

Proposed Purple/Rush Line BRT

Who We Are (NRLC)

What it is

Our Concerns and Voices of the Communities

City of Maplewood Status

Ideas for Transit

A Resolution

Your Action



NRLC – 10/18/22

Who We Are

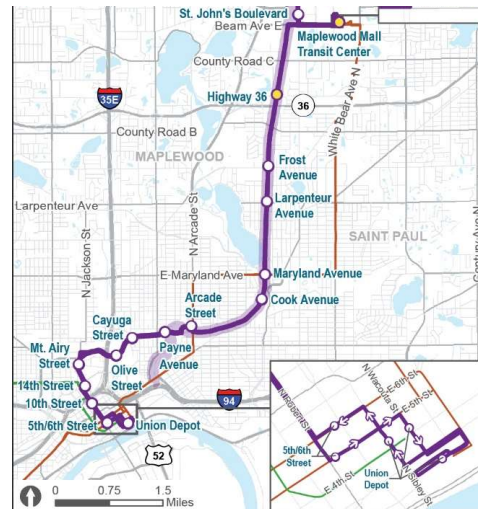
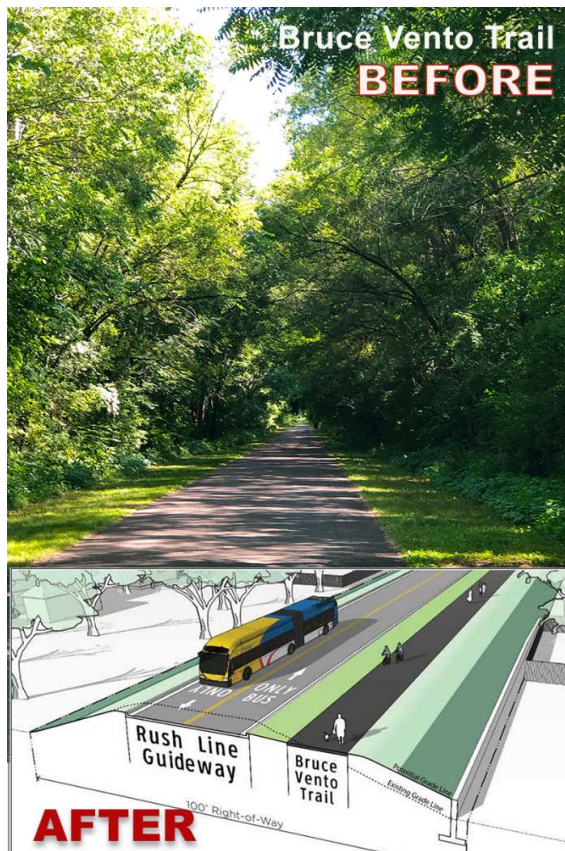
- Group of citizens from multiple communities
- Not opposed to public transportation
- Want effective and efficient use of transportation dollars
- Want the “right fit” for the transit users and the communities



What It Is – the Purple Line

- **89 buses every weekday from St. Paul to Maplewood Transit Ctr**
- **76 buses every Saturday from St. Paul to Maplewood Transit Ctr**
- **68 buses every Sunday from St. Paul to Maplewood Transit Ctr**
- **Cost of \$474 million to build^c**
- **Annual cost of \$15.3 million to operate^c**
- **Replacing 6 miles of Bruce Vento Trail with bus expressway and walkway^{E2}**

What It Is – the Purple Line



- Replaces 6 miles of Bruce Vento Trail with Bus Expressway
- 89 buses each weekday

Our Concerns and Voices of the Communities

- Ridership estimates are outdated^A
- Public transit needs post-Covid have changed^Z
- BRT ridership is down 43% in 2021 vs 2020^B
- Local bus service is down 58% in 2021 vs 2020^B
- All Met Transit ridership for first 6 months of 2022 is half of ridership pre-Covid^{E7}
- Alters the current Bruce Vento Trail in Mplwd and St. Paul
- Businesses and residents oppose the line^{X,E6}
- Estimated cost for first year of operation is \$240 per rider^{E1}
- Estimated cost for third year of operation is \$85 per rider^{E5}

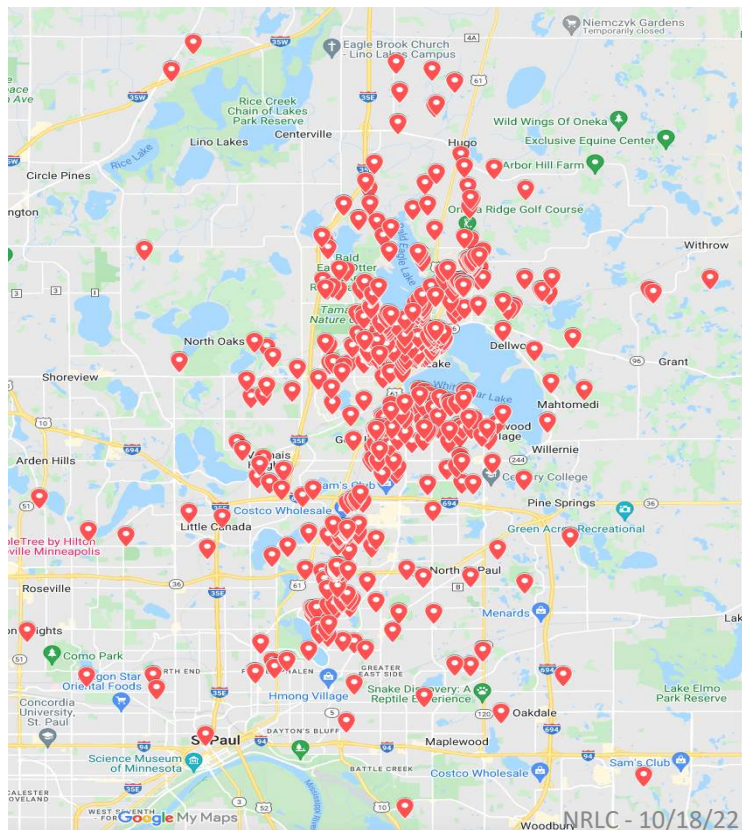
Our Concerns and Voices of the Communities (cont.)

- **It is not an express bus service**
- **It is not curbside to curbside**
- **Removes all trees within a 100' wide corridor of the existing Bruce Vento Trail**
- **Bus Expressway alongside Weaver Elementary school playground^F**
- **Buses and parking in Harvest Park reduces the park size^G**

Our Concerns and Voices of the Communities (cont.)

- **4,500 people signed petitions opposing project in 2018-19**
- **123 businesses contacted...119 businesses oppose the project**
 - **Event centers**
 - **Restaurants**
 - **Realtors**
 - **Spas and salons**
 - **Regional banks**
 - **Construction contractors**
 - **Retail**
 - **Insurance agents**
- **Approximately 800 people signed cards mailed to local leaders**
- **2,500 people signed petitions in 2021-2022**
- **125 residents attended a Rally in Maplewood in July 2022**

Our Concerns and Voices of the Communities (cont.)



Residents that have mailed personalized postcards to elected officials stating their opposition to the Purple Line

What Others Are Saying

➤ **American Public Transportation Association**

Post covid transit: “Big picture, we’ll come back differently. We’ll have to adapt to the changes.”

Art Guzzetti – VP of Policy

Mpls StarTribune - Carole Moore - 5/9/21

➤ **Center for Transportation Studies at the U of MN**

“Transportation choices have been impacted hugely by COVID, across the board. We should think about all of our planned projects in a new way.”

Kyle Shelton – Director

St. Paul Pioneer Press - Bob Shaw - Sun, 10/17/21

➤ **Metropolitan Council**

“We don’t have a clear picture of the long-term future of commuter transit demand and needs.”

Charlie Zelle – Chair

Mpls StarTribune - Mon, 11/1/21

Our Concerns and Voices of the Communities (cont.)

- City of Gem Lake passed a motion on 7/21/20 opposing the project
- City of White Bear Lake passed a resolution on 3/8/22 opposing the project stating that:

“...the Met Council modify the BRT Route so that it does not enter the jurisdictional boundaries of the City of White Bear Lake...”

City of Maplewood Status^{E8}

- **Met Council is considering three alternative routes**
- **Met Council had not informed the City of Maplewood that the route through Maplewood would include buying and demolishing a Maplewood shopping center**
- **Route would use eminent domain to secure property at the Birch Run Shopping Center**
- **“...this new route is something the Met Council is doing to us here in Maplewood. They are not doing it with us.” – Mayor Abrams**

City of Maplewood Status^{E8}

- **Mayor Abrams said:**

- Public engagement was promised by Met Council for Aug and Sept within Maplewood and none happened
- The plan would take land from Birch Run Station
- She intends to bring forward a resolution to “...withdraw Maplewood support of the Purple Line.”
- We don't need a large infrastructure project that does not fit our community

- **CM Knutson said:**

- He wants protection and preservation of the Bruce Vento Trail
- He supports a reset and re-evaluation of routes, ridership, feasibility. Maplewood needs a project with a better fit with a more open process

City of Maplewood Status^{E8}

- **CM Juenemann said:**

- She wants transit; large employers have told her they want it to get folks to their sites
- She has no trust in the Met Council
- She supports withdrawal of support and a new process to discuss transit

- **CM Cave said:**

- Purple Line was not feasible
- There should be no taking of property for a transit station

City of Maplewood Status^{E8}

- **CM Villavicencio said:**

- She is a big user of public transit; transit is important to her
- However, the Met Council process was disappointing and she was on one of the Met Council Committees
- She supports the mayors withdrawal of support

- **Mayor Abrams Summary said:**

- We need transit in the NE metro; we are transit needy compared to our other suburbs in the SW
- **She invites citizens to weigh-in on 10/24 about transit at the City Council meeting**
- **She wants ideas from citizens on how transit should look in Maplewood**
- We need to figure out transit - and "it should be driven by our community not by the Met Council."

Ideas for Transit Design in Maplewood

- **Dedicate the Bruce Vento Trail to non-vehicle transit**
- **Use existing roadways for transit services**
- **Flexible transit for changing transit needs by users**
- **Use a variety of existing public transit services**
 - **Local Connectors; Metro-Mobility; Transit Link; NewTrax; Metro Micro Mobility**
- **Transit designed by the community so it is a “Right Fit” for the community**

A Resolution to the Met Council

- **Withdraw support of the Purple Line until...**
 - 1. The Bruce Vento Trail is removed as an option for vehicle transit permanently**
 - 2. A transit needs study for Maplewood is completed by an independent, objective organization**
 - 3. A process for project design and community engagement is developed by the City of Maplewood and is implemented by the City of Maplewood**

Your Action

- **Express your view of the proposed Purple Line and “IDEAS” for how transit should work in Maplewood:**
 - **Call or email the Mayor, City Council members, Ramsey County Commissioners, Met Council Board representatives**
 - **Attend the City of Maplewood City Council Meeting on 10/24, 7pm, City Hall, 1830 County Road B East**

Respectful and Civil

- We request that you are respectful and civil in your communications with all elected and appointed officials and staff

Sources

- ^A Ridership numbers last updated in 2019 - Andy Gitzlaff Rush Line Sr. Project Mgr
- ^B StarTribune, Ridership Numbers show Metro Transit use devastated by pandemic, Janet Moore, June 15, 2021
- ^C Environmental Assessment, May 2021, pg. 16
- ^D Environmental Assessment, May 2021, pg. 15
- ^E Environmental Assessment, May 2021, pg. 27, pg. 31
- ^F Environmental Assessment, May 2021, pg. 28, pg. 104-107
- ^G Environmental Assessment, May 2021, pg. 29, pg. 101-103
- ^H Environmental Assessment, May 2021, pg. 27
- ^I Environmental Assessment, May 2021, pg. 14
- ^X 4,500 signed petition opposing proposed Rush Line from 2017-2018
- ^Y City of White Bear Lake survey that number 1 reason residents like WB is the small town feel – WB CM Bill Walsh
- ^Z American Public Transportation Association – Mpls StarTribune – May, 9, 2021
- ^{E1} \$475 mil to build + \$15 mil to operate year 1 = \$490 mil/2,035,800 riders in year 1 = \$240/rider year 1
- ^{E2} Environmental Assessment, May 2021, pg. 5
- ^{E3} email correspondence 7/19/21 - Andy Gitzlaff Rush Line Sr. Project Manager
- ^{E4} Environmental Assessment, May 2021, pg. 21
- ^{E5} \$475 mil to build + \$45 mil to operate year 1-3 = \$520 mil/6,107,400 yr 1-3 = \$85/rider years 1-3
- ^{E6} 2,000 signed petition opposing Rush Line in 2021
- ^{E7} StarTribune, Maplewood Considers Withdrawing Support for Bus Rapid Transit Line, Shannon Prather, October 10, 2022
- ^{E8} Maplewood City Council Meeting, October 10, 2022