

CITY OF CRYSTAL  
MINNESOTA

RESOLUTION NO. 2024-91

RESOLUTION REGARDING MUNICIPAL CONSENT  
FOR THE METRO BLUE LINE EXTENSION

WHEREAS, the Metropolitan Council, an agency of the State of Minnesota, is proposing to build the METRO Blue Line Extension (the “Project”), a light rail transit facility, through the City of Crystal (the “City”); and

WHEREAS, in accordance with Minnesota Statutes, section 473.3994 (the “Statute”), the Metropolitan Council submitted the preliminary design plans for the physical design component of the Project (the “Plans”) to the City on July 26, 2024 and the Crystal City Council (“City Council”) is required to review and either approve or disapprove the Plans no later than October 10, 2024 (“Municipal Consent”); and

WHEREAS, the City has provided opportunities for public review and comment on the Project and Plans, culminating in the required public hearing held by the City Council on August 20, 2024; and

WHEREAS, the City Council identified significant design issues and potential changes related to the Plans, culminating in a draft resolution of disapproval presented to the City Council on September 17, 2024; and

WHEREAS, on September 17, 2024 the City Council unanimously voted to continue its consideration of Municipal Consent due to ongoing discussions among staff from the city, the Project and Hennepin County; and

WHEREAS, those discussions have yielded certain commitments from the Project or Hennepin County, as applicable; and

WHEREAS, the City Council finds these commitments to be adequate for the Project to move into the next phase of design work and that the appropriate Municipal Consent action would be approval based on these commitments.

NOW, THEREFORE, BE IT RESOLVED, that the City Council elects to approve the Plans in accordance with the Statute; and

BE IT FURTHER RESOLVED that the City Council approval of the Plans is based on commitments made by the Project or Hennepin County, as follows:

1. Project commitments. The Project has committed to resolving four specific design issues, enumerated a-d below, and also funding a city staff position to serve as project liaison, as described in the September 20, 2024 letter from Interim Project Director Nick Thompson. See Exhibit A.
  - a. Potential future choice lane to southbound Highway 100. The Project will include sufficient pavement width on the ramp from southbound Bottineau Boulevard to Southbound Trunk Highway 100 so that, if warranted in the future, the middle lane could become a “choice” lane with only striping and signage changes being required, as described in the September 20, 2024 memo and illustration from the Project. See Exhibit B.
  - b. Snow management on Lakeland north of Wilshire. In lieu of purchasing sufficient right-of-way for boulevards which would provide snow storage for standard city plow operations, Metro Transit will remove snow from Lakeland Avenue and the adjacent sidewalk north of Wilshire Boulevard, as described in the September 20, 2024 memo and illustration from the Project. See Exhibit C.
  - c. U-turns on Bass Lake Road at Sherburne. Due to the Project’s elimination of the left turn option for southbound Elmhurst Avenue to go east on Bass Lake Road, the Project proposes to modify the southeasterly corner of the Sherburne Avenue intersection on Bass Lake Road. This will increase the available turning radii for vehicles making a u-turn at Sherburne to go east on Bass Lake Road, as described in the September 20, 2024 memo and illustration from the Project. See Exhibit D.
  - d. Protection of JWC water main in Robbinsdale. The Joint Water Commission (JWC) provides water to the cities of Crystal, New Hope and Golden Valley. This water is purchased from the City of Minneapolis and delivered through a pipeline running under 42<sup>nd</sup> Avenue where it would be crossed by the LRT tracks at grade. The Project has committed to work with the JWC to protect the JWC’s water main under 42<sup>nd</sup> Avenue to the JWC’s satisfaction including but not limited to replacement of pipe, placing of pipe in a new casing, replacement of valves, cathodic protection, and encasement in concrete. See Exhibit E.

2. Hennepin County commitments regarding the condition of the parallel reliever route, West Broadway. The Plans eliminate one lane in each direction on Bottineau Boulevard (CSAH 81) which will displace traffic onto other roads including the parallel West Broadway which is also a county road (CSAH 8). The old rural segment of West Broadway generally from Highway 100 in Robbinsdale to Fairview Avenue in Crystal is particularly unsuited to safely accommodate this diversion due to the age and condition of the roadway, the lack of multi-modal facilities such as pedestrian and bicycle accommodations, and multiple deficiencies at the BNSF railroad crossing. In lieu of the City Council's previously contemplated disapproval of Municipal Consent unless the Project were to include reconstruction of this segment of West Broadway in the Plans, the City welcomes Hennepin County's commitments to (a) complete a feasibility study of near-term multi-modal improvements and the BNSF railroad crossing, and (b) evaluate West Broadway for longer-term reconstruction consideration. See Exhibit F.

BE IT FURTHER RESOLVED that this resolution of approval is limited to the specific provisions of the Statute and does not limit or preclude the City from taking other actions within its authority to ensure that the Project is built, operated and maintained in a way that enhances the quality of life for residents and businesses in the City.

Adopted by the Crystal City Council this 1st day of October, 2024.

  
\_\_\_\_\_  
Jim Adams, Mayor

ATTEST:

  
\_\_\_\_\_  
Kim Therres, Assistant City Manager



## EXHIBIT A

### METRO Blue Line LRT Extension (BLE)

6465 Wayzata Boulevard, Suite 600, St. Louis Park, MN 55426 [www.bluelineext.org](http://www.bluelineext.org)

*September 20, 2024*

Adam Bell  
City Manager, City of Crystal  
4141 Douglas Drive North  
Crystal, MN 55422

Dear Mr. Bell,

On behalf of the Blue Line Extension Light Rail Transit Project, I thank you for your continued partnership in advancing this generational transportation investment to the benefit of Crystal residents and our region. The City of Crystal's collaboration on important design items related to the Preliminary Design Plans has been valuable, and I feel we have made significant progress in addressing outstanding design concerns of the City in recent weeks.

This letter and attached materials summarize the commitments of the project to address priority concerns expressed by the City related to the Preliminary Design Plans, including:

- Construction of additional pavement to allow for a future choice lane from 47<sup>th</sup> Avenue to southbound Highway 100
- Snow management around the Bass Lake Road Station park-and-ride
- Increasing the turn radius to allow easier U-turn movements at westbound Bass Lake Road and Sherburne Avenue
- Implementing optimal solutions to protect the Joint Water Commission main on 42<sup>nd</sup> Avenue

In addition to the above commitments, if it is in the City's interest, I will also commit to reimbursing a new full time City staff position or consultant role to serve as official liaison between the City and project. I believe this could further increase collaboration, communication, and shared decision-making. This person could have dedicated space at the BPO and would be included in key project design meetings related to all work in Crystal.

I consider these written commitments to be binding and encourage you to reference them in an approval resolution. As you know, the project is only at about 30% design and much work and opportunity remains for us to collaborate to make this the best project it can be for Crystal. An approval resolution from the city for the major physical design elements of the Preliminary Design Plans that also lists City priorities for future phases of the project will help us continue to move the project forward together efficiently and thoughtfully to ensure optimal design that best serves the City of Crystal for generations to come.



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## METRO Blue Line LRT Extension (BLE)

6465 Wayzata Boulevard, Suite 600, St. Louis Park, MN 55426 [www.bluelineext.org](http://www.bluelineext.org)

While we are still early in the design of the Blue Line Extension Project, I hope the commitments made in this letter satisfy the City of Crystal's outstanding design concerns related to your review and approval of Preliminary Design Plans. I also trust they demonstrate our unwavering commitment to maintaining a strong collaborative working relationship with the City of Crystal moving forward. The success of the Blue Line Extension Project is dependent on the continued strong support and partnership of municipal partners like the City of Crystal. We are committed to continuing to strengthen this support and partnership by building trust through sincere collaboration and shared decision-making.

Sincerely,

A handwritten signature in blue ink, appearing to read "Nick Thompson".

Nick Thompson  
Interim Blue Line Extension Project Director  
Metro Transit Deputy General Manager, Capital Projects



## EXHIBIT B

### METRO Blue Line LRT Extension (BLRT)

6465 Wayzata Boulevard, Suite 600, St. Louis Park, MN 55426 [www.bluelineext.org](http://www.bluelineext.org)

September 20, 2024

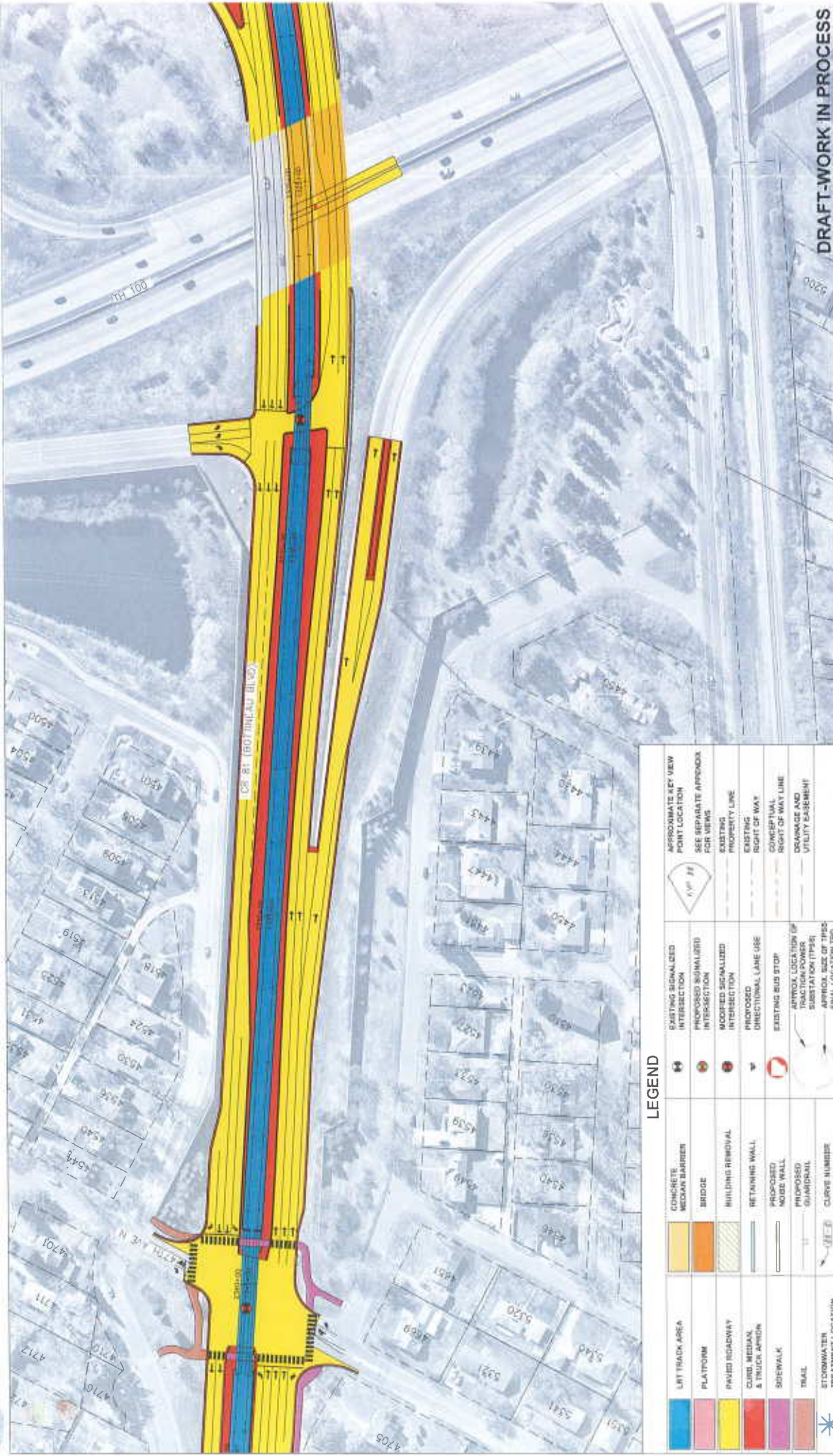
### Memo: Choice lane at 47<sup>th</sup> Avenue North to southbound Highway 100

*The Blue Line Extension Project Office commits to including in 60% design plans construction of additional pavement to set up the geometry for a potential future choice lane from County Road 81 to the Highway 100 Southbound ramp.*

Project office staff recently met with MnDOT staff and gained support for the project's proposed roadway work on the approach to the ramp from 47<sup>th</sup> Avenue North to the Highway 100 southbound ramp. This additional pavement area could support the ability to reconfigure the ramp lane geometry in the future to accommodate a choice lane to the on-ramp should the need for mitigation occur. As indicated by MnDOT, the extra pavement could be striped as a shoulder extending up to, but not including, the pedestrian crosswalk south of 47<sup>th</sup> Avenue North so as not to exclude any future traffic mitigation options, including an option for a future choice lane.

If traffic and safety conditions in this area change to warrant consideration of traffic mitigation measures, Hennepin County will need to work with MnDOT to determine and approve acceptable solutions. A concept level exhibit of the proposed additional pavement area is attached to this memo. The official design of the additional pavement on the approach to the ramp will be submitted this fall to MnDOT as part of the project's formal MnDOT layout approval process. MnDOT's support of adding wider pavement on the ramp should not be considered approval of a future potential choice lane.

Hennepin County supports this change as it relates to their jurisdiction over County Road 81. Assuming the above proposed solution is acceptable to the City of Crystal, the changes to the on-ramp design and roadway design will be incorporated into the project's next design milestone, 60% design level, which is anticipated in early 2025.



**LEGEND**

	LRT TRACK AREA		CONCRETE MEDIAN BARRIER		EXISTING SIGNALIZED INTERSECTION		APPROXIMATE KEY VIEW POINT LOCATION
	PLATFORM		BRIDGE		PROPOSED SIGNALIZED INTERSECTION		SEE SEPARATE APPROACH FOR VIEWS
	PAVED ROADWAY		WALLING REMOVAL		MODIFIED SIGNALIZED INTERSECTION		EXISTING PROPERTY LINE
	CURB, MEDIAN & TRUCK APPROX		RETAINING WALL		PROPOSED DIRECTIONAL LAKE USE		EXISTING RIGHT OF WAY
	SIDEWALK		PROPOSED NOISE WALL		EXISTING BUS STOP		CONCEPTUAL RIGHT OF WAY LINE
	TRAIL		PROPOSED GUARDRAIL		ARTHOX LOCATION OF TRACTION POWER SUBSTATION (TPS)		DRAINAGE AND UTILITY EASEMENT
	STORMWATER TREATMENT LOCATION		CLAYE NUMBER		ARTHOX LOCATION OF TRACTION POWER SUBSTATION (TPS)		
					APPROX. SIZE OF THIS FINAL LOCATION (FS)		

**BLUE LINE EXTENSION**

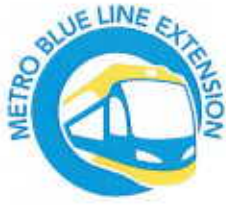
CITY OF ROBBINSDALE  
SB CR81 TO TH100



9/18/2024  
R00

DRAFT-WORK IN PROCESS





## EXHIBIT C

### METRO Blue Line LRT Extension (BLE)

6465 Wayzata Boulevard, Suite 600, St. Louis Park, MN 55426 [www.bluelineext.org](http://www.bluelineext.org)

September 20, 2024

### Memo: Snow management around the park-and-ride

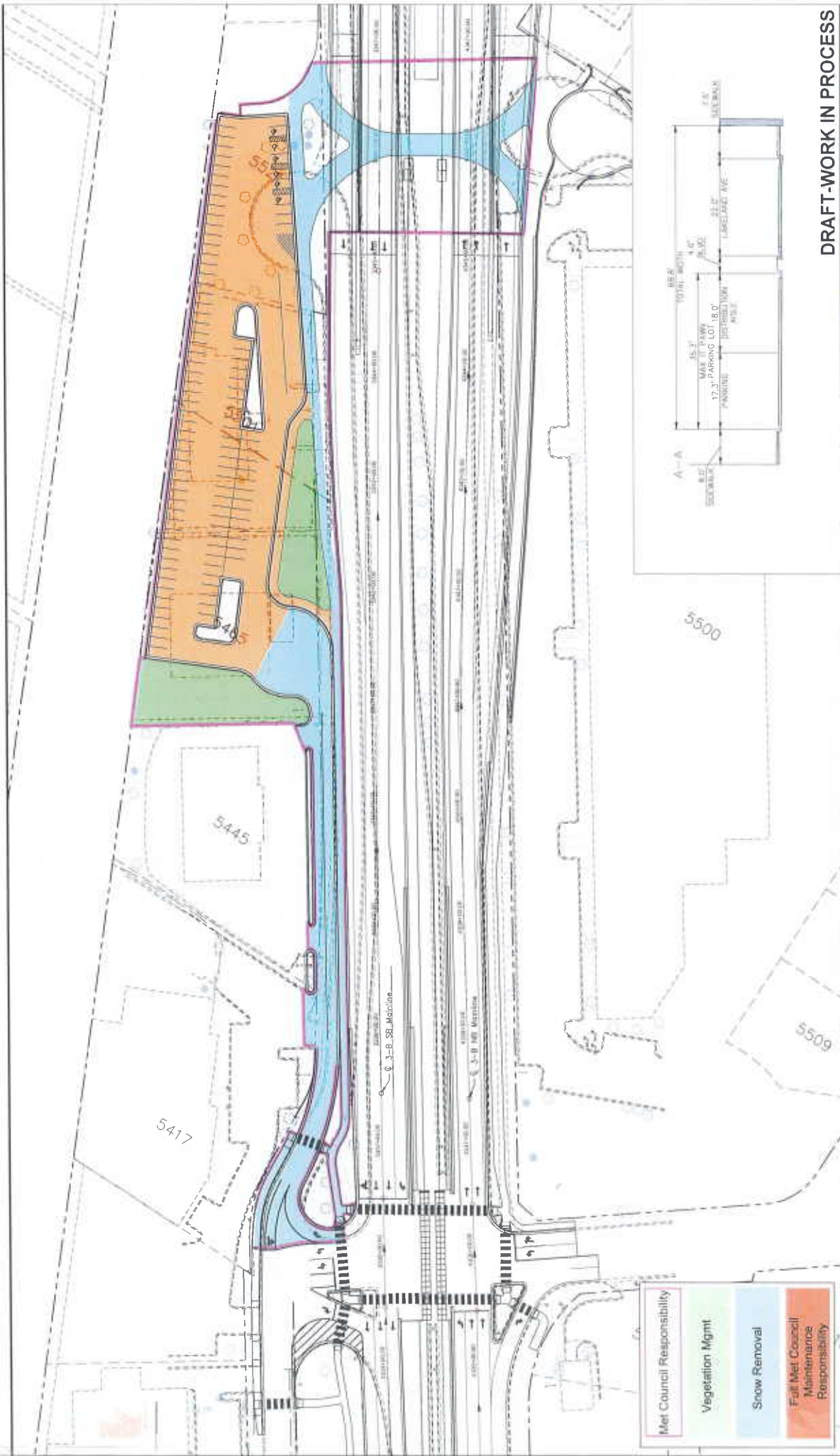
*Metro Transit commits to snow removal on Lakeland Avenue and the adjacent sidewalk north of Wilshire Boulevard and to maintain operations and access to the park-and-ride during winter months. Metro Transit also commits to managing vegetation within the park-and-ride boundaries.*

The proposed Bass Lake Road park-and-ride will be located at the southwest corner of Bass Lake Road and County Road 81 and will be accessed from Lakeland Avenue. The City has expressed concern that there may be inadequate space along the Lakeland Avenue sidewalk for snow storage and has suggested additional Right of Way should be purchased to allow for a boulevard to be implemented between the sidewalk and roadway.

In lieu of purchasing additional Right of Way for boulevards, which would result in displacement of a local business, Metro Transit is committing to snow removal on Lakeland Avenue and the adjacent sidewalk north of Wilshire Boulevard and to maintain operations and access to the park-and-ride during winter months. Metro Transit will also be responsible for vegetation management within the park-and-ride limits. This agreement will be detailed and memorialized in a written maintenance agreement to follow.

An exhibit outlining the boundary of snow removal and maintenance commitments is attached.





**BLUE LINE LRT EXTENSION**  
 Maintenance Area Delineation  
 Met Council Responsibility

9/20/2024  
 R00



Met Council Responsibility
Vegetation Mgmt
Snow Removal
Full Met Council Maintenance Responsibility

DRAFT-WORK IN PROCESS



## EXHIBIT D

### METRO Blue Line LRT Extension (BLE)

6465 Wayzata Boulevard, Suite 600, St. Louis Park, MN 55426 [www.bluelineext.org](http://www.bluelineext.org)

September 20, 2024

## Memo: Accommodation for U-turns at Sherburne Avenue and Bass Lake Road

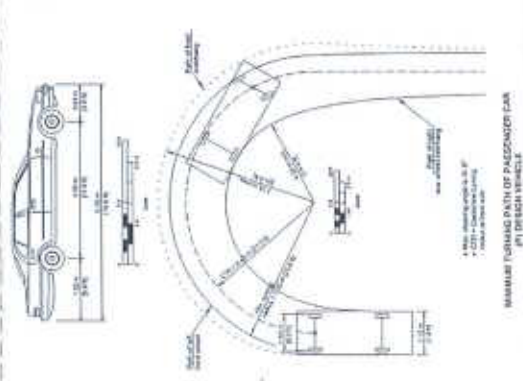
*The Blue Line Extension Project Office commits to reconstructing the southeast section of the intersection at Sherburne Avenue and Bass Lake Road to better accommodate U-turn movements at westbound Bass Lake Road's intersection with Sherburne Avenue. These changes will be reflected in 60% design plans.*

To improve safety at the existing unsignalized intersection of Elmhurst Road and Bass Lake Road, which currently experiences high crash rates, the current Preliminary Design Plans include adding a marked pedestrian crossing on the west side of that intersection and eliminating left turns from Elmhurst Road to eastbound Bass Lake Road. This design accommodation was developed in coordination with Crystal staff. Project staff agree with the City's evaluation that the elimination of this left turn will increase the number of U-turn movements at westbound Bass Lake Road's intersection with Sherburne Avenue.

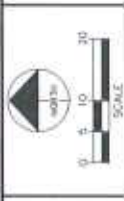
While U-turn movements are currently accommodated at this intersection with an outside pavement radius of approximately 21-feet, Project staff agree that enhanced accommodations for U-turn movements are warranted. The project has developed a concept design that accommodates an increased turning radii by reconstructing the southeast corner of the intersection and moving the adjacent south edge of Bass Lake Road out by 3 to 5 feet by reconstructing the southeast corner of the intersection (see exhibit attached). This design proposal would be largely within existing Bass Lake Road Right of Way with no permanent impacts to Becker Park.

Hennepin County supports the above modifications to the roadway as it relates to their jurisdiction over Bass Lake Road. Assuming this concept is acceptable to the City of Crystal, these modifications will be incorporated into the project's 60% design level plans, anticipated in early 2025.

# SHERBURNE U-TURN W/ SHLD EXT.



DRAFT WORK IN PROCESS



9/13/2024  
RUC

BLUE LINE EXTENSION  
SHERBURNE INTERSECTION  
PED RAMP REBUILD W/ EXTENDED SHOULDER  
P-CAR





## EXHIBIT E

### METRO Blue Line LRT Extension (BLE)

6465 Wayzata Boulevard, Suite 600, St. Louis Park, MN 55426 [www.bluelineext.org](http://www.bluelineext.org)

September 20, 2024

## Memo: Protecting Joint Water Commission Main on 42<sup>nd</sup> Avenue

*The Blue Line Extension Project Office commits to working with the Joint Water Commission and city partners to implement necessary measures to ensure the watermain on 42<sup>nd</sup> Avenue crossing County Road 81 is well protected and serviceable once the LRT is constructed. These measures will be reflected in 60% design plans.*

Protecting existing utilities and addressing potential utility conflicts such as the Joint Water Commission main on 42<sup>nd</sup> Avenue is an important aspect of the project's ongoing utility design work. The project is committed to working closely with the Joint Water Commission and cities to implement an optimal solution to be included in the project for this critical utility. The final design of the water main will minimize future repair of the main where it crosses the light rail and will ensure both services are able to safely and effectively coexist.

The project is still in the initial stage of utility design work. As more information about the age and condition of the pipe and its casing is known, measures to ensure the watermain is adequately protected from road and train operations will be determined in coordination with the City, Joint Water Commission, and Hennepin County. These measures will be incorporated into the project's 60% design level plans, anticipated in early 2025.

## EXHIBIT F

# HENNEPIN COUNTY

MINNESOTA

September 19, 2024

Adam Bell, City Manager  
Jesse Struve, P.E., Director of Public Works/City Engineer  
John Sutter, Community Development Director  
City of Crystal  
4141 Douglas Drive N  
Crystal, MN 55422

Re: Future Improvements on West Broadway Avenue (CSAH 8)

Mr. Bell, Mr. Struve, and Mr. Sutter:

Hennepin County has been collaborating with the cities of Crystal and Robbinsdale on a future jurisdictional transfer of West Broadway Avenue (CSAH 8) between Douglas Drive (CSAH 102) and 42nd Avenue (CSAH 9). We acknowledge that Crystal is most interested in understanding the timeframe for the county to make multimodal improvements and ultimately reconstruct this roadway.

The county's Asset Management System has identified the entire segment of West Broadway Avenue between Douglas Drive and 42nd Avenue as a reconstruction candidate. The oldest section of the corridor is the one-half mile section between Lakeland Avenue, north of Highway 100, and Welcome Avenue. In addition, the roadway currently lacks multimodal facilities for people walking and biking, presenting challenges for people especially those with limited mobility. One barrier of note is the BNSF railroad crossing where multimodal facilities are currently non-existent. City staff have shared their concerns with the county regarding the lack of sidewalk/multi-use facilities along the corridor, and subsequently Lisa Cerney and I participated in a field walk along the corridor on September 11, 2024 to better understand the city's concerns and opportunities for this roadway segment.

West Broadway Avenue is located adjacent to the currently proposed Metro Blue Line Extension light rail project alignment along Bottineau Boulevard (CSAH 81). It is anticipated that there will be traffic diversion during construction of the Blue Line Extension project leading to increased traffic on this roadway for an extended period of time. With the expected diversion and the county's focus on providing accessible multimodal connections, this segment is important to support first and last mile connections to the future light rail service.



Hennepin County manages its capital road and bridge projects within its five-year Transportation Capital Improvement Program (CIP) and associated Work Plan. New capital projects are identified based on a data-driven prioritization process, which includes the condition of the roadway (pavement age, pavement treatment and maintenance history), safety (existing crashes and systemwide safety analysis), and equity (disparity reduction and usage by all modes). The scoring of these criteria is weighted as follows: 50 percent asset condition, 25 percent safety and 25 percent equity. County staff are currently completing this biennial evaluation, which includes the 4.2-mile segment along West Broadway Avenue between 42nd Avenue in Robbinsdale and Bottineau Boulevard, for the 2026-2030 Transportation CIP and associated Work Plan.

Over the next 12 months, county staff will complete a feasibility study of near-term multi-modal improvements for consideration between Lakeland Avenue, north of Highway 100 and Welcome Avenue prior to reconstruction. Once the study is completed, county and city staff will collectively select a preferred option for implementation in the near-term. Long term, we are in the process of evaluating West Broadway Avenue for reconstruction consideration. We will share more information with the city as we complete this evaluation process in the coming months. New projects for the 2026-2030 CIP will be recommended in May 2025 for Hennepin County Board approval in December 2025.

County staff are exploring all options for funding, including county Road & Bridge, Transit and Mobility or Transportation Operations funding, as well as external grant opportunities. Hennepin County will review each external funding opportunity for West Broadway Avenue and will make a determination to submit an application based on the following: timeline of funds (specifically those that are aligned with the schedule of the Blue Line LRT Extension), award amounts (specifically those with typical awards greater than \$5 Million); and evaluation criteria (specifically those suited for the reconstruction of arterial roadways in suburban areas).

We appreciate the continued collaboration with city staff and are confident that we can find opportunities to advance these improvements forward. Please reach out with any questions.

Sincerely,



Carla Stueve, P.E.

Transportation Project Delivery Director and County Engineer

Cc: Lisa Cerney, P.E., Assistant County Administrator Public Works  
Dan Soler, P.E., Transit and Mobility Director  
Chris Sagsveen, P.E. Transportation Operations Director