



# Corridor Management Committee

Meeting #7 | October 11, 2023

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# Call to Order, Welcome & Introductions

Charlie Zelle | CMC Chair

# Housekeeping

- Virtual meeting etiquette
  - Camera on
  - Microphone (muted when not speaking)
  - Raise hand (if you have a question)
  - Chat (feel free to ask questions in the chat)
- Meeting is being recorded
- Meeting agendas, summaries, and presentation materials are posted on the project website at [metrotransit.org/purple-line-project-committees](https://metrotransit.org/purple-line-project-committees)
- Any suggested edits or corrections to September 13<sup>th</sup> draft meeting summary?

# Today's Topics

- 1) Call to Order, Welcome & Introductions
- 2) Community Outreach & Engagement Update
- 3) BRT Route Modification Study Phase II Update
  - a) Most Promising Roadway & Transit Design Options
  - b) Roadmap to a Preferred Roadway & Transit Design Concept
- 4) Other Items/Around the Table
- 5) Next Steps & Adjournment

# New Members

- MnDOT Metro District Transit Director Nat Gorham
  - Filling in for CMC Primary Mike Barnes (retiring today) and CMC Alternate April Crockett

# Community Outreach & Engagement Update

Liz Jones | Purple Line Community Outreach & Engagement Lead

# Recent and Upcoming Outreach & Engagement Activities

- Iowa Hi-Rise engagement
- Ramsey County Service Center pop up's
- M Health Fairview St. John's engagement
- Friends of the Parks and Trails of St. Paul and Ramsey County presentation
- Canvassing
- Maryland and White Bear Ave Community and Business Advisory Committee (CBAC) recruitment

# Corridor Walking/Rolling Tours

- White Bear Ave. between 11th/Gervais and Beam Ave.
  - Wednesday, Oct. 4, 4-6 PM
- White Bear Ave. between Maryland and Larpenteur Ave.
  - Friday, Oct. 6, 4-6 PM
- White Bear Ave. between Larpenteur Ave. and Gateway Trail,
  - Tuesday, Oct. 10, 4-6 PM
- White Bear Ave. between Gateway Trail and Highway 36,
  - Thursday, Oct. 12, 4-6 PM
- Maryland Ave.
  - Saturday, Oct. 14, 12-2 PM





# Corridor Walking/Rolling Tour Materials



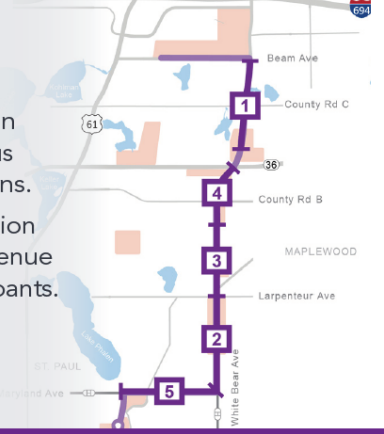
## COME WALK THE PURPLE LINE CORRIDOR

You're invited to attend Purple Line's Corridor Walks! (see reverse side for dates)

Join project staff for a round of corridor walks in October to discuss what's working well today and what could be improved along Maryland and White Bear avenues. This is an opportunity to review design considerations, constraints, and opportunities for bus rapid transit along the corridor and ask your questions.

Each date will cover an approximately one-mile section of the corridor on either Maryland or White Bear Avenue but will focus on key points of interest among participants. All are welcome and we hope to see you there!

Visit the project website to find more information, the latest newsletter, and ways to share feedback.



Visit [metrotransit.org/Purple-Line](http://metrotransit.org/Purple-Line)

If you need this information in an alternative format or language, contact:  
 Si necesita esta información en un formato o idioma alternativo, póngase en contacto con:  
 Yog koj xav tau cov lus no txhais uas lus hmoob lossis xav tau ib tus neeg pab txhais cov lus no rau koj, tiv tauj:  
 Haddii aad dooneyso in aad macluumaadkan ku hesho siyaabo kale ama afaf kale, la xiriir:

နမူနာ: အိတ်: နှိုဘတ်တတ်စိုတ်ကူတဖတ်အံလတ်ခံမံအကျီလတ်ကယုထတမံအံအစီမံတမံကူတိ.ဆဲးကျ



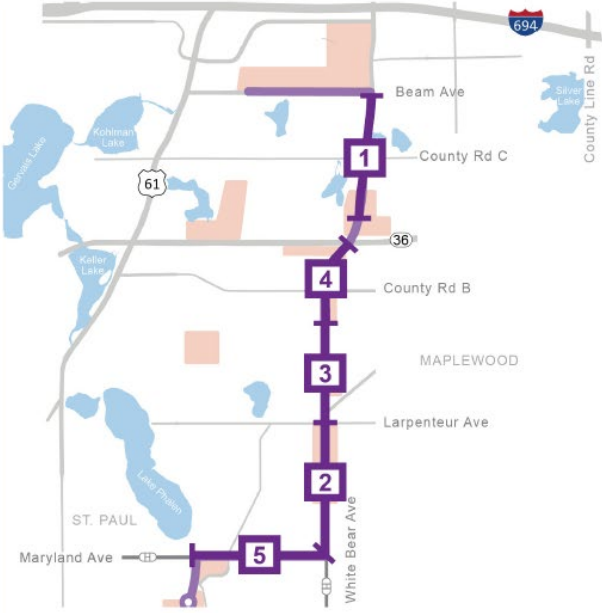
## COME WALK THE PURPLE LINE CORRIDOR

### YOU'RE INVITED!

Join project staff for a round of corridor walks this October to discuss what's working well today and what could be improved along Maryland and White Bear avenues. This is an opportunity to review design considerations, constraints, and opportunities for bus rapid transit along the corridor and ask your questions.

Each date will cover an approximately one-mile section of the corridor on either Maryland or White Bear Avenue but will focus on key points of interest among participants. All are welcome and we hope to see you there!

For more information or if you have any questions please contact Colin Owens, Community Outreach Coordinator, at 612-618-0495 or [colin.owens@metrotransit.org](mailto:colin.owens@metrotransit.org)



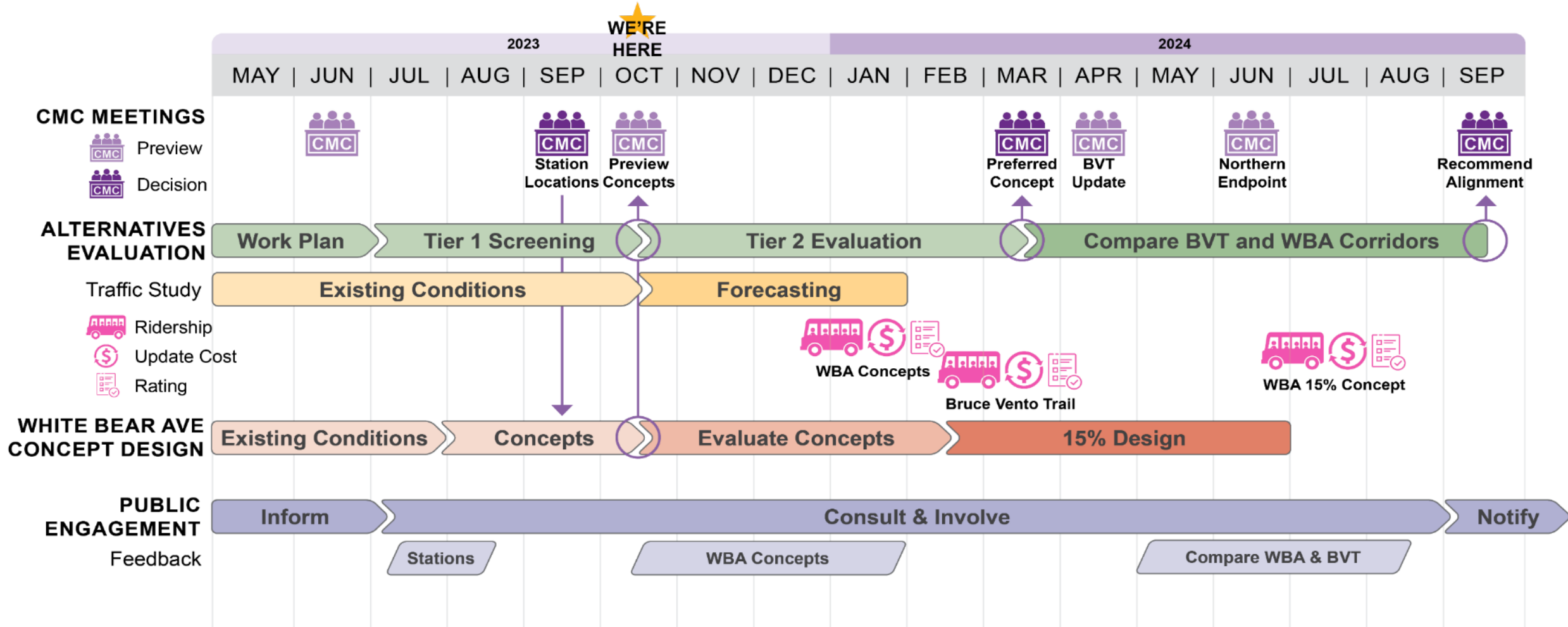
# Route Modification Study Phase II Update

## Most Promising Roadway & Transit Design Options

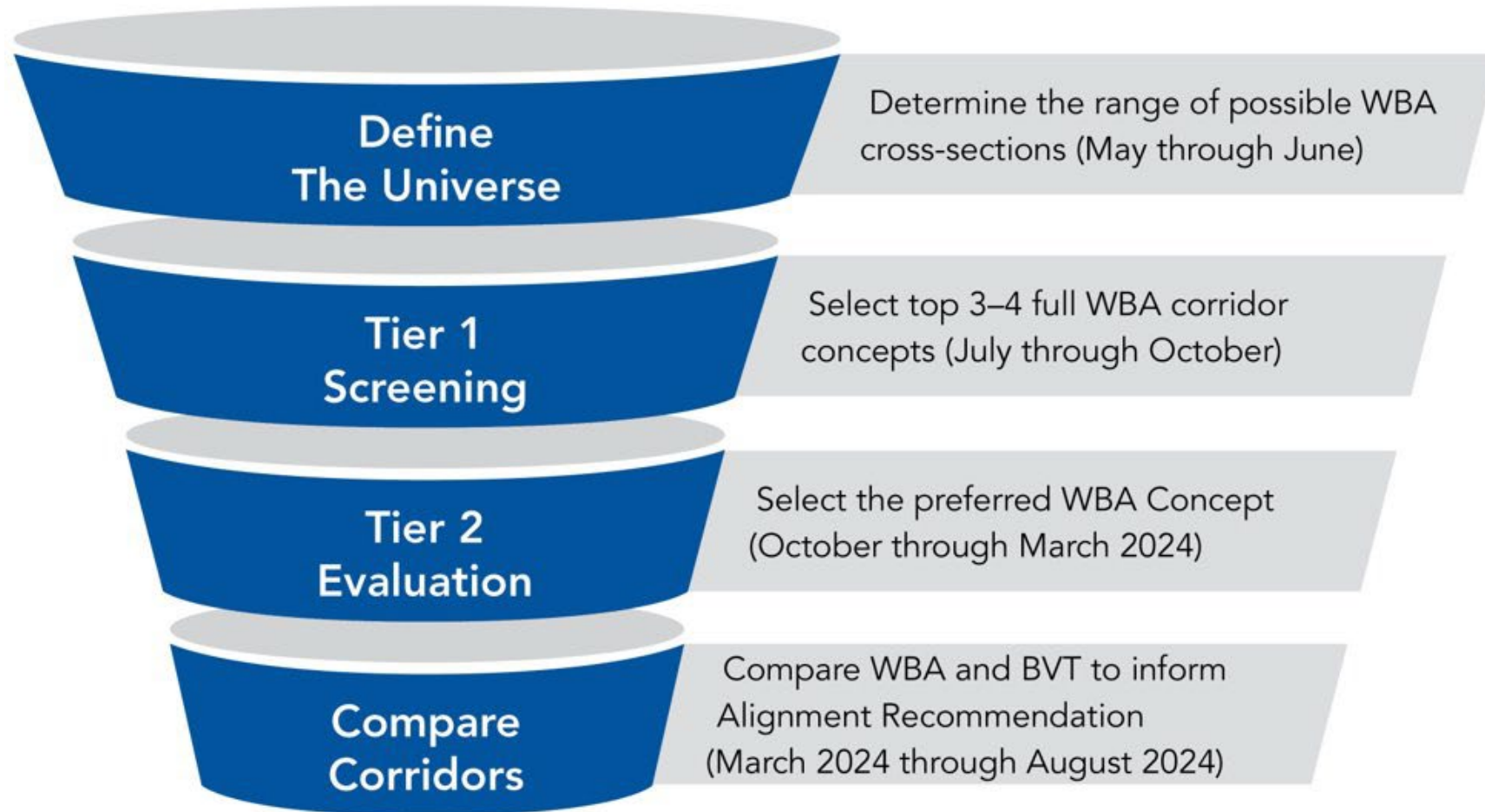
Beth Bartz | Purple Line RMS Phase II Lead

Lisa Wall | Purple Line EPMC Project Manager

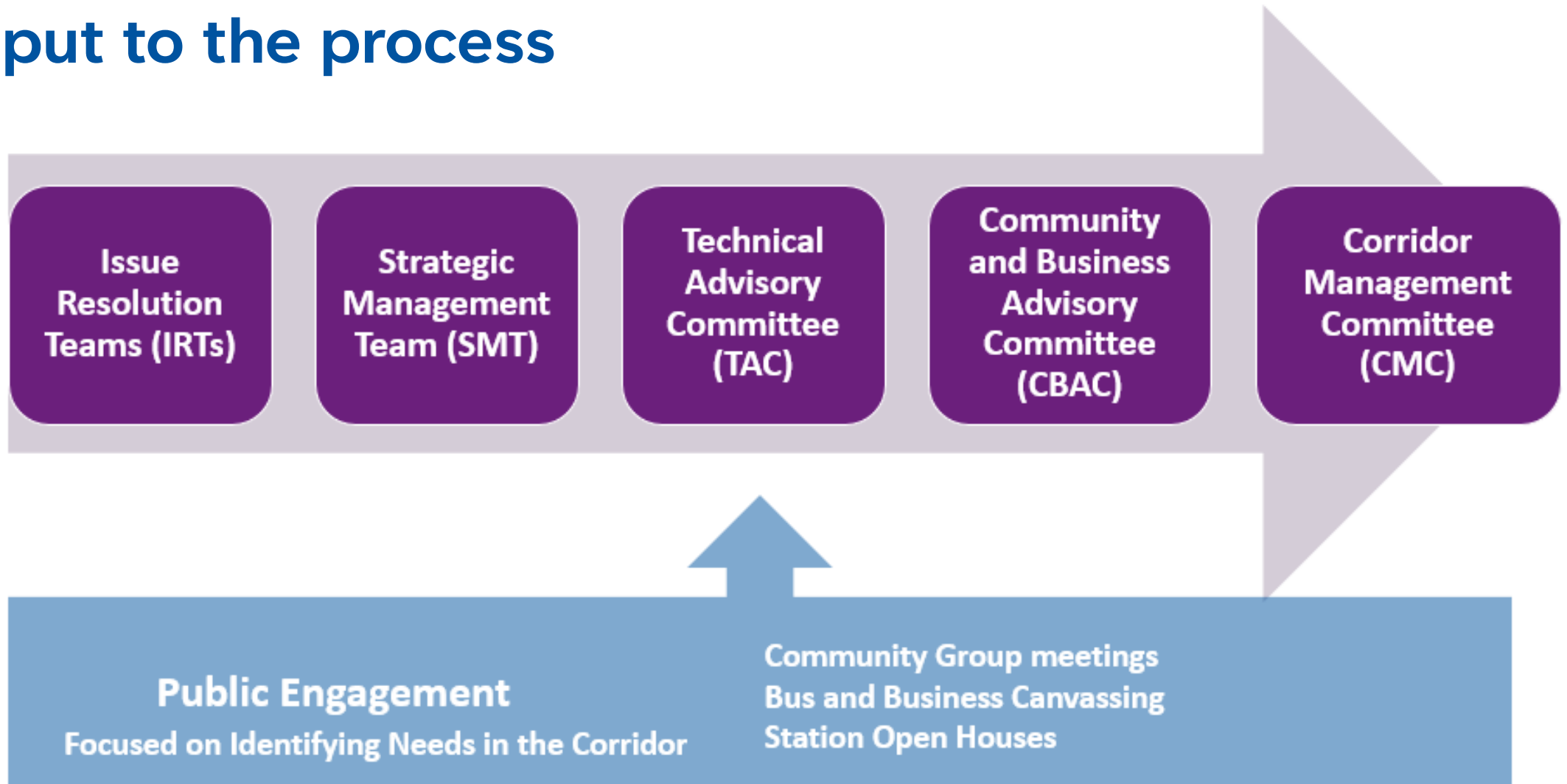
# RMS Phase II Project Schedule



# Identification and Evaluation of Options



# Input to the process



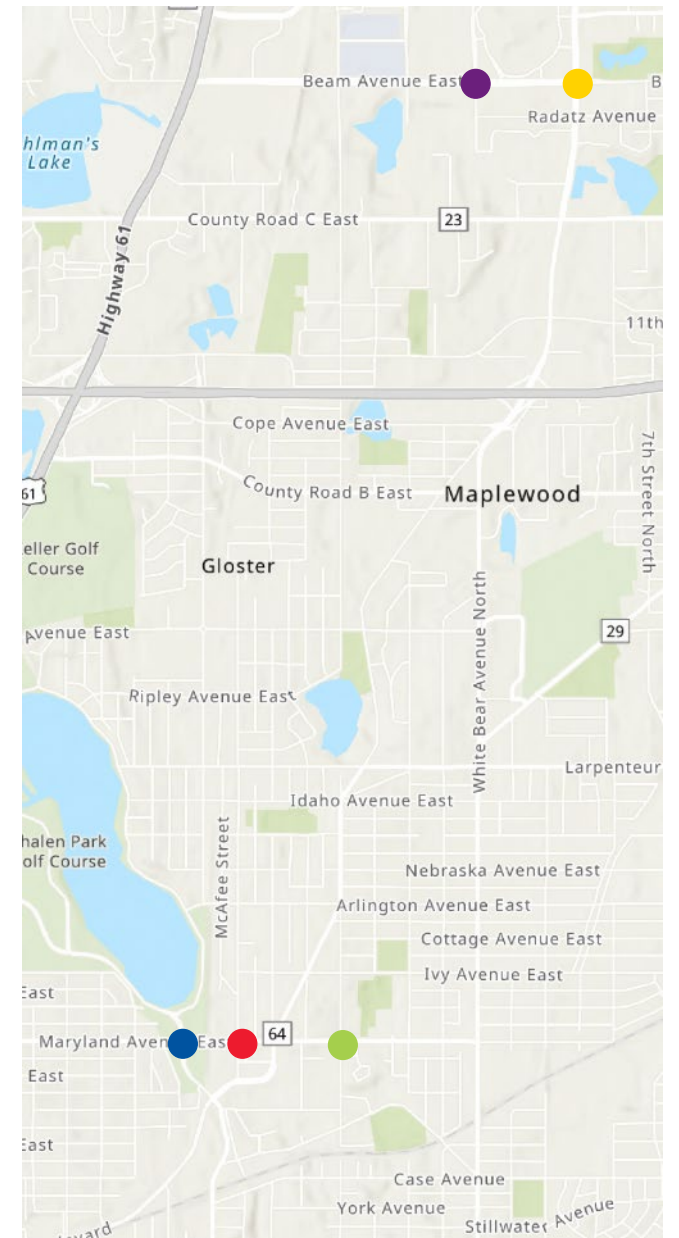
# At-A-Glance: Roadway Characteristics

	Maryland Avenue	White Bear Avenue
Road Type:	County Road (CSAH 31)	County Road (CSAH 65)
Posted Speed Limit:	30 MPH	30 – 35 MPH
Roadway Length:	0.75 – 1.1 miles (depending on south end alignment)	3.9 miles
No. of Businesses:	~ 21	~ 158
No. of Residential Properties:	~ 100	~ 115
No. of Intersections:	9	31
Driveway Accesses:	~ 48	~ 164
% of Segment with Sidewalk on Both Sides of Road:	100%	70%
Total daily pedestrian crossings	310-665	135-240
PM peak hour volume	Approx 1200 <u>vph</u>	Approx 2500 <u>vph</u>



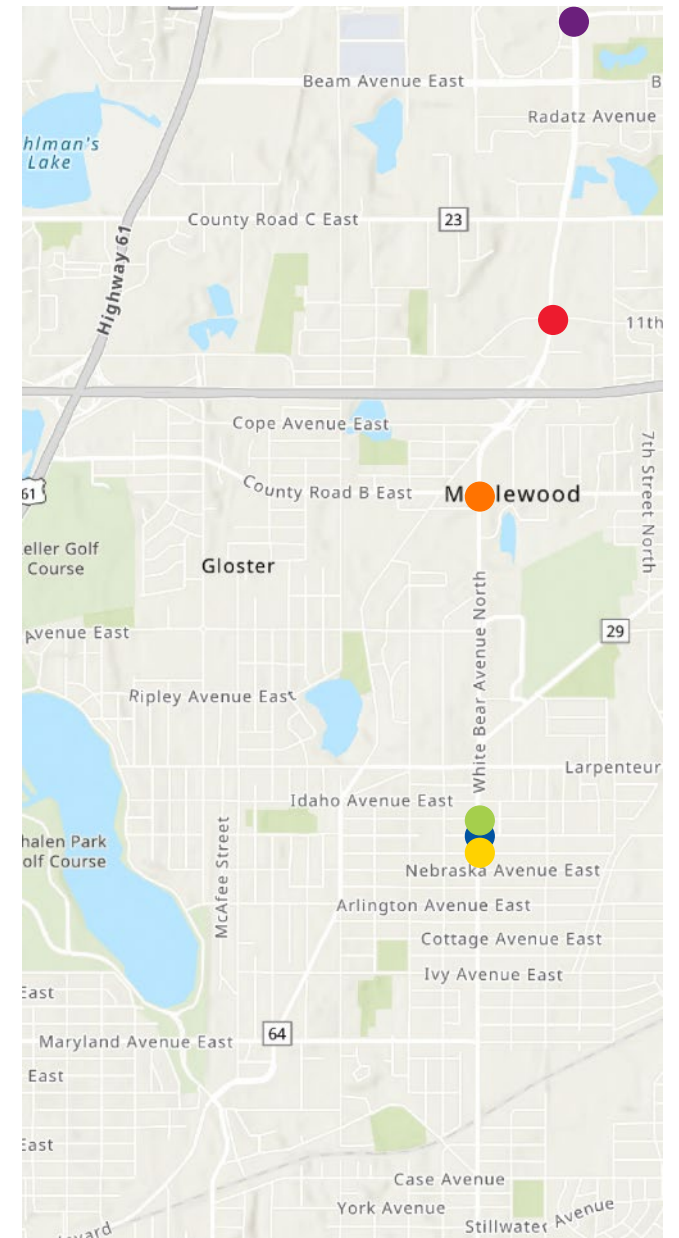
# Pedestrian Volumes (6:00am to 7:00pm)

- High pedestrian volume intersections along Maryland Ave (total of all crossings):
  - Maryland/Clarence = 665 crossings ●
  - Maryland/Johnson = 310 crossings ●
  - Maryland/Hazelwood = 415 crossings ●
- High pedestrian volume intersections along Beam Ave (total of all crossings):
  - Beam/White Bear = 145 crossings ●
  - Beam/Southlawn = 50 crossings ●



# Pedestrian Volumes (6:00am to 7:00pm)

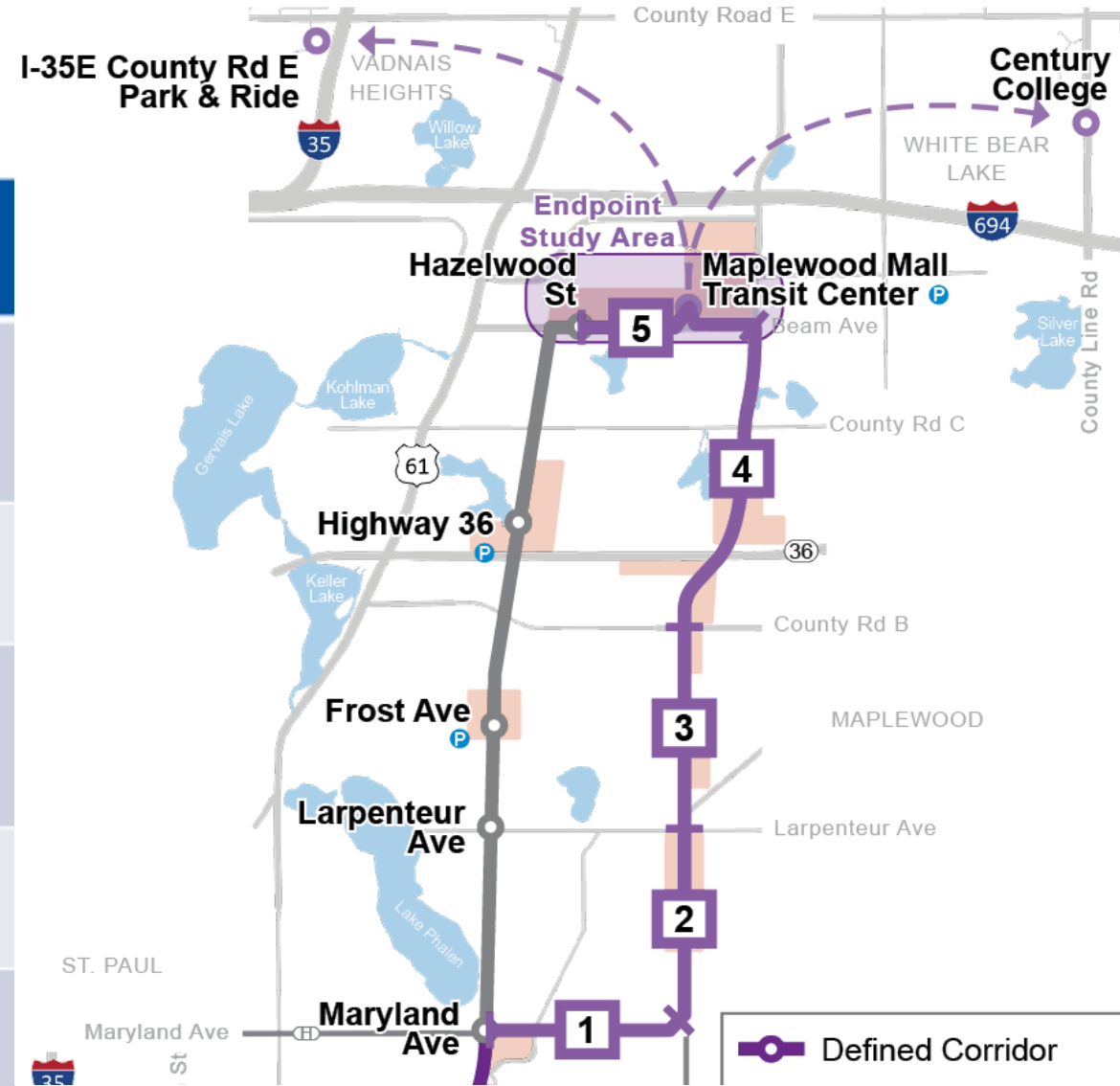
- High pedestrian volume intersections along White Bear Ave (total of all crossings):
  - White Bear/Gervais = 240 crossings ●
  - White Bear/Hoyt = 200 crossings ●
  - White Bear/Iowa = 175 crossings ●
  - White Bear/Montana = 170 crossings ●
  - White Bear/Lydia = 165 crossings ●
  - White Bear/County Rd B = 135 crossings ●





# Existing ROW Width

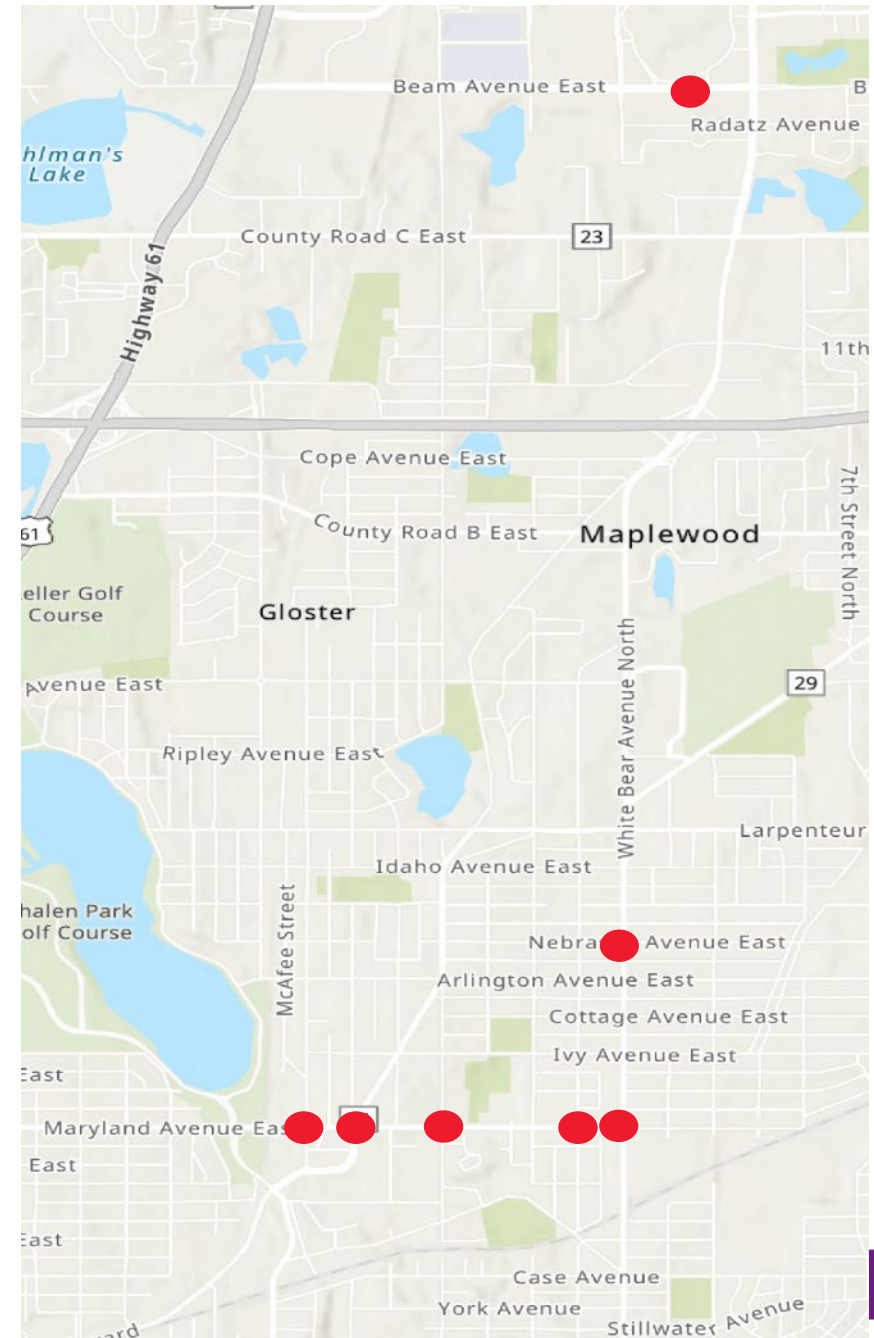
Segments	Area
1	Maryland Ave, Johnson Parkway to White Bear Ave <i>Right of Way ( 66 ft )</i>
2	White Bear Ave, Maryland Ave to <u>Larpenteur Ave</u> <i>Right of Way ( 67 ft - 83 ft )</i>
3	White Bear Ave, <u>Larpenteur Ave</u> to County Road B <i>Right of Way ( 83ft – 109 ft )</i>
4	White Bear Ave, County Road B to Beam Ave <i>Right of Way ( 88ft – 136 ft )</i>
5	Beam Ave, White Bear Ave to Hazelwood St <i>Right of Way ( 131ft – 154 ft )</i>



# Safety Analysis

## 7 Intersections experiencing crashes above expected rates

- Maryland & Frandrau St
- Maryland & Hazelwood St
- Maryland & Prosperity Ave
- Maryland & Clarence St
- Maryland & White Bear Ave
- White Bear Ave & Nebraska
- Beam Ave & Southlawn



# Defining the Universe of Options



## Concept Dimensions

- No more than 4 lanes of vehicle traffic (excluding intersections)
- Guideway is not grade separated



## Property Impacts

- No full property takes between stations



## Station Access

- Station located within 1 block of M Health Fairview St. John's Hospital



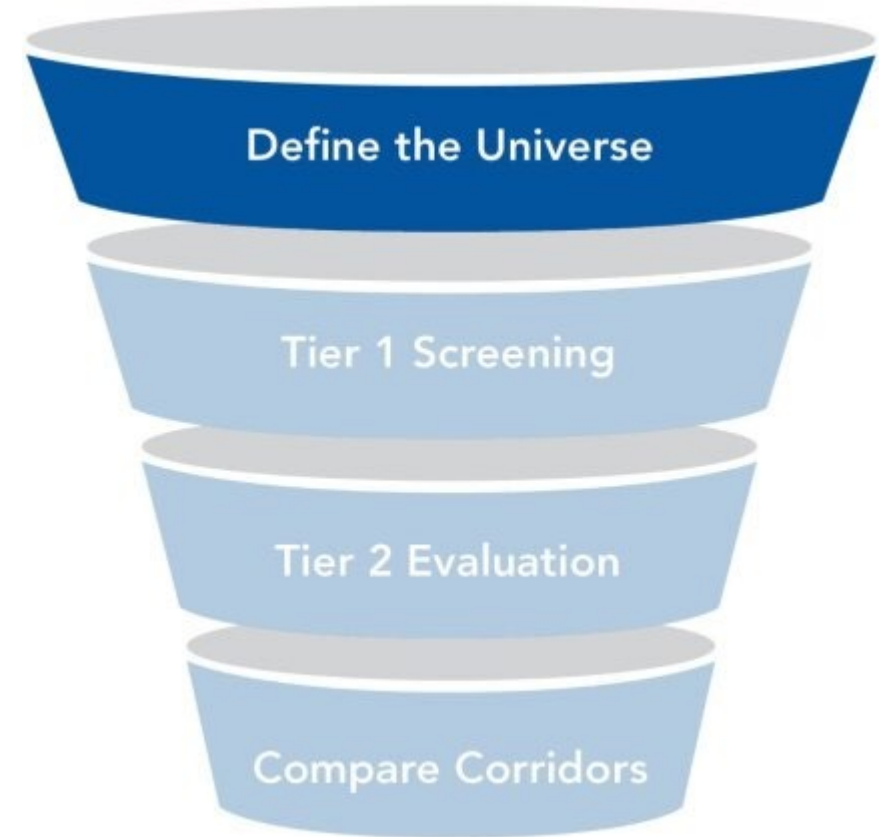
## Transit Operations

- Maryland Ave segment is operational for both Purple Line and H Line
- Exclusive or semi-exclusive transit lanes



## CIG Program

- Alignment between Union Depot and North End District has a minimum of 50% fixed guideway



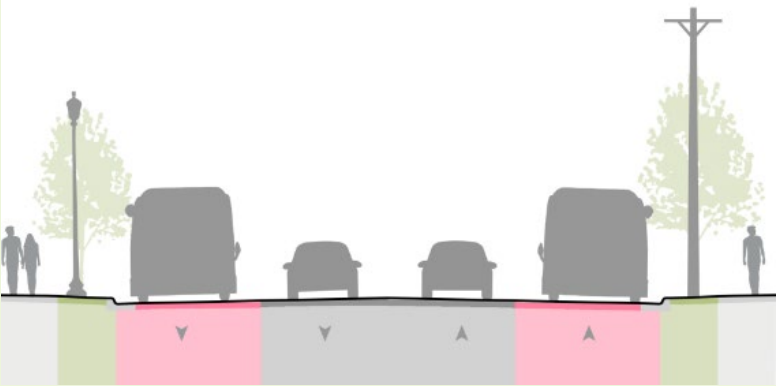
# Defining the Universe Results

## Key Factors

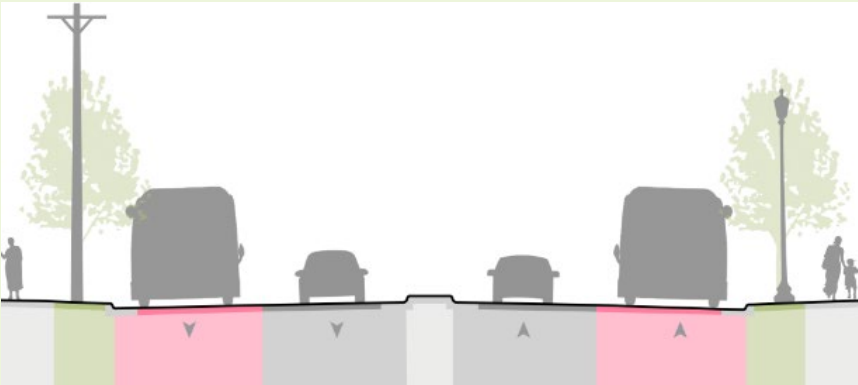
- Avoiding full parcel takes
- Operational reliability
- Operational safety
- Exclusive or semi-exclusive transit lanes

Guideway Configuration Advanced to Tier 1 Screening			
	Maryland Ave	White Bear Ave - South	White Bear Ave - North
Semi-Exclusive, Side w/ no median			
Semi-Exclusive, Side w/ median			
Exclusive, Center w/ median			
Dedicated Guideway – Center			
Dedicated Guideway – Side			
Reversible or Bi-Directional			
Semi-Exclusive, 3-Lane Section with Single Transit Lane			
Mixed Traffic			

# Concept Options: Side Running Options



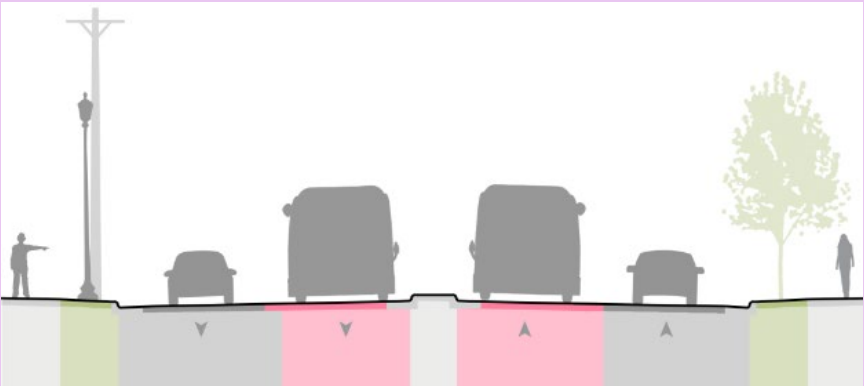
Semi-Exclusive, Side with no Median



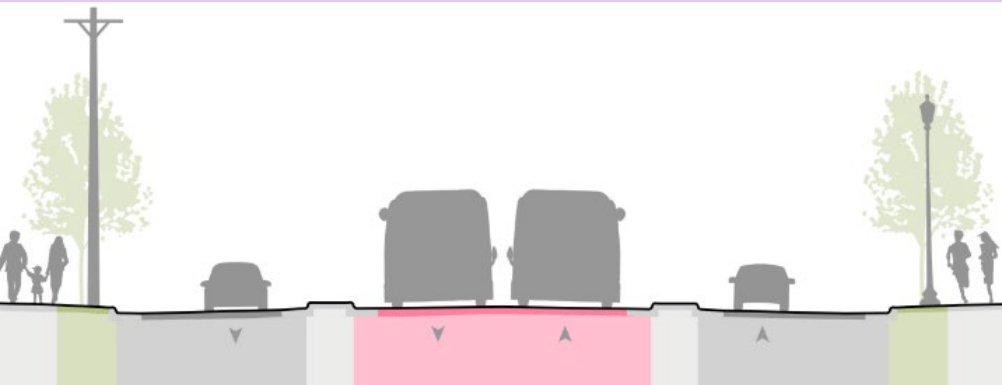
Semi-Exclusive, Side with Median

	<b>Semi-Exclusive, Side w/ no median</b>
	<b>Semi-Exclusive, Side w/ median</b>

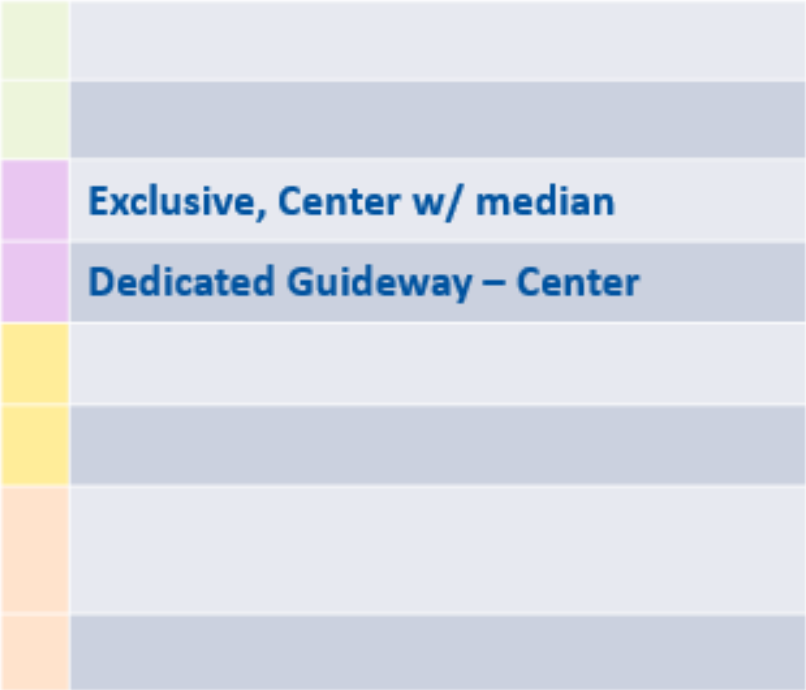
# Concept Options: Center Running Options



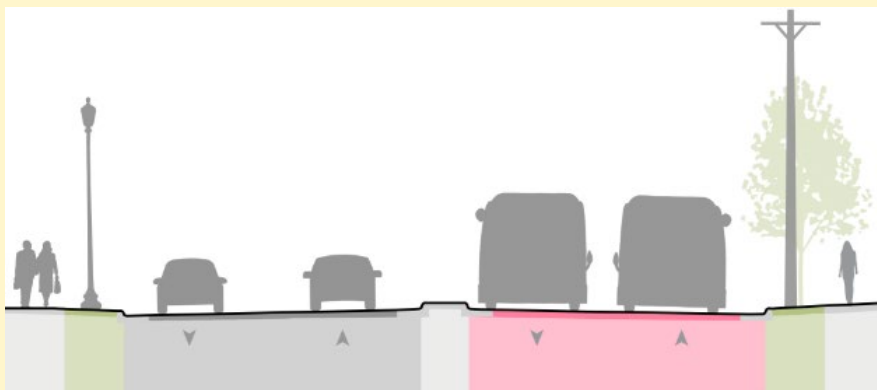
Exclusive, Center with Median



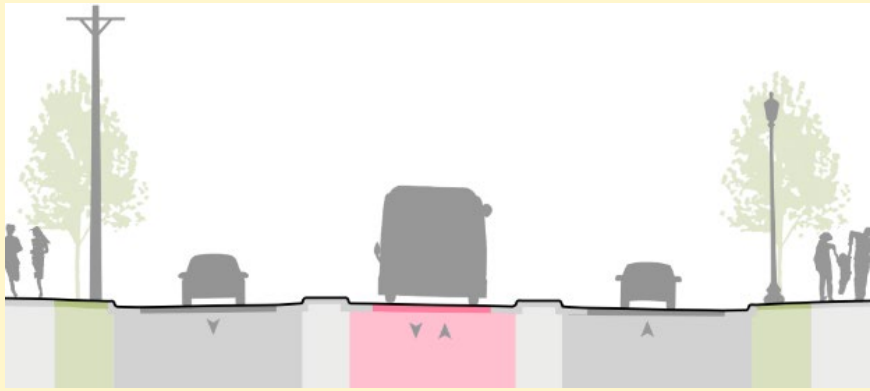
Dedicated Guideway - Center



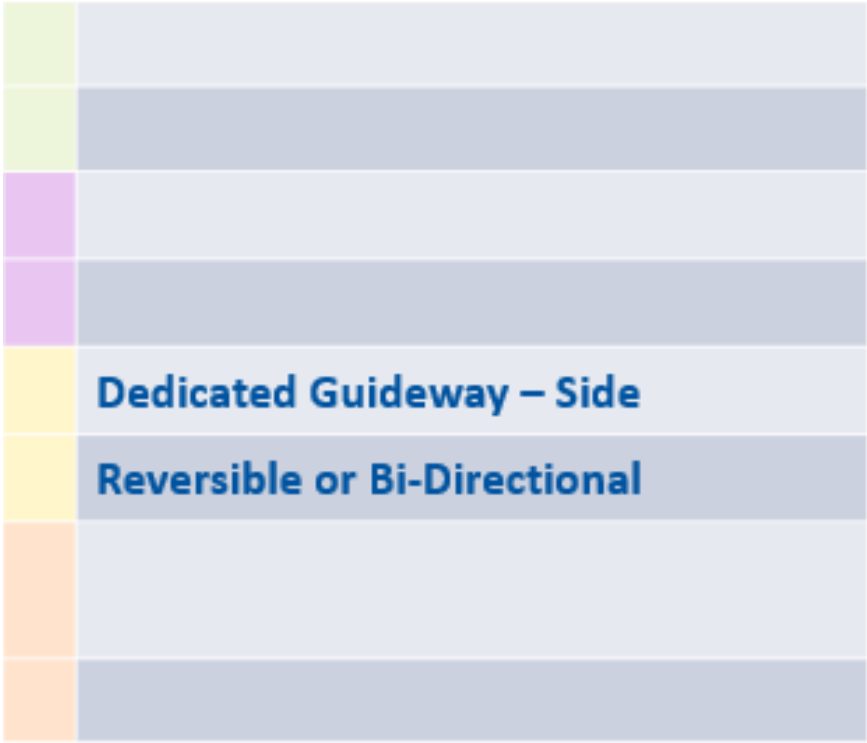
# Concept Options: Dedicated Side / Reversible Lane



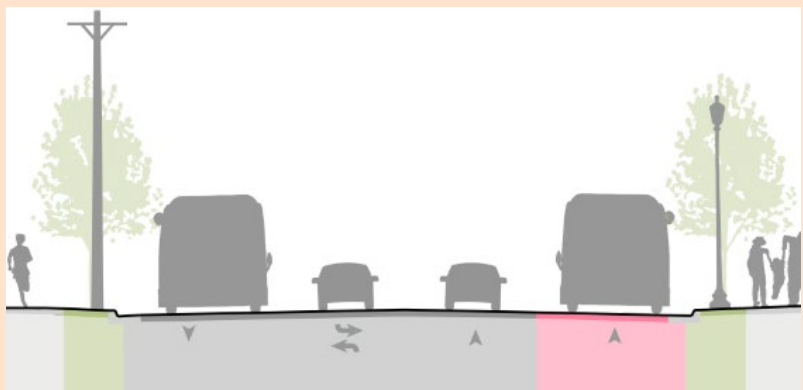
Dedicated Guideway - Side



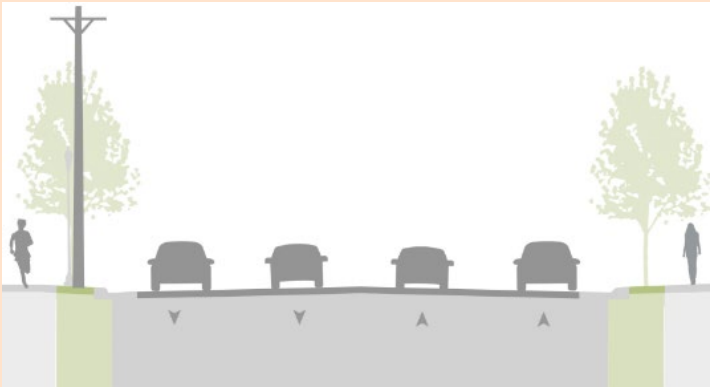
Reversible Lane



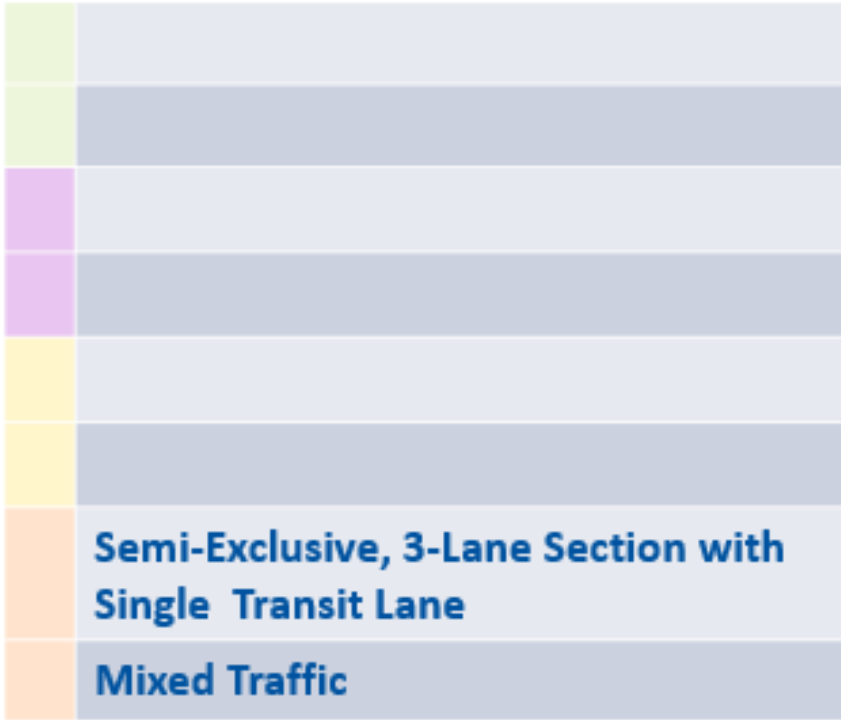
# Concept Options: Single Transit Lane / Mixed Traffic



Semi-Exclusive, 3-Lane Section with Single Transit Lane



Mixed Traffic





# Defining the Universe Results (1 of 5)

## Key Factors








- Avoiding full parcel takes
- Operational reliability
- Operational safety
- Exclusive or semi-exclusive transit lanes

Guideway Configuration Advanced to Tier 1 Screening			
	Maryland Ave	White Bear Ave - South	White Bear Ave - North
Semi-Exclusive, Side w/ no median			
Semi-Exclusive, Side w/ median			
Exclusive, Center w/ median			
Dedicated Guideway – Center			
Dedicated Guideway – Side			
Reversible or Bi-Directional			
Semi-Exclusive, 3-Lane Section with Single Transit Lane			
Mixed Traffic			

# Defining the Universe Results (2 of 5)

## Key Factors











- Avoiding full parcel takes
- Operational reliability
- Operational safety
- Exclusive or semi-exclusive transit lanes

Guideway Configuration Advanced to Tier 1 Screening			
	Maryland Ave	White Bear Ave - South	White Bear Ave - North
Semi-Exclusive, Side w/ no median			
Semi-Exclusive, Side w/ median			
Exclusive, Center w/ median			
Dedicated Guideway – Center			
Dedicated Guideway – Side			
Reversible or Bi-Directional			
Semi-Exclusive, 3-Lane Section with Single Transit Lane			
Mixed Traffic			

# Defining the Universe Results (3 of 5)

## Key Factors














- Avoiding full parcel takes
- Operational reliability
- Operational safety
- Exclusive or semi-exclusive transit lanes

Guideway Configuration Advanced to Tier 1 Screening			
	Maryland Ave	White Bear Ave - South	White Bear Ave - North
Semi-Exclusive, Side w/ no median			
Semi-Exclusive, Side w/ median			
Exclusive, Center w/ median			
Dedicated Guideway – Center			
Dedicated Guideway – Side			
Reversible or Bi-Directional			
Semi-Exclusive, 3-Lane Section with Single Transit Lane			
Mixed Traffic			

# Defining the Universe Results (4 of 5)

## Key Factors

- Avoiding full parcel takes
- Operational reliability
- Operational safety
- Exclusive or semi-exclusive transit lanes

Guideway Configuration Advanced to Tier 1 Screening			
	Maryland Ave	White Bear Ave - South	White Bear Ave - North
Semi-Exclusive, Side w/ no median			
Semi-Exclusive, Side w/ median			
Exclusive, Center w/ median			
Dedicated Guideway – Center			
Dedicated Guideway – Side			
Reversible or Bi-Directional			
Semi-Exclusive, 3-Lane Section with Single Transit Lane			
Mixed Traffic			

# Defining the Universe Results (5 of 5)

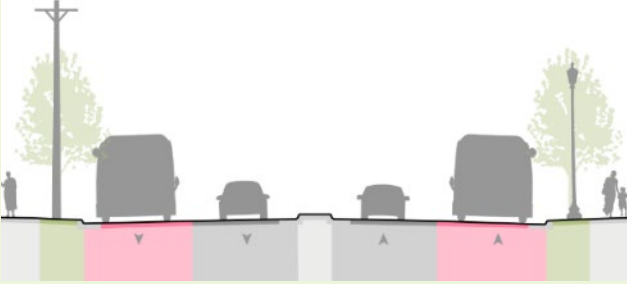
## Key Factors

- Avoiding full parcel takes
- Operational reliability
- Operational safety
- Exclusive or semi-exclusive transit lanes

Guideway Configuration Advanced to Tier 1 Screening				
		Maryland Ave	White Bear Ave - South	White Bear Ave - North
	Semi-Exclusive, Side w/ no median	✓	✓	✓
	Semi-Exclusive, Side w/ median	✓		✓
	Exclusive, Center w/ median			✓
	Dedicated Guideway – Center			✓
	Dedicated Guideway – Side			✓
	Reversible or Bi-Directional			
	Semi-Exclusive, 3-Lane Section with Single Transit Lane	✓	✓	✓
	Mixed Traffic			

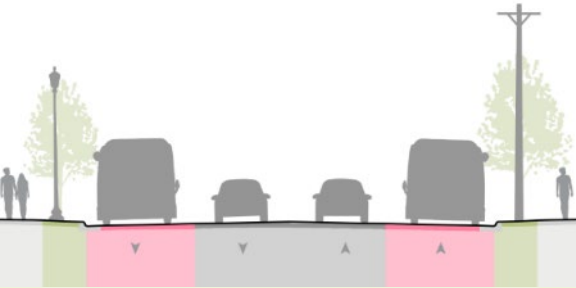
# Concept Options Advancing into Tier 1 Evaluation

Semi-Exclusive, Side with Median

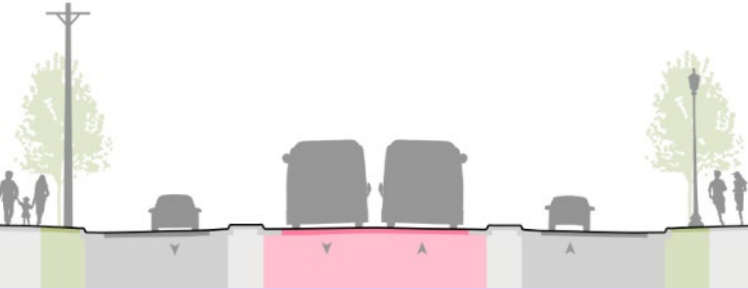


or

Semi-Exclusive, Side with no Median

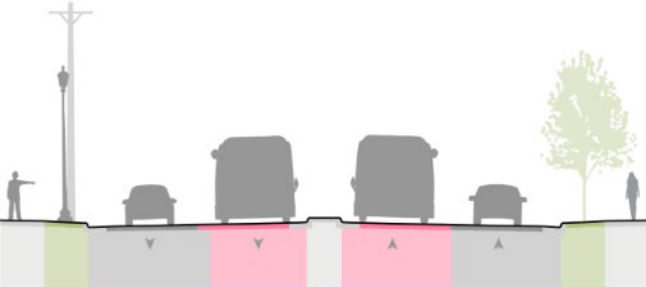


Dedicated Guideway - Center



or

Exclusive, Center with Median



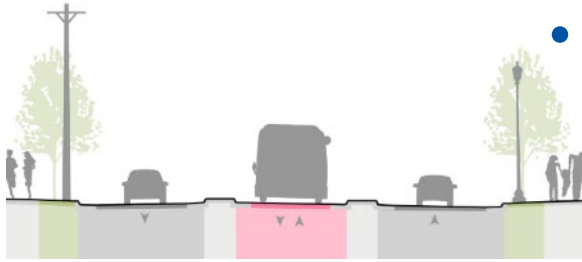
Dedicated Guideway - Side



Semi-Exclusive, 3-Lane Section with Single Transit Lane

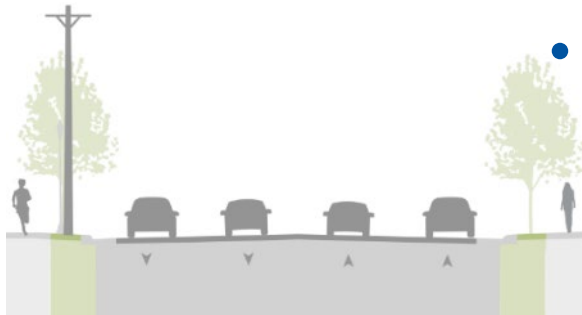


# Guideway Configurations NOT Advanced to Tier 1 Screening



- Reversible or Bi-Directional

- Advantages are duplicated by Semi-Exclusive, 3-Lane Section with Single Transit Lane
- Does not work operationally if utilized for longer distances within segments as it constrains throughput capacity needed for high-frequency service
- Creates safety concerns and confusion as it requires signaling the traffic lane to control the transit lane directionality

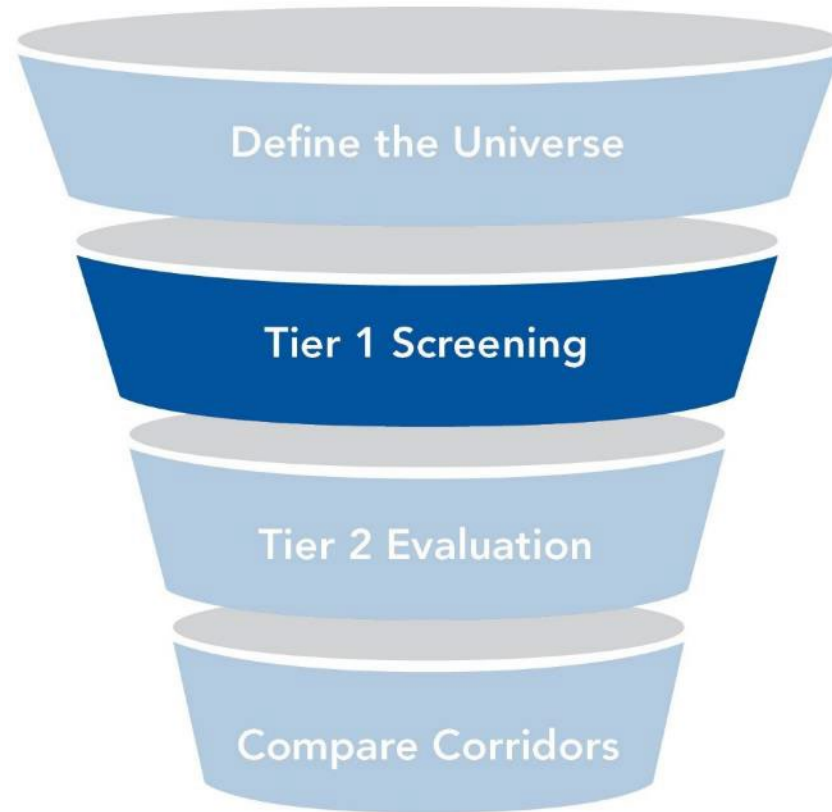


- Mixed Traffic (may still be used for transitions)

- 50% Dedicated Requirement not met if used in more than 1 segment
- Does not meet our criteria for exclusive or semi-exclusive guideway



# Tier 1 Screening

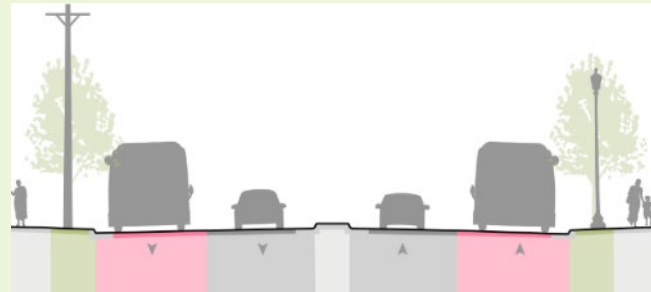




# Configurations combined into options for Tier 1 evaluation

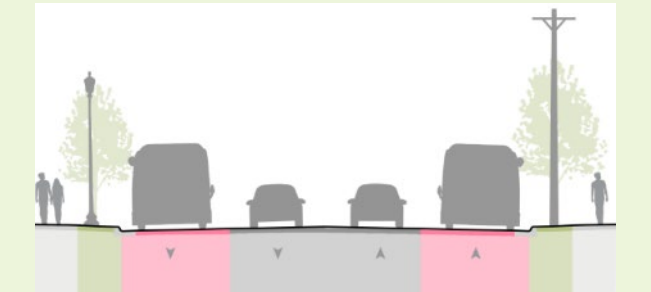
## Semi-Exclusive, Side Options

Semi-Exclusive, Side with Median



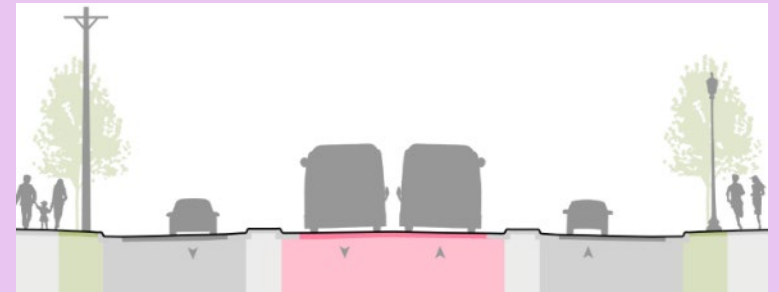
or

Semi-Exclusive, Side with no Median



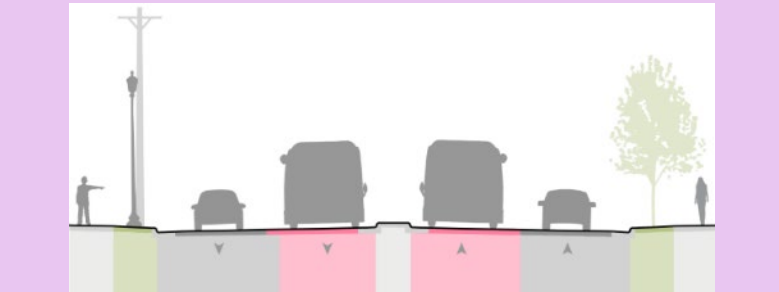
## Center Running Options

Dedicated Guideway - Center

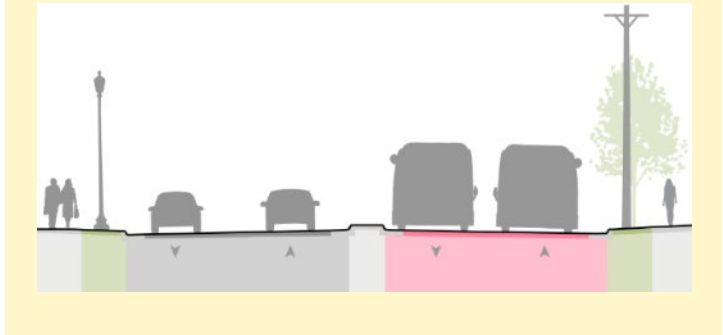


or

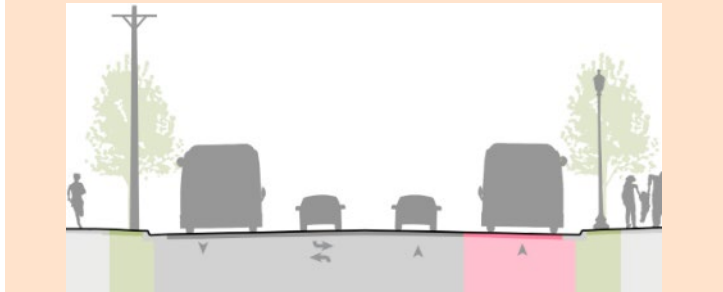
Exclusive, Center with Median



Dedicated Guideway - Side



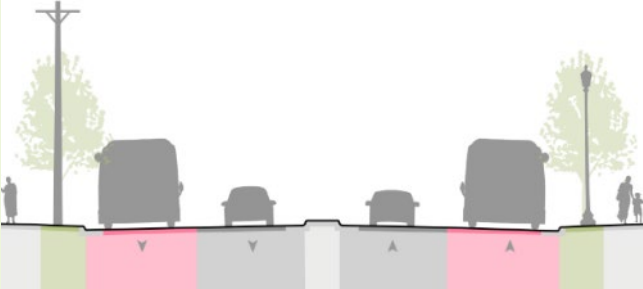
Semi-Exclusive, 3-Lane Section with Single Transit Lane



# Configurations combined into options for Tier 1 evaluation

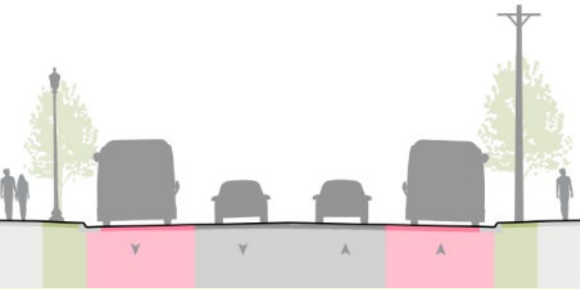
## Semi-Exclusive, Side Options

Semi-Exclusive, Side with Median



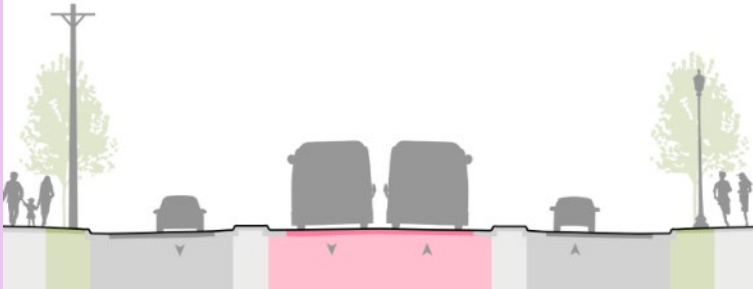
or

Semi-Exclusive, Side with no Median



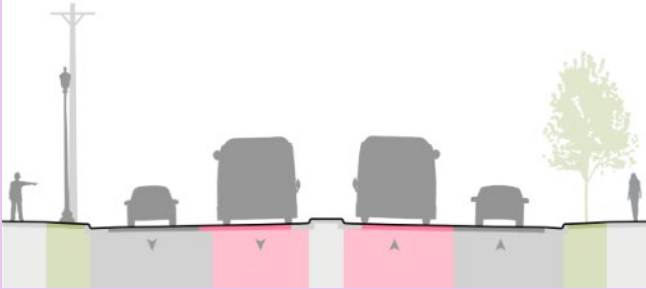
## Center Running Options

Dedicated Guideway - Center

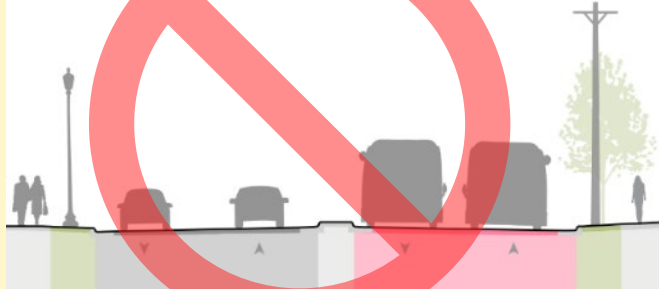


or

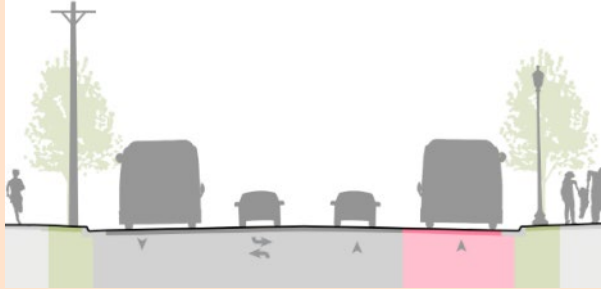
Exclusive, Center with Median



Dedicated Guideway - Side



Semi-Exclusive, 3-Lane Section with Single Transit Lane



# Tier 1 Screening Corridor Options

	Maryland Ave	White Bear Ave – South	White Bear Ave – North
Option A	Semi-Exclusive, Side running w/ <b>no</b> median		Semi-Exclusive, Side running w/ median
Option B	Semi-Exclusive, side w/ median	Semi-Exclusive, side w/ <b>no</b> median	Semi-Exclusive, Side running w/ median
Option C	Semi Exclusive, side with or without median	Semi-Exclusive, side w/ <b>no</b> median	Exclusive center w/median <u>or</u> Dedicated guideway - center
Option D	3-Lane roadway with 1 Transit Lane		Exclusive center w/median <u>or</u> Dedicated guideway - center
Option E	3-Lane roadway with 1 Transit Lane		Semi Exclusive, Side running w/ median
Option F	3-Lane roadway with 1 Transit Lane	Semi-Exclusive, side w/ <b>no</b> median	Exclusive center w/median <u>or</u> Dedicated guideway - center

# Tier 1 Criteria



## Concept Dimensions

- Meets minimum dimensions acceptable to agencies
- Continuity of guideway configuration from segment to segment



## Property Impacts

- Preliminary Total and Partial right of way takes
- Preliminary total right of way takes



## Public Needs

- Addresses needs of the transit users, business owners and residents as understood through engagement to date



## Agency Support



## Safety

- Potential to address ped, bike, concerns



## Station Access

- Pedestrian access to stations



## Traffic Operations

- Meets minimum "reasonableness"



## Transit Operations

- Ability to manage access conflicts along the guideway
- Supports planned local bus network and other connecting transit service along guideway and at stations
- Preliminary assessment of maintenance requirements

# Tier 1 Screening Results: Key Differentiators

- Transition from side-running to center-running
- Potential right of way impacts based on proposed cross-sections
- Right-in/right-out property access
- Right-in/right-out local roadway access
- Reliability of transit lane
- Pedestrian safety at local street access

# Tier 1 Screening Results

Combined - Medians to optimize safety and operational concerns balancing property impacts will be explored during layout development

	Maryland Ave	White Bear Ave – South	White Bear Ave – North
Option A/B	Semi-Exclusive, side running	Semi-Exclusive, side running	Semi-Exclusive, side running w/ median
Option C	Semi-Exclusive, side running	Semi-Exclusive, side running	Exclusive center w/median <u>or</u> Dedicated guideway - center
Option D	3-Lane roadway with 1 Transit Lane		Exclusive center w/median <u>or</u> Dedicated guideway - center
Option E	3-Lane roadway with 1 Transit Lane		Semi Exclusive, side running w/ median
Option F	<del>3-Lane roadway with 1 Transit Lane</del>	Semi-Exclusive, side running	<del>Exclusive center w/median</del> <u>or</u> <del>Dedicated guideway</del> - center

# Tier 1 Screening Results – option A/B

	Maryland Ave	White Bear Ave – South	White Bear Ave – North
Option A/B	Semi-Exclusive, side running	Semi-Exclusive, side running	Semi-Exclusive, side running w/ median
Option C	Semi-Exclusive, side running	Semi-Exclusive, side running	Exclusive center w/median <u>or</u> Dedicated guideway - center
Option D	3-Lane roadway with 1 Transit Lane		Exclusive center w/median <u>or</u> Dedicated guideway - center
Option E	3-Lane roadway with 1 Transit Lane		Semi Exclusive, Side running w/ median



# Option A/B: Side Running







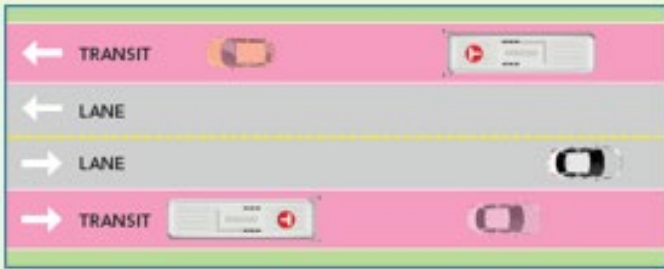
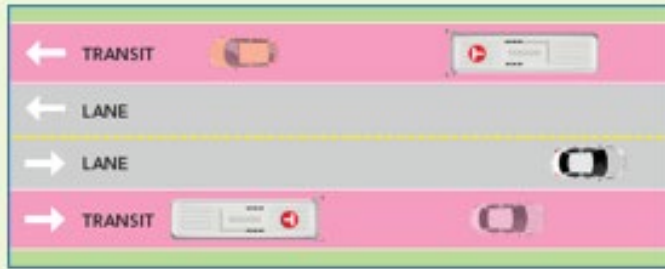

	Maryland Ave	White Bear Ave – South	White Bear Ave – North
Existing			
Cross-Section			
Plan View			



# Tier 1 Screening Results – option C

	Maryland Ave	White Bear Ave – South	White Bear Ave – North
Option A/B	Semi-Exclusive, side running	Semi-Exclusive, side running	Semi-Exclusive, side running w/ median
Option C	Semi-Exclusive, side running	Semi-Exclusive, side running	Exclusive center w/median <u>or</u> Dedicated guideway - center
Option D	3-Lane roadway with 1 Transit Lane		Exclusive center w/median <u>or</u> Dedicated guideway - center
Option E	3-Lane roadway with 1 Transit Lane		Semi Exclusive, Side running w/ median






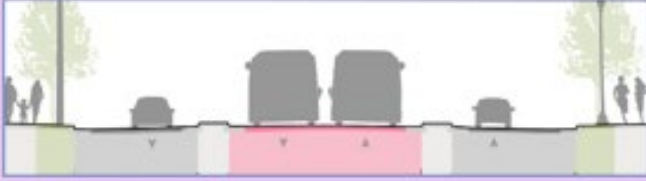



# Option C: Center Running

	Maryland Ave	White Bear Ave – South	White Bear Ave – North
Existing			
Cross-Section			
Plan View			

# Tier 1 Screening Results – option D

	Maryland Ave	White Bear Ave – South	White Bear Ave – North
Option A/B	Semi-Exclusive, side running	Semi-Exclusive, side running	Semi-Exclusive, side running w/ median
Option C	Semi-Exclusive, side running	Semi-Exclusive, side running	Exclusive center w/median <u>or</u> Dedicated guideway - center
Option D	3-Lane roadway with 1 Transit Lane		Exclusive center w/median <u>or</u> Dedicated guideway - center
Option E	3-Lane roadway with 1 Transit Lane		Semi Exclusive, Side running w/ median

# Option D: Center Running

	Maryland Ave	White Bear Ave – South	White Bear Ave – North
Existing			
Cross-Section			
Plan View			

# Tier 1 Screening Results – option E

	Maryland Ave	White Bear Ave – South	White Bear Ave – North
Option A/B	Semi-Exclusive, side running	Semi-Exclusive, side running	Semi-Exclusive, side running w/ median
Option C	Semi-Exclusive, side running	Semi-Exclusive, side running	Exclusive center w/median <u>or</u> Dedicated guideway - center
Option D	3-Lane roadway with 1 Transit Lane		Exclusive center w/median <u>or</u> Dedicated guideway - center
Option E	3-Lane roadway with 1 Transit Lane		Semi Exclusive, Side running w/ median



# Option E: Hybrid Alternative 1

	Maryland Ave	White Bear Ave – South	White Bear Ave – North
Existing			
Cross-Section			
Plan View			

# Tier 1 Screening Results

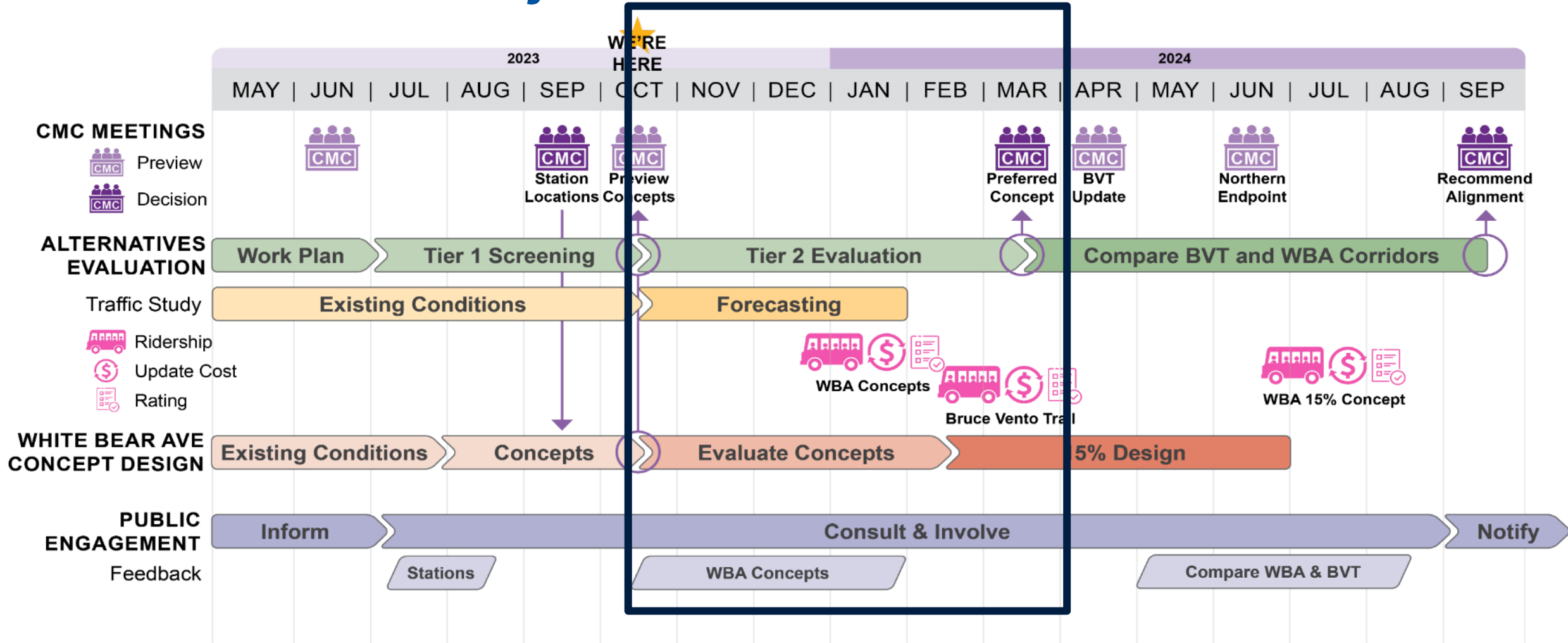
	Maryland Ave	White Bear Ave – South	White Bear Ave – North
Option A/B	Semi-Exclusive, side running	Semi-Exclusive, side running	Semi-Exclusive, side running w/ median
Option C	Semi-Exclusive, side running	Semi-Exclusive, side running	Exclusive center w/median <u>or</u> Dedicated guideway - center
Option D	3-Lane roadway with 1 Transit Lane		Exclusive center w/median <u>or</u> Dedicated guideway - center
Option E	3-Lane roadway with 1 Transit Lane		Semi Exclusive, Side running w/ median

# Route Modification Study Phase II Update Preferred Roadway & Transit Design Concept Roadmap

Stephen Smith | Purple Line Deputy Project Manager











# RMS Phase II Project Schedule

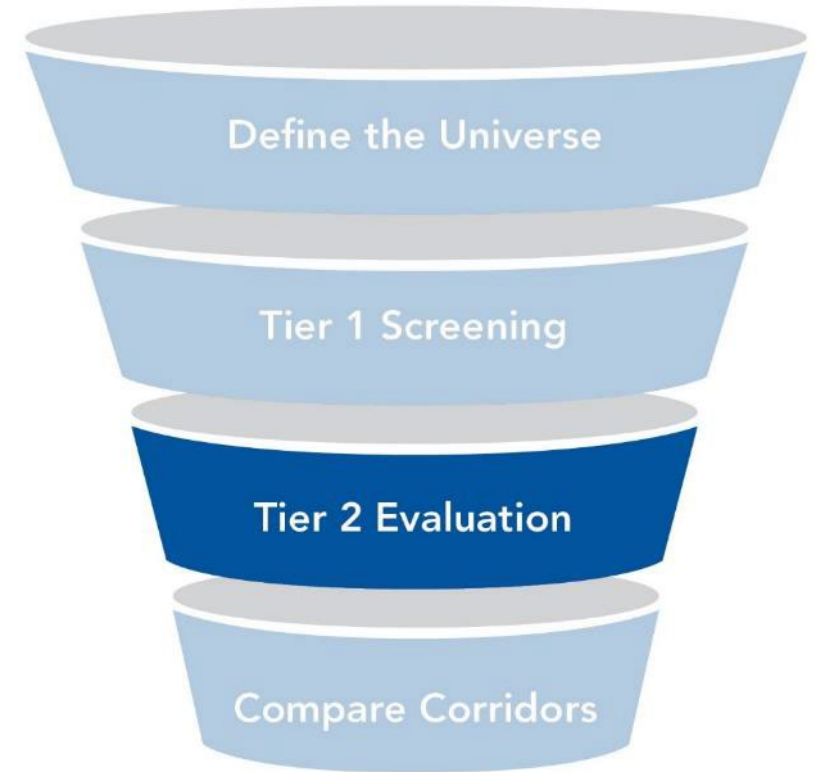


# Next Steps: Tier 2 Design Concepts

- Fall/Winter 2023
  - Design preliminary layouts for each option with project partners
  - Ridership
  - Cost estimate
  - Safety analysis
  - Traffic analysis
  - Evaluation of options
- Q1 2024
  - Estimate CIG Project Rating on options
  - Community engagement on preliminary layouts

# Next Steps: Tier 2 Evaluation Criteria

-  **Concept Dimensions**
-  **Property Impacts**
-  **Station Access**
-  **Transit Operations**
-  **Traffic Operations**
-  **Pedestrian Access**
-  **Public Support**
-  **Parking Impacts**
-  **Cost**
-  **Ridership**
-  **CIG Program Rating**



# Next Steps: Tier 2 Community Outreach & Engagement

- October – December 2023
  - Corridor-walks
  - Meetings with Community Groups and individual stakeholders
- Early 2024
  - Community Open Houses
  - Meetings with community groups and individual stakeholders
  - Workshop with Maplewood City Council
  - Workshop with Saint Paul Planning Commission Transportation Committee



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## Other Items / Around the Table

Charlie Zelle | CMC Chair

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# Next Steps & Adjournment

Charlie Zelle | CMC Chair

# Upcoming CMC Meetings

- Format: Virtual
- Next meeting:
  - November 8, 2023 from 1pm to 2:30pm
- Subsequent meetings:
  - Scheduled monthly meetings thru 2024; potentially canceling November, December, January, and February meetings.
  - Cancellation notices will be sent a few weeks before the scheduled date.

# CMC Meetings Look Ahead

DATE	TENTATIVE AGENDA TOPICS
November 8, 2023 (tentative)	<ul style="list-style-type: none"> <li>TBD</li> </ul>
March 13, 2024 (tentative)	<ul style="list-style-type: none"> <li>Recommendation for the Preferred Roadway &amp; Transit Design Option for White Bear, Maryland, and Beam Avenues</li> </ul>
April 10, 2024 (tentative)	<ul style="list-style-type: none"> <li>Comparison of the Bruce Vento Regional Trail Collocation and the White Bear Avenue Route Alternatives</li> </ul>
Spring 2024	<ul style="list-style-type: none"> <li>Potential Review of Alternate Northern End Points</li> </ul>
Summer 2024	<ul style="list-style-type: none"> <li>Recommendation for the Revised Locally Preferred Alternative</li> </ul>



# Contact Us

For more information:

[www.metrotransit.org/purple-line-project](http://www.metrotransit.org/purple-line-project)

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

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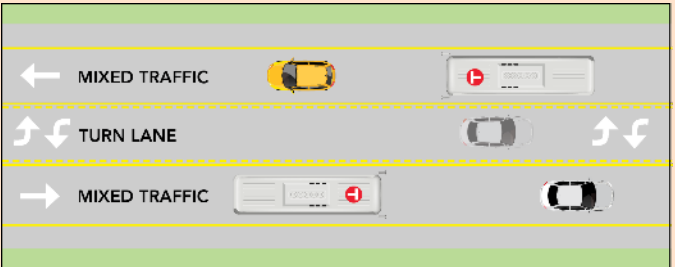
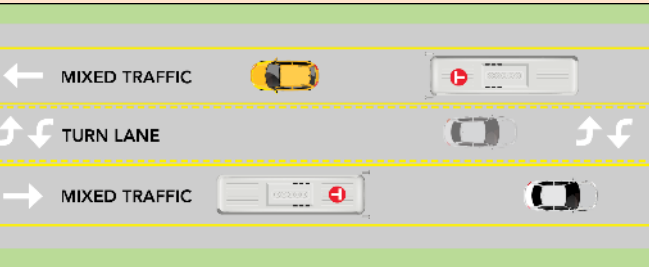
[elizabeth.jones@metrotransit.org](mailto:elizabeth.jones@metrotransit.org)

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# Supplemental Slides for Q&A

Craig Lamothe | Purple Line Project Manager

# City of St. Paul's Request: 4-to-3 Conversion

	Maryland Ave	White Bear Ave – South
Existing		
Cross-Section		
Plan View		

## Contrary to Previous Policy Direction

- **3/22/23 County Letter:** Ramsey County's support for the reevaluation of White Bear Ave is contingent upon the use of the existing right-of-way consistent with the County's All-Abilities Transportation Network which prioritizes pedestrians, bicycles, and transit before automobiles. This dedicated corridor will result in the conversion of one lane in each direction to a dedicated bus lane.
- **4/6/23 CMC Meeting:** CMC concurred with moving forward with evaluating the feasibility and viability of a Purple Line operating in dedicated lanes on reconfigured White Bear Ave generally between Maryland Ave in St. Paul and Beam Ave in Maplewood consistent with the Ramsey County letter to the City of Maplewood.

# Key Risks & Outcomes of a 4-to-3 Conversion

- BRT project **will not be eligible** for federal transit funds if fixed guideway <50% end to end.
  - If Segment 1 is Mixed Traffic, then ~55% fixed guideway.
  - If Segments 1 and 2 is Mixed Traffic, then ~47% fixed guideway.
- Roadway reconstruction of a 4-to-3 Conversion **is not eligible** for federal transit funds, including sidewalk/trail and boulevard improvements, due to no transit benefit.
- **Speed and reliability** of existing (Routes 54, 64) and future (H Line BRT, Purple Line BRT) corridor transit **will be degraded**.

# Inconsistent with Project's Purpose and Needs

## PURPOSE

“To provide transit service that satisfies the *long-term* regional mobility and accessibility needs for businesses and the traveling public and supports sustainable development within the corridor area”

## NEEDS

- “Serving the needs of people who *rely on transit*”
- “Meeting increasing demand for *reliable, high-frequency transit*”
- “Planning for sustainable *growth and development*”
- “Expanding multimodal *travel options*”

# Pedestrian Safety Improvements with Transit Advantages

	Maryland Ave	White Bear Ave – South	Maryland Ave	White Bear Ave – South
Existing				
Cross-Section				
Plan View				

- A 4-to-3 conversion is not the only option that would bring safer pedestrian crossings. These options providing a transit advantage could also do that.