



Community & Business Advisory Committee

Meeting #12 | July 26, 2024

Welcome & Introductions

Liz Jones | Senior Community Outreach Coordinator

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

Today's Topics

- 1) Welcome & Introductions
- 2) Upcoming Decision Points
- 3) White Bear Ave Endpoint Staff Recommendation
- 4) Route Modification Study Phase II - Corridor Comparison
- 5) Engagement Approach
- 6) Q & A
- 7) Next Steps & Stay Connected

Upcoming Decision Points

Liz Jones | Senior Community Outreach Coordinator

RMS Phase II Anticipated Decisions & Timeline

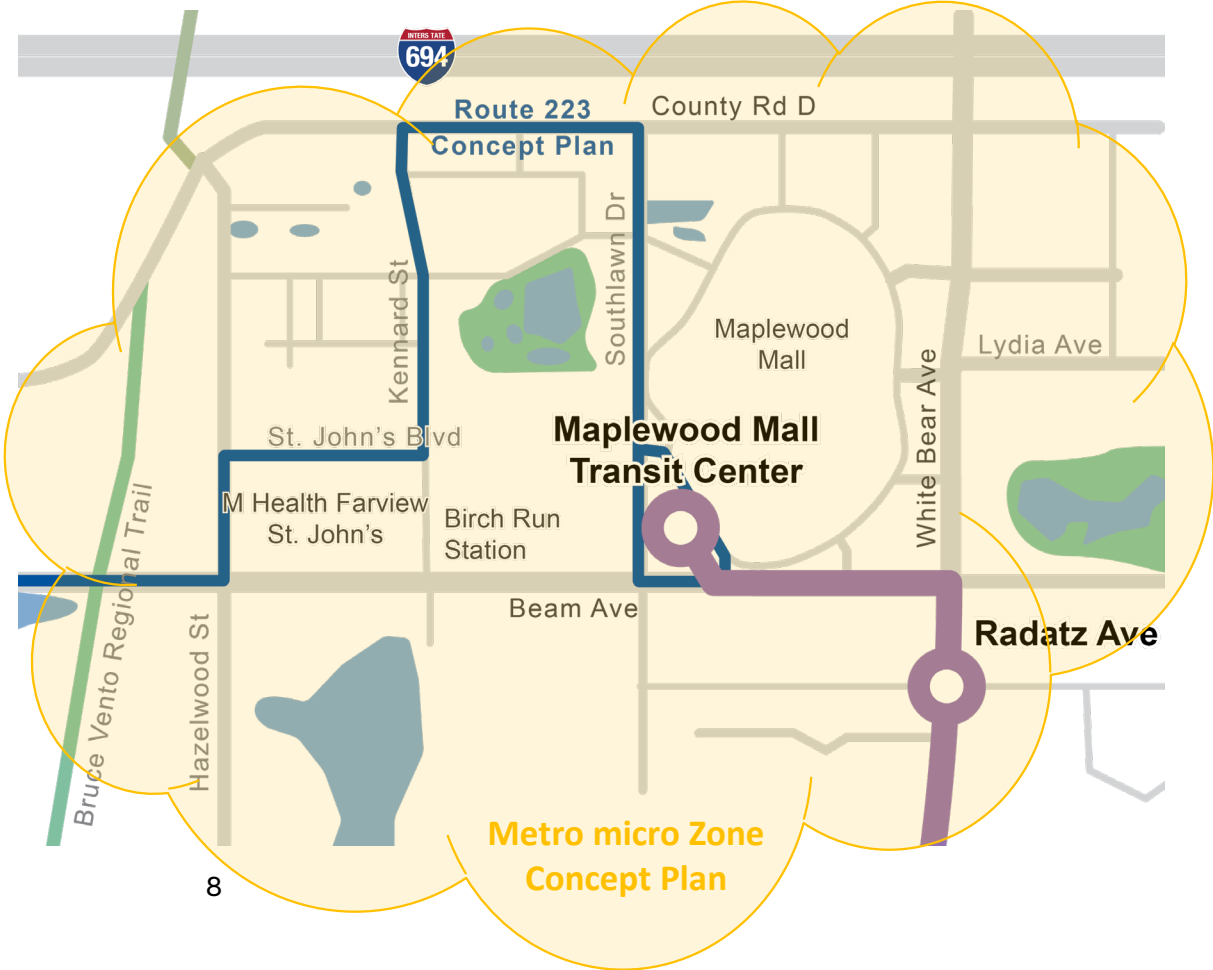
- **August 1st Corridor Management Committee**
 - **ACTION: White Bear Avenue Corridor Endpoint** (County Road D Station or Maplewood Mall Transit Center Station)
 - INFO: Bus Lane Compliance & Enforcement Peer Review
- **September 5th Corridor Management Committee**
 - INFO: Network Now
 - **ACTION: Arcade Street Station Location(s)**
 - **ACTION: Alternative Northern Endpoints Viability** (Vadnais Heights and Century College)
- **October TBD Corridor Management Committee**
 - **ACTION: Preferred White Bear Avenue Corridor Design Concept** (center or side running)
 - **ACTION: Revised Locally Preferred Alternative** (route alignment)

White Bear Ave Corridor Northern Endpoint

Craig Lamothe | Project Manager

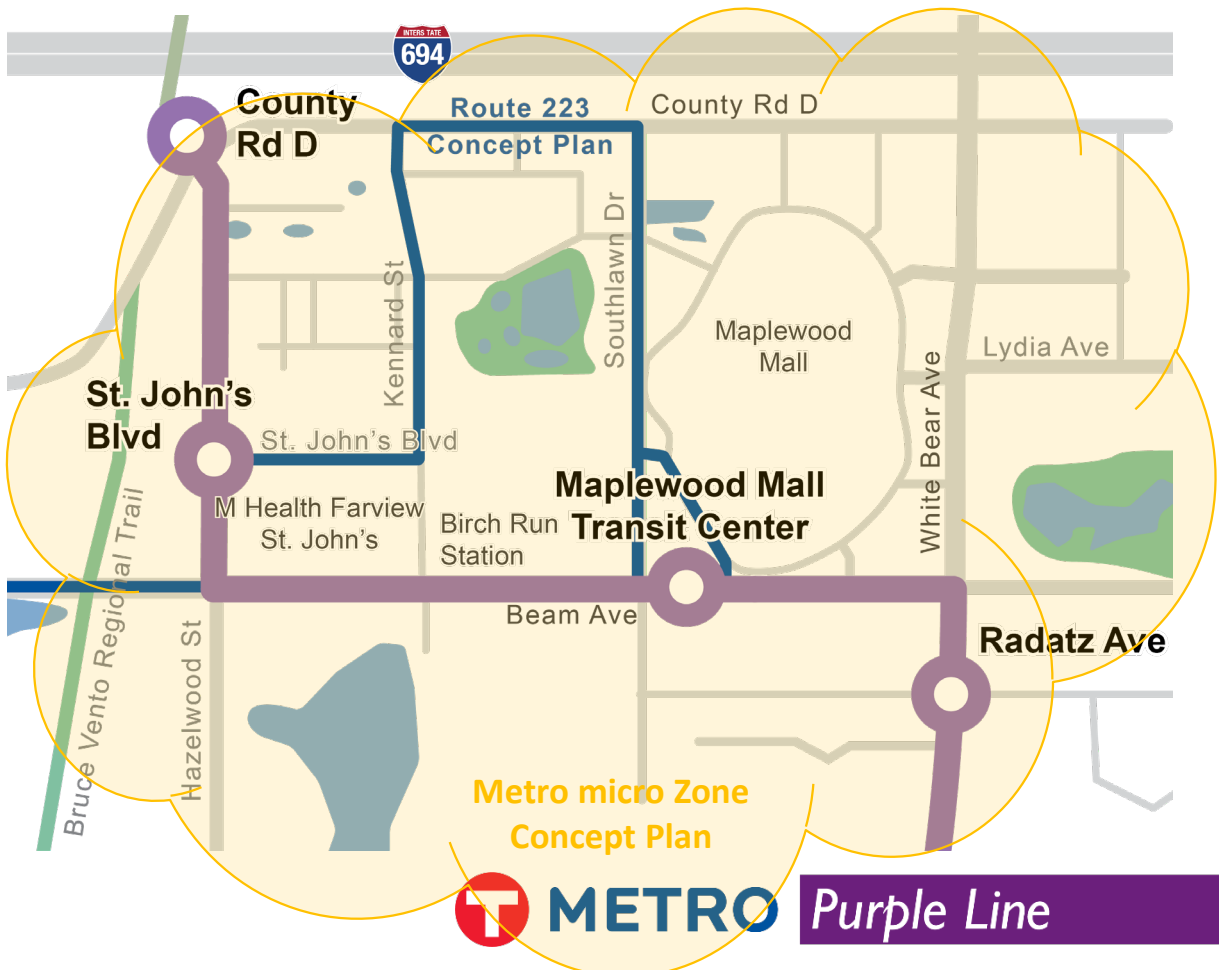
Endpoint Option 1

End at Maplewood Mall Transit Center



Endpoint Option 2

End at County Rd D and Hazelwood Street



\$10,000,000 YOE

MAPLEWOOD
MALL
TRANSIT
CENTER

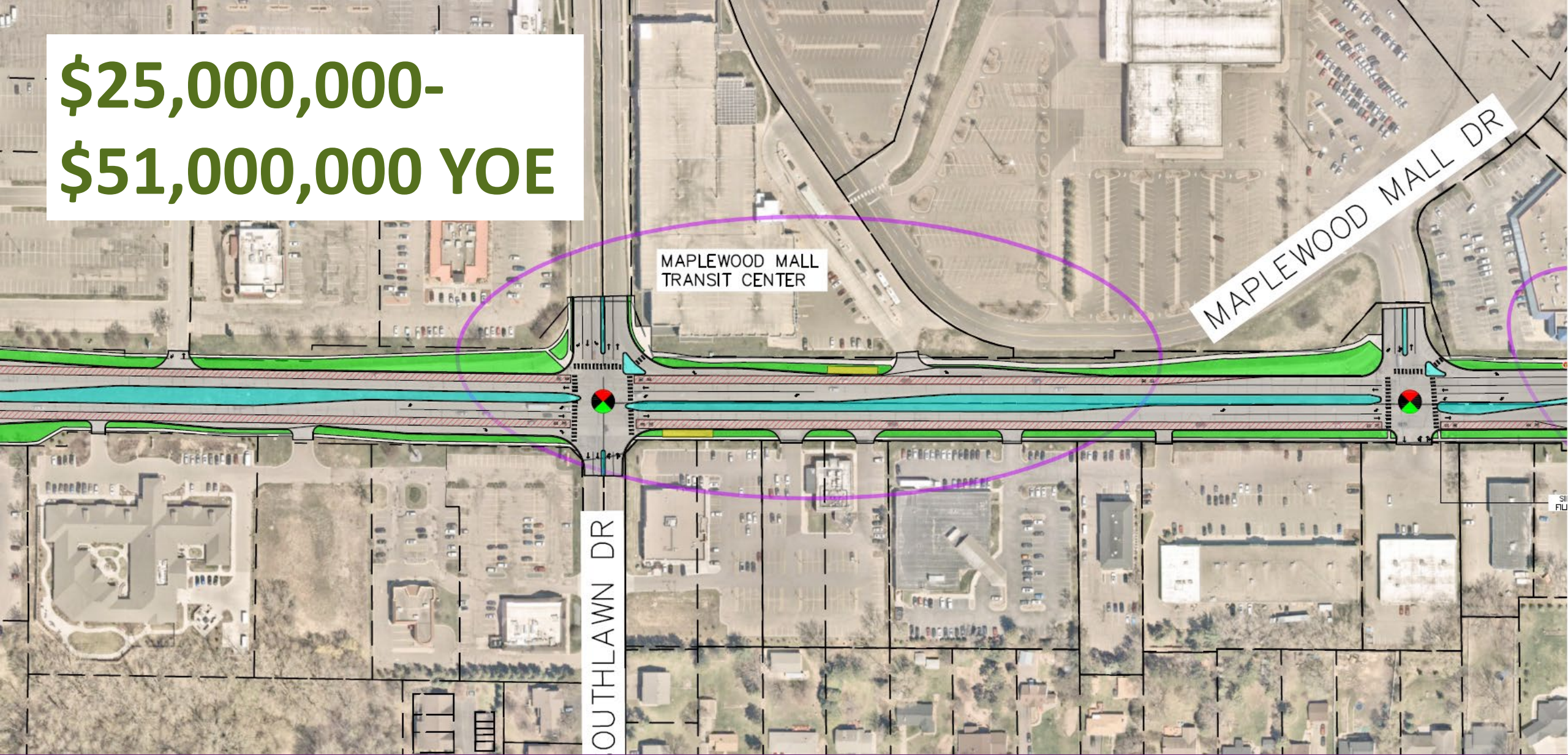
BEAM AVE

MAPLEWOOD MALL DR

SIDEWALK GAP TO BE

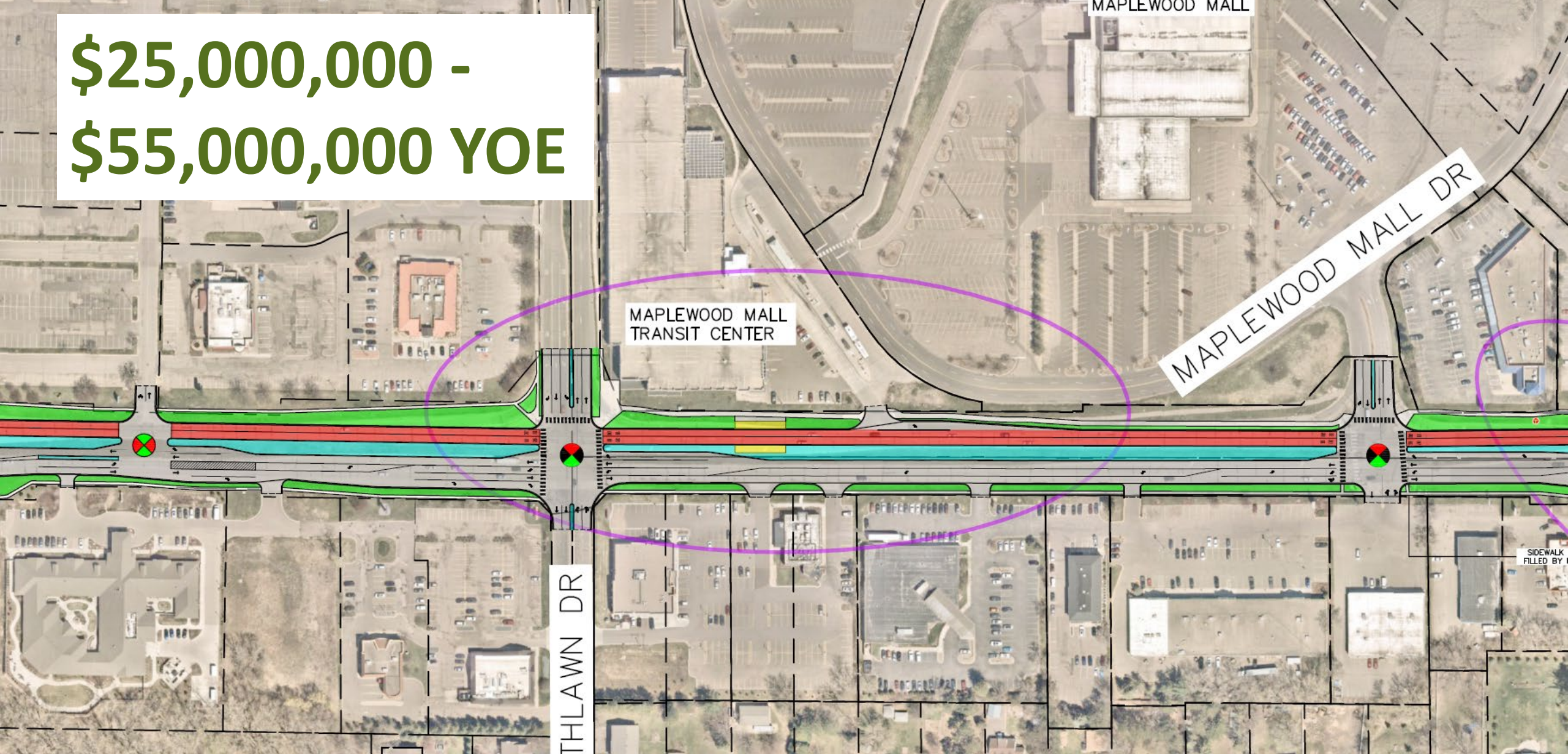
Route Ending at Maplewood Mall - Mixed Traffic

**\$25,000,000-
\$51,000,000 YOE**



Route Continuing West – Side Running Transit Lanes

**\$25,000,000 -
\$55,000,000 YOE**



Route Continuing West – Side Running Guideway

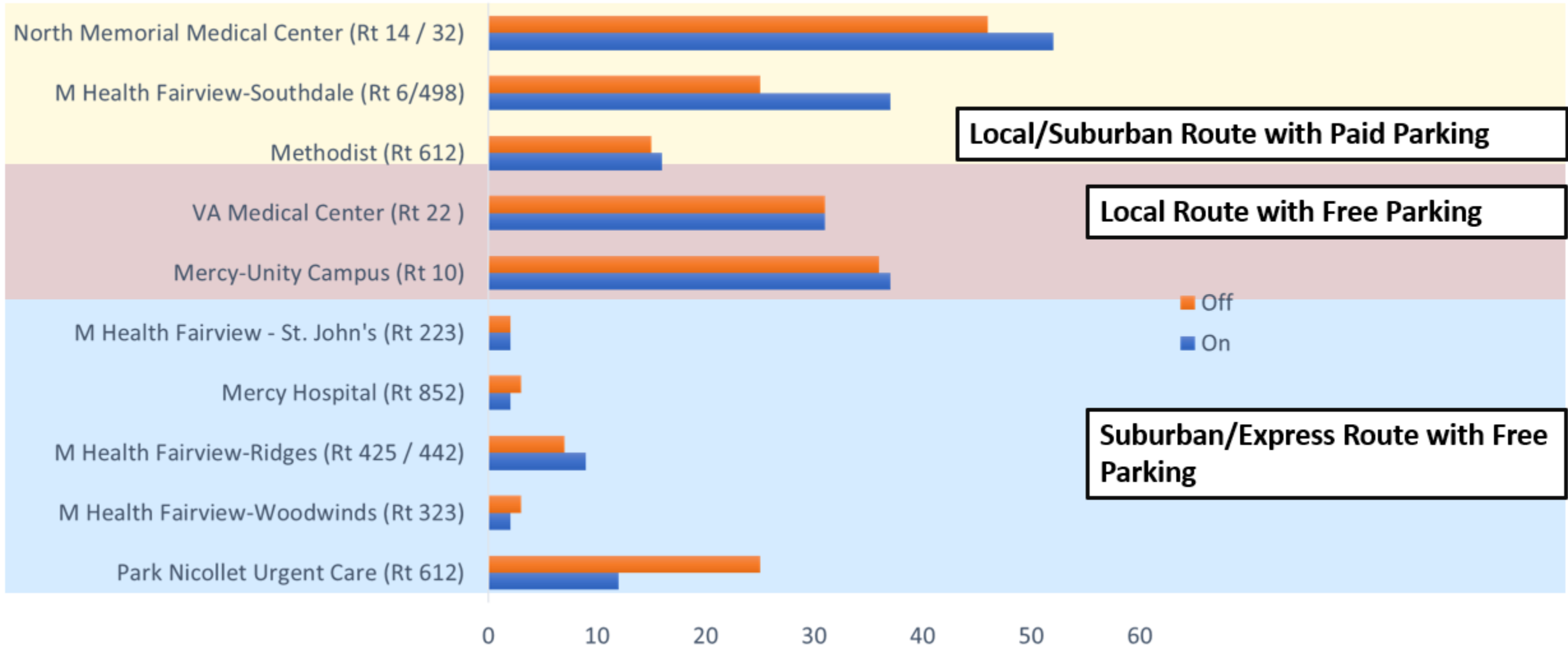
Project Partners & Stakeholders Feedback

- Metro Transit Operations/Maintenance/Route & System Planning
 - Preference for ending at Maplewood Mall Transit Center → ridership vs. operations/maintenance costs, facility duplication, safety and security
- Maplewood City Council
 - 4 to 1 straw vote (4/22) indicates preference for ending at Co. Rd. D → St. John's Hospital
- M Health Fairview Administration Staff
 - Preference for ending at Co. Rd. D → St. John's Hospital expansion
- Vadnais Heights Staff
 - Preference for ending at Co. Rd. D → proposed housing development

Metro Transit Impacts as Owner & Operator

- Ending at Co. Rd. D instead of Maplewood Mall Transit Center (MMTC)
 - Additional facilities (5 more BRT platforms, layover/turnaround, driver restroom, 1 more mile of exclusive/semi-exclusive bus lanes, more traffic signals) → higher maintenance cost and more workforce demands
 - Duplicates layover/turnaround and driver restroom found at MMTC
 - Additional route length → another bus operated by multiple drivers
 - Less active neighboring uses → fewer “eyes on the facility” (safety and security)

Regional Hospitals as Ridership Generators



Maplewood North End Stations – Ridership

Average Daily Boarding in 2045

- County Rd D Station: 50^{*}
- St. John's Blvd Station: 25^{**}
- Maplewood Mall Transit Center: 375

^{*} Does not account for proposed workforce housing development

^{**} Does not account for proposed hospital expansion

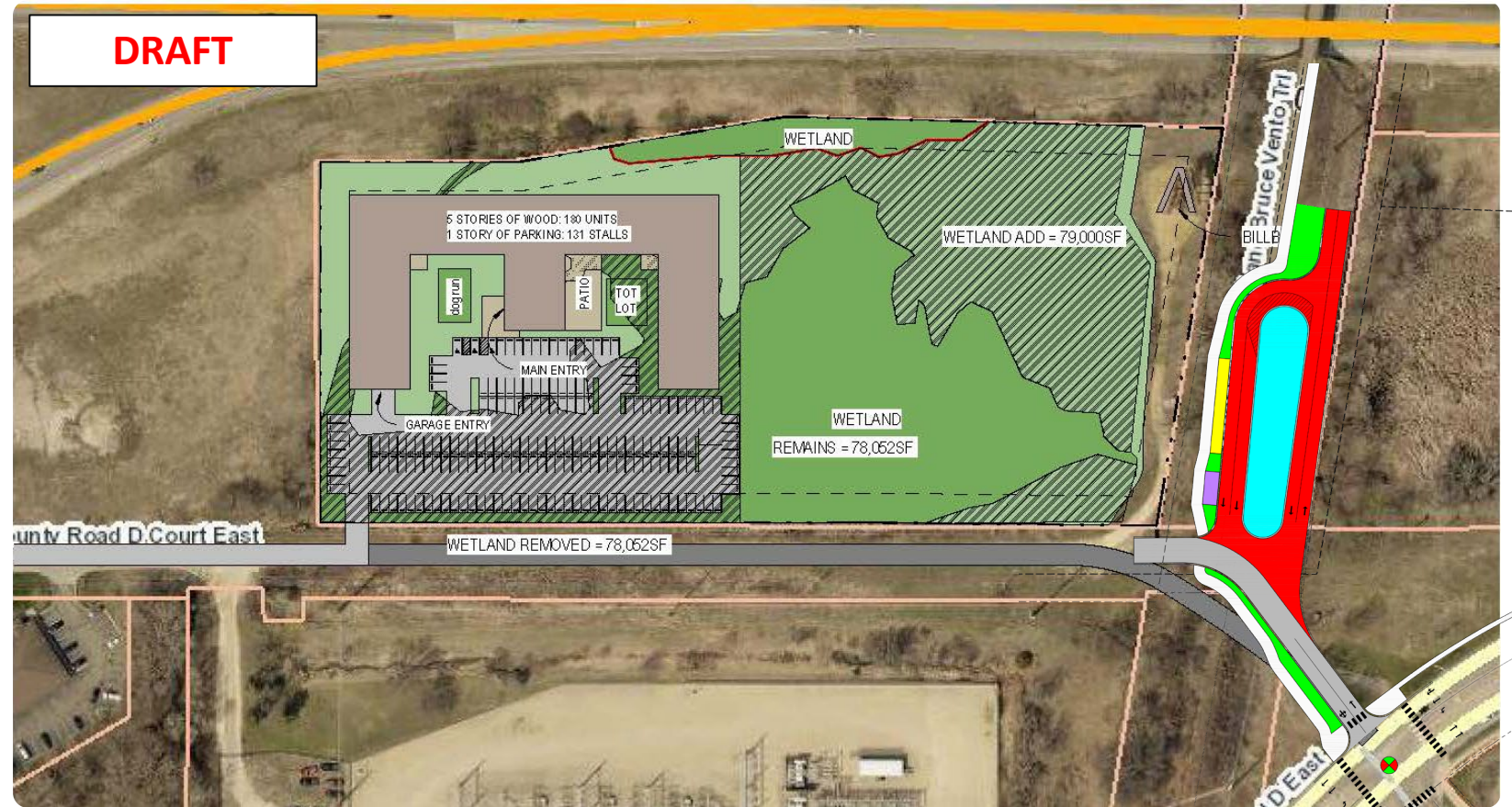
M Health Fairview St. John's Hospital Expansion

- Currently, 2nd largest employer in Maplewood (2,800 employees)
- 350,000 sq. ft. addition (approx. doubling facility space inc. 68 beds), south of St. John's Blvd and east of Hazelwood St
- Parking structure, north of St. John's Blvd and east of Hazelwood St
- Construction start pending full funding



Vadnais Heights Workforce Housing Development

- Affordable housing development proposal by Real Estate Equities
- 180 units (60% AMI)
- 1st reviewed at a May 7th City Council Workshop
- County Rd D Station overlaid on the right



Interested Parties Feedback

- Cardinal Point Senior Cooperative Living Community Residents (5/15)
 - Preference for ending at Maplewood Mall Transit Center → Traffic on Hazelwood
- Legacy Village Residents/HOA
 - Preference for ending at Maplewood Mall Transit Center → Traffic on Hazelwood
- Real Estate Equities Project Staff
 - Preference for ending at Co. Rd. D → Affordable Workforce Housing Project

Community Feedback

- People with Disabilities and Seniors
 - Not in favor of gaining a one seat ride to the hospital if it comes at a cost of a less accessible user experience at Maplewood Mall Transit Center to other transit services
- General Public (primarily from Spring 2024 targeted engagement)
 - Mixed support for both endpoints
 - Some support for restoring local service that served the hospital
 - Some support for having direct transit access to the hospital

Key Considerations for a Recommendation

- Federal funding eligibility? → both endpoints are viable.
- Additional ridership (75+ average daily boardings) against the additional one-time capital costs (\$15M-\$45M) and additional ongoing operations and maintenance costs (\$1M - \$1.5M annually)
- Trades offs and concerns leading to mixed preference from project partners and stakeholders, interested parties, and community members
- Connections to health care facilities/employment centers has been a long-term goal of Purple Line and has become more of a priority for FTA (proposed federal funding program guidance)

Path to an Endpoint Recommendation

- Non-Public Meetings
 - July 17th: Issue Resolution Team
 - July 19th: Strategic Management Team
 - July 23rd: Technical Advisory Committee
- Public Meetings
 - July 22nd: Maplewood City Council Workshop
 - **Today: Community & Business Advisory Committee**
 - August 1st (1p-2:30p): Corridor Management Committee

White Bear Avenue Corridor Route Alternative Endpoint Recommendation – County Road D Station

“If, during a future committee action, the Purple Line route is recommended to operate in the White Bear Avenue Corridor and not be collocated with the Bruce Vento Regional Trail, then the **contingent preferred** northern endpoint in Maplewood is recommended to be **County Road D Station.**”

Contingencies are noted on the following slide.



White Bear Avenue Corridor Route Alternative Endpoint Recommendation (Co. Rd. D Station) Contingencies

- 1) Real Estate Equities is successful in implementing the proposed Workforce Housing Project near Co. Rd. D Station which should result in “more eyes on the station” and higher station usage.
- 2) M Health Fairview implements priced parking and engages the Metro Transit Employer Services team (commuter benefits programs) which should result in higher station usage.
- 3) Maplewood Mall Transit Center Station design advancement focuses first and foremost on maximizing usability for mobility impaired customers.

RMS II – Corridor Comparison

Stephen Smith | Deputy Project Manager

Corridor Comparison



Bruce Vento Regional Trail Corridor

Maryland Ave to Maplewood Mall via Bruce Vento Regional Trail and Beam Ave

9.5 miles | 17 stations | 15 minute frequency

 3,800 projected riders per weekday

 \$370 million estimated cost

- ✓ Eligible for federal funding
- ✓ Fewer impacts to future traffic operations
- ✓ Fewer property impacts and quicker construction
- ✓ Shorter transit travel times from end to end
- ✓ Fewer destinations within a 10-minute walk or roll of stations
- ✓ Less transit-supportive development
- ✓ Change of trail character that includes some pedestrian improvements at trail crossings and roadway intersections



White Bear Ave Corridor

Johnson Pkwy to the Maplewood Mall area via Maryland Ave, White Bear Ave, and Beam Ave

11 miles | 24 stations | 15 minute frequency

 3,900–4,900 projected riders per weekday

 \$420–450 million estimated cost

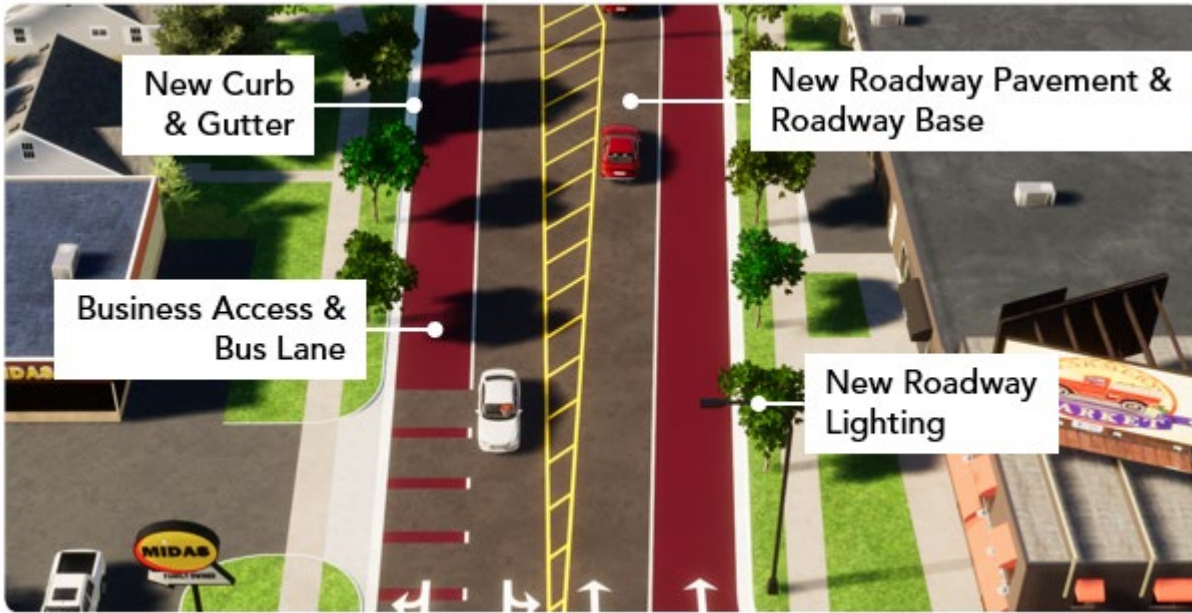
- ✓ Eligible for federal funding
- ✓ More impacts to future traffic operations
- ✓ More property impacts and slower construction
- ✓ Longer transit travel times from end to end
- ✓ More destinations within a 10-minute walk or roll of stations
- ✓ More transit-supportive development
- ✓ Roadway and pedestrian infrastructure improvements with full roadway reconstruction

The Purple Line project is currently planned to be a full roadway reconstruction to deliver several pedestrian, traffic, and transit improvements.

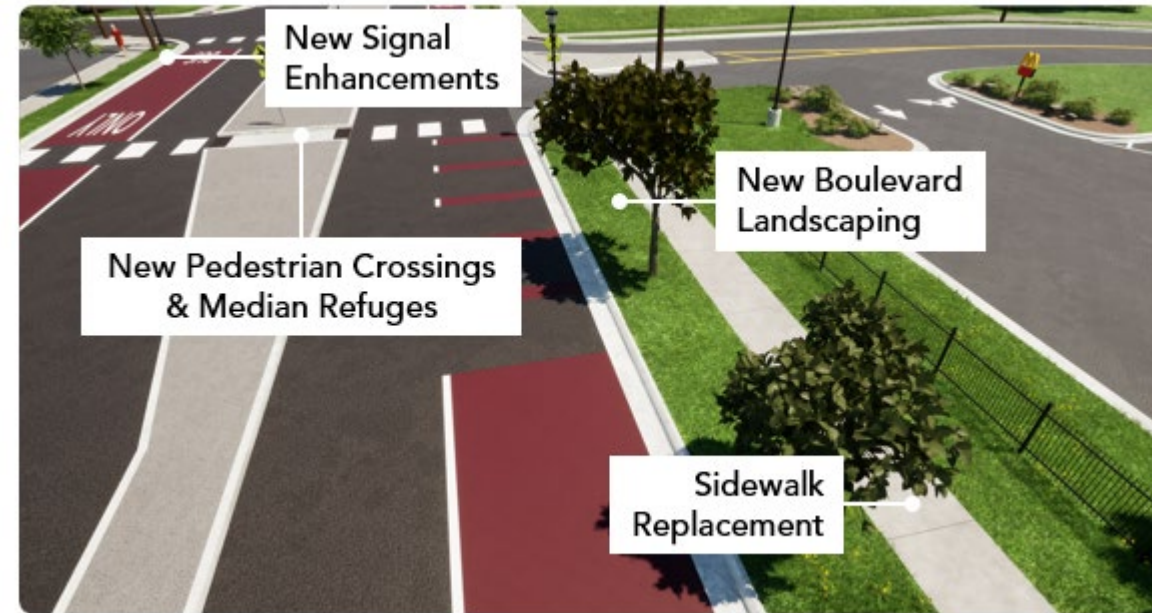


Roadway Reconstruction

on White Bear Ave



White Bear Ave
North of Sherwood Ave



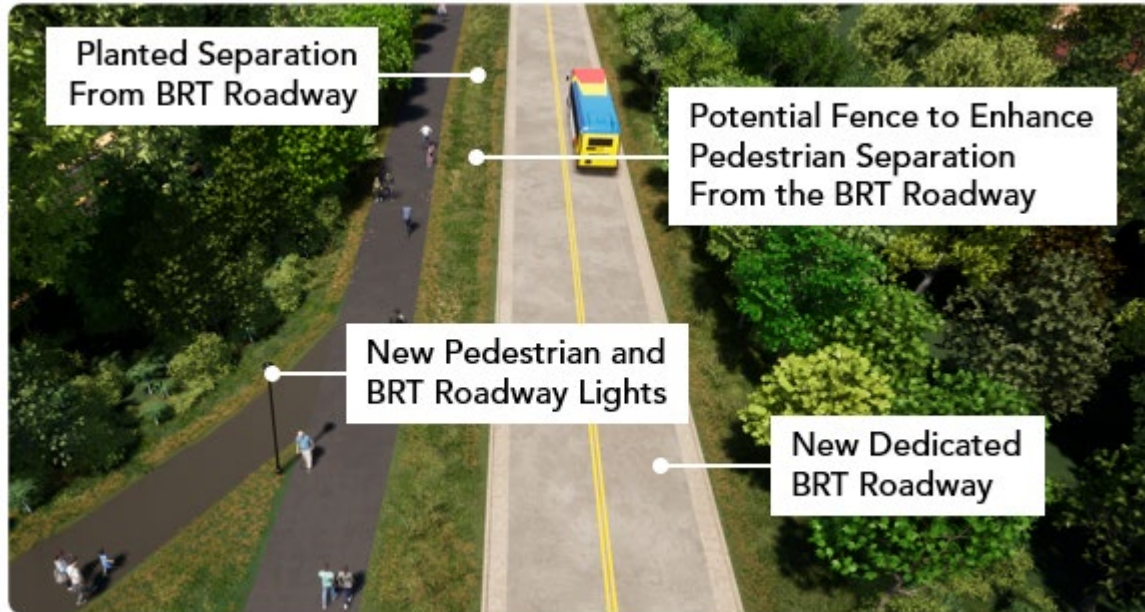
Maryland Ave & Prosperity Ave

If the Purple Line co-locates with the Bruce Vento Regional Trail, the trail will be reconstructed only through the portion of the Purple Line route that uses the Ramsey County rail right-of-way (Arcade St to Beam Ave).

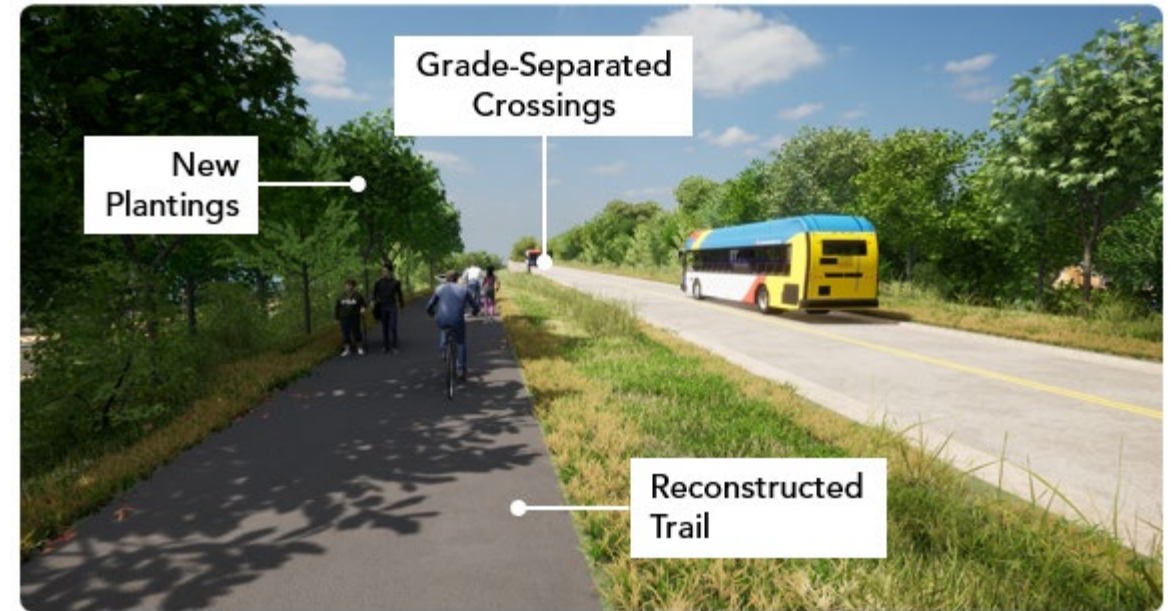


Trail Co-location

with Bruce Vento Regional Trail

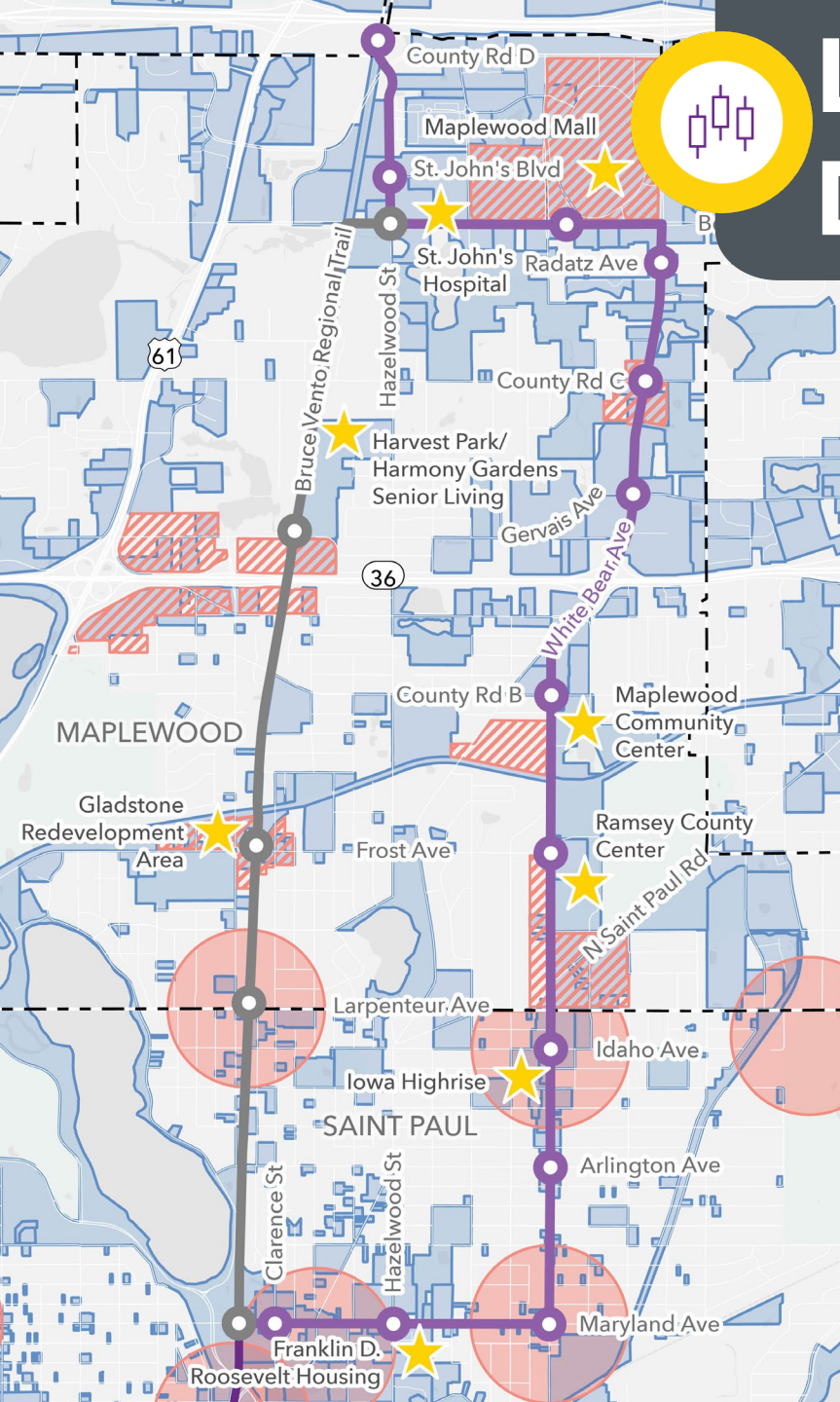


Adjacent to Hagen Drive



Adjacent to Lake Phalen

Land Use, Economic Development, *and* Destinations



WITHIN A 10-MINUTE WALK OR ROLL OF STATIONS ON THE

Bruce Vento Regional Trail Corridor, there are:



Fewer existing and future transit-supportive land uses



Approximately 540 affordable housing units*



Approximately 200 community destinations**

WITHIN A 10-MINUTE WALK OR ROLL OF STATIONS ON THE

White Bear Ave Corridor, there are:



More existing and future transit-supportive land uses



Approximately 1,800 affordable housing units*



Over 375 community destinations**

★ Key Destinations

● Saint Paul Neighborhood Nodes

▨ Maplewood Mixed-Use Areas

■ Transit-Supportive Land Use

Socioeconomic Demographics and Ridership



	Bruce Vento Trail	White Bear Avenue
Total Population	19,983	35,429
Total Households	7,093	12,296
Age Under 18	6,560	11,558
Age 65 and Up	2,621	4,628
People of Color Non-Hispanic	9,565	15,753
White Non-Hispanic	8,319	16,107
Hispanic	2,099	3,569
High School or Less	5,477	9,931
Limited English Proficiency	3,681	5,078
Households with No Vehicle	905	1,577
Households with 1 Vehicle	2,523	4,078
Average Median Household Income	\$65,921	\$59,964
Employed Population	9,744	17,160
Number of Jobs*	6,615	10,333
Population with Disability**	4,252	5,582
Units in Single Family Buildings	4,785	8,619
Units in Multi-Family Buildings	2,609	4,116
Units in Other Building Types	50	117

Demographics
Educational Attainment
Language
Transit Dependence
Household Income and Employment
Disability
Housing Units Demographic Type

Source: American Community Survey 5-year Estimates, 2017 to 2021, Block Groups
 * Source: Longitudinal Employer-Household Dynamics 2020 Workplace Area Characteristics
 ** Source: American Community Survey 5-year Estimates, 2017 to 2021, Tracts

- ✓ Within the White Bear Ave Corridor area, there are more:
 - » Low-income households
 - » Zero-vehicle households
 - » Residents of color
 - » Affordable housing units
- ✓ **White Bear Ave** is estimated to generate 3,900 to 4,900 riders per weekday
 - » 2,600 of these riders are from zero-vehicle households
- ✓ **Bruce Vento Regional Trail** is estimated to generate 3,800 riders per weekday
 - » 1,900 of these riders are from zero-vehicle households
- ✓ Factors that increase potential ridership on White Bear Ave include:
 - » Longer corridor with more stations
 - » More destinations
 - » Stronger transit market



Transit *and* Traffic Operations

Transit Operations

Bruce Vento Regional Trail will take
25-30 min from Union Depot

- ✓ Shorter transit travel times
 - » Shorter corridor
 - » Fewer stations
 - » Dedicated BRT roadway
 - » Fewer intersections
- ✓ More reliable transit service
 - » Fewer potential conflicts with traffic
- ✓ Fewer potential transit maintenance challenges

White Bear Ave will take **35-40 min**
from Union Depot

- ✓ Longer transit travel times
 - » Longer corridor
 - » More stations
 - » Less dedicated BRT roadway
 - » More intersections
- ✓ Less reliable transit service
 - » More potential conflicts with traffic
- ✓ More potential transit maintenance challenges

Traffic Operations

With Purple Line on Bruce Vento Regional Trail,
future traffic travel time on Maryland and White
Bear avenues will be **10-11 min** during peak
periods.

With Purple Line on White Bear Ave, future traffic
travel time on Maryland and White Bear avenues
will be **12-13 min** during peak periods.

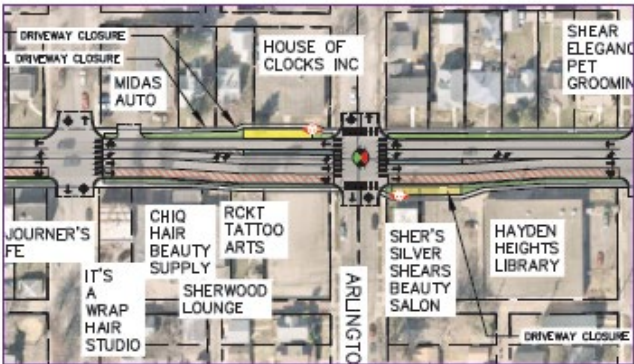
Property Impacts



- There are fewer property impacts along the Bruce Vento Regional Trail Corridor. Impacts are largely minor and at the rear of properties.
- The White Bear Ave Corridor design options result in property impacts throughout the corridor. There are many minor, temporary impacts and some larger impacts to front yards and property access.
- The White Bear Ave Corridor design options could result in some relocations of residential and commercial properties.



Some minor property impacts are expected at the rear of properties on the Bruce Vento Regional Trail Corridor.



Several driveways may be closed near stations on the White Bear Ave Corridor.

Bruce Vento Regional Trail Corridor

	Impacted Properties
Residential	0
Businesses	1
Publicly-owned	1-4

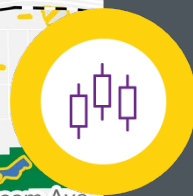
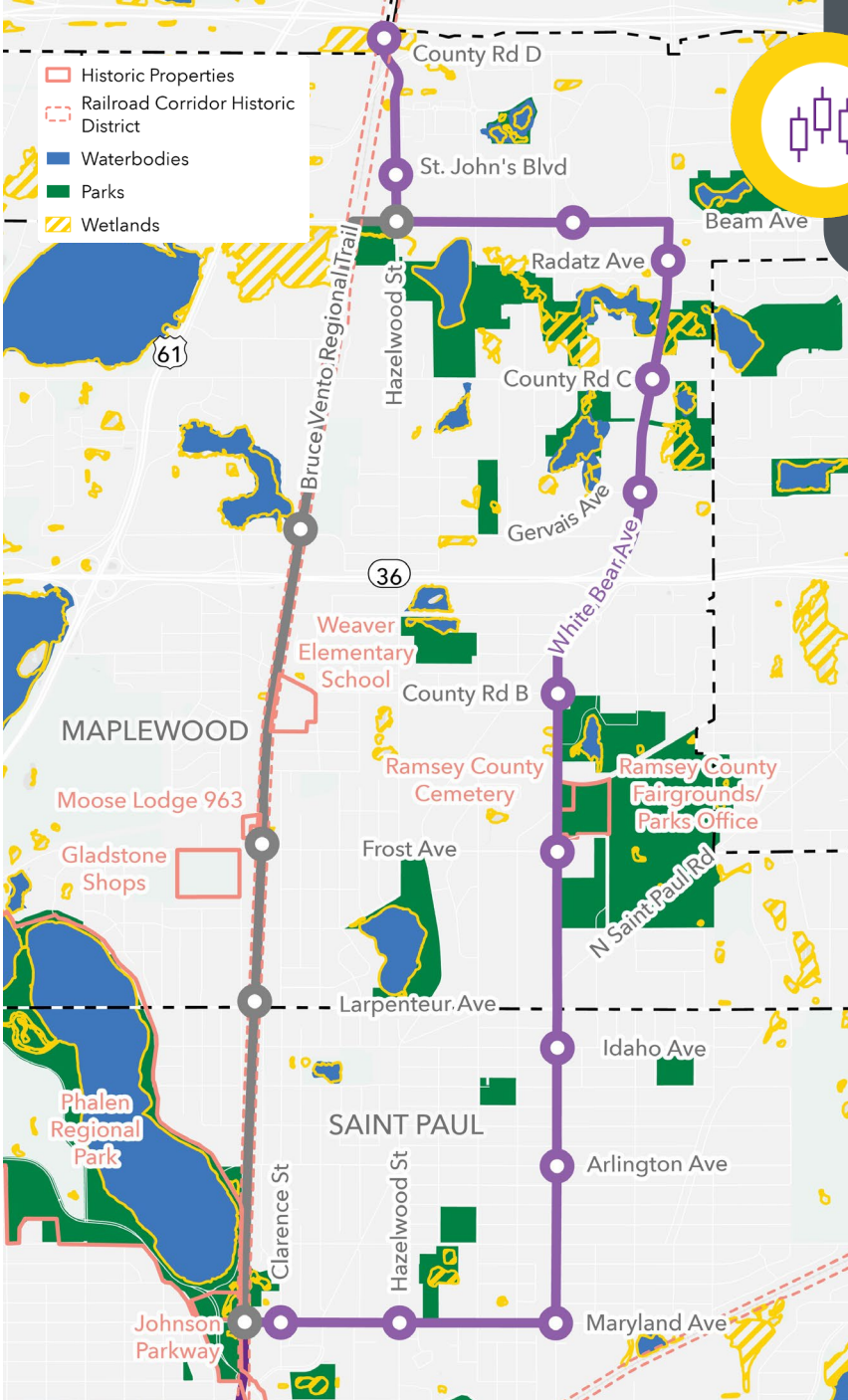
These impacts are not total property takings. Minor impacts to the rear of properties along the corridor are expected.

White Bear Ave Corridor (Side-Running)

	Impacted Properties
Residential	10-19
Businesses	20
Publicly-owned	1-2

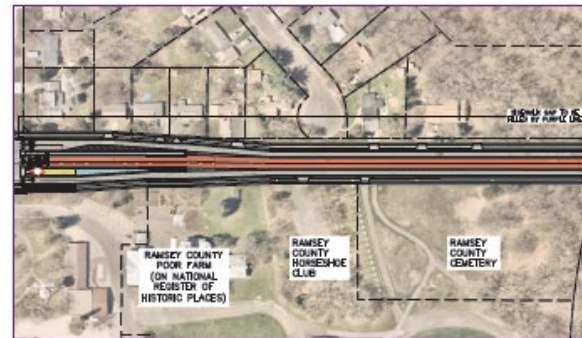
White Bear Ave Corridor (Center-Running)

	Impacted Properties
Residential	56-57
Businesses	35-38
Publicly-owned	5



Environmental Considerations

- Based on information known at this time, the **White Bear Ave Corridor** appears to have fewer natural and cultural resource impacts.
- Purple Line staff determined that potential tree impacts are not an equivalent comparison between corridors. The Bruce Vento Regional Trail Corridor results in impacts to a greater number of trees in a "natural" environment; White Bear Ave design options result in loss of boulevard trees in an urban environment.



Minor impacts to two historic properties are expected during construction on the White Bear Ave Corridor.



Some impacts are expected at multiple historic properties along the Bruce Vento Regional Trail Corridor, including Weaver Elementary School.

Cost *and* Federal Funding Eligibility



Cost

The Bruce Vento Regional Trail Corridor is expected to cost \$370 million. The White Bear Ave Corridor is expected to cost between \$420–450 million.

The White Bear Ave Corridor is expected to cost more than the Bruce Vento Regional Trail Corridor.

Factors that increase the cost of the White Bear Ave Corridor include:

- ✓ Longer route and larger roadway
- ✓ Driveways, sidewalks, and additional street reconstruction at intersections
- ✓ Increase utility impacts
- ✓ Increased red paint for bus lanes
- ✓ More stations
- ✓ More traffic signals and pedestrian crossing signals
- ✓ More electric buses
- ✓ More permanent property acquisitions

Expected Federal Viability

Currently, both corridors are likely to be eligible for federal funding through the Federal Transit Administration's Capital Investment Grants program.

✓ **Bruce Vento Regional Trail Corridor**

✓ **White Bear Ave Corridor**

Engagement Approach

Liz Jones | Community Outreach & Engagement


Engagement Plan (July-August)


- **Purpose:** Focused engagement on narrowed center running option in St. Paul and corridor wide engagement of Bruce Vento Regional Trail Co-location and the White Bear Avenue Corridor Route Alternatives.
- **Events:**
 - 3 project-hosted community meetings
 - Pop-ups/tabling at community events
 - Canvassing
 - Stakeholder presentations
 - Property impact meetings with businesses
- **Collecting feedback via:**
 - Comment forms/surveys & Phone/email
 - Display boards and surveys at libraries and community centers
 - Hello Lamp Post: a two-way communication platform via signage and user's cell phone on signs and sidewalk decals posted along the Bruce Vento Regional Trail and White Bear Ave corridors



Example Hello Lamp Post sign with QR code

Sample of July-Aug Notices





WE WANT YOUR FEEDBACK!

JOIN US AT UPCOMING COMMUNITY MEETINGS

The METRO Purple Line Bus Rapid Transit (BRT) project staff plan to engage the community over the Bruce Vento Regional Trail collocation and the White Bear Avenue Corridor route alternatives.

Join us at upcoming in-person and virtual community meetings to learn more about the evaluation, benefits, and impacts of these two corridors. Your feedback will inform the selection of the best route for the Purple Line BRT at the end of the summer.

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
Wednesday, July 17th • 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


Come and go anytime. There will be no formal presentations during the in-person meetings.

VIRTUAL MEETING

Microsoft Teams Meeting
Thursday, March 28th • 12–1:30 p.m.
Visit the website for the meeting link.

Visit the project website for the latest information and to share your feedback on an interactive map:

metrotransit.org/Purple-Line



Colin Owens
Community Outreach Coordinator
612-618-0495
colin.owens@metrotransit.org

Si necesita esta información en un formato o idioma alternativo, póngase en contacto con:

Flyer

*Corridor wide
postcard*

The graphic features a purple and white color scheme. At the top left, the Metro logo (a red circle with a white 'T') is followed by the text 'METRO' in bold black letters and 'Purple Line' in a white serif font inside a purple rounded rectangle. To the right, a purple banner contains the text 'METRO PURPLE' in yellow and 'COMMUNITY MEETING' in white. Below this, three white circles are connected by a horizontal line. A dark grey horizontal band contains the text 'You're invited to attend community meetings taking place in July and August (see reverse side).' in white. The main body of the graphic is white with purple text. It contains three paragraphs: 'The METRO Purple Line Bus Rapid Transit (BRT) project staff plan to engage the community over the Bruce Vento Regional Trail collocation and the White Bear Avenue Corridor route alternatives.', 'Join us at upcoming in-person and virtual community meetings to learn more about the evaluation, benefits and impacts of these two corridors.', and 'Your feedback will inform the selection of the best route for the Purple Line BRT at the end of this summer.' Below these paragraphs is a purple rounded rectangle containing the text 'Visit metrotransit.org/Purple-Line' in white. At the bottom left of this rectangle is a circular icon of a globe with latitude and longitude lines.

T METRO
Purple Line

METRO PURPLE
COMMUNITY MEETING

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

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Join us at upcoming in-person and virtual community meetings to learn more about the evaluation, benefits and impacts of these two corridors.

Your feedback will inform the selection of the best route for the Purple Line BRT at the end of this summer.

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

Visit metrotransit.org/Purple-Line

Social media and multi-cultural media



METRO

Purple Line

Provide your feedback on your preferred Purple Line route alternative now through August 30 on our website and at upcoming events.

Visit metrotransit.org/Purple-Line for more details.

Sample of July-Aug Materials

Corridor Comparison

Bruce Vento Regional Trail Corridor

Maryland Ave to Maplewood Mall via Bruce Vento Regional Trail and Beam Ave

9.5 miles | 17 stations | 15 minute frequency

3,800 projected riders

\$370 million estimated cost

- ✓ Eligible for federal funding
- ✓ Fewer impacts to future traffic operations
- ✓ Fewer property impacts and quicker construction
- ✓ Shorter transit travel times from end to end
- ✓ Fewer destinations within a 10-minute walk or roll of stations
- ✓ Less transit-supportive development
- ✓ Change of trail character that include some pedestrian improvements at trail crossings and roadway intersections



Purple Line staff have studied several aspects of the White Bear Ave and Bruce Vento Regional Trail corridors to help inform the preferred route alternative. Below are some key characteristics of both corridors.

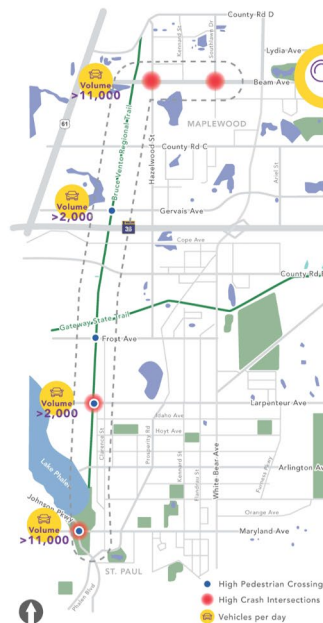
White Bear Ave Corridor

Johnson Pkwy to the Maplewood Mall area via Maryland Ave, White Bear Ave, and Beam Ave

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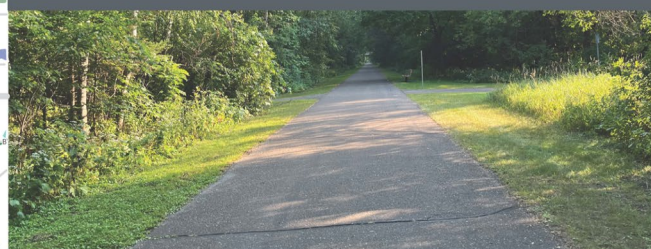
\$420-450 million estimated cost



Boards available:

- Printed for meetings
- Passive display boards at community locations
- Website

Bruce Vento Regional Trail Corridor Existing Conditions



The Bruce Vento Regional Trail Corridor is part of the 2017 Purple Line (formerly Rush Line) locally preferred alternative. This corridor is defined as the Ramsey County rail right-of-way (Bruce Vento Regional Trail) and Beam Avenue between Maryland Avenue in Saint Paul and the Maplewood Mall area.

Purple Line staff are comparing the Bruce Vento Regional Trail Corridor to the White Bear Ave Corridor in order to select a revised locally preferred alternative by Fall 2024.

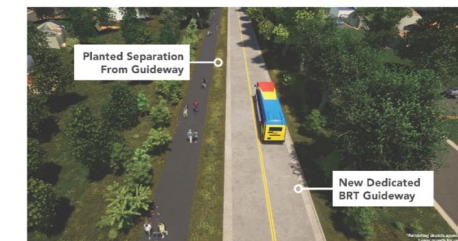


Trail Co-location

with Bruce Vento Regional Trail

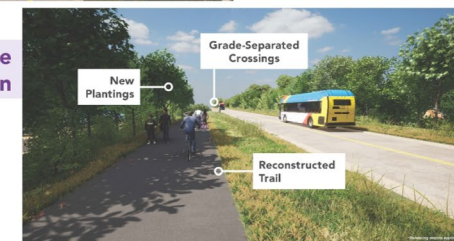
If the **Purple Line** co-locates with the Bruce Vento Regional Trail, the trail will be reconstructed only through the portion of the Purple Line route that uses the Ramsey County rail right-of-way (Arcade St to Beam Ave).

- ✓ The Ramsey County rail right-of-way is approximately 100 feet wide. The Bruce Vento Regional Trail will be 12 feet wide and the Purple Line guideway will be 26 feet wide in this segment of the route.
- ✓ The remaining space in the right-of-way will include vegetation, landscaping, stormwater facilities and buffer space separating the guideway, trail and adjacent properties.
- ✓ Purple Line in the Bruce Vento Regional Trail corridor will have quicker construction, with fewer impacts to traffic.

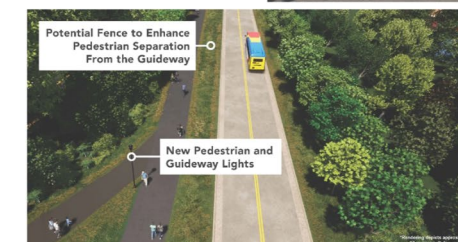


Adjacent to Hagen Drive

Adjacent to Lake Phalen



Adjacent to Lake Phalen



METRO Purple Line

To comment:

metrotransit.org/purple-line-public-engagement

Diverse Engagement Media Outlets

Media Outlet	Media	Audience	Timeframe
Minnesota de Hoy	Digital	Spanish Communities in Minnesota	Jul. 22 to Aug. 19
Sahan Journal	Digital	Diverse Communities in Minnesota	Jul. 22 to Aug. 19
3 Hmong T.V.	Digital T.V.	Hmong	Jul. 22 to Aug. 19
Somali T.V.	Digital T.V.	Somali	Jul. 22 to Aug. 19
La Voz Latina	Digital & Print	Latino Community of the Twins Cities	Jul. 22 to Aug. 19
MN Spokesman Recorder	Digital	African American	Jul. 22 to Aug. 19
Access Press	Digital + Print	Minnesota's Disability Community	Aug. 1 to Aug. 31

Corridor Comparison Comment Form

- Which corridor would you like to see Purple Line travel on between Maryland to Beam avenues?
 - *White Bear Avenue Corridor*
 - *Bruce Vento Regional Trail Corridor*
- Why did you choose this corridor?
 - *Open-ended*
- What is important to you in selecting a corridor for Purple Line?
 - *Open-ended*
- Optional demographic questions:
 - Race, ethnicity, and/or origin, age, gender, access to a car, disability status, income
- How often do you use public transit?

Events

Community open houses:

- **Maplewood:** YMCA Community Center on Wednesday, July 17 from 5 – 7 p.m.
- **St. Paul:** Hazel Park Rec Center on Tuesday, July 30 from 5 – 7 p.m.
- **Virtual:** Wednesday, August 14 from noon – 1:30 p.m.

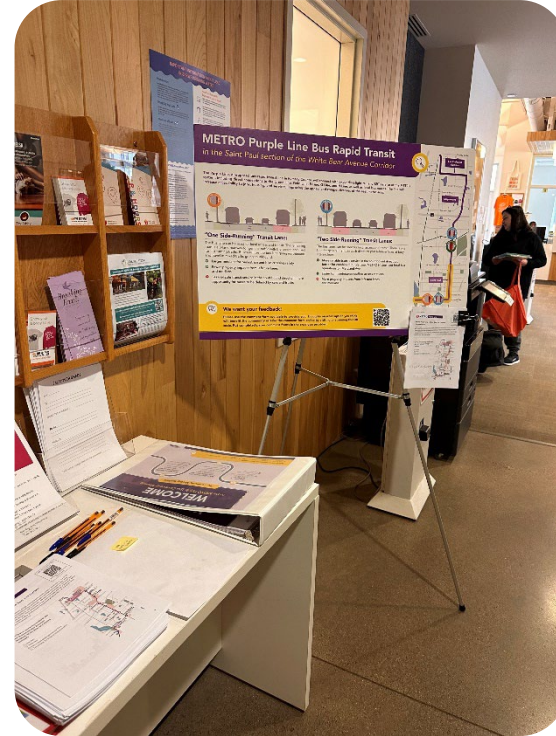
Pop-ups at community events/locations:

- Union Gospel Mission (downtown)
- National Night Out (several locations)
- Dragon Fest (7/13)
- YMCA, Sun World, Centromex Supermercado (Arcade)
- Hmong Village

- Union Depot
- India Fest (8/17)
- Maplewood Mall
- Maplewood Celebrate Summer (7/24)
- Bruce Vento Regional Trail Walk/Rolls
- HealthPartners Clinic
- Iowa Hi-Rise

Display Boards at Libraries and Community Centers

- Distribute display boards to local libraries to catch visitors from the community
 - 30 locations throughout the entire corridor
- Materials: surveys (multiple languages), display boards, info books
- Sticker activity to select preferred corridor
- Boards will be collected at the end of the comment period



Spring 2024 Display Boards



Next Steps & Stay Connected

Liz Jones | Community Outreach & Engagement

Provide Input

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



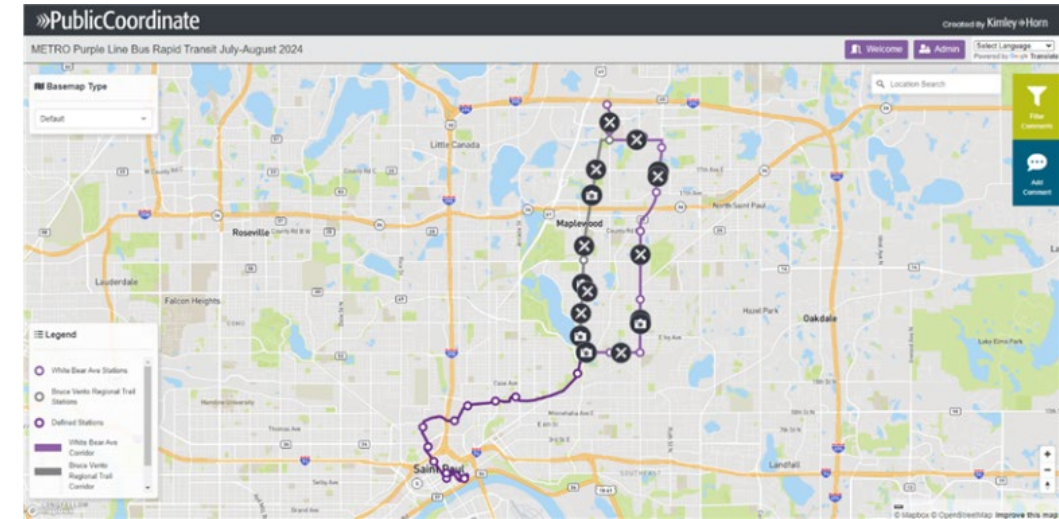
METRO Purple Line Bus Rapid Transit - Preferred Corridor Survey

Should Purple Line run along the Bruce Vento Regional Trail or White Bear Avenue?

Thank you for taking the time to complete this brief survey for the METRO Purple Line Bus Rapid Transit (BRT) project. Your feedback will inform the selection of the best route for the Purple Line at the end of this summer.

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/PurpleLineBRTCorridor/map>

CBAC Meeting Look Ahead

- Meetings have been scheduled through Sept. 2024
- Agenda topics for each meeting will be shared in advance
- We are returning to a single 1.5-hour CBAC meeting. These sessions would be held virtually on Fridays.

Dates of Upcoming Meetings	Anticipated Topics
8/23	Arcade Street Station Update, Johnson Pkwy Crossing update
9/27	Revised Locally Preferred Alternative Staff Recommendation, White Bear Avenue Corridor Design Concept Staff Recommendation

Q & A

Contact Us

For more information:

www.metrotransit.org/purple-line-project

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

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