



Community & Business Advisory Committee

Meeting #8 | March 29, 2024

Welcome & Introductions

Colin Owens | Associate Community Outreach Coordinator

Today's Topics

- 1) Welcome & Introductions
- 2) BRT Route Modification Study Phase II Update
 - 1) Tier 2 evaluation recap
 - 2) Community/business feedback themes from White Bear Ave options comment period
 - 3) Next steps
- 3) Upcoming Outreach & Engagement Events
- 4) White Bear Ave Corridor Financing Update
- 5) Q & A
- 6) Upcoming CBAC Meetings
- 7) Center-running option in St. Paul

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

Route Modification Study Phase II Update

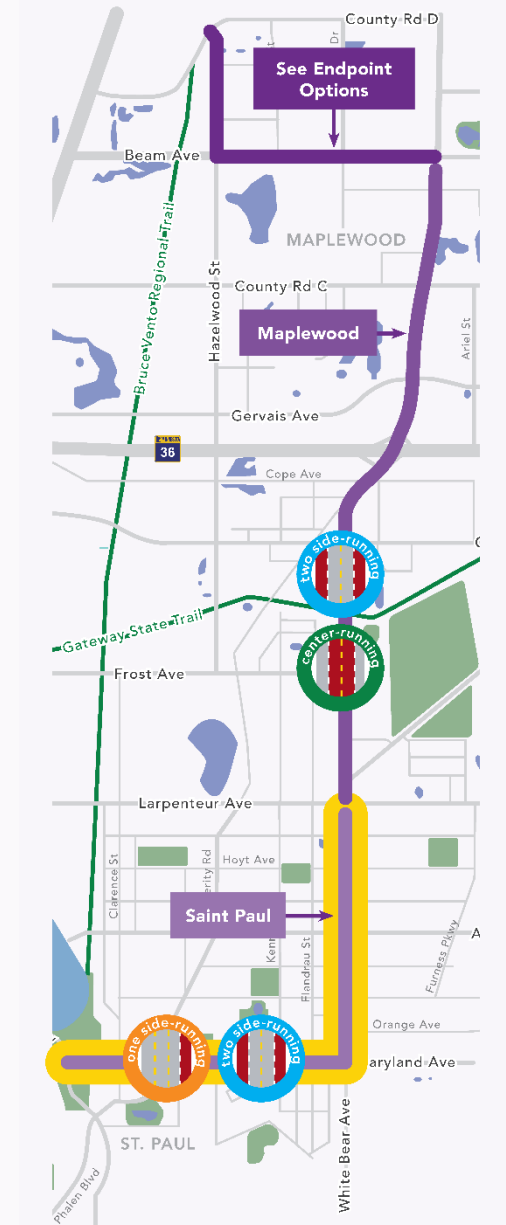
Sara Pflaum | Engineering & Design Manager

St. Paul Design Options

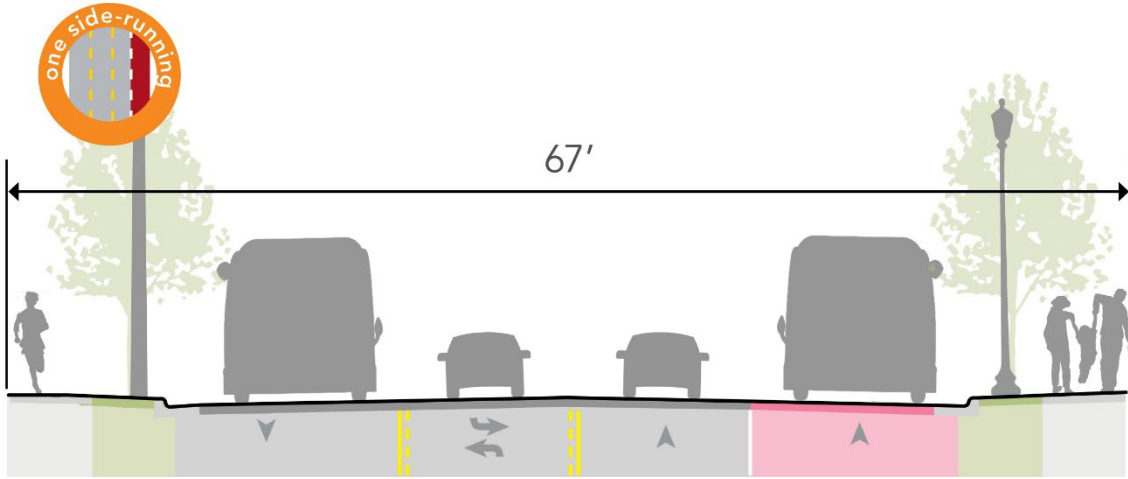
The Saint Paul section is Maryland and White Bear avenues between Johnson Parkway and Larpenteur Avenue.

There are two options in this section.

- One Side-Running Transit Lane
- Two Side-Running Transit Lanes



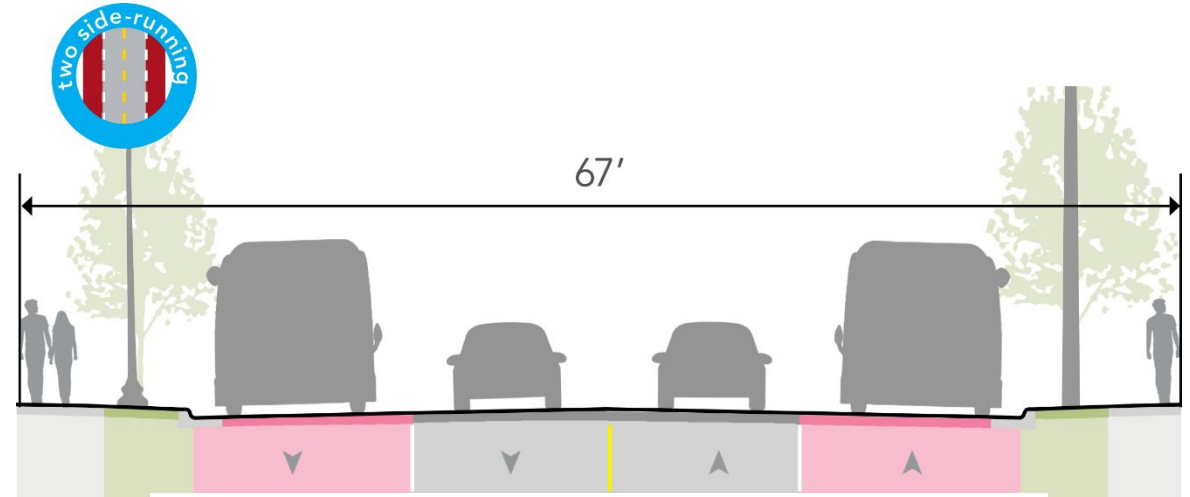
Design Options in the St. Paul section



"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.

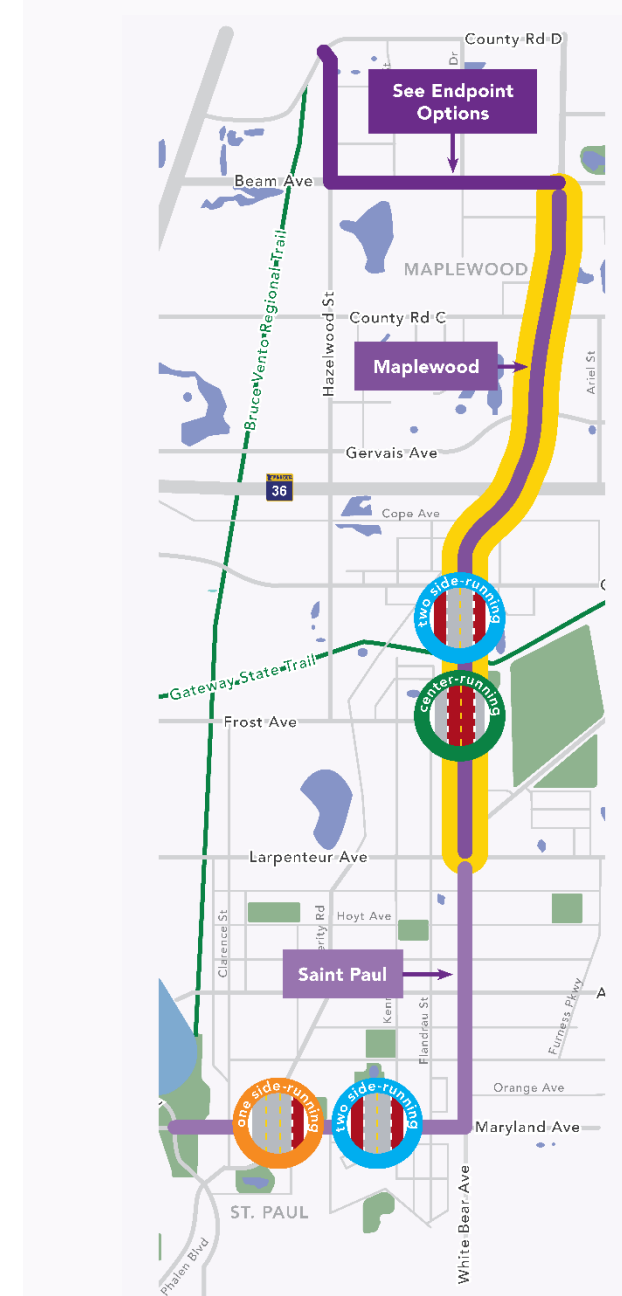
- + More reliable transit service in the southbound direction, better for combined Purple Line, METRO H Line, and local bus operations on Maryland Ave
- + Easier for maintenance staff to access stations
- More property impacts from left-turn lanes and medians

Maplewood Design Options

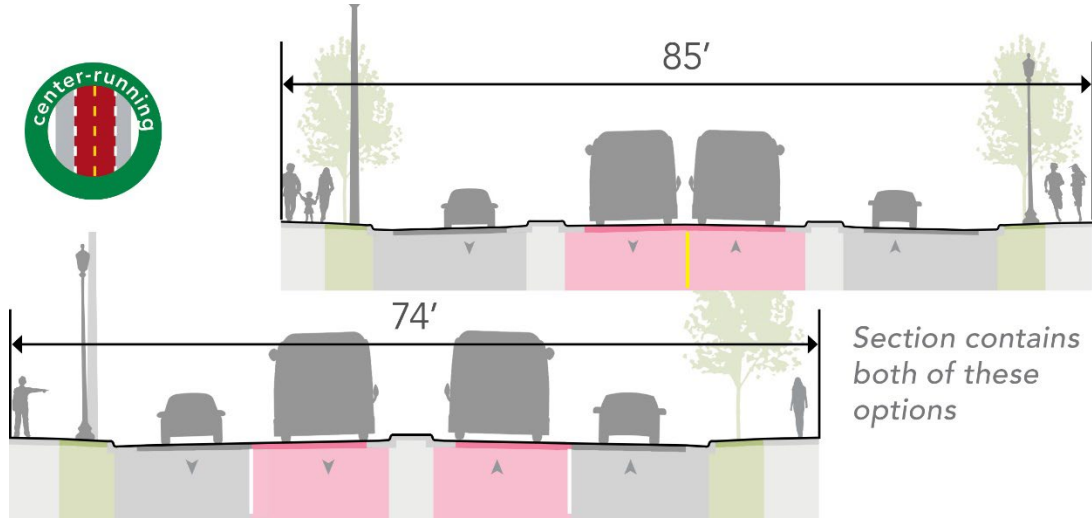
The Maplewood section is White Bear Avenue between Larpenteur and Beam avenues.

There are two options in this section.

- Center-Running Transit Lanes
- Two Side-Running Transit Lanes



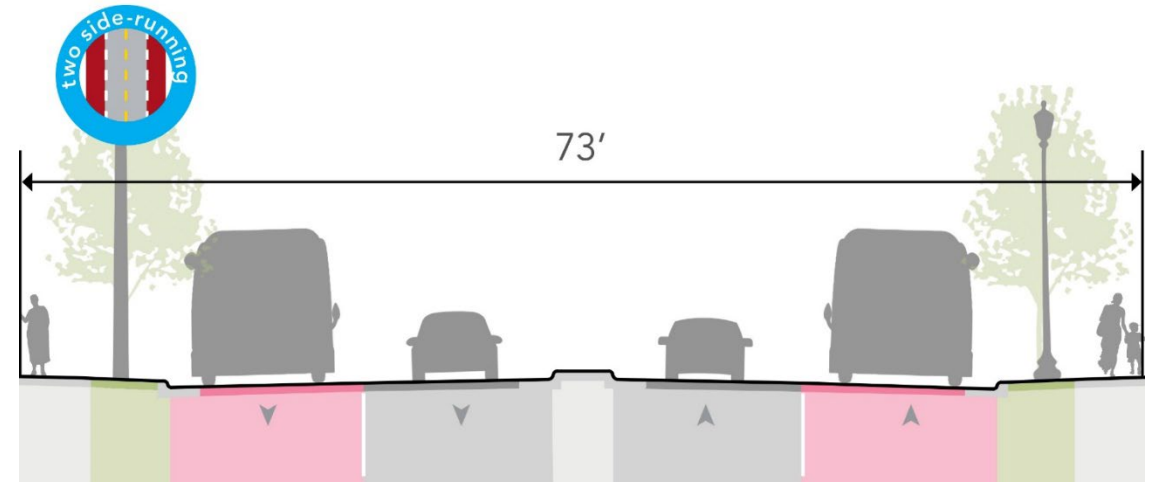
Design Options in the Maplewood section



"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



"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.

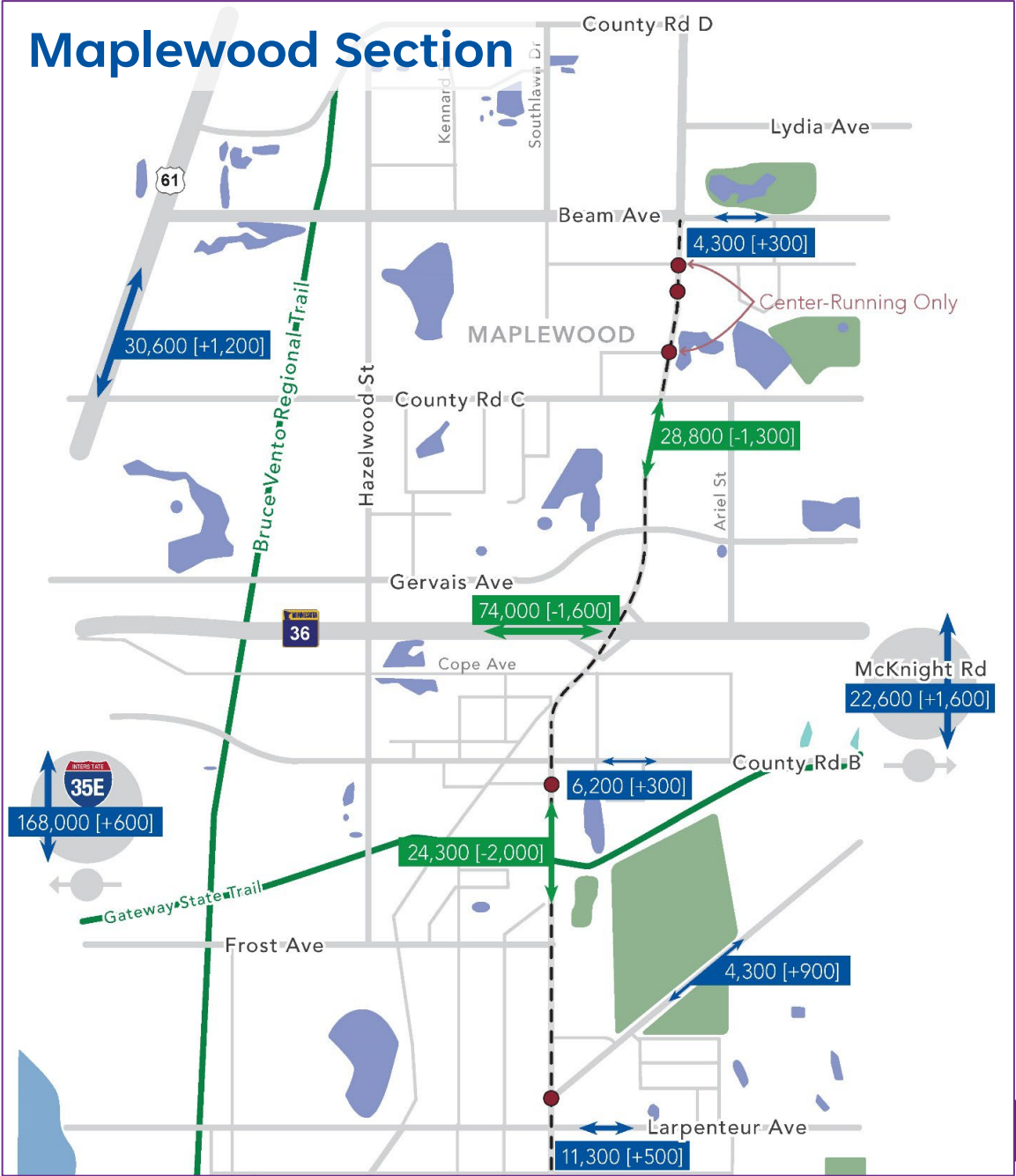
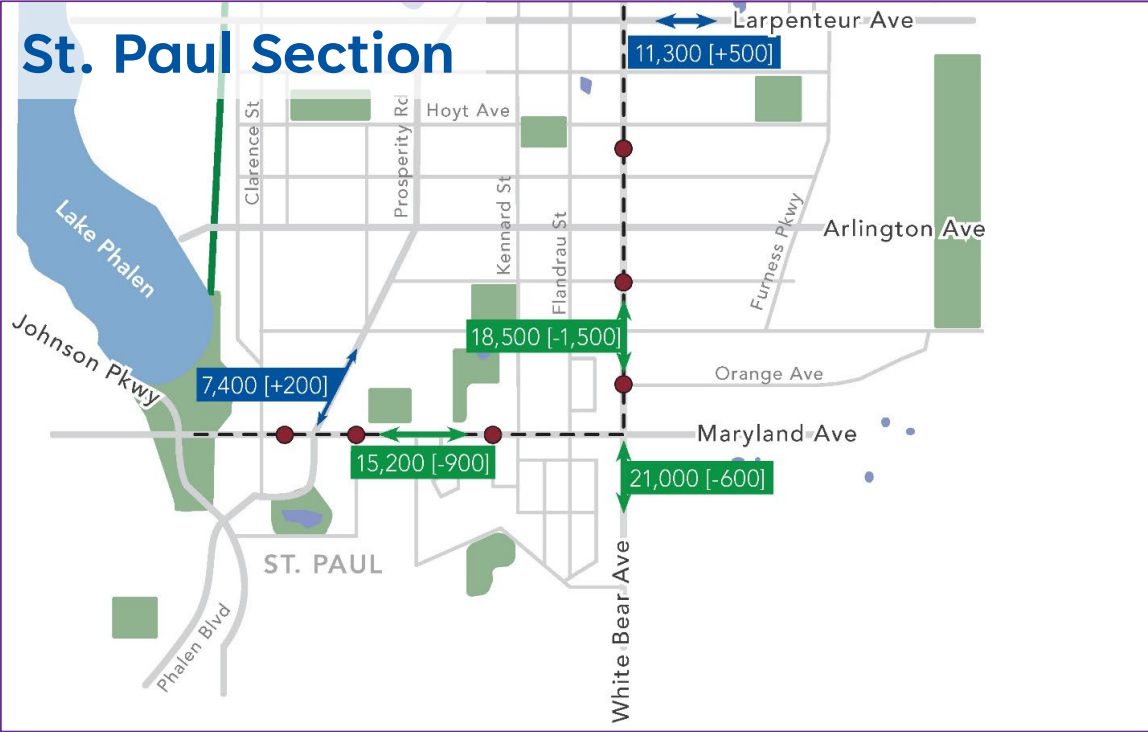
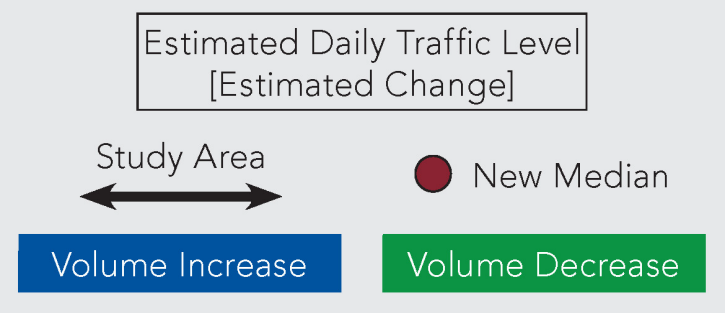
- + Preferred by disability advocates for consistency of station configurations
- + Fewer property impacts on White Bear Avenue
- + Easier for maintenance staff to access stations
- + Less traffic delay for cars and trucks
- More opportunities for buses to be delayed by cars using bus lane for right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

Traffic Level & Delay Changes

- ✓ Purple Line staff counted existing traffic, forecasted 2045 traffic levels and traffic flow, then studies 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



Traffic Level Changes



Traffic Delay Changes – Saint Paul



Without Project

	Travel Time (in minutes)	Average Speed
Southbound	5:40	22 mph
Northbound	5:50	21 mph



two side-running

	Travel Time (in minutes)	Average Speed
Southbound	+ 0:25	- 2 mph
Northbound	+ 0:40	- 2 mph



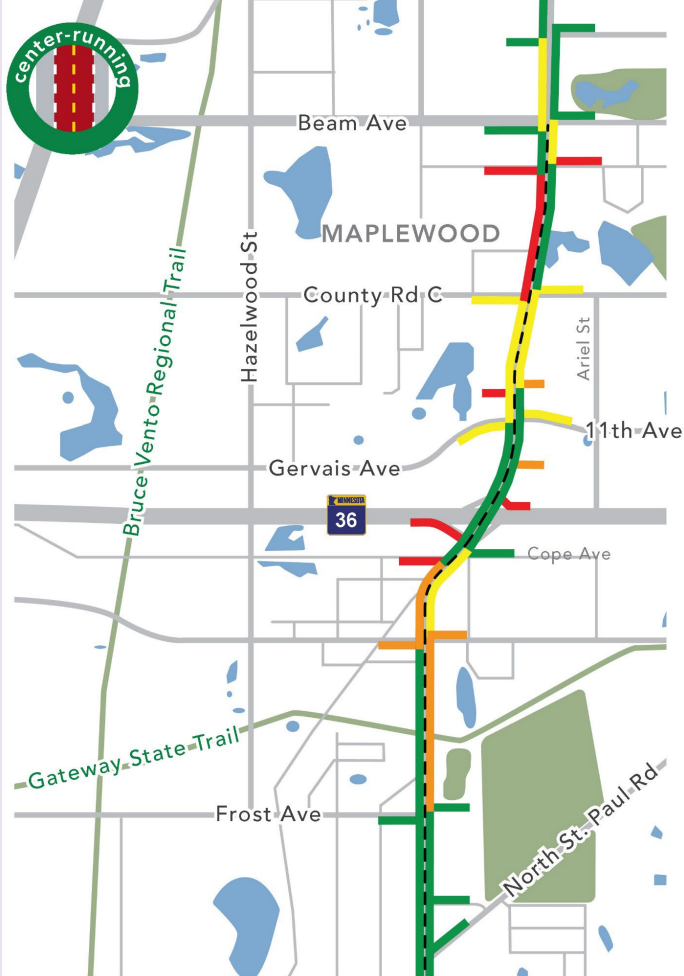
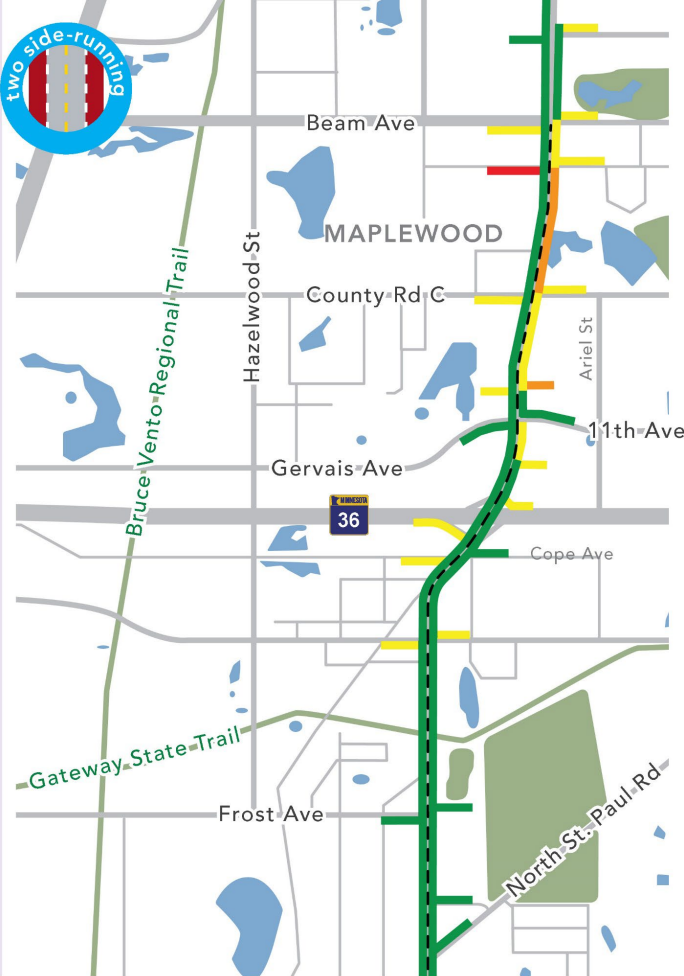
one side-running

	Travel Time (in minutes)	Average Speed
Southbound	+ 0:50	- 3 mph
Northbound	+ 0:40	- 2 mph

SECONDS OF DELAY PER VEHICLE

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

Traffic Delay Changes - Maplewood



SECONDS OF DELAY PER VEHICLE

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

	Travel Time (in minutes)	Average Speed
Southbound	4:50	30 mph
Northbound	4:50	30 mph

	Travel Time (in minutes)	Average Speed
Southbound	⊕ 1:00	⊖ 2 mph
Northbound	⊕ 3:00	⊖ 10 mph

	Travel Time (in minutes)	Average Speed
Southbound	⊕ 4:35	⊖ 15 mph
Northbound	⊕ 3:35	⊖ 10 mph

St. Paul – Maryland Avenue Visualizations



St. Paul – Maryland Avenue Visualizations



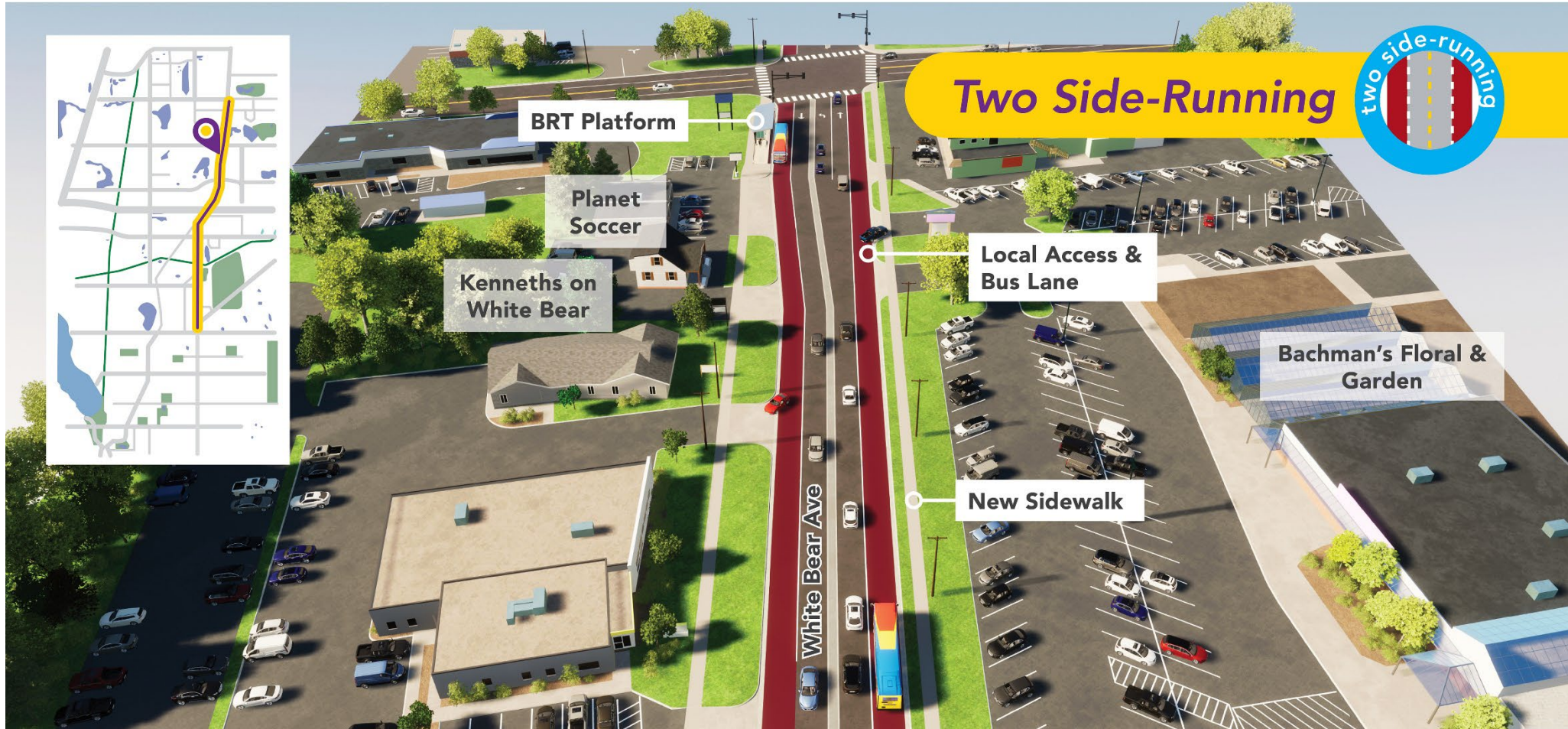
St. Paul – Maryland Avenue Visualizations



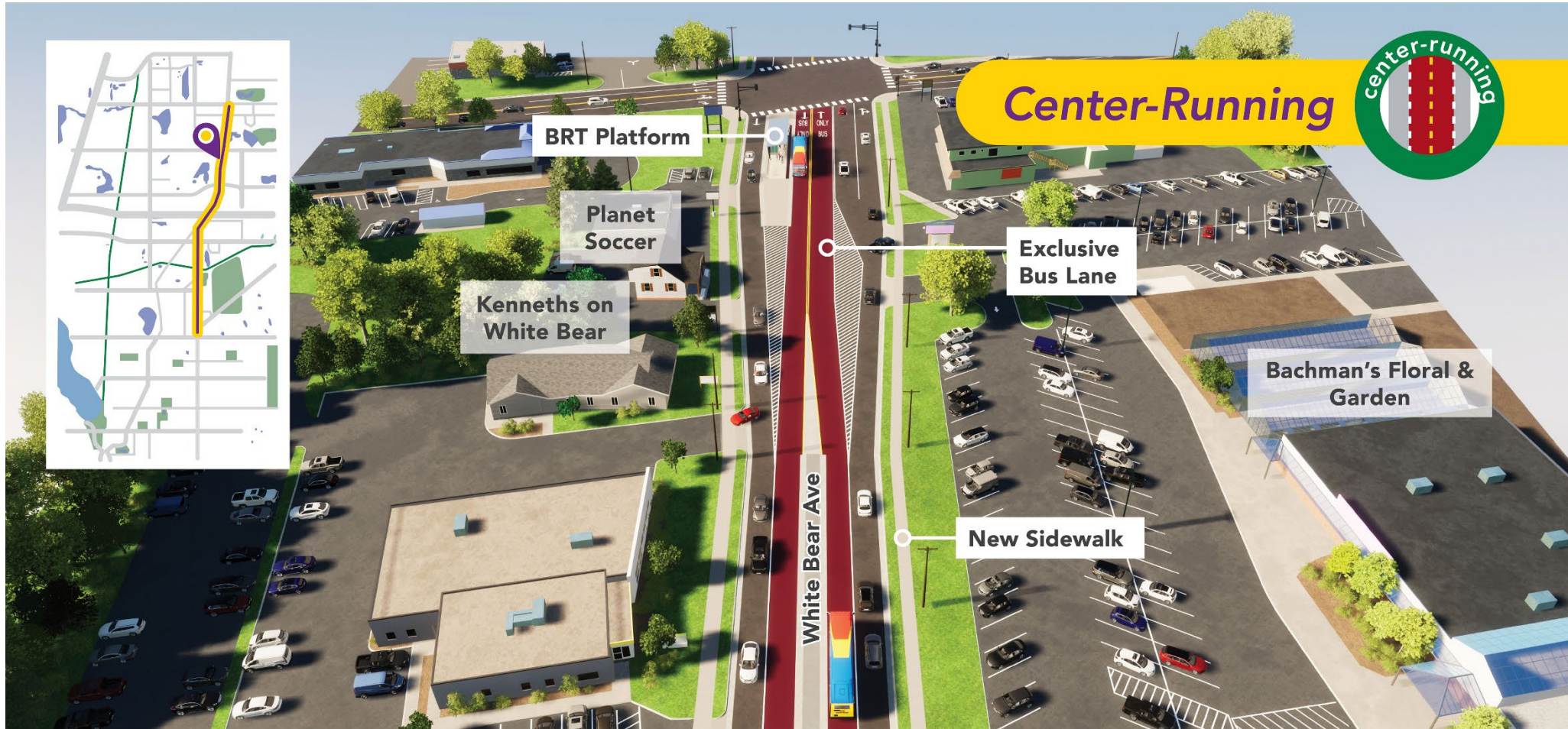
Maplewood – White Bear Avenue Visualizations



Maplewood – White Bear Avenue Visualizations



Maplewood – White Bear Avenue Visualizations



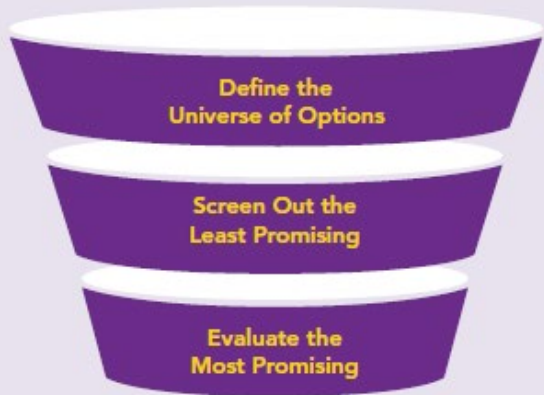
Evaluation Overview

 Still in Progress

 Key Criteria

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**



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

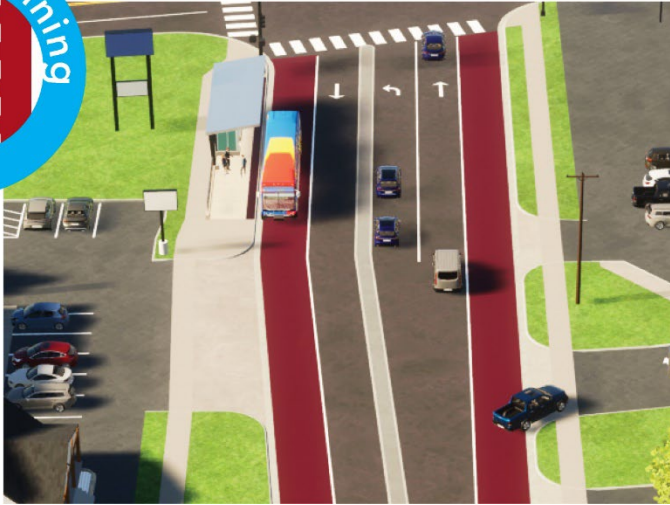


Project Cost



Public Support

Transit Operations



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.

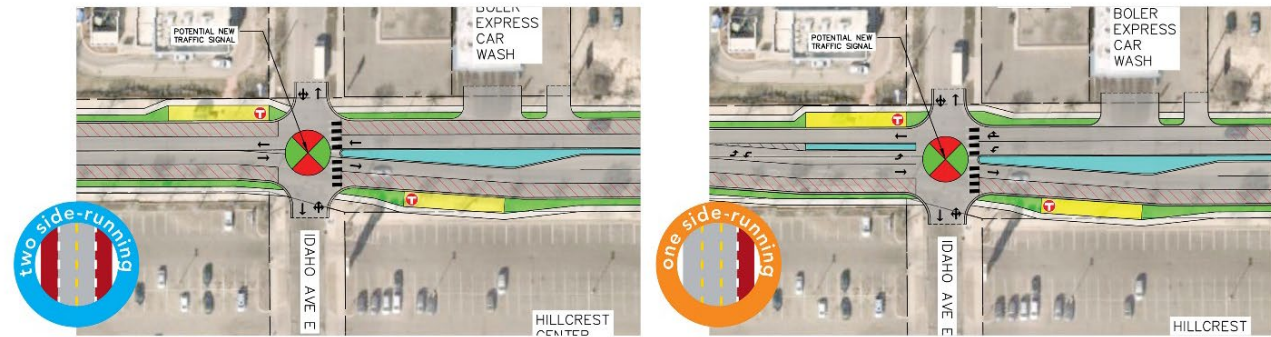
Pedestrian & Station Access – Saint Paul

Pedestrian Access

- Both options will add 25% more marked crosswalks and 5 more refuges/medians. More crosswalks will reduce the average distance between crosswalks by 5 to 10 percent.
 - Crossing distances today: 58 to 64 feet**
 - With project: 50 to 60 feet**

Station Access

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



All options will deliver:



MORE

Marked Crosswalks



REDUCE

Average Crossing Distances



MORE

Pedestrian Refuges/
Medians



REDUCE

Average Number of
Lanes to Cross

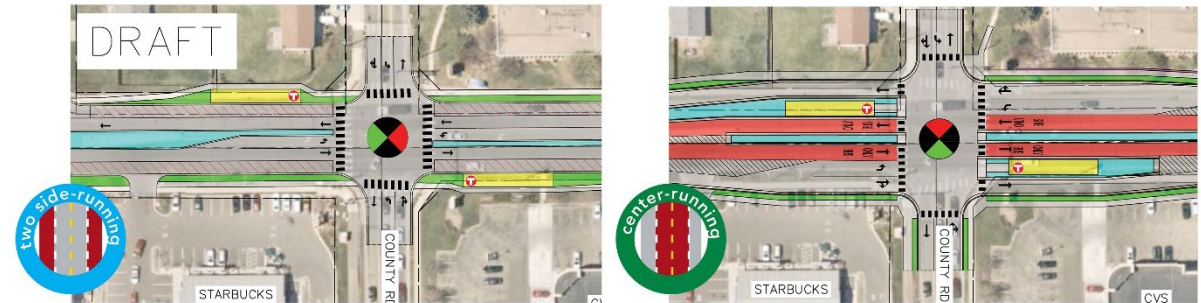
Pedestrian & Station Access - Maplewood

Pedestrian Access

- ✓ **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.

Station Access

- ✓ 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.



All options will deliver:



MORE

Marked Crosswalks



REDUCE

Average Crossing Distances



MORE

Pedestrian Refuges/
Medians



REDUCE

Average Number of
Lanes to Cross

Property Impacts – Saint Paul

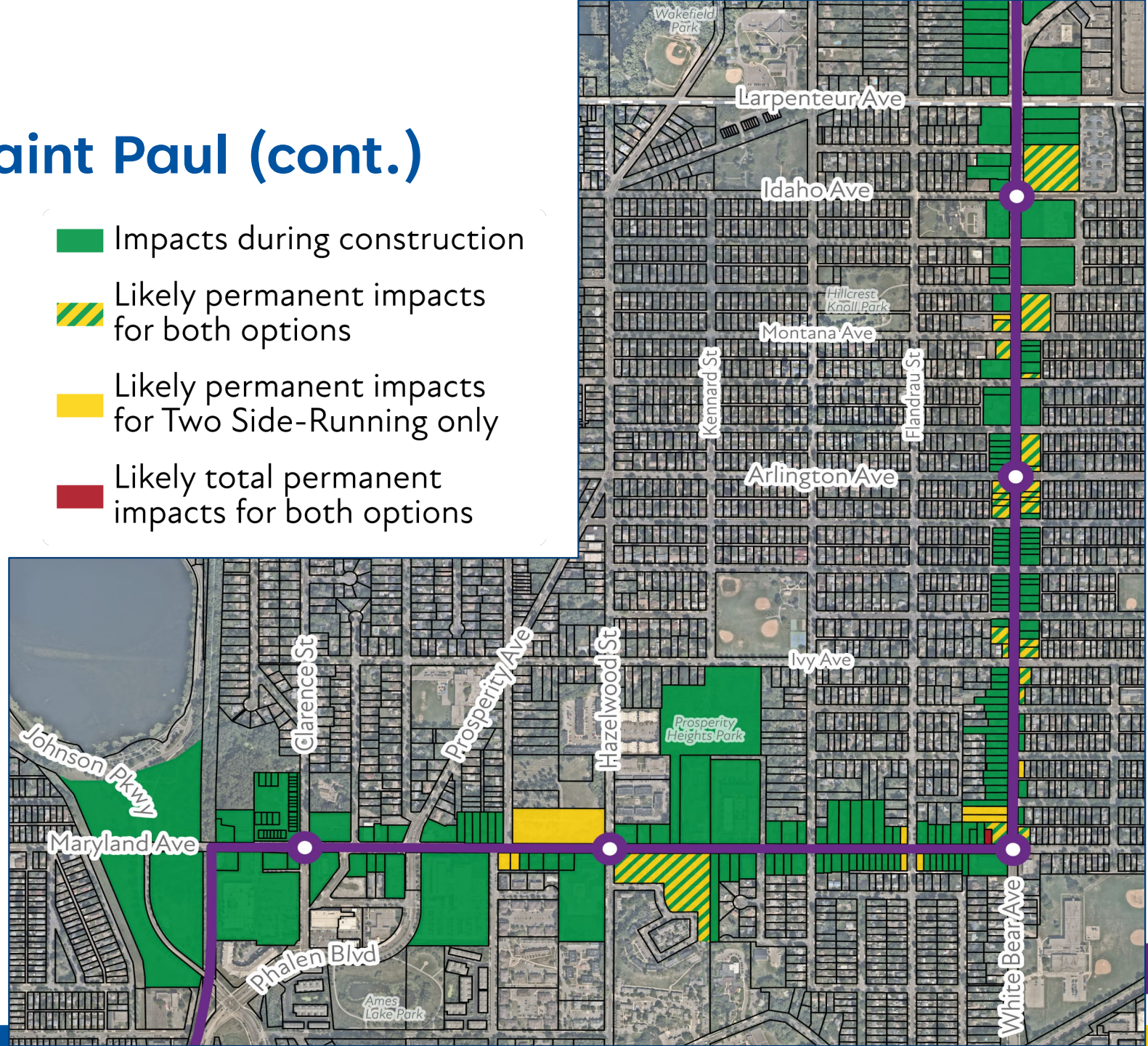
- ✔ Purple Line staff studied potential property impacts for each design option based on early design concepts. Impacts shown may be reduced with future design advancement.
- ✔ We'll review impacts in the Saint Paul section then impacts in the Maplewood Section.
- ✔ All properties would be impacted to some degree during construction
- ✔ Some properties would have permanent impacts caused by station platforms or filling in gaps of sidewalk



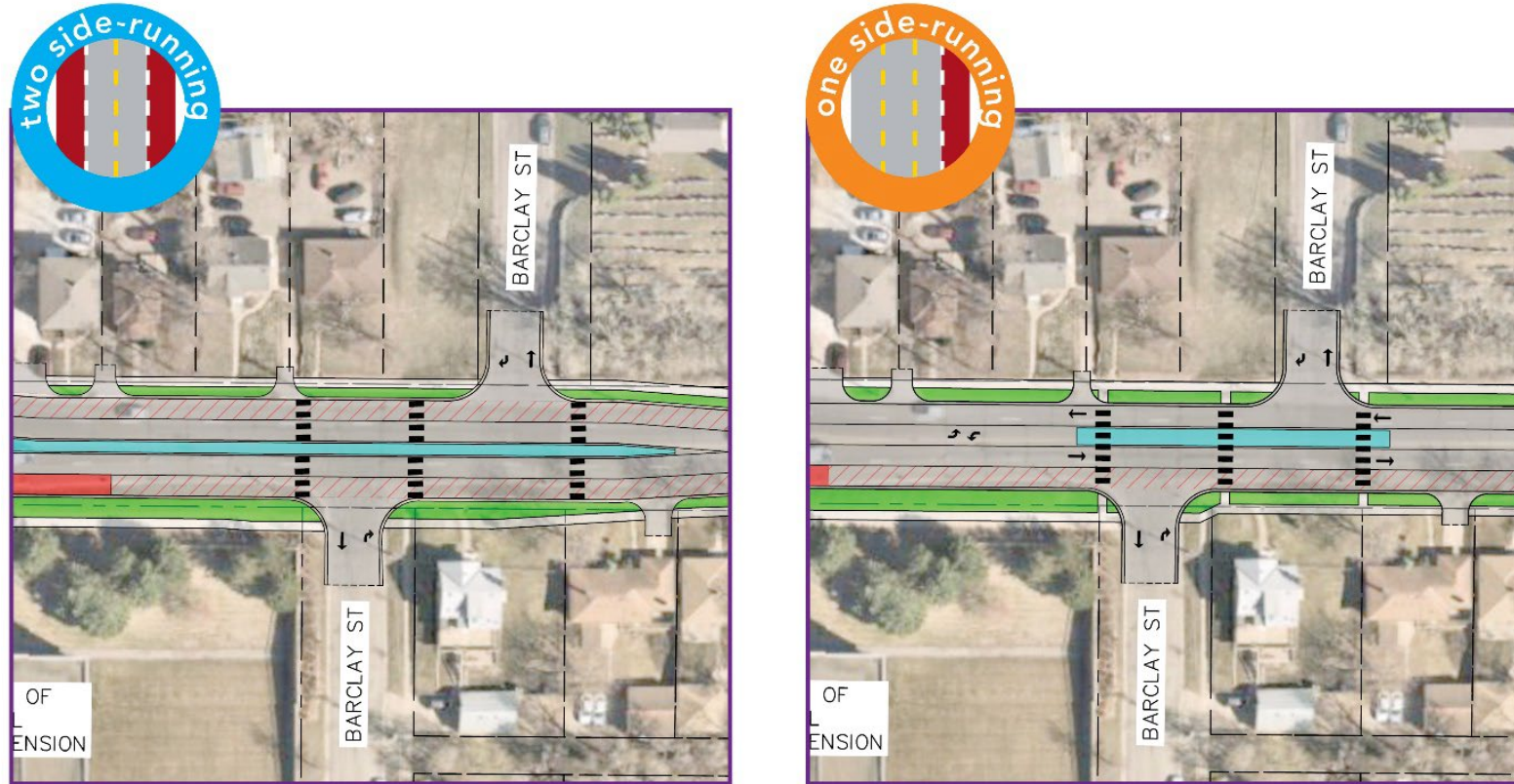
Property Impacts – Saint Paul (cont.)

- 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

- Impacts during construction
- Likely permanent impacts for both options
- Likely permanent impacts for Two Side-Running only
- Likely total permanent impacts for both options



Impacts from New Medians – Saint Paul

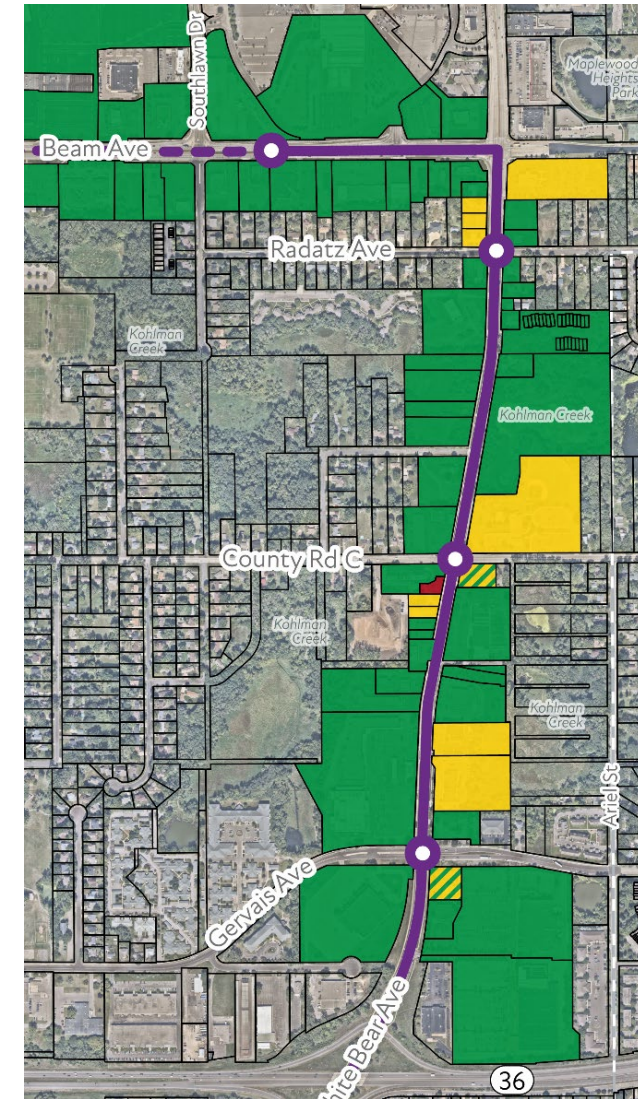
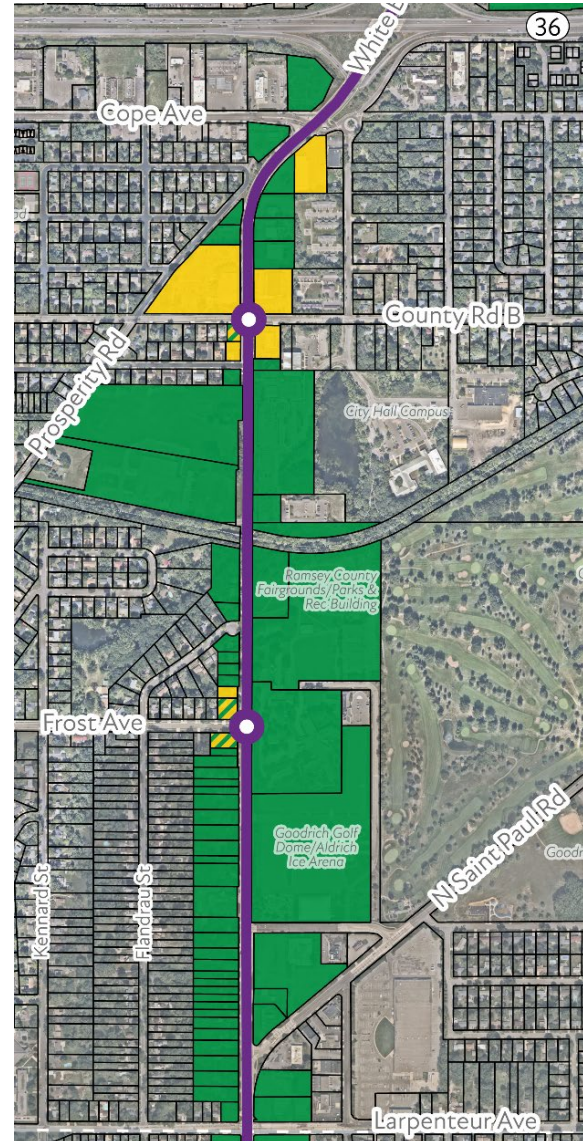


Example of Intersection with Median Maryland Ave & Barclay St

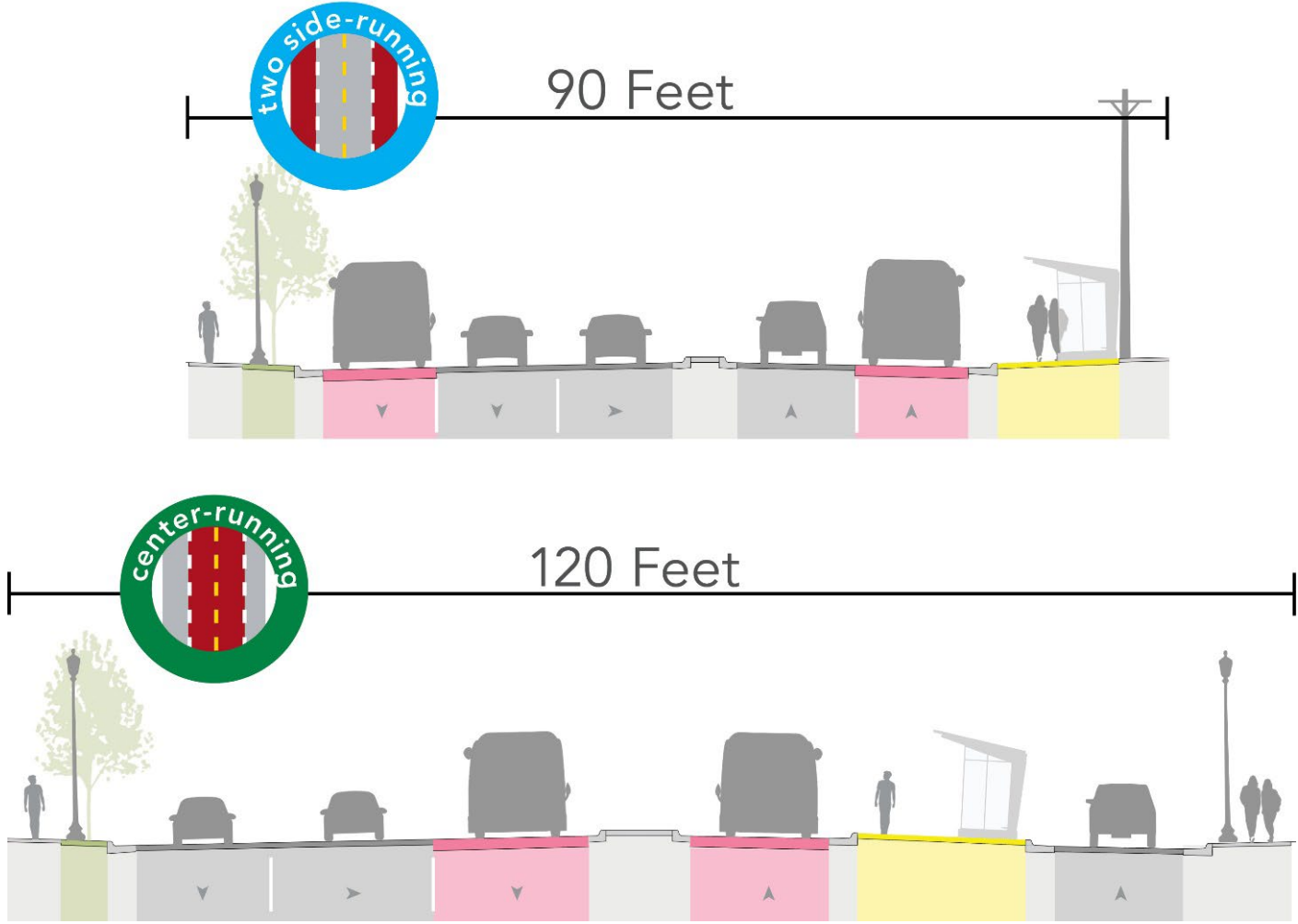
Property Impacts – Maplewood

- The Center-Running option has more property impacts near station areas because it has a wider typical cross-section
- 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

- Impacts during construction
- Likely permanent impacts for both options
- Likely permanent impacts for Center-Running only
- Likely total permanent impacts for Center-Running only



Impacts from Station Areas – Maplewood



RMS Phase II Potential Property Impacts Engagement

Group/Stakeholder	Timeline	Examples of Contacts
City staff	January	<ul style="list-style-type: none"> • West Side Hebrew Cemetery • Saint Paul Fire Station No. 9 • Car-X Tire & Auto • Pappy’s Chicago Style Eatery • House of Clocks Hayden Heights Library • Small Strip Mall (next to Library) Sherwood Lounge • RCKT Tattoo Arts Residence • Starbucks/Tumble Fresh Coin Laundry • CVS • Planet Soccer • CC Military Surplus • Premier Bank (Corporate Office)
Elected Officials	Late January	
High Priority Properties (i.e., major impact or full property acquisition)	Late January – early March	
Properties impacted by medians (i.e., change in access)	February	
All other properties and corridor public	Late February / March-April Comment	

Provide Input

Please provide your input on which design options you think will benefit the community.

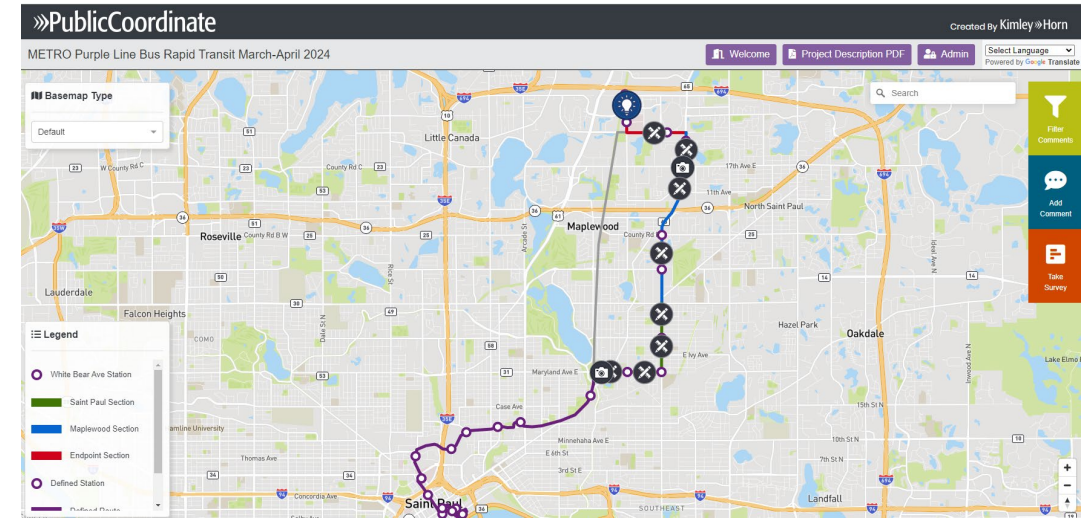


METRO Purple Line - White Bear Ave Corridor Comment Form

Thank you for completing this brief comment form for the METRO Purple Line Project on the potential roadway design options and transit station locations for the White Bear Avenue route option. Your feedback will be used for a decision on a preferred White Bear Avenue corridor option in May 2024 and the September 2024 decision on the White Bear Avenue or Bruce Vento Trail corridor.

Online Comment Form

Please send us your thoughts on the design concepts by filling out the online comment form. Scan the QR code:



Interactive Map

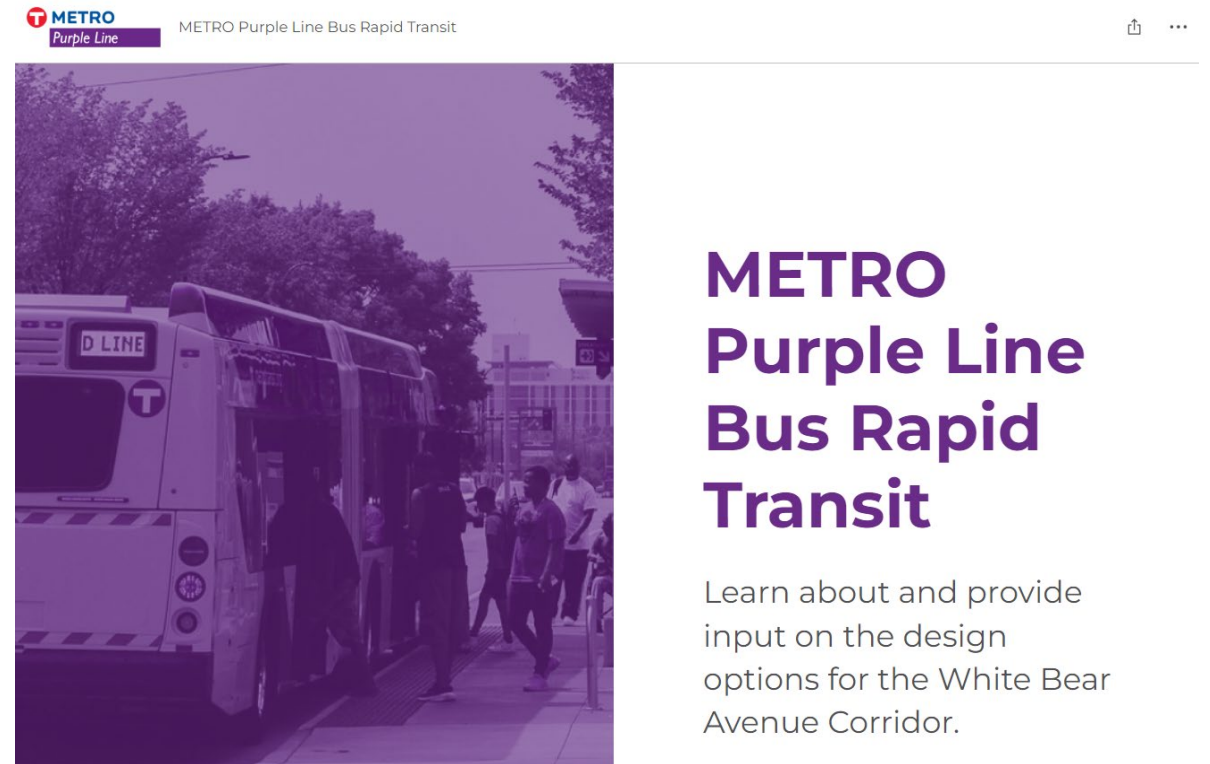
In addition to the online survey, please send us your thoughts/concerns by adding comments to the project area map.

Visit:

<https://app.publiccoordinate.com/#/projects/PurpleLineBRT/map>

March 11 – April 12 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.
- Join us at these community meetings:
 - Maplewood YMCA on Wednesday March 20, 5–7 PM ***Completed***
 - Virtual Teams Meeting on Thursday March 28, 12–1:30 PM ***Completed***
 - St. Paul Ames Lake on Tuesday April 2, 5–7 PM
- Online Engagement- [Purple Line BRT Project \(metrotransit.org\)](https://metrotransit.org)



Online Storyboard – Arc GIS Tool

Topics Covered

- 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, pop-up events and during canvassing
 - 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

Engagement Materials – Flyers/handouts

METRO Purple Line

WE WANT YOUR FEEDBACK!
JOIN US AT UPCOMING COMMUNITY MEETINGS

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.

YOU'RE INVITED!

IN-PERSON MEETINGS

Maplewood YMCA Community Center
Thursday, March 20th • 5 – 7 p.m.
2100 White Bear Ave, Maplewood, MN 55109
Heritage Banquet Room D

Ames Lake Neighborhood Apartments
Tuesday, April 2nd • 5 – 7 p.m.
1144 Barclay St, St Paul, MN 55106
Community Room

METRO Purple Line

WAXAAN DOONEYNAA IN AANU JAWAAB CELINTAADA!
NALA SOO QAYB QAADO SHIRARKA BULSHADA EE SOO SOO'DA

Mashruuca Deg degga ah ee Metro Purple Line Bus Rapid Line ayaa ka bixiyay dhawrkii Blood ee la soo shaahay horumarinta iyo qiimeynta taariikhda iyo taariikhda ah ee maamulka iyo wadooyinka iyo saldhigaya gaadiidka ee loogu jirgahay furashada wadooyinka White Bear Avenue.

Nagala soo qayb gal kulamada soo socda ee qof dhawr ah iyo kulamada dhabadooda bulshada ee wax badan uga oggato furashada suurtagalka ah iyo saldhigaya furashada wadooyinka la yeelan karaan sidaa deegaanka iyo ganacsiyada.

Jawaab celintaada waayn ku wargelin doonaa doorashada iyo taariikhda uga wanaagsan ee waddada White Bear Avenue.

Baqaad wadooyinka mashruuca aad uga heheed macnuudad dheeraad ah, wargaynaya uga dambayyay iyo siyaabaha aad u wadaagid wacalinta.

ADIGA AYAA LAGUJI CASUUMAY!

KULAMADA IN-GO'D KA DHEKESYA.
Maplewood YMCA Community Center
Arbaco, Maarso 20 • 5 – 7 p.m.
2100 White Bear Ave, Maplewood, MN 55109

KULANKA VIRTUAL
Kulanka Kooxaha Microsoft
Khamis, Maarso 28 • 12 – 1:30 p.m.
Booqo boqaa internetka ee isku xirka

METRO Purple Line

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/PurpleLine

Colin Owens
Community Outreach Coordinator
618-0495
owens@metrotransit.org



Use the QR code to share your feedback on an interactive map and comment form.

Una breve encuesta para dar su opinión está disponible en hmong, español, somali y karen.

Ib daim ntawv tshawb fawb luv luv los qhia koj qhov kev xav yaj muaj ua lus Hmoob, Mev, Somali thiab Karen.

Sahan gaaban oo aad ra'iyaaga ka dhiibato aaya lagu heli karaa Hmong, Isbaanish, Soomaali iyo Karen.

သတင်းပို့ပေးရန် အသုံးပြုရန် အတွက် ချစ်မြတ်နိုးစွာ ဝက်ဘ်ဆိုက်ကို ဖတ်ရှုပါ။

METRO Purple Line

WE WANT YOUR FEEDBACK!

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

Colin Owens - Community Outreach Coordinator
colin.owens@metrotransit.org

Visit metrotransit.org/purple-line-project for more information, to sign-up for the project newsletter, and view upcoming events

[@PurpleLineBRT](https://www.facebook.com/PurpleLineBRT)



Spring 2024 Door Hanger

METRO Purple Line

ROUTE MODIFICATION STUDY PHASE II PROJECT OVERVIEW | MARCH - APRIL 2024

WHAT IS THE PURPLE LINE BRT?

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. The line will increase accessibility to jobs, housing, and services, improving the appeal and competitiveness of the east metro area. Purple Line will be one of the region's first BRT lines to operate primarily in exclusive or semi-exclusive lanes, providing for a more reliable and faster transit trip. Project staff are studying Maryland and White Bear avenues as an alternate route to using the Bruce Vento Regional Trail Corridor.

PURPOSE AND NEED

The Purple Line will provide a transit service that satisfies the long-term regional mobility and accessibility needs for businesses and the traveling public while supporting sustainable development in the corridor.

Serving the needs of people who rely on transit
Supporting those that can't afford, are unable, or choose not to drive.

Meeting increasing demand for reliable, high-frequency transit
Ridership on existing BRT service was strong throughout the COVID-19 pandemic and has gained riders more quickly than other service types, reflecting a demand for more all-day, all-purpose service.

Planning for sustainable growth and development
Tackling traffic congestion by expanding reliable transit services and guiding transit-oriented, walkable development.

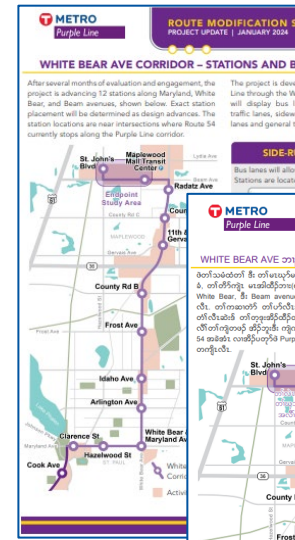
Expanding multimodal travel options
Addressing air quality and greenhouse gas emissions by shifting independent car trips to transit trips.

TRANSIT LOOKS DIFFERENT TODAY

Travel and transit patterns now are different than before the pandemic.

- **Average weekly** systemwide and park-and-ride boardings are lower than 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 carry 15% of regional trips
- Transit is more important than ever for our region's most underrepresented populations.
- **0+ car households:** 50% of all trips (up from 35% in 2016)
- **Low-income households:** 43% of all trips (up from 38% in 2016)
- **Disability community:** 13% of all trips (up from 9% in 2016)
- **BPOC community:** 55% of all trips (up from 42% in 2016)

Spring 2024 Open House Handout



METRO Purple Line

ESTUDIO DE MODIFICACIÓN DE RUTA, FASE II ACTUALIZACIÓN DEL PROYECTO | ENERO 2024

ESTACIONES Y CONCEPTOS DE CARRILES PARA EL AUTOBÚS

Después de varios meses de evaluación y aportación, el proyecto está avanzando 12 estaciones a lo largo de las avenidas Maryland, White Bear y Beam, que se muestran a continuación. La ubicación exacta de la estación se determinará a medida que avance el diseño. Las ubicaciones de las estaciones están cerca de las intersecciones donde la Ruta 54 se detiene actualmente a lo largo del corredor de Purple Line.

El proyecto está desarrollando opciones de diseño de Purple Line a lo largo del Corredor de la Avenida White Bear. Las opciones mostrarán los carriles para el autobús, los lugares de embarque, los carriles de tráfico general, las aceras y más. Vea las opciones de carriles para autobuses y carriles de tráfico general que se están considerando a continuación.

CARRILES DE BUS LATERALES

Los carriles para el autobús permitirán girar a la derecha y acceder a propiedades. Las estaciones se encuentran en la acera.

CARRIL DE BUS CONN CALLE DE 3 CARRILES

Autobús en una sola dirección para permitir fides de giro a la izquierda para el acceso a la calle.

ES CENTRALES PARA EL BUS

Autobús solo pueden ser utilizados por tránsito y de emergencia. Las estaciones se caza del centro.

Autobús en una sola dirección para permitir fides de giro a la izquierda para el acceso a la calle.

Autobús solo pueden ser utilizados por tránsito y de emergencia. Las estaciones se caza del centro.

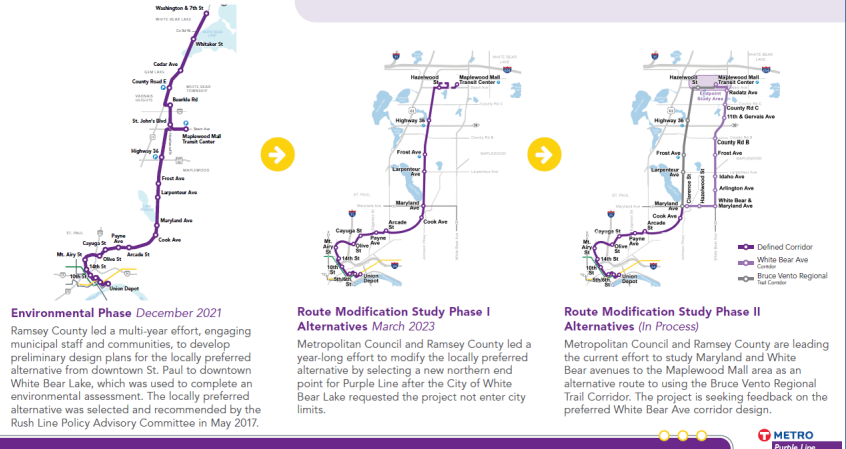
2024 Project Handout

Engagement Materials - Boards

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
Ramsay 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 Ramsay 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 Ramsay 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.



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 creates 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.



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.

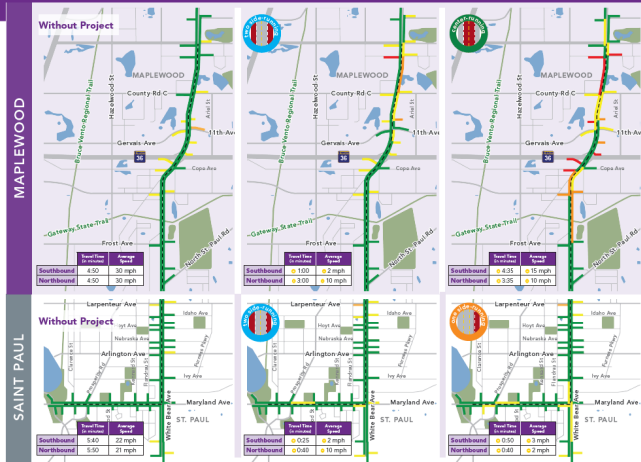
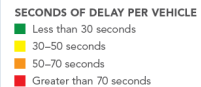


Traffic Speed Changes 2045 Traffic Operations

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



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
- Pedestrian Refuges and Medians
- Average Crossing Distance
- 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.



Spring 2024 Open House Display Boards



Engagement Materials – White Bear Ave Corridor

Comment Form

1. What is your connection to the White Bear Ave corridor?

Rank each design option on a scale from 1 (strongly disagree) to 5 (strongly agree) whether it will benefit the community.

2. St. Paul Design Options

- One Side-Running Transit Lane
- Two Side-Running Transit Lanes
- Why did you select these rankings for St. Paul design options?

3. Maplewood Design Options

- Two Side-Running Transit lanes
- Center Running Transit Lanes
- Why did you select these rankings for Maplewood design options?

4. *Purple Line BRT End Points*

- How likely would you ride the Purple Line BRT if the end point was Maplewood Transit Center with local bus connections to St. John’s Hospital and Century College?
- How likely would you ride the Purple Line BRT if the end point was to St. John’s Hospital?
- Why did you select these rankings for the Purple Line BRT End Points?

5. Which White Bear Ave corridor differentiating criteria is most important to you when making your decisions?

6. What else would you like project staff to know?

Survey available in English, Spanish, Somali, Hmong, & Karen

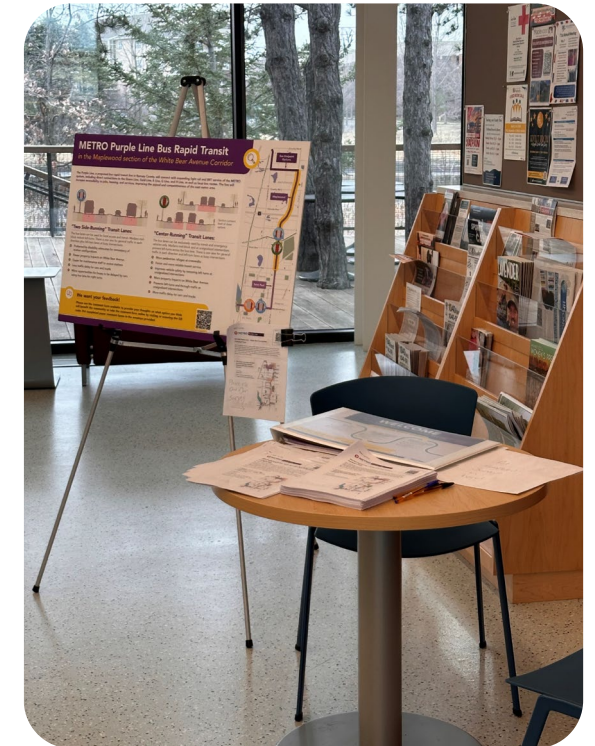
Display Boards at Libraries and Community Centers

- Distributed passive display boards to local libraries to catch visitors from the community

- Arlington Hills Library
- Hayden Heights Library
- Maplewood Library
- North Saint Paul Library

Materials: surveys (multiple languages), display boards, info books

Passive boards will be collected at the end of the comment period



Pictures from Maplewood Meeting



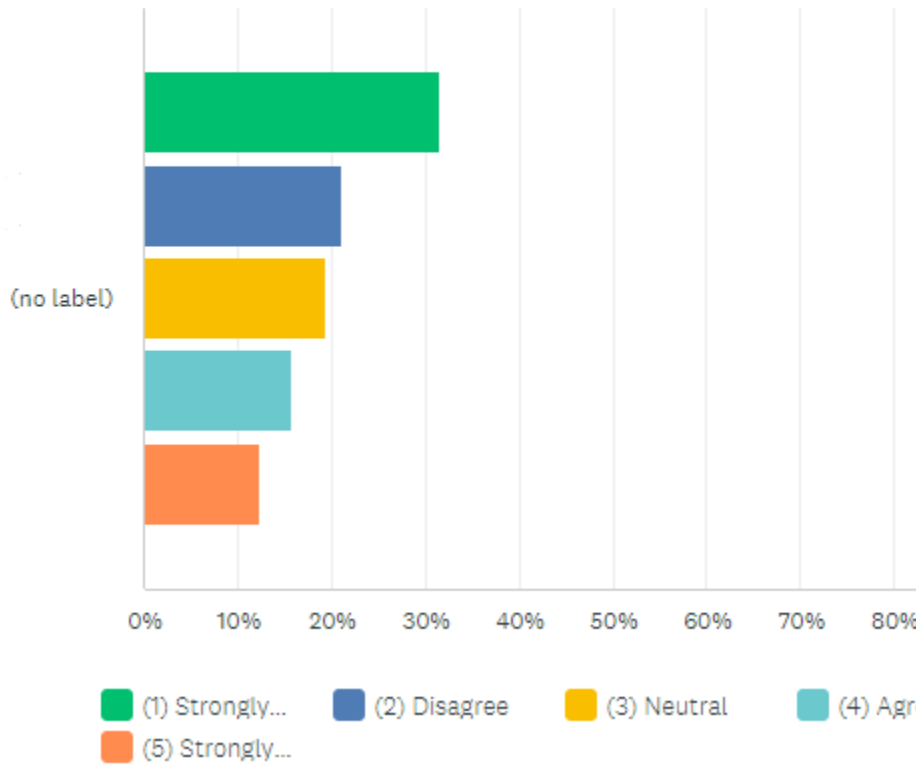
Feedback Highlights (as of 3/22/24)

- Comment form has 66 responses; most live in the area or travel to the area for errands or recreation.
- Opposition to the project/transit, especially the Bruce Vento Regional Trail route
- Support for White Bear Ave Corridor – it could serve more people and businesses
- Respondents advocating for efficient transit operations prefer Two Side-Running and Center-Running
- Respondents concerned about traffic congestion prefer One Side-Running and Two Side-Running
- Too few responses to influence any weight of key evaluation criteria
- Excitement for traffic calming juxtaposed with concern in traffic delay/congestion
- No indication of end point preference yet (mostly neutral or opposing views)

St. Paul Options Feedback (as of 3/22)

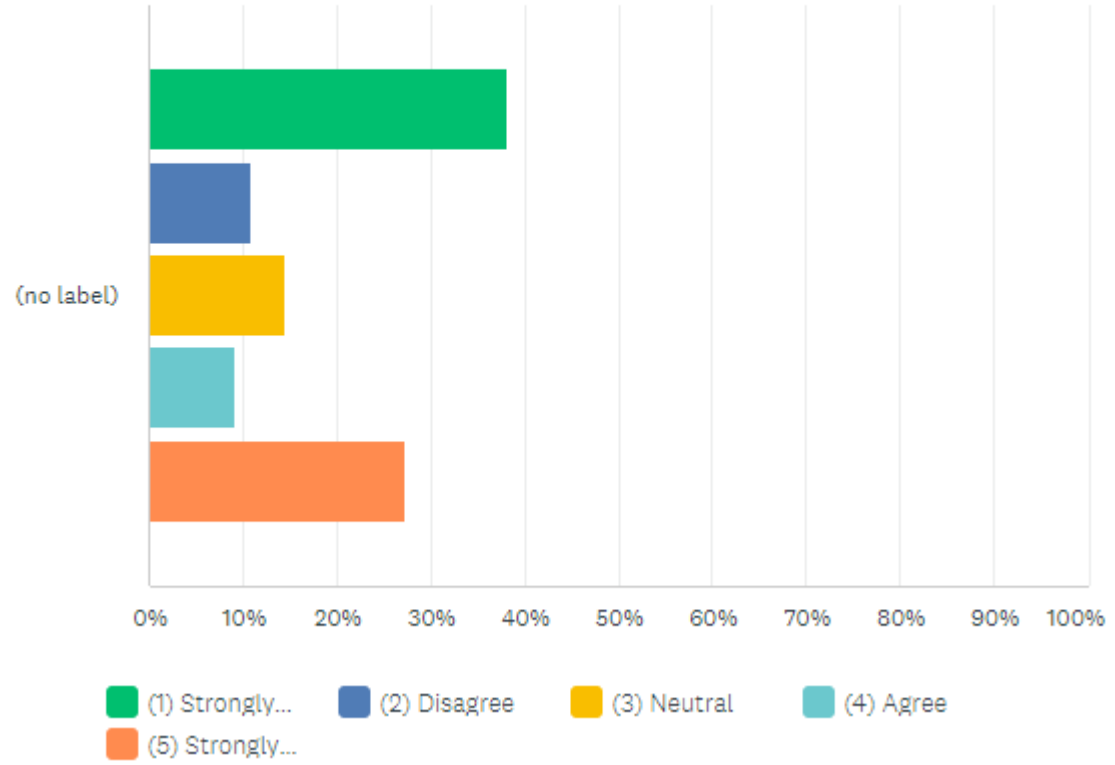
One Side-Running Transit Lane

Answered: 57 Skipped: 11



Two Side-Running Transit Lane

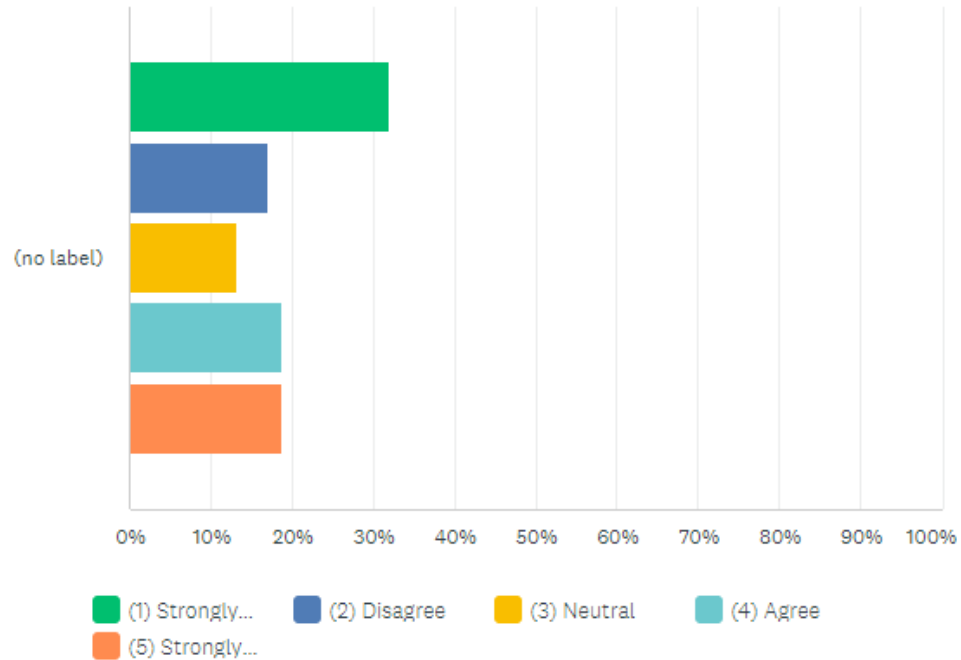
Answered: 55 Skipped: 13



Maplewood Options Feedback (as of 3/22)

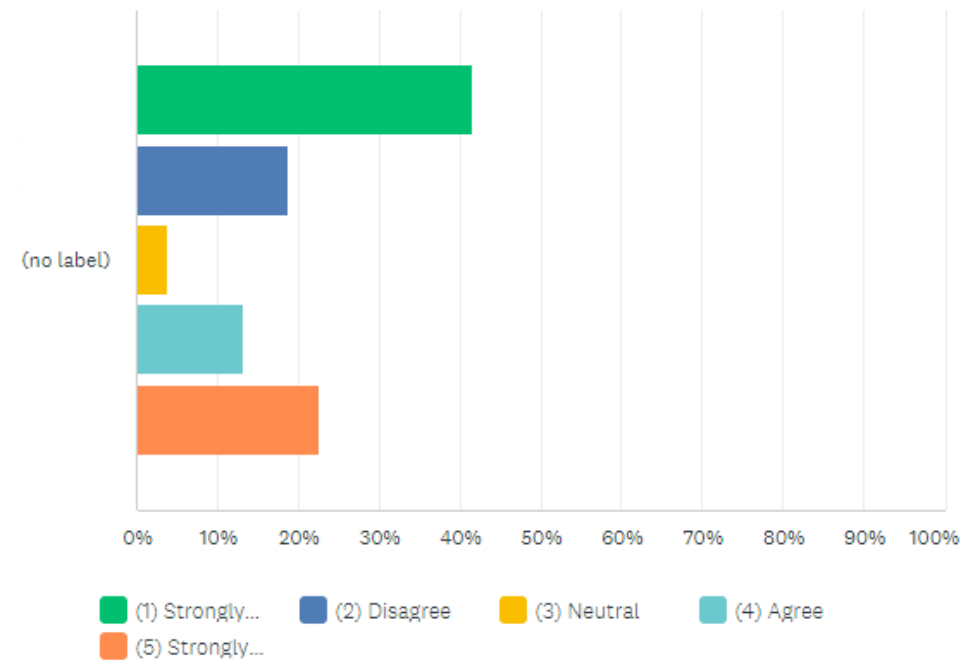
Two Side-Running Transit Lane

Answered: 53 Skipped: 15



Center Running Transit Lane*includes center running transit lanes with both median and no median

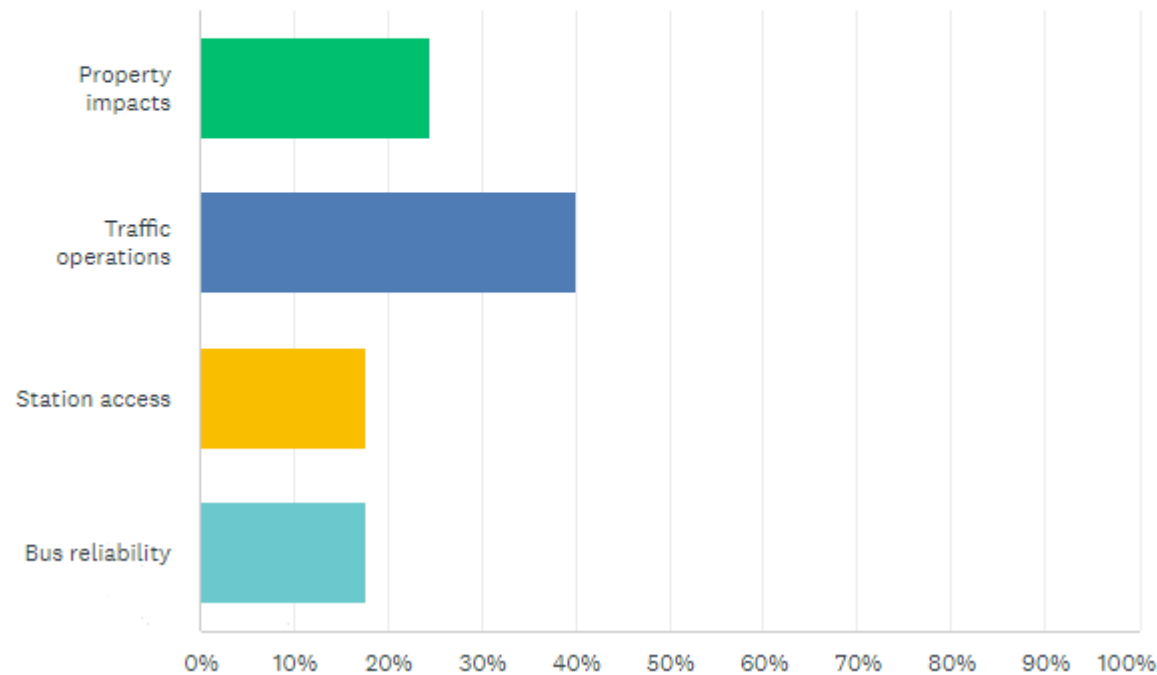
Answered: 53 Skipped: 15



Evaluation Criteria Feedback (as of 3/22)

Which White Bear Ave corridor differentiating criteria is most important to you when making your decision? (Select your top choice).

Answered: 45 Skipped: 23



Q & A

White Bear Ave Corridor – Small Starts

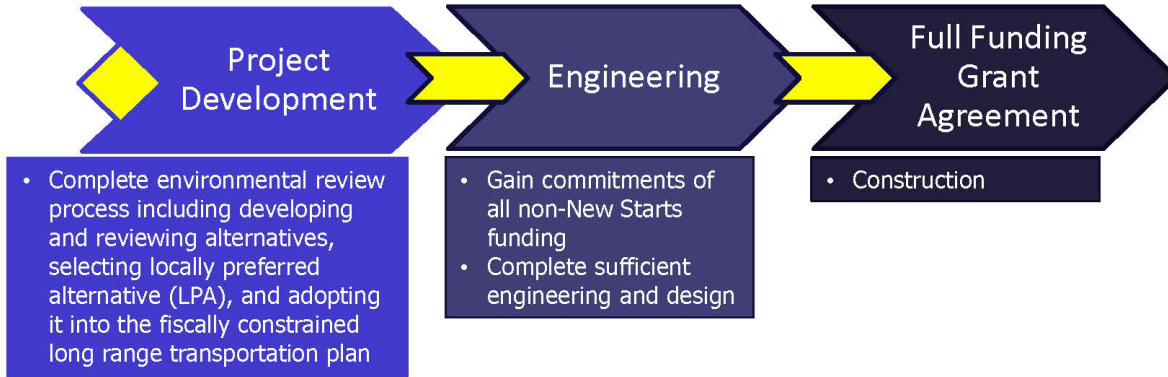
Stephen Smith | Deputy Project Manager

Capital Investment Grants (CIG) Program

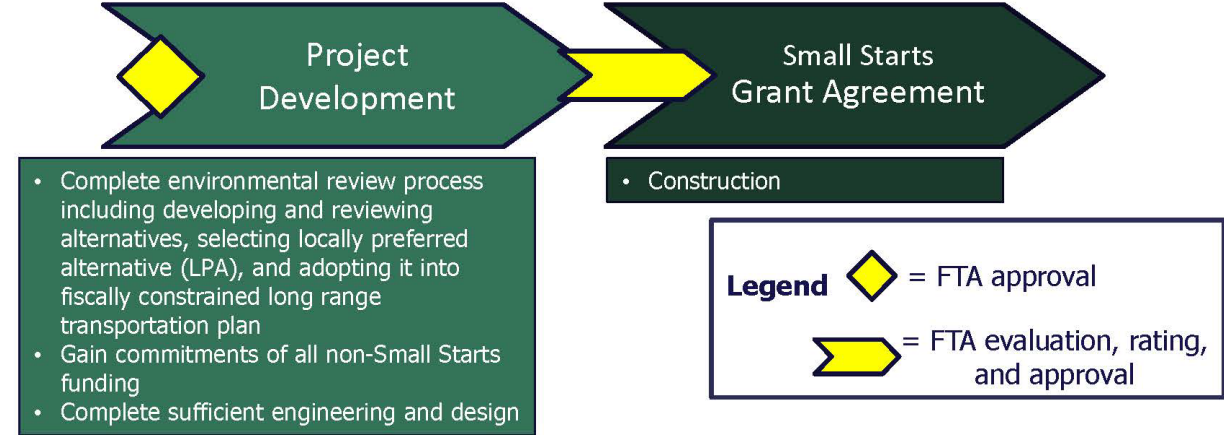
- **Largest FTA discretionary grant program (5309 Funds)**
 - Funds light rail, heavy rail, commuter rail, streetcar, and bus rapid transit projects
 - Demand for funds exceeds supply
- **Complex Statutory Frameworks**
 - Project sponsor must be a State or Local Government Authority
 - Projects must complete a multi-year, multi-step process to be eligible for funds
 - FTA must evaluate and rate projects on multiple statutory criteria
 - FTA must perform project oversight
 - FTA must prepare Annual Report to Congress with proposed funding levels & project rating
 - Sponsor must complete a study comparing service, cost and ridership predictions before grant award with actual numbers 2 years after opening for service
- **Three types of eligible projects: New Starts, Small Starts, and Core Capacity**

Process Schedule Differences

New Starts and Core Capacity Process



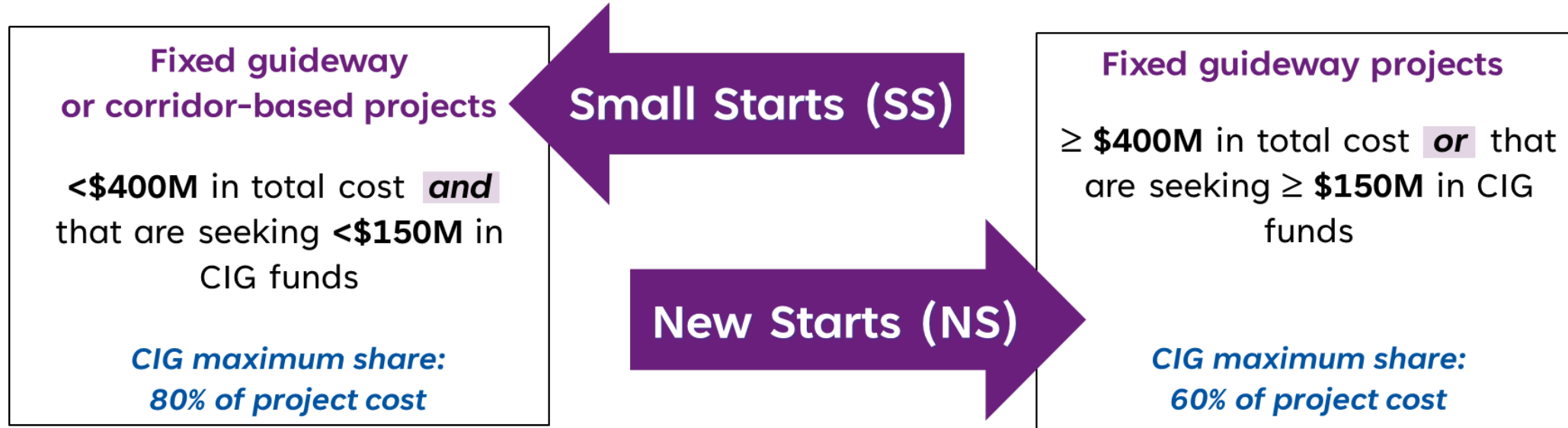
Small Starts Process



- No time limit to the Project Development Phase
- No Engineering Phase
- Single FTA Evaluation, Rating and Approval

New Starts vs Small Starts

- Will need to ***transition*** from New Starts ***to Small Starts*** to remain viable



- Project's ***scope*** will need to be ***reduced*** to ***maintain*** future federal ***funding eligibility***
 - Elements funded outside of the project by other entities ***or*** not implemented at all

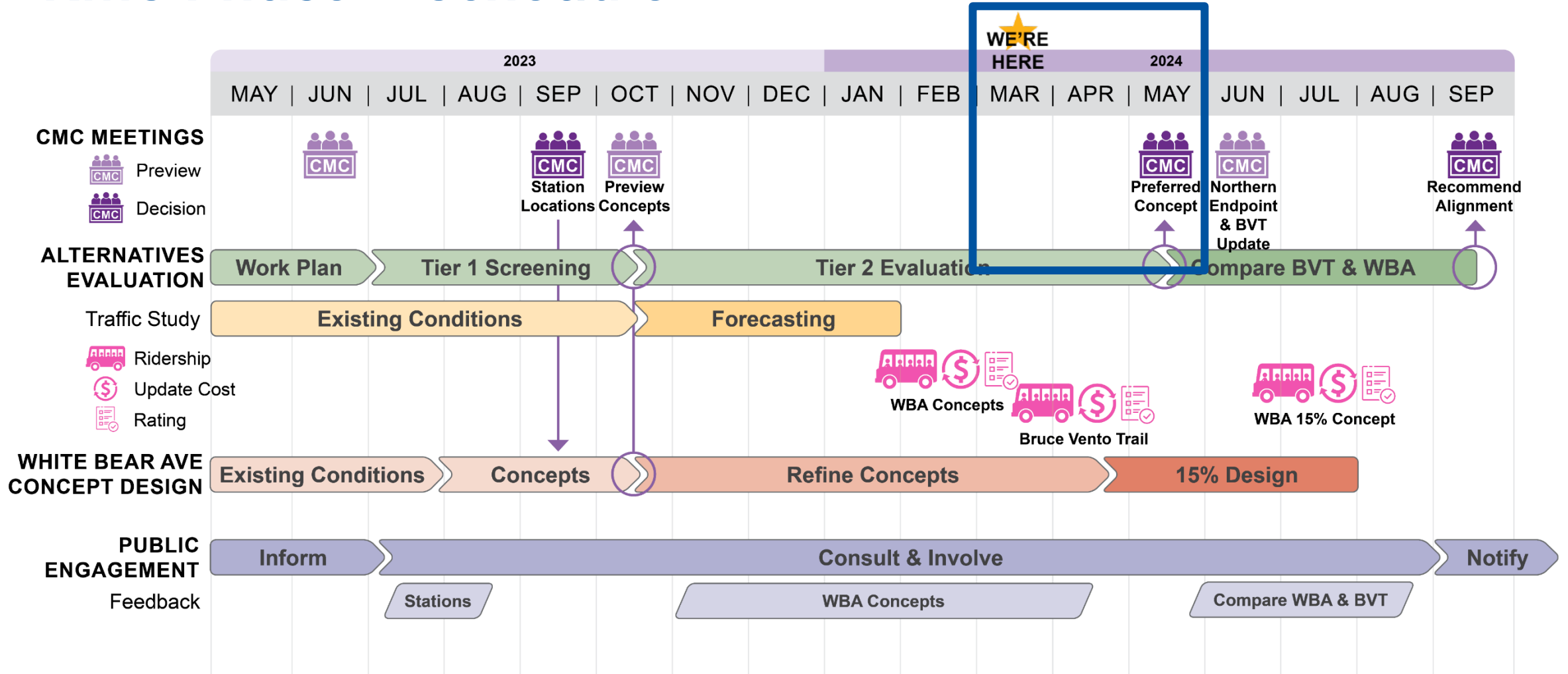
Purple Line on White Bear Ave Cost Estimates

- Approximately **5% cost difference** amongst the four roadway and transit design options under consideration for Maryland and White Bear Avenues
- Approximately **10% cost increase** to directly serve St. John’s Hospital with Purple Line

	Union Depot to Maplewood Mall Transit Center	Union Depot to St. John’s Hospital	Differences in End Point
Base Cost (w/o Contingency)	\$275 – \$287 million	\$306 – \$318 million	~\$31 million
Contingency*	\$104 – \$109 million	\$117 – \$123 million	\$13 – \$14 million
Total Cost	\$379 – \$396 million	\$423 – \$441 million	~\$45 million

* Unallocated and allocated contingency is approximately 40% of base cost.

RMS Phase II Schedule

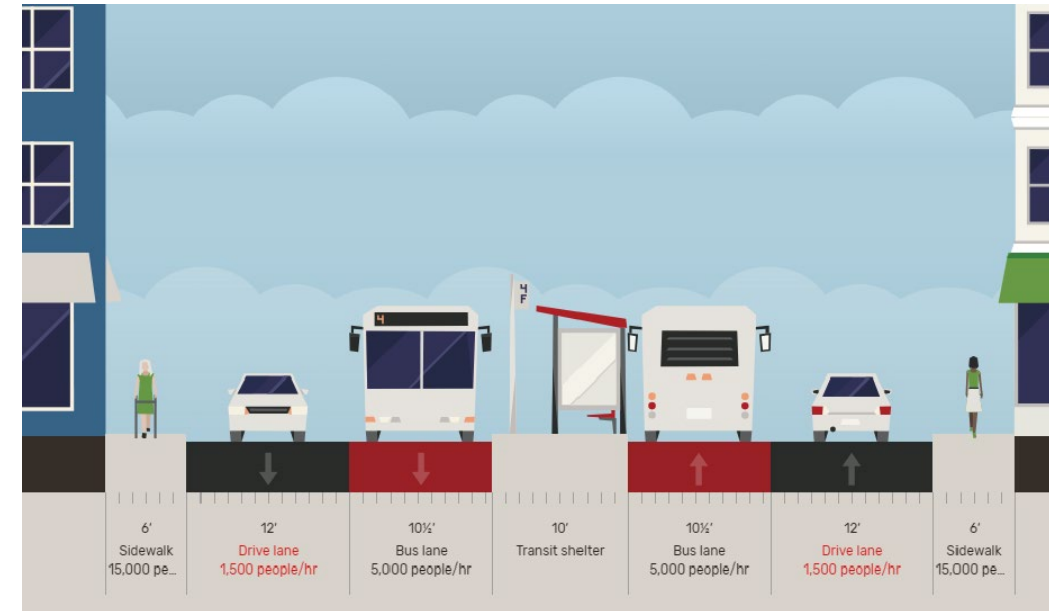


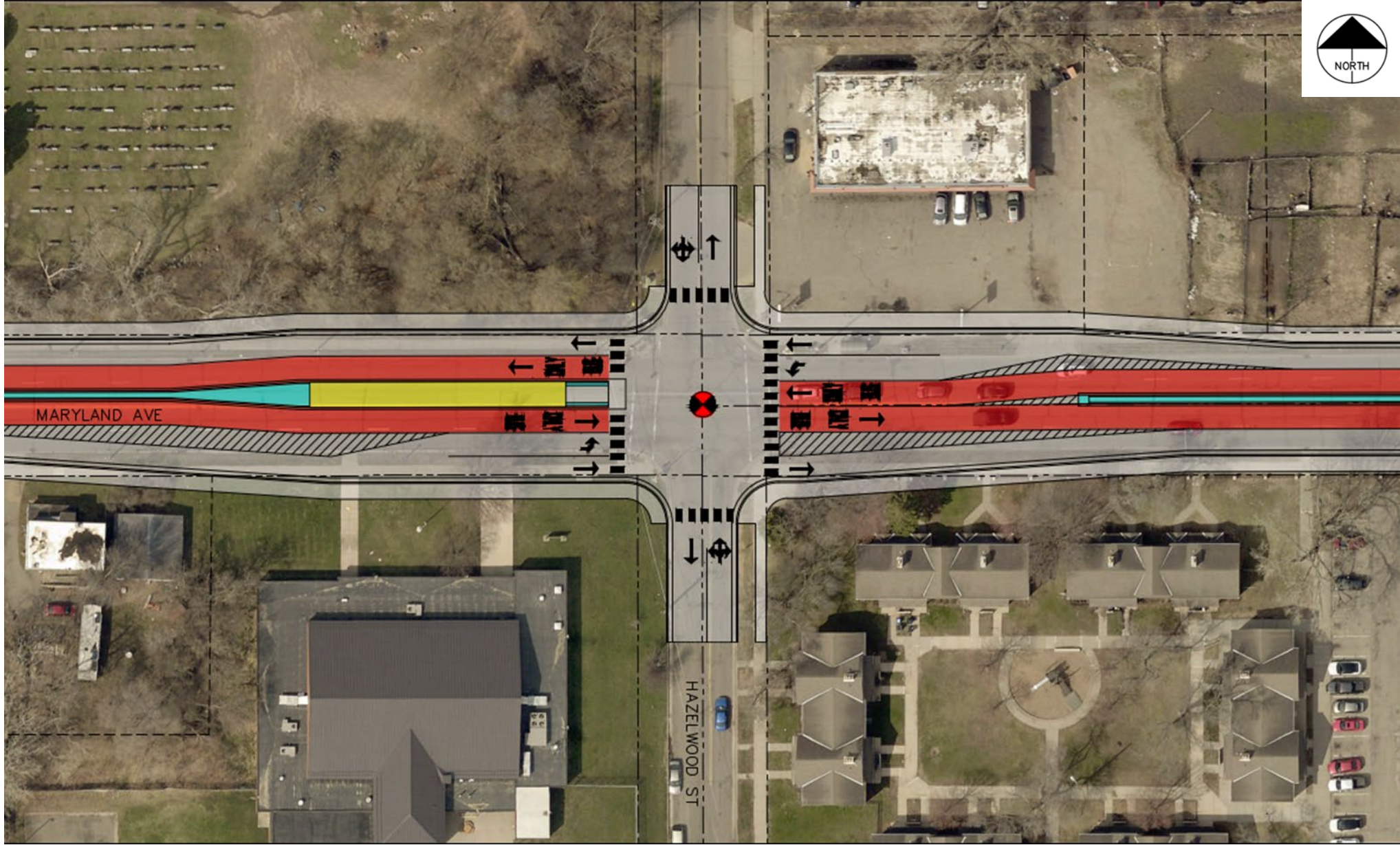
Center Running Option in St. Paul

Stephen Smith | Deputy Project Manager

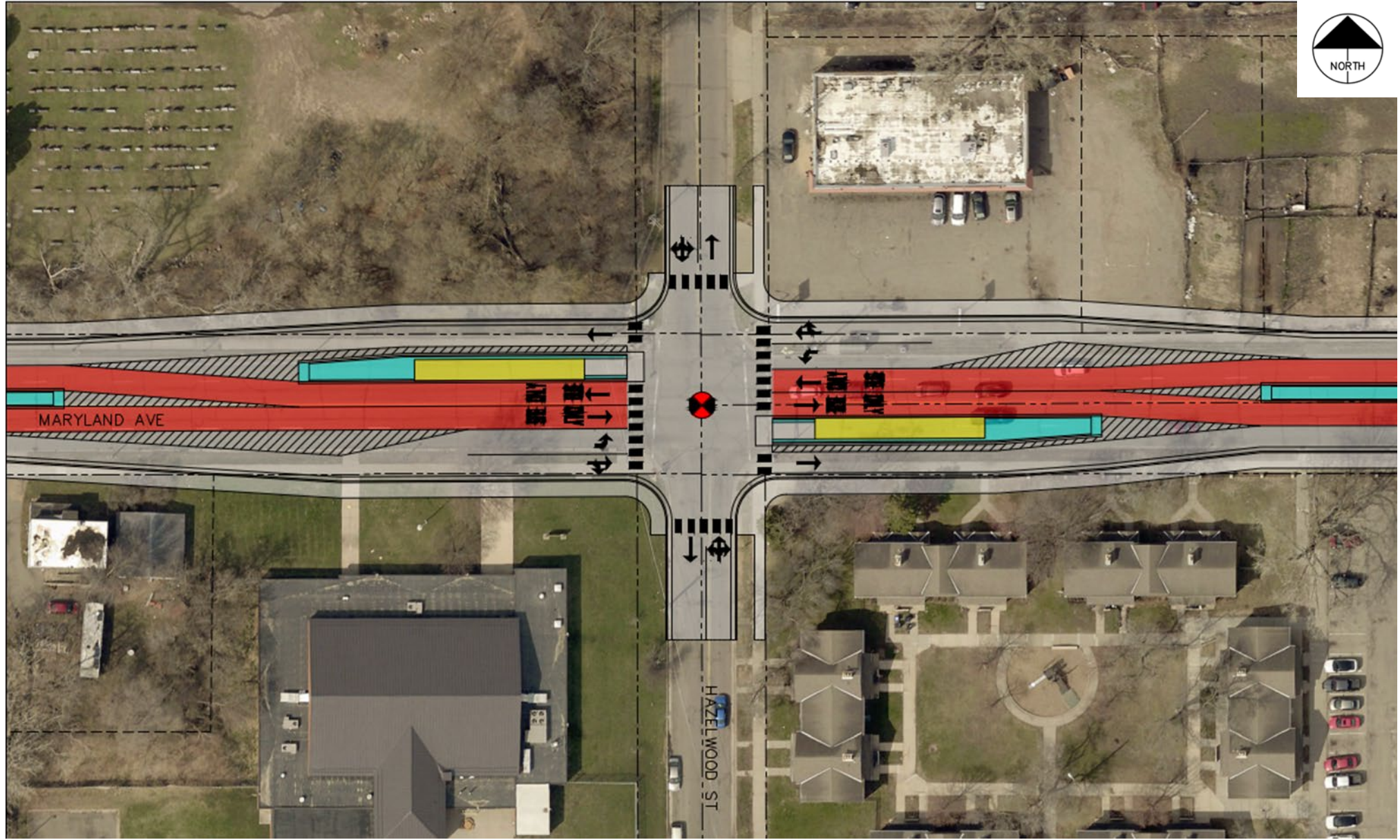
Center Running Option – St. Paul

- Center Running Option was introduced to Project Staff on 2/28
- Project team is developing cross sections, layouts, property impacts assessment, and high-level assessment of tradeoffs
- Convene the meeting with elected officials, City of St. Paul, Metro Transit, Ramsey County, and Community Leaders on 4/4
 - If the meeting confirms interest, the center running bus lane option will be considered for further evaluation and broad public feedback.
- Introduce a CMC concurrence item on 4/4
- Preferred design option for Maryland/White Bear Avenue slips from 5/2 to 7/11





Center Running: Hazlewood Single Center  **METRO** *Purple Line*

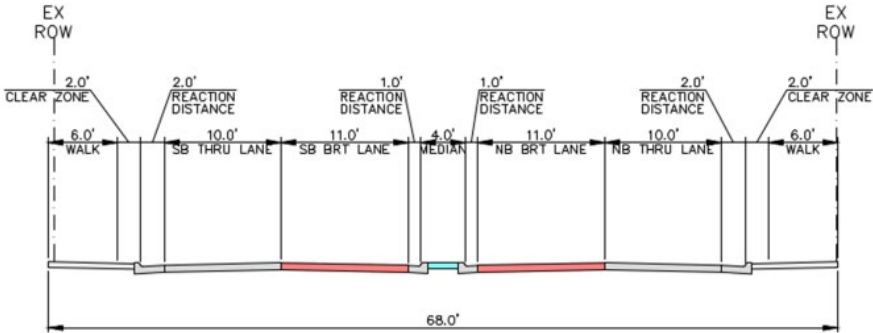
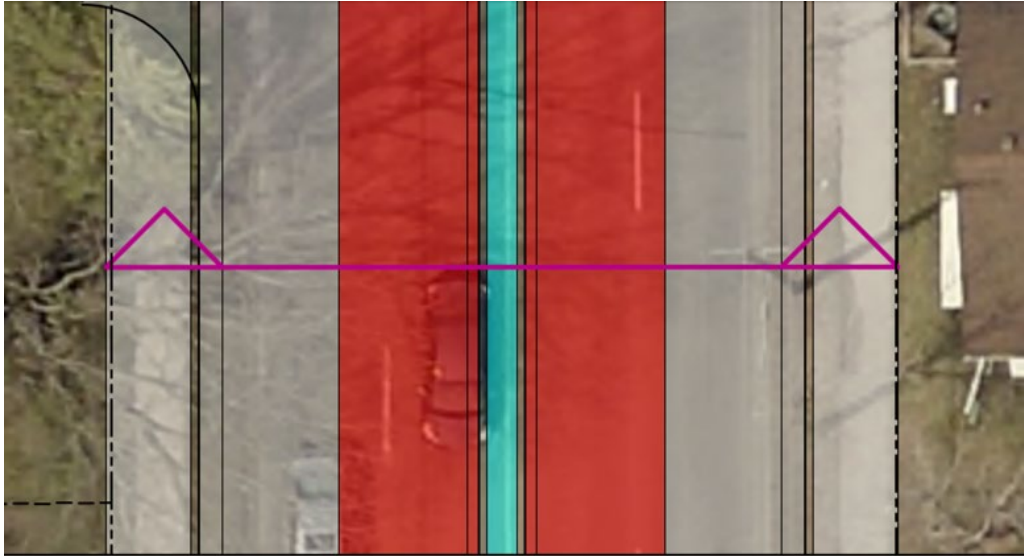


Center Running: Hazelwood Split Center

CMC Concurrence: Center Running Option in St. Paul

ACTION: “The CMC concurs with project staff recommendation to include a center running option for Maryland Avenue and White Bear Avenue to be fully evaluate and seek broad public feedback.

Tentative CMC Action

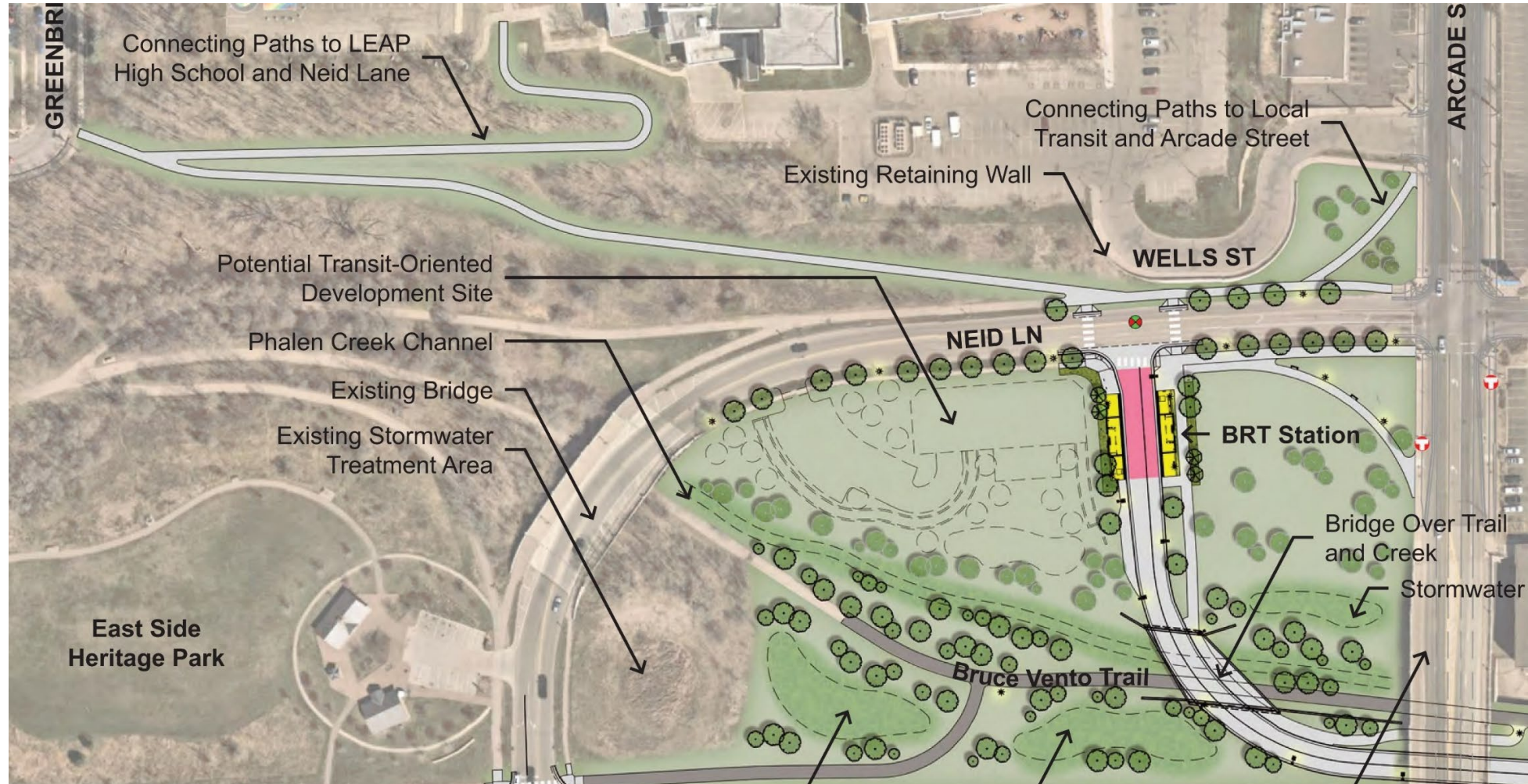


Arcade Station Update

Stephen Smith | Deputy Project Manager

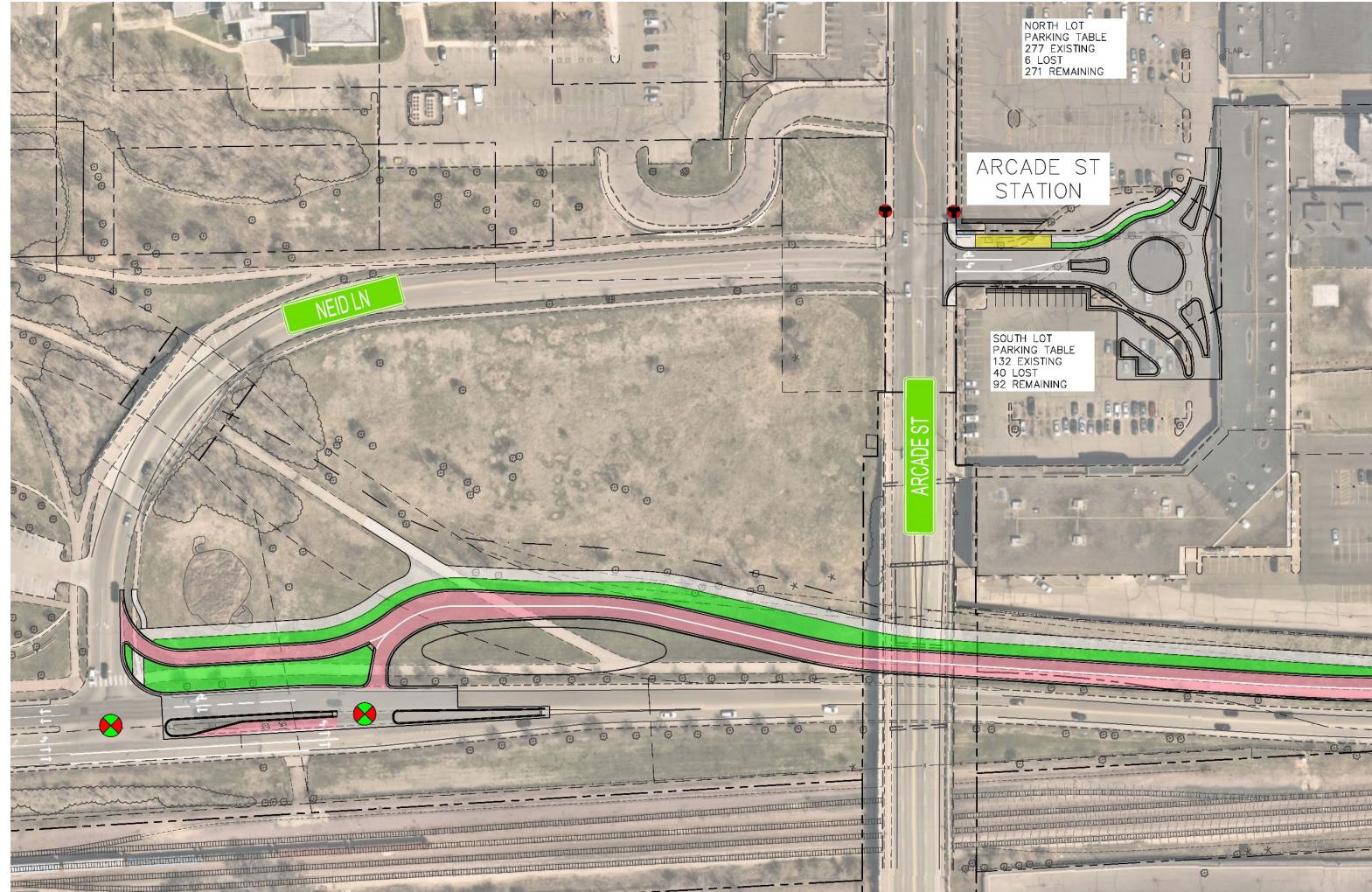
Preferred Preliminary Design (Option A2)

- Purple Line Corridor Management Committee endorsed station location and design (April 2023)



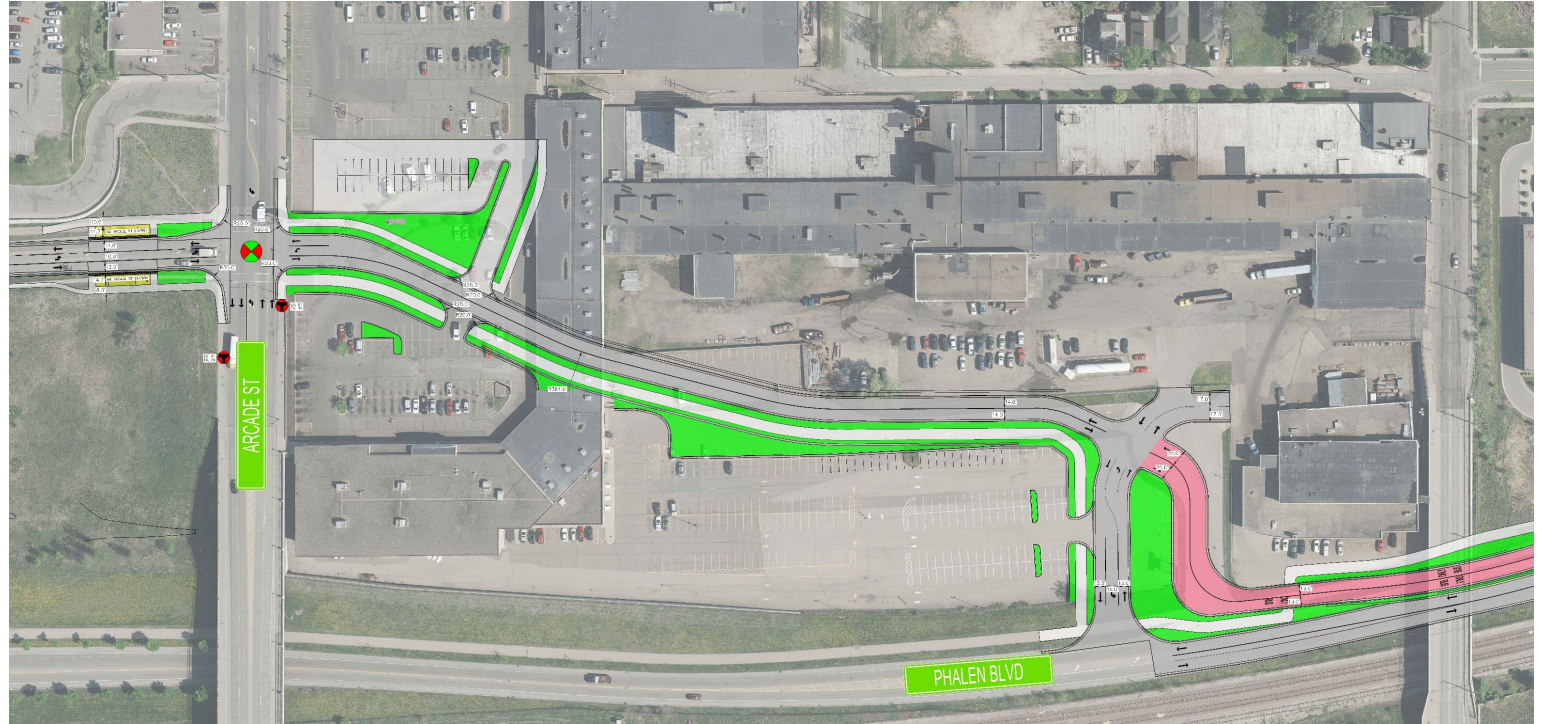
Neid Ln Extension with Roundabout Concept (2023)

- Neid Ln Extension into Seeger Square Shopping Center with a roundabout
- BRT platforms on Neid Ln Extension just east of Arcade St
- Private property impacts, longer transit run time (lower ridership)



Neid Ln Extension Concept (2022)

- Impacts Seeger Square buildings
- Property owner was not interested in redevelopment or selling.



Community Outreach & Engagement Update

Liz Jones | Community Outreach & Engagement Lead

Upcoming RMS Phase II Comment Period

- **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



Upcoming Community Events and Stakeholder Meetings

Date	Event Name	Location	Audience
Ongoing	Residential & transit canvassing	St. Paul/ Maplewood	Renters, transit users
Mar. 28, 2024	Open House	Virtual	General public
Mar. 30, 2024	Hmong Village Tabling Event	St. Paul	Cook Ave-WBA Corridor Design/Hmong community
Apr. 1, 2024	Ramsey County Service Center Tabling	St. Paul	Low income and seniors
Apr. 2, 2024	In-person St. Paul Open House	St. Paul	General public
Apr. 5, 2024	Health Partners Tabling	Maplewood	Families/general public
Apr. 16, 2024	WBABA	Maplewood	Businesses
Apr. 17, 2024	District 2	St. Paul	District Council members
Apr. 17, 2024	Ramsey County Service Center Tabling	St. Paul	Low income and seniors
TBD	Transportation Accessibility Advisory Committee (TAAC)	St. Paul (Robert St. Council Chambers)	Accessibility Advocates

Upcoming CBAC Meetings

Liz Jones | Community Outreach & Engagement Lead

CBAC Meeting Look Ahead

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

Contact Us

For more information:

www.metrotransit.org/purple-line-project

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