

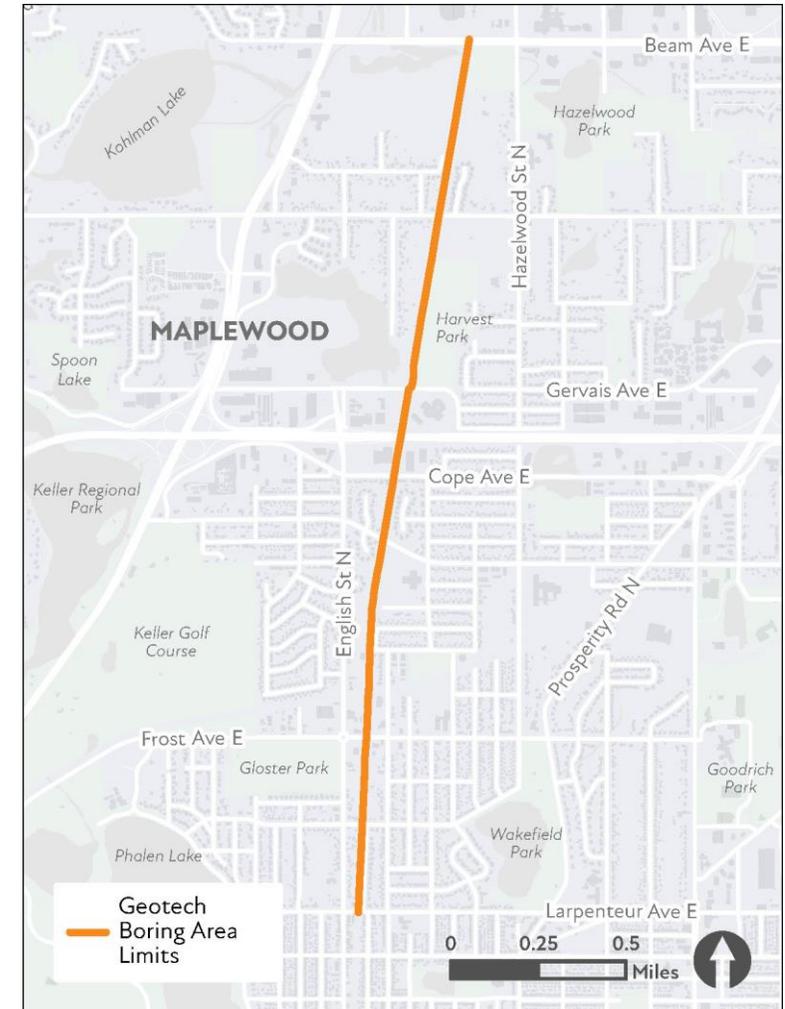
Geotechnical Soil Boring Field Work in Maplewood

Craig Lamothe | Purple Line Project Manager

metrotransit.org/purple-line-project-fieldwork

Geotechnical Soil Boring Field Work in Maplewood (1/3)

- Conducting geotech borings along the Bruce Vento Trail between Larpenteur Avenue and Beam Avenue starting Feb. 20 through early April
- Will bore holes about one foot wide near existing and proposed foundations of bridges and retaining walls



Geotechnical Soil Boring Field Work in Maplewood (2/3)

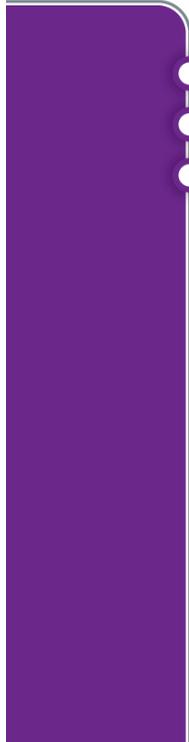
- Geotech borings are needed to sample soil in order to determine its properties before building on it
- Borings are done using a drilling machine on the back of a truck
- Trail width at certain locations where work is being performed may be reduced; no trail closures are anticipated
- Work will occur during the daytime and is not anticipated to make loud noise or disturb nearby residents



Geotech boring drilling machine

Geotechnical Soil Boring Field Work in Maplewood (3/3)

- Notifying the public of this work through:
 - Postcards to residents and property owners within a 1,000 ft radius of the work area
 - Signs posted at all trail intersections between Larpenteur Ave. and Beam Ave.



FIELDWORK IN PROGRESS
FEB. 20 THROUGH EARLY APRIL

Crews will be conducting geotechnical borings along the Bruce Vento Regional Trail between Larpenteur Avenue and Beam Avenue in Maplewood. Borings are needed to sample soil in order to determine its properties before building on it. Trail width at certain locations where work is being performed may be reduced. No trail closures are anticipated.

 For more information about the project and the fieldwork activities, visit metrotransit.org/Purple-Line



Trail sign to be posted along Bruce Vento Trail



Metro Transit Police: Vision Toward 2028 and Purple Line

Rick Grates, Interim Police Chief

metrotransit.org/police



Metro Transit Police - History

- 30 years of service – created by state statute in 1993
 - Became a full-time police agency in 2002 in anticipation of Blue Line opening in 2004
- Respond to and investigate all crime on transit property and vehicles
- Proactive deployments based on historic calls for service and current trends.
- HQ in our West Command, East Command that covers Maplewood
- Mutual aid agreements



Metro Transit Police - Staffing

- 108 full-time Police Officers
 - 48 Part-time Officers *limited due to regional staffing
 - 12 Community Service Officers
- Investigative unit works on all serious crime
- Real Time Information Center (RTIC)
- Civilian support staff in Records, Property and Evidence, Business Technology, Finance and Employee Wellness



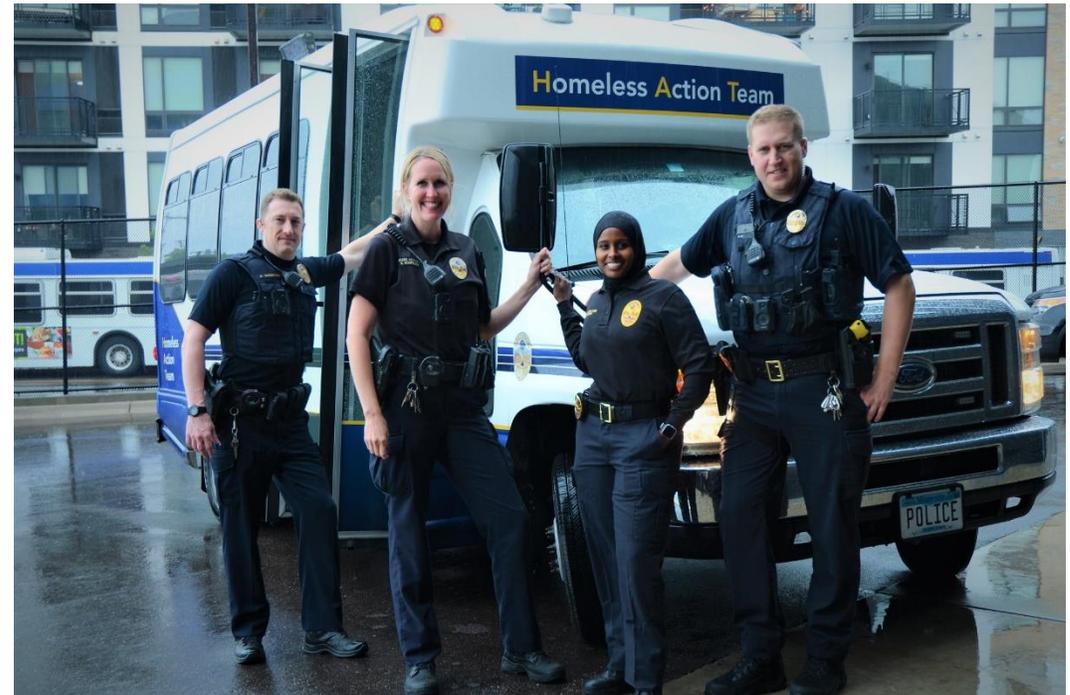
Metro Transit Police – 2028 vision

- Mission-specific patrol duties
- Recruitment and retention
- Homeless Action Team
- Outreach and education
- Fare Enforcement Evaluation and Implementation
- Technology
- Employee wellness
- Best practices in transit-related policing



Mission-specific patrol duties

- Police service levels for bus, rail, and facilities support
- Specialty units and Investigations
- Organizational chart review
- Operational deployments (Commands)
- Crime reduction (Compstat)
- Change evaluation (open and accepted)



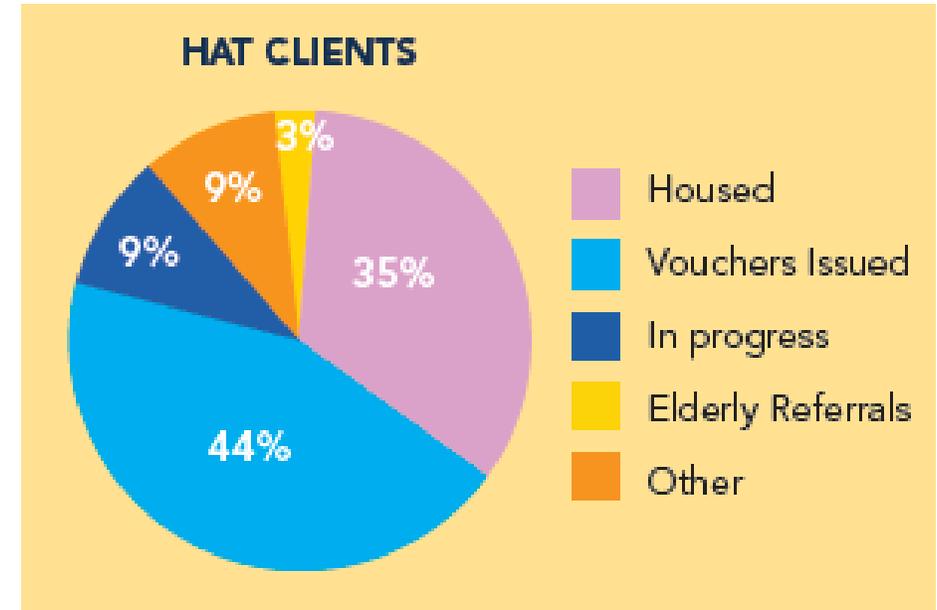
Recruitment and retention

- Expand recruitment team
- Sworn and civilian members
- Candidates: where will we find them
- Create an atmosphere of excellence



Homeless Action Team

- Continuous evaluation of best practices in assisting unsheltered people
- What should the structure be
 - Contracted vs. FTE social services
- Sworn vs. civilian along with success planning
- Functional vs. regional status of the team



1/1/2021 - 12/31/2021

Outreach and education

- Expansion of community outreach
- Transit-specific education
- Separation of outreach vs. recruitment team
- Community Engagement Team rebrand
- Functional vs. regional status of the team



Fare enforcement and evaluation

- Service expansion including light rail and bus rapid transit
- Proof of payment system and its future
- Minnesota Statute for MTPD authority under MSS 403.407 and Crimes Against Transit 609.855
- Develop a non-sworn position supported by sworn officers and currently legislating for statutory change
- Presence and vision of a well-regulated system



Technology

- Technology best practices and continuity of operations
- Expansion of Business Technology Unit and its needs toward 2028 staffing
- Asset Protection, Body Worn Camera Unit, Records Management
- Real Time Information Center needs toward 2028
- Cameras and BRT Ticket Vending Machine cameras
- Social media promotion of MTPD accomplishments



Employee wellness

- Essential to job satisfaction and retention
- Wellness coordinator
- Identify future needs and best practices
- Peer Support Team
- Chaplain corps



Best practices to 2028

- Continuous evaluation
- Continued partnerships with the Transportation Security Administration and Federal Transit Administration
- Passage of a bipartisan critical infrastructure bill
- Peer reviews of similar agencies in best practices in transit safety and security



Principles

- **Develop a culture of continuous improvement**
- **Cultural competency** (Our strong point, but conscious of “30 by 30” initiative).
- **Relational policing** (engagement vs enforcement)
- **Knowledge** - being preventative
- **Officer and employee wellness**

Safety & Security Action Plan

- 40-point plan endorsed by the Met Council in 2022
- Improving conditions on the system
- Training and supporting employees
- Engaging customers and partners
- Increasing presence, reliable service, stations, and vehicles that are well kept

Safety & Security ACTION PLAN



For more information, go to
metrotransit.org/public-safety



Ridership: what we know, what we expect

Eric Lind | Manager, Research & Analytics

metrotransit.org/performance



Ridership is an *outcome* of many interacting factors

- Transit supply *Municipality can control*

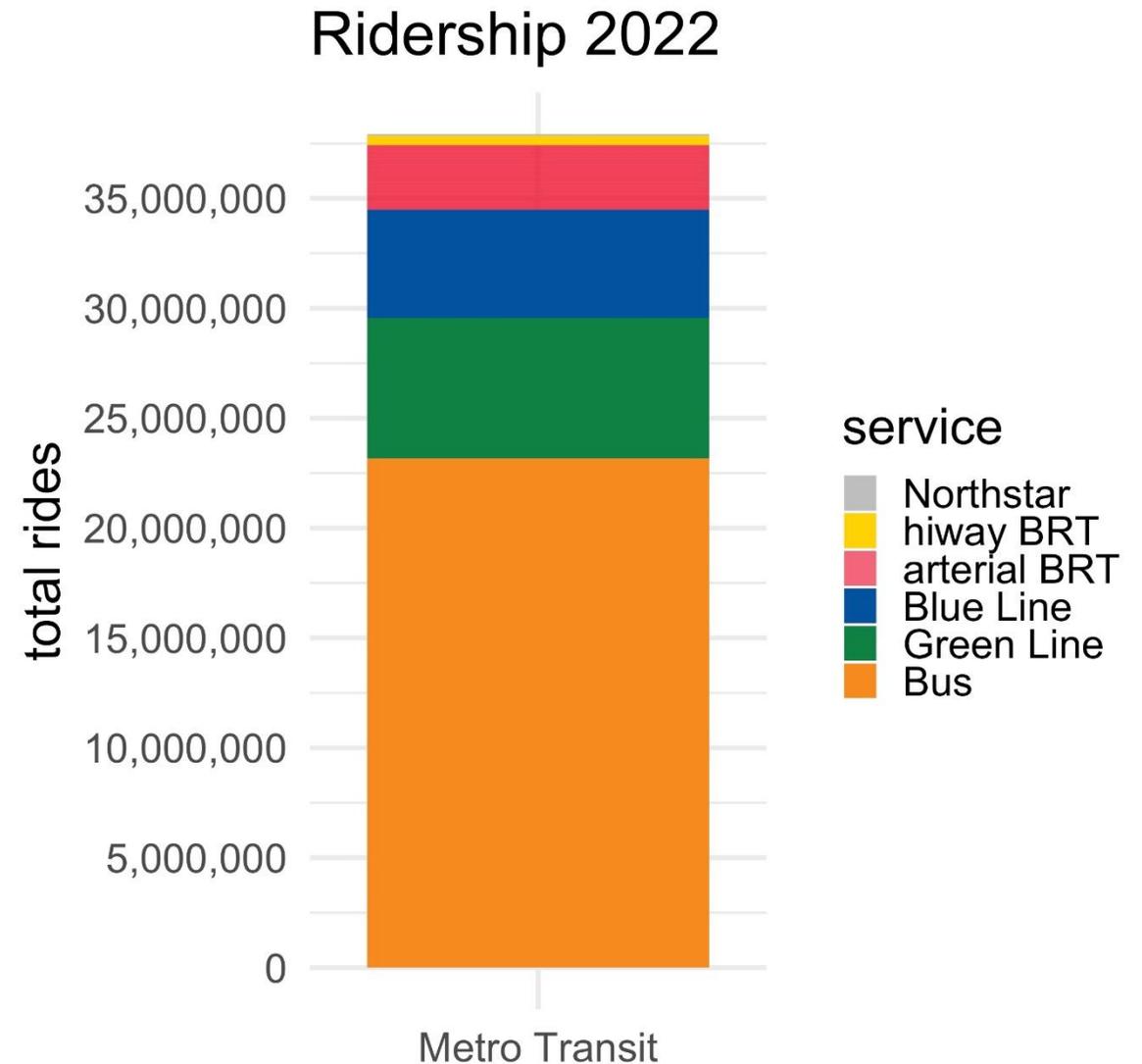
- access (can I walk or roll to it?)
- connectivity (can it take me where I need to go?)
- frequency (am I tied to a schedule?)
- span (how much of the day does it run?)
- speed & reliability
- safety & comfort

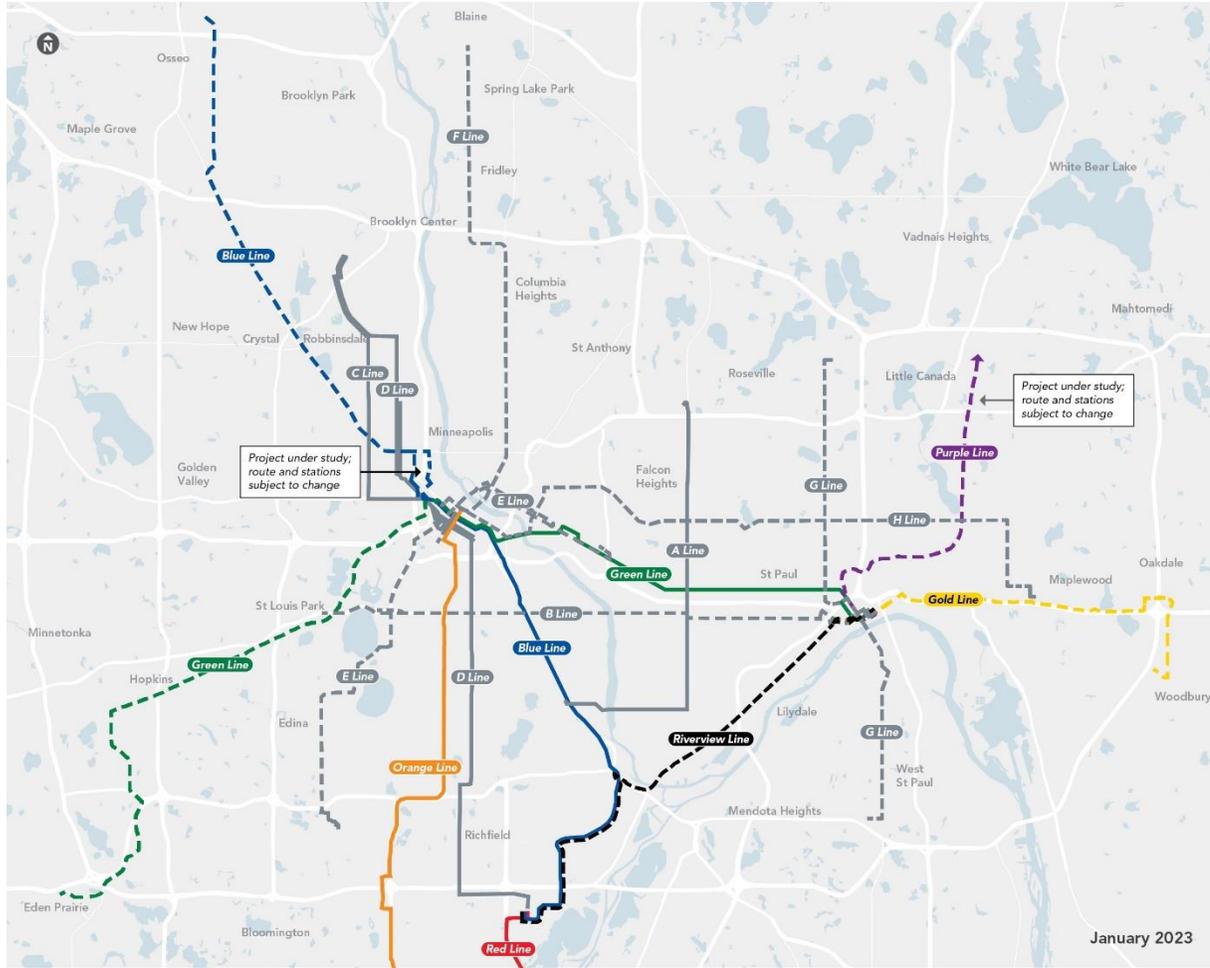
- Demand for transit

- land use patterns and density
- general travel behavior patterns
- cost & burden of car travel
 - ability to drive
 - car payments
 - gas prices
 - congestion
 - parking
- telework
- mode preference, convenience
 - climate motivations

Ridership composition

- 7 of 10 trips taken on a bus (including BRT)
- 40% of trips on METRO network
 - LRT + BRT





Project	Construction Years	Capital Cost (millions)*
A Line	2015-16	\$26.1
D Line	2021-22	\$75
Red Line	2011-13	\$109.7
Orange Line	2018-21	\$150.7
Gold Line	2022-25	\$504

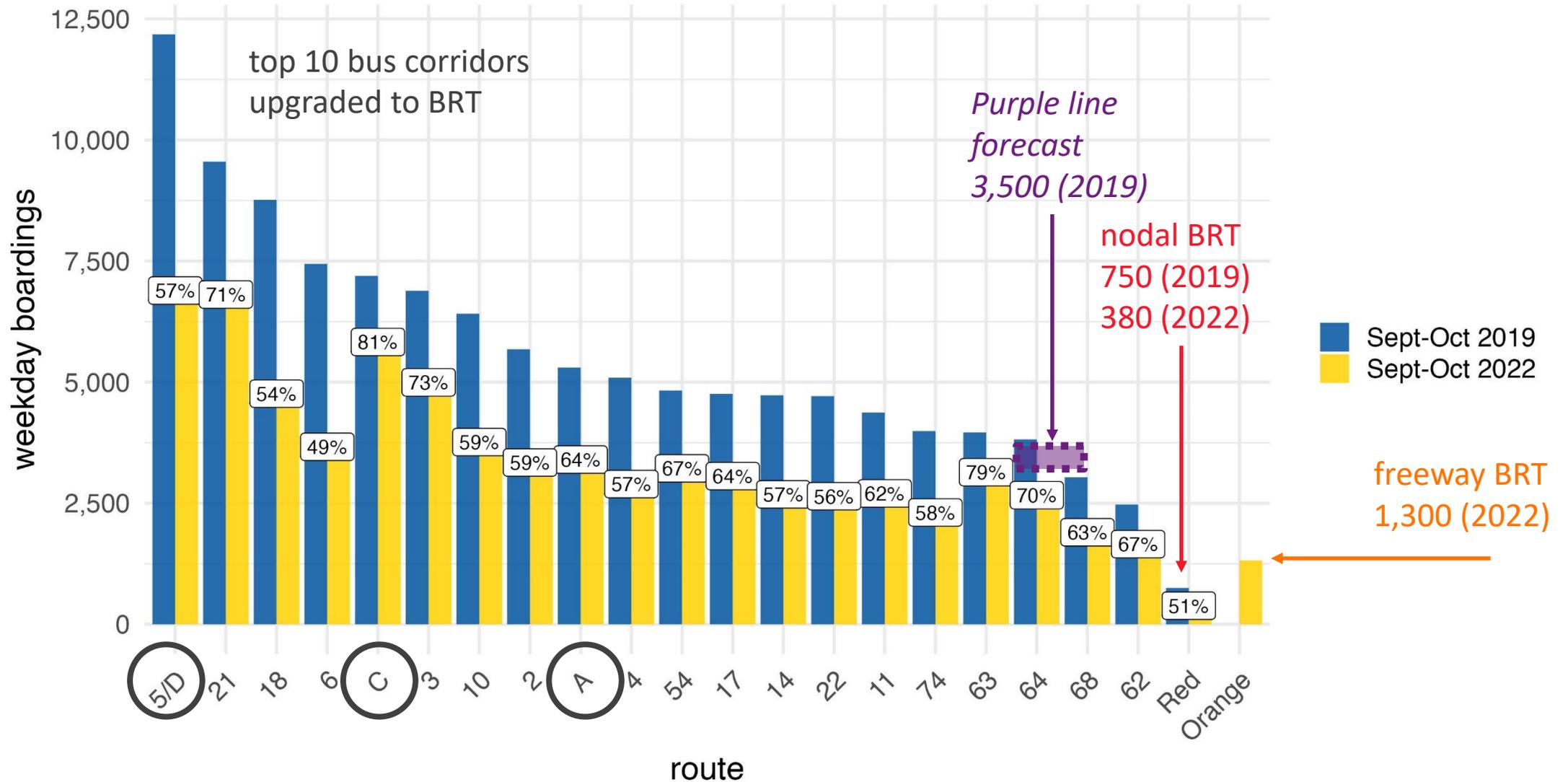
* cost at construction, not inflation-adjusted

[Metropolitan Area Transit Finance Report](#)

METRO corridors differ in investment

Sept-Oct 2022 boardings compared to pre-COVID

% of pre-COVID ridership by route



METRO corridors differ in ridership expectations

what do we expect? Ridership = demand x supply

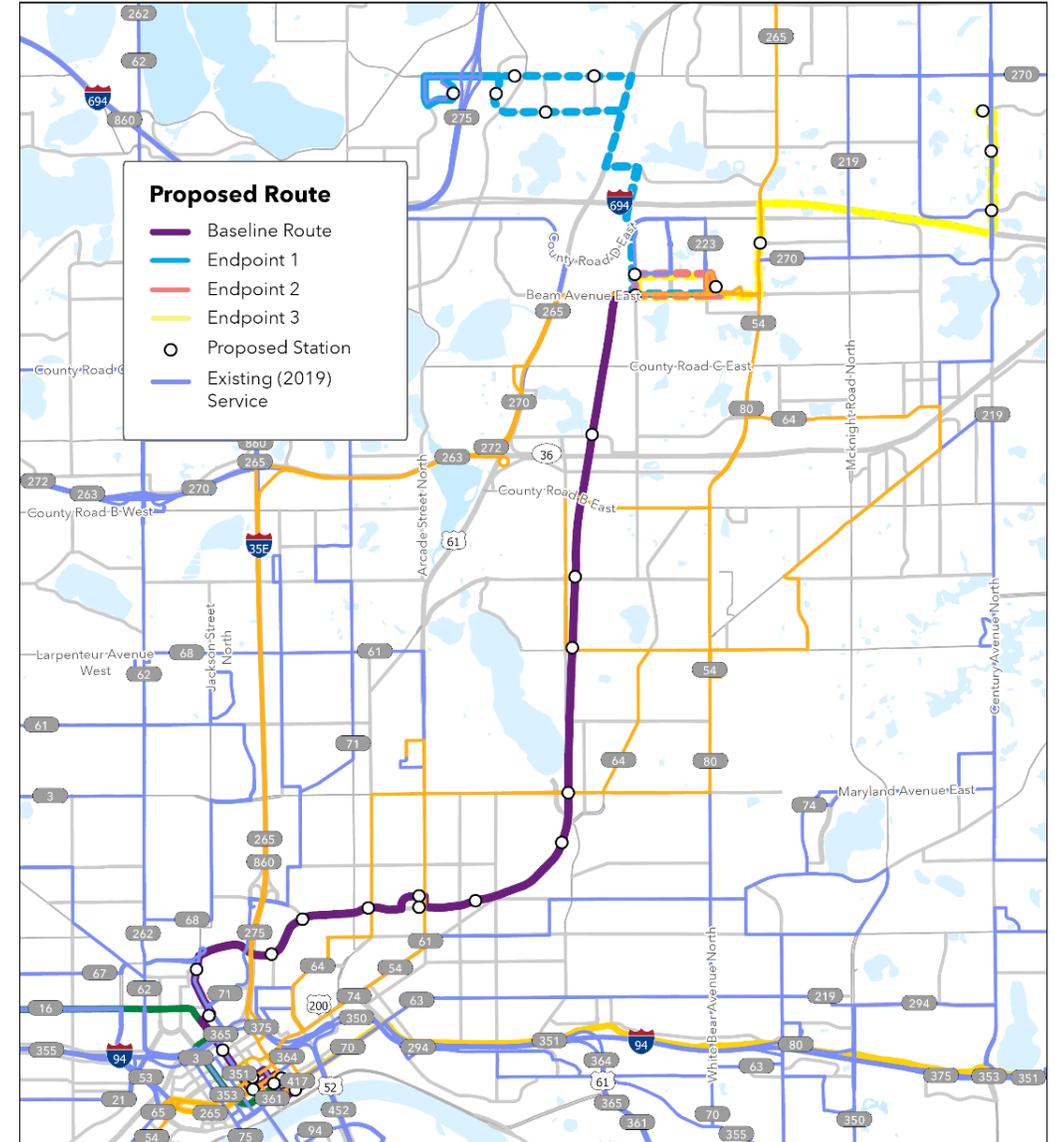
- land use density is key
- demographics factor in
- service meeting **all-day, all-purpose** travel will continue to grow ridership
 - METRO network of BRT and LRT
- single-purpose transit is more fragile
 - commuter & express to downtowns
 - single-origin/destination service



Post-Pandemic Ridership

Route	Average weekday ridership (fall 2019)	Average weekday ridership (fall 2022)	Percent change
64, 265, and Northern 54	5,020	3,520	-30%
A line & C Line	12,495	9,232	-26%
Red Line	751	383	-49%
System Total	265,082	132,949	-50%

Regionwide ridership on core local bus routes including within the Purple Line Corridor has rebounded more like arterial BRT corridors than the system as a whole



Purple Line: 5,400 daily rides by 2040

- Purple Line will serve a number of destinations not associated with the traditional commuter market
- Nearly 80% of forecasted Purple Line trips are **NOT** terminating in downtown St. Paul
- The Payne-Phalen neighborhood and Maplewood Mall are major trip attractors on Purple Line
- Most Purple Line riders will access the line by walking as opposed to park & ride or being dropped off
 - A significant share of new transit riders added to the system will also access transit by walking

Measure	Forecast share
Purple Line Trips from 0-car Households	30%
Purple Line Walk Access Trips	68%
Purple Line Trips with Destinations Outside Downtown St. Paul	80%
New Transit Trips from 0-car Households	15%
New Transit Trips Accessing via Walk	41%

Note: Results as of December 2022

Transit Supportive & Accessible Station Areas

- Presence of a high proportion of transit-supportive populations
 - Households without cars, low-income households, people with disabilities, etc.
 - Proactive planning building on already strong density and affordability
 - [North End Vision Plan and Zoning District](#); [Gladstone Master Plan](#)
 - \$1M LCDA TOD Grant for Gladstone Crossing (40 affordable housing units)
 - Growing investment in bike safety and walkability within corridor area
 - Advanced station area planning process
 - Identify and prioritize additional opportunities for pedestrian and bicycle infrastructure improvements
 - Identify key opportunity sites for redevelopment and coordinate with developers to drive interest in these sites
- [2022 Development Trends Along Transit](#). For more information, go to metrotransit.org/transit-oriented-development

Managing Service & Facilities Through Workforce Challenges

Adam Harrington | Director, Service Development

Rick DeMarchis | Assistant Director, Facilities Maintenance

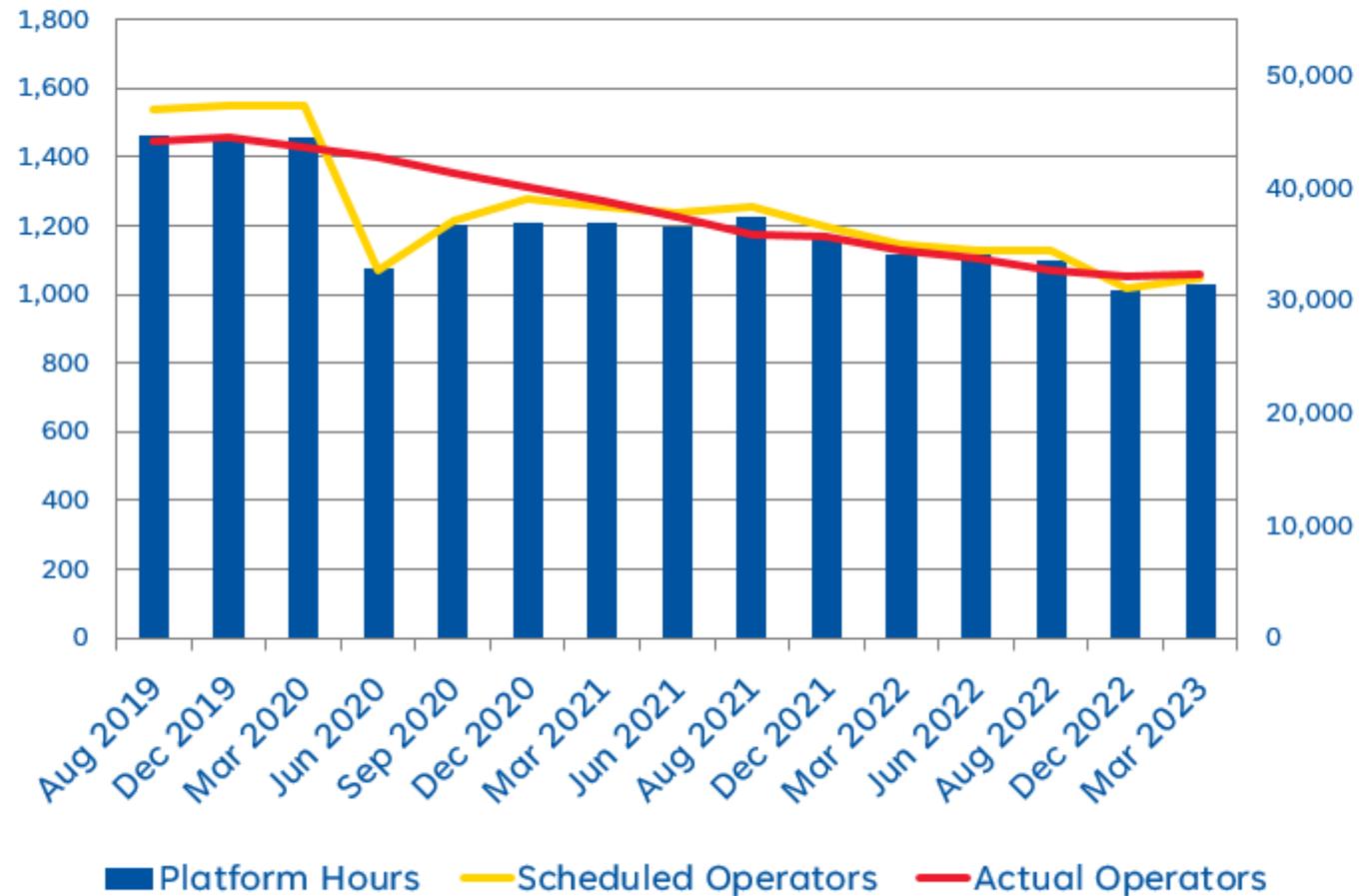


March pick overview

Metro Transit bus operator workforce, service levels

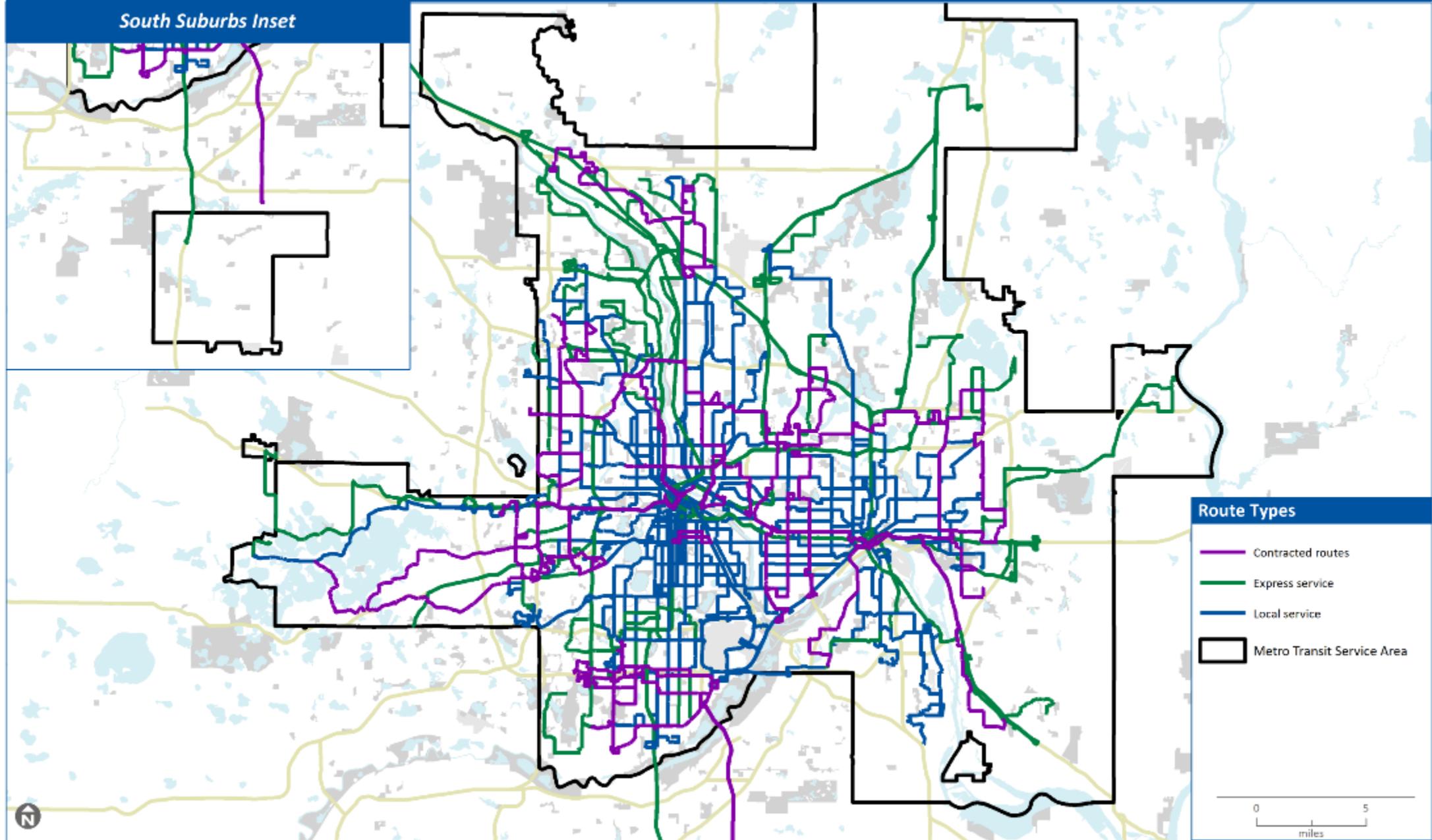
**Percent of pre-COVID
(August 2019)
service levels**

Jun 2020	74%
Sep 2020	82%
Dec 2020	83%
Mar 2021	83%
Jun 2021	82%
Aug 2021	84%
Dec 2021	80%
Mar 2022	76%
Jun 2022	76%
Aug 2022	75%
Dec 2022	69%
Mar 2023	70%



Service in August 2019

South Suburbs Inset



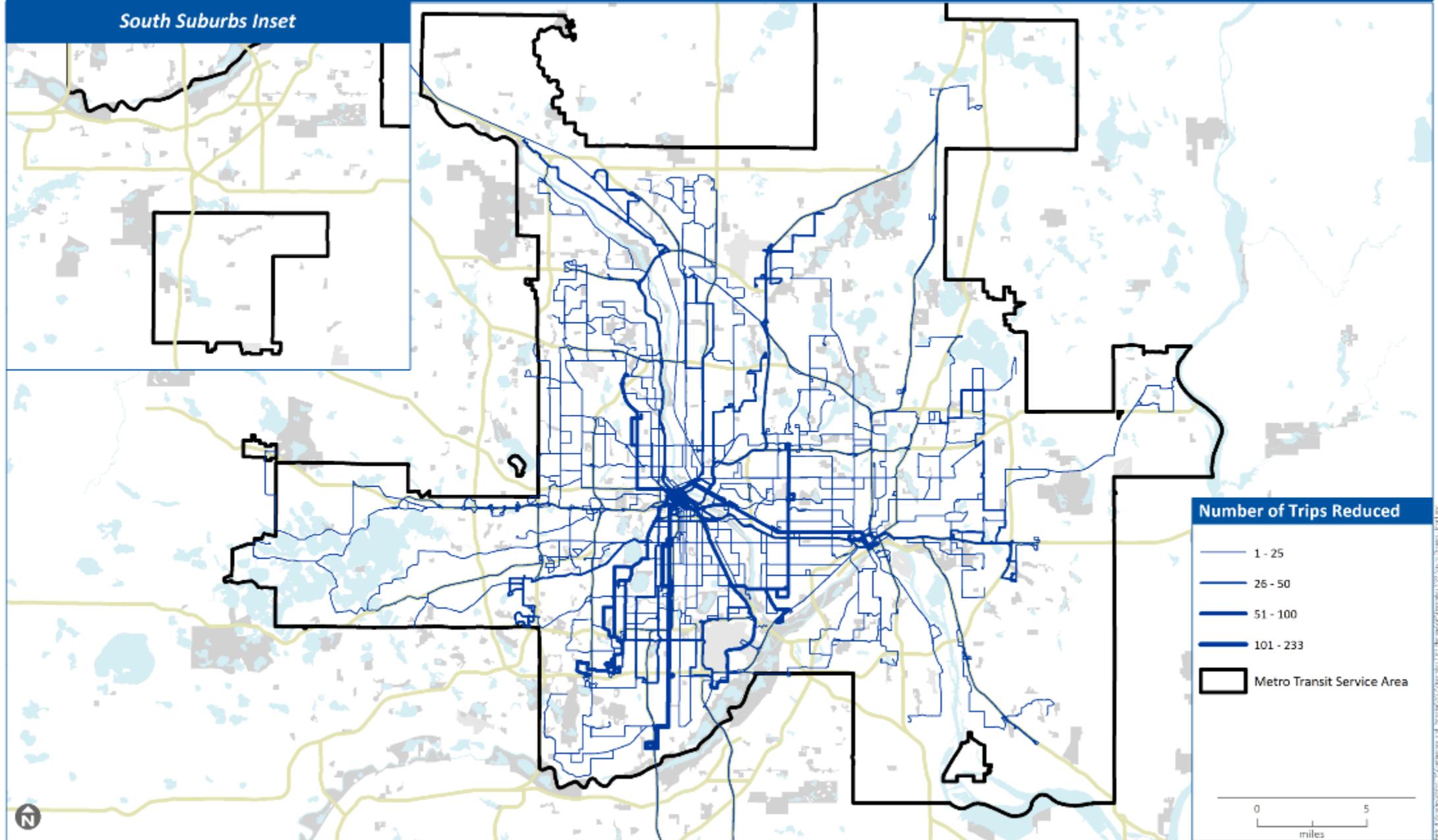
Route Types

- Contracted routes
- Express service
- Local service
- Metro Transit Service Area



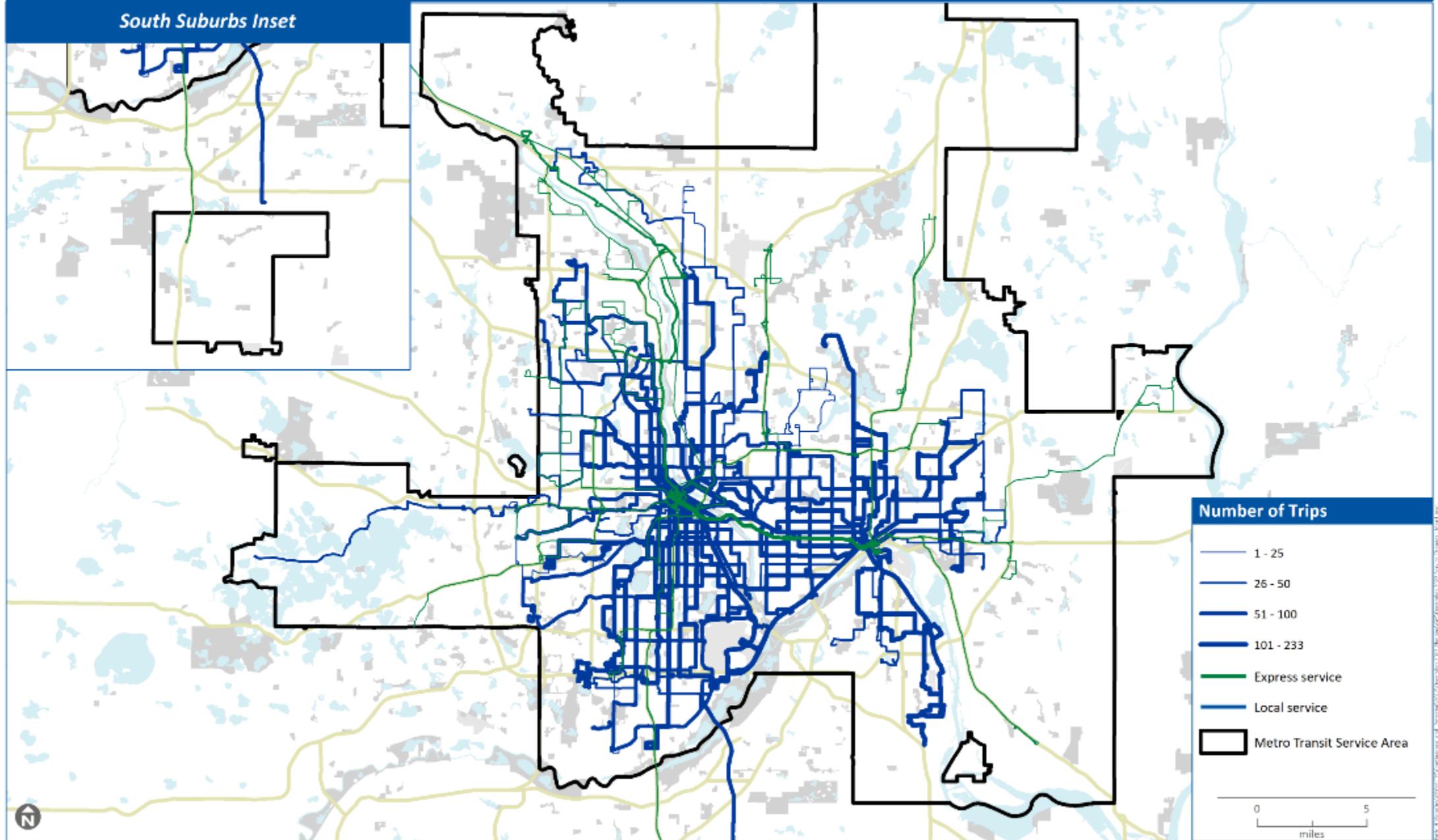
Weekday Trips Reduced from August 2019 to August 2022

South Suburbs Inset



Weekday Service as of August 2022 by Type

South Suburbs Inset



Maplewood Changes since 2020

Local bus routes

- Reductions
 - 8 Reduced weekday frequency
 - 4 reduced Saturday
 - 2 reduced Sunday
- Changes
 - Route 63, McKnight Rd branch replaced by new Route 323
 - Route 68, some trips extended all days to Co Rd B
 - Route 70 shortened to Sunray Transit Center.
 - NEW Route 323 between Sun Ray Transit Center and Woodbury Village; all day service to Ramsey Co Correctional Facility

Express service

- Route 270 Maplewood Mall park and ride
 - Rush hour frequency reduced
 - Added stop at Hwy 36 & Rice St Park and Ride

Suspended Routes

- Local 223
- Express 262, 263, 265, 272, 350

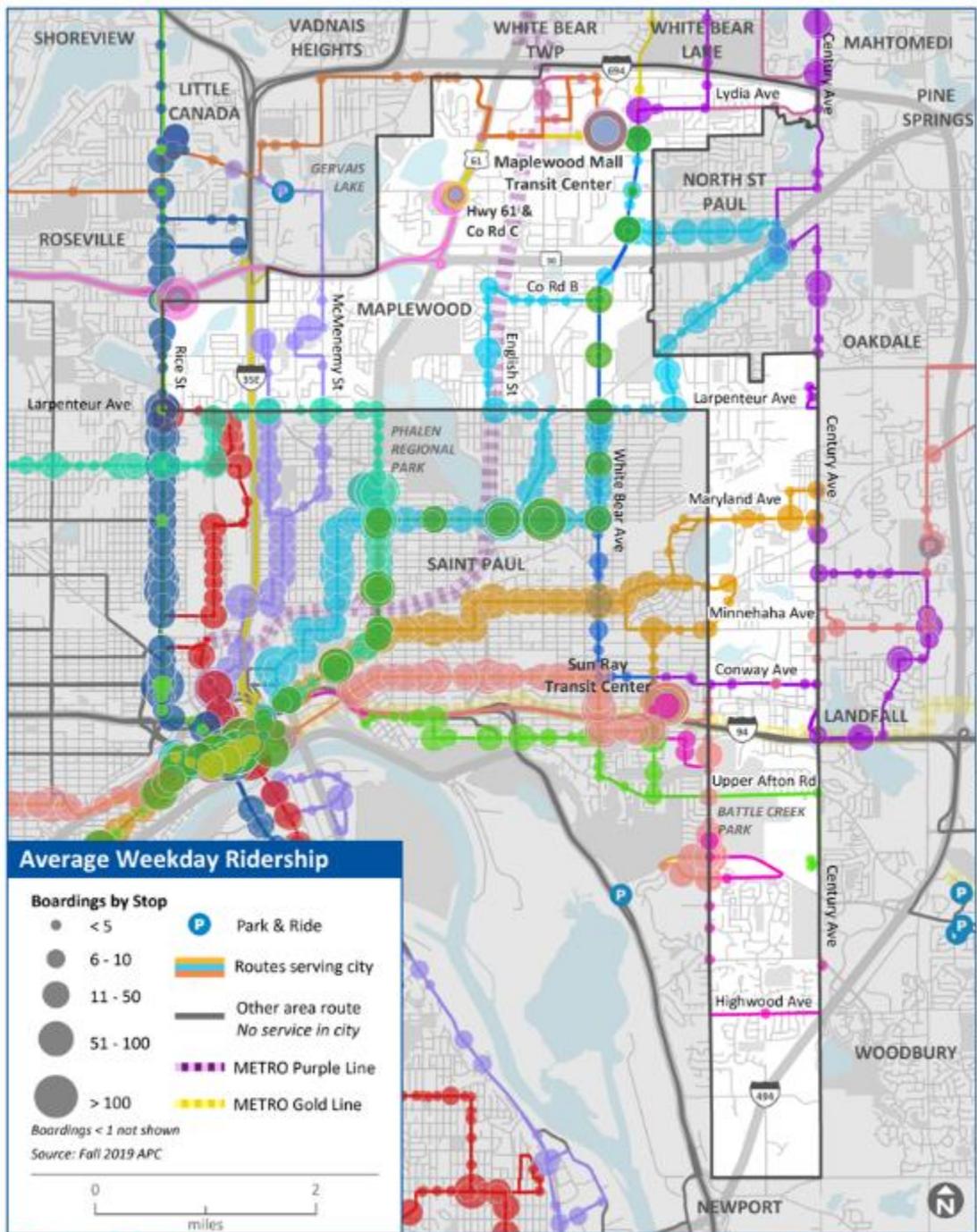
2019 bus routes

Route	Weekday		Saturday		Sunday	
	Trips	Boardings	Trips	Boardings	Trips	Boardings
54	82	281	62	217	---	---
61	74	48	27	20	---	---
62	82	17	118	18	85	3
63	109	158	98	97	97	95
64	128	535	110	379	82	343
68	73	0	84	0	35	0
70	10	14	4	2	4	1
71	106	100	65	50	32	40
74	118	69	98	43	---	---
80	38	74	37	112	20	76
219	60	204	28	69	---	---
223	18	41	---	---	---	---
262	4	0	---	---	---	---
263	11	52	---	---	---	---
265	7	66	---	---	---	---
270	30	619	---	---	---	---
272	4	20	---	---	---	---
294	14	13	---	---	---	---
350	8	27	---	---	---	---
	976	2,339	731	1,007	355	558

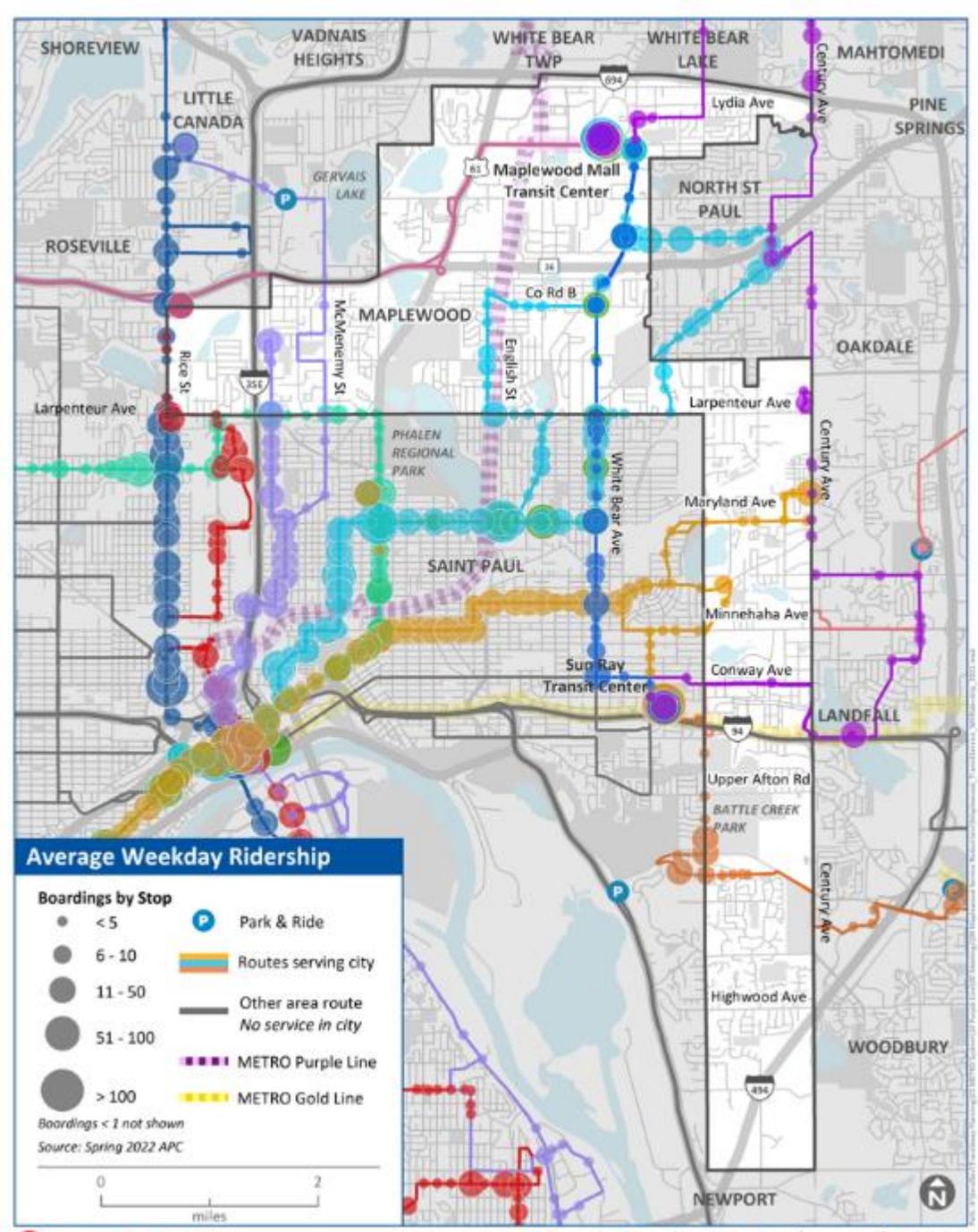
2022 bus routes

Route	Weekday		Saturday		Sunday	
	Trips	Boardings	Trips	Boardings	Trips	Boardings
54	62	192	62	173	---	---
61	73	39	27	13	---	---
62	91	8	78	8	69	2
64	133	359	110	289	82	258
68	75	2	86	2	35	2
71	84	53	65	35	32	23
74	110	37	---	---	---	---
80	38	94	37	81	20	60
219	34	92	28	61	---	---
270	12	70	---	---	---	---
294	2	0	---	---	---	---
323	77	84	73	51	68	38
	798	1,030	566	713	306	383

- -179 fewer WK trips (-18%)
- -1,309 fewer WK boardings (-56%)



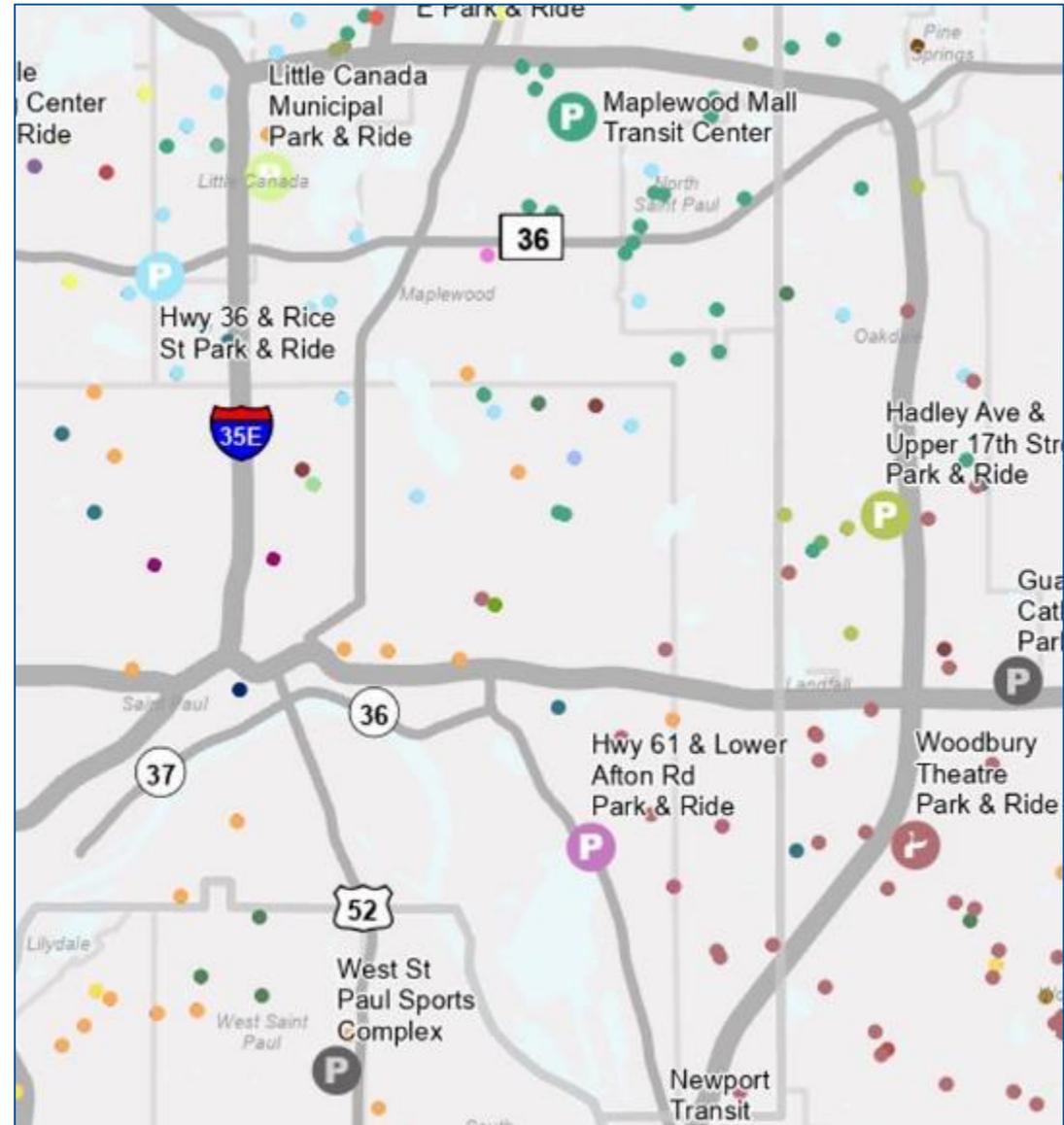
Transit Service in Maplewood - 2019



Transit Service in Maplewood - 2022

2022 Maplewood Transit Facilities & Maintenance

- Maplewood Mall Transit Center; **295 daily boardings**
 - Routes 54, 64, 80, 219, 270 Minneapolis
 - Suspended Routes 223, 265 St. Paul, and 272 U of M
- Park and Ride Lots
 - Maplewood Mall - 1,007 spaces/**61 cars**
 - Hwy 61 & Co Rd C – 230 spaces /**closed**
 - Hwy 36 & Rice St - 280 spaces/**37 cars**
 - Hwy 61 & Lower Afton Rd Park & Ride - 114 spaces/**13 cars**
- 224 bus stops
 - 5 sheltered stops, **143 daily boardings**
 - Require 30 boardings/day to consider shelter placement
- Maintenance
 - Cleaning/sweeping/graffiti removal
 - Repairs
 - Snow removal



Network Now: Over the next year we will



- Conduct a regional discussion of values and principles for transit service
- Tell the story of adaptation and resilience in transit service, 2020-2022
- Identify plans for improving transit service through 2027

What is included

- Changes to existing route service
- Frequency or span of existing and planned METRO lines
- Discontinued service and facility closures
- New or redesigned routes
- Speed and Reliability actions

What is *not* included

- Changes to the construction or alignment of planned METRO lines
- New capital projects
- Fare policy changes
- Projects outside Metro Transit service area
- Long-term or regional planning
- Transportation Policy Plan revisions

Rush Line Alignment Decisions

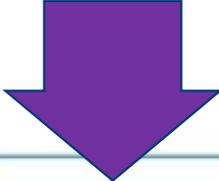
Mike Rogers | Transit Manager, Ramsey County

metrotransit.org/websiteurl

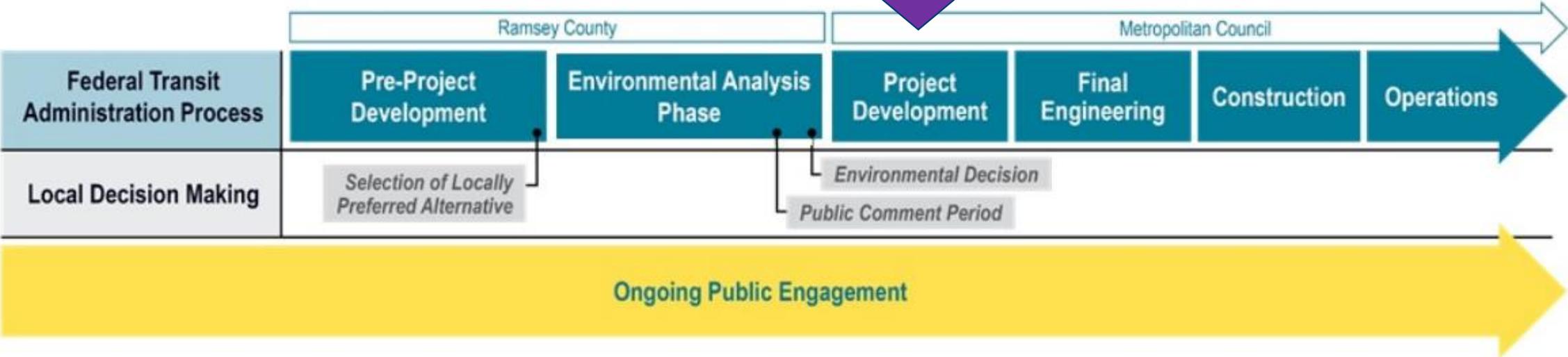


Overall Project Schedule and Phases

WE ARE HERE



FEDERAL TRANSIT ADMINISTRATION PROCESS



Rush Line Corridor History - Maplewood

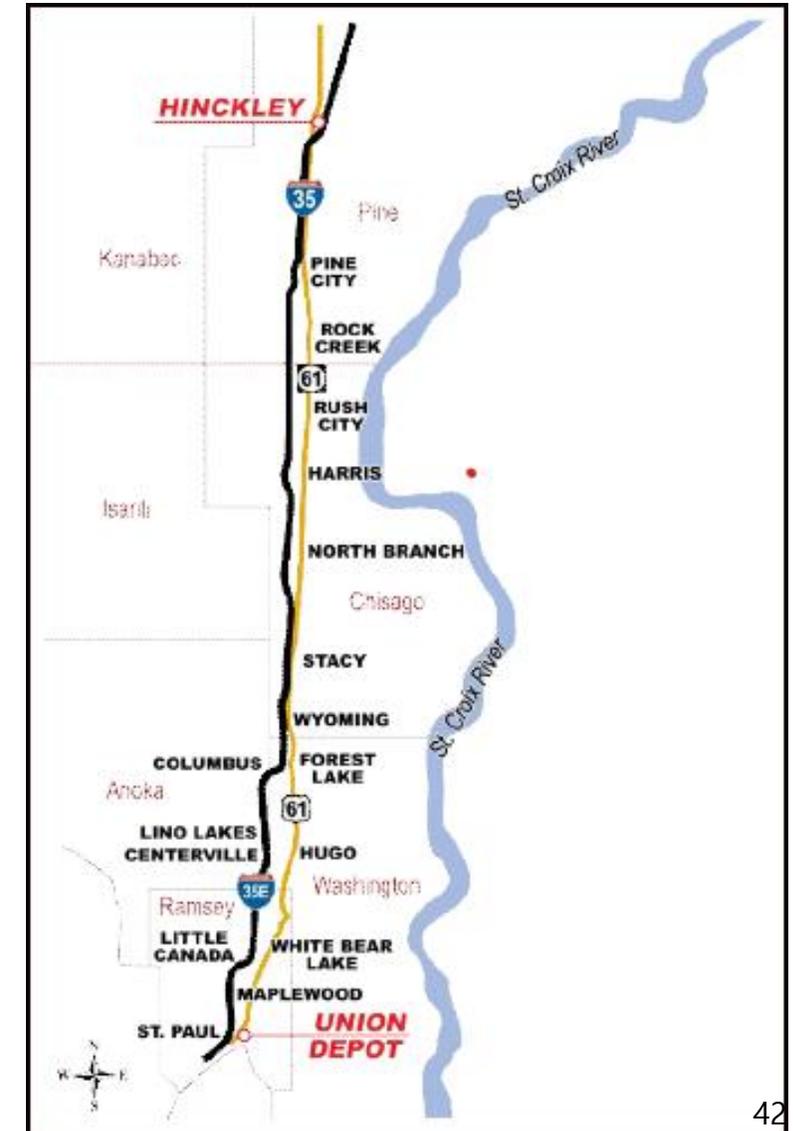
- 1870's Lake Superior and Mississippi Railroad.
- 1990's Ramsey County purchased the former railroad.
- 1990's to 2013 transit feasibility studies and transit capital improvements.
- 2014-2017 Pre-Project Development Study.
- 2017 Locally Preferred Alternative adopted by corridor municipalities, Ramsey County and the Metropolitan Council.
- 2018-2021 Environmental Assessment Phase.
- 2021 transition of Metropolitan Council and initiation of Project Development.



Source: Maplewood Area Historical Society

Before the Pre-Project Development Study

- 80-mile corridor connecting Hinckley to Union Depot in downtown St. Paul roughly following Interstates 35 and 35E and Trunk Highway (TH) 61.
- Rush Line Corridor Task Force.
 - Joint powers board of cities and counties advocating for the advancement of mobility, economic development, and community and environmental enhancement.
- Technical Analysis.
 - 2001 Rush Line Transit Study.
 - 2008 Commuter Bus Feasibility Study.
 - 2009 Alternatives Analysis.



Pre-Project Development Study (2014-2017)

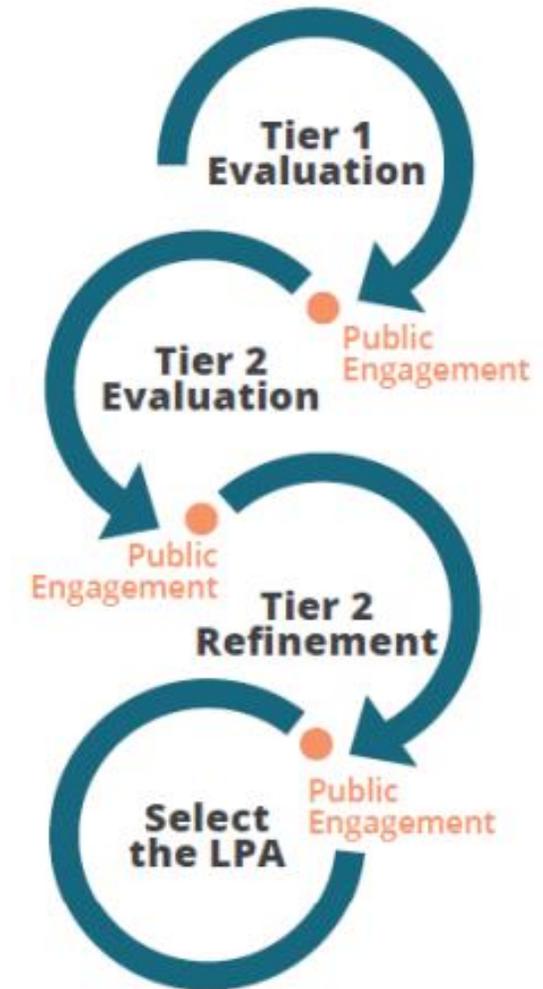
- 30-mile study area between Union Depot in Saint Paul and Forest Lake.
- Governed by Policy Advisory Committee of cities, counties, business representatives and state agencies.
- Project Need:
 - Sustainable Growth and Development.
 - Serve People who rely on transit.
 - Sustainable travel options are limited.
 - Transit demand is increasing.
- Alternatives
 - 55 potential route segments and 7 bus/rail transit modes evaluated through a multi-step process.



Pre-Project Development Study (2014-2017) *Continued*

Multi-Step Analysis

- Tier 1 Evaluation entailed the assessment of each transit mode and alignment relative to overall implementation viability.
- Tier 2 Evaluation assessed the transit mode/alignment pairings that passed the Tier 1 Evaluation and compared the benefits and impacts of each.
- Tier 2 Refinement assessed the best scoring alternative from Tier 2 ultimately resulting in the selection of the Locally Preferred Alternative.



Evaluation Criteria by Project Goal

Increase Transit Use



Ridership

New Transit Riders

Transit-Dependent Riders

Travel Time

Implementable Project



Construction Costs

Operations and Maintenance Costs

Cost Effectiveness

Improves Quality of Life



Wetland/ Water Resources

Noise/Vibration

Parkland

Cultural/ Historic Properties

Traffic Safety

Below Poverty Households

Transit-Dependent Households

Improves Sustainable Travel Options



Population at Stations

Bike/Ped Access

Bike/Ped Level of Travel Stress

Enhances Regional Connectivity



Access Changes

Traffic Operations

Transit Connectivity

Parking

Supports Local Vision



Corridors with Constrained Right-of-Way

Employment At Stations

Development Potential for Transit Oriented Development

Development Potential Survey

Tier 1 Public Engagement

- August 20, 2015, through October 23, 2015.
 - Multiple public meetings.
 - Two neighborhood meetings (Maplewood and Saint Paul) focus on residents and property owners along the Ramsey County Regional Railroad Authority right-of-way/Bruce Vento Trail.
 - Three large “town hall” style community meetings (Forest Lake, Maplewood and Saint Paul).
 - Consultation with members of the Public Engagement Advisory Panel on engagement activities and materials.
- The ~90 comments and public feedback were used to inform the advancement of vehicles and routes into the Tier 2 analysis.

Tier 2 Analysis and Public Engagement

- Evaluated the remaining Alternatives against federal criteria to identify and refine the LPA.
- November 1, 2015 through January 4, 2017.
 - Multiple Public Meetings.
 - Pop-up tables.
 - Presentations.
 - Online Engagement (website, social media, email updates, web-based engagement platforms).
 - Project mailings and displays.
- Over 1,500 public contacts were made through the engagement activities.

ALTERNATIVES 1 & 2
County/Rail ROW



ALTERNATIVE 3
White Bear Ave.
& County/Rail ROW

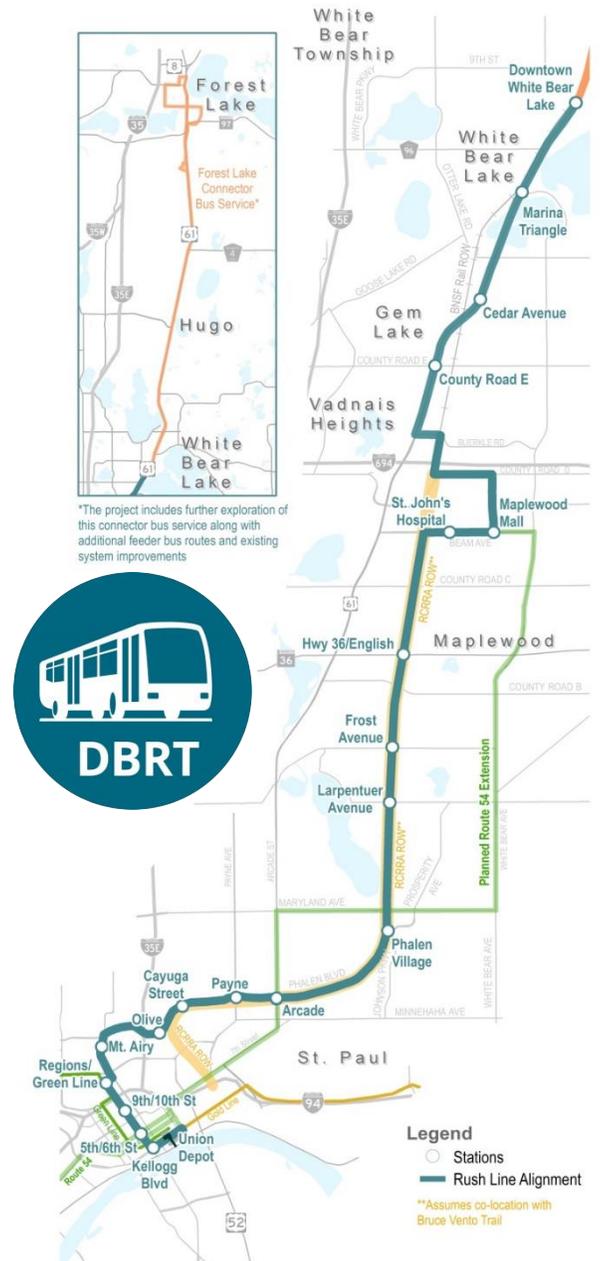


ALTERNATIVE 4
White Bear Ave.



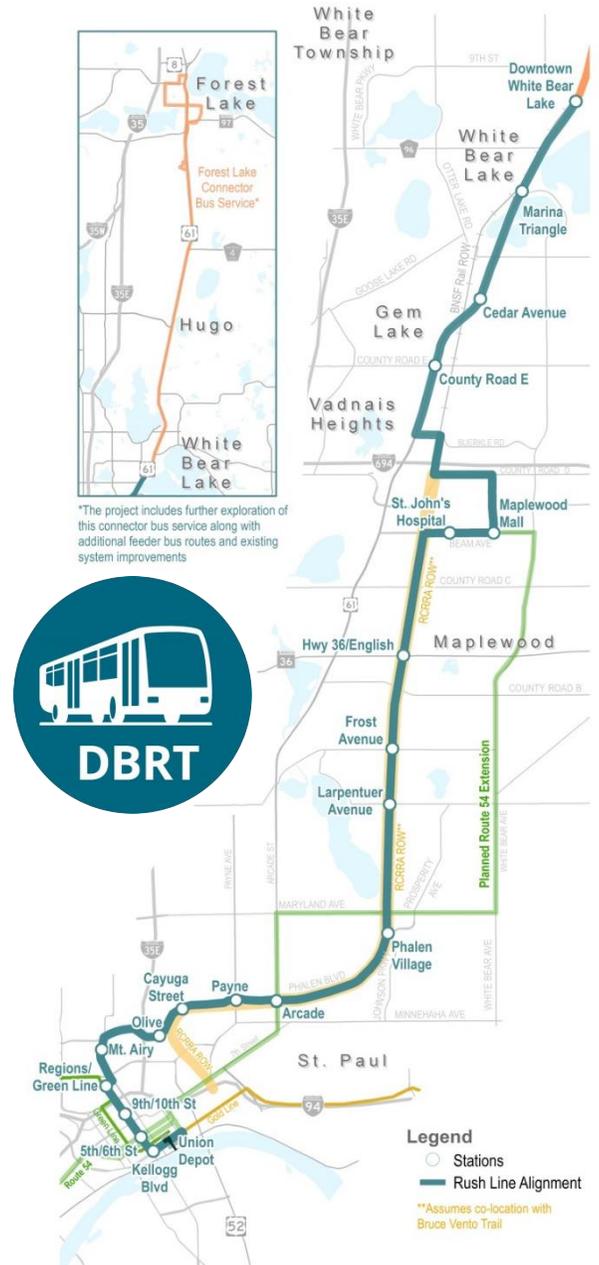
Draft Locally Preferred Alternative

- Dedicated BRT generally along Phalen Boulevard, Ramsey County Regional Railroad Authority (RCRRA) right-of-way (Bruce Vento Trail), and Highway 61.
 - Best meets the project goal.
 - Would likely qualify for FTA New Starts funding.
- Co-locate with Bruce Vento Trail.
- Further explore bus system improvements and bus connectivity to Forest Lake.
- Support separate transit investments on E 7th Street.



Why Use RCRRA Right-of-way?

- Cost-effective due to public ownership of ROW.
- Longest route with fixed guideway, maximizes development potential at station areas.
- Shortest travel time between St. Paul and Maplewood.
- Direct routing to St John's Hospital and Maplewood Mall serves over 7,000 jobs.



Draft Locally Preferred Alternative Public Engagement

- March 24 to May 4, 2017.
 - More than **5,000 people** participated through in over **200 community events**.
 - Open house and public hearing.
 - 85 attendees, 30 speakers and 18 comment sheets.
 - Pop-up tables.
 - 80 attendees.
 - Presentations.
 - 65 attendees.
 - Online engagement (website, social media, email updates).
 - Project mailings and displays.
 - Business Outreach



Public Input Received on Draft LPA

- Opportunities.

- Less visual and noise impacts than LRT.
- Less expensive than LRT or other routes.
- Possibility to convert to LRT in future.
- Perceived as safer than LRT.
- Faster travel times.
- Preference for hybrid or electric buses.

- Challenges.

- Need to consider how people will access service at stations.
- Concerns about potential impacts to existing green space, trail, and private property.
- Perception that it will impact property value and quality of life and/or change character of neighborhood.



Concerns about safety in neighborhood and along route

Adopted Locally Preferred Alternative (LPA)

From Pre-Project Development Study

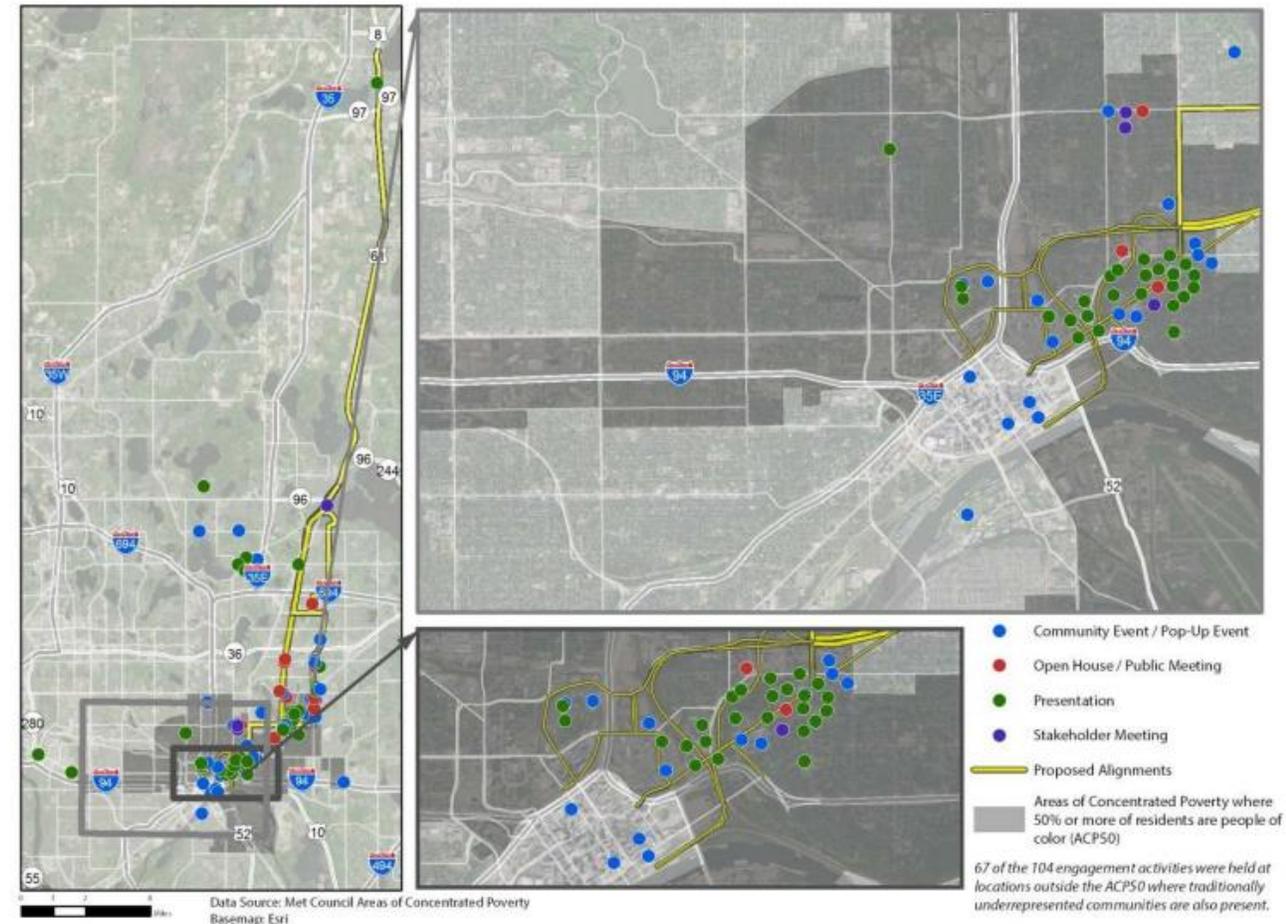


Refined from Environmental Assessment (LPA)



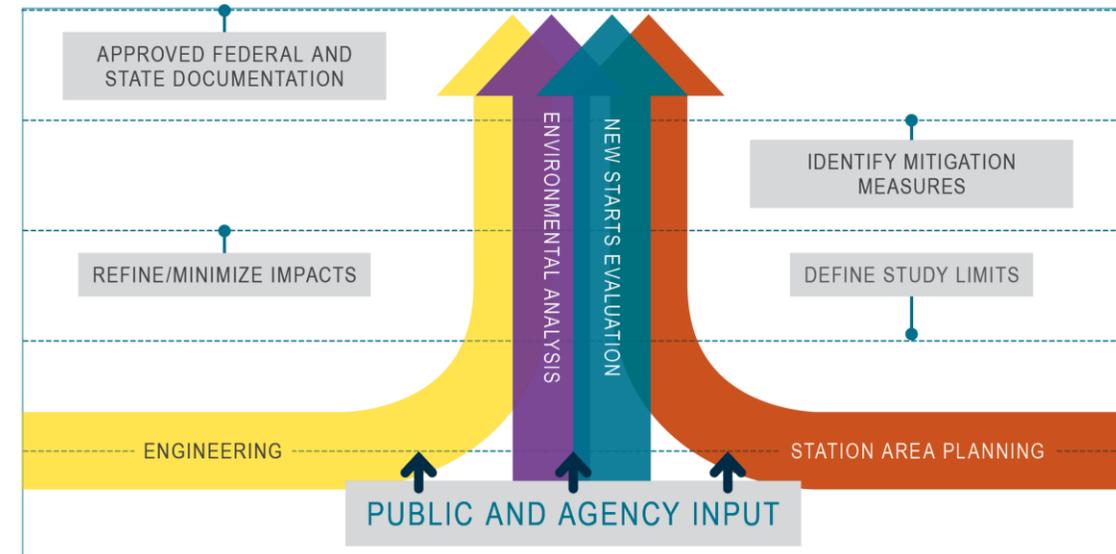
Community input has shaped the process

- Which routes and transit vehicle options should be explored
- Where proposed stations should be located
- Which goals are the most important to community members
- How to minimize or avoid potential impacts



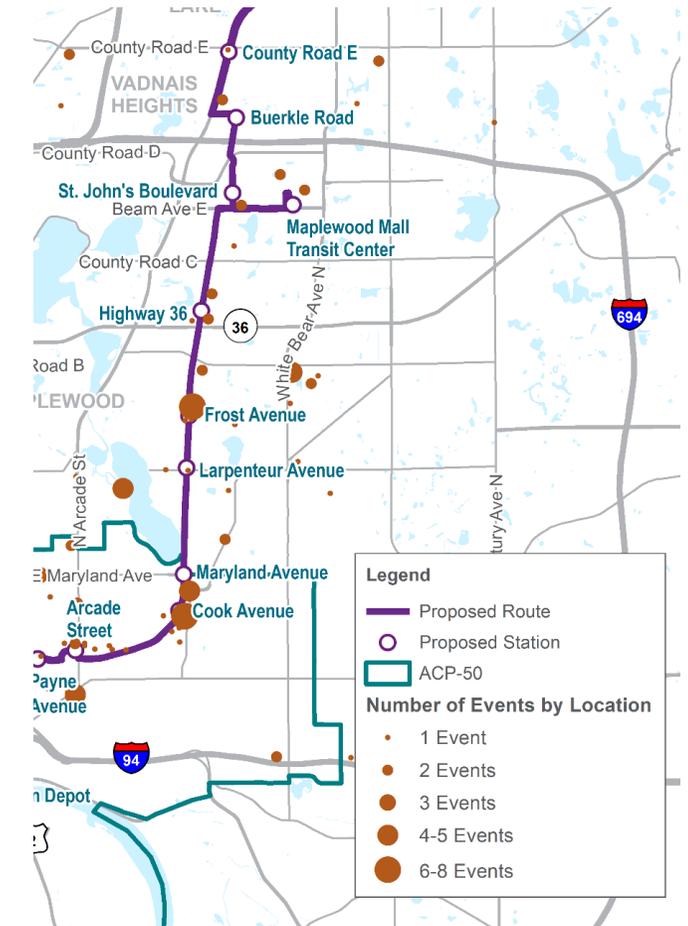
Environmental Assessment (EA) Phase (2018-2021)

- Advanced project design by maximizing potential benefits and minimizing potential social and environmental impacts.
- The final open public comment period was May 11 – June 25, 2021.
- Finding of No Significant Impact (FONSI) in October 2021.
 - Federal Transit Administration determination that the Environmental Assessment adequately addressed project impacts of the project.
- Transitioned to the Metropolitan Council in December 2021.
 - Project Development (December 2021-2023)
 - Final Design (~late 2023)
 - Construction (~2024-2026)



Environmental Assessment Public Engagement in Maplewood (2018 - 2021)

- 45 events engaged 828 people.
 - Pop-ups, open houses, drop-in discussions, presentations to stakeholders, community festivals, Community Advisory Committee meetings, Station Area Planning Working Group meetings.
 - Targeted engagement events about Weaver Elementary School and Harvest Park in Maplewood.
- Interactive map.
- Project emails (responses to emails received from public).
- Station design engagement.
 - Survey with 471 responses over five weeks.
 - Most response from St. Paul, Maplewood, and White Bear Lake.



Locations of public engagement events, 2018 - 2021 (focus on Maplewood)

Public Engagement in Maplewood and Route Modification Study Engagement Plan

Liz Jones | Community Engagement & Outreach
Lead

Public Engagement in Maplewood (2022)

- One-on-one stakeholder and business meetings
 - **In Maplewood:** St. John's, Birch Run Developers, Markham Apartments, CommonBond (Concordia Arms Apts), Northland Associates, KSTP
- Community event pop-ups and canvassing
 - **In Maplewood:** Maplewood Library, Aldrich Arena Farmers Market, Century College (nearby/Maplewood residents)
- Canvassing and phone/email outreach
 - **In Maplewood:** Sibley Cove and Cottages at Legacy Village residences, businesses around Frost Ave. (i.e., Borchert's Meat Market, Maplewood Bakery, Gladstone Community Education Center)
- Community and Business Advisory Committee
 - **Maplewood residential and business representatives**
- Purple Line Partners
 - Including businesses and healthcare institutions in Maplewood and chambers that span membership and representation throughout multiple cities, including Maplewood
- Project updates via website, social media, newsletters, new releases
- Project updates at public meetings of elected and appointed officials (i.e., Corridor Management Committee, Met Council and city council meetings)



Route Modification Study Engagement Plan

- Individual and group businesses/property owner engagement;
 - Continued conversations with Maplewood businesses St. John's Hospital and AZ Partners (Birch Run Station)
 - Century College staff, faculty and students
 - Additional Maplewood, Vadnais Heights and Mahtomedi businesses
- Paper and online survey – one general public and one business-focused (including translations);
- Interactive feedback map;
- Outreach to neighborhood/community and business organizations and groups;
- Pop-ups/community events and hosted open house events;
 - Both in-person and virtual meeting options
 - Pop-up locations at various locations to meet people where they are
- Community and Business Advisory Committee (CBAC) and Corridor Management Committee (CMC) engagement;
- Project handout with information about route options, project overview, next steps, and contact information;
- Display boards of route options for use at pop-ups, open houses, and to leave at community centers/libraries;
- Canvassing and outreach at existing transit facilities (with translated materials);
- Project website updates;
- Social media, news release, newsletter email, media ads, corridor-wide postcard to notify of opportunity to weigh in on route options.