



Transportation Accessibility Advisory Committee

May 1, 2024

Today's Topics

- 1) Welcome & Introductions
- 2) Project History
- 3) BRT Route Modification Study Phase II Update
- 4) Center-running Option in St. Paul
- 5) Community Outreach Update
- 6) Q & A

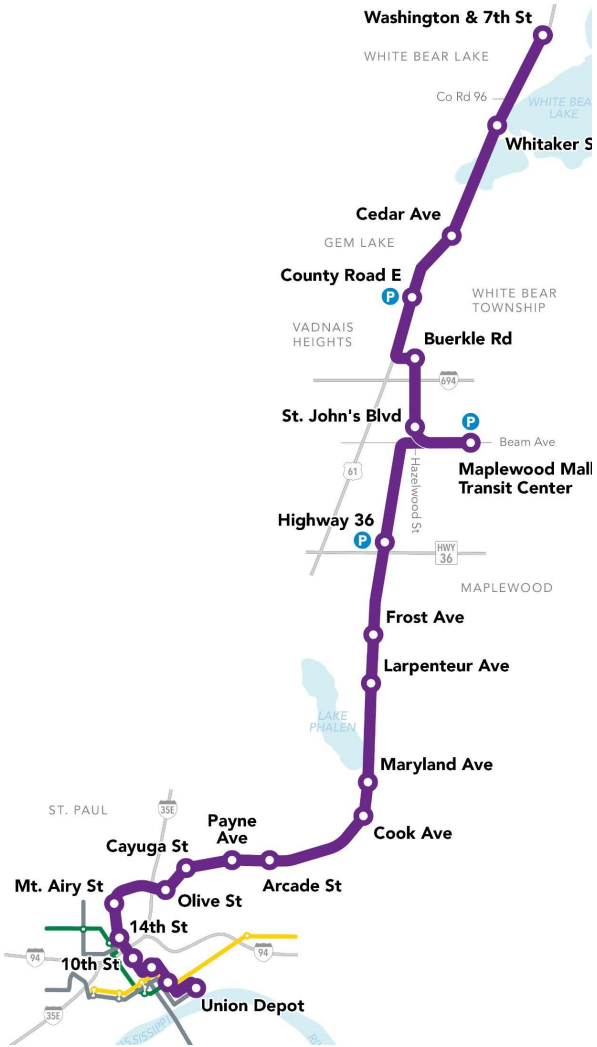
Welcome & Introductions

Liz Jones | Senior Community Outreach Coordinator

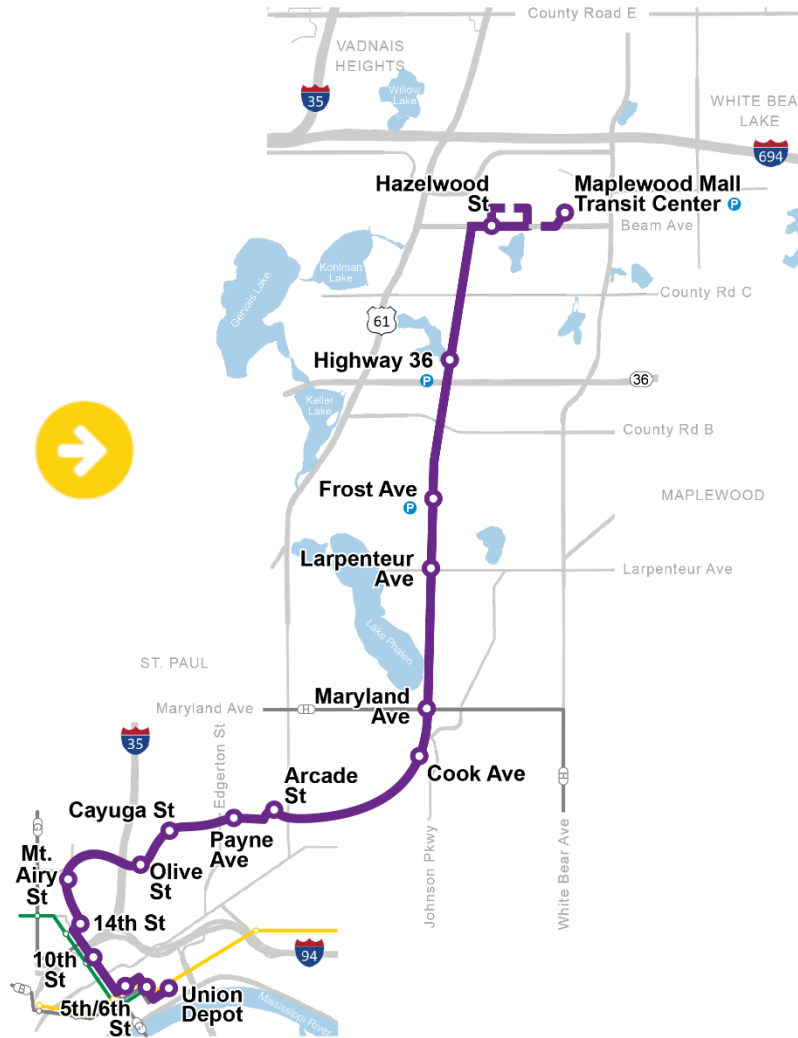
Project History

Liz Jones | Senior Community Outreach Coordinator

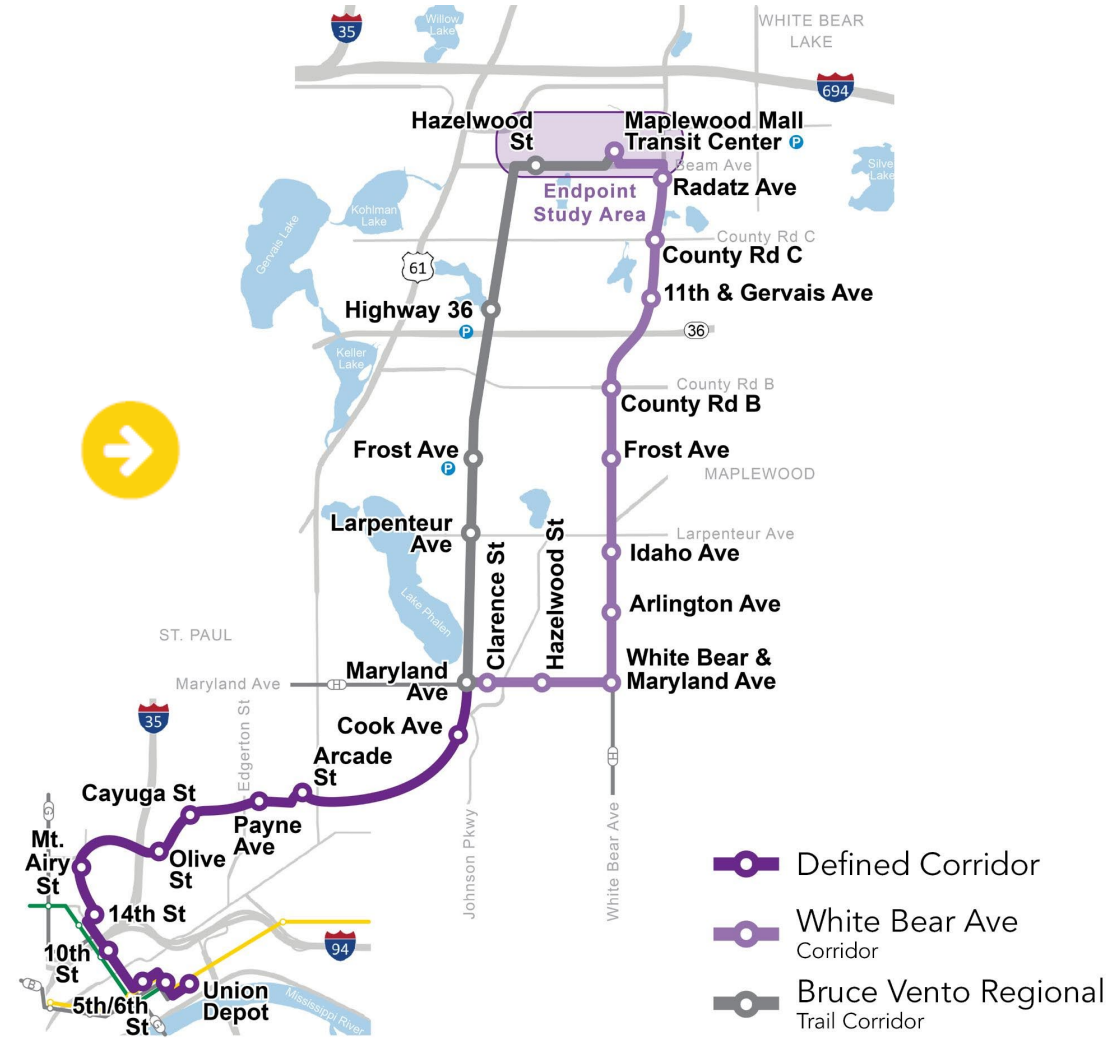
Evolution of Purple Line



Environmental Phase
December 2021



Route Modification Study
(RMS) Phase I
March 2023

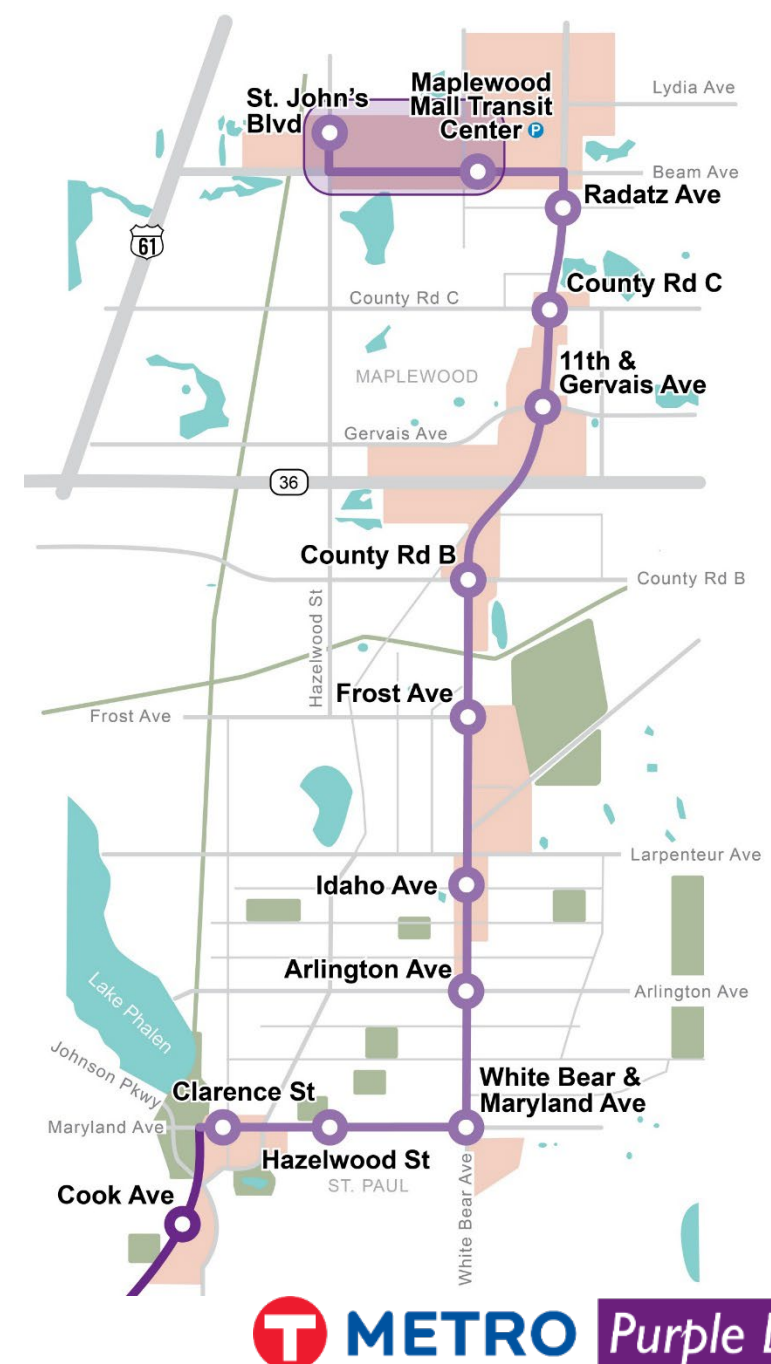


Route Modification Study (RMS)
Phase II
(In Process)

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

Proposed Station Locations

- Most station locations are current Route 54 stops
- ½ mile station spacing provides reasonable access coverage throughout most of the corridor
- Stations along Maryland Ave to be shared with H Line BRT



Decision Making

Decisions made last year

- Proposed Station Locations – September 2023
- Most Promising Design Options – October 2023

Decisions to be made this year

- Preferred Design Concept for the White Bear Ave Corridor – Fall 2024
- Preferred Route between White Bear Ave and Bruce Vento Regional Trail – Fall 2024

How to Provide Your Input

- Community group and stakeholder meetings
- Online Comment Form and Interactive Map
- Project Hosted Community Meetings
- Email or Call the Project Office

Who is Involved?



Volunteer Community & Business Representatives



Project Area Public and Stakeholders



Route Modification Study Phase II Update

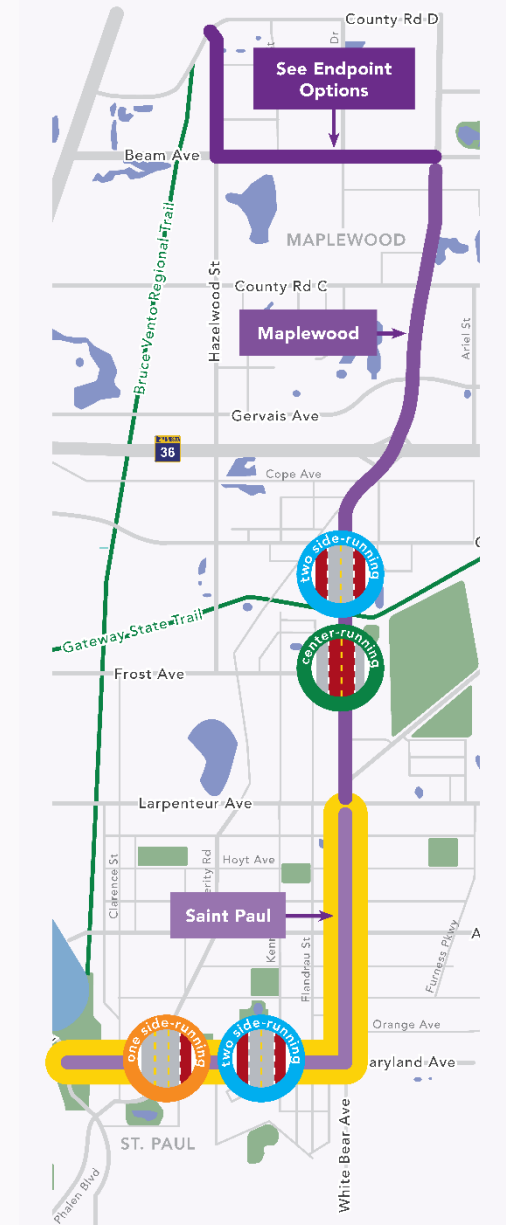
Craig Lamothe | Project Manager

St. Paul Design Options

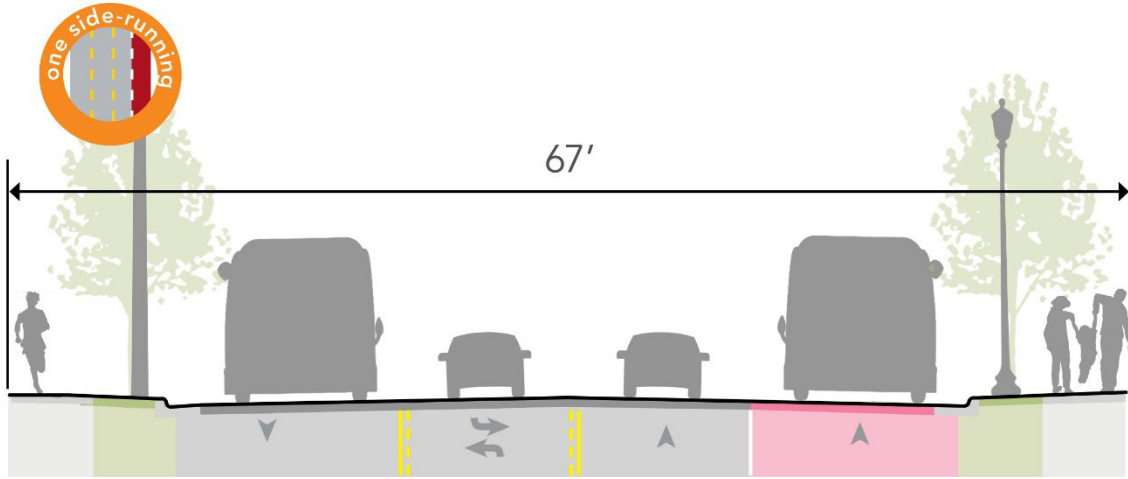
The Saint Paul section is Maryland and White Bear avenues between Johnson Parkway and Larpenteur Avenue.

There are two options in this section.

- One Side-Running Transit Lane
- Two Side-Running Transit Lanes



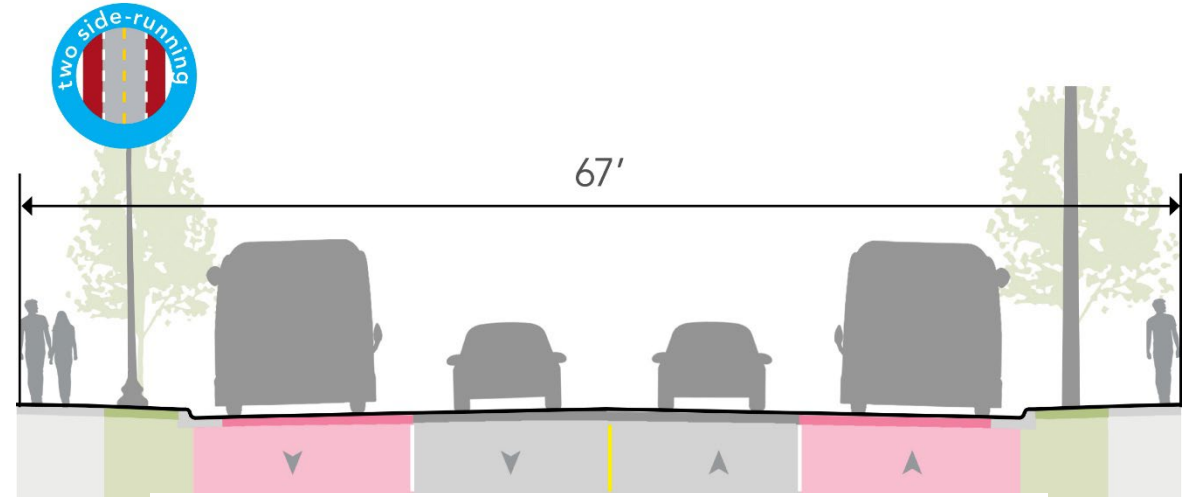
Design Options in the St. Paul section



"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



"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.

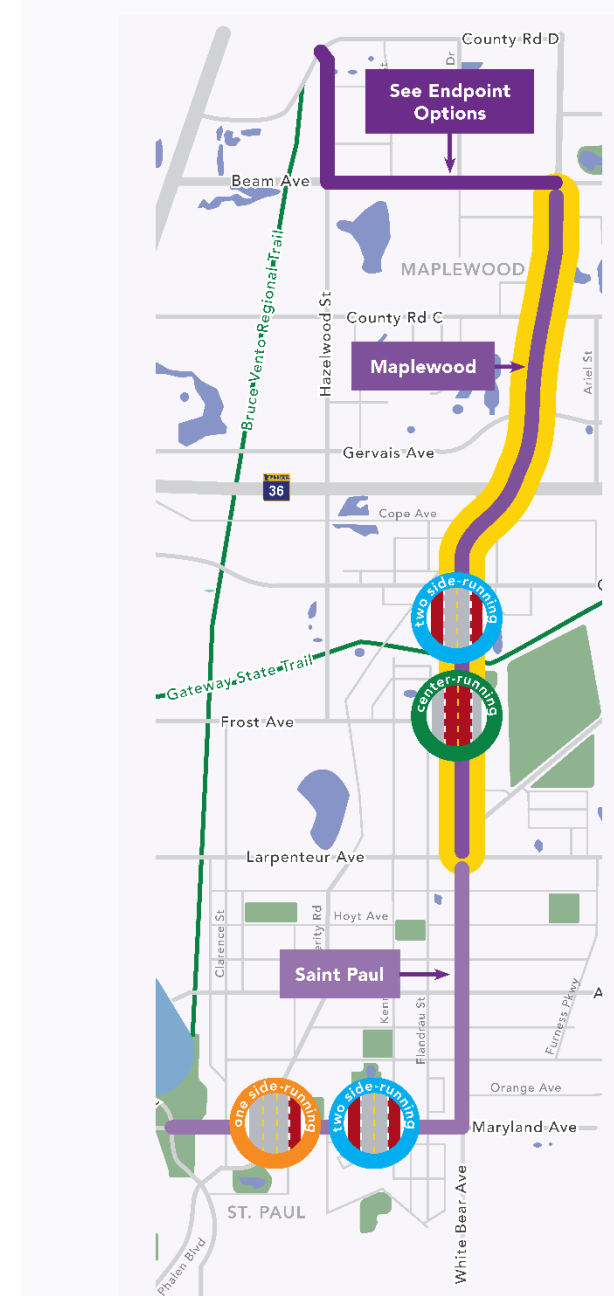
- + More reliable transit service in the southbound direction, better for combined Purple Line, METRO H Line, and local bus operations on Maryland Ave
- + Easier for maintenance staff to access stations
- More property impacts from left-turn lanes and medians

Maplewood Design Options

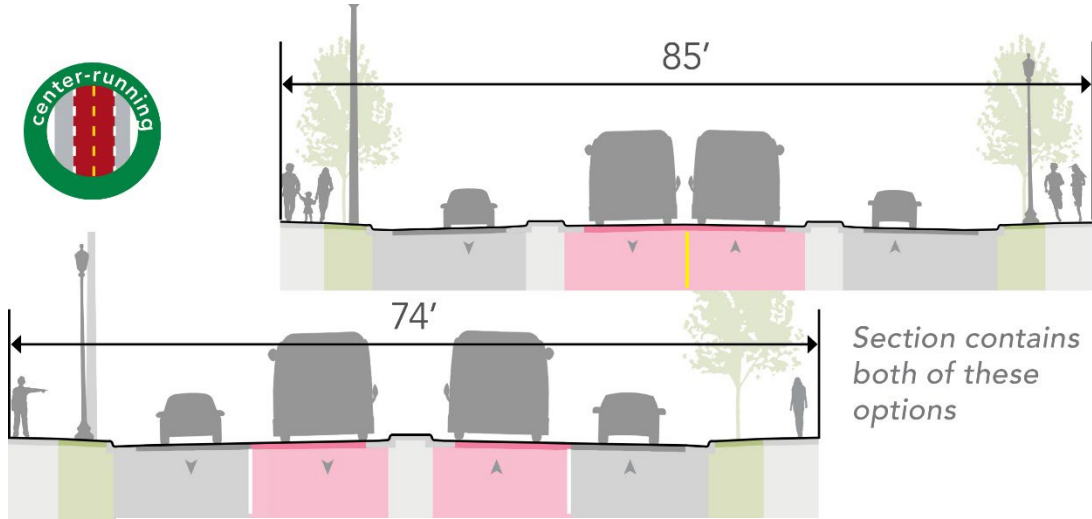
The Maplewood section is White Bear Avenue between Larpenteur and Beam avenues.

There are two options in this section.

- Center-Running Transit Lanes
- Two Side-Running Transit Lanes



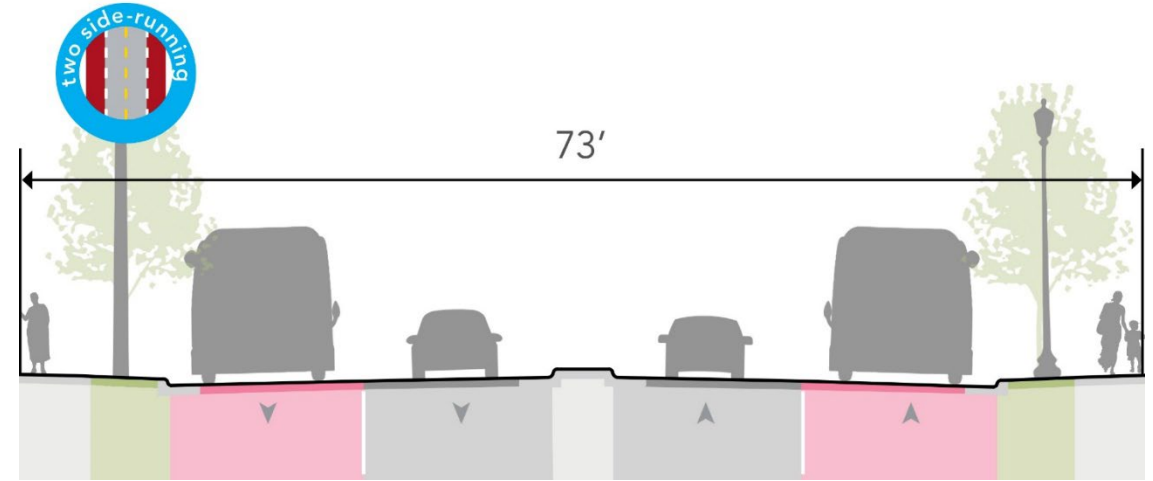
Design Options in the Maplewood section



"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



"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

RMS Phase II Discussion

What does the TAAC want us to know or consider as we evaluate design options in St. Paul and Maplewood?

St. Paul – Maryland Avenue Existing



Existing

St. Paul – Maryland Avenue Two Side Running



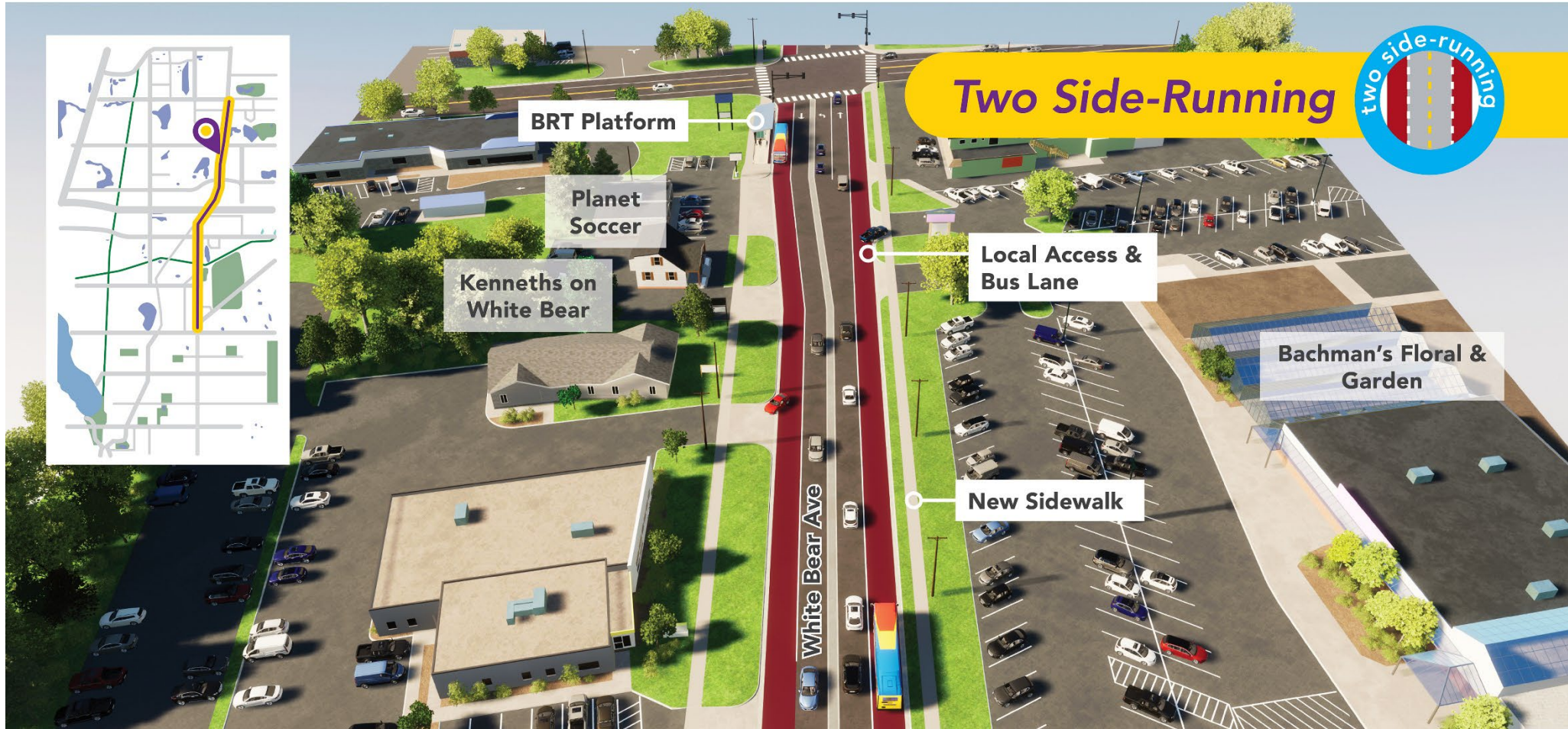
St. Paul – Maryland Avenue One Side-Running



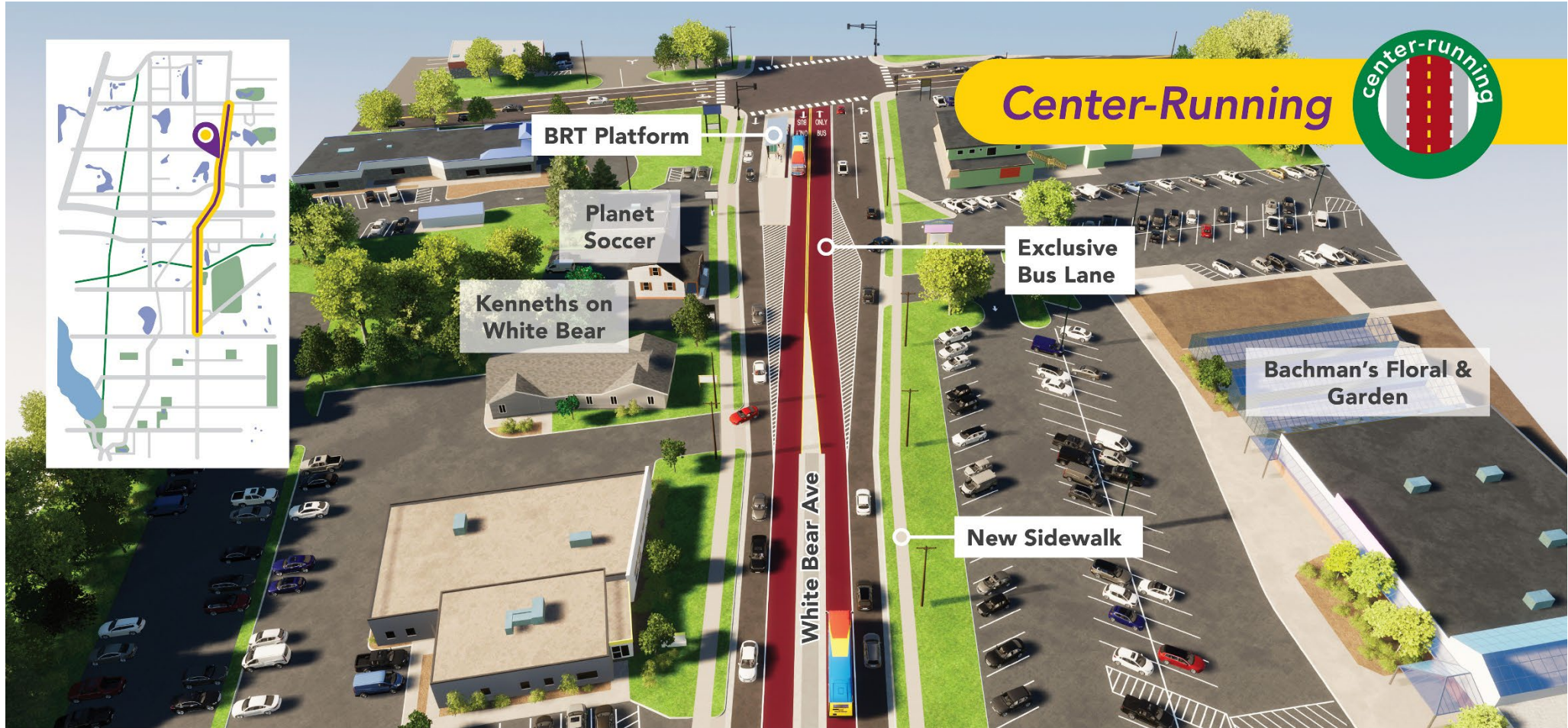
Maplewood – White Bear Avenue Existing



Maplewood – White Bear Avenue Two Side-Running



Maplewood – White Bear Avenue Center Running



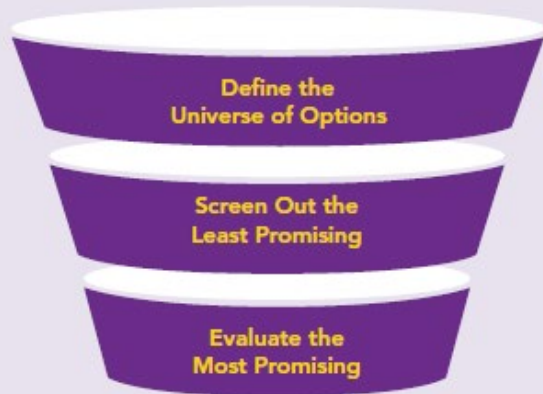
Evaluation Overview

 Still in Progress

 Key Criteria

Purple Line staff have studied design options in the White Bear Ave Corridor over the past several months to help inform the preferred concept.

Staff started by determining a universe of options, screening out the least promising options, and then evaluating the most promising options which are displayed today.



**SELECT PREFERRED WHITE BEAR AVE CORRIDOR CONCEPT
MAY 2024**



Pedestrian Access



Property Impacts



Station Access



Traffic Operations



Transit Operations



Parking Impacts



Environmental Considerations



Public Needs



Concept Dimensions



Socioeconomic Demographics



Pedestrian & Vehicle Safety



Land Use



Ridership



Federal Funding Viability



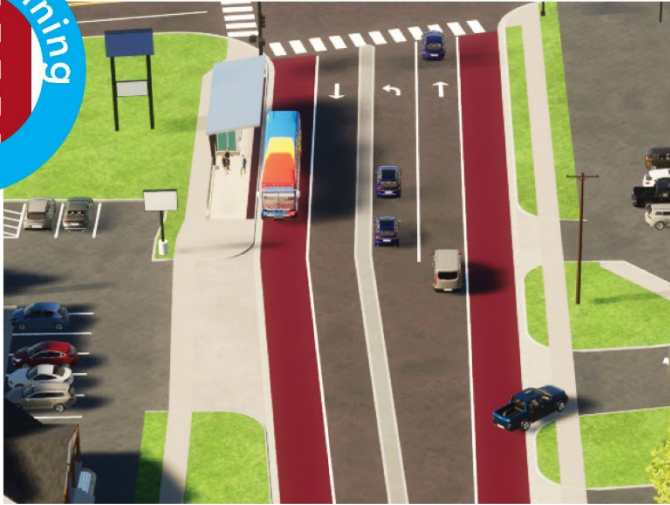
Project Cost



Public Support

Purple Line

Transit Operations



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.

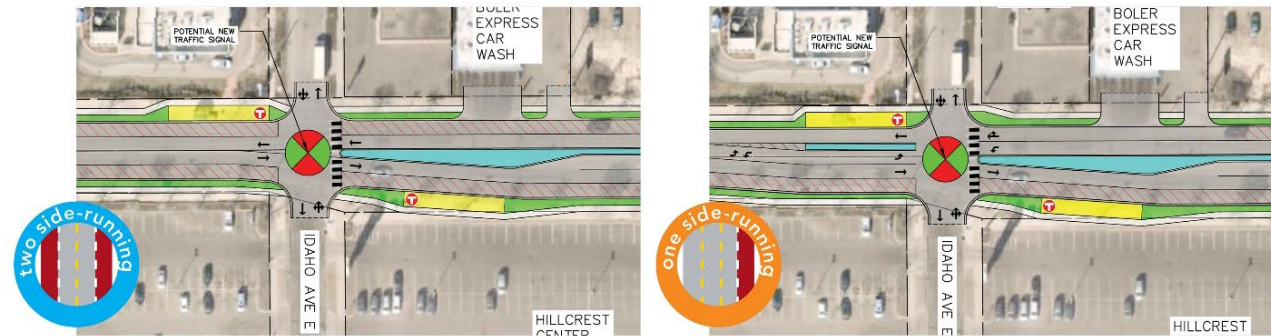
Pedestrian & Station Access – Saint Paul

Pedestrian Access

- Both options will add 25% more marked crosswalks and 5 more refuges/medians. More crosswalks will reduce the average distance between crosswalks by 5 to 10 percent.
 - Crossing distances today: 58 to 64 feet**
 - With project: 50 to 60 feet**

Station Access

- There is no difference between the **ONE SIDE-RUNNING** and **TWO SIDE-RUNNING** options for how transit riders can access stations. Station platforms will be located next to the sidewalk



All options will deliver:



Marked Crosswalks



Average Crossing Distances



Pedestrian Refuges/
Medians



Average Number of
Lanes to Cross

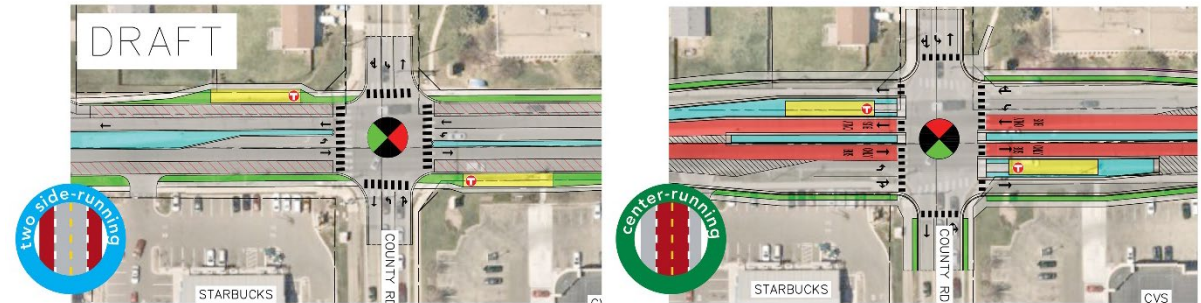
Pedestrian & Station Access - Maplewood

Pedestrian Access

- ✓ **TWO SIDE-RUNNING:** Adds up to 3 more crosswalks (10% increase) to the corridor and 3 more refuges and medians.
 - **Crossing Distances Today: 66 to 70 feet | With Option: 56 to 65 feet**
- ✓ **CENTER-RUNNING:** Adds 9 more crosswalks (30% increase) and 19 more refuges and medians.
 - **Crossing Distances Today: 66 to 70 feet | With Option: 37 to 58 feet**
- ✓ All options, in both cities, would also reduce the average number of lanes to cross and the average crossing distance.

Station Access

- ✓ The **TWO SIDE-RUNNING** and **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.



All options will deliver:



MORE

Marked Crosswalks



REDUCE

Average Crossing Distances



MORE

Pedestrian Refuges/
Medians



REDUCE

Average Number of
Lanes to Cross

RMS Phase II Discussion

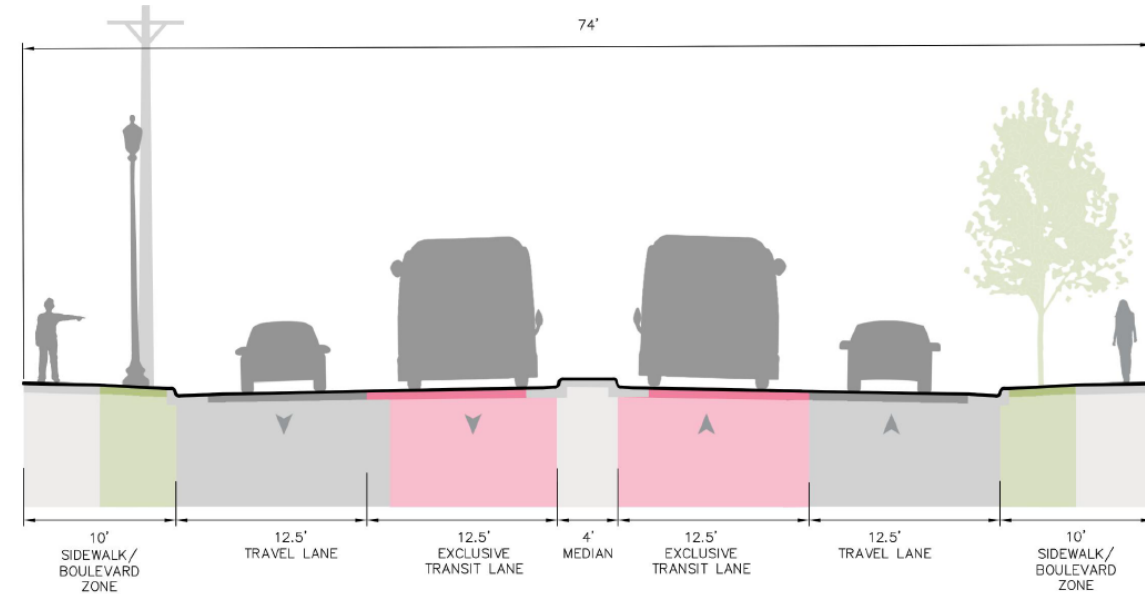
What does the TAAC want us to know or consider as we evaluate pedestrian and station access in St. Paul and Maplewood?

Narrowed Center Running Option in St. Paul

Craig Lamothe | Project Manager

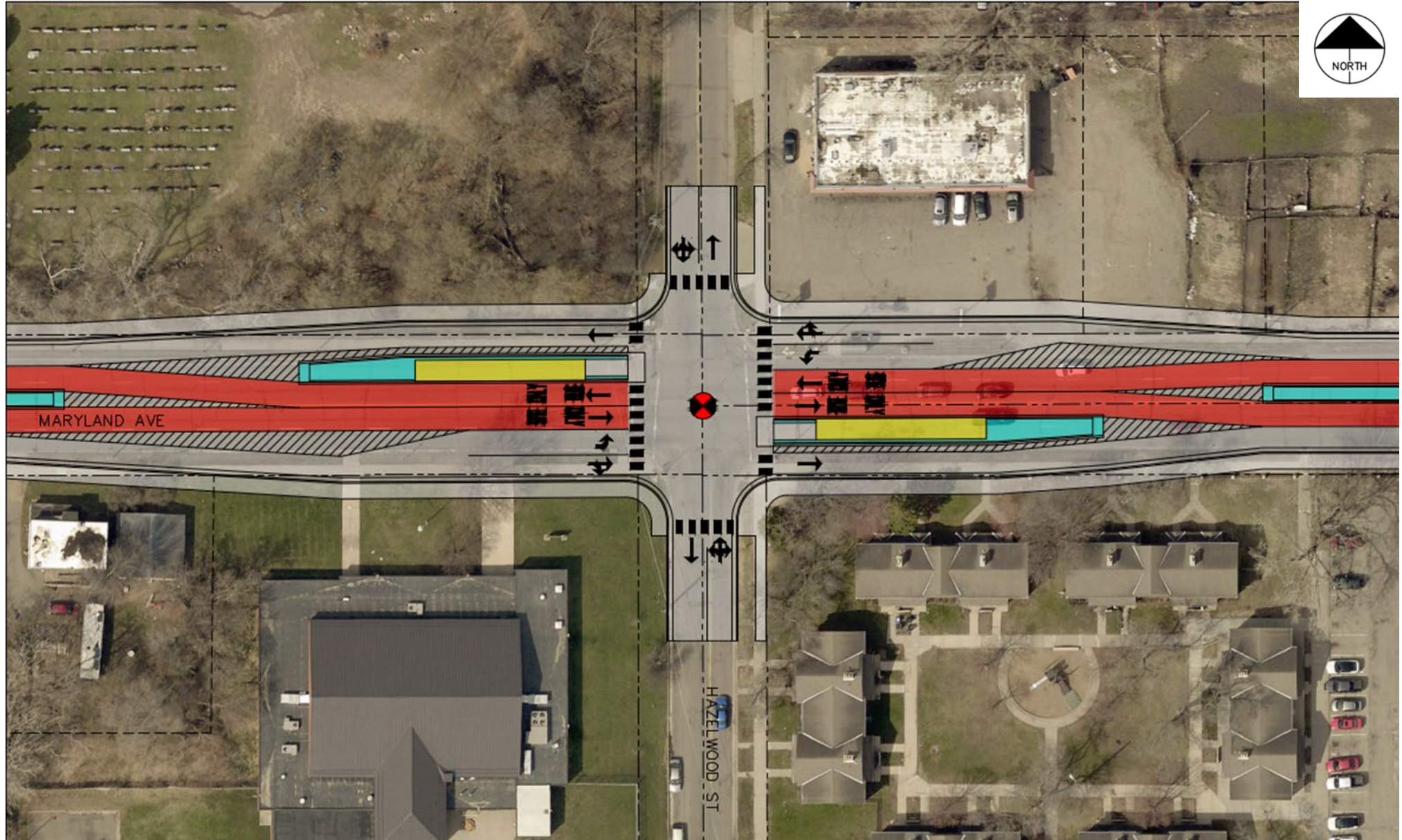
History of Center Running Option in St. Paul

- Included in the Universe of Options
- Evaluated as part of Tier 1 Screening
- Not recommended for Tier 2 Evaluation
 - CMC Meeting (10/11/23)
 - Full property acquisitions
 - Reduced vehicle access
- Jan-Feb. 2024: Community leaders advocate for reconsideration of a narrower cross section
 - 2/28/24: Project team meets with community representatives for a listening session



Center Running Option in St. Paul

- CMC concurred on 4/4 to study a narrowed center running option further
- Project team is developing cross sections, layouts, property impacts assessment, and assessment of tradeoffs for public feedback this summer



Center Running in St. Paul Example: Hazelwood Split Center

RMS Phase II Discussion

What does the TAAC want us to know or consider as we evaluate center running transit lanes in St. Paul?

Community Outreach & Engagement Update

Liz Jones | Senior Community Outreach Coordinator

Spring Comment Period

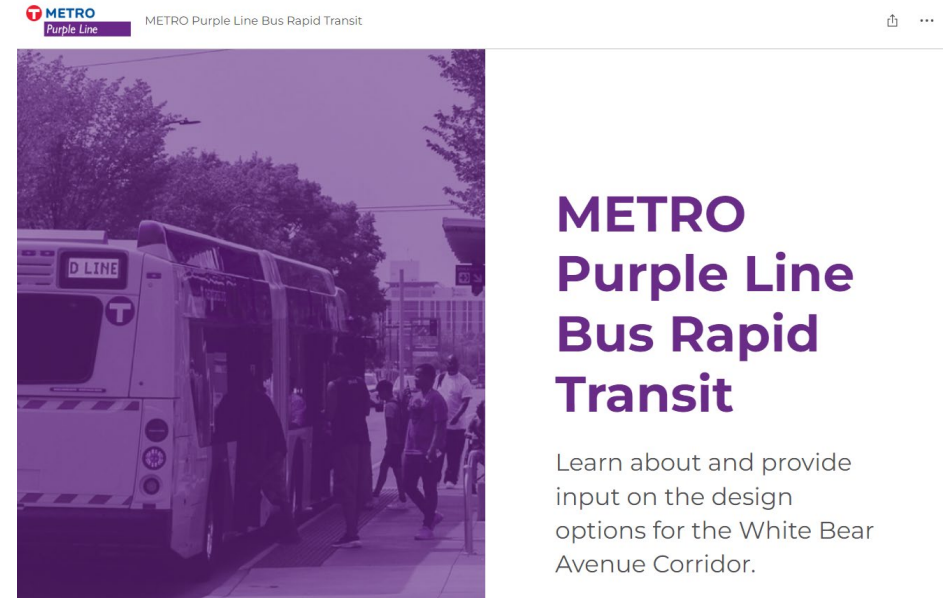
- Purpose: to gain feedback on the 4 design concepts as to inform a preferred option. Present how the options are different to inform feedback.
- Topics covered: project overview, what is BRT, design concepts and visualizations showing features of the WBA corridor, evaluation criteria
- Community meetings, multiple pop-up's, canvassing activities and individual/community group meetings

- **Online Comment Form**



- **Interactive Map**

<https://app.publiccoordinate.com/#/projects/PurpleLineBRT/map>



Online Storyboard – Arc GIS Tool

Available at: [Purple Line BRT Project \(metrotransit.org\)](https://metrotransit.org)

Upcoming RMS Phase II Engagement this Summer

- Engagement on center running option in St. Paul
- Engagement over Bruce Vento Regional Trail Collocation and the White Bear Avenue Corridor Route Alternatives; Solicit preference for a Purple Line BRT Route



Q&A

Next Steps

Craig Lamothe | Project Manager

Upcoming TAAC Engagement

- Small group TAAC conversations
- Full TAAC updates this summer/fall in conjunction with project engagement and decisions

Contact Us

For more information:

www.metrotransit.org/purple-line-project

[Facebook](#) and [Twitter](#) @PurpleLineBRT

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