue)



# Upcoming RMS Phase II Comment Periods

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



# March – April Comment Period

- Purpose: to gain feedback on the 4 design concepts as to inform a preferred option. Present how the options are different to inform feedback.
- Comment period: 3/11-4/12
- Community meeting dates:
  - Maplewood YMCA on Wednesday, March 20, 5–7 PM
  - Virtual Teams Meeting on Thursday, March 28, 12–1:30 PM
  - St. Paul Ames Lake on Tuesday, April 2, 5–7 PM



## METRO PURPLE LINE BUS RAPID TRANSIT COMMUNITY MEETINGS

You're invited to attend community meetings taking place in March and April (see reverse side).

The METRO Purple Line Bus Rapid Transit Project has spent the last several months developing and evaluating potential layouts that show roadway design and transit station locations for White Bear Avenue route options.

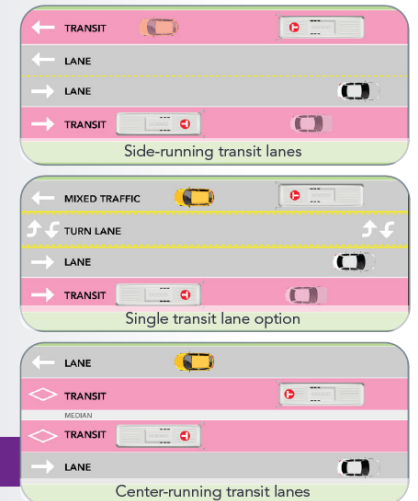
Join us at upcoming in-person and virtual community meetings to learn more about the potential opportunities and impacts that these design options could have for residents and businesses.

Your feedback will inform the selection of the best option for the White Bear Avenue route.

Visit the project website to find more information, the latest newsletter, and ways to share feedback.



Visit [metrotransit.org/Purple-Line](https://metrotransit.org/Purple-Line)



Corridor-wide postcard

# Project Approach to Public Comment Period

- Project overview/what is BRT
- Existing conditions of WBA corridor
- Design concepts and visualizations showing features of the WBA corridor
  - Pedestrian improvements
  - Vehicle safety
  - Stations
  - Bus lanes
- Evaluation criteria
- Schedule/next steps
- Materials shared:
  - Virtually through storyboard walkthrough on website
  - In-person at community meetings and events
  - Display boards and surveys at libraries and community centers
- Collecting feedback via:
  - Interactive feedback map/survey
  - Comment forms/surveys at meetings and libraries/community centers
  - Phone/email
  - One-on-one meetings



# 3 Lane + Local Access & Transit Lane (St. Paul)





# 2 Lane + 2 Local Access & Transit Lanes (St. Paul)





# 3 Lane + Local Access & Transit Lane (St. Paul)



DRAFT - WORK IN PROCESS



# 2 Lane + 2 Local Access & Transit Lane (St. Paul)



DRAFT - WORK IN PROCESS

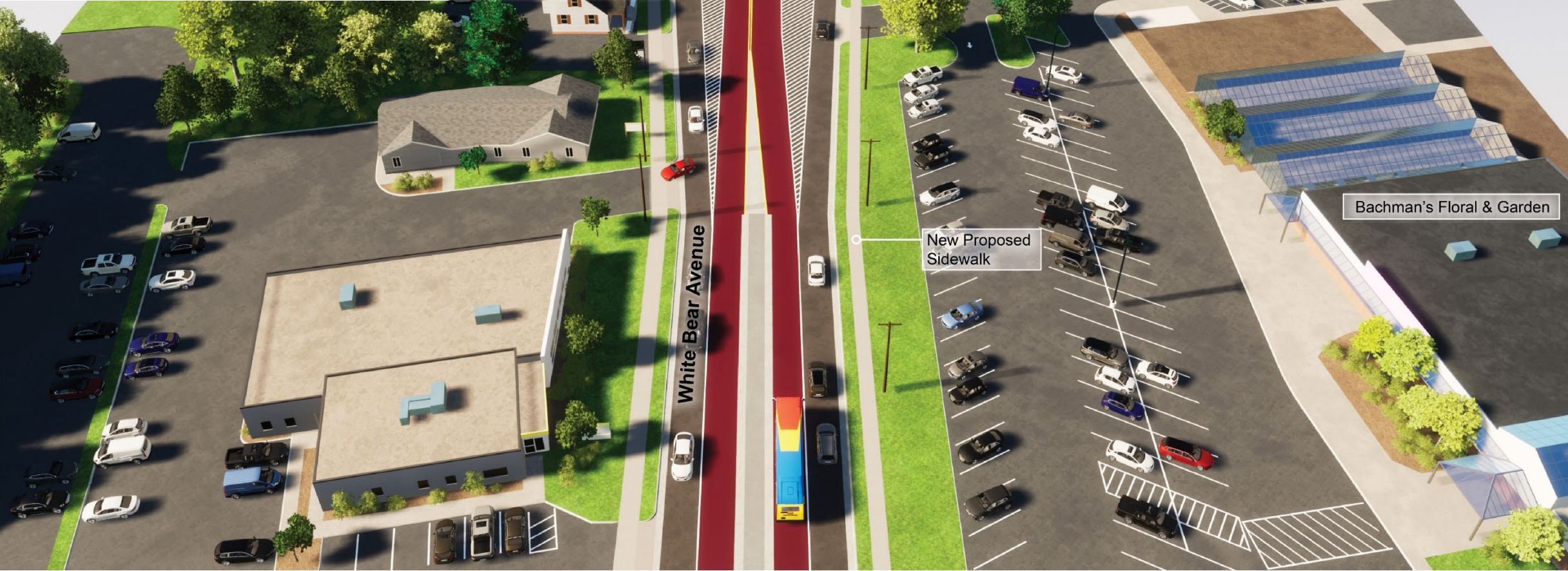


# 2 Lane + 2 Local Access & Transit Lane (Maplewood)





# Center Transit Lane (Maplewood)



County Rd C

Planet Soccer Maplewood

Kenneths On White Bear

BRT Platform

Exclusive  
Transit Lane

Bachman's Floral & Garden

New Proposed  
Sidewalk

White Bear Avenue

# RMS Phase II Potential Property Impacts Engagement

Group/Stakeholder	Timeline	Type of notice/engagement	Property Meeting Status
City staff	January	Memo/meetings	Complete
Elected Officials	Late January	Memo/briefings	Complete
High Priority Properties (i.e., major impact or full property acquisition)	Late January – early March	Letter, door-knocking, phone call, meetings	Reached out to all 18 properties; have met with 10 as of 2/22
Properties impacted by medians (i.e., change in access)	February	Letter with specific map/impact, meetings	Mailing letter to 400 properties week of 2/19
All other properties and corridor public	Late February	Postcard and meetings	



# Upcoming Engagement Activities

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



# Upcoming Community Events and Stakeholder Meetings

Date	Event Name	Location	Time
Feb. 26, 2024	Tabling Event	Harmony Learning Center	10:30a-11:30a
Mar. 3, 2024	Tabling Event	Ramsey County Service Center	9:00a-12:00p
Mar. 20, 2024	<b>In-person Maplewood Open House</b>	Maplewood YMCA – Heritage Banquet Room D	5:00p-7:00p
Mar. 25, 2024	Tabling Event	Ramsey County Service Center	9:00a-12:00p
Mar. 25, 2024	Tabling Event	Harmony Learning Center	6:30p-7:30p
Mar. 28, 2024	<b>Virtual Open House</b>	Microsoft Teams	12:00p-1:30p
Apr. 2, 2024	<b>In-person St. Paul Open House</b>	Ames Lake Neighborhood Apartments Community Room	5:00p-7:00p
Apr. 17, 2024	Tabling Event	Ramsey County Service Center	9:00a-12:00p

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# Upcoming CBAC Meetings

Colin Owens | Associate Community Outreach Coordinator

# CBAC Meeting Look Ahead

Date Range for Meeting	Tentative Agenda Topics
3/27-4/3	<ul style="list-style-type: none"> <li>White Bear Ave Corridor Route Alternative Feasibility, Viability, &amp; Desirability</li> </ul>
4/23-5/1	<ul style="list-style-type: none"> <li>Action on Staff Recommendation for a Preferred Roadway &amp; Transit Design Concept for the White Bear Ave Corridor Route Alternative</li> </ul>
5/27-6/5	<ul style="list-style-type: none"> <li>Refreshed Bruce Vento Regional Trail Co-location Route Alternative</li> <li>Viability for a Route Alternative north of Maplewood’s North End District</li> </ul>
6/26-7/3	<ul style="list-style-type: none"> <li>Likely Cancelled</li> </ul>
7/24-8/2	<ul style="list-style-type: none"> <li>Likely Cancelled</li> </ul>
8/28-9/4	<ul style="list-style-type: none"> <li>Action on Staff Recommendation for a Revised Locally Preferred Alternative for Purple Line Bus Rapid Transit</li> </ul>

# Q & A

# Contact Us

For more information:

[www.metrotransit.org/purple-line-project](http://www.metrotransit.org/purple-line-project)

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

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