

There are **three** **design options** for Robert Street:

- **Design A:** 2 vehicle lanes + 2 bus lanes
- **Design B:** 2 vehicle lanes with center turn lane
- **Design C:** 2 vehicle lanes with center turn lane + 1 bus lane

***We want to know
what you think!***



Robert Street Reconstruction

I-94 to Kellogg Blvd



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Design items still in discussion



Lane width

- 10' vs 10½' vs 11'



Curb and gutter design

- 2' vs 1' depth



Parking bay use

- Could be on street metered parking or commercial loading/drop off



Transit platform locations

- Near or far side of intersections could shift as other items evolve (turn lanes, etc.)



Traffic management details

- In lane vs pull out transit stops
- Need and length of turn lanes by intersection

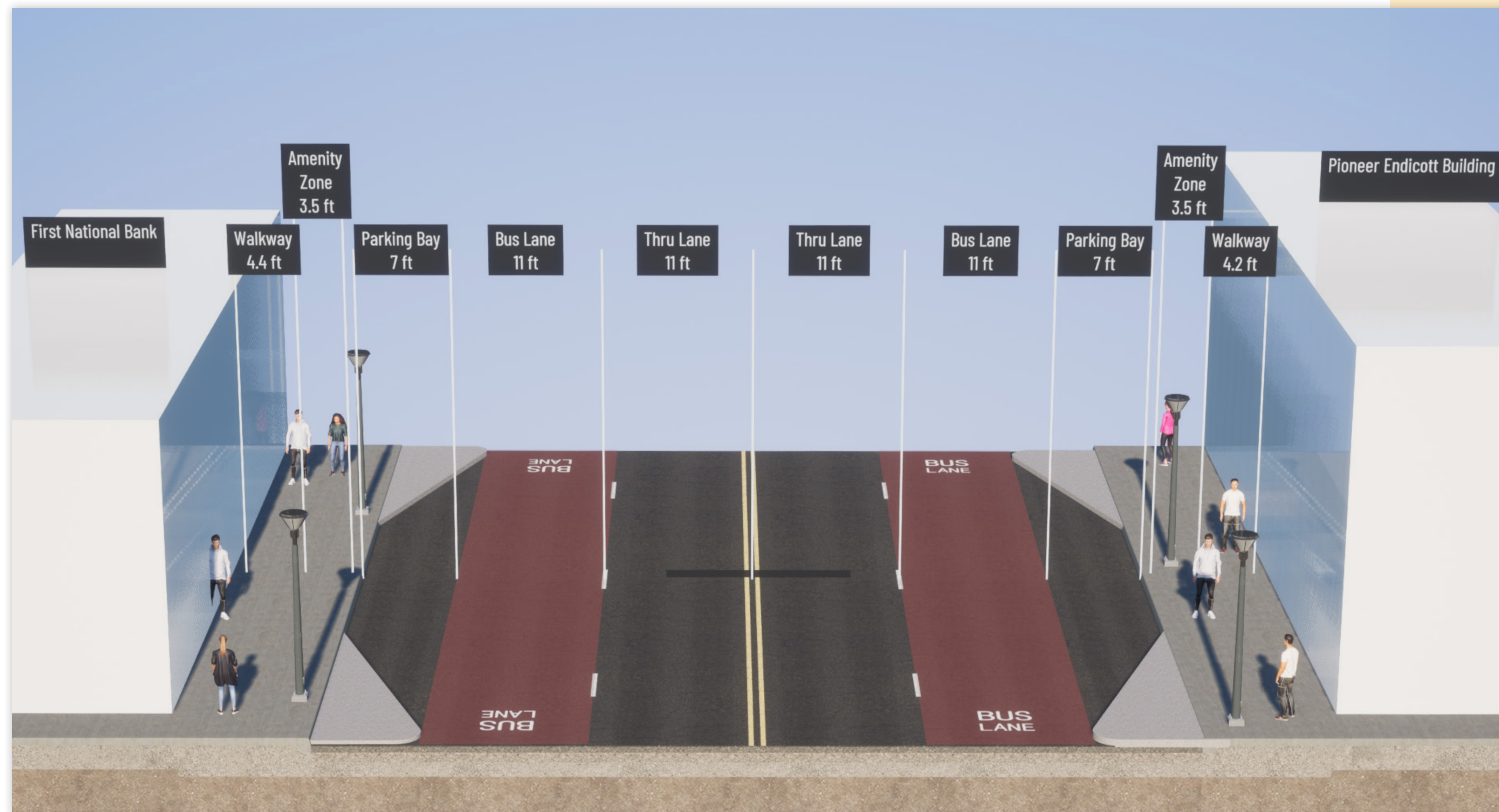
Layouts show our “best guess” on each of these items but are subject to change & conversation with you all.







Design A:

2 vehicle lanes + 2 bus lanes

Between 4th and 5th Street



Key comparisons:

-  Slightly shorter vehicle travel time than design option B. Slightly longer travel time than the current design.
-  Shorter transit travel time than other design options and current design.
-  Approximately 30 fewer parking and loading spaces than current design.
-  Less pedestrian walkway and amenity space than current design.

Design A has four lanes in total: two traffic lanes and two lanes for transit and right turns.

Design A:

2 vehicle lanes + 2 bus lanes

Examples of Design A



Example of two transit lanes and two vehicle lanes in New York City.

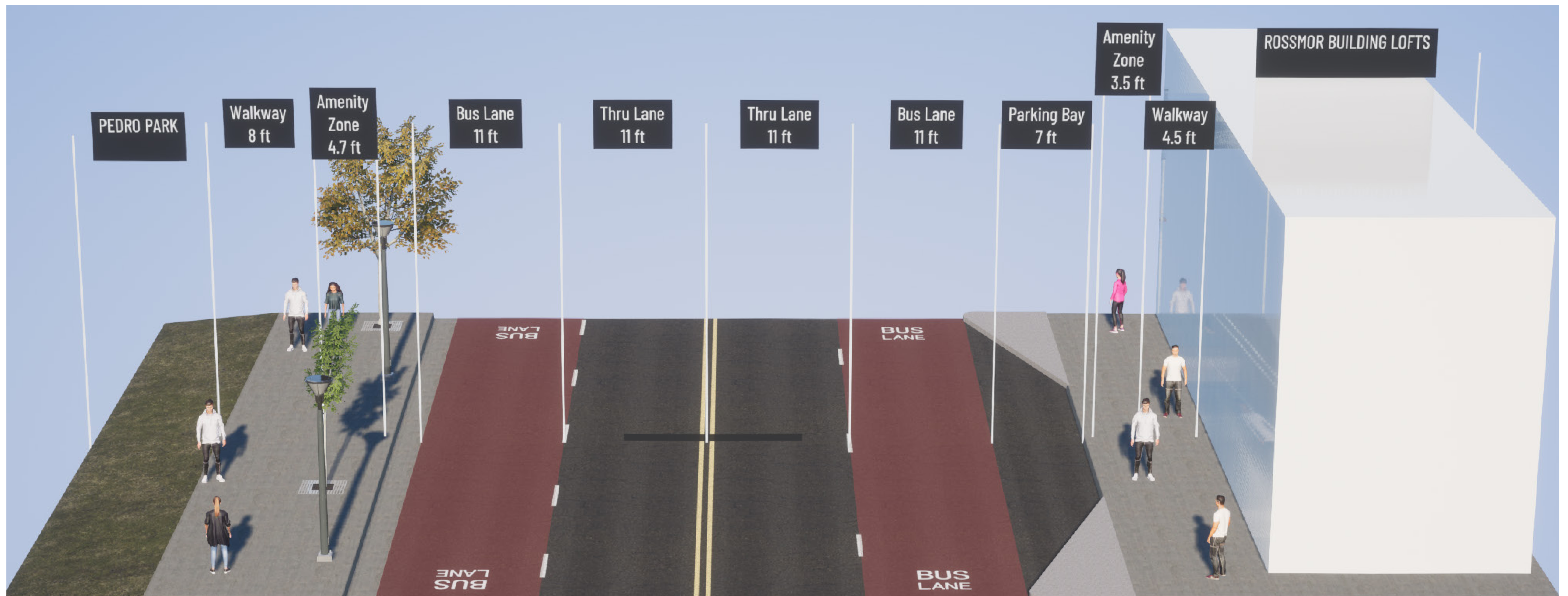


Example of transit lane with off peak parking in Boston.

Design A:

2 vehicle lanes + 2 bus lanes

9th St to 10th St

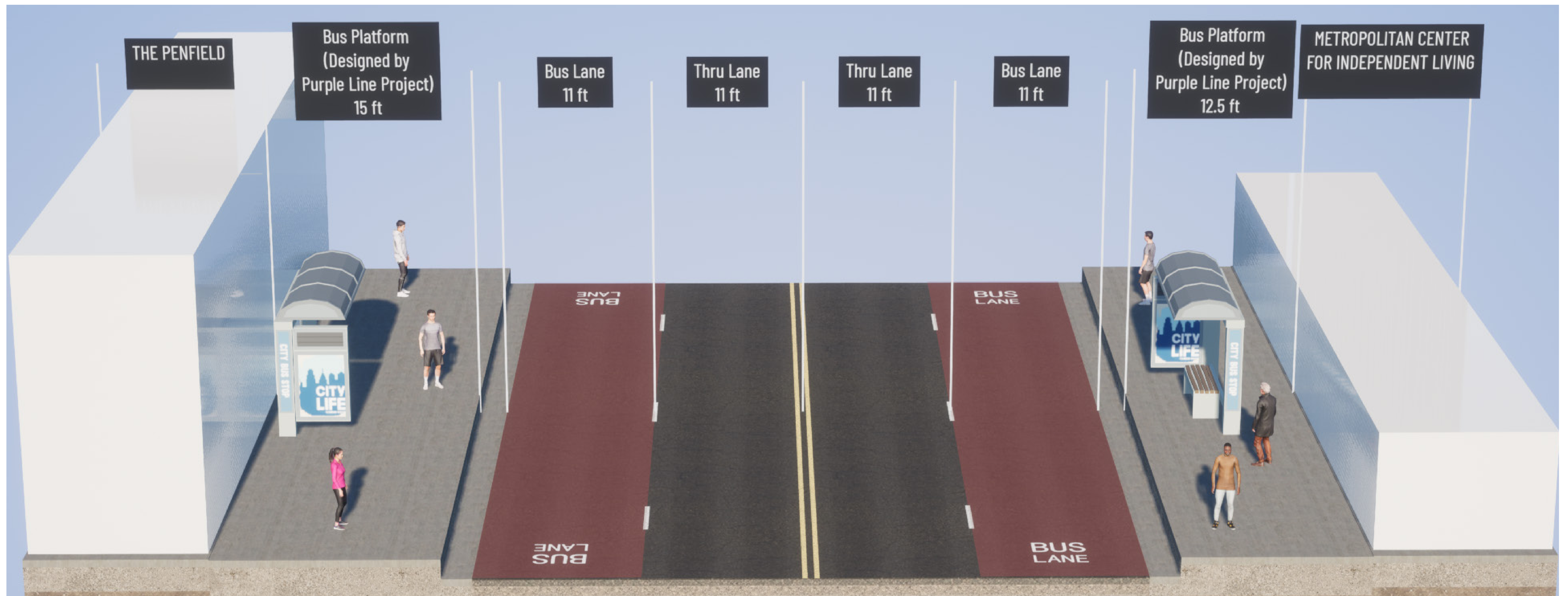


Images shows possible location of trees, trash receptacles, and other pedestrian infrastructure within the sidewalk area.

Design A:

2 vehicle lanes + 2 bus lanes

10th St to 11th St

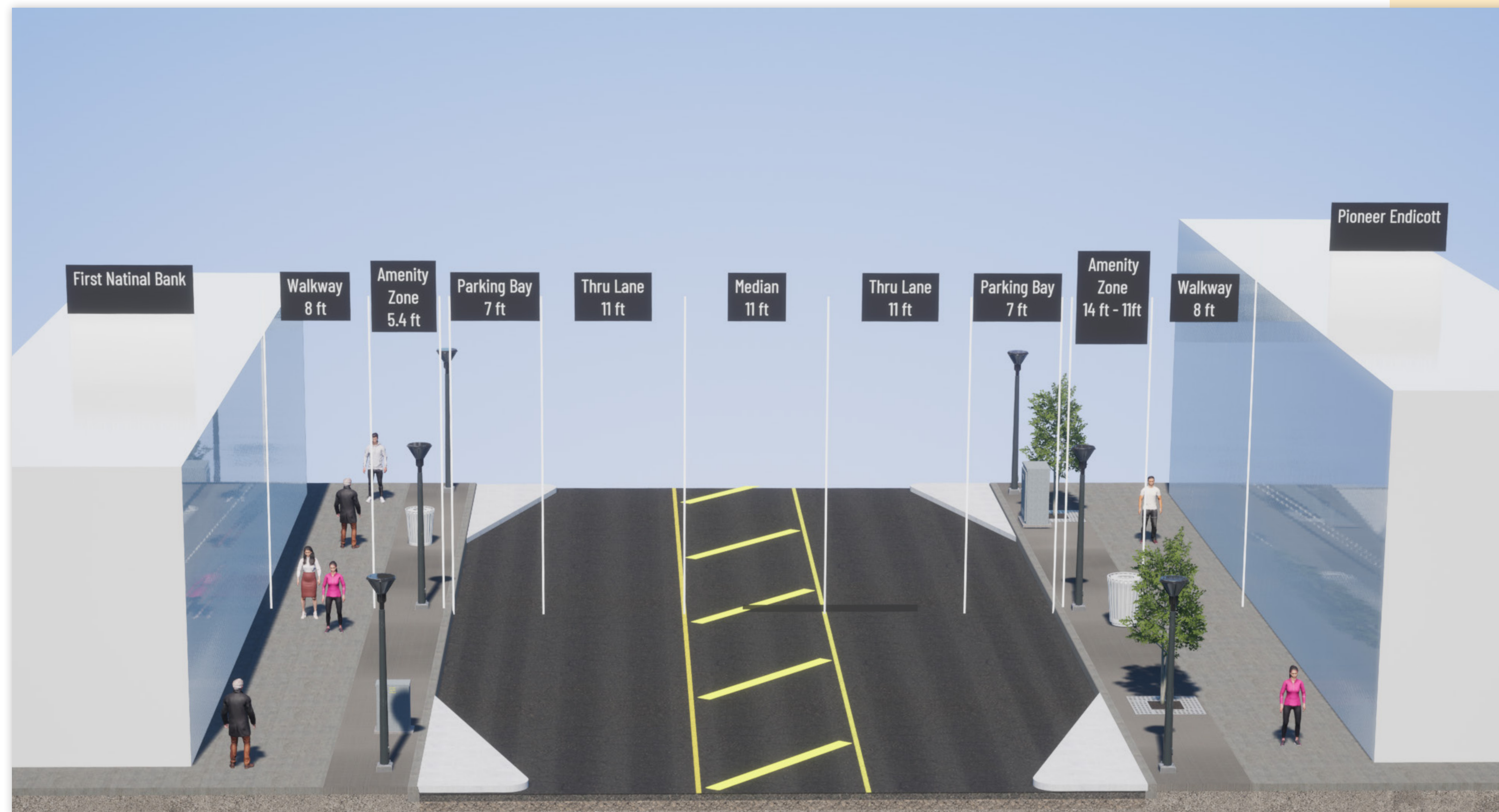


Images show possible location of transit station and pedestrian infrastructure within the sidewalk area. Shelter design and placement within the sidewalk area will be determined by Metro Transit as a part of Purple Line and G Line development, in coordination with the City of Saint Paul Robert Street Project.

Design B:

2 vehicle lanes with center turn lane

Between 4th and 5th Street



Key comparisons:



Slightly longer vehicle travel time than other design options and current design.



Slightly longer northbound transit travel time than other design options and current design. Similar southbound transit travel time to current design.



Approximately 20 fewer parking and loading spaces than current design.



More pedestrian walkway and amenity space than other design options and current design.

Design B has three lanes in total: two traffic lanes and one center lane for left turns.



Design B: 2 vehicle lanes with center turn lane

Examples of Design B



Example of two vehicle lanes with a center turn lane in Saint Paul.

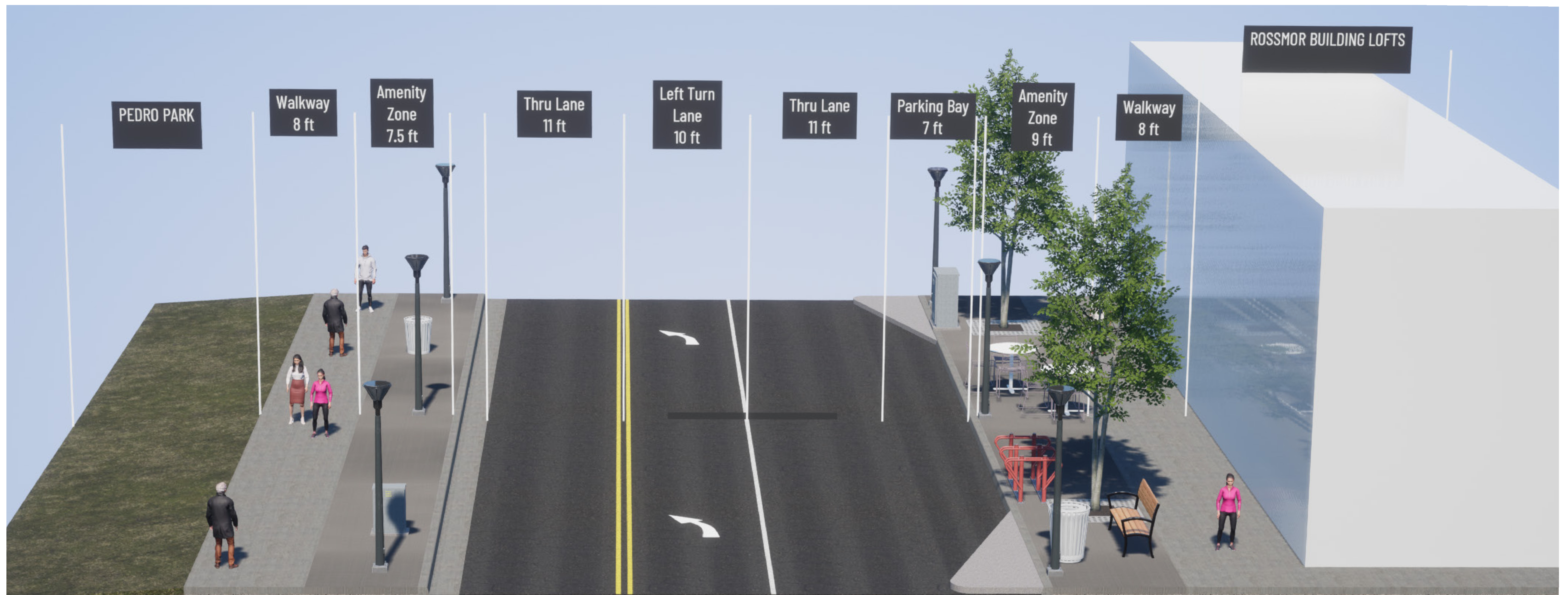


Example of two vehicle lanes with a center turn lane in Saint Paul.

Design B:

2 vehicle lanes with center turn lane

9th St to 10th St

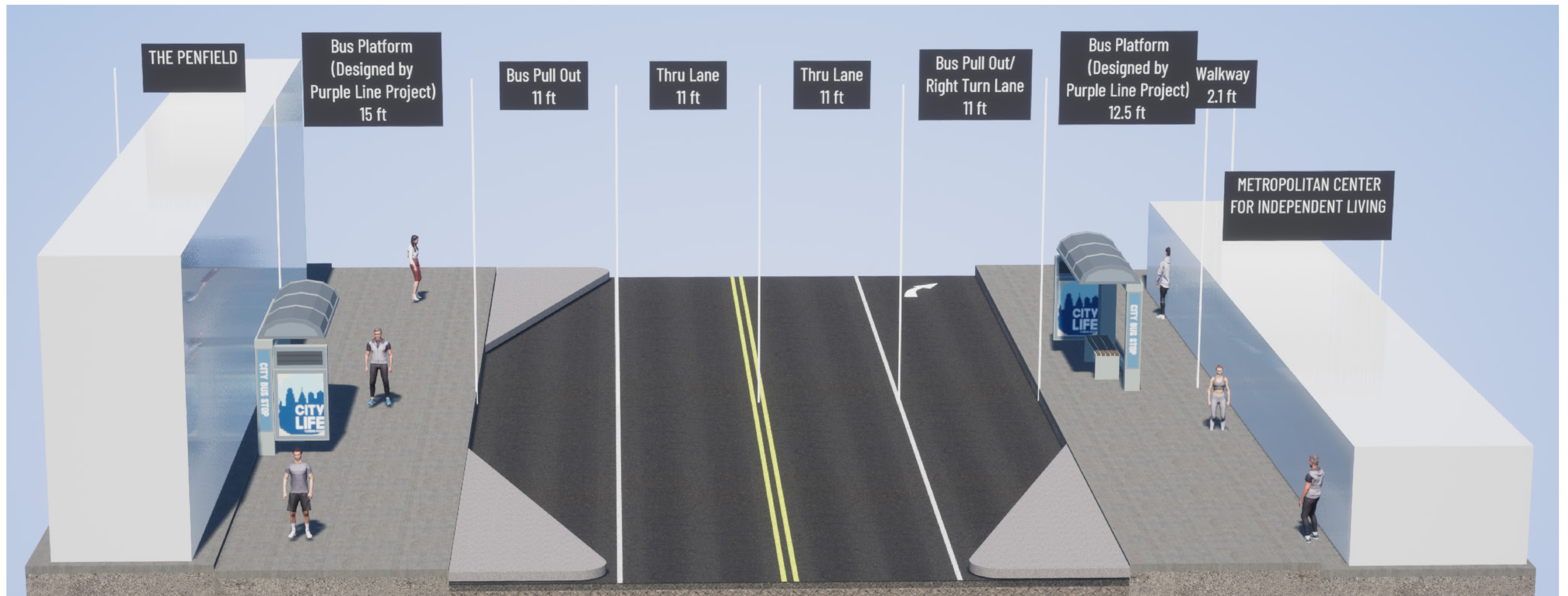


Images shows possible location of trees, trash receptacles, and other pedestrian infrastructure within the sidewalk area.

Design B:

2 vehicle lanes with center turn lane

10th St to 11th St

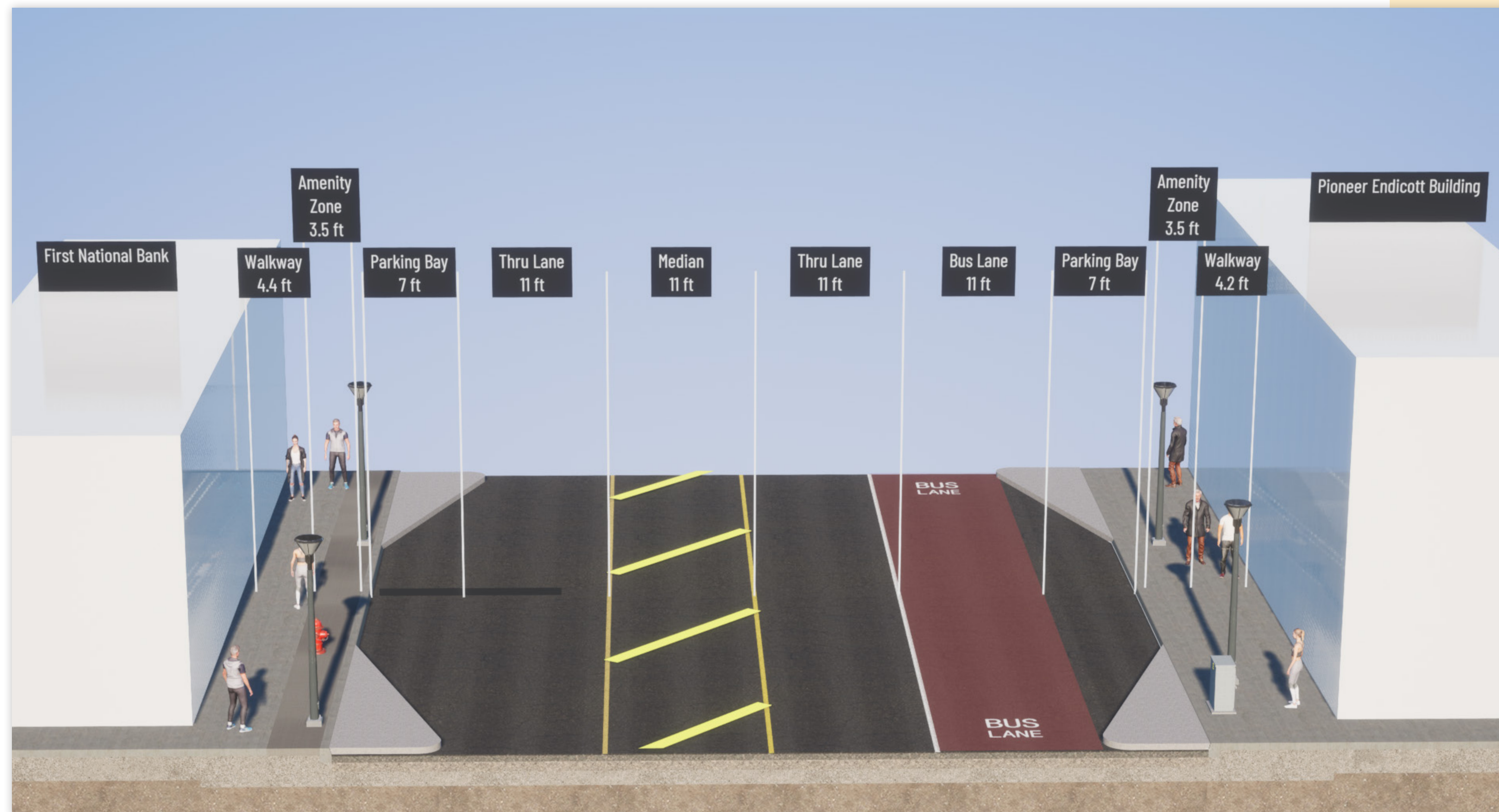


Images show possible location of transit station and pedestrian infrastructure within the sidewalk area. Shelter design and placement within the sidewalk area will be determined by Metro Transit as a part of Purple Line and G Line development, in coordination with the City of Saint Paul Robert Street Project.





Design C:

2 vehicle lanes with center turn lane + 1 bus lane

Between 4th and 5th Street



Key comparisons:

-  Slightly shorter northbound vehicle travel time than other design options. Slightly longer southbound vehicle travel time than other design options and current design.
-  Slightly shorter northbound, and similar southbound, transit travel time compared to current design.
-  Approximately 30 fewer parking and loading spaces than the current design.
-  Less pedestrian walkway and amenity space than current design.

Design C has four lanes in total: two traffic lanes, one center lane for left turns, and one lane for northbound transit and right turns.

Design C: 2 vehicle lanes with center turn lane + 1 bus lane

Examples of Design C



Example of one directional bus lane in Minneapolis.

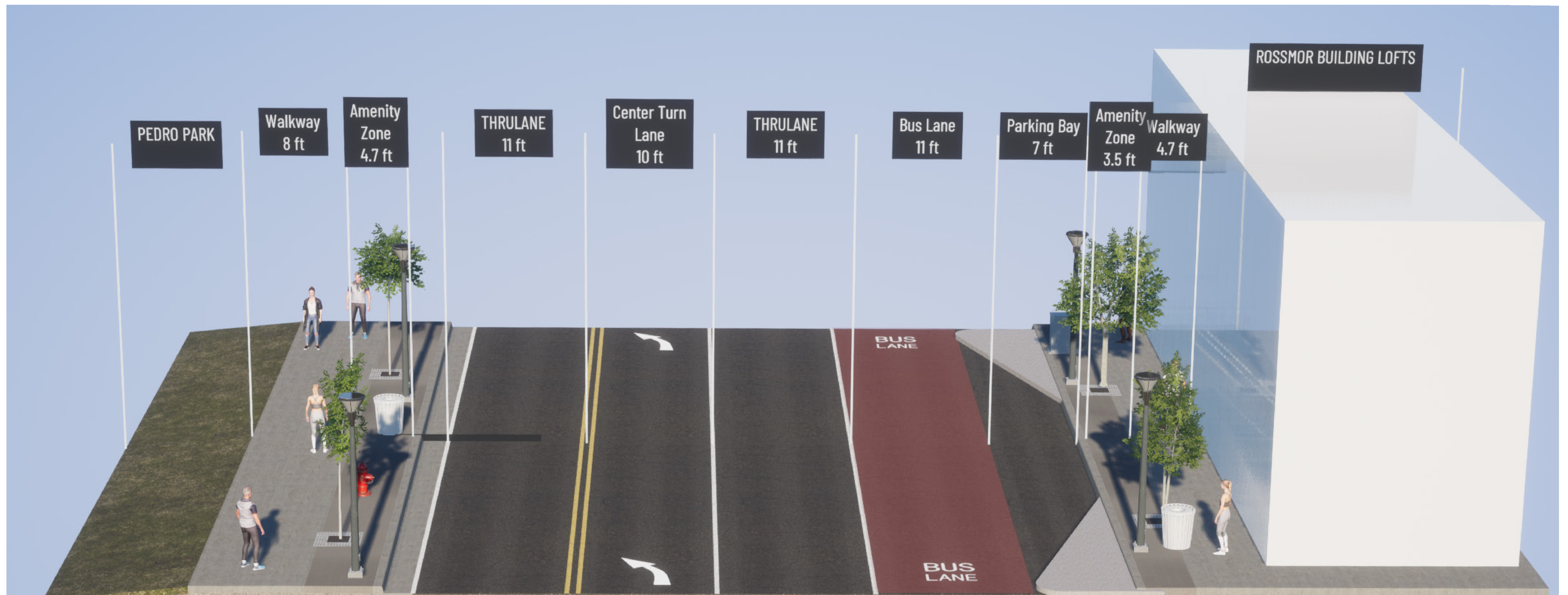


Example of one directional bus lane in Minneapolis.

Design C:

2 vehicle lanes with center turn lane + 1 bus lane

9th St to 10th St

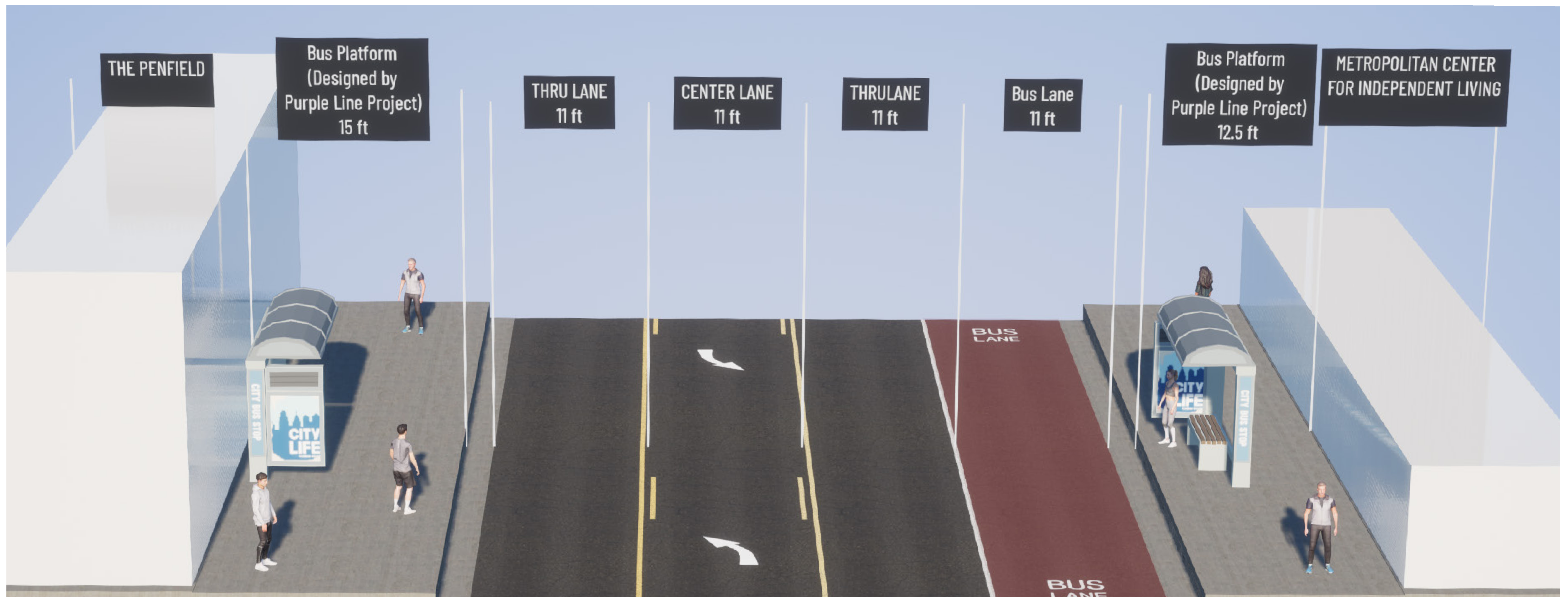


Images shows possible location of trees, trash receptacles, and other pedestrian infrastructure within the sidewalk area.

Design C:

2 vehicle lanes with center turn lane + 1 bus lane

10th St to 11th St



Images show possible location of transit station and pedestrian infrastructure within the sidewalk area.

Shelter design and placement within the sidewalk area will be determined by Metro Transit as a part of Purple Line and G Line development, in coordination with the City of Saint Paul Robert Street Project.

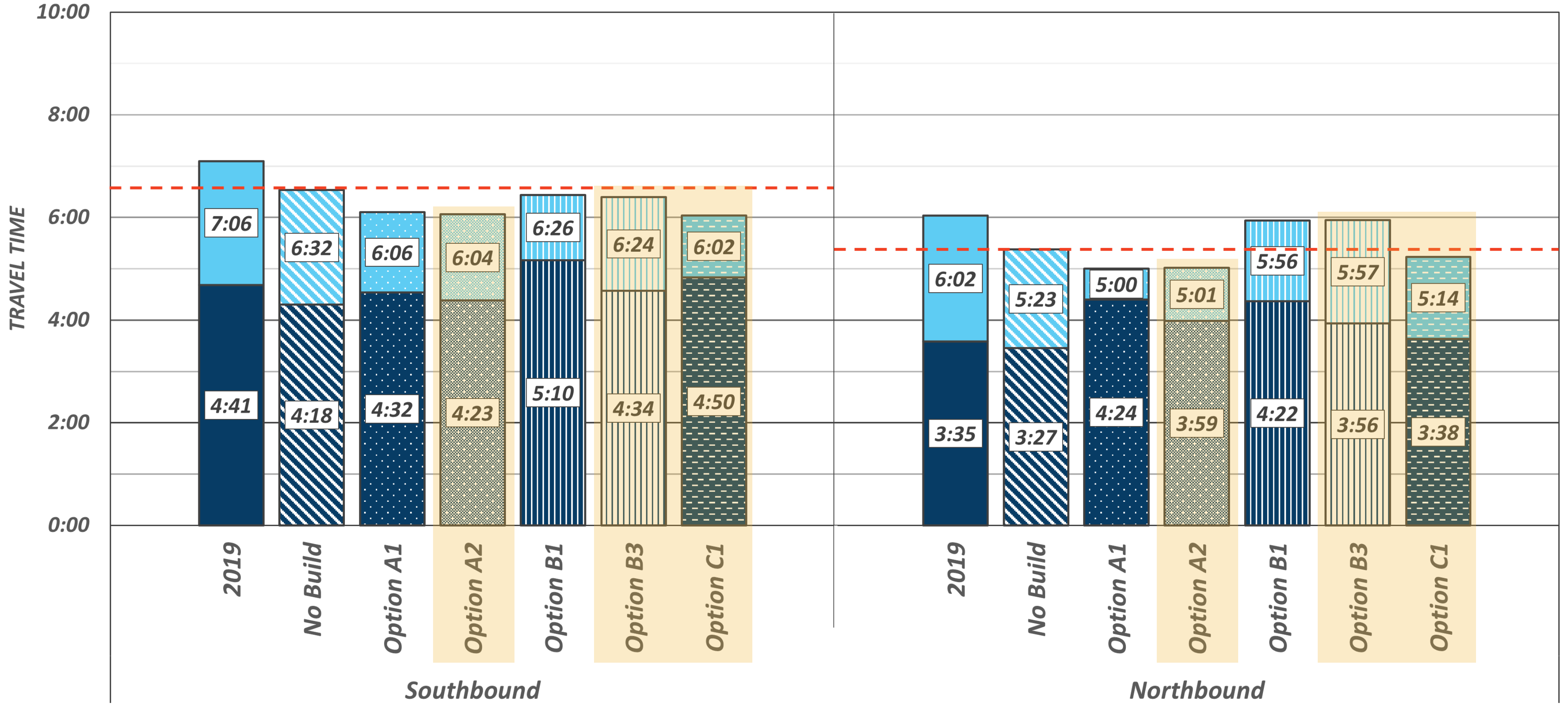


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Traffic Analysis

ROBERT ST. AM PEAK TRAVEL TIME

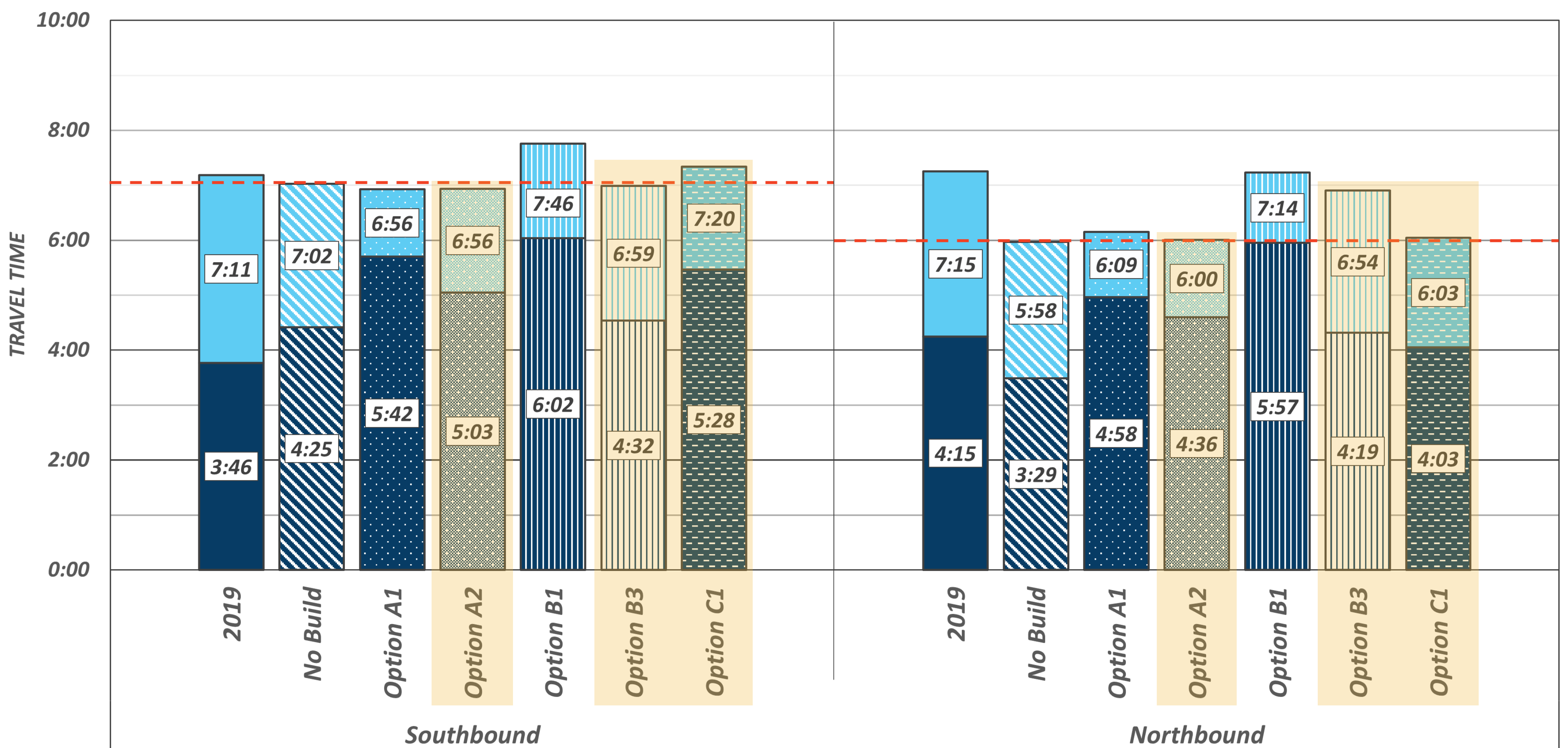
■ Vehicle ■ Transit



Highlighted columns are what design layouts show.

ROBERT ST. PM PEAK TRAVEL TIME





■ Vehicle ■ Transit



Highlighted columns are what design layouts show.



How do these designs compare to Robert Street today?

Design	 Vehicle travel time	 Transit travel time	 Parking & loading	 Pedestrian walkway & amenity space (sidewalk, trees, etc.)
Current Design	3.5 min northbound (NB) 4.5 min southbound (SB)	5.5-6 min northbound (NB) 6.5-7 min southbound (SB)	93 spaces	~13 feet wide
Design A 2 vehicle lanes + 2 bus lanes	Slightly longer NB Slightly shorter SB than C*	Shorter travel time	~30 fewer	Less Space
Design B 2 vehicle lanes with center turn lane	Slightly longer	Slightly longer NB Similar SB	~20 fewer	More Space
Design C 2 vehicle lanes with center turn lane + 1 bus lane	Slightly shorter NB than A, B* Slightly longer SB	Similar NB Slightly longer SB	~30 fewer	Less Space

*Comparisons are to the current design, except where noted.