

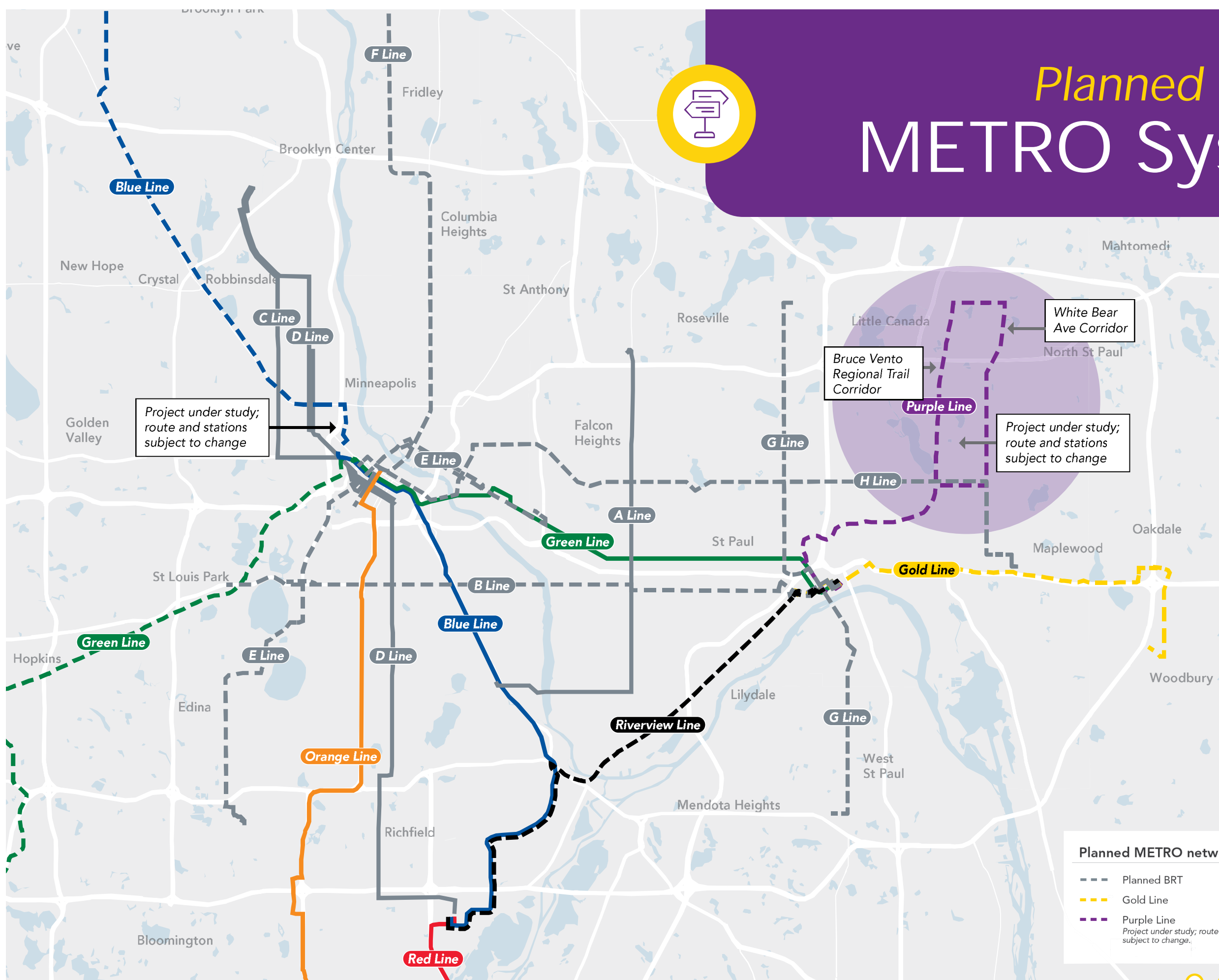


APPENDIX B. DISPLAY BOARDS/GO-BOOK

GO-BOOK

METRO Purple Line July 2024

Planned METRO System



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, including direct connections to the Green Line, Gold Line, B Line, G Line, and H Line, as well as local bus routes. The line will increase accessibility to jobs, housing, and services, improving the appeal and competitiveness of the east metro area.

Current METRO network

- A Line
- Green Line
- Orange Line
- Red Line
- Blue Line

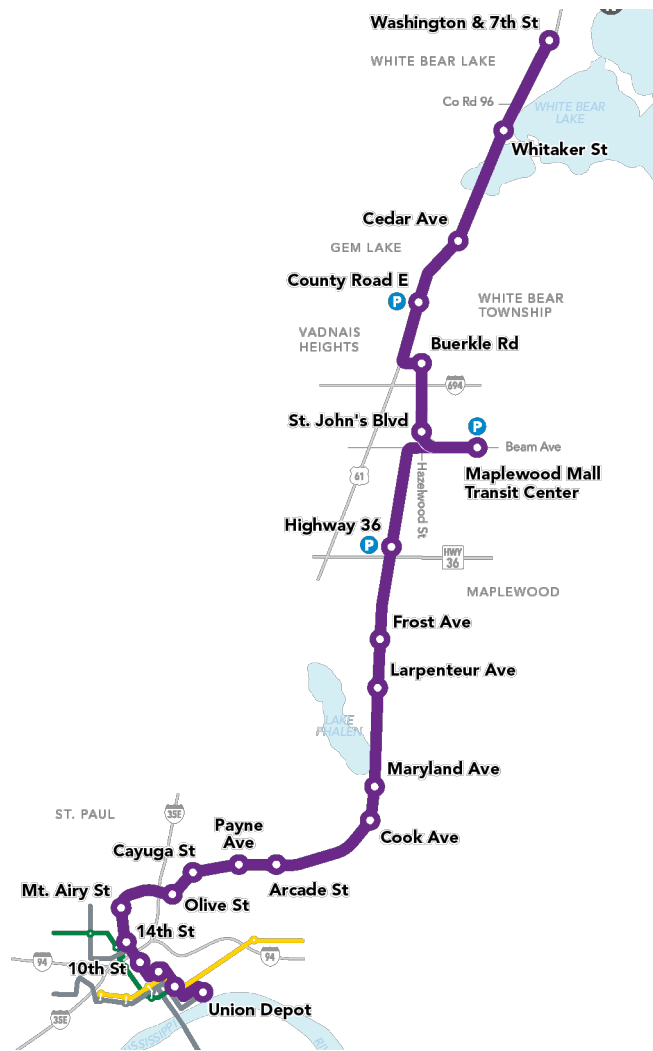
Planned METRO network

- Planned BRT
- Green Line Extension
- Blue Line Extension
Project under study; route and stations subject to change.
- Gold Line
- Purple Line
Project under study; route and stations subject to change.
- Riverview Line

Evolution of Purple Line

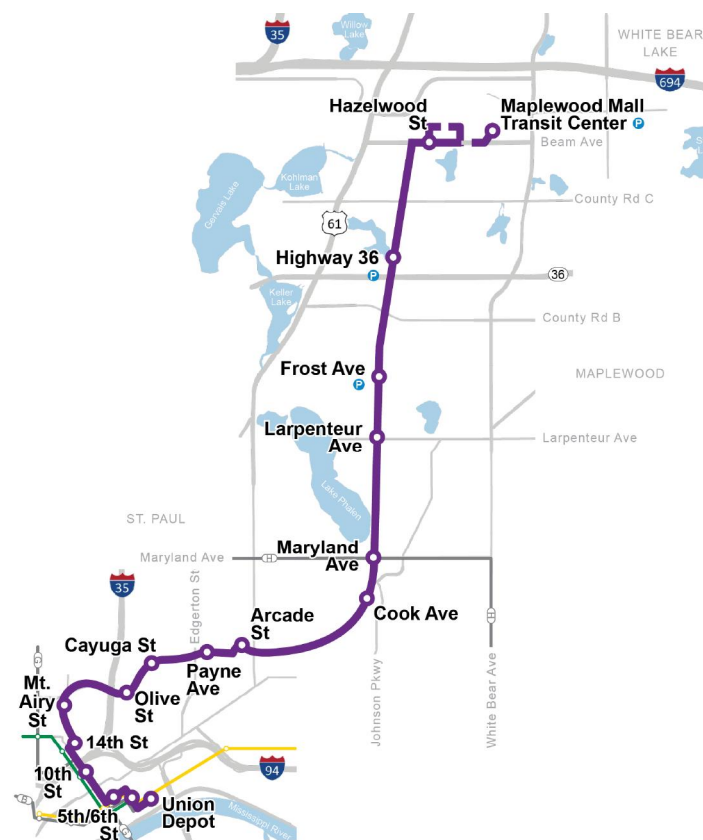


Since the late 1990s, the project has progressed through several phases of concept development, planning analysis, and preliminary engineering to advance a community-supported and implementable transit improvement.



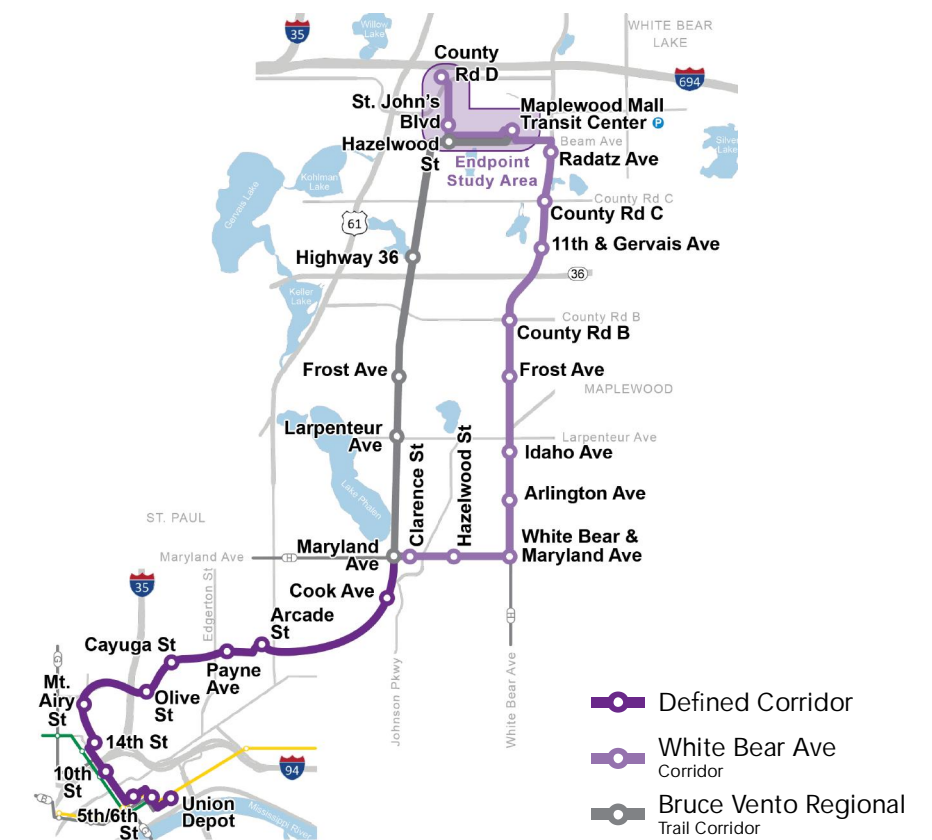
Environmental Phase *December 2021*

Ramsey 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 Ramsey 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 its city limits.



Route Modification Study Phase II Alternatives *(In Process)*

Metropolitan Council and Ramsey County are leading the current effort to study Maryland and White Bear avenues to the Mapewood 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 and the preferred Purple Line Corridor.



Decision Making *and* Feedback Options



How are decisions made:

Decisions made to-date:

- ✓ Proposed station locations – *September 2023*
- ✓ Most-promising design concepts – *October 2023*



View the CMC virtually!

www.metrotransit.org/purple-line-project-committees

Decisions to be made this year:

- Preferred route between White Bear Ave Corridor or the Bruce Vento Regional Trail Corridor – *October 2024 Corridor Management Committee*
 - » Feedback on the corridors presented today will inform this decision
- If the White Bear Ave Corridor is selected, the preferred design concept for the White Bear Ave Corridor – *October 2024 Corridor Management Committee*
- Decision on whether Purple Line extends past Maplewood – *Late Summer 2024*

Who is involved:



- ✓ Volunteer Community & Business Representatives
- ✓ Project Area Public and Stakeholders

How to Provide Your Input



Community group and stakeholder meetings



Online comment form & interactive map



Project-hosted community meetings



Email or call the project office



Scan QR codes posted along the corridors

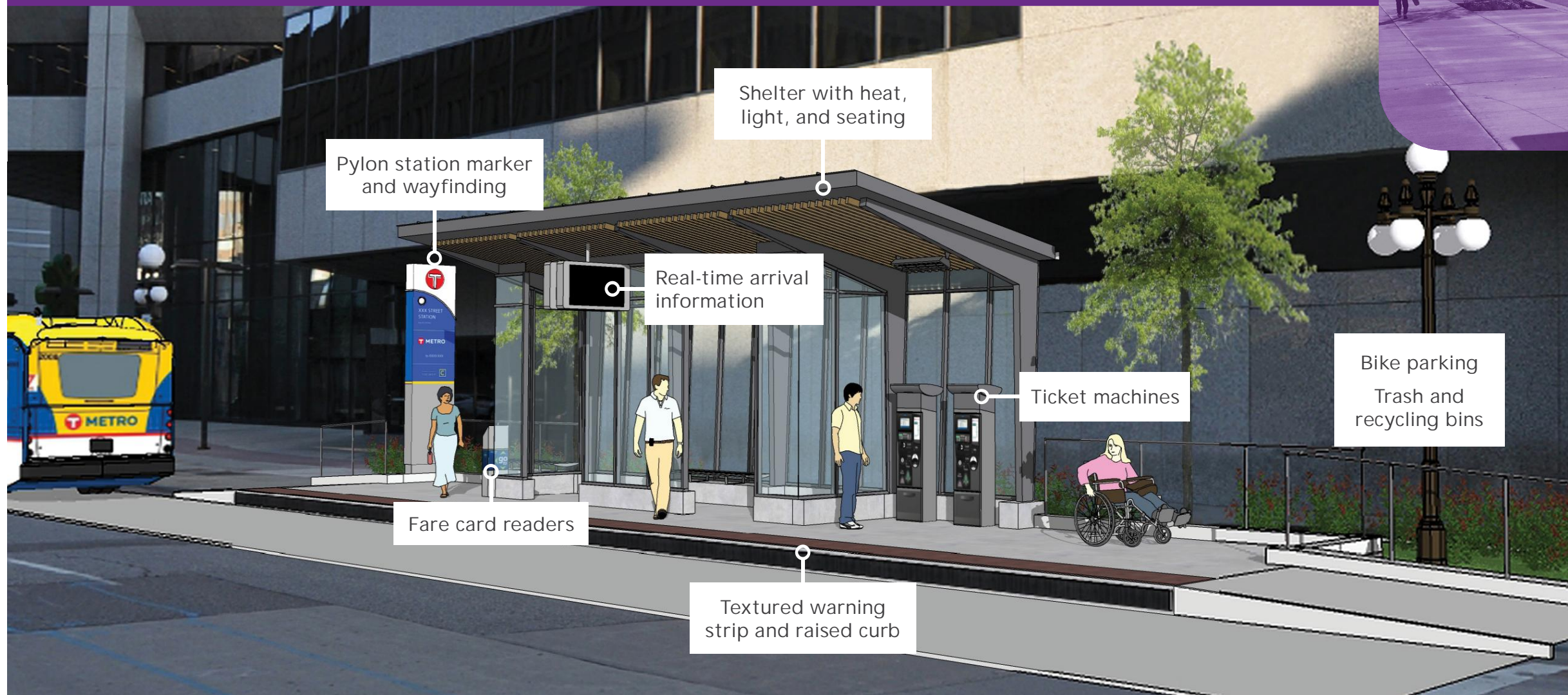


Stations

METRO Bus Rapid Transit stations will include a package of transit enhancements beyond typical local bus service.



Typical shelter for local service



Pylon station marker and wayfinding

Shelter with heat, light, and seating

Real-time arrival information

Ticket machines

Bike parking
Trash and recycling bins

Fare card readers

Textured warning strip and raised curb

Purple Line station features include:

- ✔ Pay before you board so the bus leaves the station faster.
- ✔ Raised platforms help you step or roll on and off easily.
- ✔ Shelters will provide comfortable waiting space and a variety of amenities: NexTrip real-time departure signs, maps, heat, lighting, bike racks, and added security with cameras and emergency telephones.

METRO stations include several features to improve the safety and security of the station

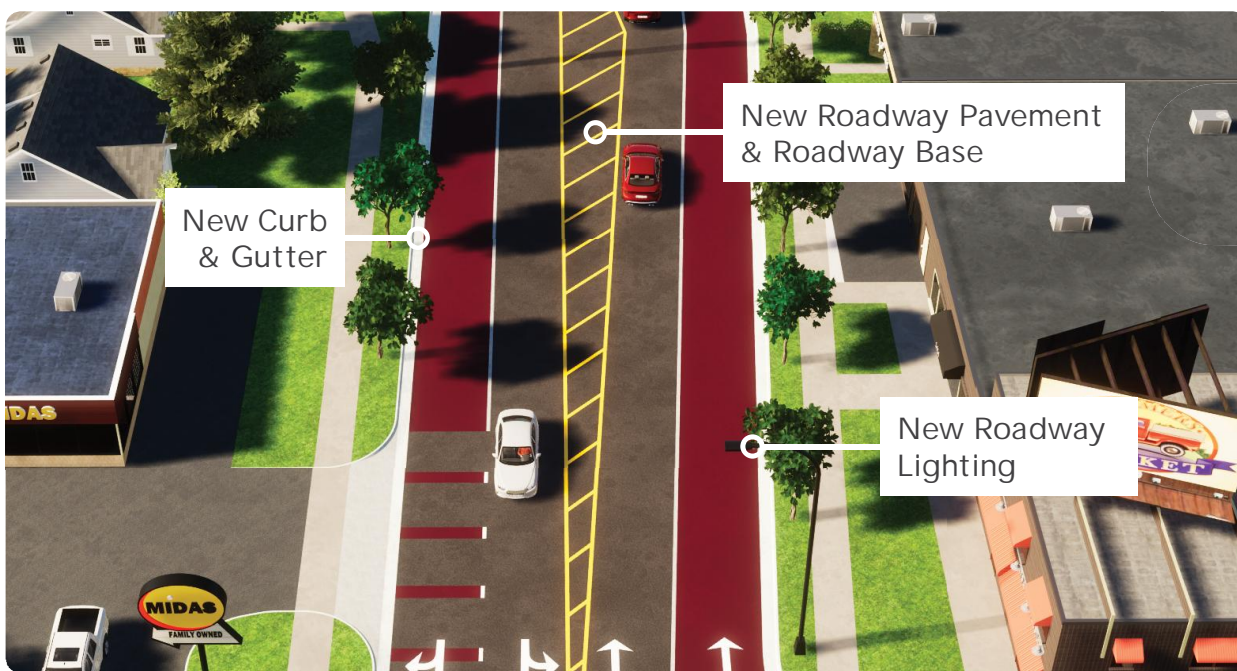
- ✔ Security cameras
- ✔ Appropriate lighting in the station area
- ✔ Open-air or clear glass shelters for better visibility
- ✔ Emergency telephones
- ✔ Clear sight lines which allow bus operators and riders to see each other
- ✔ Greater circulation, which allows riders to safely access the bus
- ✔ Visibility from nearby roadways so riders feel safe and drivers are aware of transit stops



Roadway Reconstruction *on White Bear Ave*

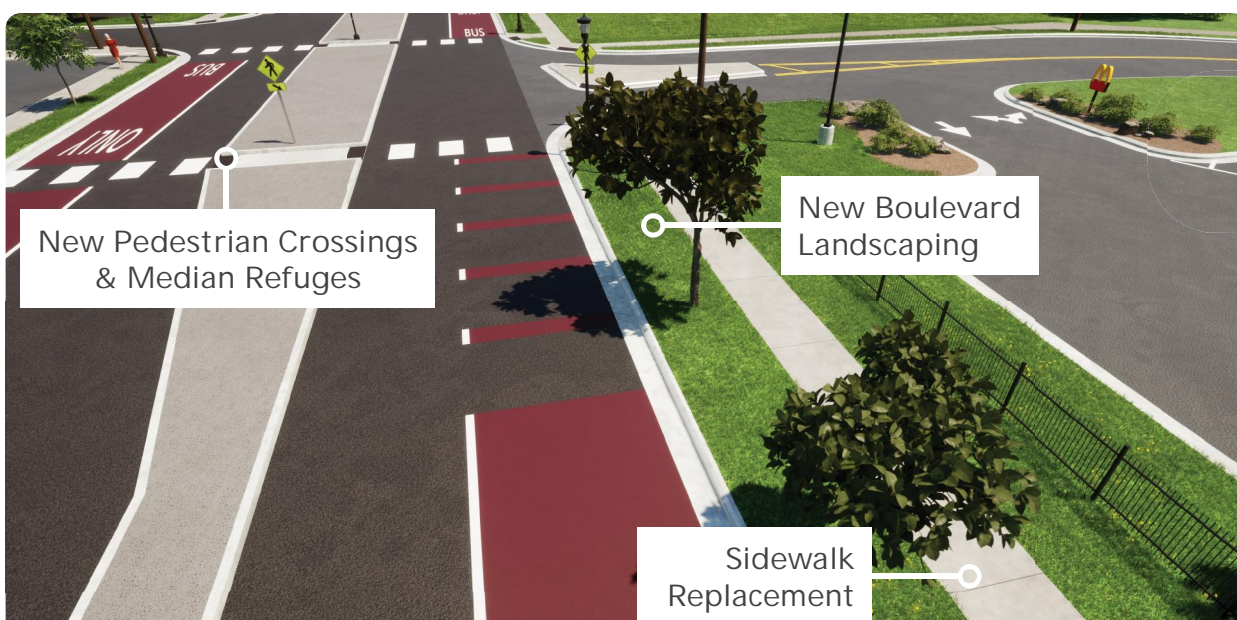
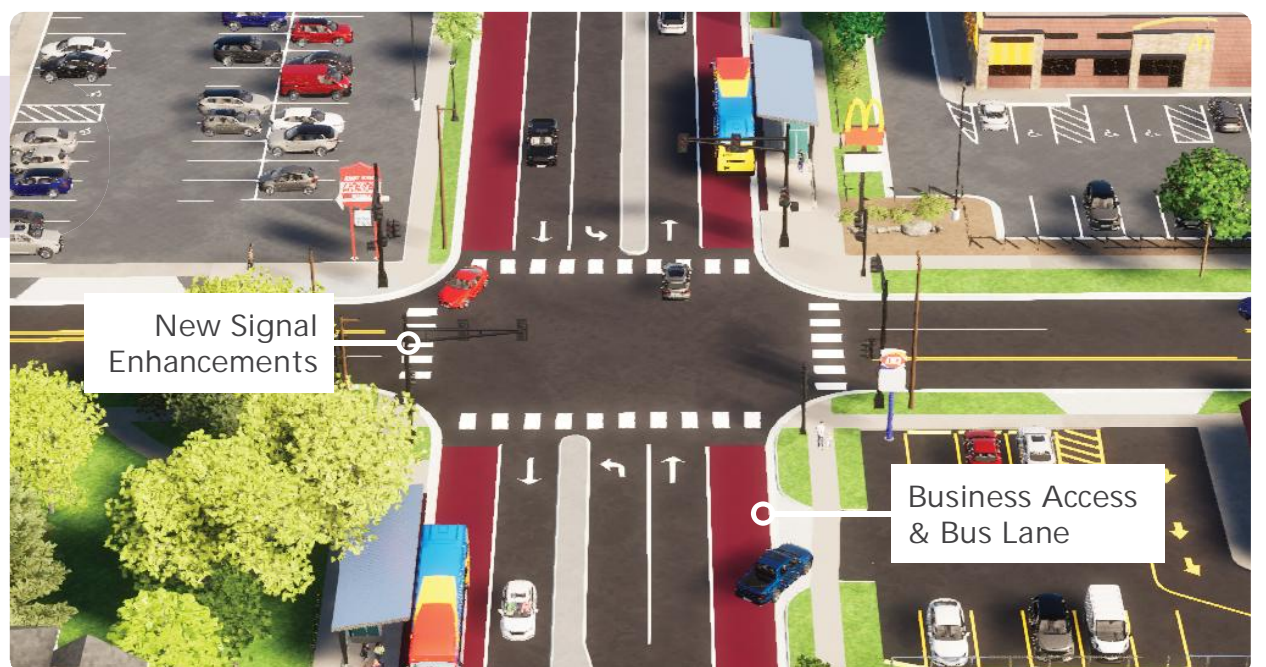
The Purple Line project is currently planned to be a full roadway reconstruction to deliver several pedestrian, traffic, and transit improvements.

- ✔ Opportunity to improve underground utilities, if needed.
- ✔ Refresh pavement, gutters, and drainage systems.
- ✔ The investment should last 30 years or more.
- ✔ Reconstruct sidewalks and build accessible curb ramps.
- ✔ All properties along the corridor would be impacted to some degree during construction.
 - » The extent of impacts are unknown but would extend beyond the back of sidewalk.
- ✔ Most boulevard trees within the right-of-way will be removed.
 - » Tree replacement will depend on design advancement.
 - » Most trees on private property would not be impacted.



*White Bear Ave
North of Sherwood Ave*

*Maryland Ave &
Clarence St*



*Maryland Ave &
Prosperity Ave*

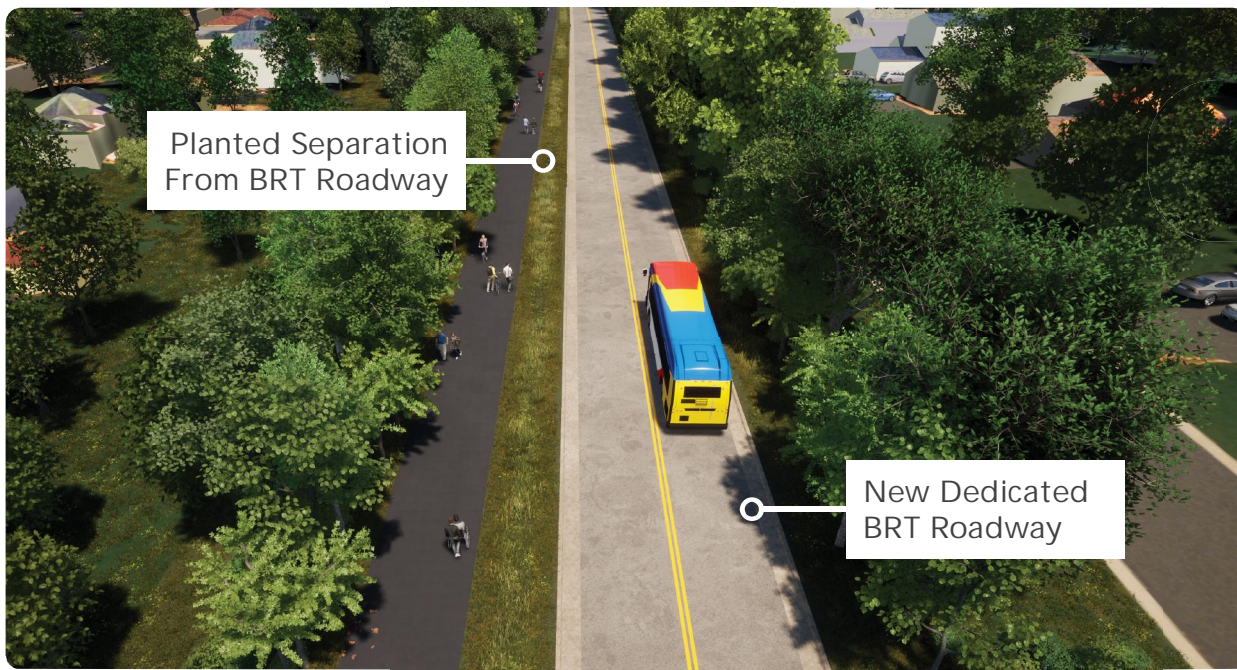


Trail Co-location

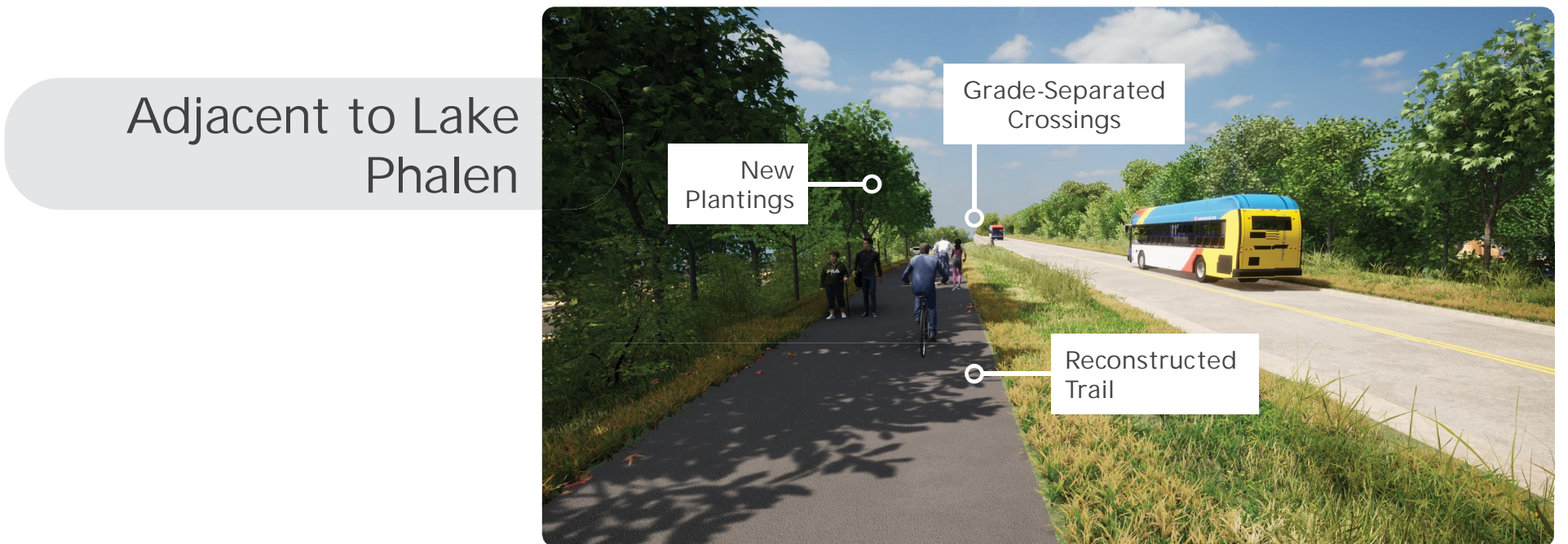
with Bruce Vento Regional Trail

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).

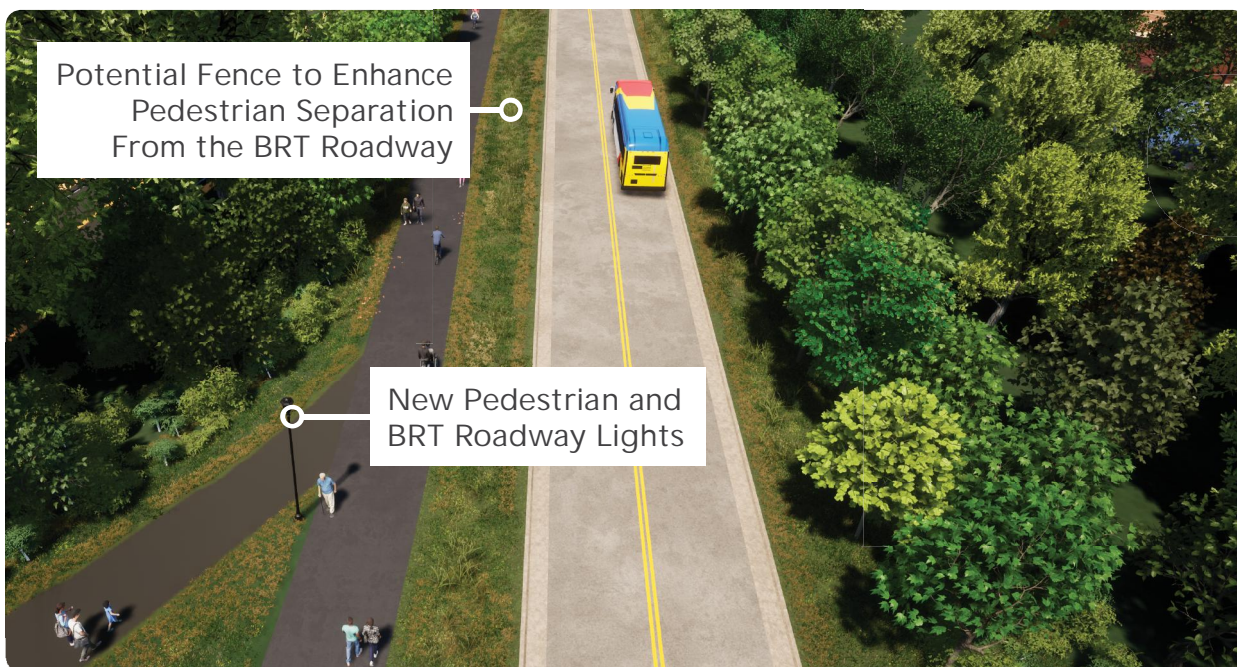
- ✓ The Ramsey County rail right-of-way is approximately 100 feet wide. The Bruce Vento Regional Trail will be 12 feet wide and the Purple Line guideway will be 26 feet wide in this segment of the route.
- ✓ The remaining space in the right-of-way will include vegetation, landscaping, stormwater facilities and buffer space separating the BRT roadway, 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



Corridor Comparison



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.

Bruce Vento Regional Trail Corridor

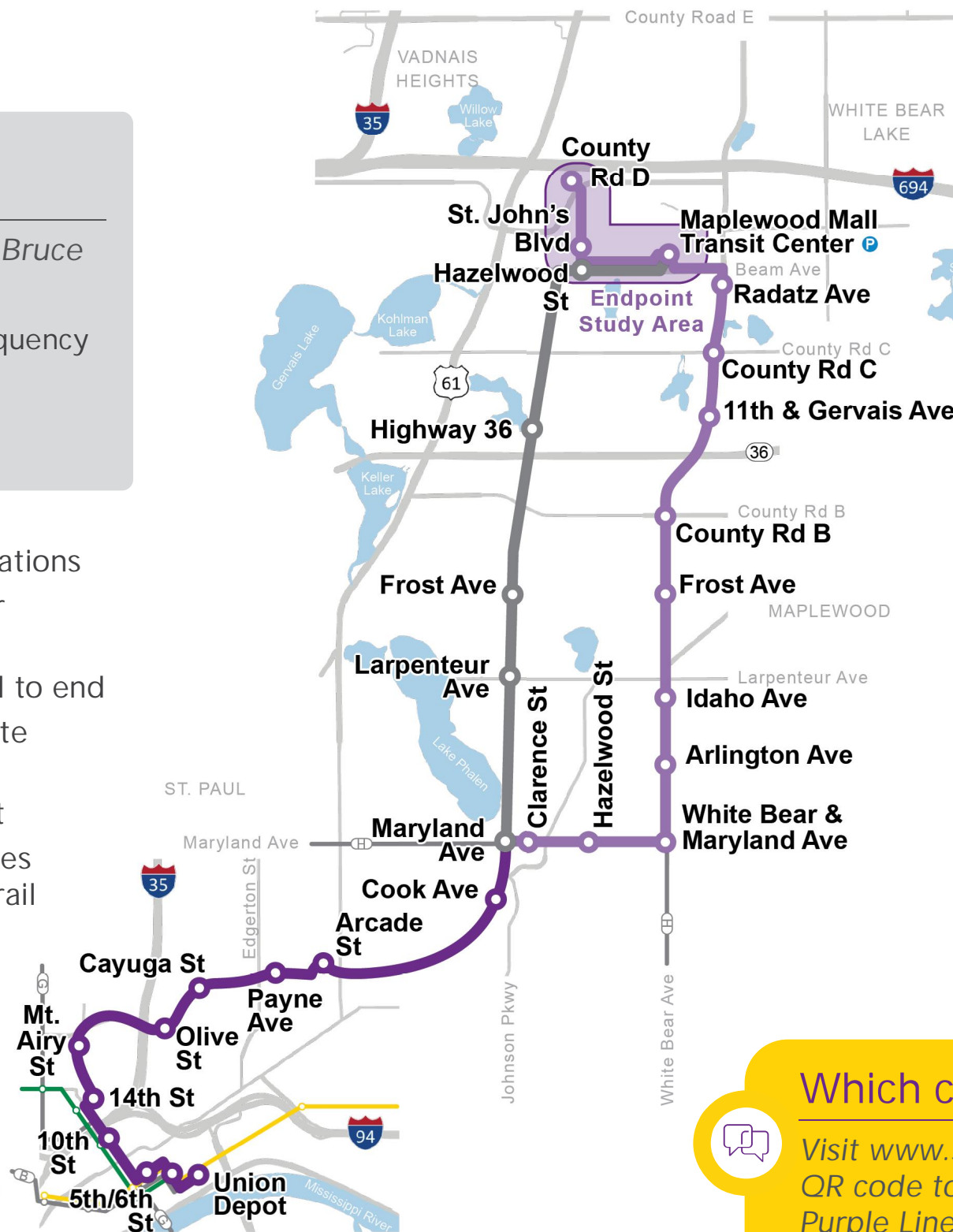
Maryland Ave to Maplewood Mall via Bruce Vento Regional Trail and Beam Ave

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

- 🟪 Defined Corridor
- 🟪 White Bear Ave Corridor
- 🟩 Bruce Vento Regional Trail Corridor
- 🟡 METRO Gold Line
- 🟢 METRO Green Line
- ⚪ Planned METRO BRT
- 🅑 Park & Ride



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

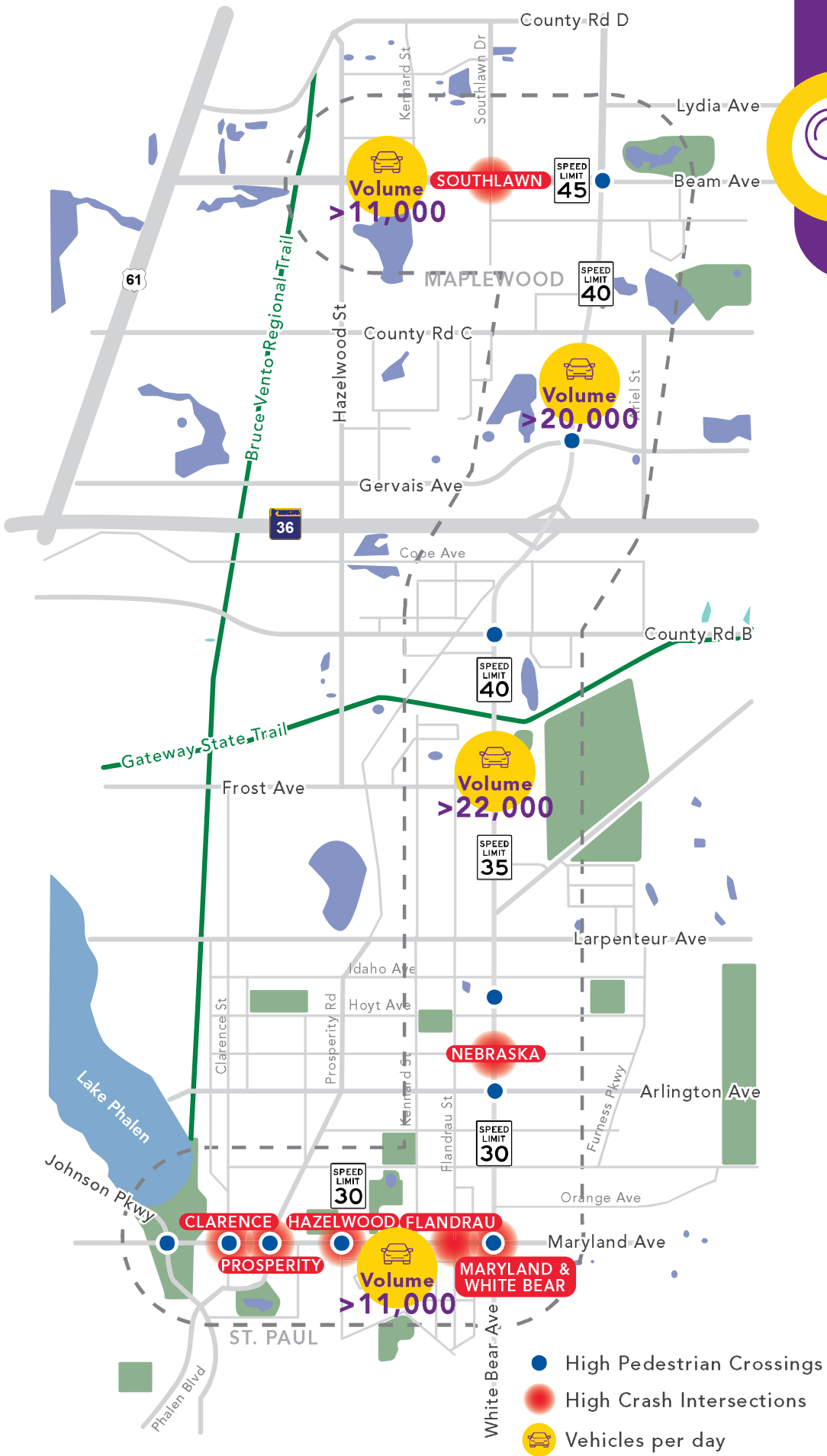
Which corridor do you prefer?

Visit www.surveymonkey.com/r/Q3DDWQF or scan the QR code to provide feedback on the corridor you prefer Purple Line to run in.



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 create **unsafe conditions** for vehicles and pedestrians.

Loitering and **vandalism** near bus stops negatively impact nearby businesses.

Property access along the corridor is challenging today.

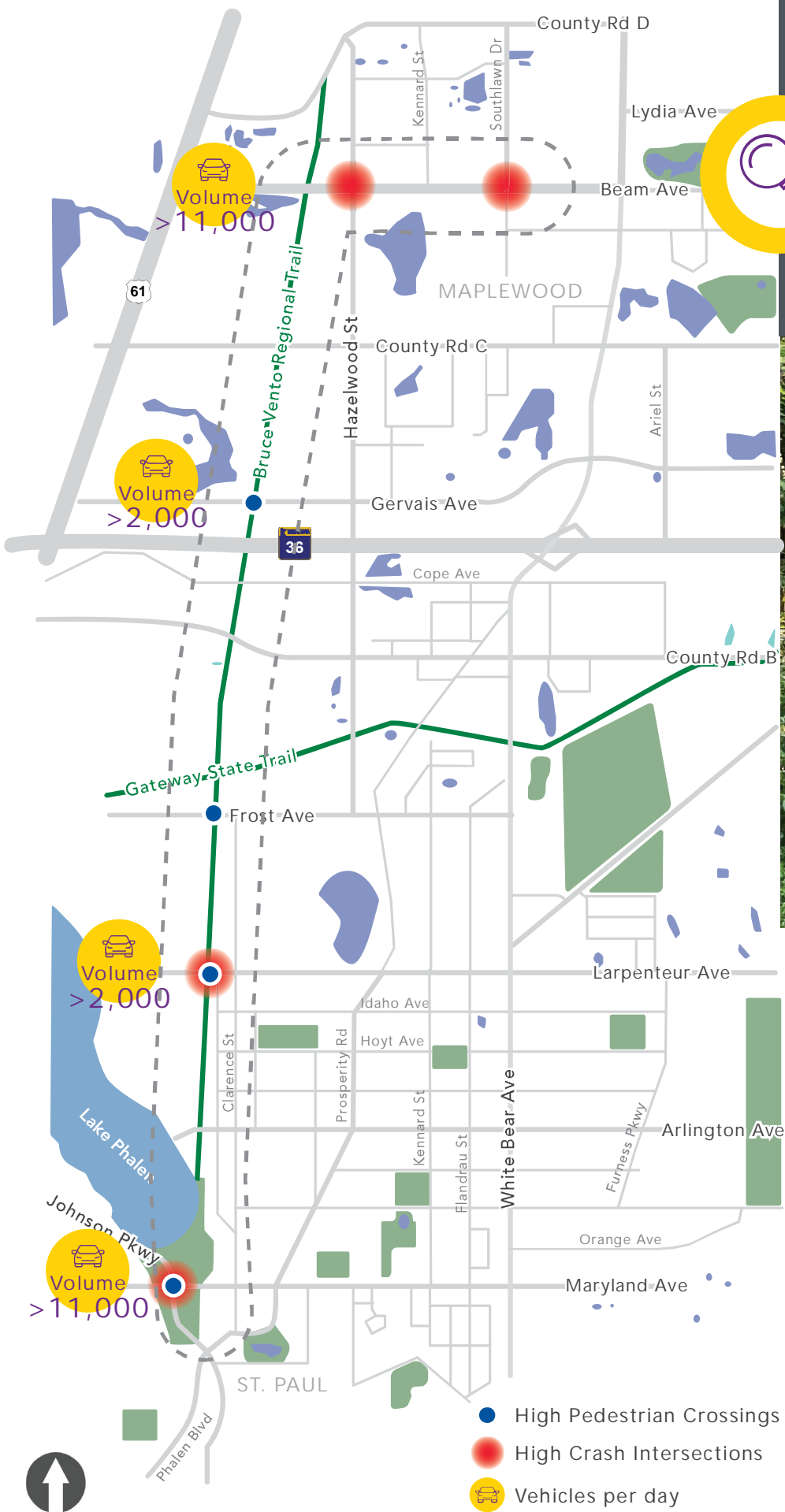
Difficult to cross at **unsignalized intersections**.

Need more **frequent & reliable transit service**.

Roadway and sidewalk **pavement** are in **poor condition**.

Bruce Vento Regional Trail Corridor

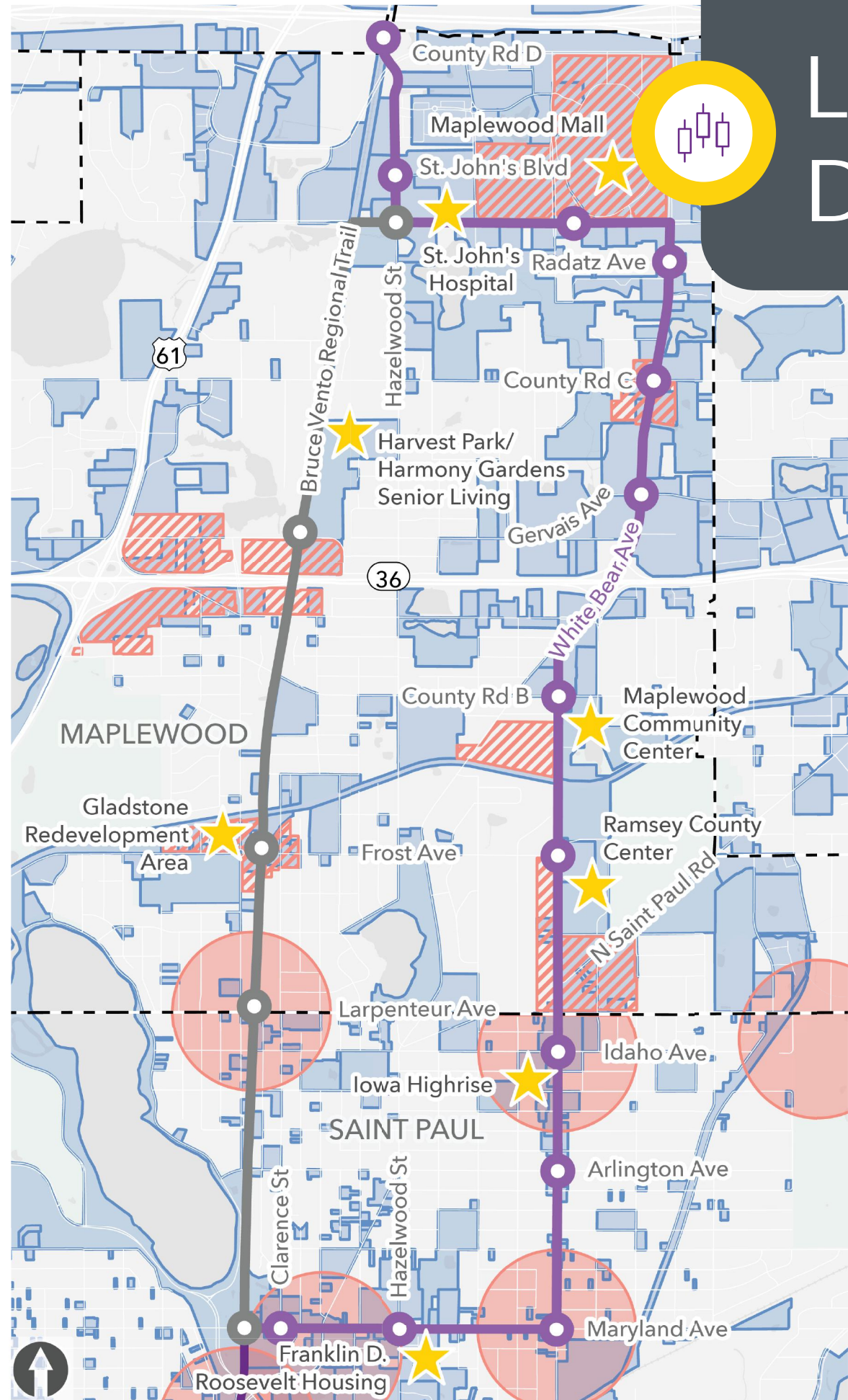
Existing Conditions






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.




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

* Source: HousingLink, US Census Bureau | ** Source: ESRI What's In My Community dataset

Socioeconomic Demographics *and* Ridership



Purple Line staff evaluated the socioeconomic characteristics of the communities along both corridors to understand the differences in the potential transit markets.

Within the White Bear Ave Corridor area, there are more low-income households, zero-car households, residents of color, and affordable housing units. As a result, the White Bear Ave Corridor is anticipated to have higher ridership than the Bruce Vento Regional Trail Corridor.

White Bear Ave is estimated to generate about 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 about 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, directly serving more people
- ✔ More destinations within a 10-minute walk or roll of stations
- ✔ Stronger transit market, with more low-vehicle households, low-income residents, and people with disabilities

*** Projected ridership numbers are for 2045 and based on 2023 ridership.

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

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



Transit Looks Different Today

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

- Average weekday systemwide and park-and-ride boardings are lower than 2019 (46% and 84% less, 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.

- Zero-vehicle 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)
- BIPOC community: 55% of all trips (up from 42% in 2016)

Transit *and* Traffic Operations



Transit Operations

Purple Line staff studied the differences in transit travel times, delays, and maintenance needs between the Bruce Vento Regional Trail Corridor and White Bear Ave Corridor.

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

Staff studied how the Purple Line would impact general traffic conditions in each corridor.

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.*

Bruce Vento Regional Trail will have minor impacts to traffic because it has fewer intersections with local streets.

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.*

White Bear Ave will have more impacts to traffic operations. In both directions, one to two traffic lanes will be converted to primarily transit use, left turns will be prohibited in some design concepts, and intersection operations will favor transit.



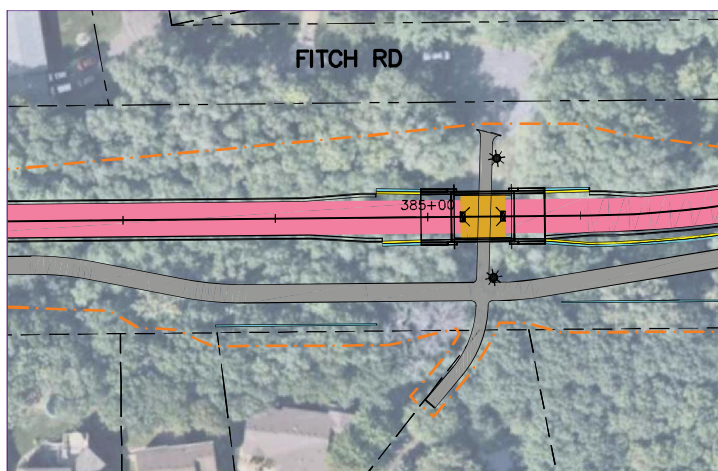
*Traffic travel times listed here are an average of morning and afternoon rush hour travel times.

Property Impacts

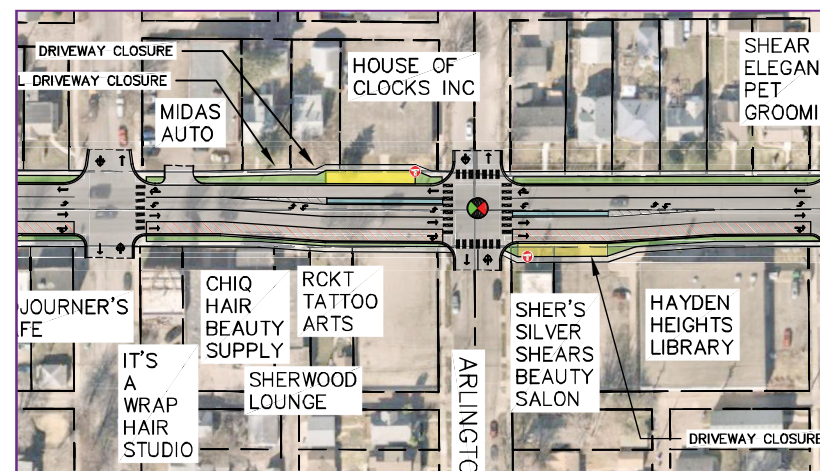


Purple Line staff studied potential property impacts along both corridors. Impacts shown may be reduced with future design advancement.

- ✔ 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)

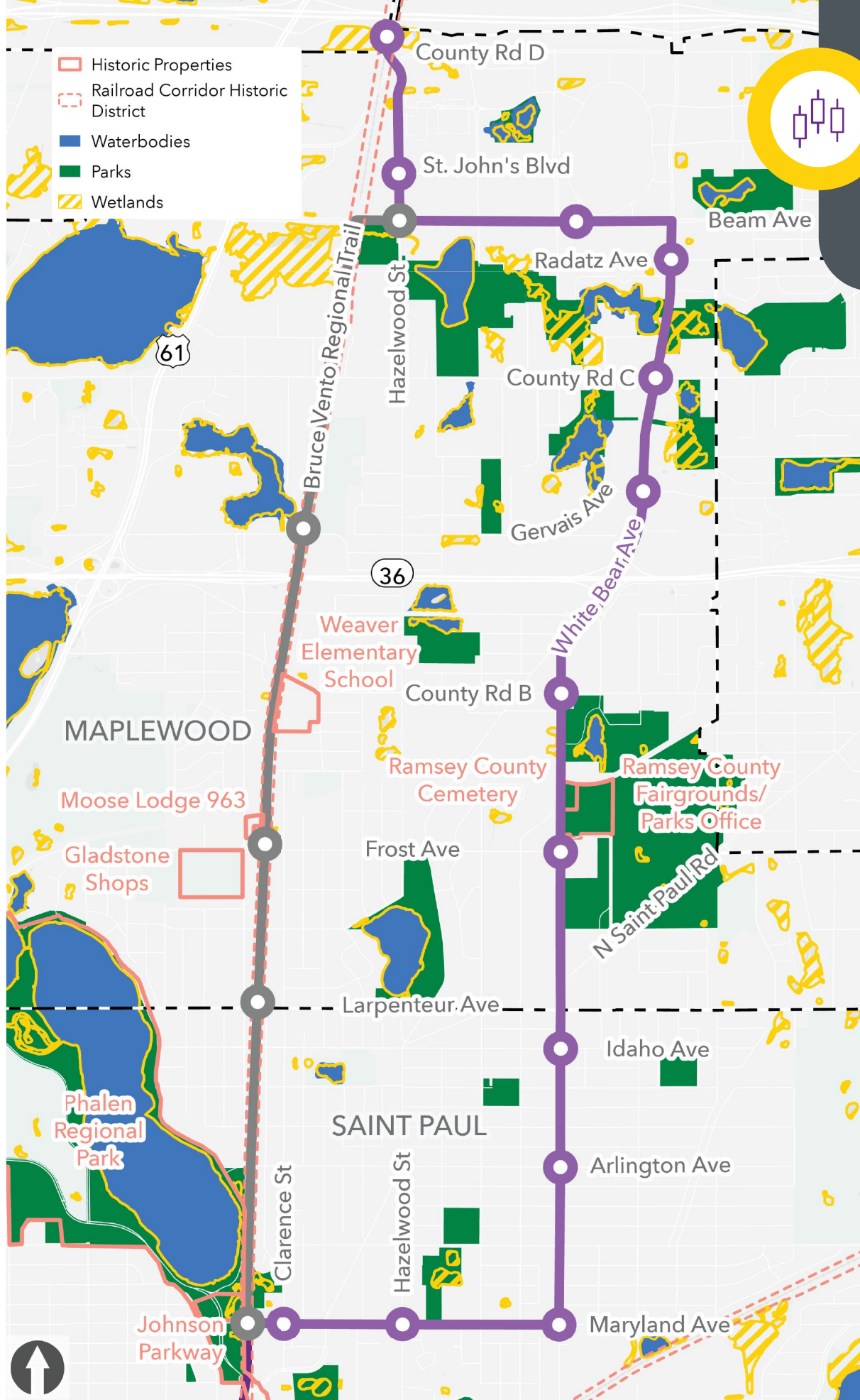
	Impacted Properties
Residential	56-57
Businesses	35-38
Publicly-owned	5

Notes: Impacted properties listed above are those with potential permanent major or total impacts. For White Bear Ave, the Side-Running impacts include both Two Side-Running and One Side-Running. The Center-Running impacts reflect scenarios with and without a left turn lane at Ivy Ave.

If you own property on the corridor, talk with staff and view the provided layouts to learn about potential impacts to your property.



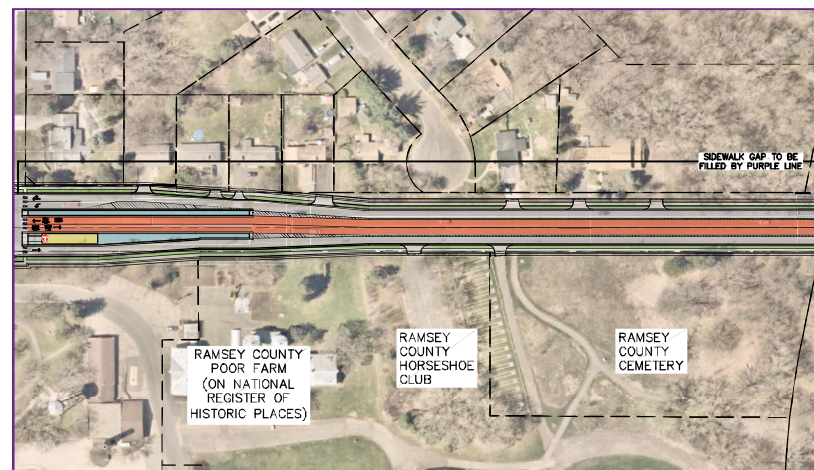
Environmental Considerations



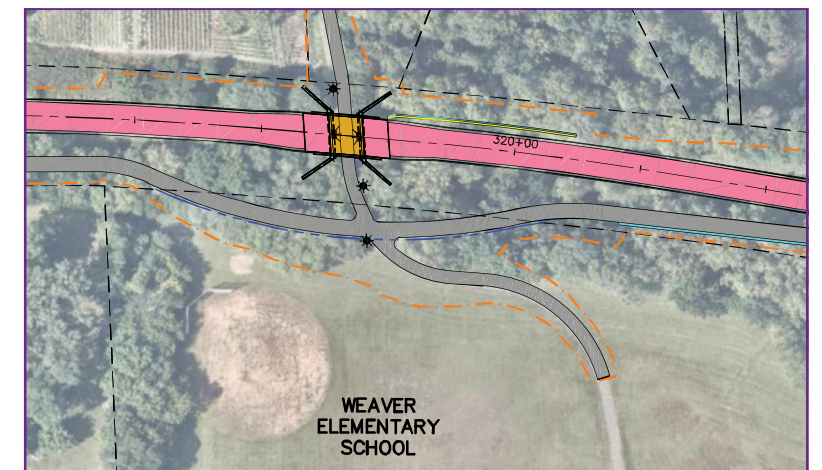
Purple Line staff studied potential impacts to wetlands and water resources, recreational resources, historic and archaeological resources, and protected species.

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 the corridors. The Bruce Vento Regional Trail Corridor results in impacts to a greater number of trees in a “natural” environment; White Bear Avenue design options result in impacts to 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



Purple Line staff have developed preliminary ridership and cost estimates for the Bruce Vento Regional Trail Corridor and White Bear Ave design options. These estimates are important pieces in determining the project's eligibility for federal funding.

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
- ✓ Increased 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



Saint Paul *Maryland Ave*



Existing



Birdseye view looking east



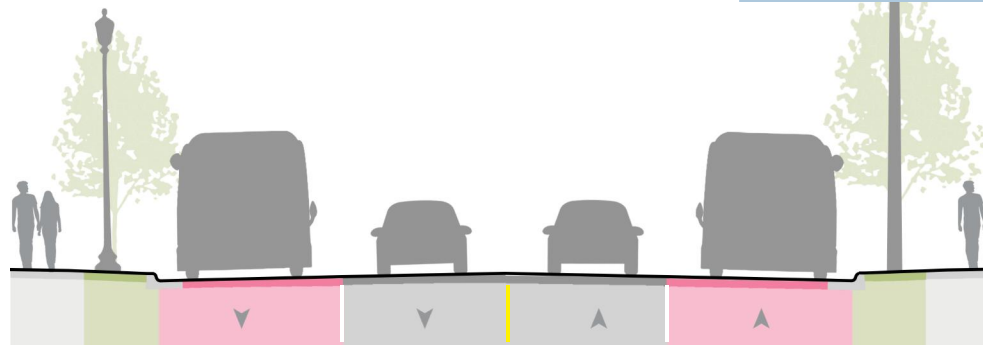
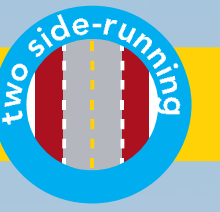
Street level view looking east



Saint Paul *Maryland Ave*



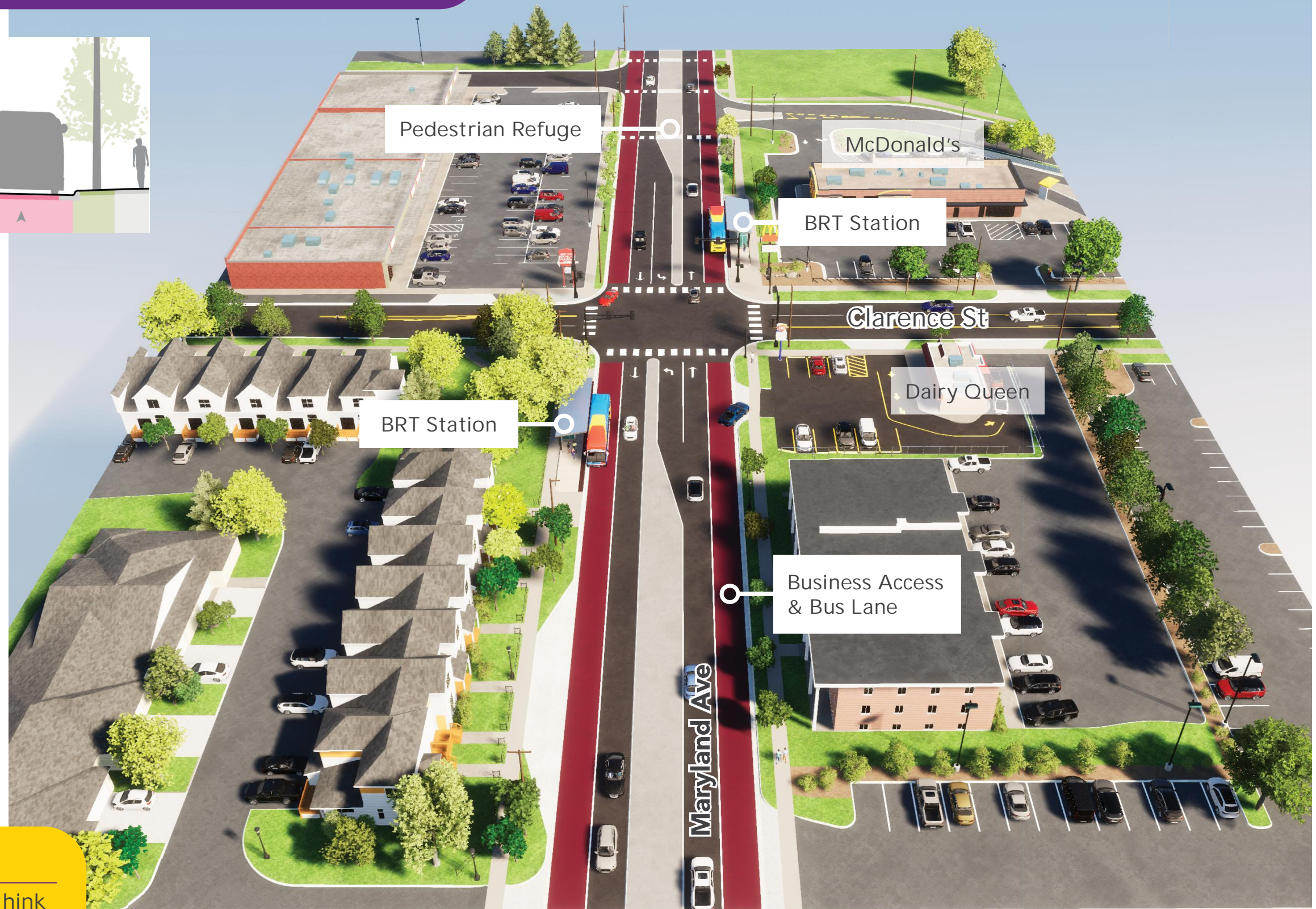
Two Side-Running



"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 than the One Side-Running option from left-turn lanes and medians



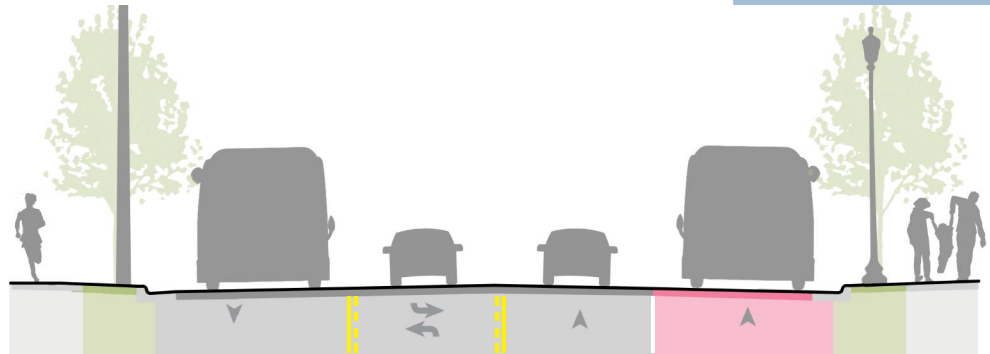
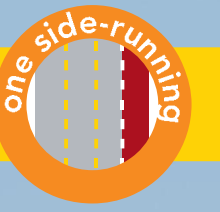
Seeking Feedback!

Which design option do you think will benefit the community?

Saint Paul *Maryland Ave*



One Side-Running



"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



Seeking Feedback!

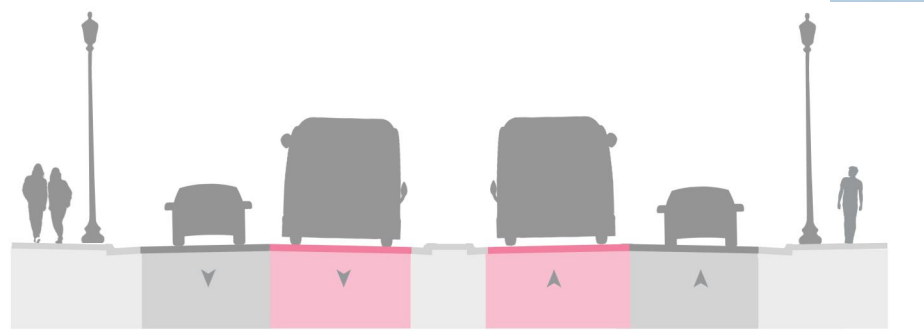
Which design option do you think will benefit the community?



Saint Paul *Maryland Ave*



Center Running



"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 Maryland and White Bear avenues than the side-running options
- ✔ Prevents left-turns and through-traffic at unsignalized intersections
- ✔ More traffic delay for cars and trucks



Seeking Feedback!

Which design option do you think will benefit the community?



Maplewood *White Bear Ave*



Existing



Birdseye view looking north



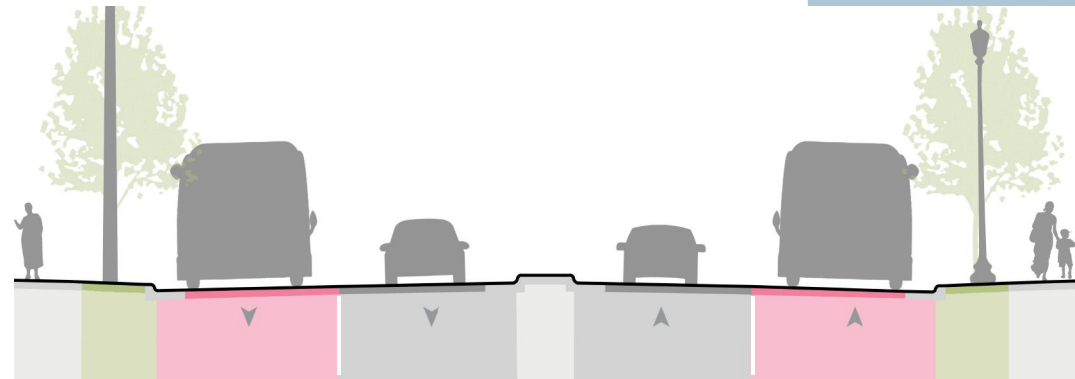
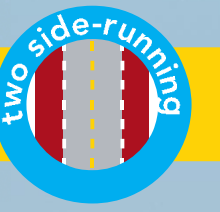
Street level view looking south



Maplewood *White Bear Ave*



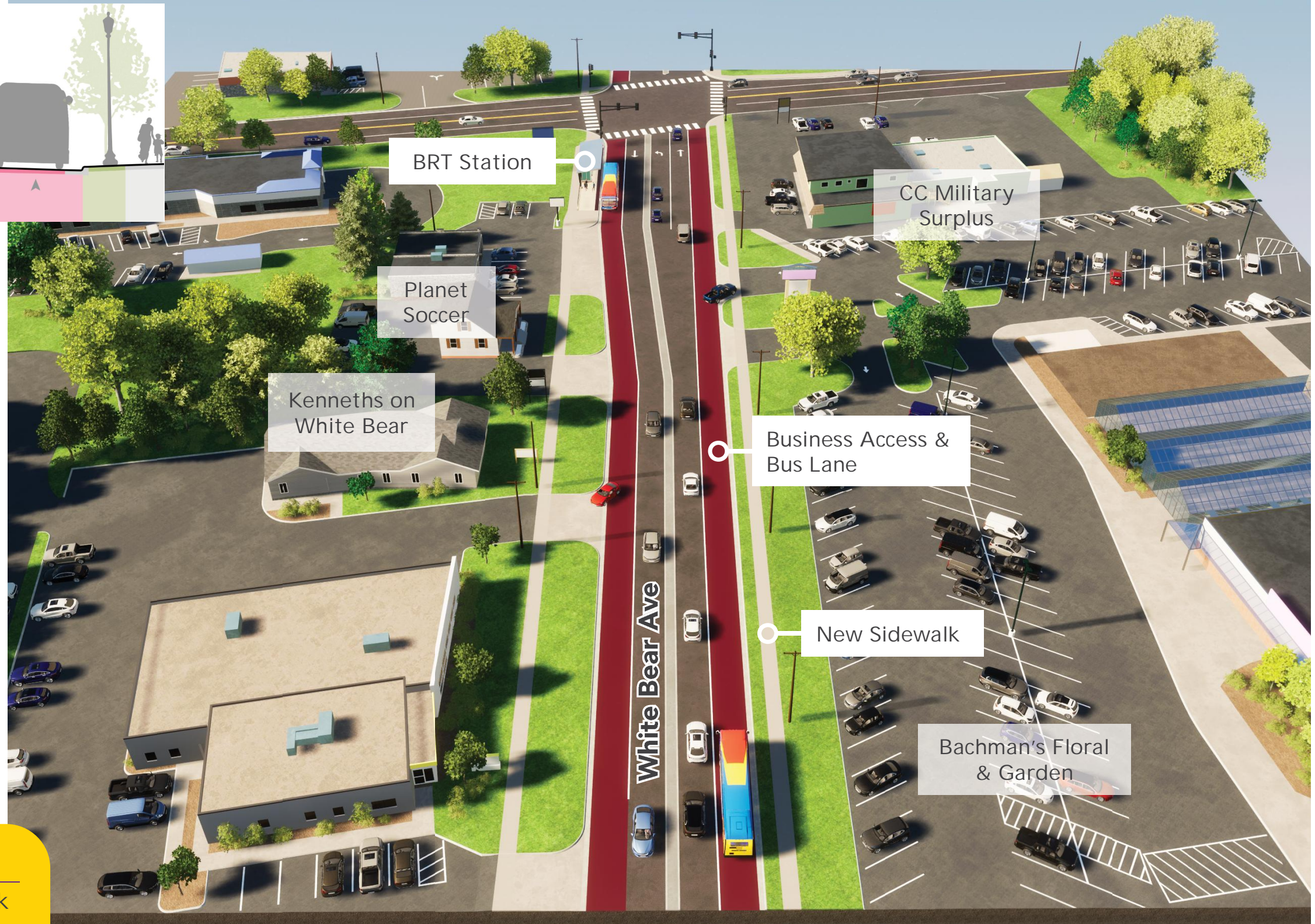
Two Side-Running



“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



Seeking Feedback!

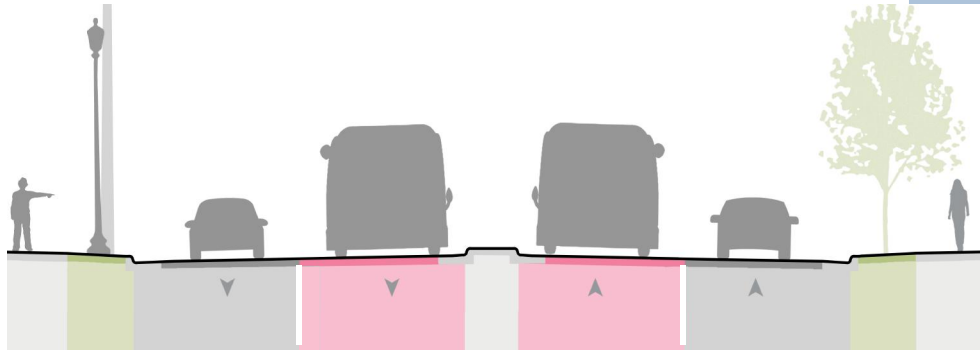
Which design option do you think will benefit the community?



Maplewood *White Bear Ave*



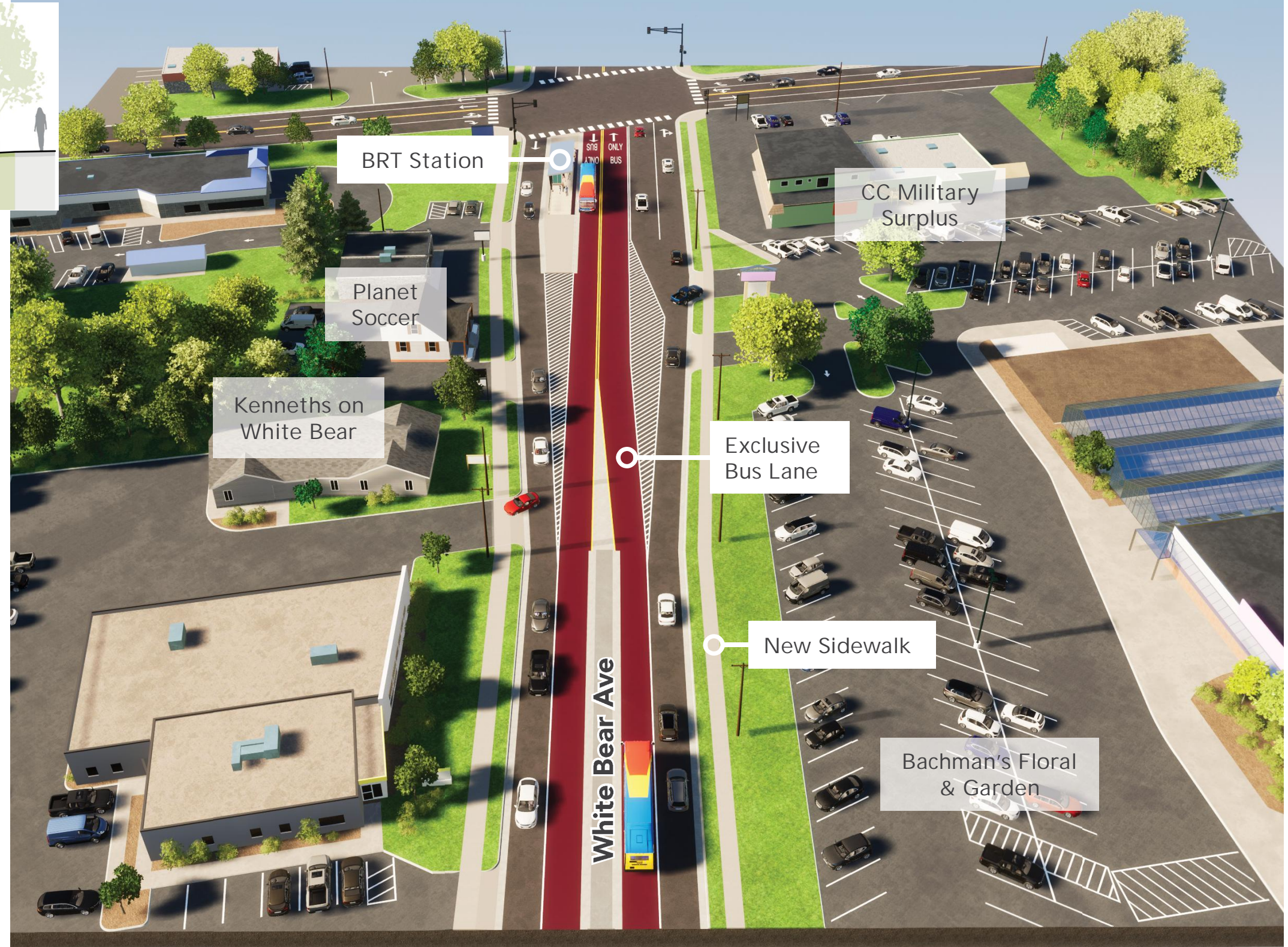
Center Running



“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



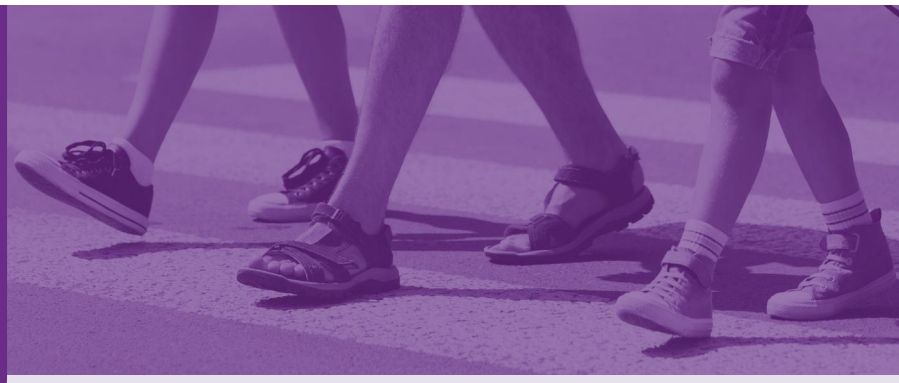
Seeking Feedback!

Which design option do you think will benefit the community?





Pedestrian Improvements



The project includes several components to improve pedestrian comfort and accessibility along the White Bear Ave Corridor.



Fill in sidewalk gaps

- ✓ The project would fill in all gaps in sidewalk connections along White Bear Avenue in Maplewood



Restore or improve planted boulevards as design allows

- ✓ The placement and width of planted boulevards will depend on design advancement



Improve sidewalk conditions

- ✓ The project would reconstruct sidewalks and implement accessibility standards, like better curb ramps, to improve pedestrian comfort and accessibility



Create more visible crosswalks

- ✓ The project would create more visibly marked crosswalks with refuges
- ✓ Each signalized crosswalk would have "audio announcements" for safer use by those visually-impaired



Improve predictability of vehicle traffic at crossings

- ✓ By reducing general traffic lanes to one lane in each direction and adding pedestrian refuges, the project would minimize risk of crashes
- ✓ Left-turn signals at intersections would help control traffic across the crosswalk



Improve bike connections

- ✓ Additional design work will improve the planned bike network across Maryland and White Bear avenues in Saint Paul



Watch the video!

View what these improvements could mean for the pedestrian experience in the animations on the nearby screen.

Pedestrian Access



Pedestrian access improvements at intersections and along the corridor are an important benefit of the Purple Line project. All options implement pedestrian improvements but there are slight differences.

- ✔ The map displays where the different Purple Line design options will make pedestrian infrastructure improvements.
- ✔ Pedestrian crossing improvements will be added about every quarter mile with all options through most of the corridor.
- ✔ All options would deliver:
 - » More marked crosswalks
 - » More pedestrian refuges and medians
 - » Reduced average crossing distances
 - » Reduced average number of lanes to cross

Existing



Maryland Ave and Etna St

Side-Running



Maryland Ave and Etna St

Center-Running



Maryland Ave and Etna St

View what these improvements could mean for the pedestrian experience in the animations on the nearby screen.



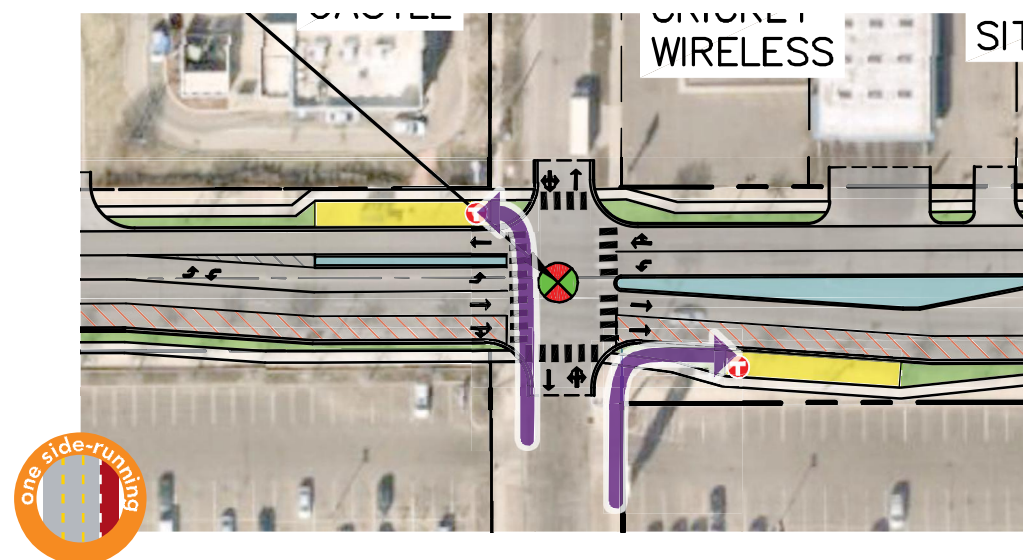
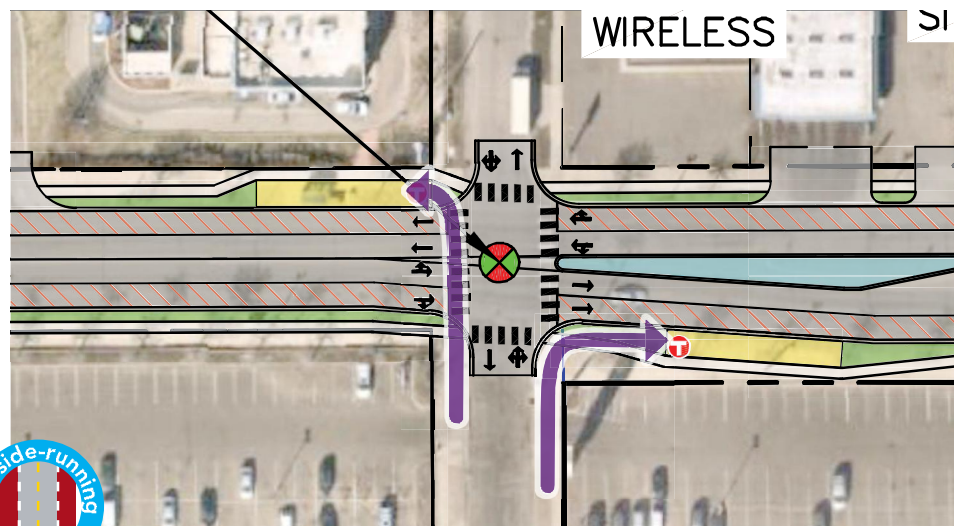
Station Access



Pedestrian and bike access improvements to stations are an important benefit of the Purple Line project. The number of traffic lanes a transit rider may need to cross to reach a station differs between the design options. Pedestrian crossing enhancements will make accessing stations safer.

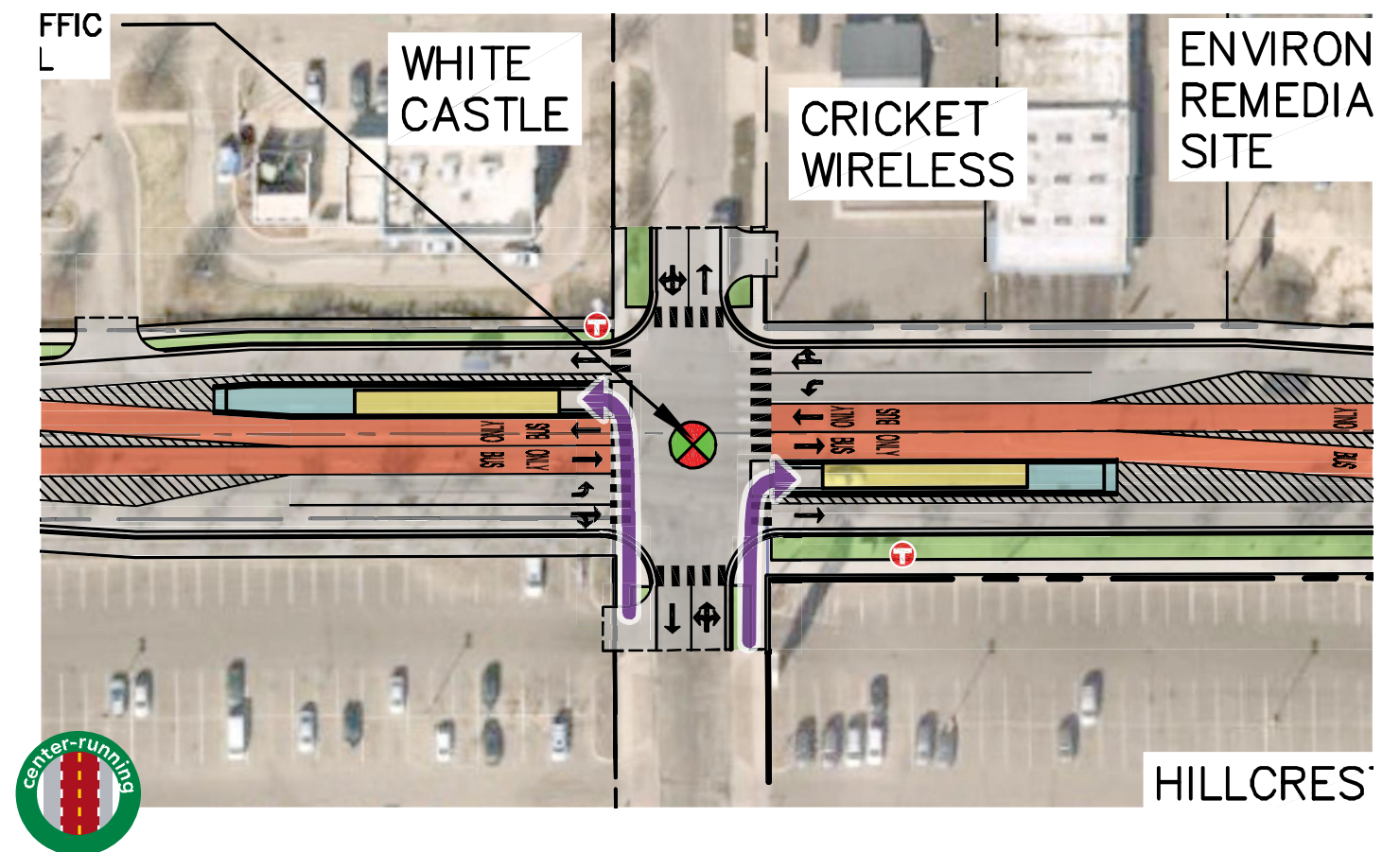
Side-Running

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.

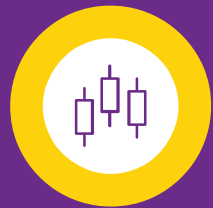


Center-Running

The 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.



Example pedestrian pathway to station



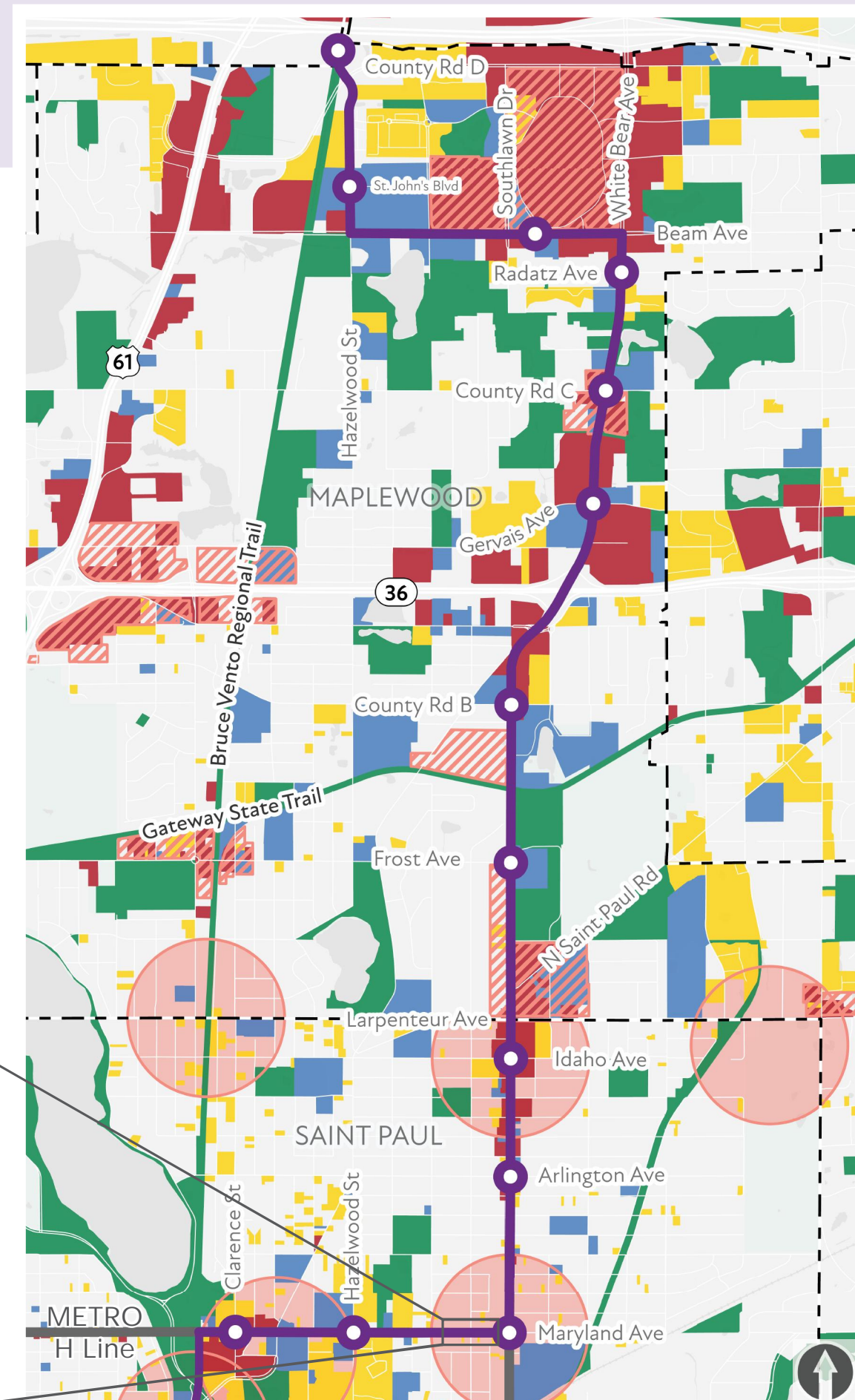
Land Use & Economic Development

Purple Line staff studied the existing land use and the potential economic development of the White Bear Ave Corridor to determine if the Purple Line is a good investment for the corridor and if the corridor can support the investment.

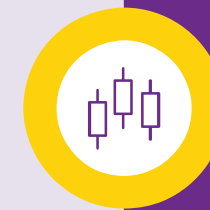
- ✔ Transit-supportive land uses across the corridor today, including high-density residential, commercial, and institutional uses, provide good support for a high-frequency transit investment.
- ✔ Purple Line can support planned development in the corridor such as in Saint Paul's Neighborhood Nodes or Maplewood's Mixed-Use Areas.
- ✔ Planning agencies can further increase the opportunity for economic development with the Purple Line through additional transit-supportive zoning.
- ✔ Purple Line seeks to drive investment in the community while minimizing displacement.
- ✔ Land use and potential economic development does not change depending on the corridor design option. Each option has equal potential.

Transit Supportive Land Use

- High Density Residential
- Commercial and Mixed Use
- Institutional and Office
- Parks and Open Space
- Saint Paul Neighborhood Nodes
- Maplewood Mixed-Use Areas



Purple Line Bus Rapid Transit will include a package of transit service enhancements that create a more reliable and faster trip experience compared to typical local bus service.



Transit Operations



Key Purple Line Features:

- ✔ Purple Line will provide all-day service, seven days a week, with buses arriving every 15 minutes on weekdays and every 30 minutes on weekends.
- ✔ Fewer stops than local bus service and bus lanes help keep the Purple Line moving.
- ✔ Buses are given priority at key traffic signals to “ask” for green lights.
- ✔ Buses will be unique and recognizable with wider aisles, additional doors, and folding seats to make room for wheelchairs and strollers.
 - » Purple Line buses are planned to be electric, reducing their emissions and noise.

Bus Lanes

Bus lanes create a dedicated path for buses to travel, reducing delays caused by other traffic. The type of bus lane can impact the speed and travel time reliability.



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.

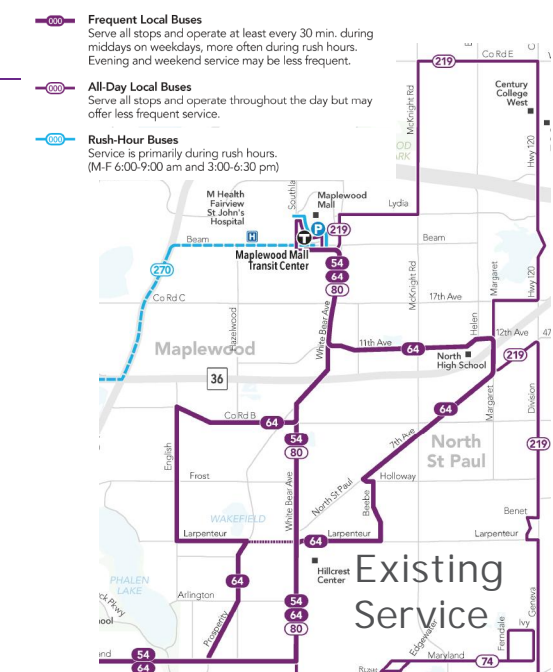


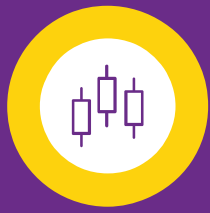
In mixed traffic, buses can be delayed by cars and trucks. Buses would also stop “in-lane” at station platforms, momentarily stopping traffic.

METRO & Local Bus Service Plan

Metro Transit is studying changes to local bus service in the corridor to work best with planned METRO service. Changes will not be final until closer to the opening of the METRO service. Here are some of the changes that could happen:

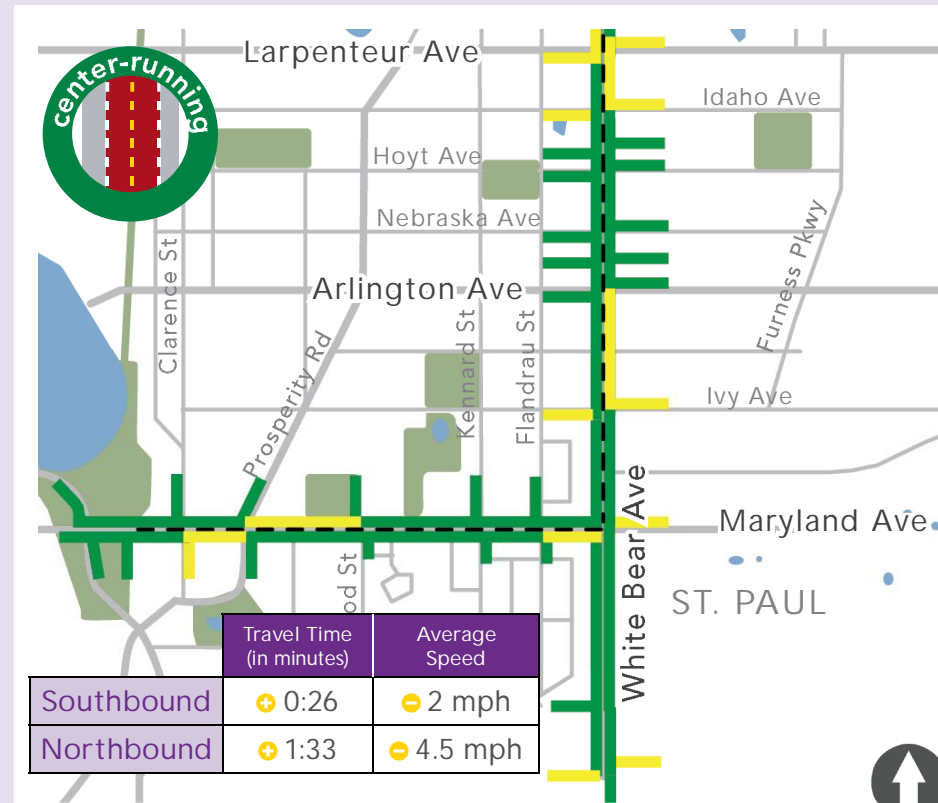
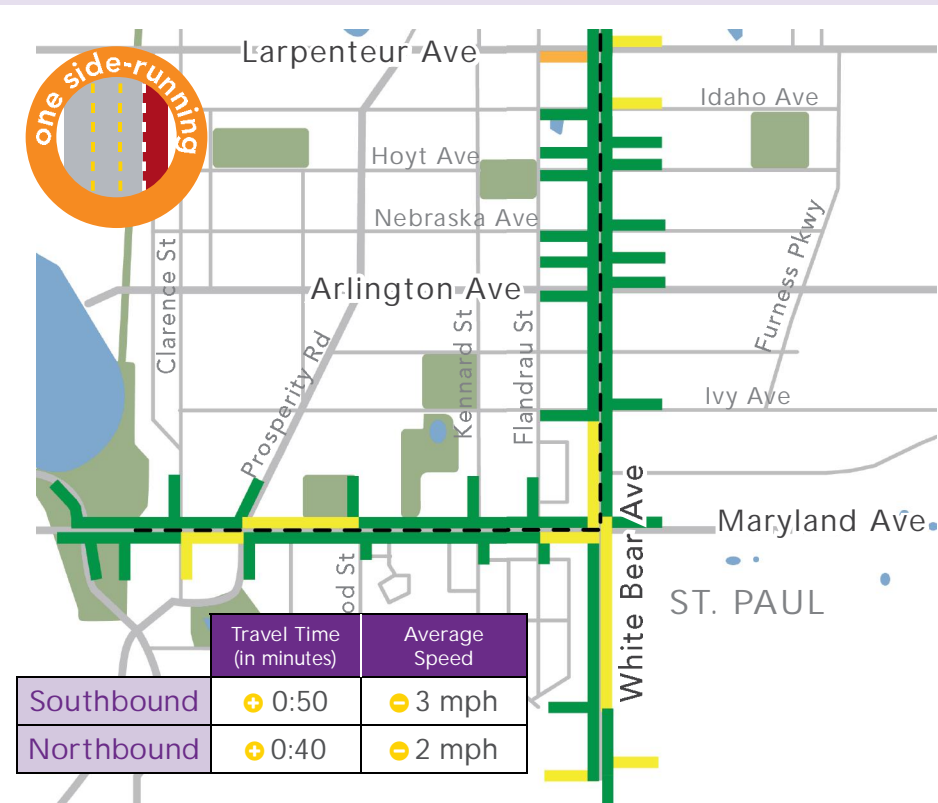
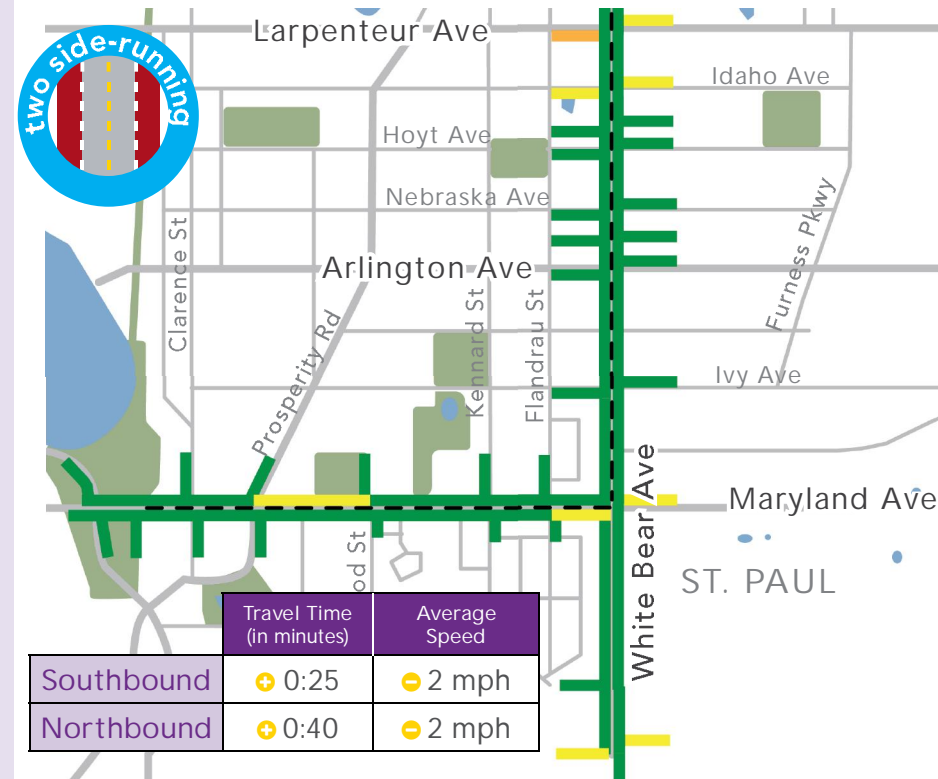
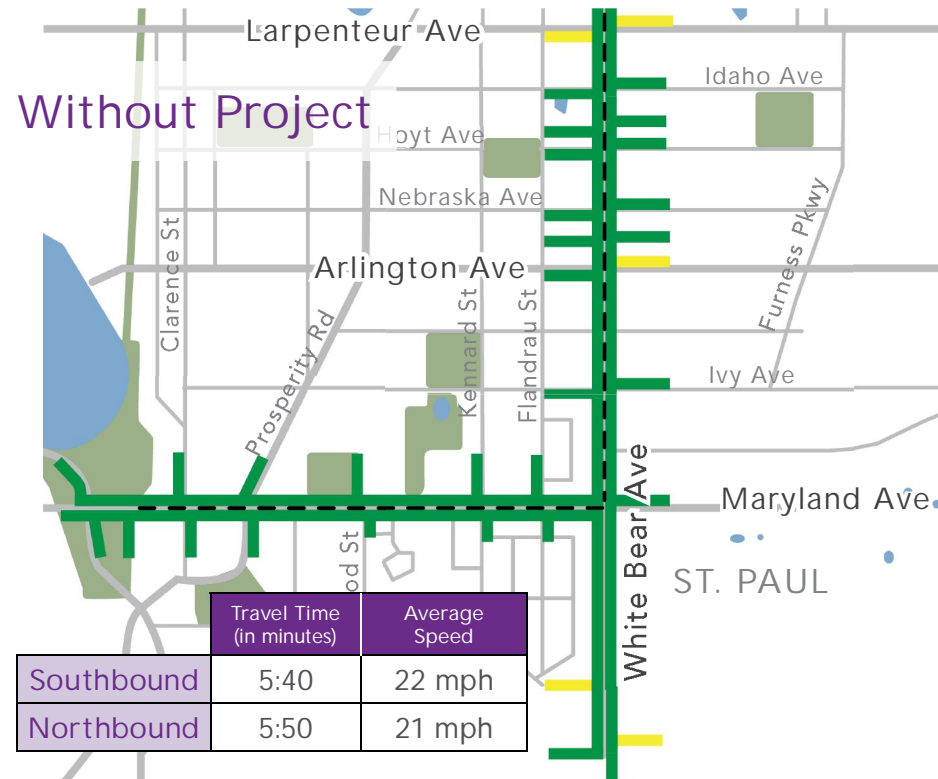
- ✔ Route 54 would be replaced by Purple Line between Clarence St and Maplewood Mall.
- ✔ Route 64 stops would be consolidated, sharing some stops with Purple Line.
- ✔ Route 80 would potentially be eliminated with the opening of METRO H Line and Purple Line.
- ✔ METRO H Line and Purple Line would share stations on Maryland Ave.
- ✔ Maryland Ave could see up to 14 buses every hour in each direction.





Traffic Speed Changes

2045 Traffic Operations - Saint Paul



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. Northbound traffic may travel slower with the Center-Running design option.

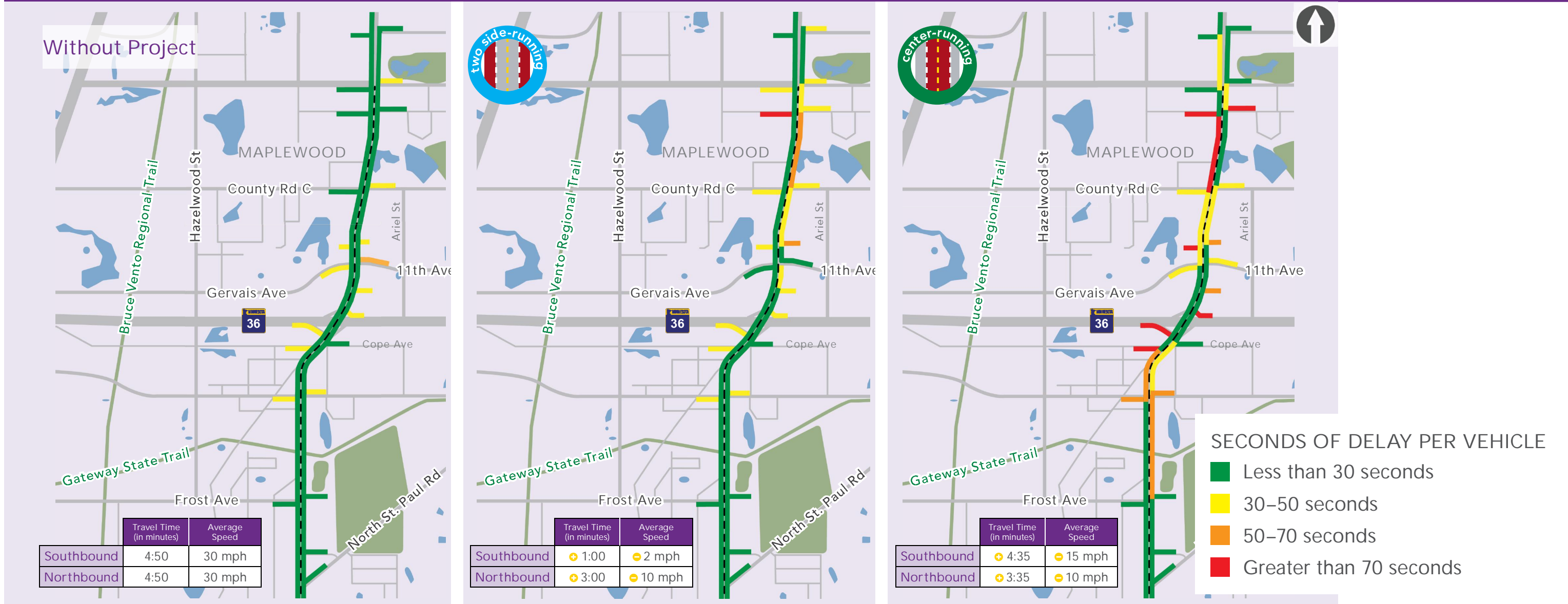
SECONDS OF DELAY PER VEHICLE

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



Traffic Speed Changes

2045 Traffic Operations - Maplewood



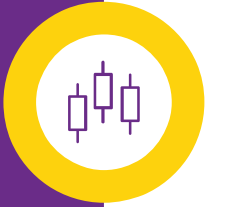
Purple Line staff counted existing traffic, forecasted 2045 traffic levels and traffic flow, then studied how each design option could change traffic flow characteristics in that year.

- ✔ 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 Maplewood, the Two Side-Running scenario increases delay and the Center-Running scenario further increases that delay.



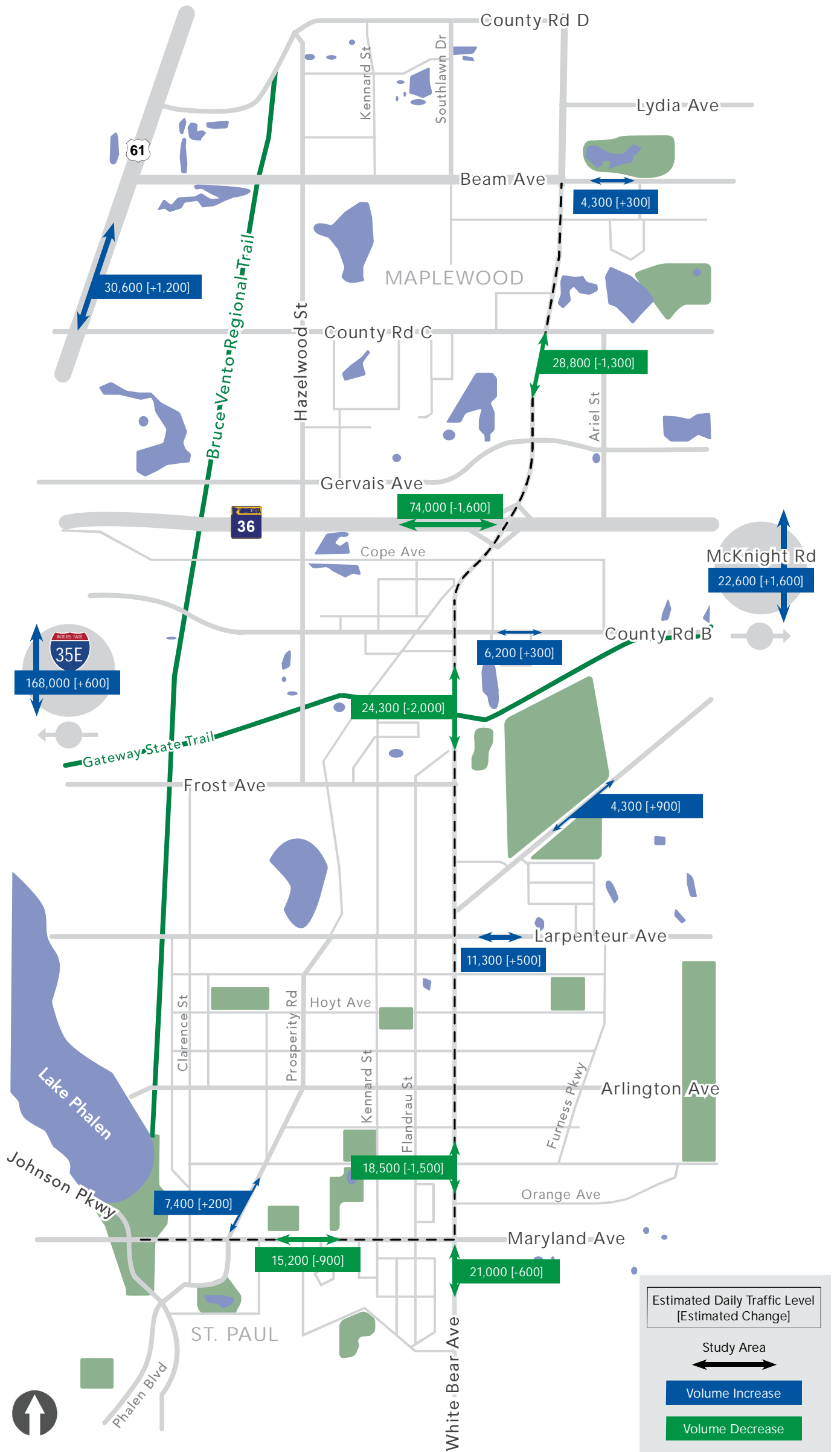
Traffic Level Changes

2045 Traffic Operations



Purple Line staff counted existing traffic, forecasted 2045 traffic levels and traffic flow, then studied how each design option could change traffic levels in that year.

- ✔ The project forecasts traffic levels would decrease in the corridor while increasing in some locations of the surrounding network.
- ✔ The map shows the forecasted daily traffic levels in 2045 without Purple Line and the change in levels with Purple Line.
- ✔ Only key roadways that are expected to change by at least 200 vehicles per day are shown on the map.
- ✔ The forecasted change is the same with all design options.
- ✔ Traffic on Maryland and White Bear avenues would primarily move to other north-south roadways such as I-35E, Highway 61, and McKnight Road. Some east-west roads would also see increased traffic.
- ✔ Impacts to nearby roads would be moderated through the use of medians to prevent left turns.



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.

- ✓ All properties would be impacted to some degree during construction.
- ✓ Some properties would have permanent impacts caused by station platforms or changes in property access with new medians.
- ✓ The extent of the impact and potential mitigation strategies will be evaluated in the next phase of design, after the preferred option is selected.

One Side-Running Property Impacts

	Major Impacts	Total Impacts
Residential	6	1
Businesses	18	0
Publicly-owned	1	0

Two Side-Running Property Impacts

	Major Impacts	Total Impacts
Residential	15	1
Businesses	18	0
Publicly-owned	2	0

Center-Running Property Impacts

	Major Impacts	Total Impacts
Residential	51	0-1
Businesses	18	2-5
Publicly-owned	4	0

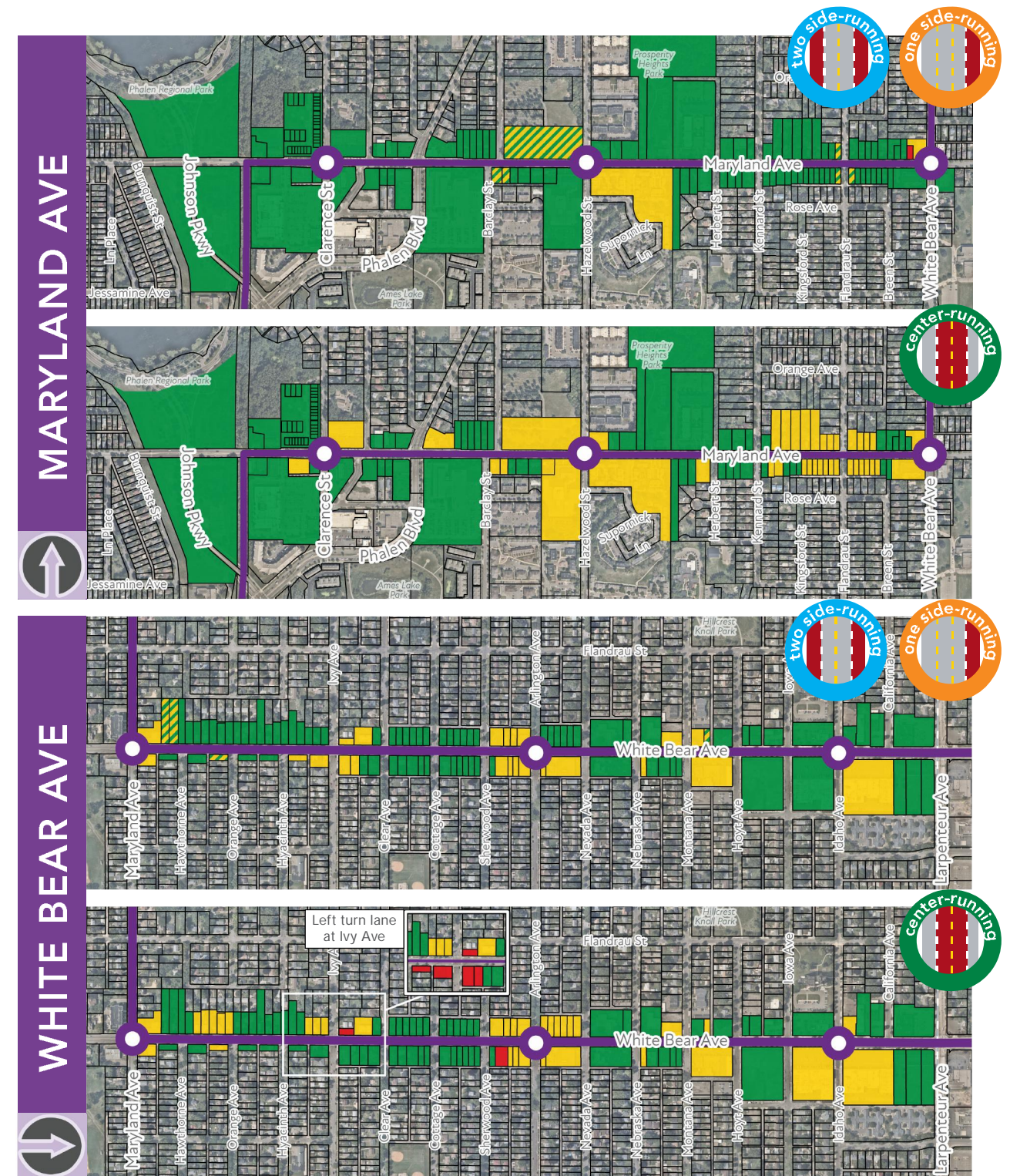
A major property impact includes the permanent taking or reconstruction of existing parking lots, removal of parking lot stalls, the addition of retaining walls, permanent infrastructure within 10 feet of a building face, and the permanent removal of vehicle access (though access is maintained elsewhere).

A total property impact includes the permanent taking of existing buildings and removal of the only vehicle access to a property.

If you own property on the corridor, talk with staff and view the provided layouts to learn about potential impacts to your property.

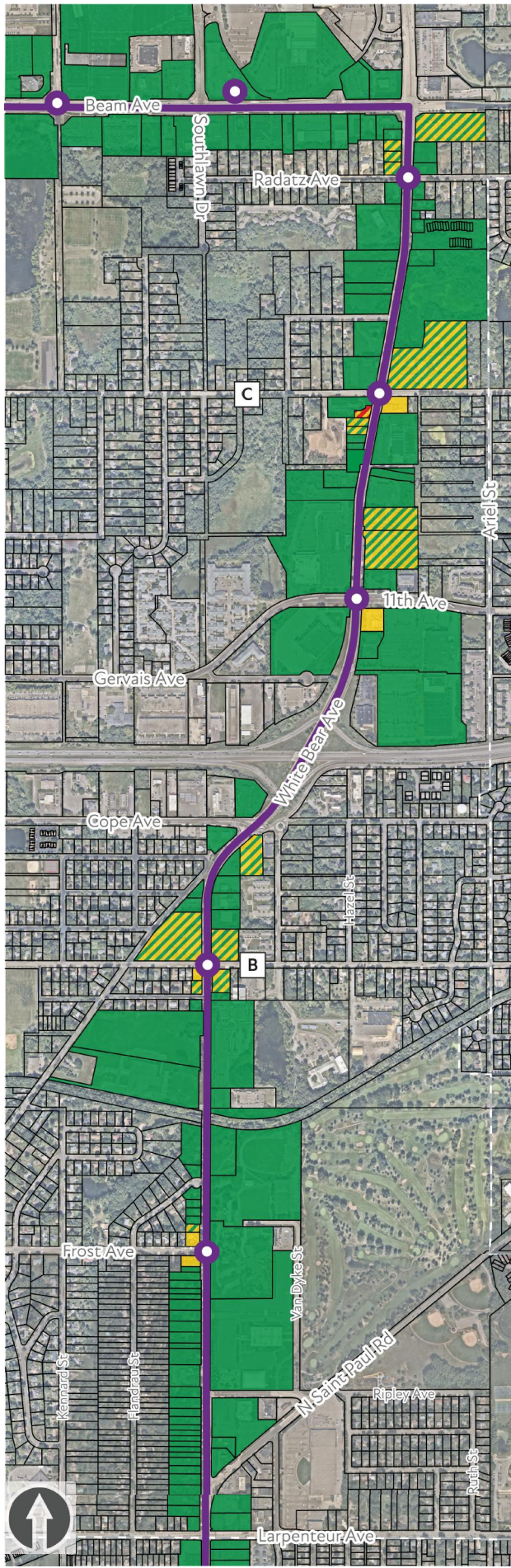
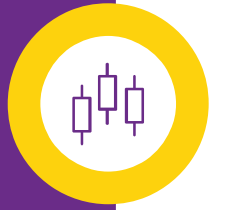


- Impacts during construction and minor strip takings
- Likely major permanent impacts for Two Side-Running only
- Likely major permanent impacts
- Likely total permanent impacts



Property Impacts

Maplewood



- Impacts during construction and minor strip takings
- Likely major permanent impacts for Center-Running only
- Likely major permanent impacts
- Likely total permanent impacts for Center-Running, major impacts for Side-Running

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 or filling in gaps of sidewalk.
- ✔ 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 option is selected.

Two Side-Running Property Impacts

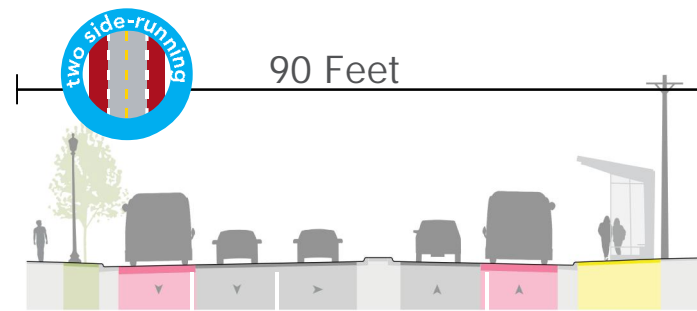
	Major Impacts	Total Impacts
Residential	3	0
Businesses	3	0
Publicly-owned	0	0

Center-Running Property Impacts

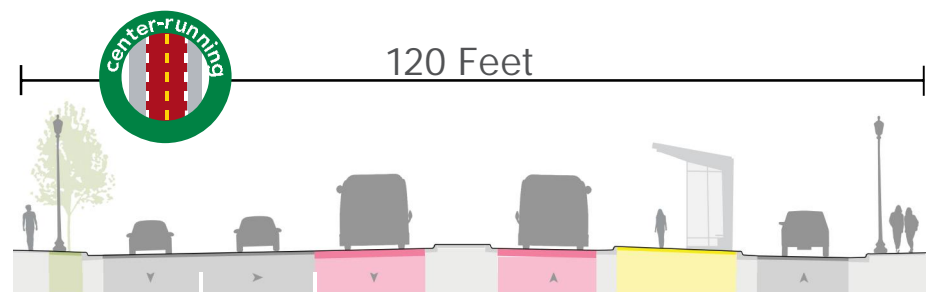
	Major Impacts	Total Impacts
Residential	5	0
Businesses	14	1
Publicly-owned	1	0

A major property impact includes the permanent taking or reconstruction of existing parking lots, removal of parking lot stalls, the addition of retaining walls, permanent infrastructure within 10 feet of a building face, and the permanent removal of vehicle access (though access is maintained elsewhere).

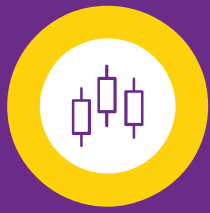
A total property impact includes the permanent taking of existing buildings and removal of the only vehicle access to a property.



Typical Cross Sections Near Stations



If you own property on the corridor, talk with staff and view the provided layouts to learn about potential impacts to your property.



Access Management Saint Paul

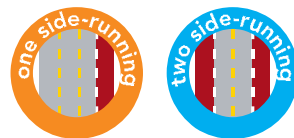
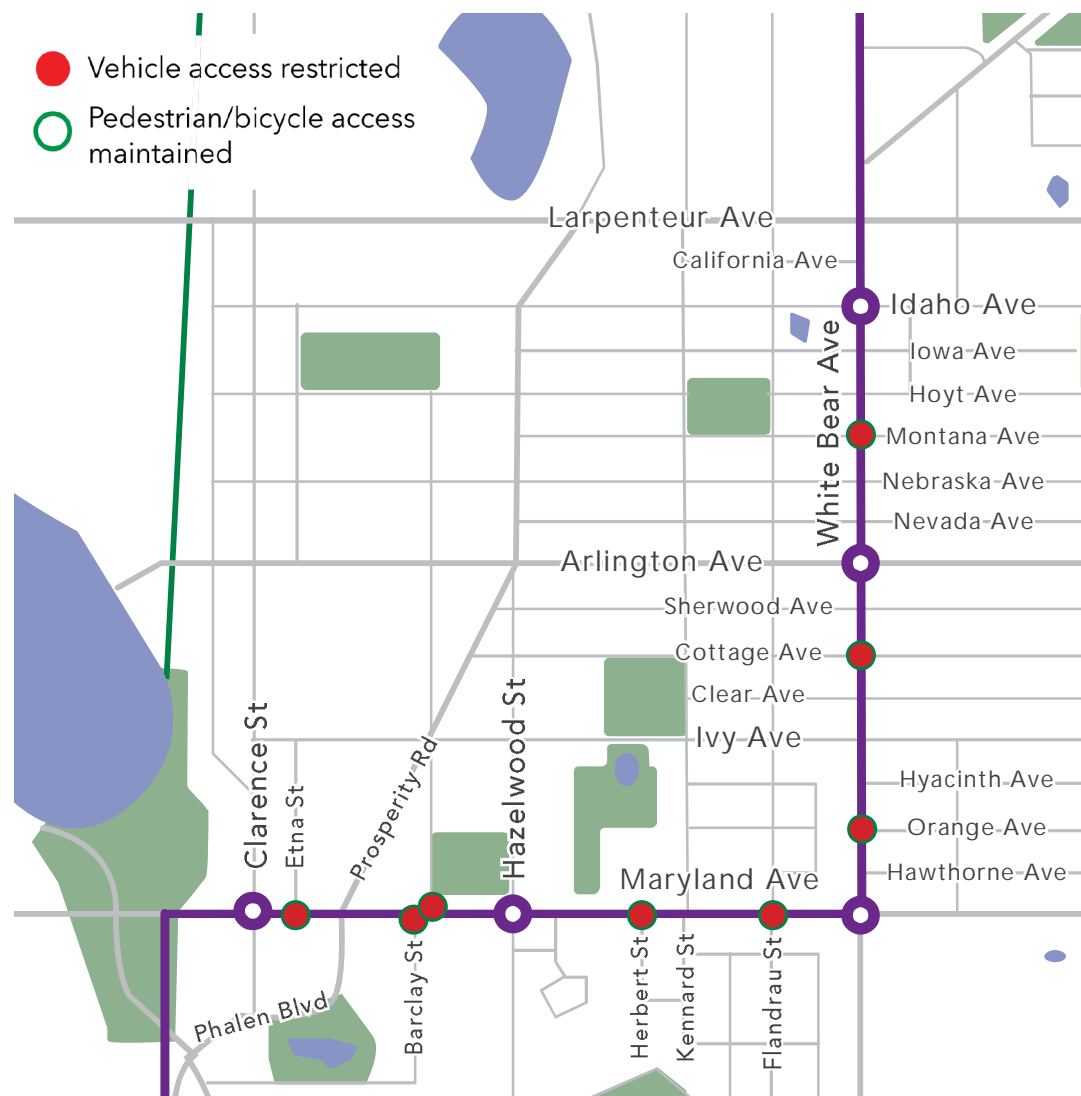
The Purple Line will reconstruct the roadway along White Bear and Maryland avenues to include new medians. There will be changes to vehicle access across White Bear and Maryland avenues to improve safety and transit reliability in the corridor.



Medians like the above at Maryland Ave and Duluth St will be added throughout the corridor.

Source: Google Street View

Access Changes for Side-Running:



The Side-Running options will restrict left turns and through movements for vehicles at some intersections. Pedestrian and bike access will be maintained.

Access Changes for Center-Running:



The Center-Running option will restrict left turns and through movements for vehicles throughout the corridor. Pedestrian and bike access will be maintained in some locations.



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

Colin Owens

Community Outreach Coordinator
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