



Corridor Management Committee

Meeting #9 | March 7, 2024

Call to Order, Welcome & Introductions

Charlie Zelle | CMC Chair

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
- Any suggested edits or corrections to January 10th draft meeting summary?

Today's Topics

- State of Transit System Safety & Security (30m)
- White Bear Ave Corridor Differentiators (20m)
- Community & Business Advisory Committee Report (5m)
- Community Outreach & Engagement Update (10m)
- Next Steps (10m)

State of Transit System Safety & Security

Lesley Kandaras | General Manager

Ernest Morales | Chief of Police

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Metro Transit Safety & Security Update

March 7, 2024

Today's Topics

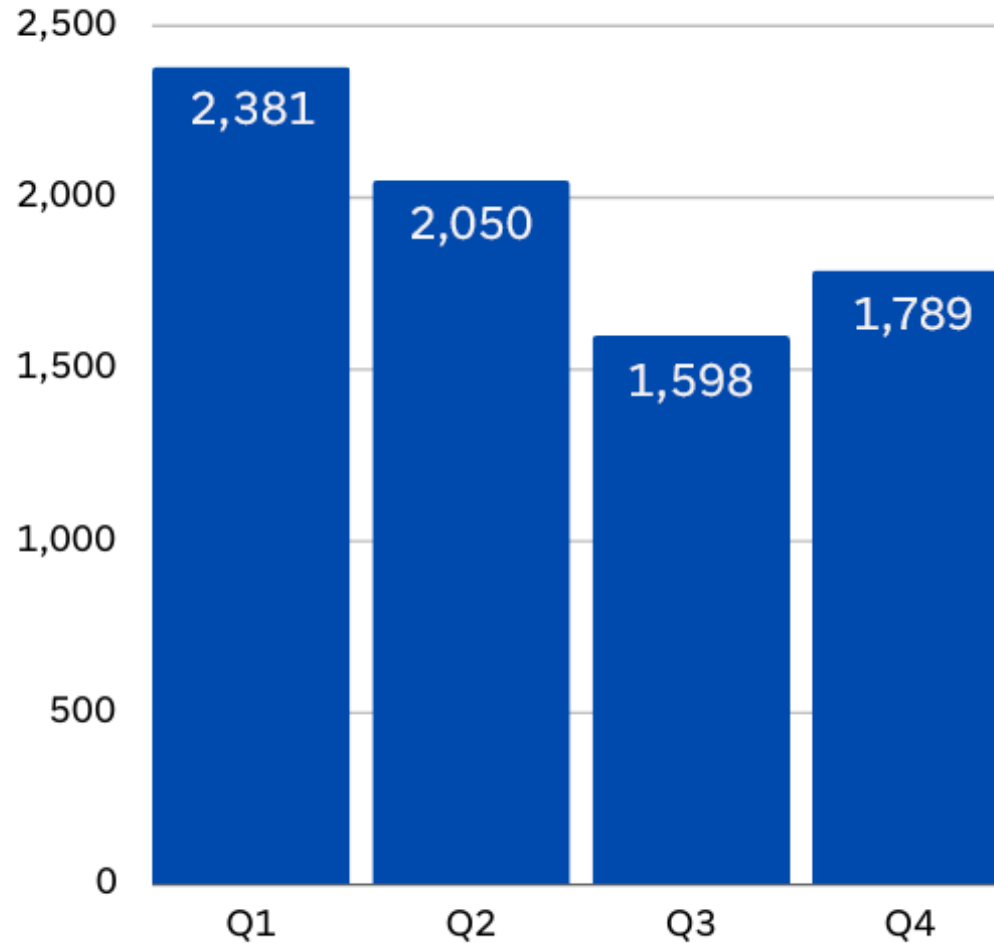
1. Metro Transit Police Department Update – Chief Ernest Morales III
2. Safety & Security Action Plan Update – Lesley Kandaras, General Manager

Metro Transit Police Department (MTPD)

- MTPD is committed to the personal safety, quality of life, and protection of property for everyone in our transit community.
- Officers respond to and investigate all crimes that are reported on buses, light rail, commuter trains, facilities, and rights-of-way throughout the eight-county region, and assist partner law enforcement agencies as needed.
- Currently, the department includes
 - 110 full-time police officers (out of 171 budgeted)
 - 14 Community Service Officers or CSOs (out of 70 budgeted)



Q1 to Q4 Data: Overall Crime Totals



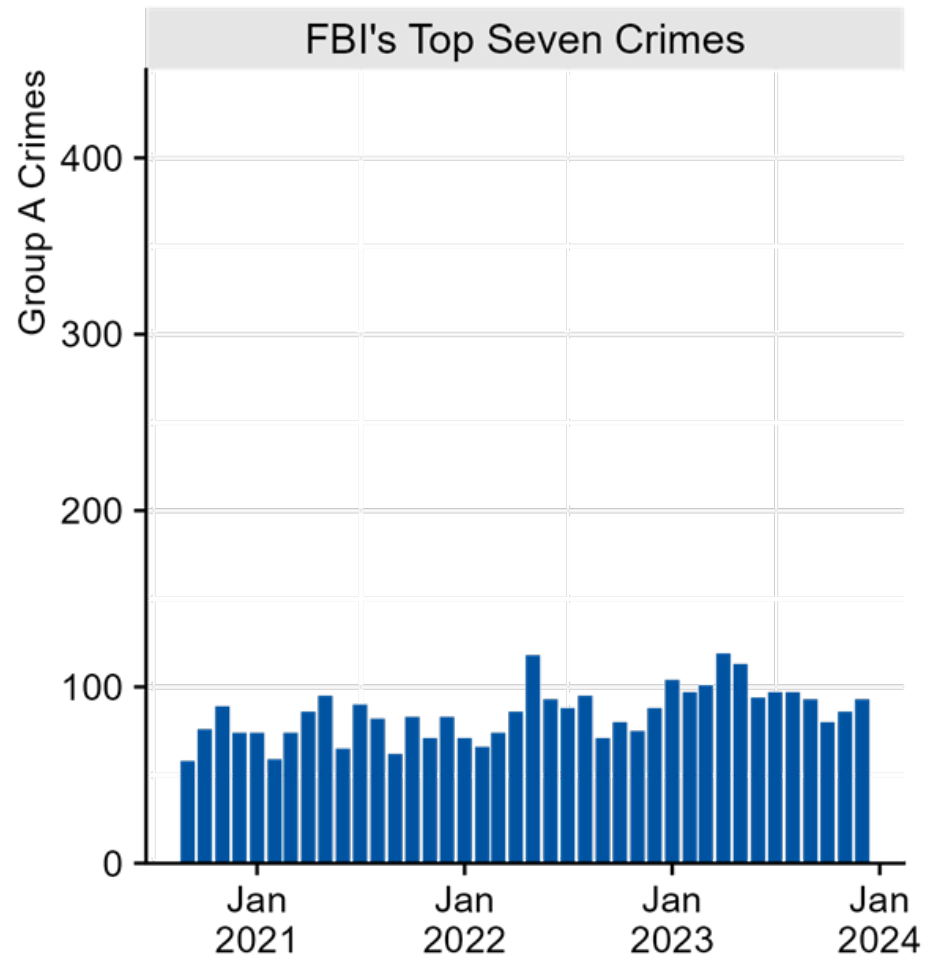
↓ Q1 to Q2: -14%

↓ Q2 to Q3: -22%

↑ Q3 to Q4: +12%

↓ Q1 to Q4: -25%

Q1 to Q4 2023 Data: Top 7 Crimes

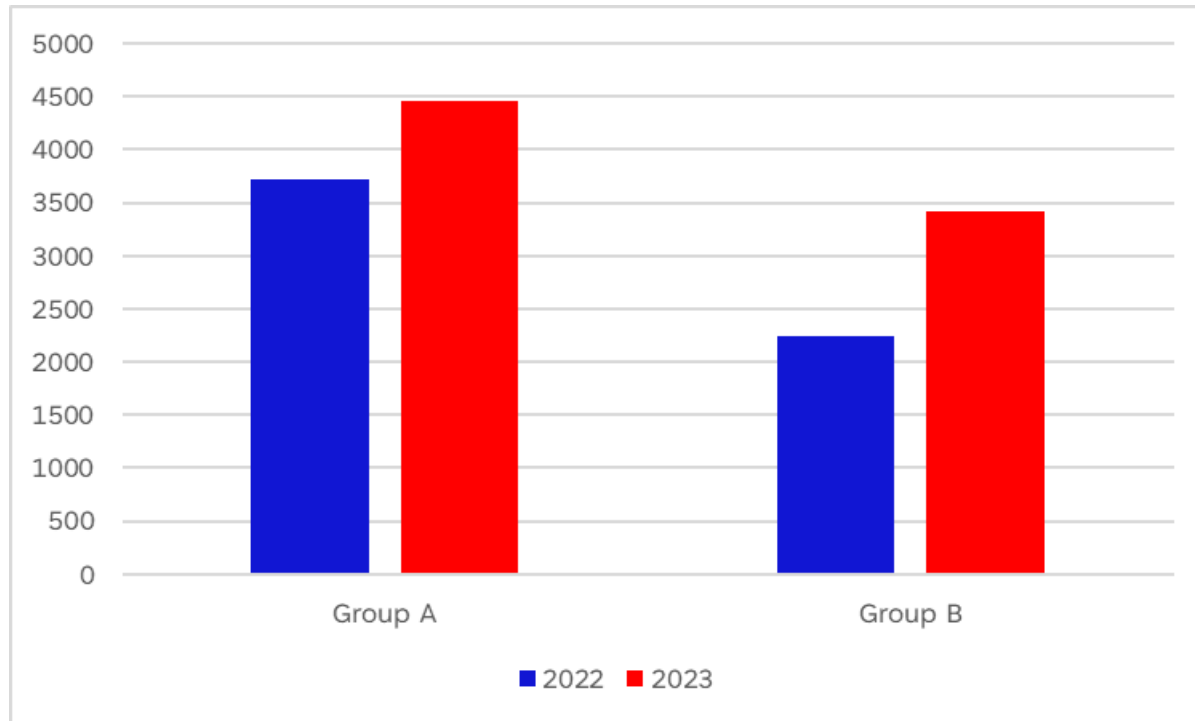


- ↑ Q1 to Q2: +8%
- ↓ Q2 to Q3: -11%
- ↓ Q3 to Q4: -10%
- ↓ Q1 to Q4: -13%

FBI Top 7 Crimes

Homicide • Sex Offenses • Robbery • Assault
Larceny or Theft From Person • Motor Vehicle
Theft • Burglary or Breaking & Entering

Annual Crime Totals



↑ Total Reported Crimes: **+32%**
from 2022 to 2023

🛡️ Total Crimes Reported: **~7,800**
in 2023

🛡️ Officer-Initiated Crimes: **+45%**
in 2023

Safety & Security

ACTION PLAN

Safety & Security Action Plan: Background

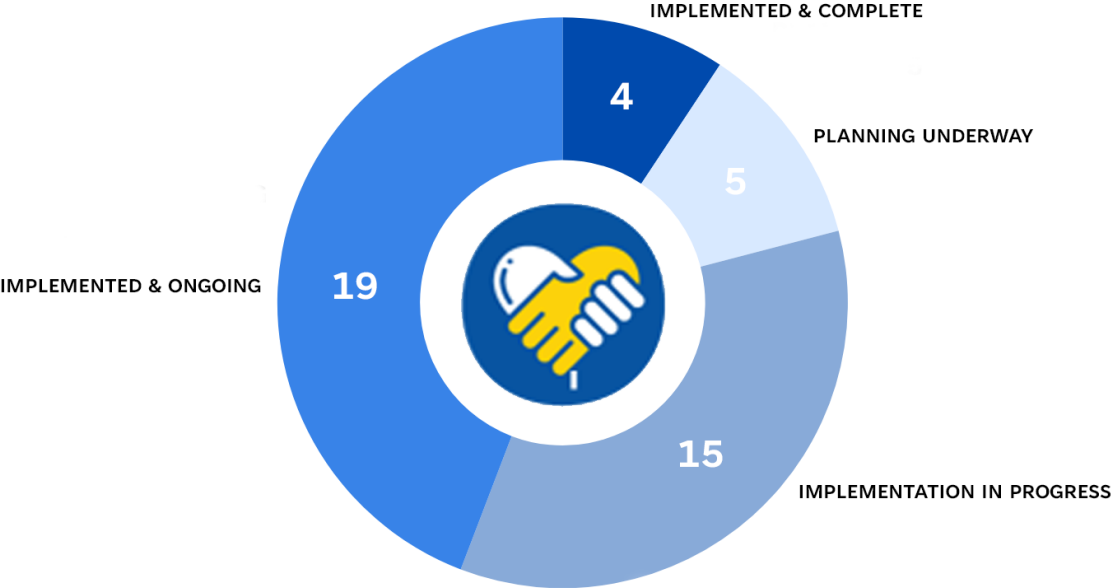


43 Action Items in 3 Areas of Work

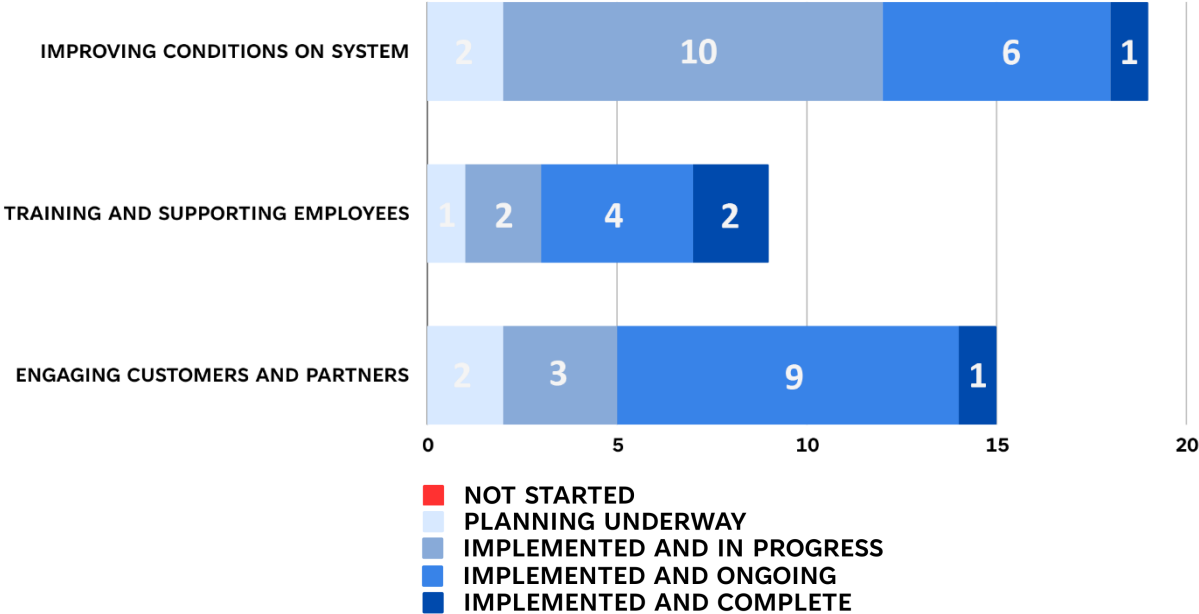
Improving Conditions on the System  Training & Supporting Employees  Engaging Customers & Partners

Safety & Security Action Plan Update

Number of Action Items in Each Implementation Status Category



Action Item Status By Area of Work



Safety & Security Action Plan – increasing presence

The *Safety & Security Action Plan* includes increasing official presence to improve the customer and employee experience.

Layers of presence include:

- MTPD Police Officers, including Homeless Action Team (HAT)
- MTPD Community Service Officers (CSOs)
- Supplemental Security Officers
- Transit Service Intervention Project (TSIP) Partners
- Transit Rider Investment Program (TRIP) Personnel



Transit Service Intervention Project (TSIP)

- “...established to provide coordinated, high-visibility interventions on light rail transit lines that provide for enhanced social services outreach and engagement, code of conduct regulation, and law enforcement”
- 10 contracts approved for social services and outreach
- Continued MTPD’s Homeless Action Team leadership
- Additional law enforcement presence



Transit Rider Investment Program (TRIP)

- **Legislation includes**
 - TRIP personnel
 - Administrative citations for fare non-compliance
- **Milestones include**
 - **2019** - initial administrative citations agency initiative introduced at the Minnesota Legislature
 - **May 2023** – TRIP signed into law (included in the Transportation Omnibus)
 - **October 2023** - Metropolitan Council adopted TRIP policy
 - **December 2023** - CSOs started inspecting fares and issuing citations
 - **February 2024** - First cohort of TRIP Agents began field training



Take Pride in Your Ride Campaign: Your Role As A Rider

- **Your Role as a Rider**
communicates Council-adopted Rider Code of Conduct and illegal activities
- **New Signage**
 - 164 Bus Rapid Transit platforms
 - 60 Light Rail platforms
 - 23 Transit Centers



Take Pride in Your Ride Campaign: Report Problems

- Signage & website
- Clear options on how to contact us

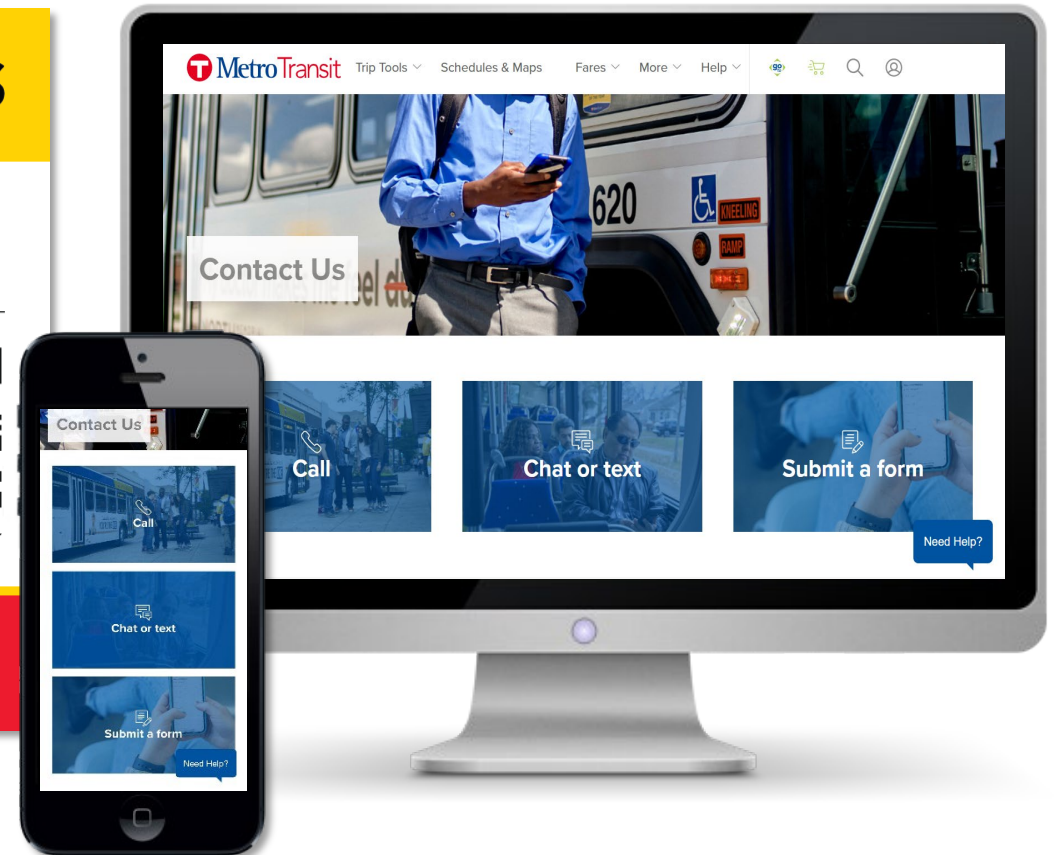
REPORT PROBLEMS

See suspicious or threatening behavior? Text 612-900-0411

See something dirty or broken?
Scan this code or call Customer Relations at 612-373-3333



CALL 911 TO REPORT EMERGENCIES



Questions & Discussion

White Bear Ave Corridor Differentiators

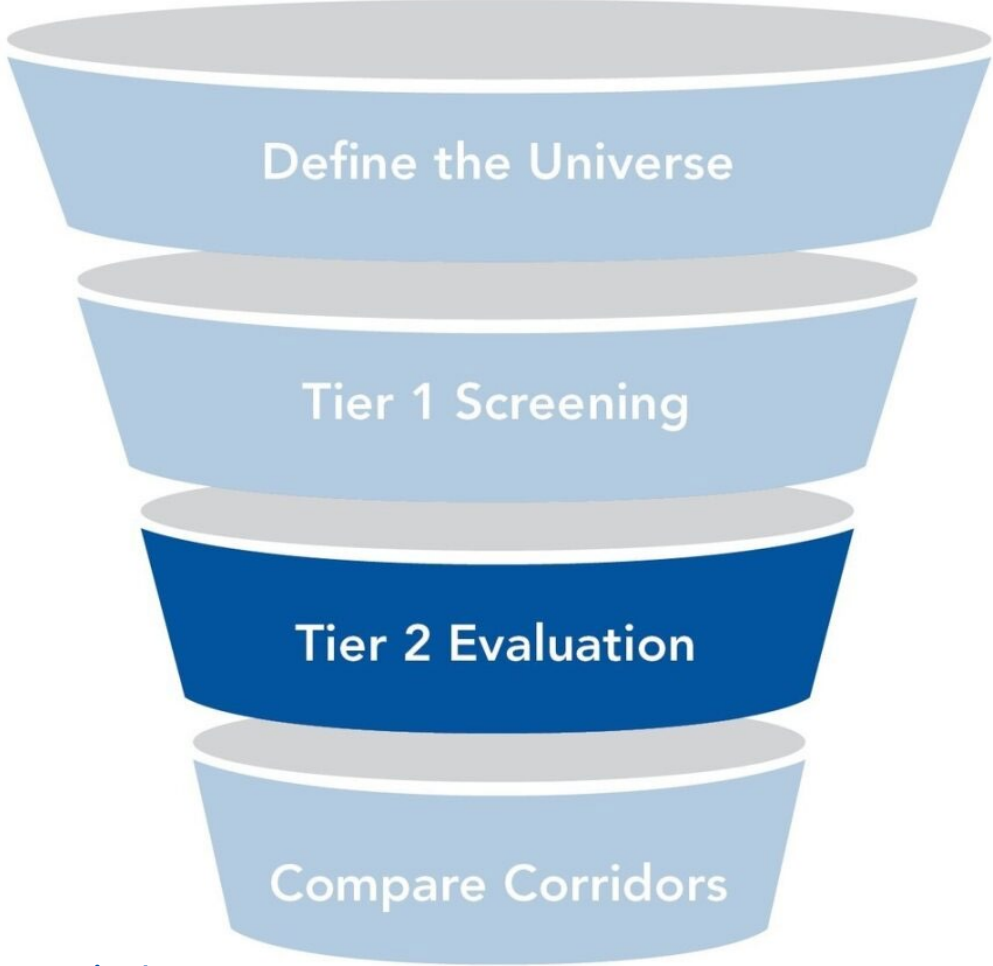
Stephen Smith | Deputy Project Manager

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



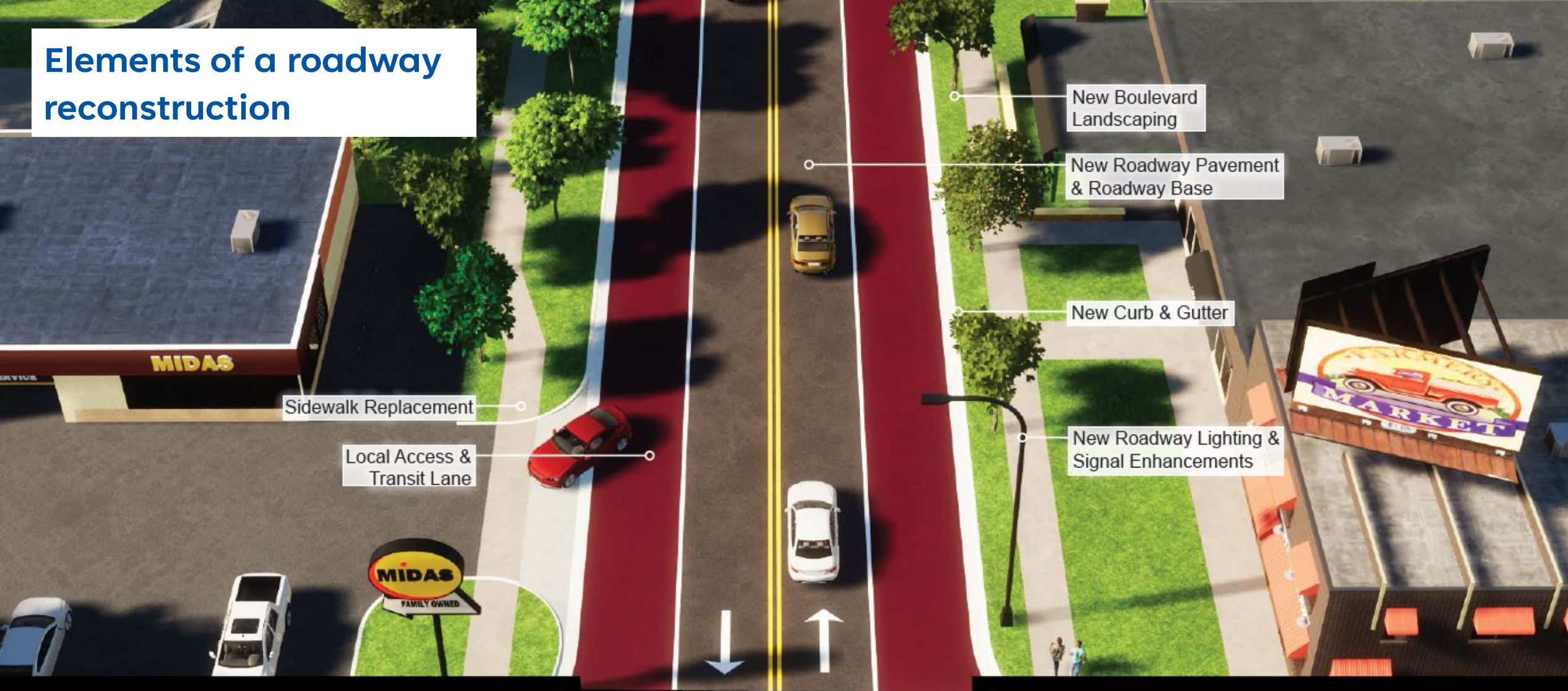
Project Benefits

- More **frequent, reliable, and faster transit** with more service throughout the day
- **Better stations** with comfortable shelters, real-time bus information, heat, 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.)

- **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.

Non-Differentiator Criteria

- No significant differences in impacts between the 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

Tier 2 Differentiator Criteria

- Differences in impacts between options

  Pedestrian and Station Access

 Safety

 Traffic Operations

 Transit Operations

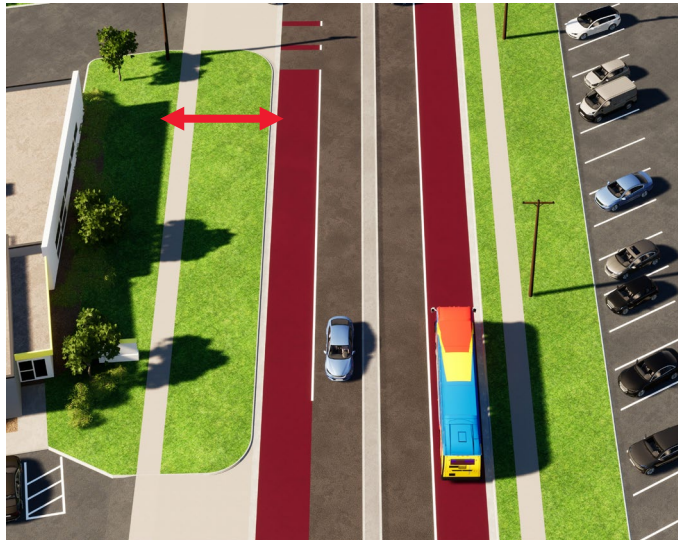
 Property Impacts

Pedestrian and Station Access

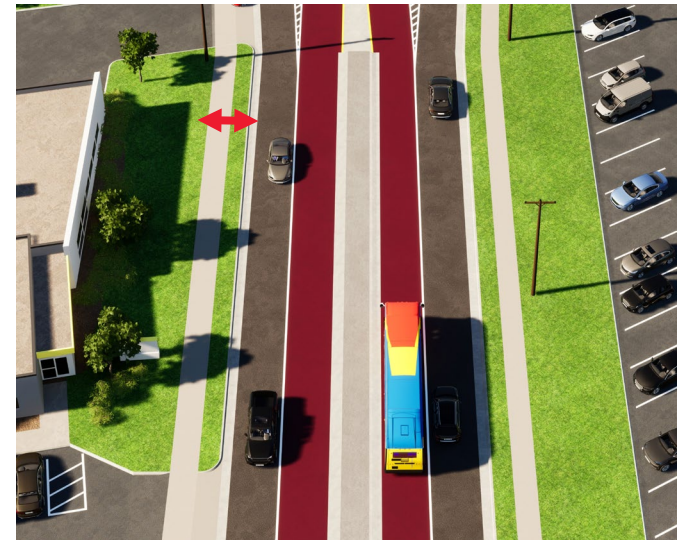


All options improve pedestrian accessibility, comfort, and experience compared to existing (mixed traffic) conditions

- Saint Paul: No major differences
- Maplewood
 - Two Side-Running allow riders to access one platform without crossing the street
 - Center-Running has a wider cross-section and is harder to fit within the ROW in Segment 3



Two Side-Running
(White Bear & Cty Rd C)



Center-Running
(White Bear & Cty Rd C)

Safety

All options improve pedestrian, bicycle, and vehicle safety compared to existing

- Saint Paul
 - One Side-Running is better for ped/bike crossing safety due to shorter crossing distance
 - Two Side-Running reduce the risk of head-on crashes with vehicles attempting to bypass a stopped bus



Two Side-Running
(Maryland & Clarence)



One Side-Running
(Maryland & Clarence)

Safety (cont.)

- Maplewood
 - Center-Running is safer for peds/bikes crossing WBA due to more ped. refuges and shorter crossing distances
 - Two Side-Running improves right-turning traffic safety by providing opportunities for traffic to use bus lane to decelerate for a turn



Two Side-Running
(White Bear & Cty Rd C)



Center-Running (White Bear & Cty Rd C)

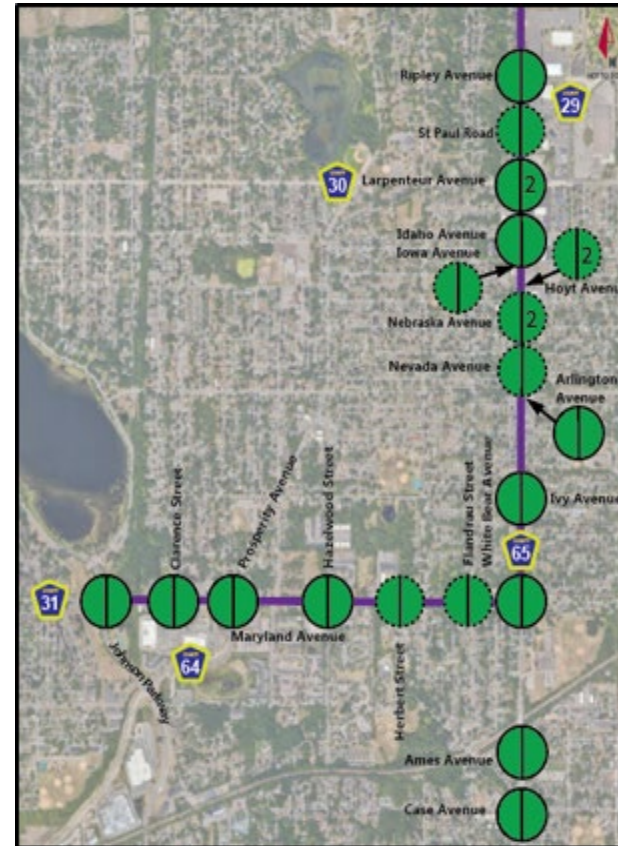
Traffic Operations (1 of 4)

Level of Service (2045 Build)

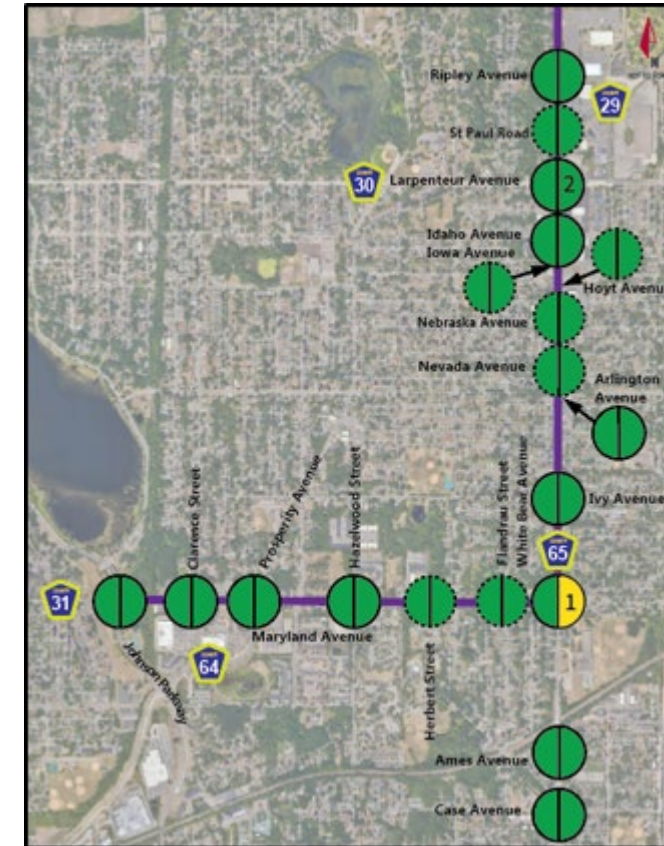
LEGEND	
	Signalized (AM PM)
	Unsignalized (AM PM)
	Number of LOS E/F Movements
	Study Corridor
	LOS A,B,C
	LOS D
	LOS E
	LOS F

Most options would not experience significant changes in travel time or delay in 2045 Build conditions

- Saint Paul
 - Two Side-Running has less general traffic delay on Maryland Ave
 - One Side-Running has less general traffic delay on White Bear Ave
 - Signalized left turn lanes are recommended for Maryland/Hazelwood and White Bear/Arlington to provide safety and traffic benefits



Two Side-Running

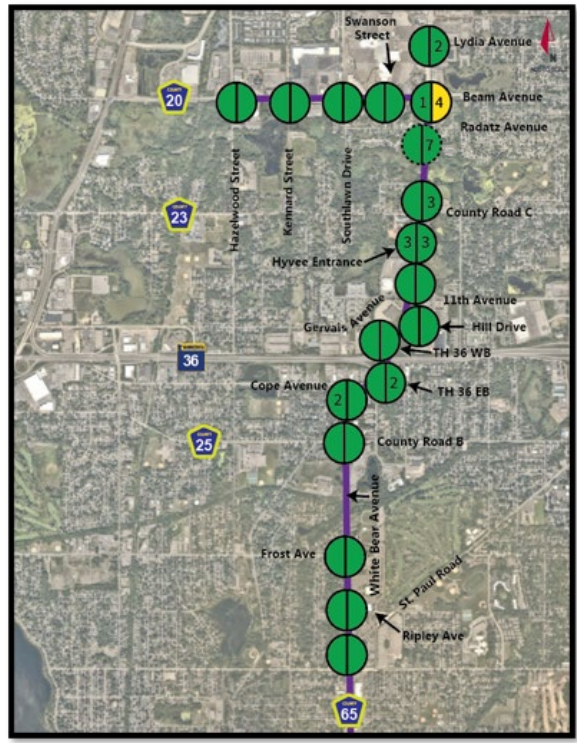


One Side-Running

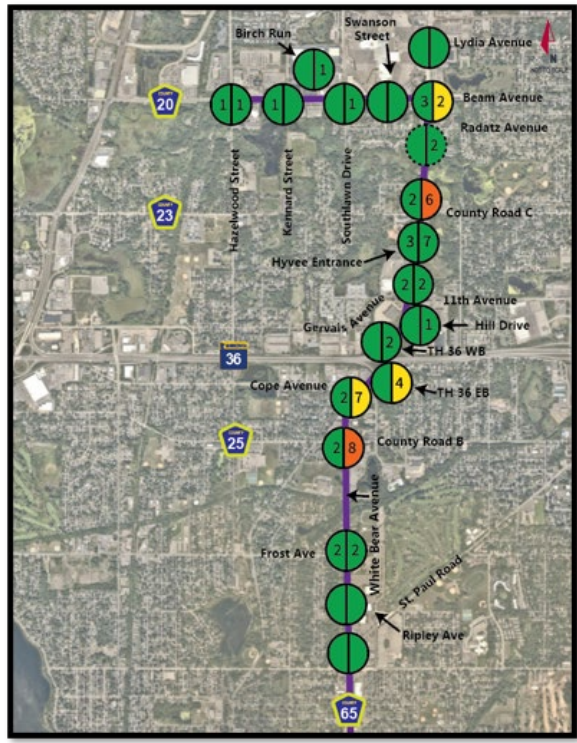
Traffic Operations (2 of 4)

- Maplewood
 - Two Side-Running has less general traffic delay

Level of Service (2045 Build)



Two Side-Running



Center-Running

LEGEND			
	Signalized (AM PM)		LOS A,B,C
	Unsignalized (AM PM)		LOS D
	Number of LOS E/F Movements		LOS E
	Study Corridor		LOS F

Transit Operations (3 of 4)

All options accommodate local bus/H Line service and transit travel times are similar across options

- Saint Paul
 - Two Side-Running has more reliable transit service, with fewer chances of delay in both directions
 - Two Side-Running is easier for maintenance staff to access stations for cleaning



Two Side-Running
(Maryland & Clarence)



One Side-Running
(Maryland & Clarence)

Transit Operations (4 of 4)

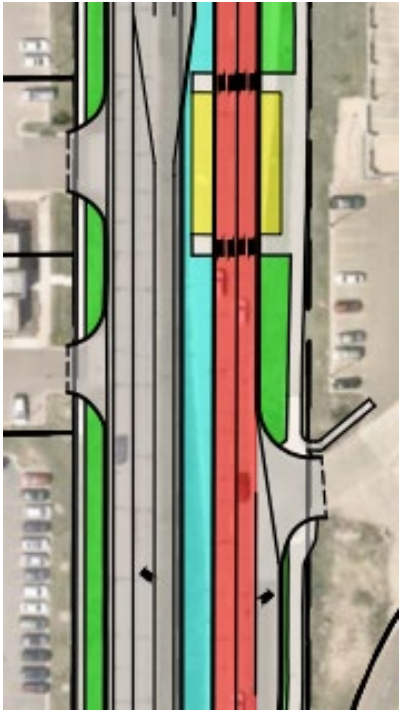
- Maplewood
 - Center-Running has faster and more reliable transit service
 - Two Side-Running is easier for maintenance staff to access stations for cleaning



Two Side-Running
(White Bear & Cty Rd C)



Center-Running
(White Bear & Cty Rd C)



Side-Running Transitway
(Beam & Maplewood Mall)

Property Impacts (1 of 5)

- Major street reconstruction project will have impacts throughout
- Categorized impact assumptions
 - **Strip/Minor** – Simple temporary and/or permanent taking of lawn space
 - **Major** – Taking/reconstruction of parking lots/stalls, retaining walls, permanent infrastructure within 10 ft of a building face, removal of vehicle access with access maintained elsewhere
 - **Total Take** – Conflicts with existing building or removal of all vehicle access

Property Impacts (2 of 5)



Saint Paul – Maryland Ave

- Two Side-Running has more property access impacts and major takes
- Both options have one (1) total take

— White Bear Ave Alignment

○ Proposed Station Area

□ Parcel Boundaries

Impact

■ Strip/Minor

■ Major

■ Total

Property Type

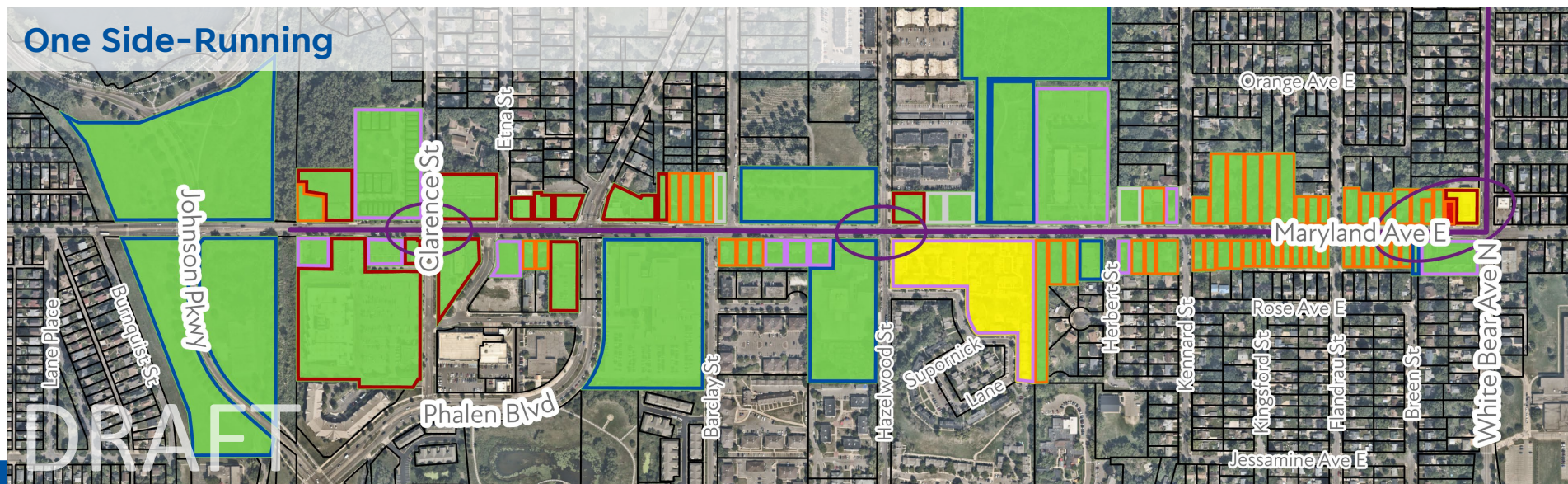
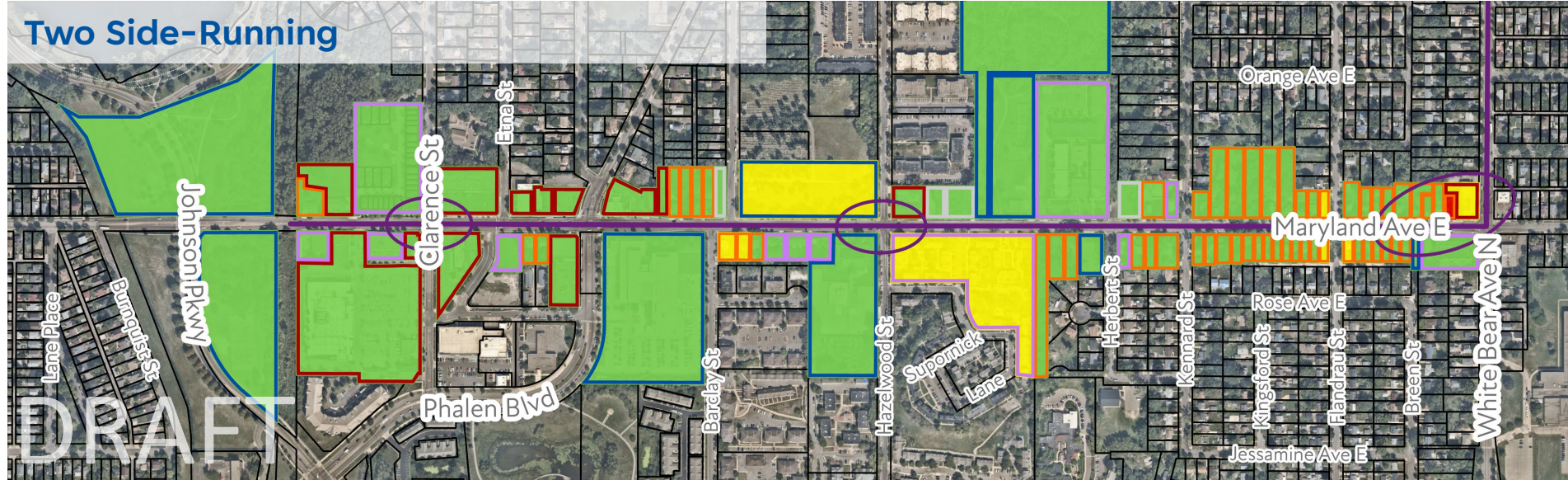
□ Commercial

□ Institutional

□ Multi-Family Residential

□ Single Family Residential

□ Vacant

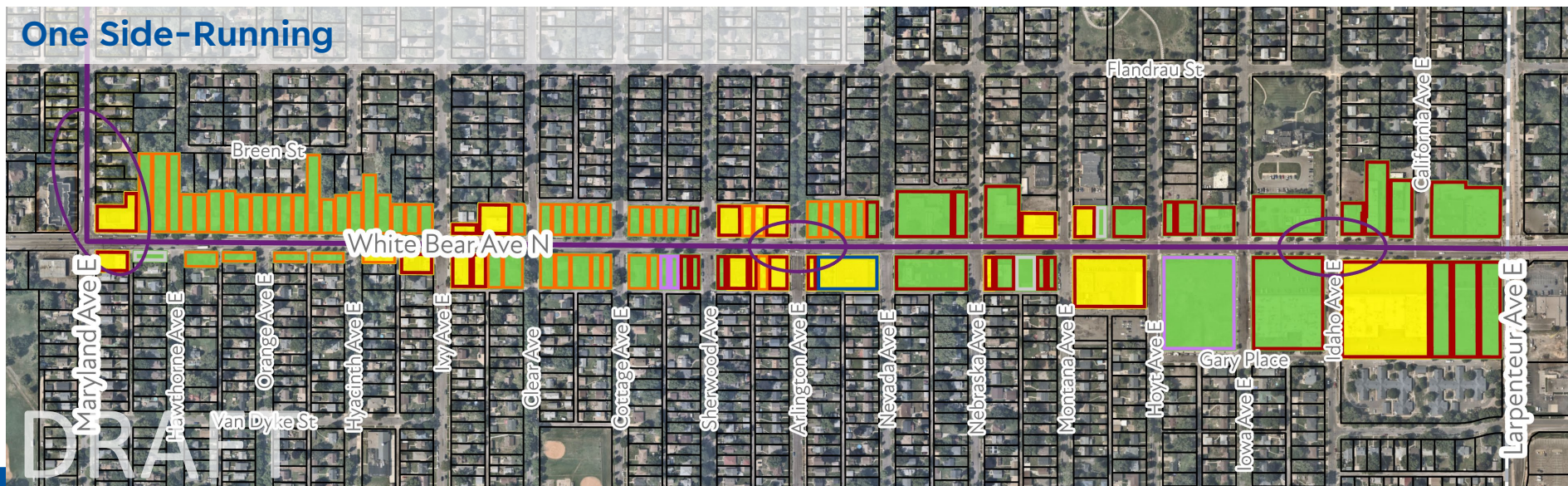
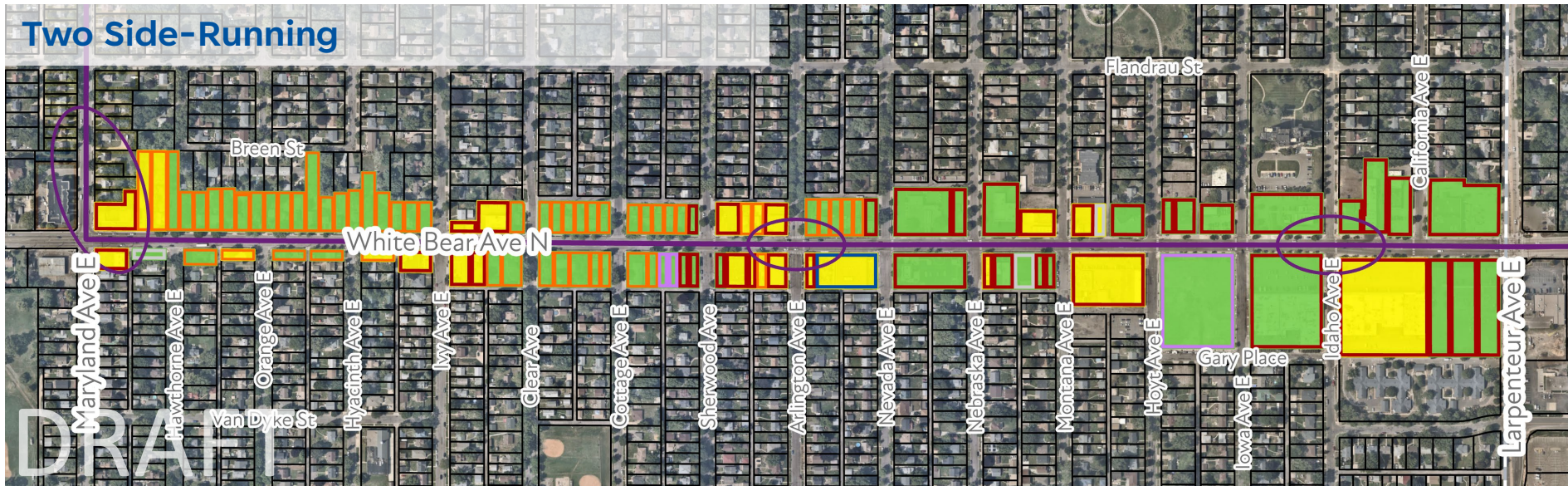


Property Impacts (3 of 5)

Saint Paul – White Bear Ave South



- Two Side-Running has more major takes



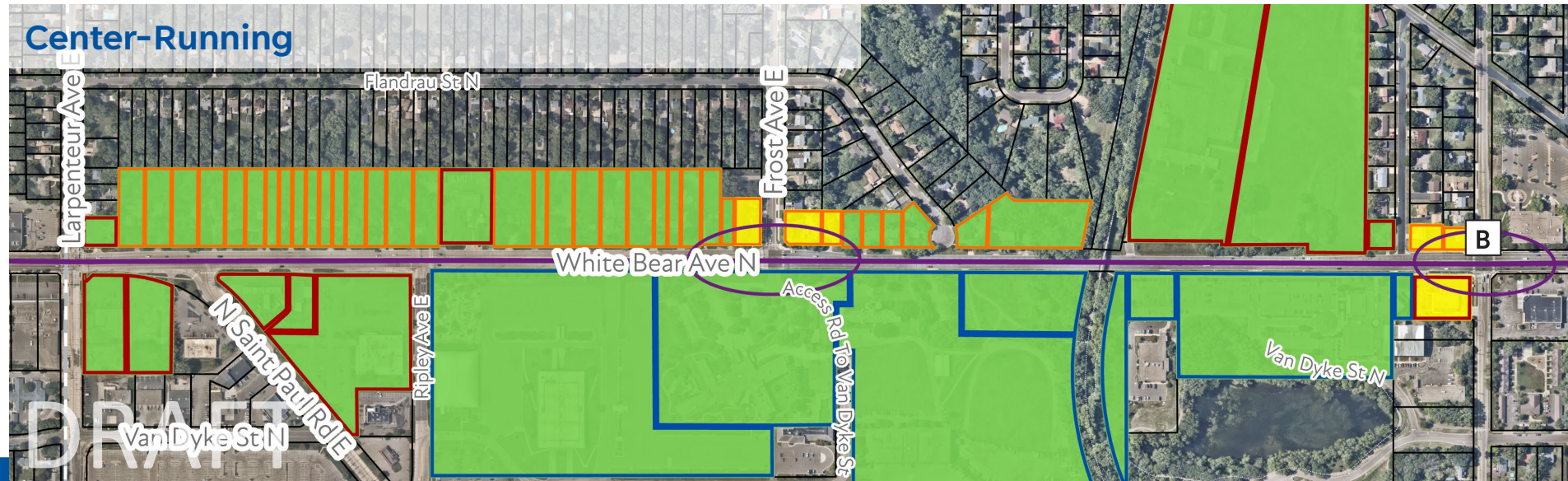
- White Bear Ave Alignment
- Proposed Station Area
- Parcel Boundaries
- Impact
 - Strip/Minor
 - Major
 - Total
- Property Type
 - Commercial
 - Institutional
 - Multi-Family Residential
 - Single Family Residential
 - Vacant

Property Impacts (4 of 5)

Maplewood– White Bear Ave North



- Center-Running has more major impacts














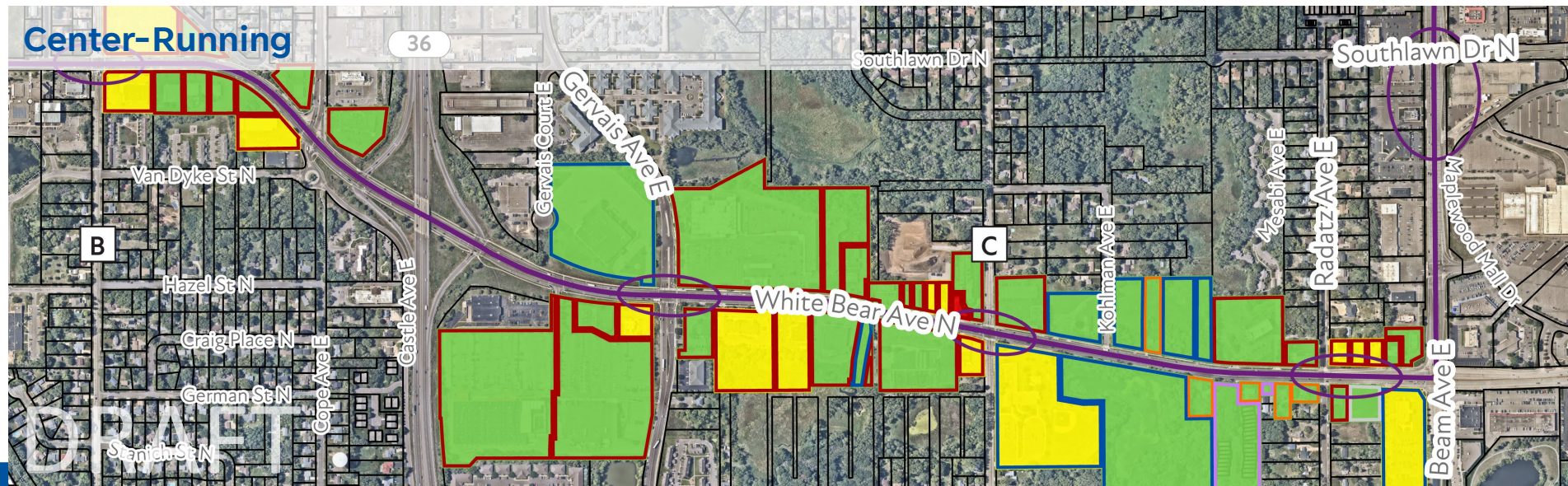
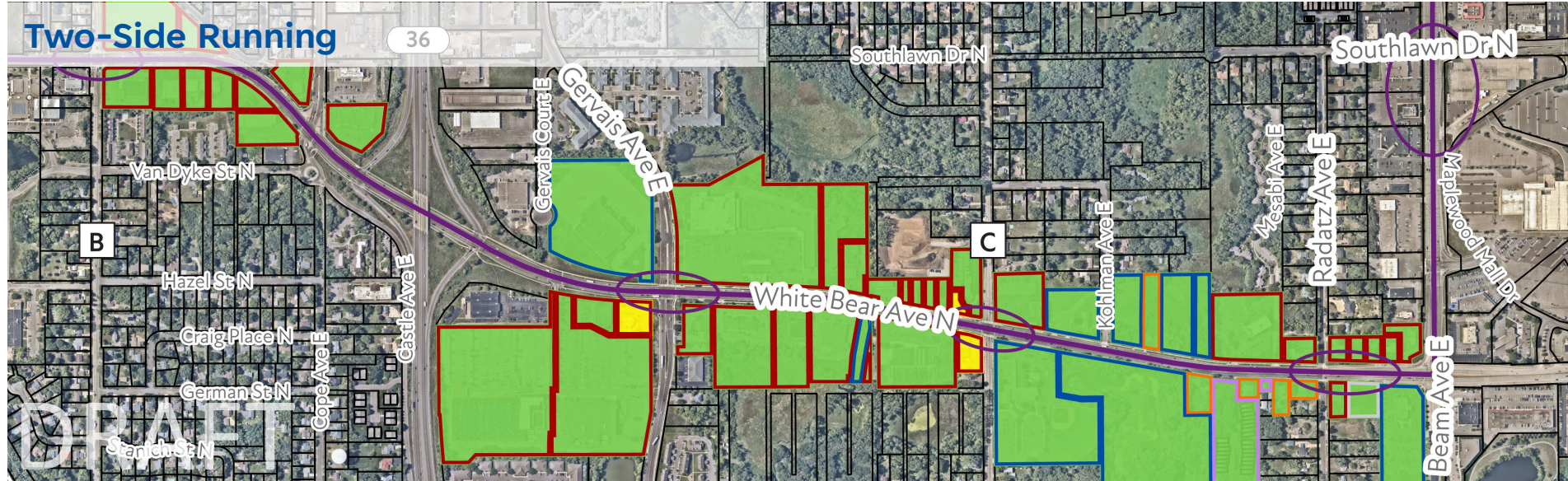
- White Bear Ave Alignment
 - Proposed Station Area
 - Parcel Boundaries
- Impact
- Strip/Minor
 - Major
 - Total
- Property Type
- Commercial
 - Institutional
 - Multi-Family Residential
 - Single Family Residential
 - Vacant

Property Impacts (5 of 5)

Maplewood– White Bear Ave North

- Center-Running has more major impacts and one (1) total take
- Two Side-Running has more strip/minor impacts

-  White Bear Ave Alignment
-  Proposed Station Area
-  Parcel Boundaries
- Impact
 -  Strip/Minor
 -  Major
 -  Total
- Property Type
 -  Commercial
 -  Institutional
 -  Multi-Family Residential
 -  Single Family Residential
 -  Vacant



Community & Business Advisory Committee Report

Ianni Houmas | CBAC Co-chair

Laurie Malone | CBAC Co-chair

February 23, 2024 Meeting Highlights

- Route Modification Study Phase II Update
 - Overview of securing Federal funding
 - Ridership and cost information schedule overview
 - Overviewed project benefits for the community
 - Reviewed engagement plans and materials for the upcoming March/April period
- Questions / Comments
 - Concerns about business impacts – if businesses would be assessed for property
 - Questions about construction – how will the project communicate updates
 - Questions about Purple Line BRT service compared to 54 and other local routes
 - Ongoing conversations about Arcade Street Station and Center Running on WBA South
 - Questions about budget and FTA rating

Community Outreach & Engagement Update

Colin Owens | Community Outreach & Engagement

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	
Feb. 5, 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
Feb. 26, 2024	Tabling Event - Harmony Learning Center	In-person	10:30a-11:30a
Mar. 3, 2024	Tabling Event - Ramsey County Service Center	In-person	9:00a-12:00p

Upcoming Community Events and Stakeholder Meetings

Date	Event Name	Location	Time
Mar. 11, 2024	Tabling – BOMA Luncheon	Doubletree Downtown St. Paul	11:00a-1:30p
Mar. 19, 2024	District 2 Council Meeting	In-Person	6:00p-8:00p
Mar. 20, 2024	In-person Maplewood Open House	Maplewood YMCA – community room	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	Virtual Open House	Microsoft Teams	12:00p-1:30p
Apr. 2, 2024	In-person St. Paul Open House	Ames Lake Neighborhood Apartments Community Room	5:00p-7:00p
Apr. 17, 2024	Tabling Event	Ramsey County Service Center	9:00a-12:00p

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	Complete (Reached out to all 18 properties; met with 11)
Properties impacted by medians (i.e., change in access)	February	Letter with specific map/impact, meetings	Complete (mailed letter to 400 properties week of 2/19)
All other properties and corridor public	Late February	Postcard and meetings	Complete (mailed postcard to all corridor properties week of 2/19)

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 11th – April 12th 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
 - 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.

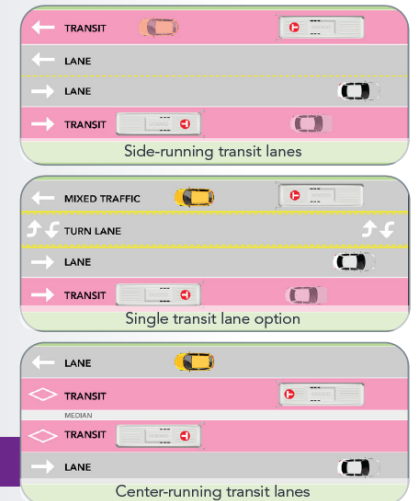
Join us at upcoming in-person and virtual community meetings to learn more about the potential opportunities and impacts that these design options could have for residents and businesses.

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



Corridor-wide postcard

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 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

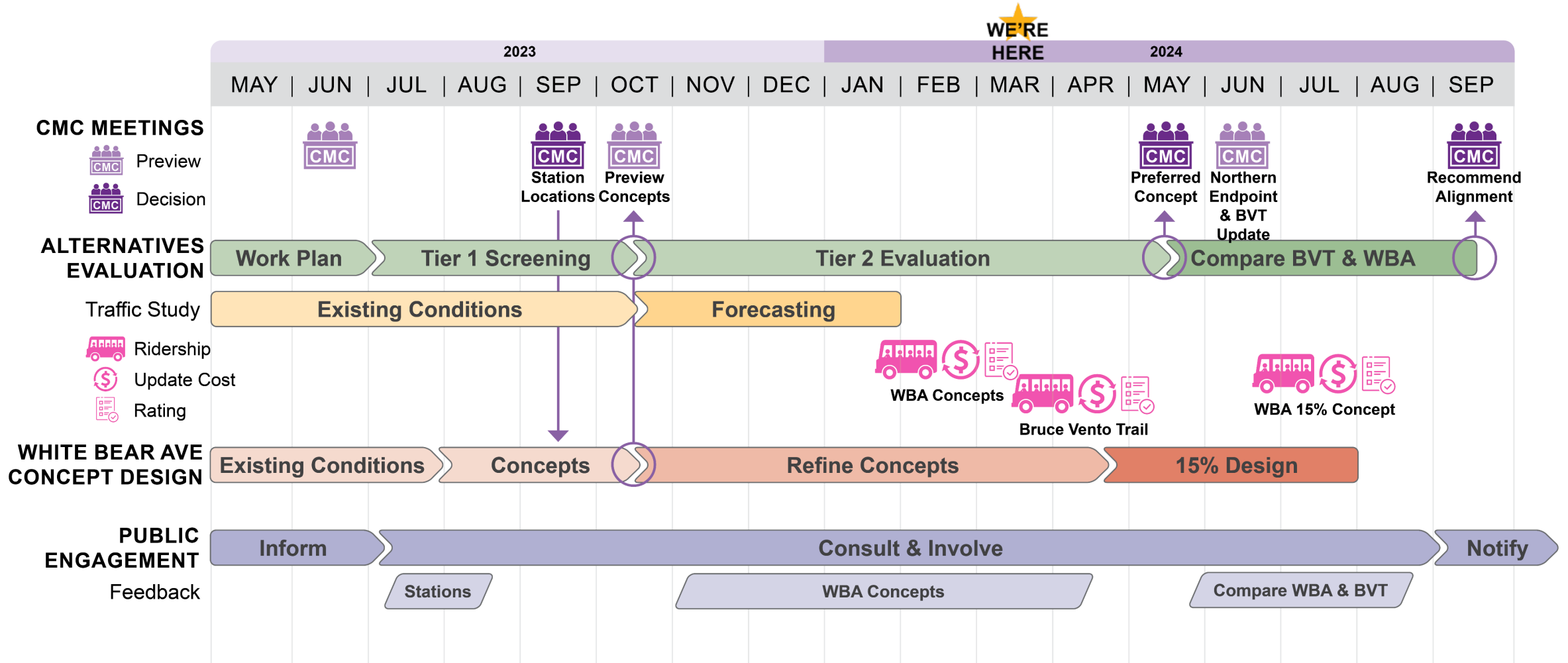
Upcoming Engagement Activities

- 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

Next Steps

Craig Lamothe | Project Manager

RMS Phase II Schedule



Transit Looks Different Today

- Travel and transit are **different** than pre-pandemic
 - Average weekday **systemwide** 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

Purple Line on White Bear Ave Ridership

- Using current FTA guidance, estimated ridership is expected to be **between 3,400 and 4,100 per day**.
- Based on a federal formula that mixes both pre-COVID era and post-COVID era ridership inputs.
- Purple Line's ridership estimate will be updated many more times.
 - After decisions on northern endpoint (i.e., Maplewood Mall Transit Center or Co. Rd. D station/layover) and preferred White Bear Ave Corridor roadway and transit design concept
 - When newer forecasting model versions are released for use
 - When newer data inputs are available (e.g., 2023 ridership)

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.**

Purple Line on White Bear Ave Cost Estimates

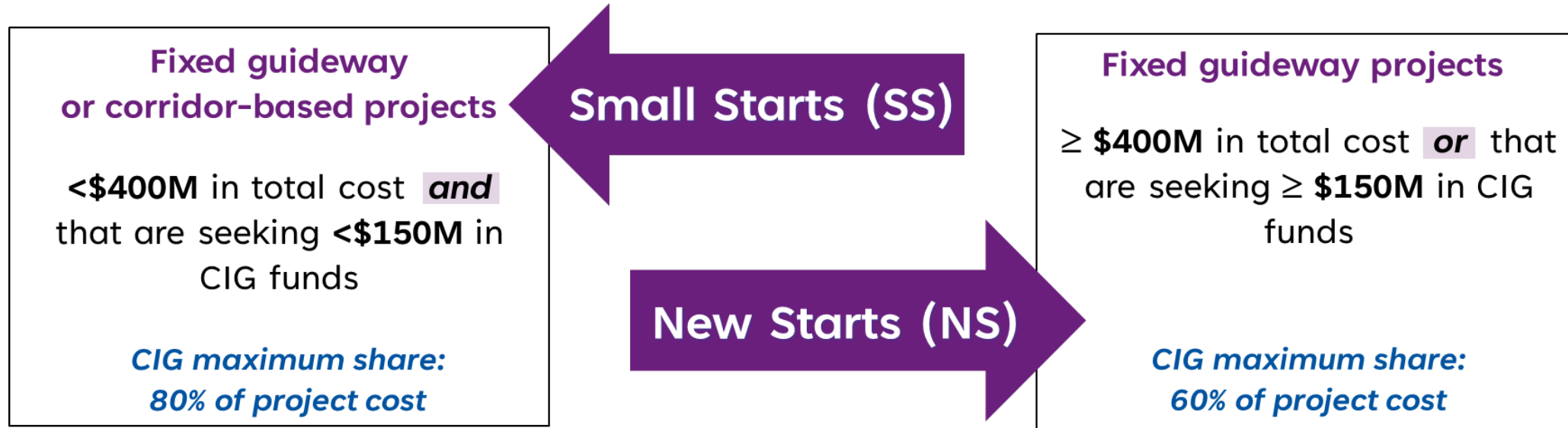
- Approximately **5% cost difference** amongst the four roadway and transit design options under consideration for Maryland and White Bear Avenues
- Approximately **10% cost increase** to directly serve St. John's Hospital with Purple Line

	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.

Purple Line on White Bear Ave Federal Viability

- 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

CMC Meetings Look Ahead

DATE	TENTATIVE AGENDA TOPICS
April 2024	<ul style="list-style-type: none"> • Information: Purple Line’s Potential Small Starts Path to Federal Viability
May 2024	<ul style="list-style-type: none"> • Action: Staff Recommendation for a Federally Eligible, Preferred Roadway & Transit Design Concept for the White Bear Ave Corridor Route Alternative based on Technical Evaluation and Public Feedback
June 2024	<ul style="list-style-type: none"> • Information: Refreshed Bruce Vento Regional Trail Co-location Route Alternative • Information: Options to Serve Areas north of Maplewood’s North End District
July 2024	<ul style="list-style-type: none"> • Likely Cancelled
August 2024	<ul style="list-style-type: none"> • Likely Cancelled
September 2024	<ul style="list-style-type: none"> • Action: Staff Recommendation for a Federally Viable, Revised Locally Preferred Alternative for Purple Line Bus Rapid Transit based on Technical Evaluation and Public Feedback
October 2024	<ul style="list-style-type: none"> • Likely Cancelled

Other Items / Around the Table

Charlie Zelle | CMC Chair

Upcoming CMC Meetings

- Format: Virtual
- Next meeting:
 - April 4, 2024 from 1pm to 2:30pm
- Subsequent meetings:
 - Cancellation notices will be sent a few weeks before the scheduled date.

Contact Us

For more information:

www.metrotransit.org/purple-line-project

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

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Adjournment

Charlie Zelle | CMC Chair