

Meeting Minutes: Community and Business Advisory Committee

Date: 3/29/2024

Location: Hybrid: Metro Square & Microsoft Teams

Attendance – (16) total attendees

- John Slade
 - Zachary Mensinger
 - Brent Peterson
 - Ian R. Buck
 - Ianni Houmas
 - Torin Gustafson
 - Patrick Horan
 - Felicia Anderson
 - Darrell Paulsen
 - Stephen Smith
 - Sara Pflaum
 - Brandon Bourdon
 - Liz Jones
 - Colin Owens
 - Megan Danielson
 - Galen Ryan
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Meeting Notes

Project Update

Sarah Pflaum presented two design options for St. Paul, one side-running and two side-running transit lanes, and two design options for Maplewood, center running and two side-running transit lanes, for the White Bear Avenue corridor. Conversation was had surrounding roadway space and sidewalks. Sarah shared how the project would fill in sidewalk gaps, especially in the Maplewood section where there are not sidewalks on both sides of White Bear Avenue.

Brandon Bourdon gave an update on the traffic analysis that was done on Maryland and White Bear avenues, which included counting existing traffic and forecasted 2045 traffic levels. For the St. Paul section he shared potential delays per vehicle maps that compared what the corridor would be like with no project to one side-running and two side-running transit design options. The traffic analysis concluded minor delays of 30 to 50 seconds. For the Maplewood section, Brandon also shared potential delays per vehicle maps that compared what the corridor would be like with no project to center running and two side-running transit lane options. The traffic analysis concluded delays of 3.5 to 4 minutes. Committee member Ian Buck asked what vehicles are included in the traffic study and what time of day do they forecast for? Project staff shared forecasting traffic analyzes a variety of vehicles, including buses, typically during the busiest time of day. There was conversation around safety for pedestrians, signal timing, and effects on emergency vehicles.

Sarah Pflaum shared visualizations of what St. Paul and Maplewood intersections could look like with each transit option.

Stephen Smith presented on the evaluation criteria that the project staff looked at to evaluate different transit options in the corridor. The top design criteria that had significant difference between transit options include pedestrian access, station access, property impacts, traffic operations, and transit operations. Stephen shared that for one side-running transit options, transit operations scored lower than other options due to buses traveling in mixed traffic, which could slow down traffic on the corridor. For center running transit lanes, it allows for more pedestrian refuges along the corridor, but Stephen shared that they've heard from disability advocates, that it's harder for people to access center stations. Sarah presented on property impacts and shared how project staff has engaged with community members who staff have identified as having potential property impacts. She shared that once a Purple Line alignment has been chosen, they will continue to look at property lines and see how they could potentially redesign aspects of the corridor to have less impacts to properties.

Darrell Paulsen joined the meeting late and expressed frustration for not receiving an email with the meeting link.

Stephen Smith quickly shared with committee members what topics would be covered at the upcoming CMC meeting and encouraged CBAC members to attend or listen to the meeting. Topics they will be covering include the difference between a new start and small start transit project, the potential of a center running option in St. Paul, and Arcade option updates.

Engagement update

Liz Jones shared that we are currently in the comment period for how Purple Line would run on Maryland and White Bear avenues. She encouraged committee members to attend upcoming open houses and to share feedback on the project's interactive map and comment survey. Liz also previewed the comment period for the end of summer/early fall, which will decide an alignment for Purple Line (Bruce Vento Trail or White Bear Avenue).

Additional Q&A

Action Items