



City of Crystal Open House

July 27, 2015



Light Rail Transit Overview



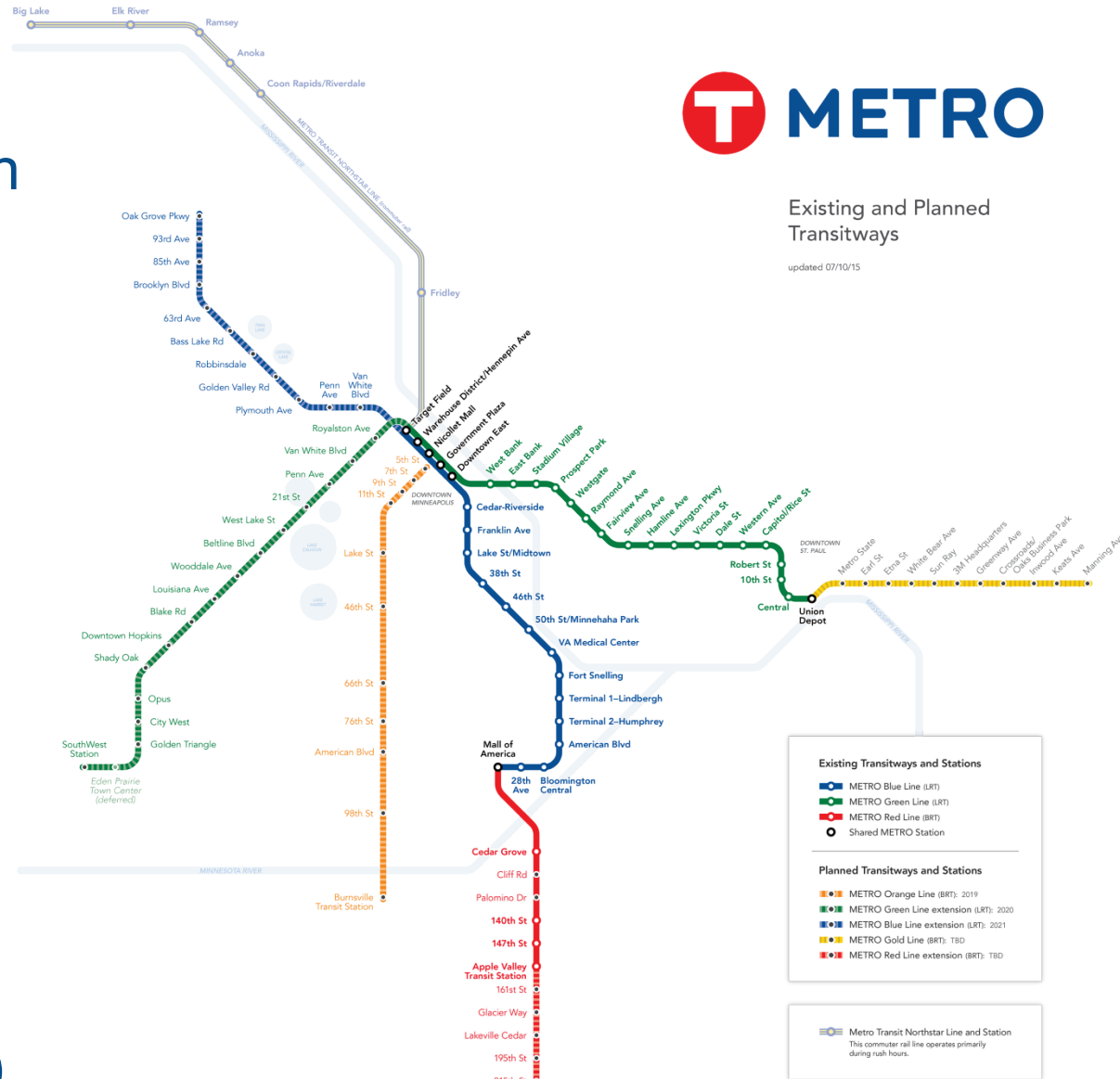
METRO System

- Green Line Extension (Southwest LRT)
- Blue Line Extension (Bottineau LRT)
- Orange Line (I-35 W South Bus Rapid Transit)
- Red Line Expansion (Cedar Avenue BRT)



Existing and Planned Transitways

updated 07/10/15



What is Light Rail Transit (LRT)?

- High capacity
- Quick acceleration & braking
- Powered by electricity
- Quiet operation
- Frequent service 21 hours/day
- Stops every ½ - 1 mile



Pedestrian & Bike Elements: Crossings



Countdown timer



Truncated domes mark crosswalk



Sign marks crosswalk and alerts drivers



Tactile button and audible tones announce when crossing is permitted



Safety Features



Warning devices alert pedestrians to approaching trains and signs instruct people to look both ways.

Security Features

- Open and transparent station design to promote visibility



Security camera



Emergency phone



Blue Line Extension Overview



Project Description

- 10 or 11 new LRT stations
- 13 miles of double track
- 27,000 est. rides by 2030 (DEIS)
- Serving Brooklyn Park, Crystal, Robbinsdale, Golden Valley & Minneapolis
- Provides one seat Blue Line ride to MSP Airport and Mall of America
- Connections to METRO Green Line, Northstar and bus services



Project Timeline

2014-2016

- Project Development

2016

- Environmental/Municipal Consent

2017

- Engineering

2018

- Full Funding Grant Agreement

2018-20

- Heavy Construction

2021

- Passenger Operations



What We Heard at Crystal Open House

May 28:

- What excites you most
 - Superior public transit access to other parts of the Metro to access employment, entertainment and cultural assests/opportunities
 - Doing so at a much reduced individual cost per use, as no car/cycle is needed
 - Better access to shopping area @ Bass Lake Rd. and Broadway
 - The ability to have it available
- What are some potential drawbacks
 - Same safety concerns as freight rail (fire, police, ambulance) getting north of rail line - especially when freight rail is running
 - My neighborhood getting parked up w/ cars from commuters riding on LRT
 - Traffic disruption at cross streets



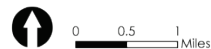
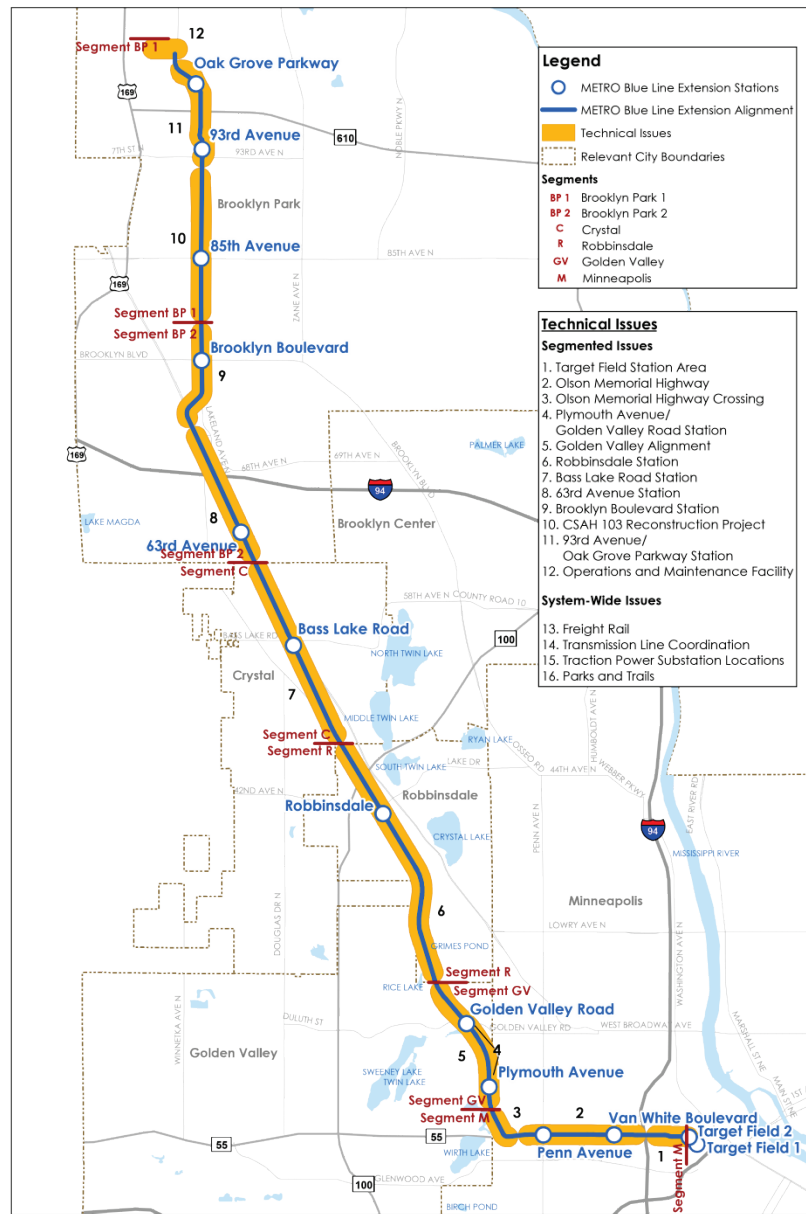
What We Heard at Crystal Open House

May 28:

- What do you see as the benefits and/or impacts of a proposed station at Bottineau Blvd and Bass Lake Rd
 - Neighborhood Residents:
 - Ease of transit to the employers/educators on the line allows rider range of employment and education w/o car; more revenue in turn to county/local government
 - Not guaranteed, business in the area might not be ones that are desired by the residents, but driven by LTR riders
 - Crystal Businesses:
 - Increased traffic to businesses within a few blocks (3 at most) will offer opportunities for fast speed service and retail to meet new demand.
 - Access to bigger pool of employees



Technical Issues



METRO Blue Line LRT Extension Technical Issues

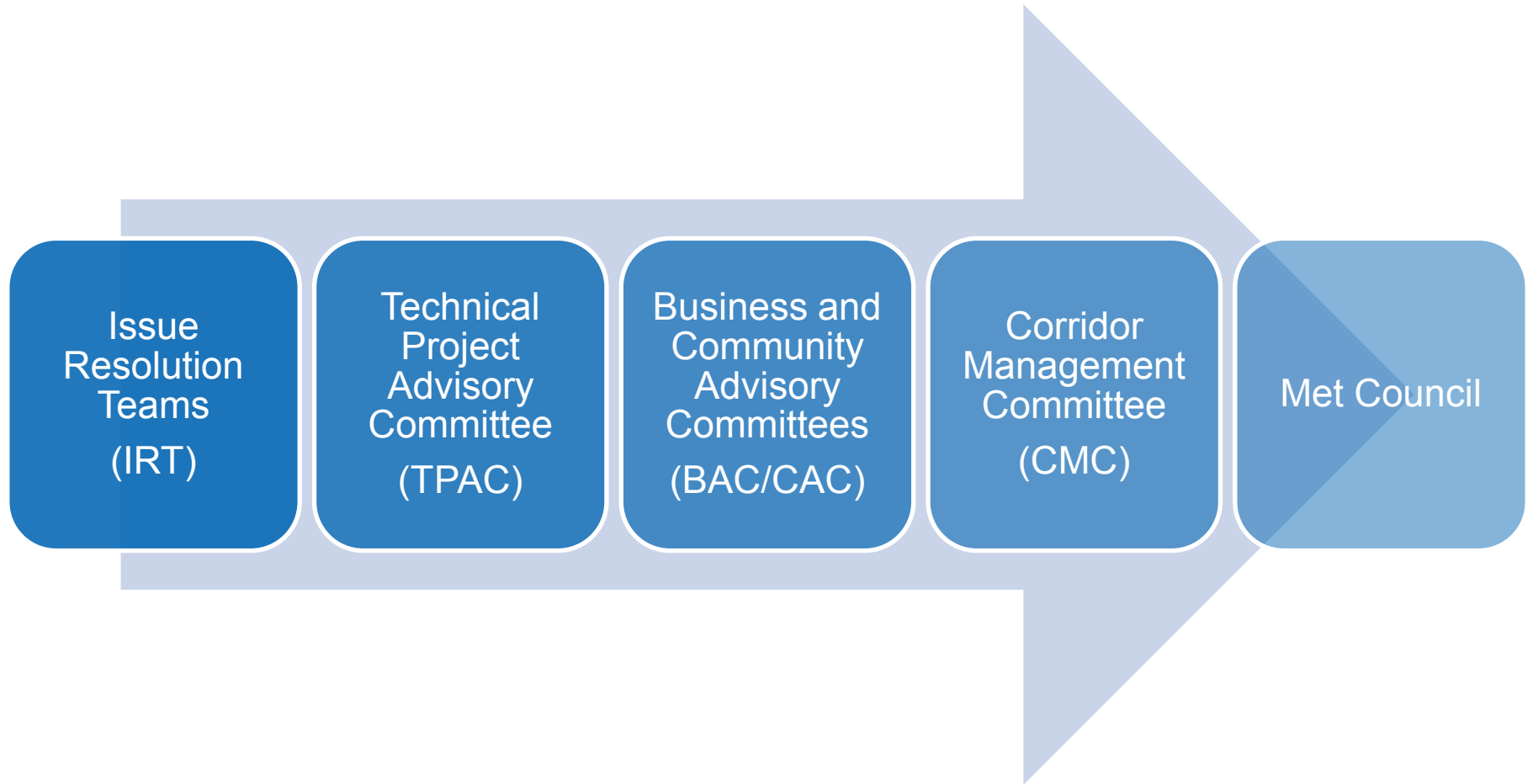
Rev. 4
May 2015



Issue Resolution Process and Advisory Committees



Issue Resolution Process



Crystal Committee Representation

TPAC

Mark Ray,
City of Crystal,
Public Works

John Sutter,
City of Crystal,
Community
Development

CAC

Gene Bakke

**Justin
Youngbluth**

BAC

John Slama,
Herzing
University

**Denny
Walsch,**
FTK Properties

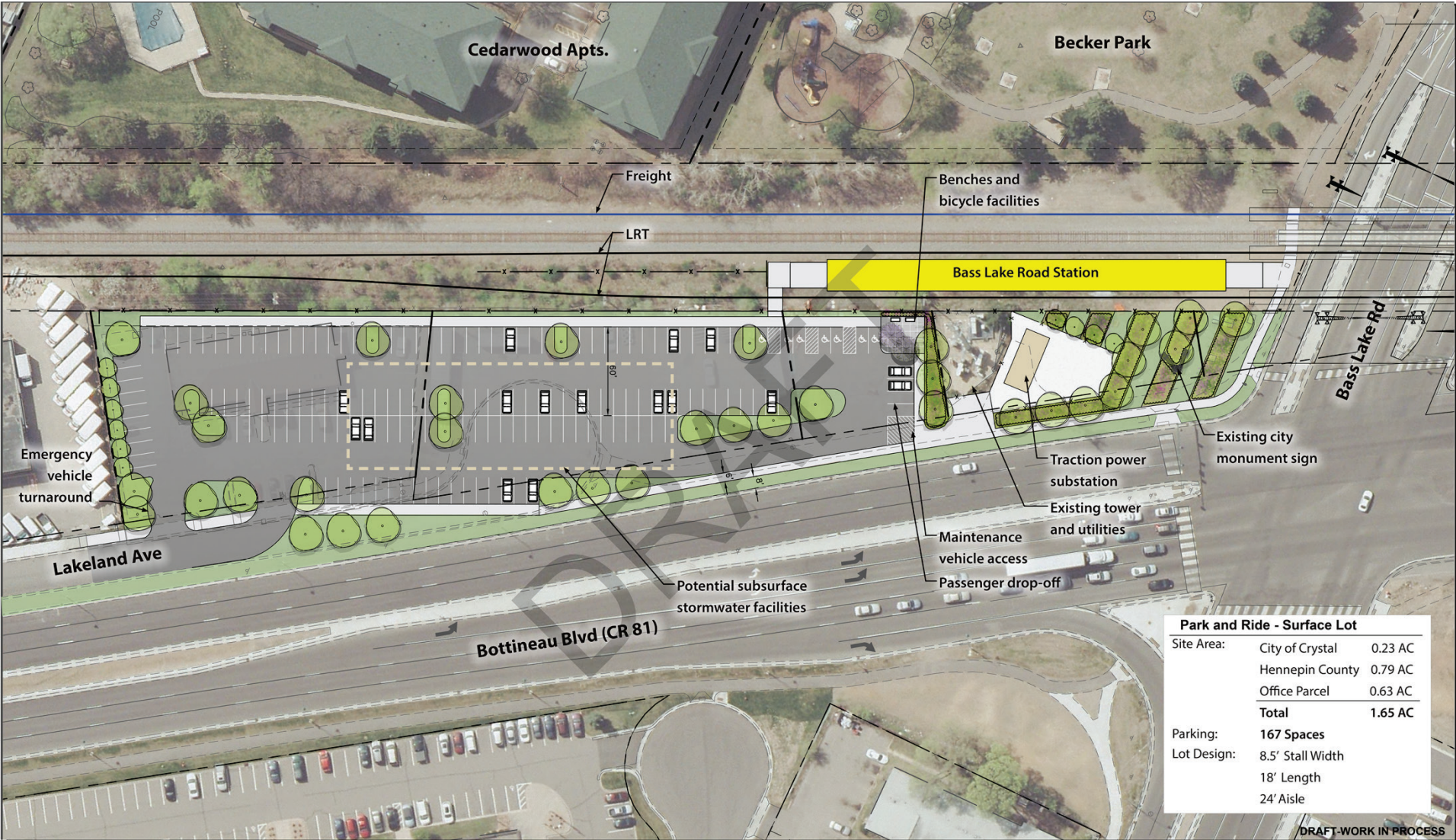
CMC

Jim Adams,
City of Crystal,
Mayor

Mike Opat,
Hennepin County
Commissioner,
District 1



Bass Lake Road Station



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West Broadway Avenue Crossing Option 1



Option 1 - 100' Median

Strengths:

- No additional R/W needed
- Provides continuity of the County roadway

Weaknesses:

- Partial Access at Vera Cruz Ave leaves only one full access to the neighborhood (Welcome Ave/Corvallis Ave)
- Skew of the railroad crossing can cause issues for bikes and pedestrians with disabilities
- With the close proximity of the Welcome Ave intersection to the railroad crossing, left turns from northbound Broadway Ave to southbound Welcome Ave could present safety issues with vehicles backing up on the tracks

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West Broadway Avenue Crossing Option 2



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West Broadway Avenue Crossing Option 3



Option 3 - Roundabout and Four-Way Stop

Strengths:

- Creates a perpendicular crossing of railroad R/W
- Preserves full vehicle access to neighborhoods on each side of the railroad R/W
- Provides full pedestrian access

Weaknesses:

- The jog in the alignment of Broadway Ave reduces the continuity of the County roadway and continuing southbound on Broadway Ave requires a stop and a left turn, reducing mobility
- As a result of Weakness 1, the County would actively pursue roadway turnback with Crystal and Robbinsdale
- Additional R/W acquisition
- Requires southbound exiting gate for Quiet Zone requirements
- With the close proximity of the Welcome Ave intersection to the railroad crossing, left turns from northbound Broadway Ave to southbound Welcome Ave and through movements from northbound Broadway Ave to westbound 48th Ave could present safety issues with vehicles backing up on the tracks

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West Broadway Avenue Crossing Option 4



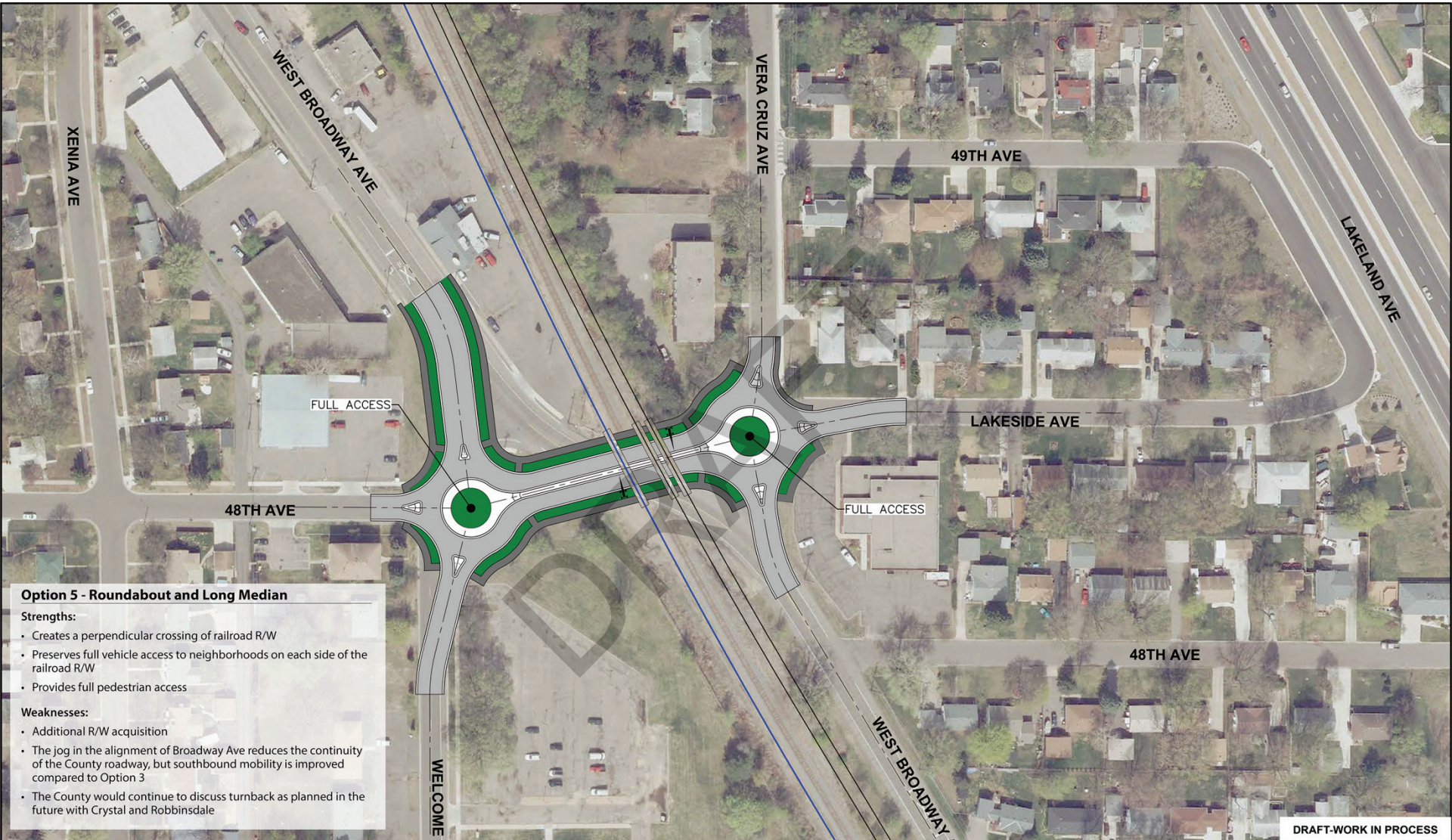
- Option 4 - Roundabout and Long Median**
- Strengths:**
- Preserves full vehicle access to neighborhood on the east side of the railroad R/W
 - Provides full pedestrian access
 - Right in/right out access at Welcome Ave provides safety benefits on the west side of the railroad R/W
 - Southbound mobility is maintained (similar to existing)

- Weaknesses:**
- Eliminates the northbound Broadway Ave to southbound Welcome Ave left turn movement and the northbound Welcome Ave to northbound Broadway Ave left turn movement
 - Additional R/W acquisition
 - Requires southbound exiting gate for Quiet Zone requirements
 - The County would continue to discuss turnback as planned in the future with Crystal and Robbinsdale

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West Broadway Avenue Crossing Option 5



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Community Outreach Coordinator

- David Davies
 - Serves Robbinsdale, Crystal and Golden Valley
 - E-mail: David.Davies@metrotransit.org
 - Phone: 612-373-5336
- What to expect:
 - Available to answer questions and relay feedback to design and environmental teams
 - Regular contact regarding process and project progress
 - Transparency
- Two-way communications:
 - Call or email with questions, ideas and concerns
 - Share ideas about stakeholders we should meet

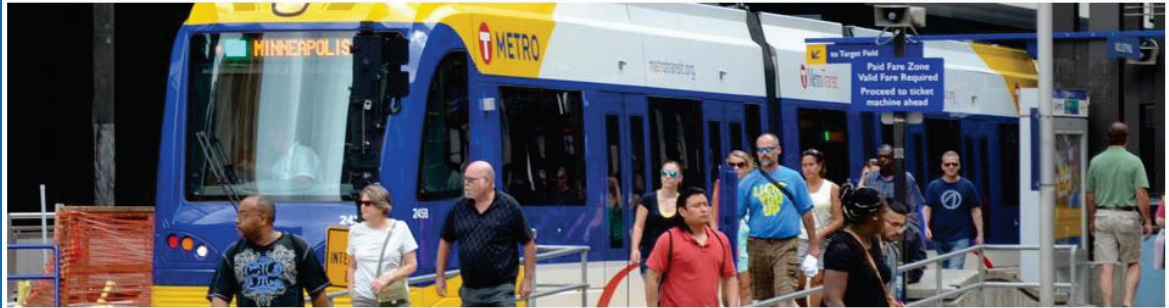


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METRO BLUE LINE EXTENSION

METRO BLUE LINE EXTENSION

Bottineau Transitway – Minneapolis & Northwestern Communities

The METRO Blue Line Extension (LRT) will operate northwest from downtown Minneapolis through north Minneapolis, Golden Valley, Robbinsdale, Crystal and Brooklyn Park, drawing riders northwest of Brooklyn Park. The proposed alignment is primarily at-grade and will have up to 11 new stations in addition to Target Field Station and about 13 miles of double track. The line will interline with the METRO Blue Line and connect Minneapolis and the region's northwest suburbs with existing LRT on the METRO Green Line, future LRT on the METRO Green Line Extension, bus rapid transit on the METRO Red Line, the Northstar commuter rail line and local and express bus routes.

Latest News
Feds: Met Council can begin designing METRO Blue Line Extension

Route
Click on the map below for more information

- Route
- Stations
- Environmental
- Timeline
- Project Partners

Website: BlueLineExt.org

Email: BlueLineExt@metrotransit.org

Twitter: [@BlueLineExt](https://twitter.com/BlueLineExt)

