



# Corridor Management Committee

Meeting #11 | June 6, 2024

# Call to Order, Welcome & Introductions

Commissioner Victoria Reinhardt | CMC Vice Chair

# New CMC Member

- Welcome Ploua Yang!
  - New Legislative Aide for Councilmember Yang
  - Alternate for Councilmember Yang

# Housekeeping

- Virtual meeting etiquette
  - Camera on
  - Microphone (muted when not speaking)
  - Raise hand (if you have a question)
  - Chat (feel free to ask questions in the chat)
- Meeting is being recorded
- Meeting agendas, summaries, and presentation materials are posted on the project website at [metrotransit.org/purple-line-project-committees](https://metrotransit.org/purple-line-project-committees)
- Any suggested edits or corrections to April 4<sup>th</sup> draft meeting summary?

# Today's Topics

- Community & Business Advisory Committee Report (5m)
- Community Outreach & Engagement Update (10m)
- Arcade St. Station Update (15m)
- Bruce Vento Regional Trail Colocation vs White Bear Avenue Corridor: Differentiating Criteria Comparison (20m)
- Narrowed Center Running Option in St. Paul: Conceptual Layout & Preliminary Technical Evaluation Results (20m)
- Next Steps (5m)
- Other Items/Around the Table (5m)
- Adjournment (5m)

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# Community & Business Advisory Committee Report

Ianni Houmas | CBAC Co-chair

Laurie Malone | CBAC Co-chair

# May 22 & 24, 2024 Meeting Highlights

- Topics discussed:
  - Reviewed history of Arcade Station planning and new visualizations of the station design.
  - Reviewed the criteria of why the project is anticipated to be Small Starts and changes to ridership and cost (desire for this to be shared in more detail in the June CBAC meeting)
  - Discussed the impacts and benefits of the Saint Paul Narrowed Center Running option

# Community Outreach & Engagement Update

Liz Jones | Community Outreach & Engagement Lead



## Who We Talk(ed) to – Inclusive Engagement Approach

- The Purple Line project team takes the approach of meeting people where they are at and where they are going through thoughtful engagement in community spaces and by partnering with community groups and organizations, as well as visiting residences.
- A concerted and intentional effort is made to reach folks from diverse communities, in addition to all who live, work, access services and recreate throughout the corridor.
- We place an emphasis on reaching:
  - BIPOC communities
  - Folks with disabilities
  - Folks with lower incomes
  - Transit users
  - Folks who live in multifamily housing and public housing complexes
  - Seniors
  - Students
  - Individuals in recovery, treatment facilities or transitional housing

# Examples of How and Where We Connect

- How

- Pop-up's and community events (including cultural events)
- Canvassing/door-knocking
- Partnering with community, neighborhood and business groups
- Stakeholder presentations and meetings (groups and one-on-one)
- Display/feedback boards at community centers
- Surveys/comment forms (paper and digital)
- Social Media and digital tools (storyboard, interactive map)
- Direct mail, phone and email
- Media ads (culturally diverse and accessible publications/media outlets)
- Translated materials and communications

- Where

- Multifamily and single-family housing
- Community centers, libraries, service centers
- Bus stops, transit centers, transit publications
- Schools
- Housing complexes where seniors and folks with disabilities reside
- Recovery Centers and Transitional Housing Complexes
- Grocery stores, shopping centers and medical facilities
- Parks and trails

# Request for Policymakers

- Host/co-host community conversations/events/listening sessions
- Join us for canvassing/door-knocking
- We will be following up individually and appreciate your consideration!



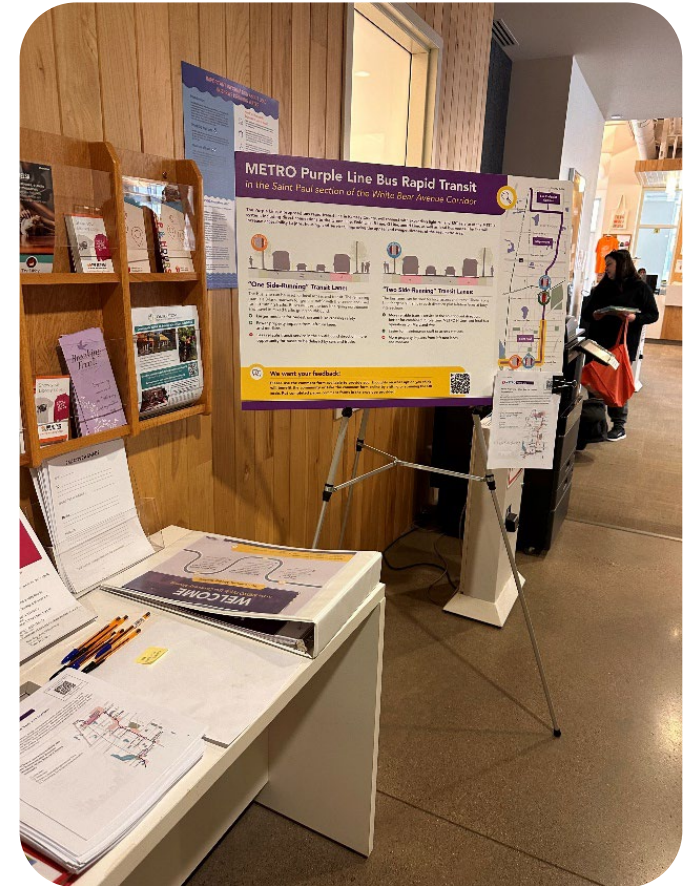
# Summary of feedback from March 11-May 3 Engagement

- Over 170 Responses on Comment Form
- Over 300 people connected with at events and community meetings
- Over 200 people talked to via canvassing/door-knocking
- Bus reliability and traffic operations are the two most selected key criteria.
- Several respondents who oppose transit projects in general or oppose the project on Bruce Vento Trail disagree with all options presented.
- From Corridor Canvassing:
  - Transit users support increased service frequency and faster travels times along the corridor
  - Need to continue to increase awareness but good support for the project



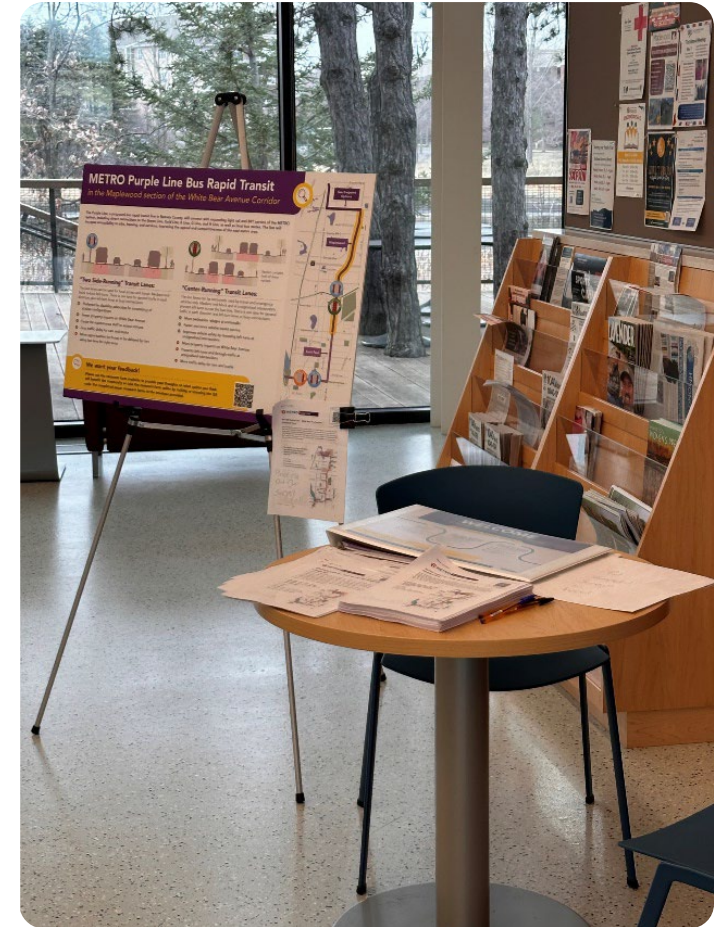
# Feedback on Saint Paul Options

- One Side-Running has support from people who support balancing trade-offs or prioritize traffic operations.
- Two Side-Running has support from people who prioritize bus operations, consider pedestrian comfort/safety, or support transit overall.



# Feedback on Maplewood Options

- Center-running option has support from people who prioritize bus reliability and people that support transit.
- Side-running option has support from people who support transit, consider pedestrian safety/comfort, or consider traffic operations.



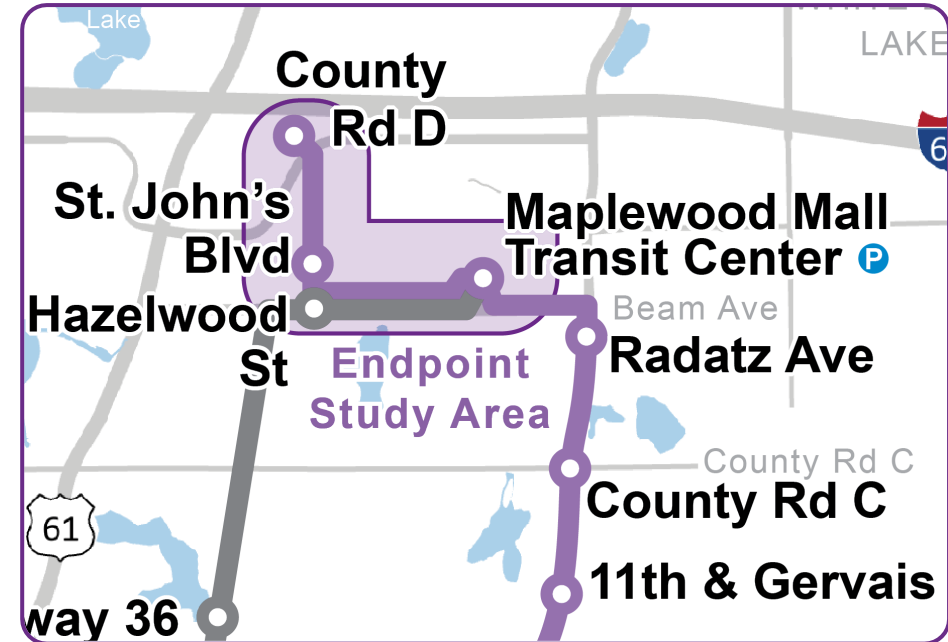
# Feedback from TAAC

## Metropolitan Council Transportation Accessibility Advisory Committee

- Support side-running options over center-running to reduce opportunities for conflict between pedestrians and vehicles.
  - Consider sidewalk adjacent platforms safer to access.
  - Center-running platforms harder to navigate when visually impaired.
- Prefer signalized crossing to station platforms
- Support design considerations for traffic calming and reducing crossing distances.

# Feedback on Endpoint Options

- Support for Maplewood Mall Transit Center
  - Fits within existing transit activity in the area.
  - Respondents wouldn't use beyond the mall.
  - Purple Line could cause congestion on Hazelwood.
- Support for County Road D
  - Would use on Hazelwood, to go to the hospital.
  - Advocates for one-seat ride to the hospital.
  - Advocates for most connections.
  - Supports existing and planned development in the area.
- Some support for restoring Route 223





# Engagement Plan (July-August)

- **Purpose:** Focused engagement on narrowed center running option in St. Paul and corridor wide engagement of Bruce Vento Regional Trail Collocation 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*

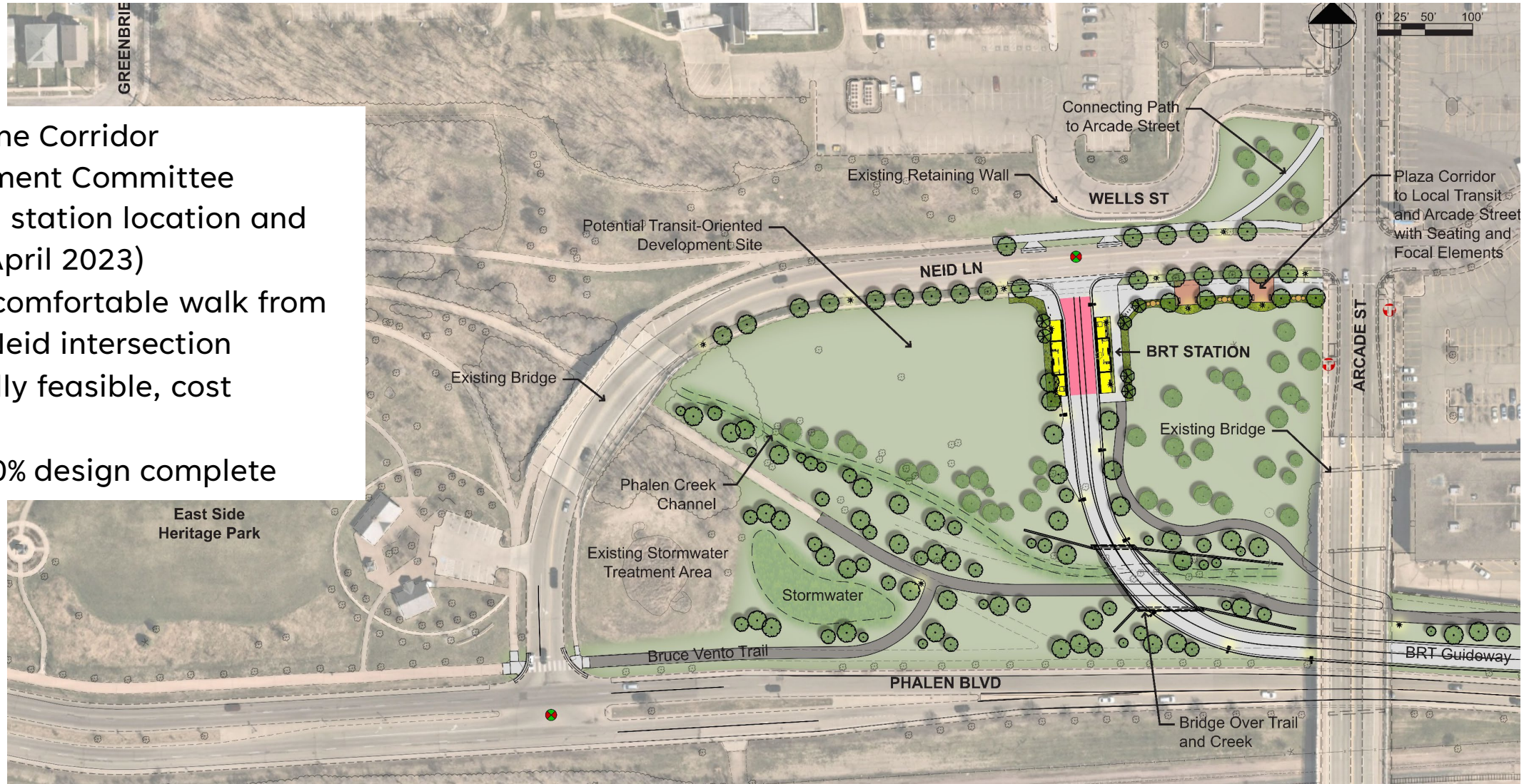
# Arcade Street Station Update

Sara Pflaum | Engineering & Design Manager

Emma Lucken | Station Area Planning Lead

# Current Preliminary Design (Option A2)

- Purple Line Corridor Management Committee endorsed station location and design (April 2023)
- A short, comfortable walk from Arcade/Neid intersection
- Technically feasible, cost effective
- Nearly 30% design complete



# Proposed Station Location Today

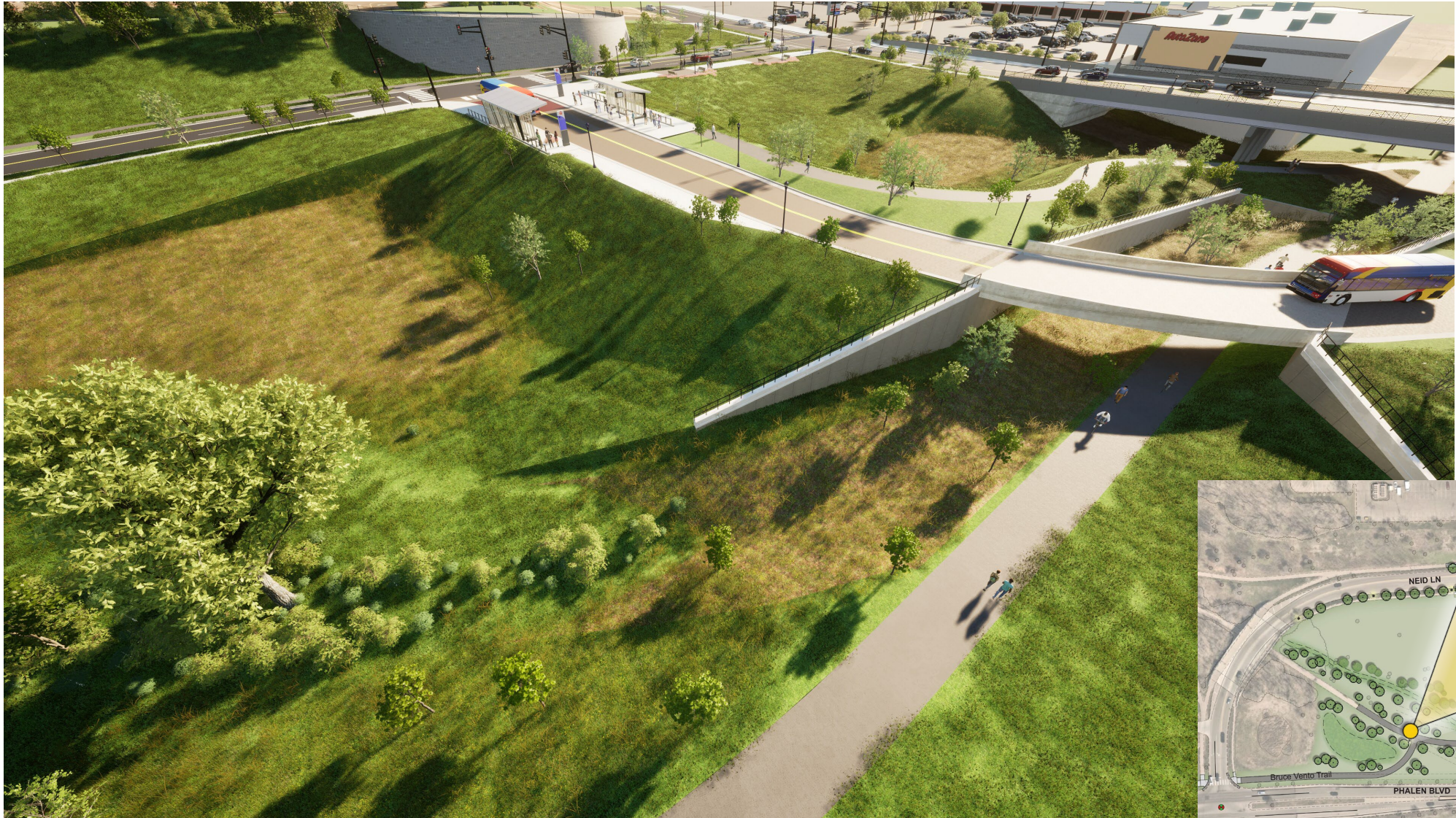
- Narrow sidewalk along Neid



- Steep down slope from Neid



# Bird's eye view of Arcade St Station (looking northeast)



# View from Station Platform (toward Seeger Square)



# View from Wells Street (on top of retaining wall)



# View from on top Arcade Bridge





# View from Arcade (west side of street)



# View from Arcade (east side of street)



# View as crossing Arcade from Seeger Square



# View after crossing Arcade



# View from Bruce Vento Trail (under Arcade bridge)



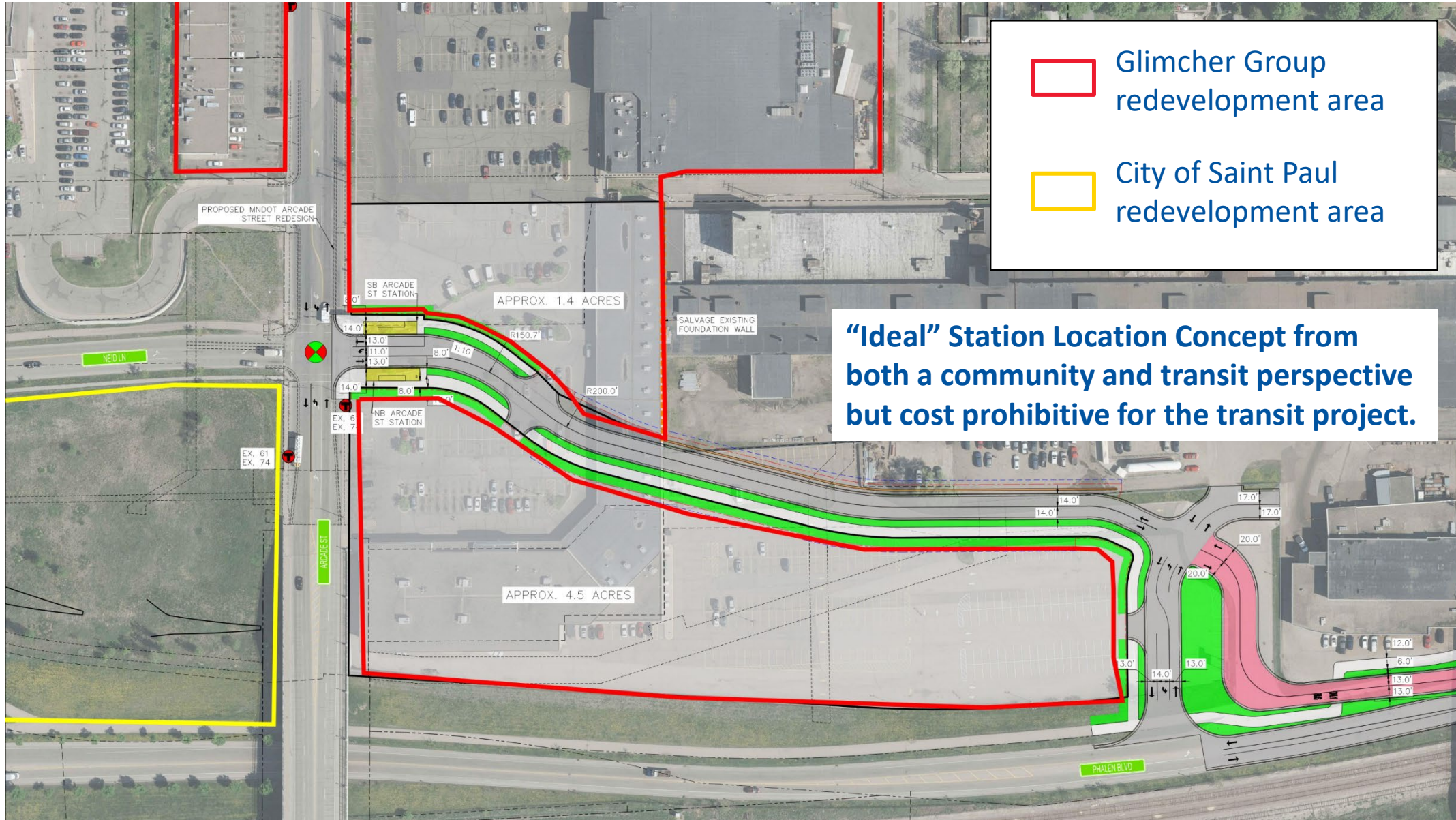
# Site Redevelopment Feasibility Study

- Community leaders continuing to advocate for a station located at the Arcade St. & Neid Ln. intersection
  - Work order issued to [HR&A Advisors](#) (Real Estate & Economic Development) for a Site Redevelopment Feasibility Analysis (March – July)
    - Lead and funded by the BRT project
    - Participants: Metro Transit TOD Office, Met Council Real Estate Office, Ramsey County, City of Saint Paul, Community Councils (Payne-Phalen, Dayton's Bluff), East Side Area Business Association
  - Property owner engagement (mid-July)
    - Review A2, Neid Ln. Extension to Phalen Blvd, and Neid Ln. Extension with Roundabout options
    - Discuss potential site redevelopment
  - Community Council presentation and discussion (late July)

# Rationale for Study

- Understand redevelopment potential of Glimcher Group and City of Saint Paul properties under A2 and Neid Ln. extension scenarios
  - Takes into account costs of constructing envisioned redevelopment and current market assumptions around rents, leasing trends, vacancy, and financing rates
  - Outcomes include potential financial return to Glimcher Group and public investment required under each scenario
- Engage Payne-Phalen District Council, ESABA, and City of Saint Paul in discussing TOD implications of each scenario
  - Agreement on need to include affordable housing and ground-level retail
- Present outcomes to Glimcher Group to gauge interest in Neid Ln. extension

# Neid Ln. Ext. to Phalen Blvd. Station Location Concept





# Bruce Vento Regional Trail Colocation vs White Bear Ave Corridor Differentiating Criteria Results

Stephen Smith | Deputy Project Manager

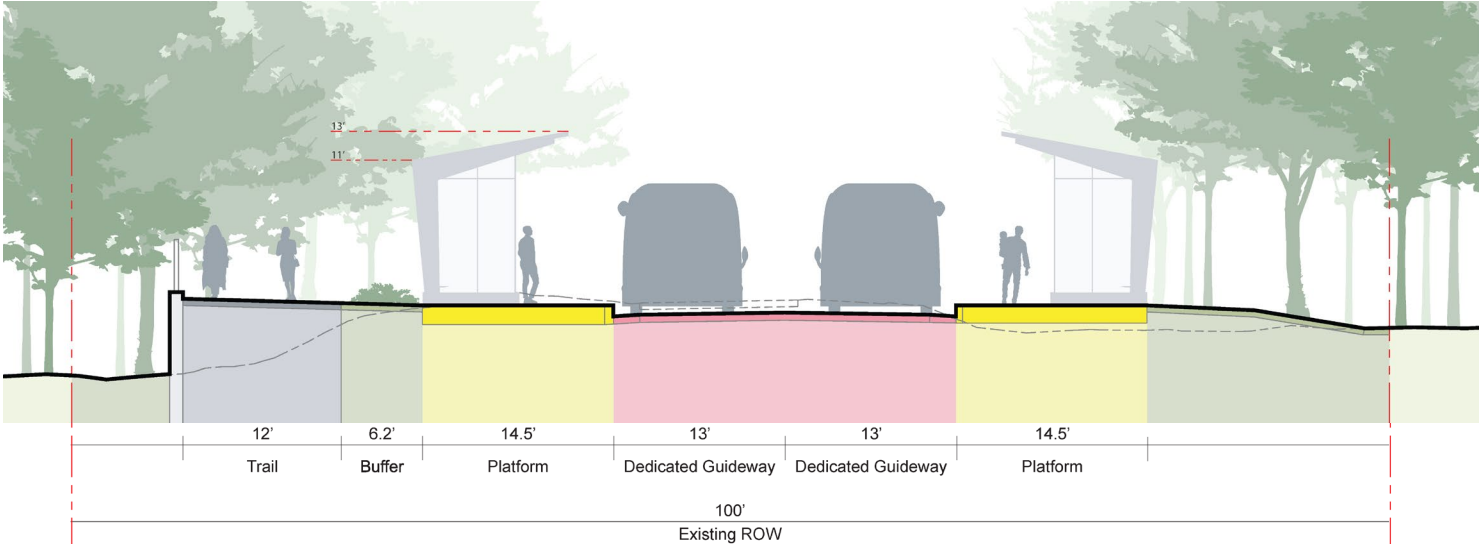
# Alignments for Comparison

- White Bear Ave
  - North endpoint TBD
    - Maplewood Mall or County Road D / St. John’s Hospital
  - 11 miles and 24 stations
  
- Bruce Vento Trail
  - Using RMS phase 1 endpoint 2D (Maplewood Mall via Beam)
  - 9.5 miles and 17 stations

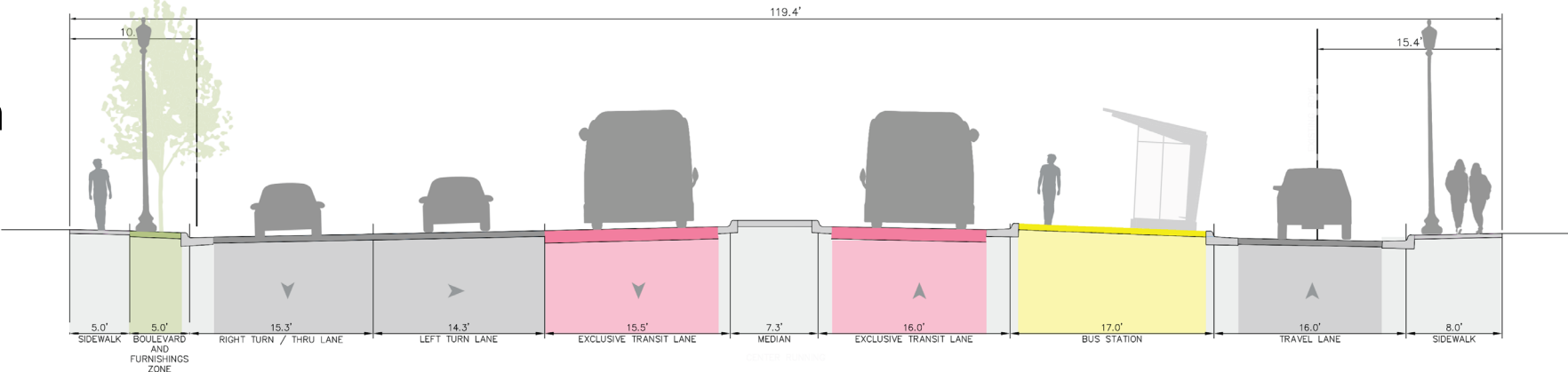


# Cross Section Comparison











Bruce Vento Regional Trail at Larpenteur Station



White Bear Avenue at County Road B Station (Center-Running)



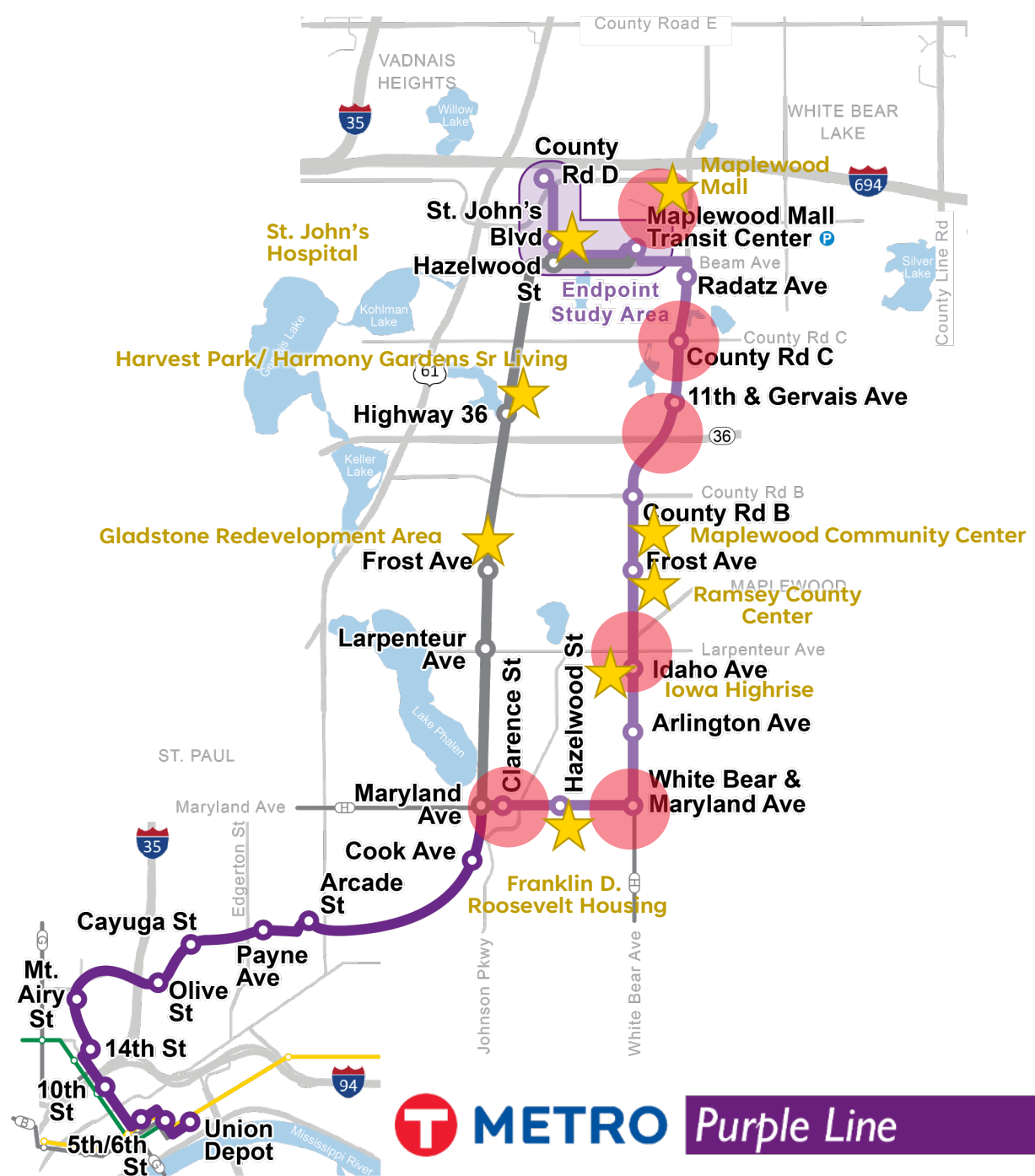
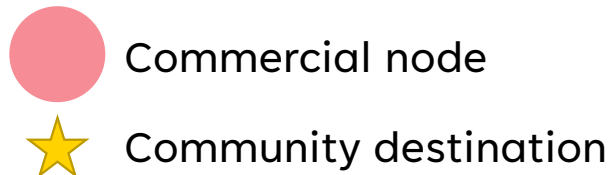
# Key Evaluation Areas for Comparison

-  Destinations / Stations
-  Land Use / Economic Development
-  Transit Operations
-  Ridership
-  Traffic Operations
-  Property Impacts
-  Environmental
-  Cost
-  CIG Viability
-  Political Support










# Destinations/Stations

- White Bear Ave has more destinations within walkshed
- White Bear Ave supports a stronger transit market
  - Low-income households
  - 0-car households
  - Residents of color



## DEMOGRAPHIC DATA OF THE ROUTE ALTERNATIVES

	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

Transit is more important than ever for our region's most underrepresented populations.

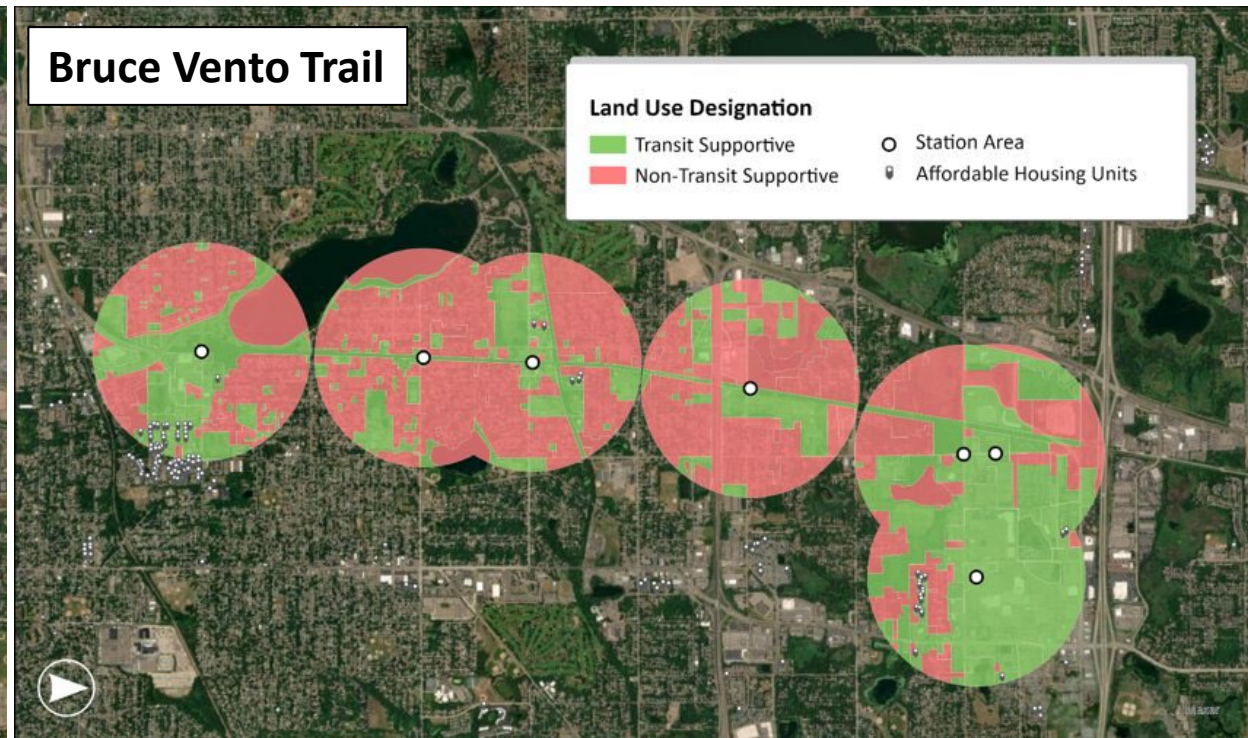
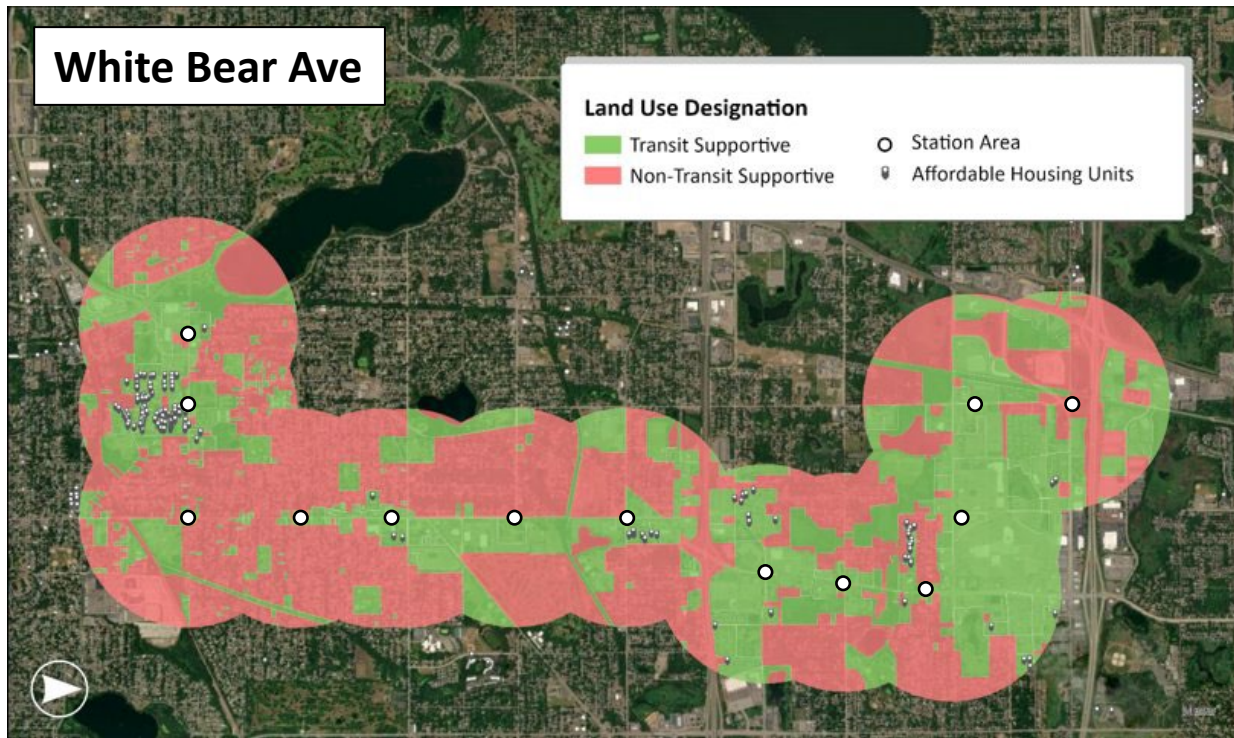
Across Metro Transit's system:

- **0-car households make-up 50% of all trips** (Up from 35% in 2016)
- **Low-income households make-up 43% of all trips** (Up from 38% in 2016)
- **Disability community makes-up 13% of all trips** (Up from 9% in 2016)
- **BIPOC community makes up 55% of all trips** (Up from 42% in 2016)



## Land Use – Economic Development

- White Bear Ave has more existing transit-supportive land uses and TOD-supportive zoning, and potential for land (re)development
  - More affordable housing units in walkshed





# Transit Operations

- Compared to Bruce Vento Trail, White Bear Ave has:
  - Longer transit travel times
    - Longer corridor
    - More stations
    - Less fixed guideway overall
    - More intersections
  - Less transit reliability
    - More potential conflicts with traffic and more intersections
  - More potential maintenance challenges but still meets standards
    - Less space and more complexity
    - Requires more coordination with partners

	White Bear Ave	Bruce Vento Trail
Runtime (min.)	39	28





# Ridership

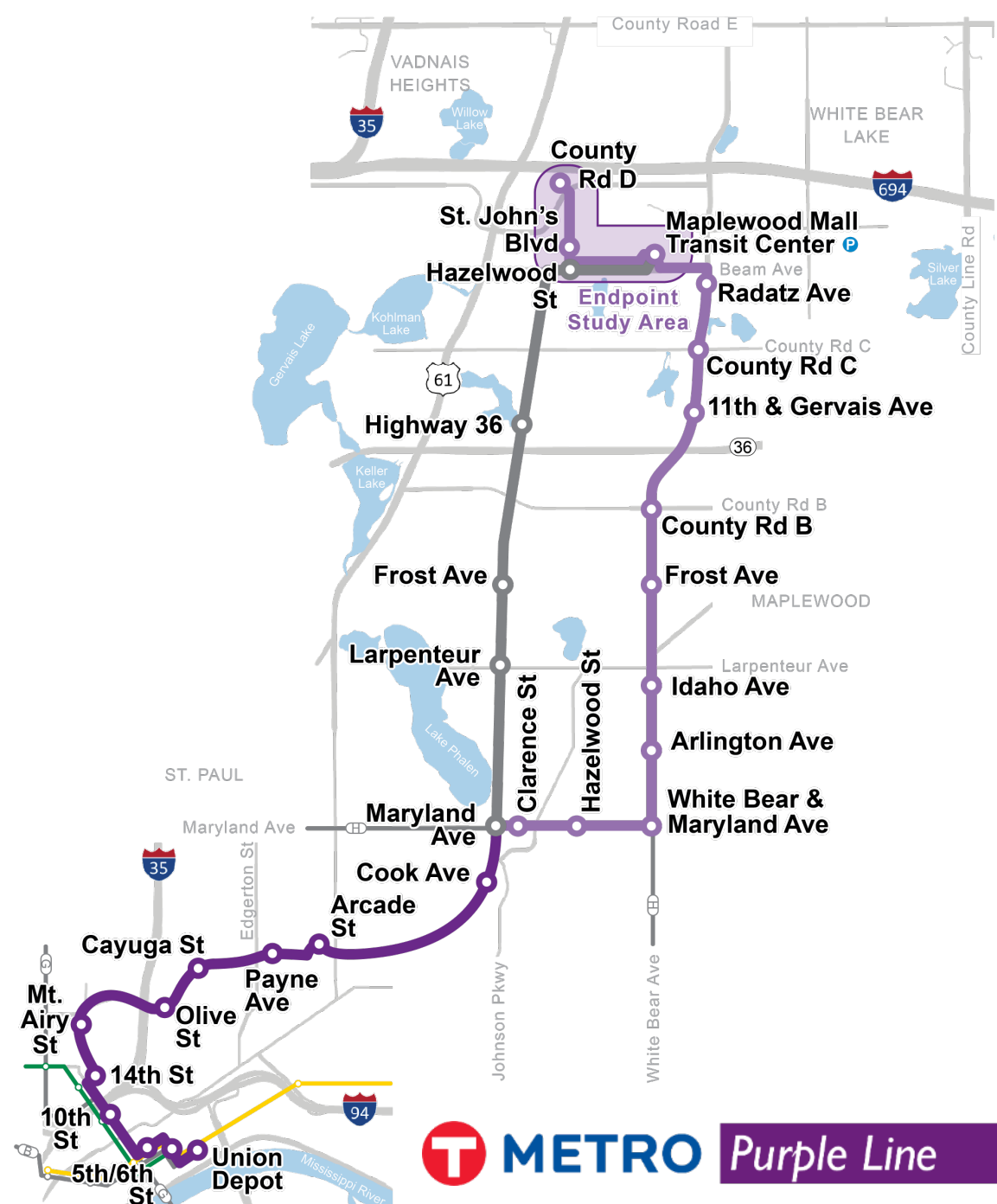
- White Bear Ave has higher ridership compared to Bruce Vento Trail
  - Longer corridor with more stations
  - More destinations within walkshed
  - Strong transit market
    - Low-income households
    - 0-car households
    - Residents of color

2045 Stats	White Bear Ave	Bruce Vento Trail
Total Weekday Ridership	3,900–4,900	3,800
From 0-Car Households	2,200–2,600	1,900
New Transit Trips	700–1,100	900



# Traffic Operations

- White Bear Ave will have greater impacts to 2045 traffic operations compared to Bruce Vento Trail
- BVT alignment doesn't degrade intersections with local streets
- Geometric changes on Maryland and White Bear Ave:
  - General purpose lanes converted to primarily transit use
  - Prohibited left turns in some design concepts
  - Intersection operations favor transit





## Property Impacts

- Fewer direct property impacts along Bruce Vento Trail alignment – largely at rear of property with the exception of Harvest Park
- White Bear Avenue design options result in property impacts throughout corridor – many minor, some larger impacts to front yards and property access. Design options could result in some relocations of residential and commercial properties.



## Environmental

- Comprehensive environmental evaluation for White Bear Ave yet to be completed.
- Based on information known at this time, White Bear Ave appears to have fewer natural and cultural resource impacts.
- Potential tree impacts are not an equivalent comparison between corridors. Bruce Vento Trail alignment results in impacts to a greater number of trees in a “natural” environment; White Bear Avenue design options result in loss of boulevard trees in an urban environment.



# Cost

- White Bear Ave costs more
  - 1+ mile longer guideway and 2 lane roadway
  - Urban corridor: driveways, sidewalks, additional side street reconstruction at intersections
  - Increased utility impacts with center running
  - Increased red paint
  - 5-7 more stations
  - 14-18 more traffic signals + 6-8 RRFBs
  - 2 more electric buses
  - Fewer large ROW takes, and more private property strip takes

	White Bear Ave	Bruce Vento Trail
Estimated Cost (YOE\$)	\$420 - \$450 million	\$370 million



# CIG Viability

- Both corridors are eligible for Small Starts under current FTA guidance

	White Bear Ave	Bruce Vento Trail
Eligible Small Starts Project	Yes – likely Medium rating*	Yes – likely Medium rating

\*Requires project scope adjustments to reduce costs below \$400 million

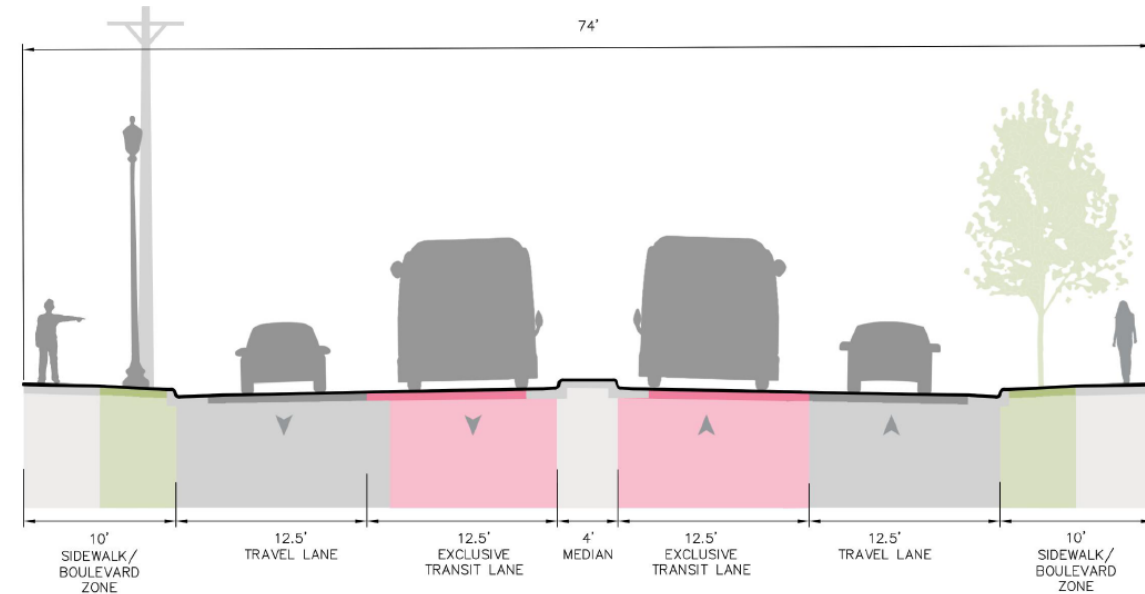
# Narrowed Center Running Option in St. Paul: Conceptual Layout & Preliminary Technical Evaluation Results

Sara Pflaum | Engineering & Design Manager

Stephen Smith | Deputy Project Manager

# History of Center Running Option in St. Paul

- Included in the Universe of Options
- Evaluated as part of Tier 1 Screening
- Not recommended for Tier 2 Evaluation
  - CMC Meeting (10/11/23)
    - Full property acquisitions
    - Reduced vehicle access
- Jan-Feb. 2024: Community leaders advocate for reconsideration of a narrower cross section
  - 2/28/24: Project team meets with community representatives for a listening session





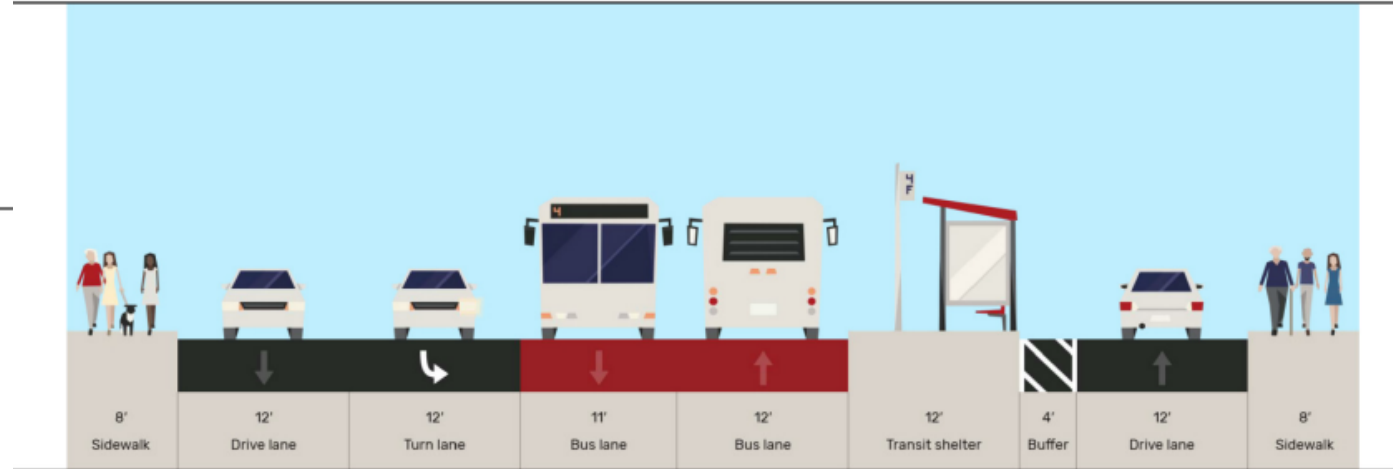
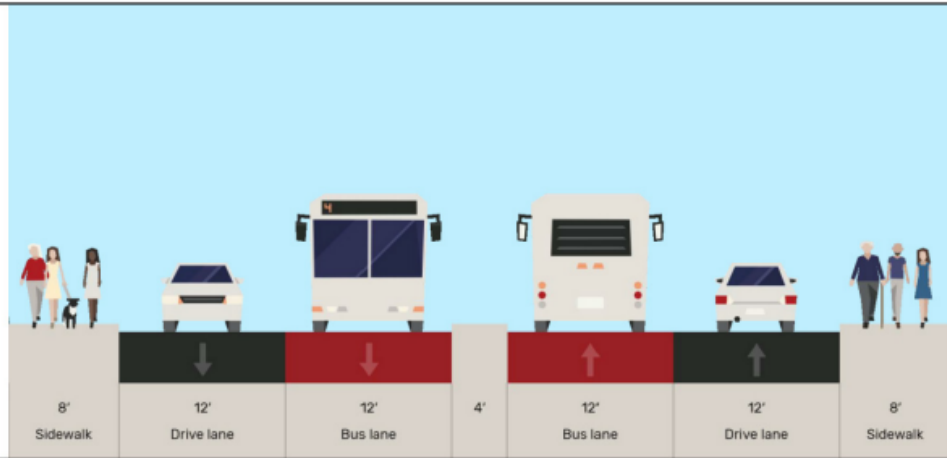
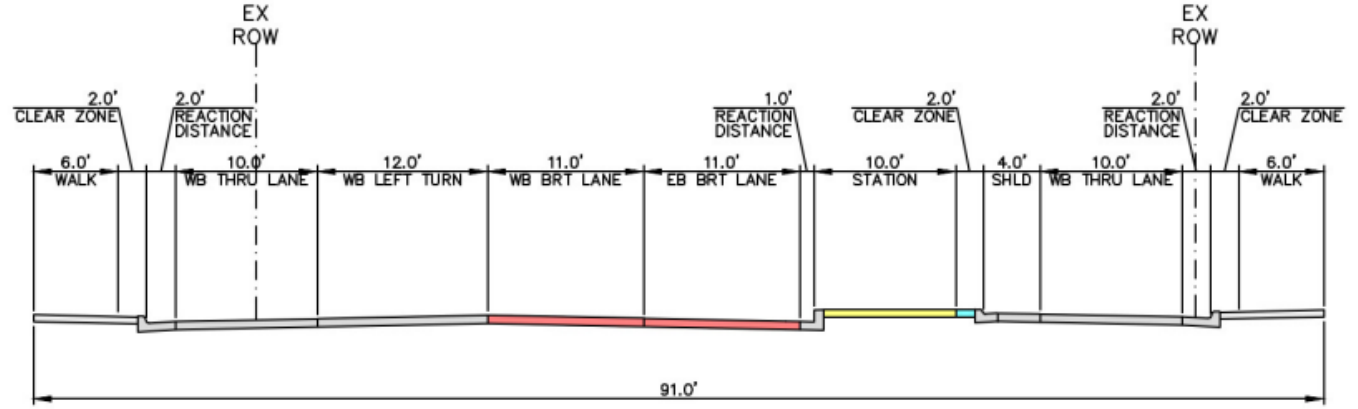
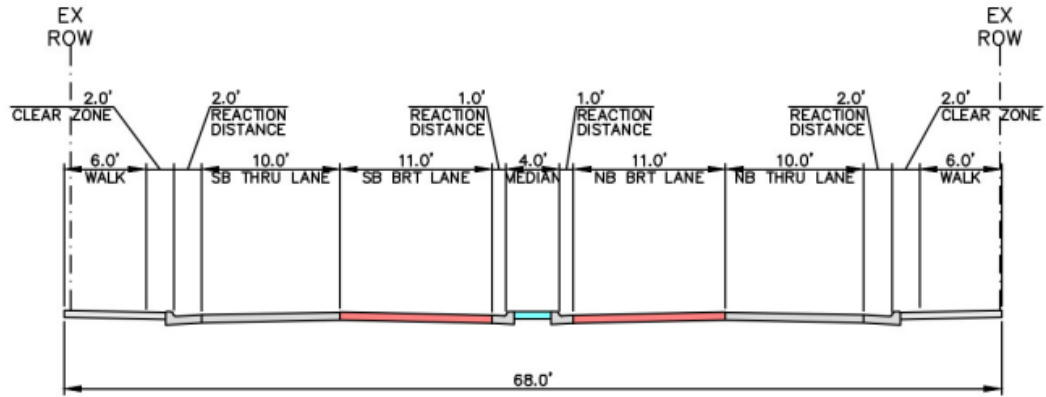
# Why Was Narrowed Center Running Requested?

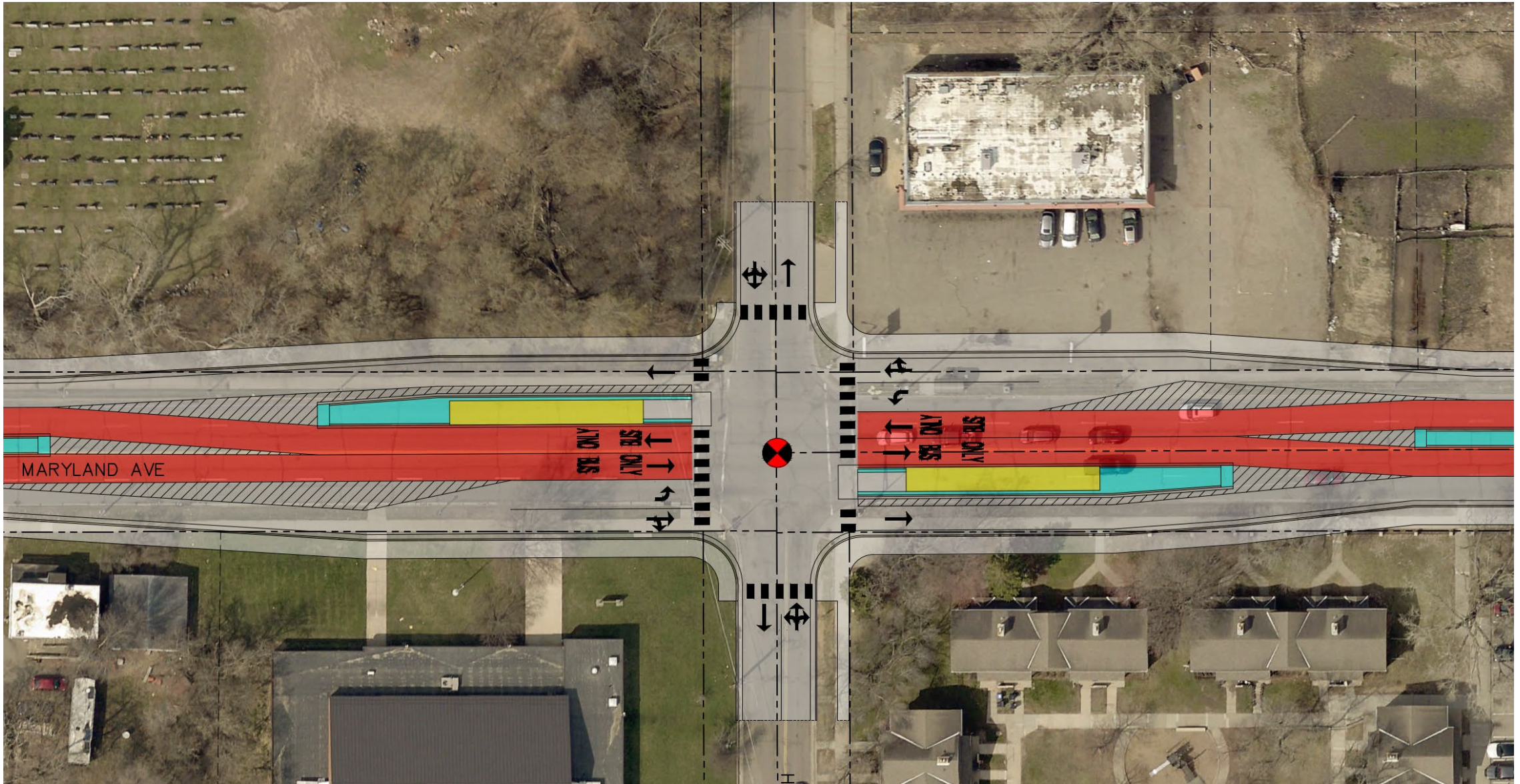
- Increased pedestrian safety with center bus platforms
- Reduced traffic lane changes
- Slower traffic by design reducing need for enforcement
- Eliminate drop off and delivery conflicts
- Less conflict with driveway access points
- Bus Stations not in front of homes and businesses
- Improved transit capacity
- Improved passenger and pedestrian experience

# Center Running Option in St. Paul

- CMC concurred on 4/4 to study a narrowed center running option further
- Project team determined that the split side platform configuration was most appropriate to minimize property impacts and address fleet and operational concerns
- Cross sections and layout have been developed
- Evaluation underway
- Engagement beginning with affected property owners in June; Public comment/open houses July – Aug

# Typical Sections





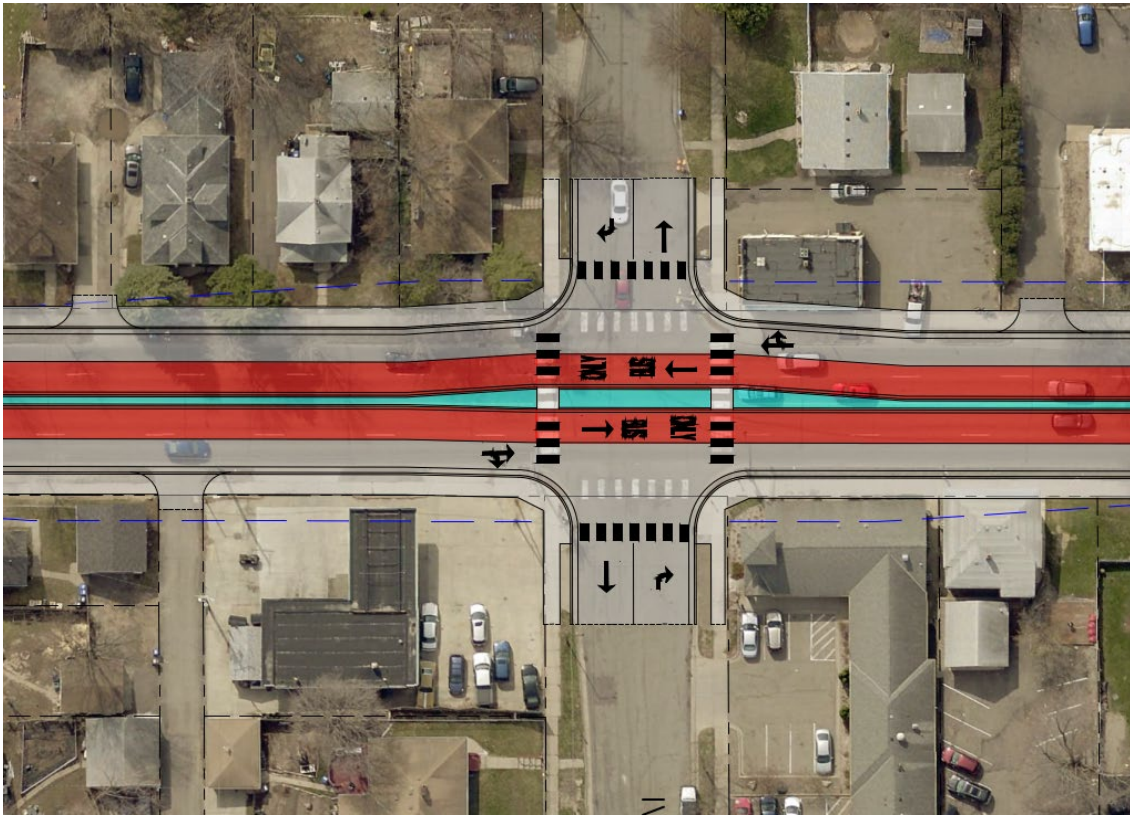
# Hazelwood

LEGEND

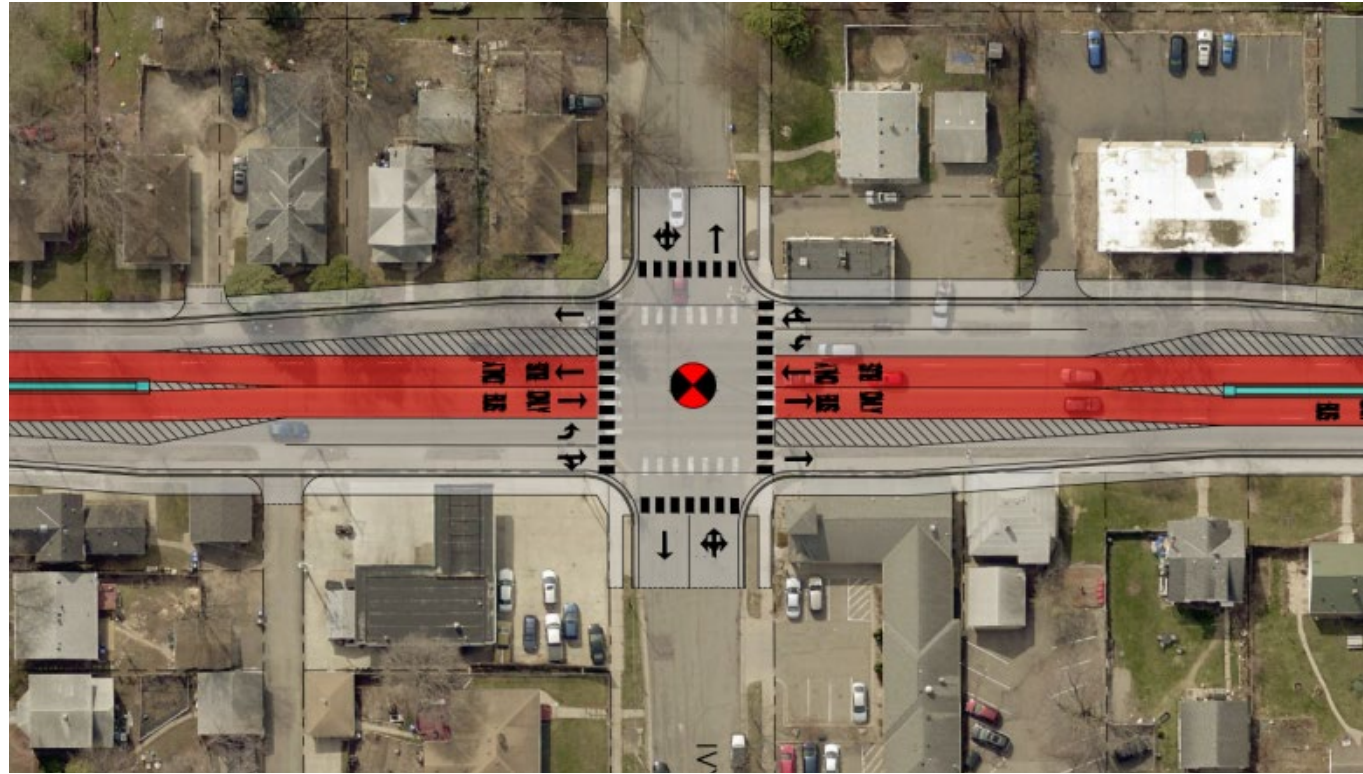
- SIDWALK
- BOULEVARD
- ROAD WAY
- EXCLUSIVE TRANSIT LANE
- MEDIAN
- PAINTED MEDIAN
- STATION PLATFORM
- RIGHT OF WAY
- MODIFIED TRAFFIC SIGNAL
- NEW TRAFFIC SIGNAL
- EXISTING TRAFFIC SIGNAL
- APPROX STATION VICINITY

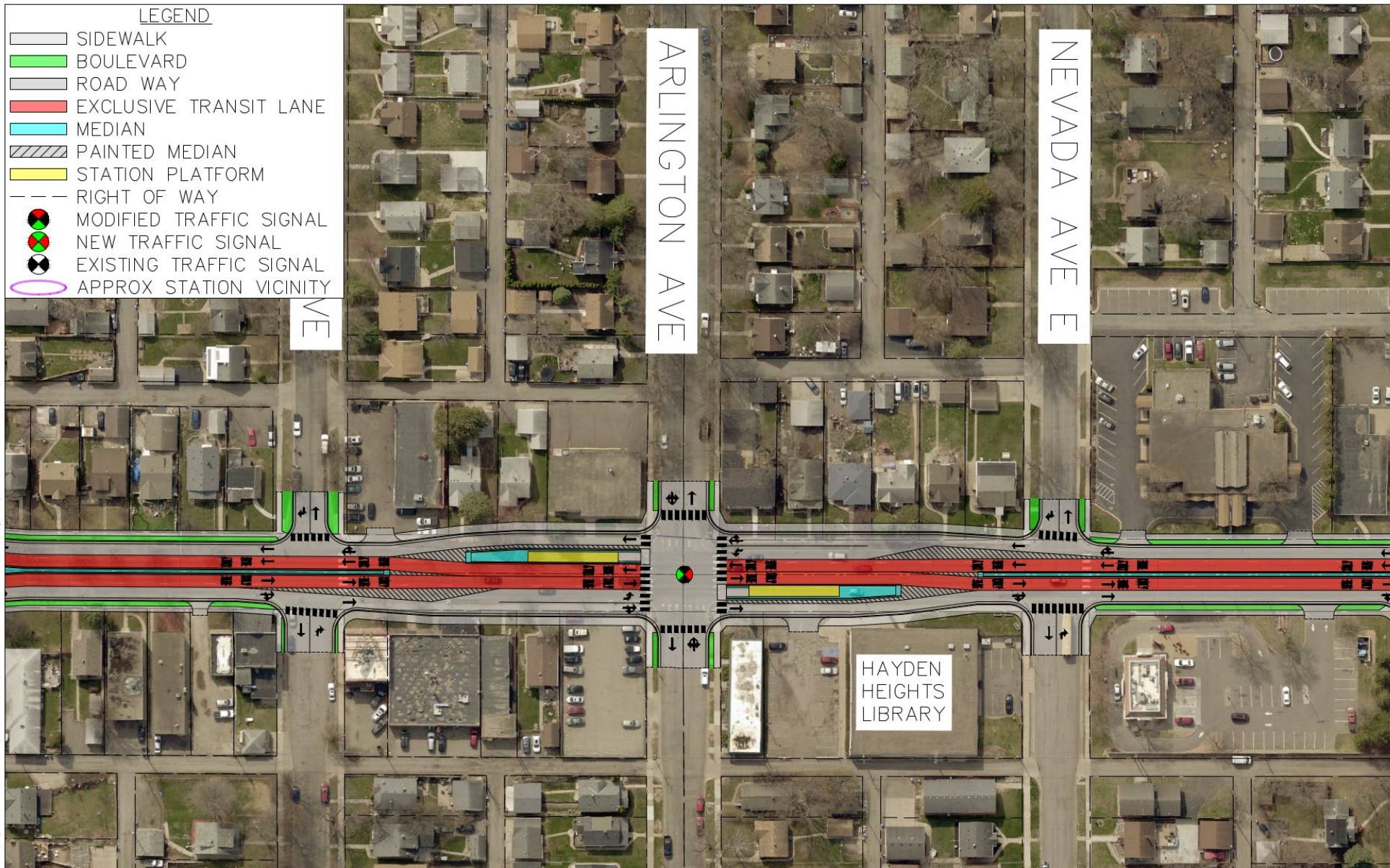


# Flandrau Street



# Ivy Ave



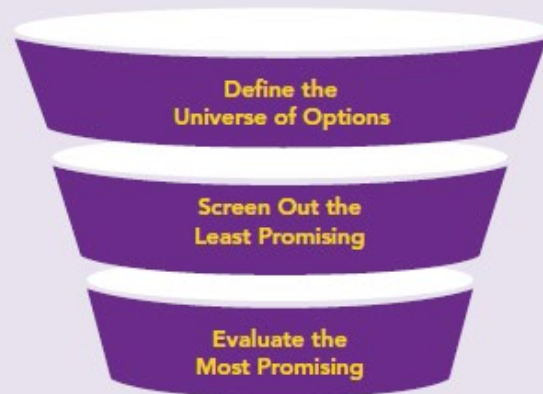


# Arlington Ave

# Evaluation Overview

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

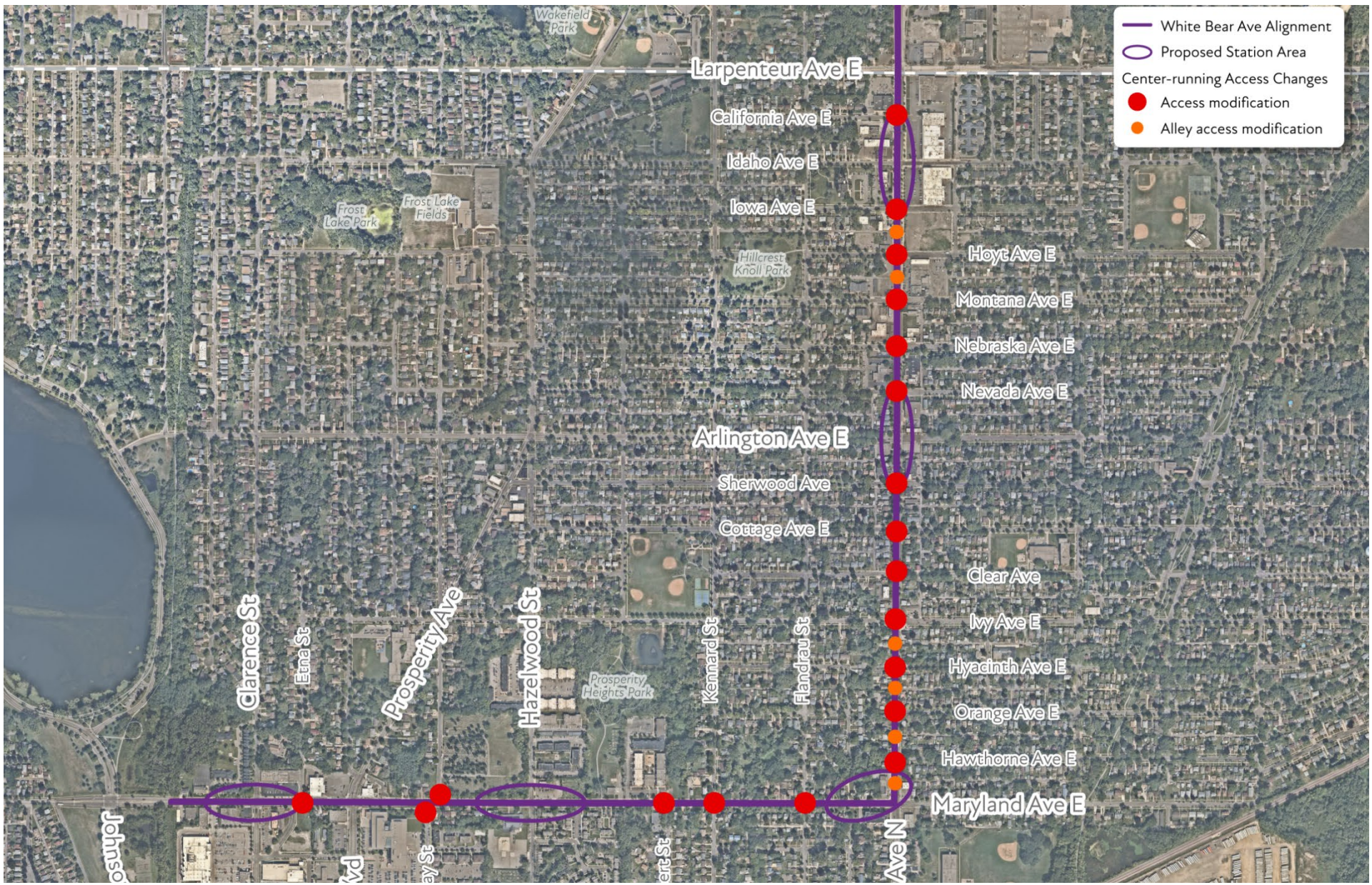


Public Support







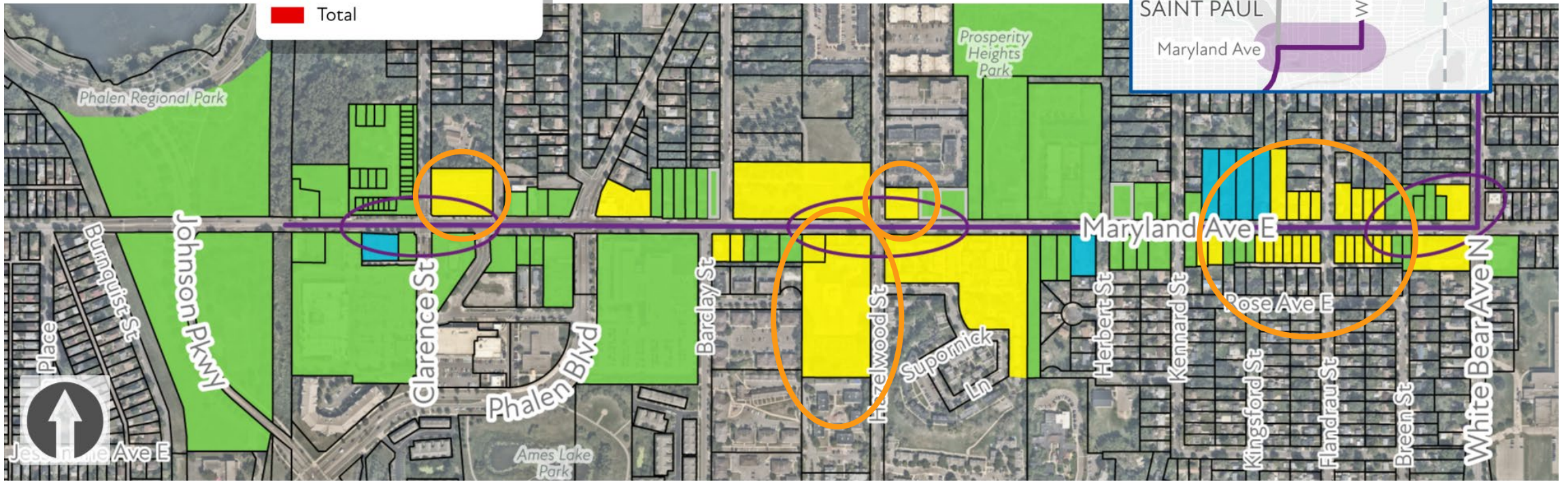
# Center Running Option evaluation

- More major property impacts and potentially more full takes than other options even with narrowed configuration
- Similar LOS at signalized intersections but reduced neighborhood traffic connectivity
- Improved safety due to reduced left-turn conflicts
- Dedicated area for transit operations but increased maintenance challenges
- CIG viability underway
- Other criteria similar to side-running











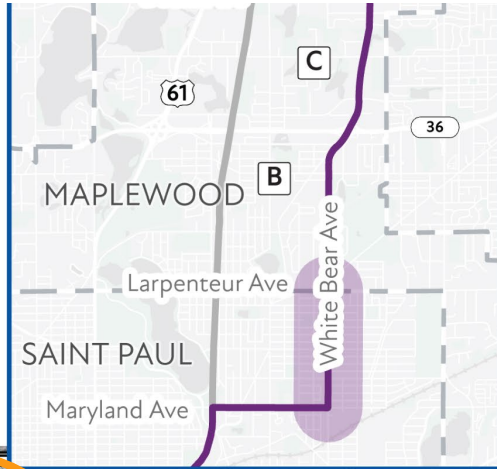
## Segment 1 - Center Running

-  White Bear Ave Alignment
-  Proposed Station Area
-  Parcel Boundaries
-  Vacant Parcel
- Impact
-  Strip/Minor
-  Temporary Major
-  Major
-  Risk of Total
-  Total



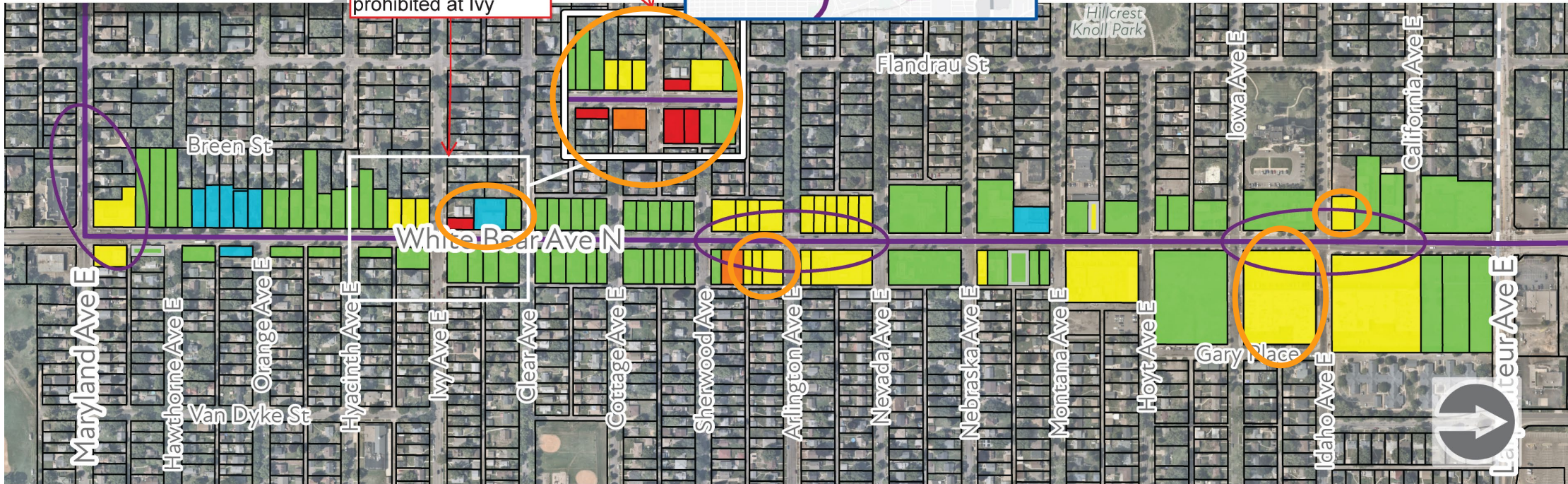
Property Impacts- increases from side running

-  White Bear Ave Alignment
-  Proposed Station Area
-  Parcel Boundaries
-  Vacant Parcel
- Impact
-  Strip/Minor
-  Temporary Major
-  Major
-  Risk of Total
-  Total



Impacts with left turns allowed at Ivy

Impacts with left turns prohibited at Ivy

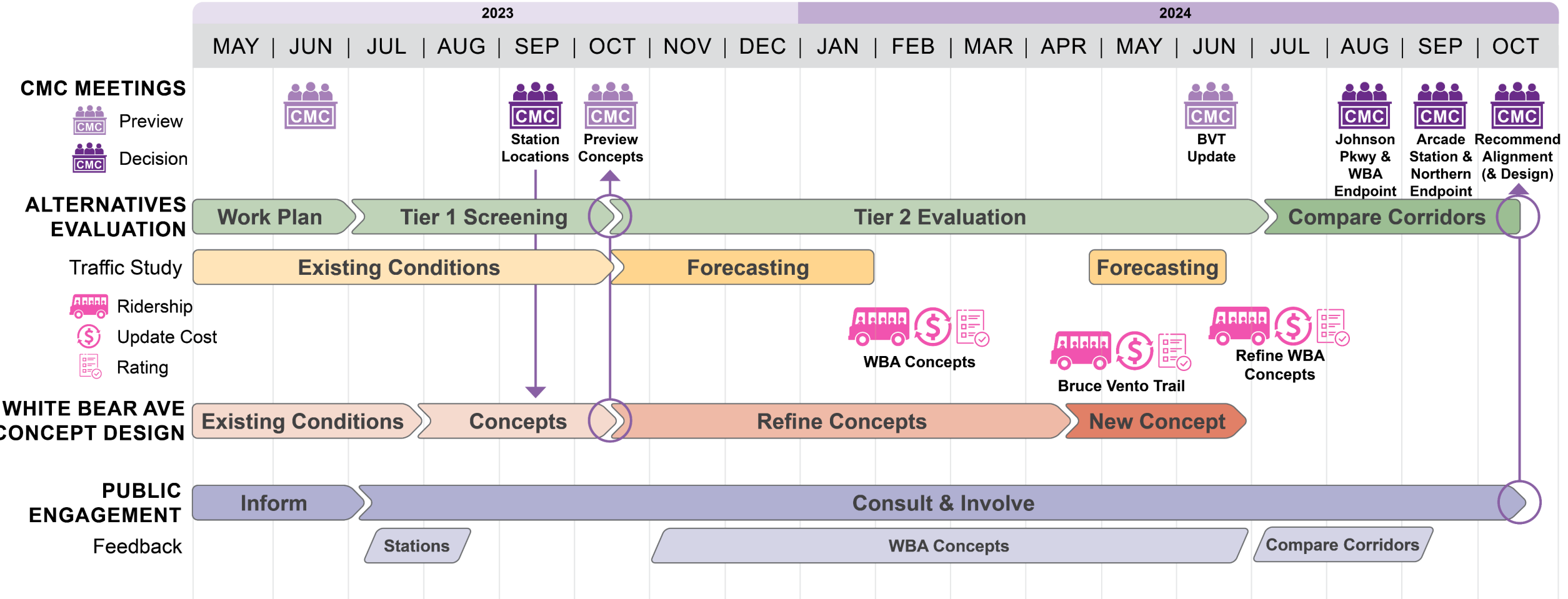


Property Impacts- increases from side running

## Next Steps

Stephen Smith | Deputy Project Manager

# Revised RMS Phase II Schedule



# RMS Phase II Decisions & Anticipated Timeline

- **August 1<sup>st</sup> CMC**

- Johnson Pkwy Crossing (preferred at grade concept)
- White Bear Avenue endpoint (County Road D Layover or Maplewood Mall Transit Center)

- **September 5<sup>th</sup> CMC**

- Arcade St Station Location
- Northern Endpoint

- **October 3<sup>rd</sup> CMC**

- Preferred White Bear Ave Corridor Design Concept (center or side)
- Revised Locally Preferred Alternative (route alignment)

## Other Items / Around the Table

Commissioner Victoria Reinhardt | CMC Vice Chair



# Adjournment

Commissioner Victoria Reinhardt | CMC Vice Chair

# Contact Us

For more information:

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

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

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