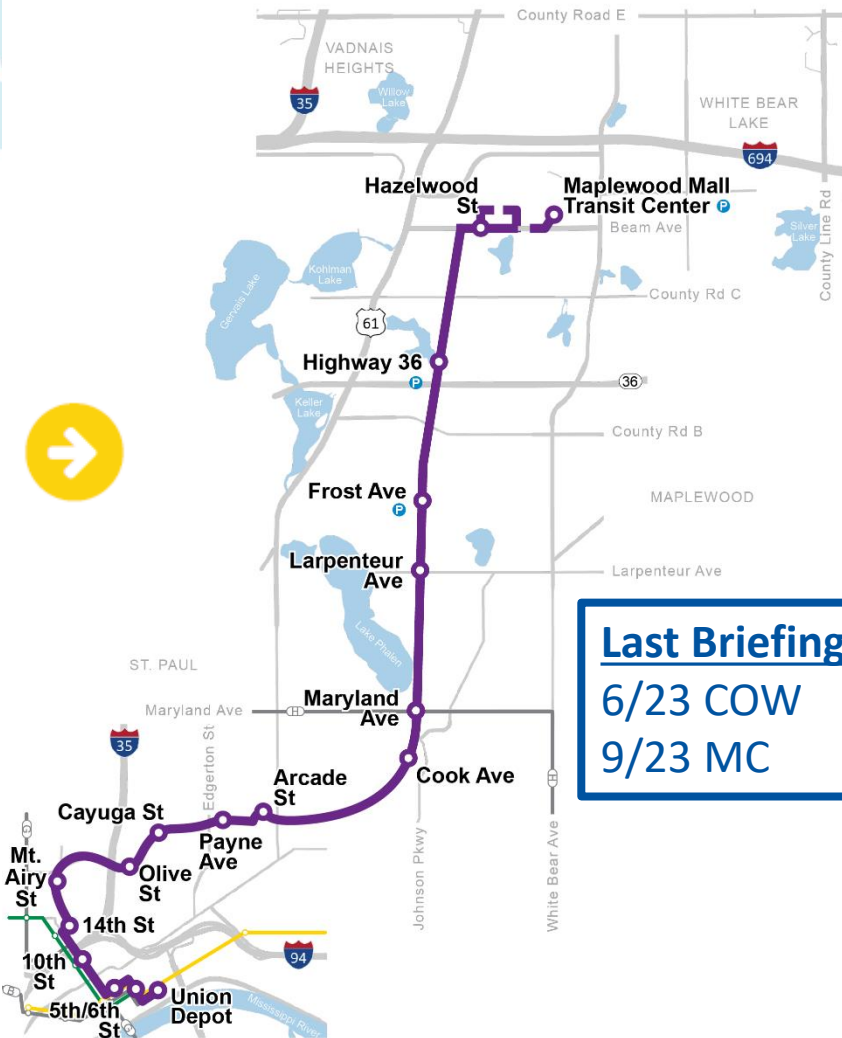




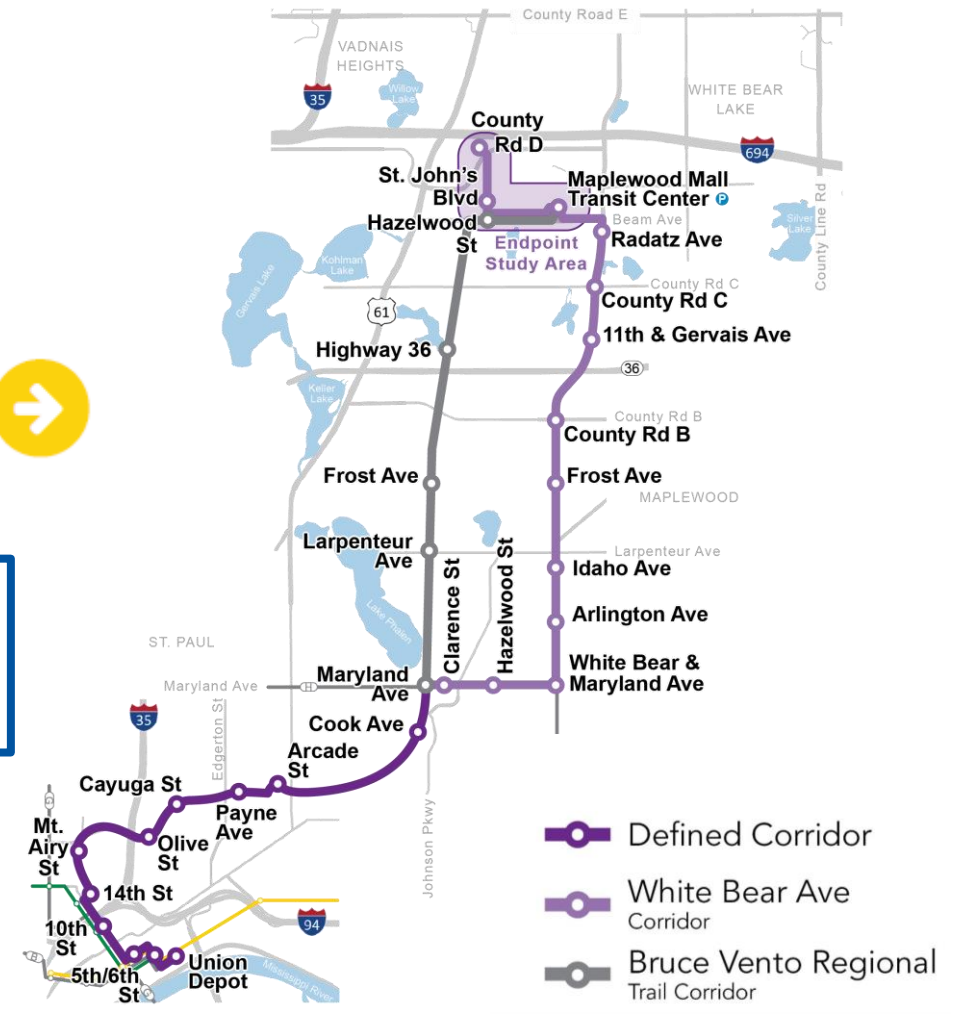
BRT Route Modification Study Update

Craig Lamothe (he/him/his) | Project Manager

Purple Line Evolution (2017-present)



Last Briefings
 6/23 COW
 9/23 MC



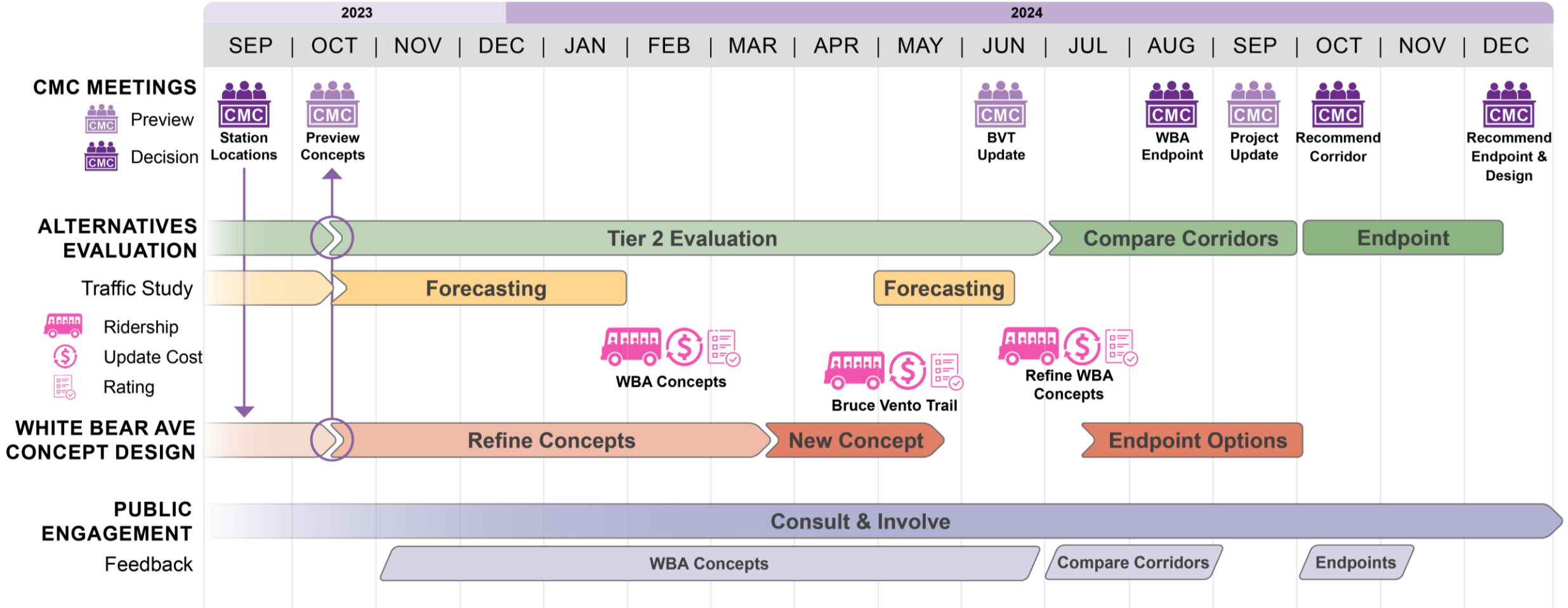
- Defined Corridor
- White Bear Ave Corridor
- Bruce Vento Regional Trail Corridor

Environmental Phase
 2018 - 2021

RMS Phase I
 Mar. 2022 - Sep. 2022

RMS Phase II
 March 2023 - present

RMS Phase II Schedule



Current Hot Topics

BRT Route Modification Study (north of Maryland Ave)

- Project Partner Support for a Revised Locally Preferred Alternative
- Center Running or Side Running Bus Lanes

Design Advancement (south of Maryland Ave)

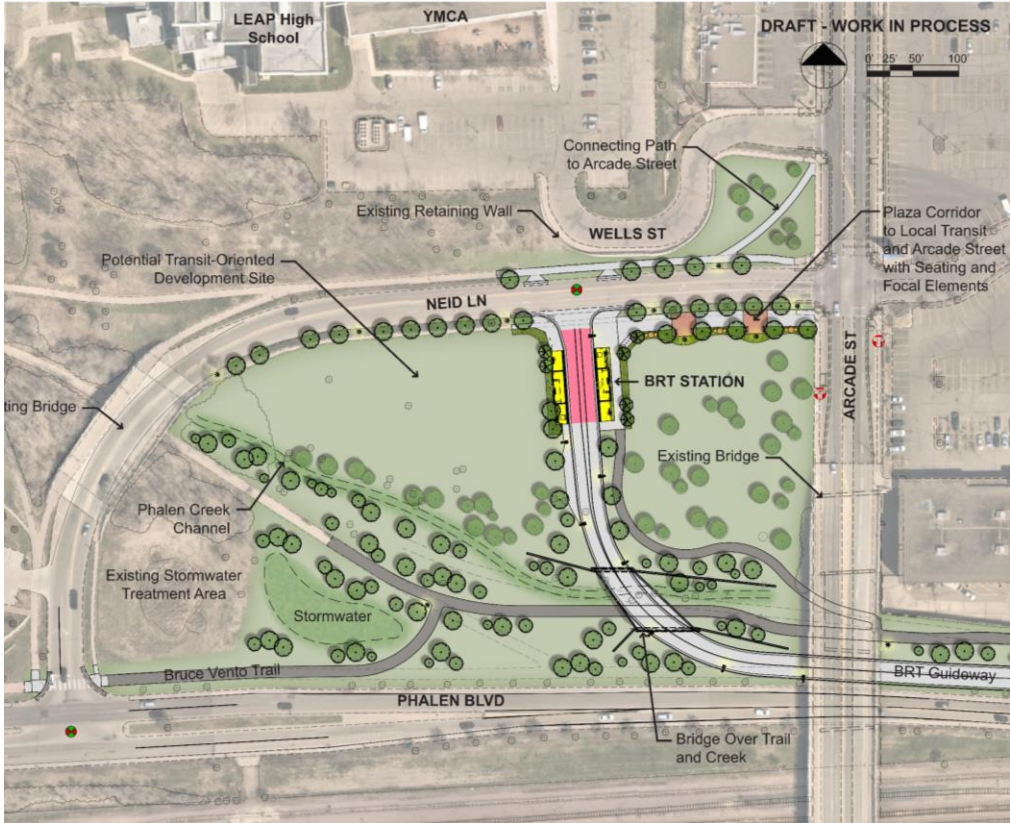
- District Council & Community Support for Arcade St Station location
- Coordination with Wakan Tipi Awanyankapi's [Daylighting Phalen Creek Project](#) (Reach 6)

Other

- Proposed Capital Investment Grants Program Policy Guidance

Arcade St Station

- Continue to advance the design and environmental review for **Arcade St Station (Option A2)** as the best of the technical feasible and financially fundable options.
- No further CMC action needed (Endorsed as preferred location in April '23); Preliminary (30%) Design completed (July '24) which accommodates Phalen Creek Daylighting Project



Upcoming Corridor Management Committee Actions

- **October 14th**

- Revised Locally Preferred Alternative Recommendation (Route Alignment)
 - Bruce Vento Regional Trail Colocation or White Bear Ave Corridor Reconstruction

- **December TBD**

- Revised Locally Preferred Alternative Recommendation (Northern Endpoint)
 - Maplewood North End District, Vadnais Heights City Center, or Century College
- Preferred White Bear Ave Corridor Design Concept (if WBA Corridor is recommended in October)
 - Center or Side Running Bus Lanes


Corridor Comparison

Bruce Vento Regional Trail Corridor

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

9.5 miles | 17 stations | 15 minute frequency

 3,800 projected riders

 \$370 million estimated cost

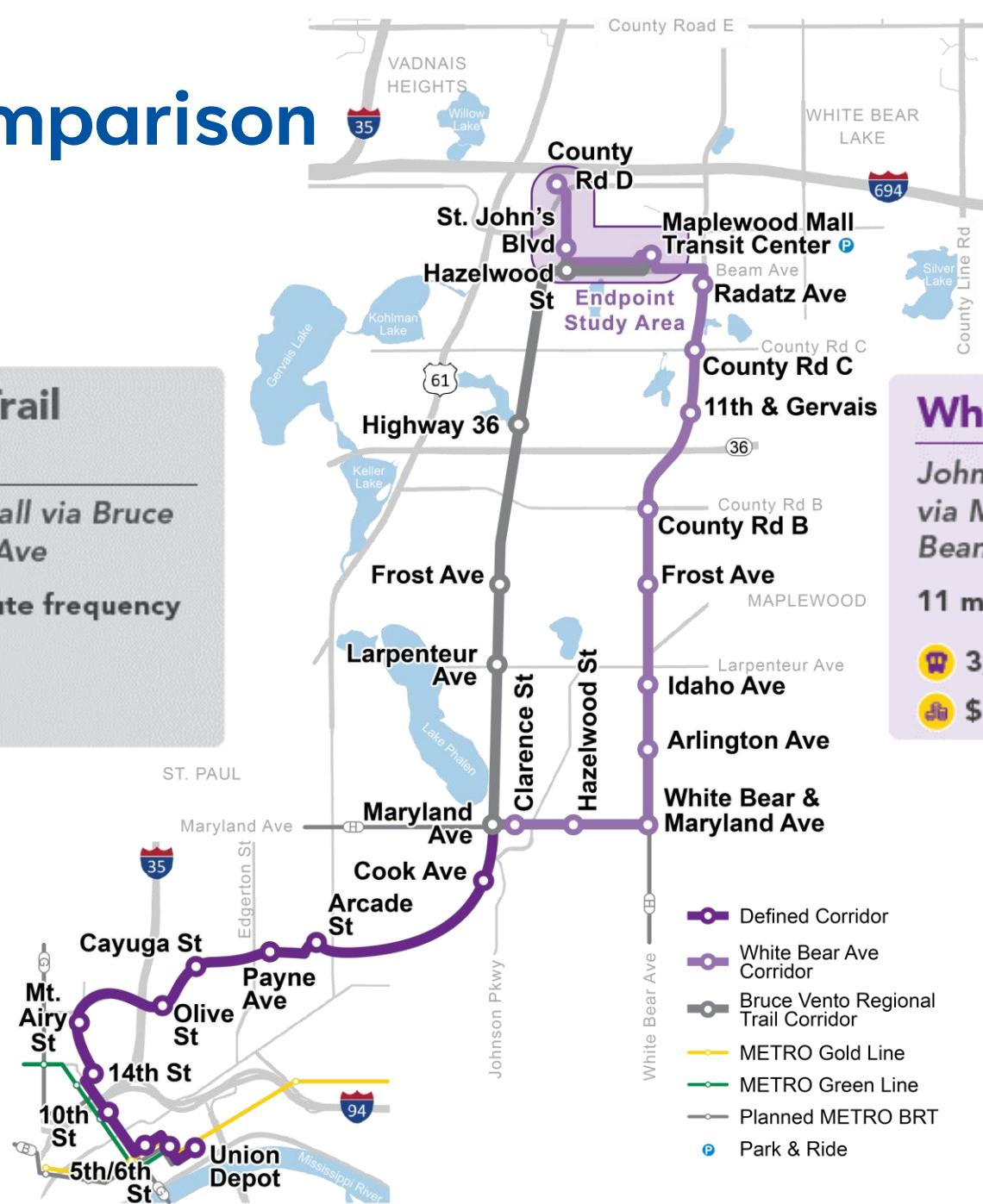
White Bear Ave Corridor








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

 \$420-450 million estimated cost



-  Defined Corridor
-  White Bear Ave Corridor
-  Bruce Vento Regional Trail Corridor
-  METRO Gold Line
-  METRO Green Line
-  Planned METRO BRT
-  Park & Ride



Corridor Comparison

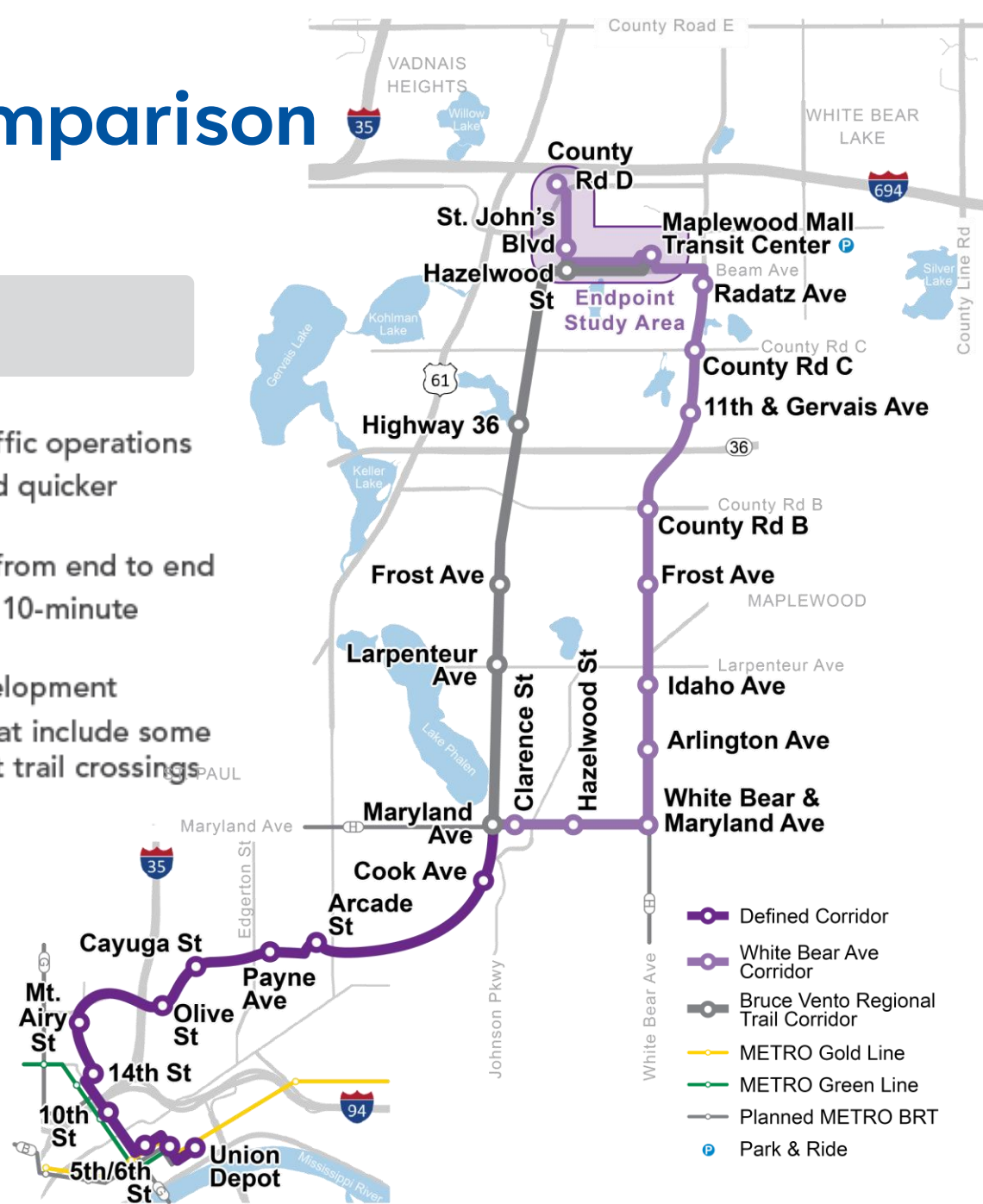
Bruce Vento Regional Trail Corridor

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

Evaluation Background:
metrotransit.org/purple-line-project-route-modification-study

White Bear Ave Corridor

- ✓ 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



White Bear Avenue Corridor Route Alternative Preferred Maplewood Endpoint – Co. Rd. D & Hazelwood St Station

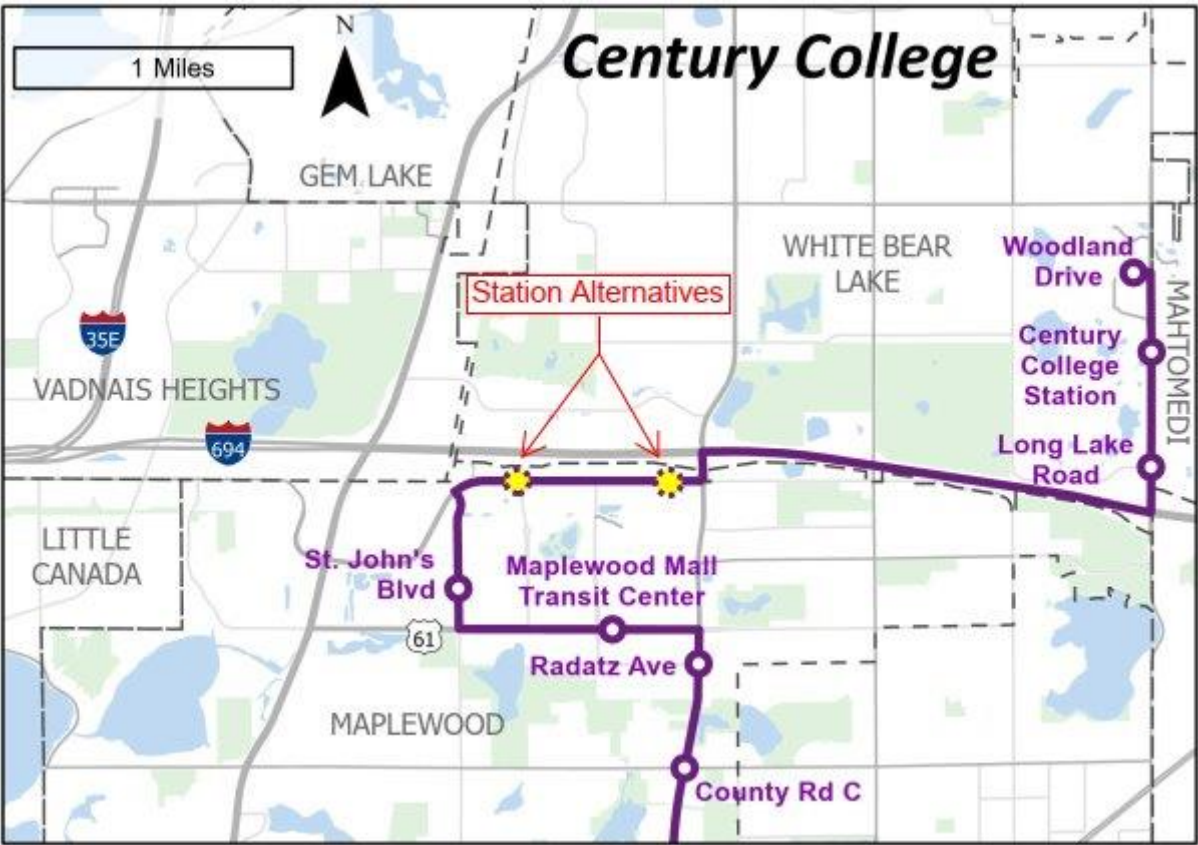
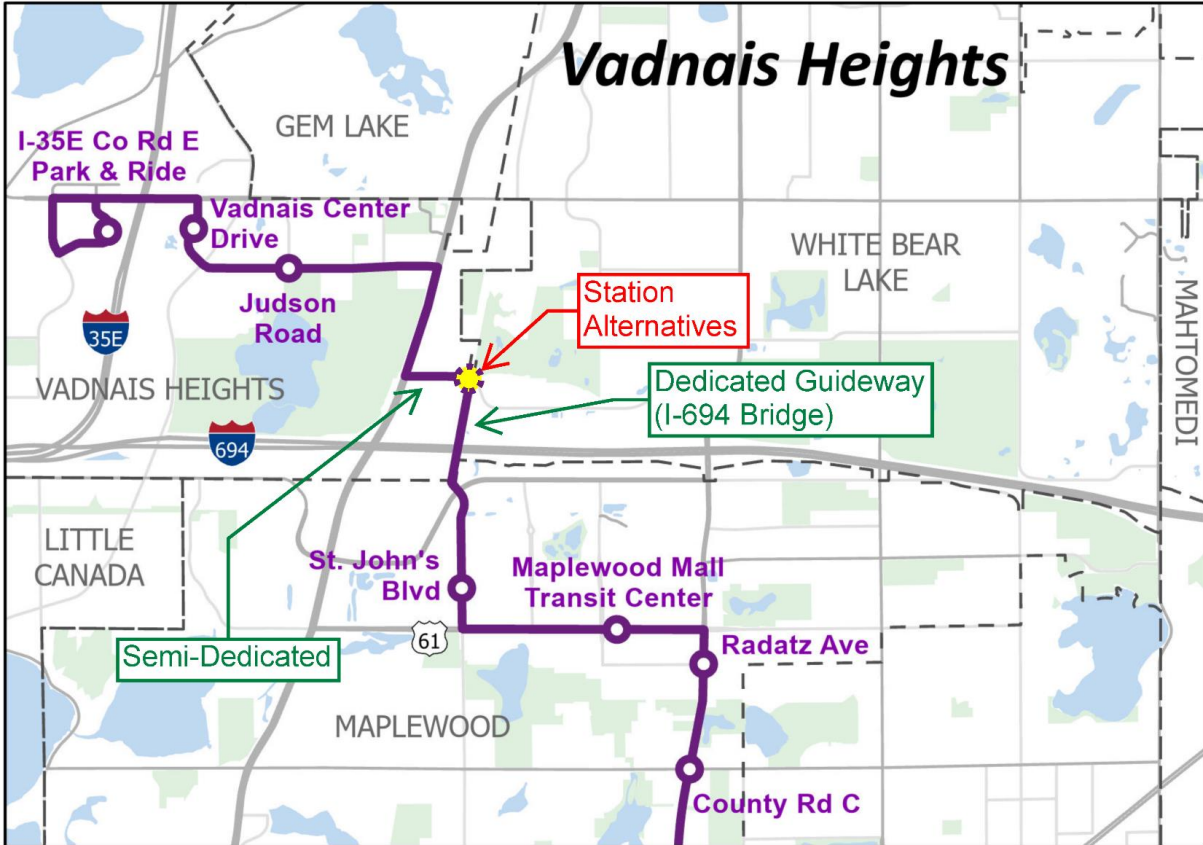
Endpoint recommended contingent upon:

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



Assessing Potential for Purple Line Routing to Alternative Northern Endpoints

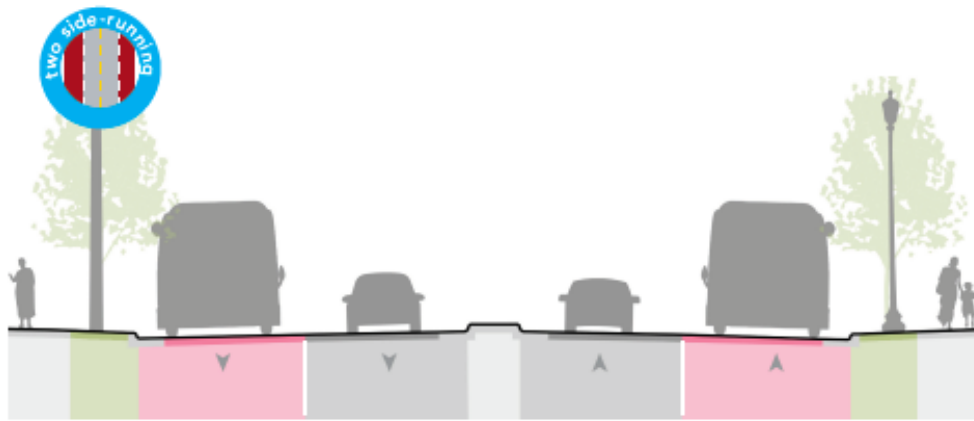
- Under proposed Capital Investment Grants program policy guidance, either endpoint would be viable for future federal funding.



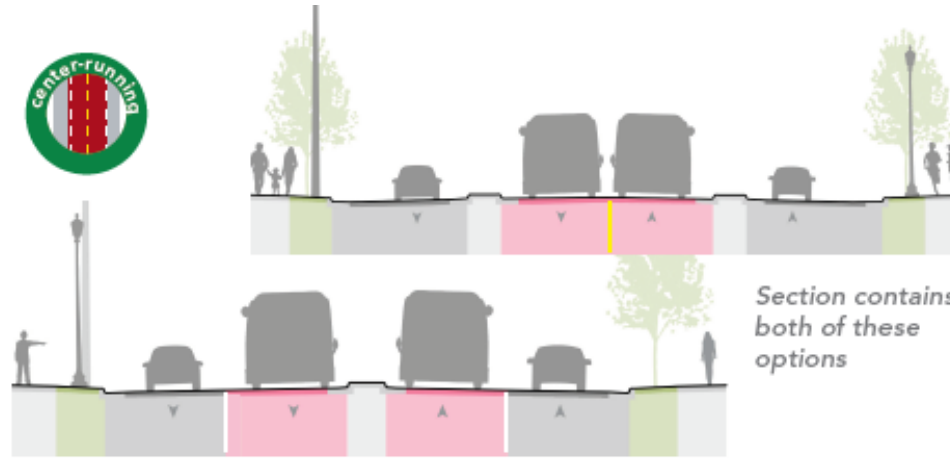
Next Steps – Alternative Northern Endpoints

- **Delay** Corridor Management Committee action on a **full** revised Locally Preferred Alternative recommendation from October 14th to December.
 - Allows for any necessary, additional technical analysis and outreach/engagement (9/9 – 11/8)
- Further **explore** and **answer** open questions to inform decision-making.
 - E.g., Variable BRT Service Plan Discussion with FTA (8/22), Required Revised LPA Resolutions of Support
- **Engage** with project partners, stakeholders, interested parties and the public about the value and considerations of extending Purple Line north of Maplewood.
 - E.g., Vadnais Heights City Council Workshop (9/3)

Design Options in the Maplewood section



"Two Side-Running" Transit Lanes:

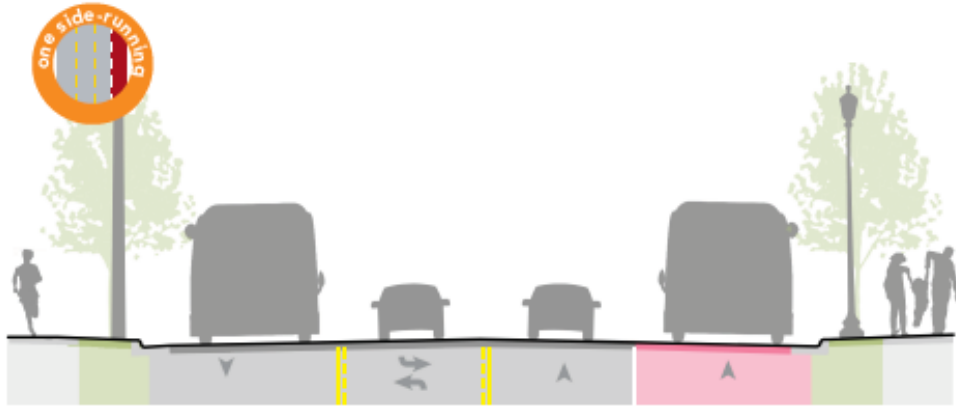


"Center-Running" Transit Lanes:

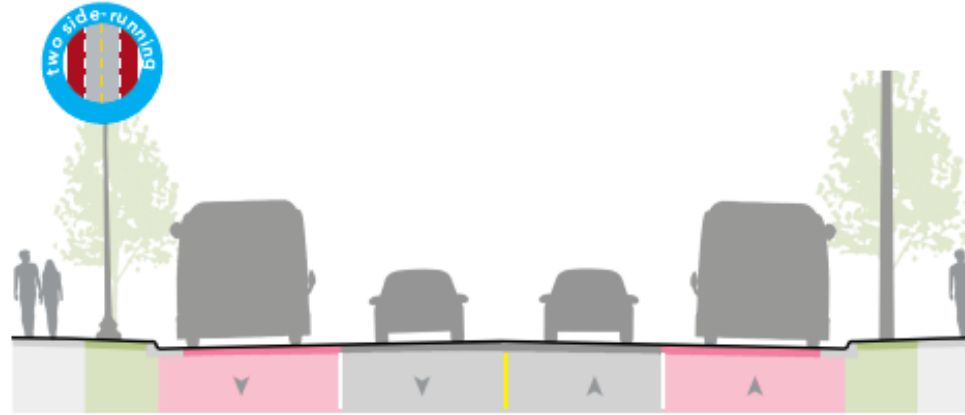
Section contains both of these options



Design Options in the Saint Paul section



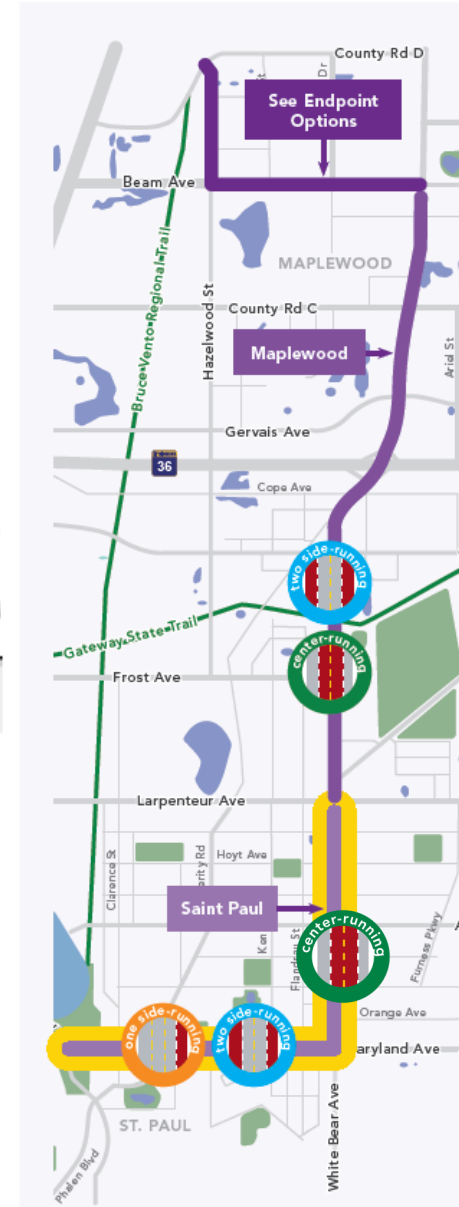
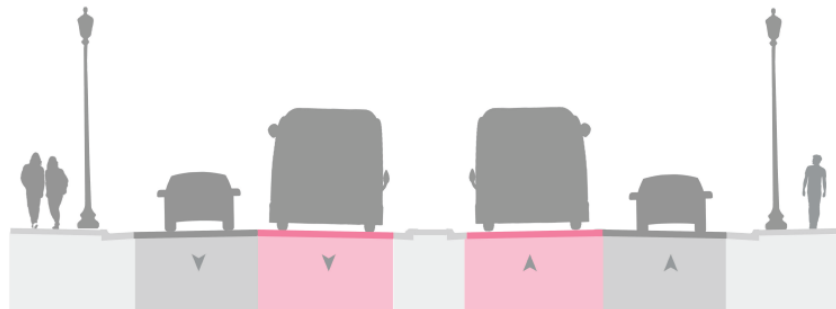
"One Side-Running" Transit Lane:



"Two Side-Running" Transit Lanes:

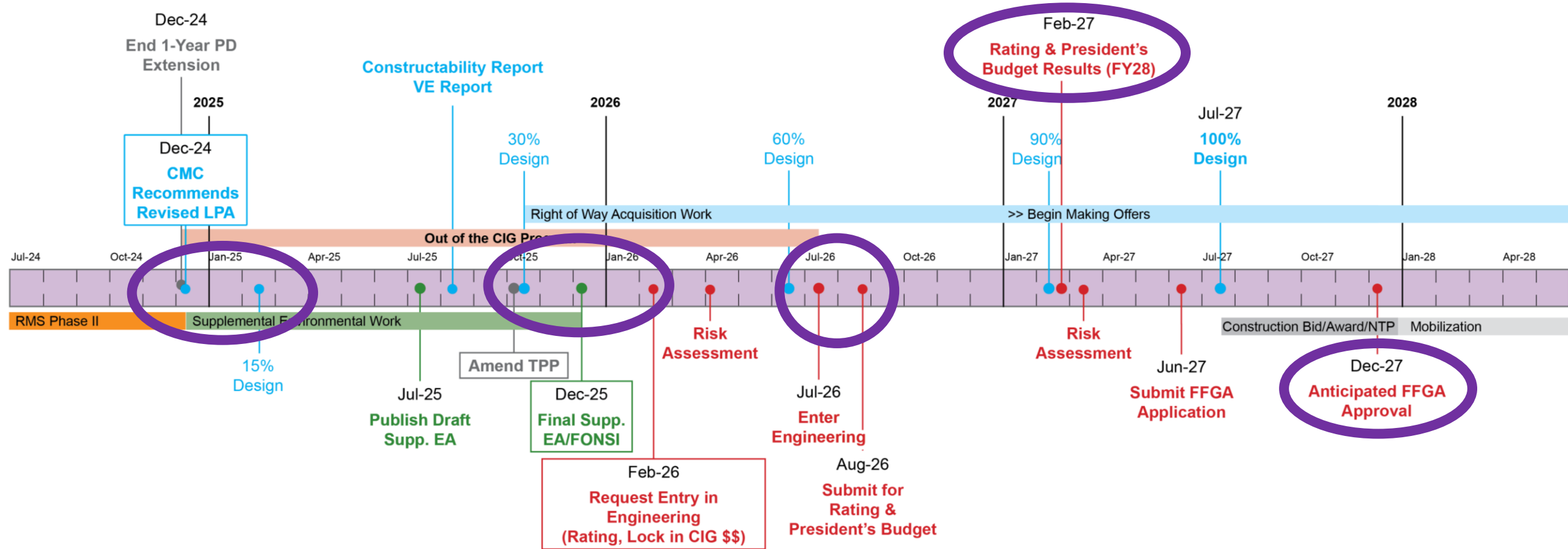


"Center-Running" Transit Lanes:



Project Schedule (DRAFT)

- Getting to a Revised Locally Preferred Alternative by December is critical.



Upcoming Metropolitan Council Actions

Requested Action	Anticipated Met Council Meeting Date
Ramsey County Capital Grant Agreement Amendment	11/13/24
Engineering & Project Management Consultant Contract Amendment	11/13/24
BRT Project Office Lease Amendment	11/13/24
MnDOT Subordinate Funding Agreement #4	11/13/24
Transportation Policy Plan Revised Locally Preferred Alternative Amendment	Spring - Fall 2025

Contact Us

For more information:

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