METRO Purple Line

APPENDIX C. COMMUNITY SPACE POSTERS

METRO Purple Line Bus Rapid Transit Preferred corridor between White Bear Ave and Bruce Vento Regional Trail

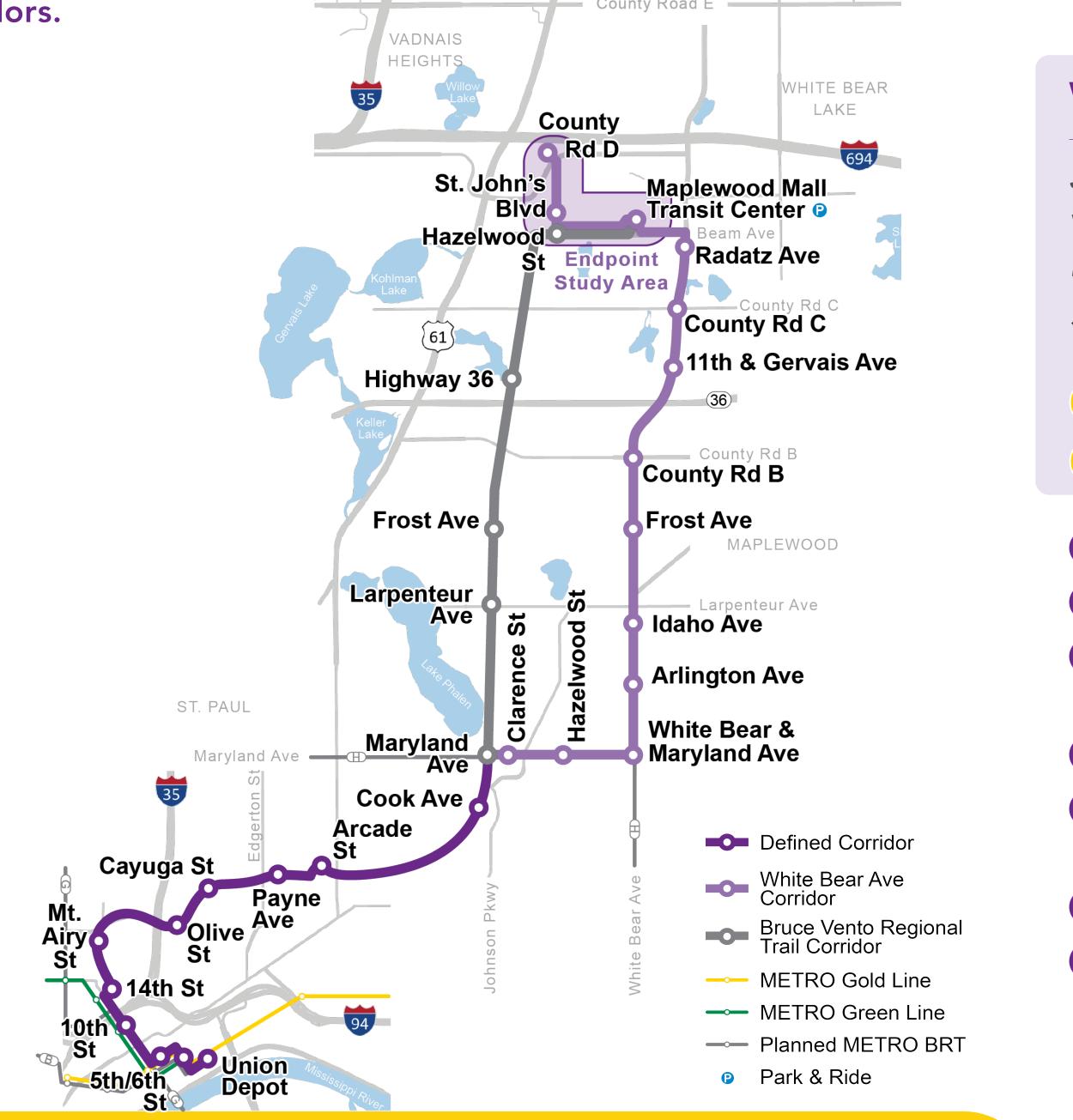
The Purple Line, a proposed bus rapid transit line in Ramsey County, will connect with expanding light rail and BRT service of the METRO system, including direct connections to the Green Line, Gold Line, B Line, G Line, and H Line, as well as local bus routes. The line will increase accessibility to jobs, housing, and services, improving the appeal and competitiveness of the east metro area. Purple Line staff have studied several aspects of the White Bear Ave and Bruce Vento Regional Trail corridors to help identify the preferred corridor. 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



We want your feedback!

Place a sticker by the corridor you prefer Purple Line to run in.

Please use the comment form available to provide your thoughts on what option you think will benefit the community or take the comment form online by visiting the project website or scanning the QR code. Put completed paper comment forms in the envelope provided.





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
- 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

