

Meeting Minutes: Community and Business Advisory Committee

Date: 09/11/2023
Location: Microsoft Teams

Attendance

- John Slade
 - Joan Ballanger
 - Craig Lamothe
 - Stephen Smith
 - Sara Pflaum
 - Colin Owens
 - Liz Jones
 - Galen Ryan
 - Amber Lee
 - Zachary Mensinger
 - Ianni Houmas
 - Rebecca Nelson
 - Laurie Malone
 - Jack Byers
 - Megan Danielson
 - Maria
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Meeting Notes

Colin presented the meeting agenda and led introductions. Galen gave a brief introduction to Mentimeter, which will be used later in the meeting.

Project Update

Craig presented updates on RMS Phase II. Last meeting was more of big picture of RMS Phase II, now we have all the resources ready after determining station locations and guideways concepts, as well as intensive public engagement, to look at the feasibility of modifying the BRT route to operate on dedicated lanes on Maryland and White Bear Avenues. Craig reminded everyone that after the planning phase of Purple Line on White Bear Avenue, that the route will be compared to Bruce Vento Trail to make a final decision on where the Purple Line BRT will be placed (March 2024).

Craig shared that this fall and winter the team will be going through technical details and will provide information to the committee when available. The team is working towards repurposing lanes, as well as traffic and property impacts. Craig shared that a traffic study on White Bear Avenue is also underway. Craig shared that after the holidays, when all the technical details for White Bear Avenue are complete, engagement will begin on comparing both routes (BVT and WBA).

Sara reminded the committee of the 12 proposed station locations. She let them know that the team is presenting to the CMC Wednesday and will recommend that these are the station locations to go forward with in the study. None of the locations have changed since last time the team presented to the committee. Craig let the committee know that now that the team has station locations selected and the

next step is to determine where the platforms will be placed. Sara then presented each station location with more detailed information and key considerations of why the team chose those locations.

After sharing the proposed station locations, Colin led the committee through answering 6 Mentimeter questions to gain feedback from committee members. There were conversations around potential shifting of stations 2-3 blocks, as well as what would cause the team to add or take away a station location. Committee members brought up the fact that there may be a new housing development (Hafner site development) on Iowa and Hoyt, that the team might want to consider that when solidifying station platform locations. Craig said that they would look into this new development, as the team had not heard of these plans.

Craig presented that we are approaching the end of our original federal funding for the project development phase and that the team is seeking an extension of time from the FTA. He mentioned that the team will continue to advance the project forward but will need more time since we are accessing the White Bear Avenue alternative route, which requires revisiting an environmental assessment. Once the team decides which route to move forward with for Purple Line, the schedule has construction starting in 2027.

Craig shared a preview with CBAC of the CMC's concurrence with project staff's recommendation to advance the 12 proposed Purple Line BRT station locations for purposes of further technical evaluation and community engagement.

Outreach and Engagement Events

Colin provided an update of recent outreach and engagement activities and recapped the themes we are hearing from these activities (shown in the meeting slides).

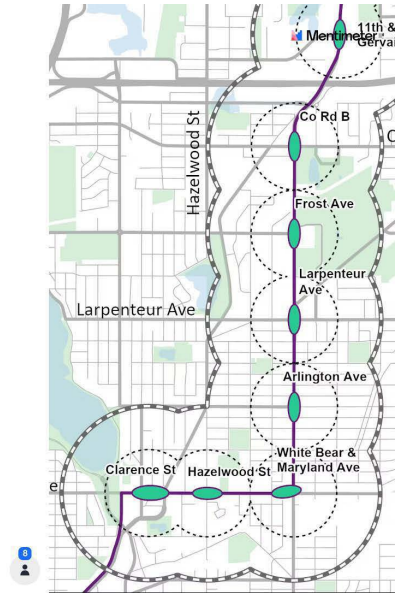
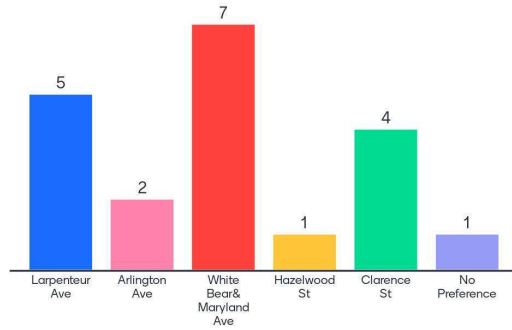
Collin presented the sequencing of engagement activities and shared a map showing where the outreach occurred.

Action Items

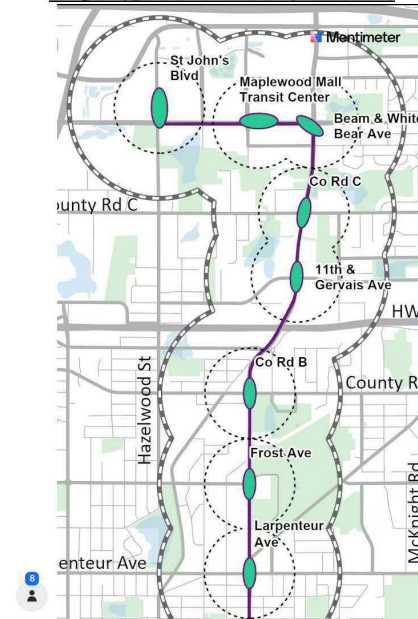
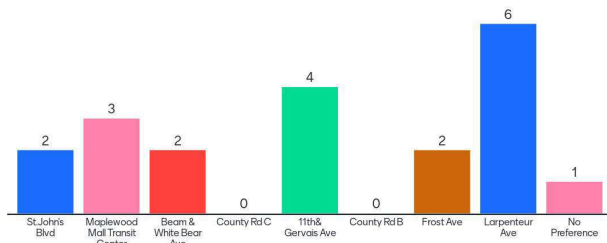
- The next CBAC meeting will be in October to review most promising White Bear and Maryland Avenues design option recommended for full technical evaluation and public engagement

MentiMeter Results

What station locations in Saint Paul should be prioritized?



What station locations in Maplewood should be prioritized?



What is important to you in selecting station locations?

7 Responses

Serves high density affordable housing locations - such as the Iowa Street public housing in St. Paul.

Current population density, potential for more productive development, and presence of likely destinations within walkshed.

Accessibility, are people who need this able to safely access it. Especially Seniors

Being as close to the largest populations along route.

High number of riders that would use that particular station and how safely they can wait for the bus.

Walkability/accessibility to/from station for the highest number of transit dependent populations

Proximity to rider density who need to ride and locations that are destinations for those riders.



Should any other areas be considered? If so, which ones?

4 Responses

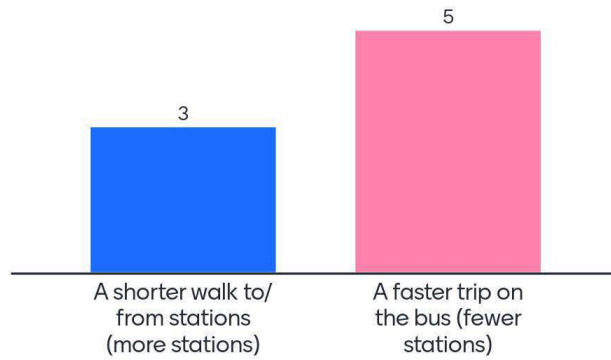
Seems like a fairly compact, straightforward route, which is good. Too much winding around adds possible confusion. Stops seem well-spaced.

I saw general numbers of people of color, can you get more details on where BIPOC folks live along the route? Concentrate stops there.

Bring riders closer to Maplewood mall, add a stop there and keep transit center.

Places for potential connections with "last mile" options such as Evie and bikeshare

What's more important, more frequent stations or faster service?



How long are you willing to walk to a station?

