

WELCOME

Welcome to the
METRO Blue Line
Extension
Open House

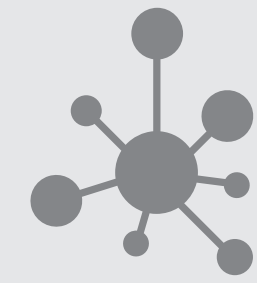


JULY 2021

METRO BLUE LINE LRT EXTENSION



PROJECT GOALS



GOAL 1

Improve transit access and connections to jobs and regional destinations



GOAL 2

Improve frequency and reliability of transit service to communities in the corridor



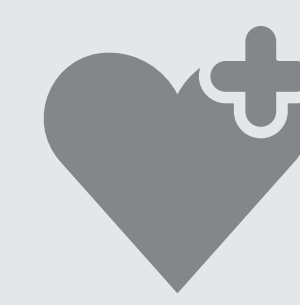
GOAL 3

Provide transit improvements that maximize transit benefits, while being cost competitive and economically viable



GOAL 4

Support communities' development goals



GOAL 5

Promote healthy communities and sound environmental practices including efforts to address climate change



GOAL 6

Advance local and regional equity and work towards reducing regional racial disparities



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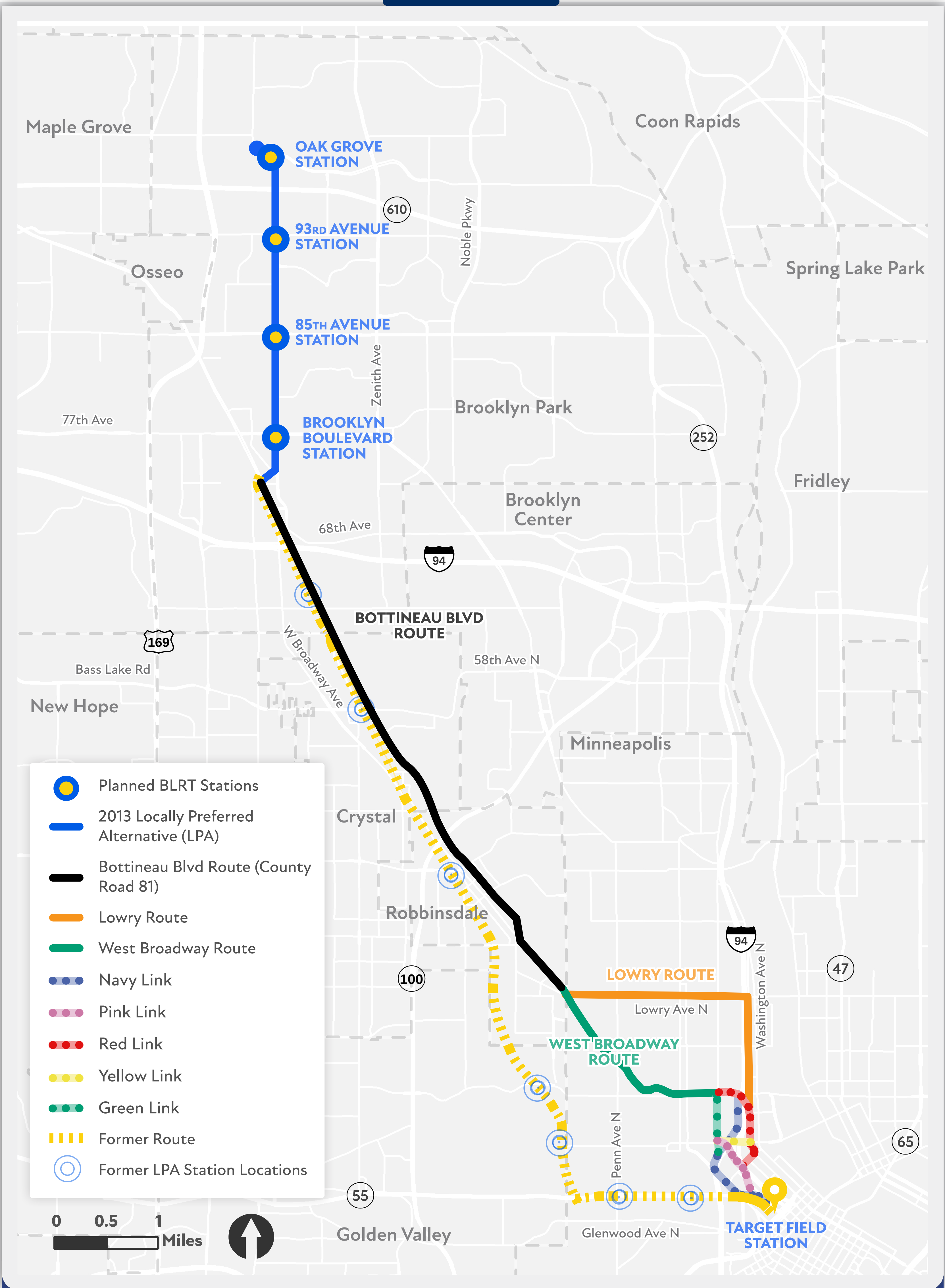


ROUTES FOR CONSIDERATION

These routes provide opportunities to deliver a light rail project that maximizes community benefits and connects people to jobs, education, healthcare and other key destinations.

Three unique areas in the corridor for the Blue Line Extension have been identified (shown on map).

The routes shown represent the best apparent options to extend the METRO Blue Line Extension based on previous community input, technical considerations and past project work.



The project goal is to identify a single community-supported route by the end of 2021.



POTENTIAL STATION STUDY AREAS FOR THE ROUTE OPTIONS

A potential station study area is a location where the project is considering a station for the light rail.

How were these potential station study areas determined?

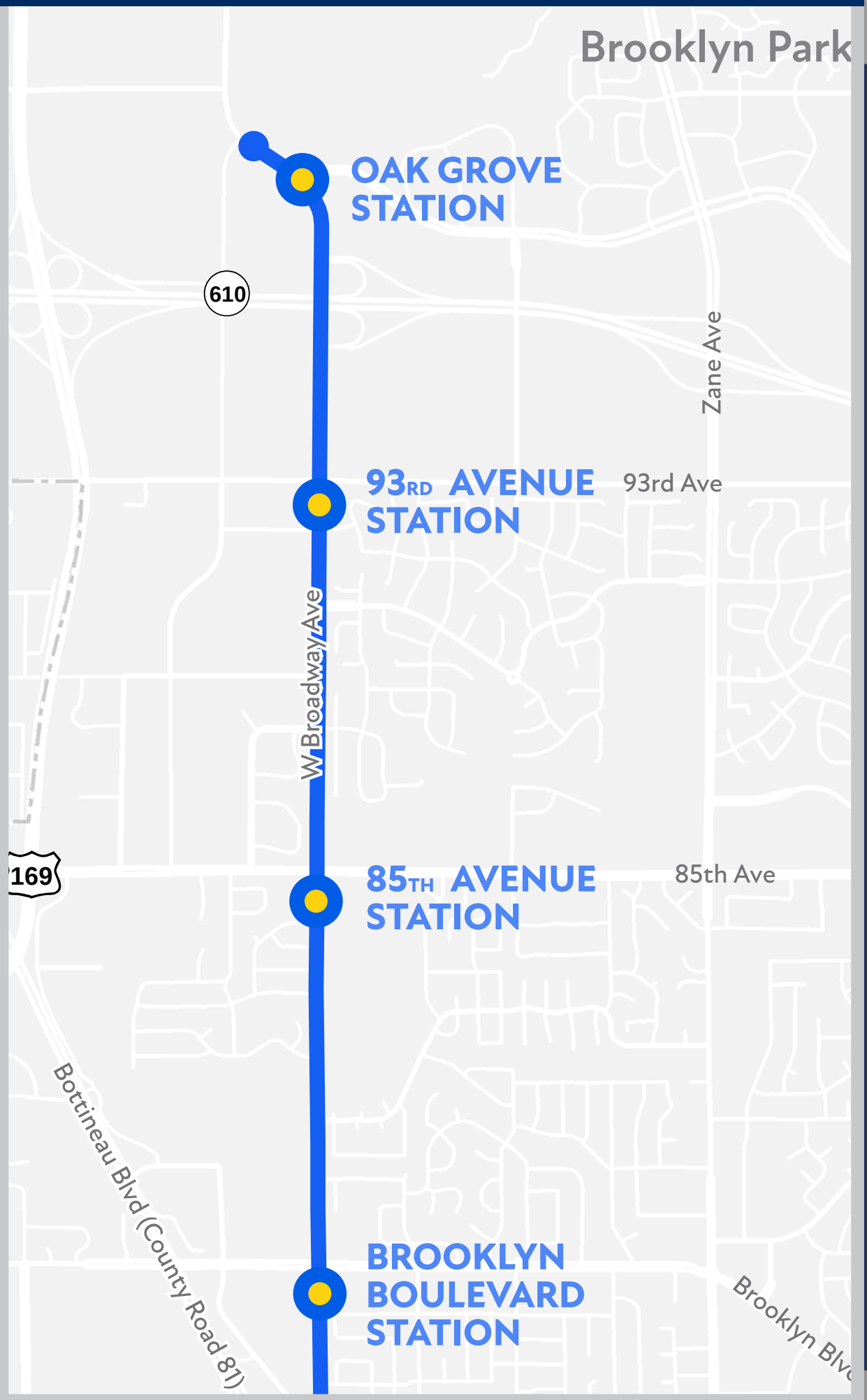
- Previously planned stations
- Stakeholder and community input
- Key destinations
- Transit connections
- 1/2 to 1 mile spacing
- Overall number of stations

NOTE: The total number of stations has not been determined, meaning some potential station locations may be consolidated or eliminated.

How will these potential station study areas be studied?

These stations will be studied with regards to the project principles and goals, public engagement, and engineering requirements. Some additional considerations may include population and jobs, available right of way, and existing and future land use.

PLANNED STATIONS IN BROOKLYN PARK



BOTTINEAU BLVD (COUNTY ROAD 81) TRAFFIC OPERATIONS

The Blue Line Extension project would reduce the number of vehicle travel lanes on Bottineau Blvd (County Road 81) in Crystal from six lanes to four lanes in order to accommodate the tracks.



How would this impact traffic operations on Bottineau Blvd (County Road 81)?

Based on traffic modeling completed for this project, reducing Bottineau Blvd (County Road 81) to four travel lanes, two in each direction, and adding LRT would not result in substantial additional traffic congestion or delays.

Why are we proposing reducing travel lanes on Bottineau Blvd (County Road 81)?

- To make room for the lightrail guideway without widening the overall width of the public right-of-way
- To balance the many transportation needs and modes along the corridor
- To support city, county, and state sustainability goals to lower greenhouse gas emissions and reduce vehicle miles traveled



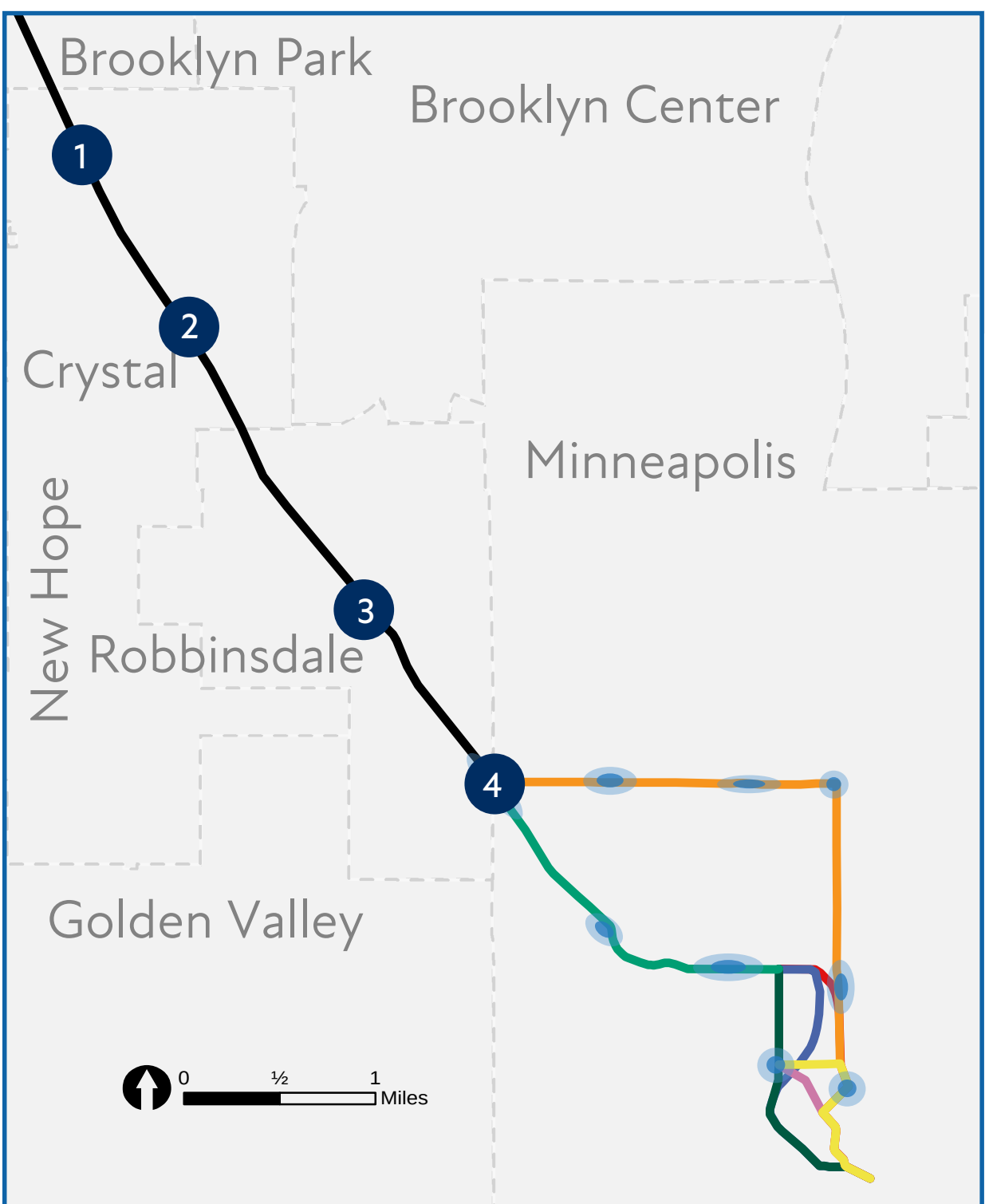
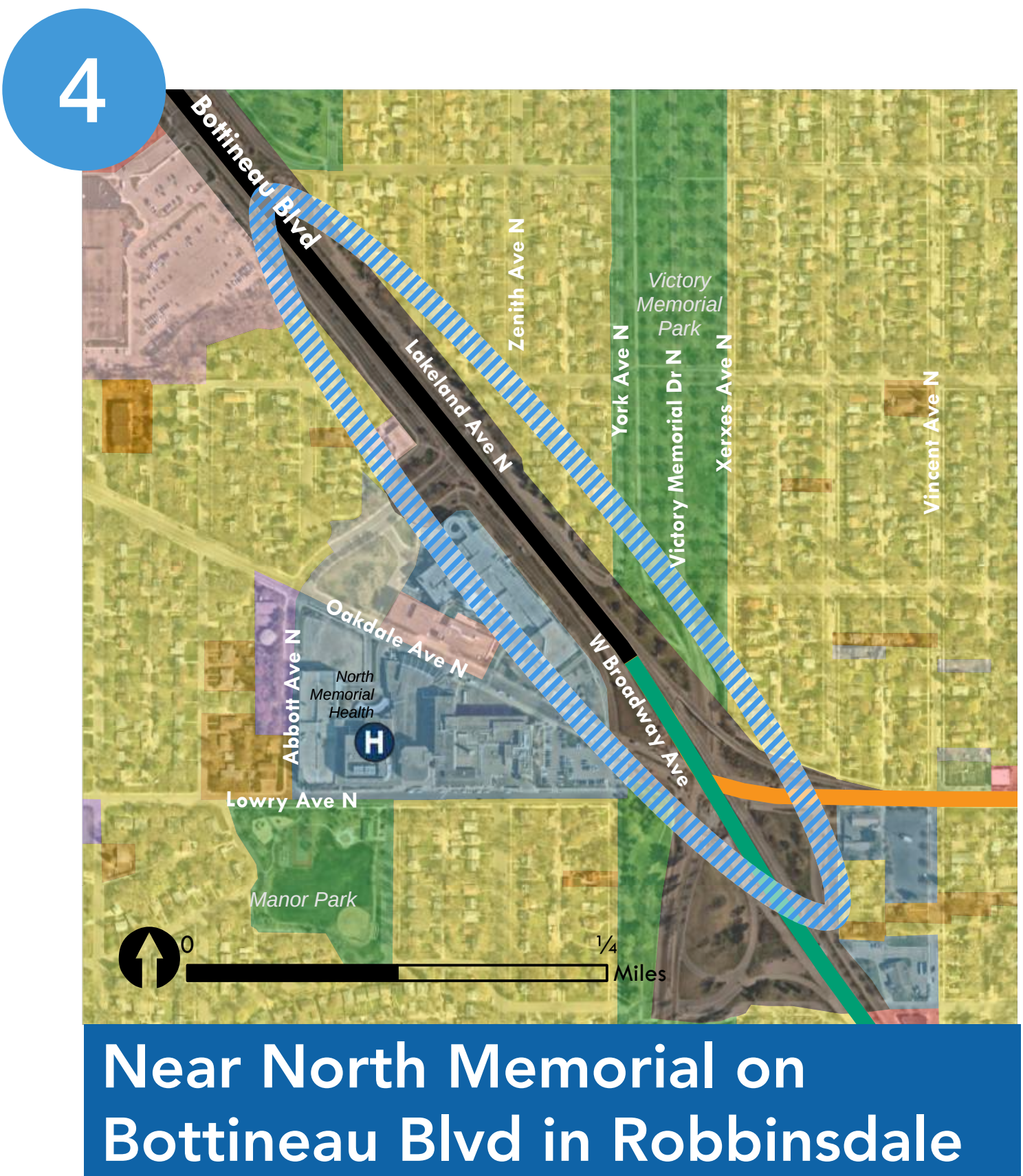
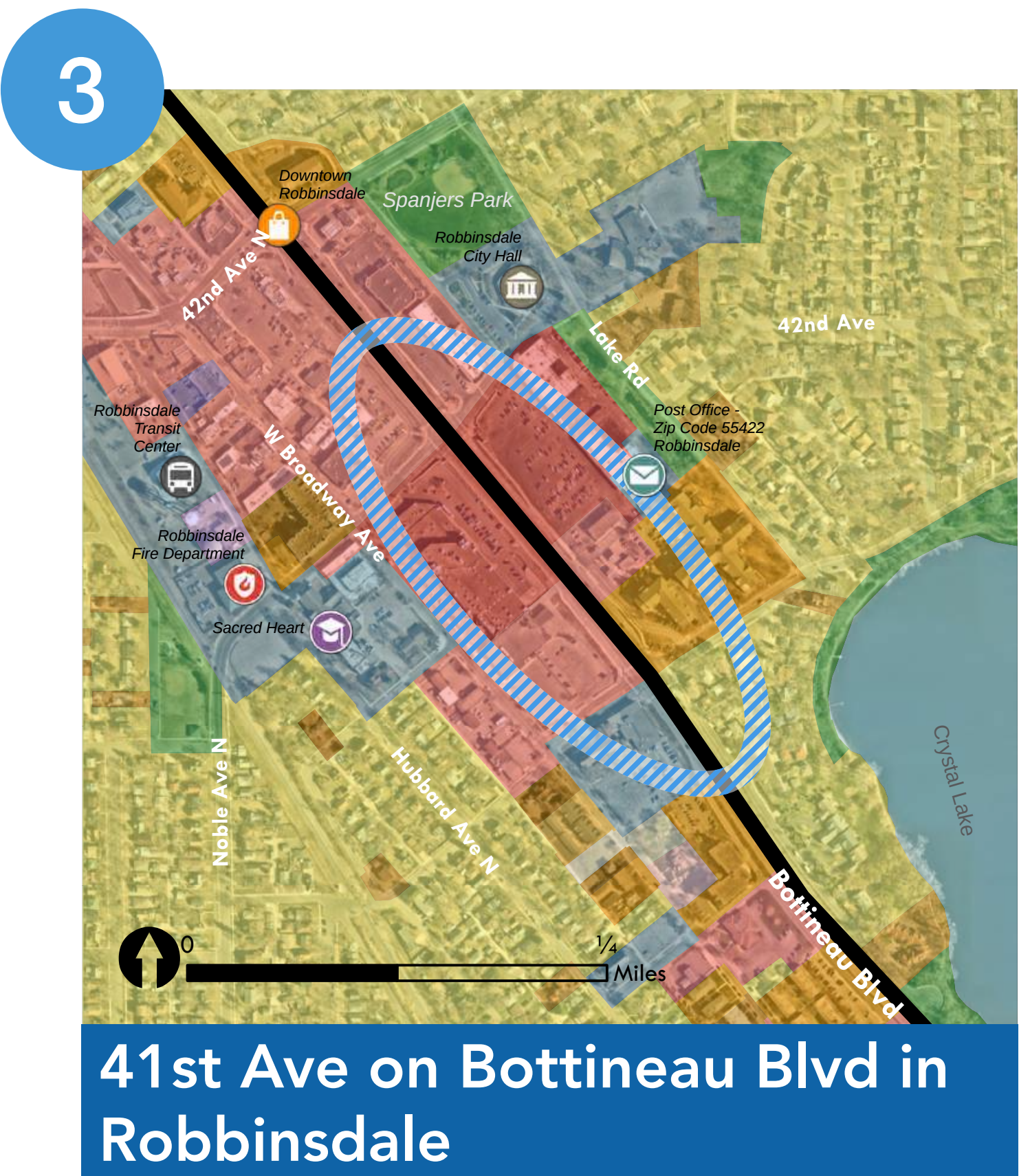
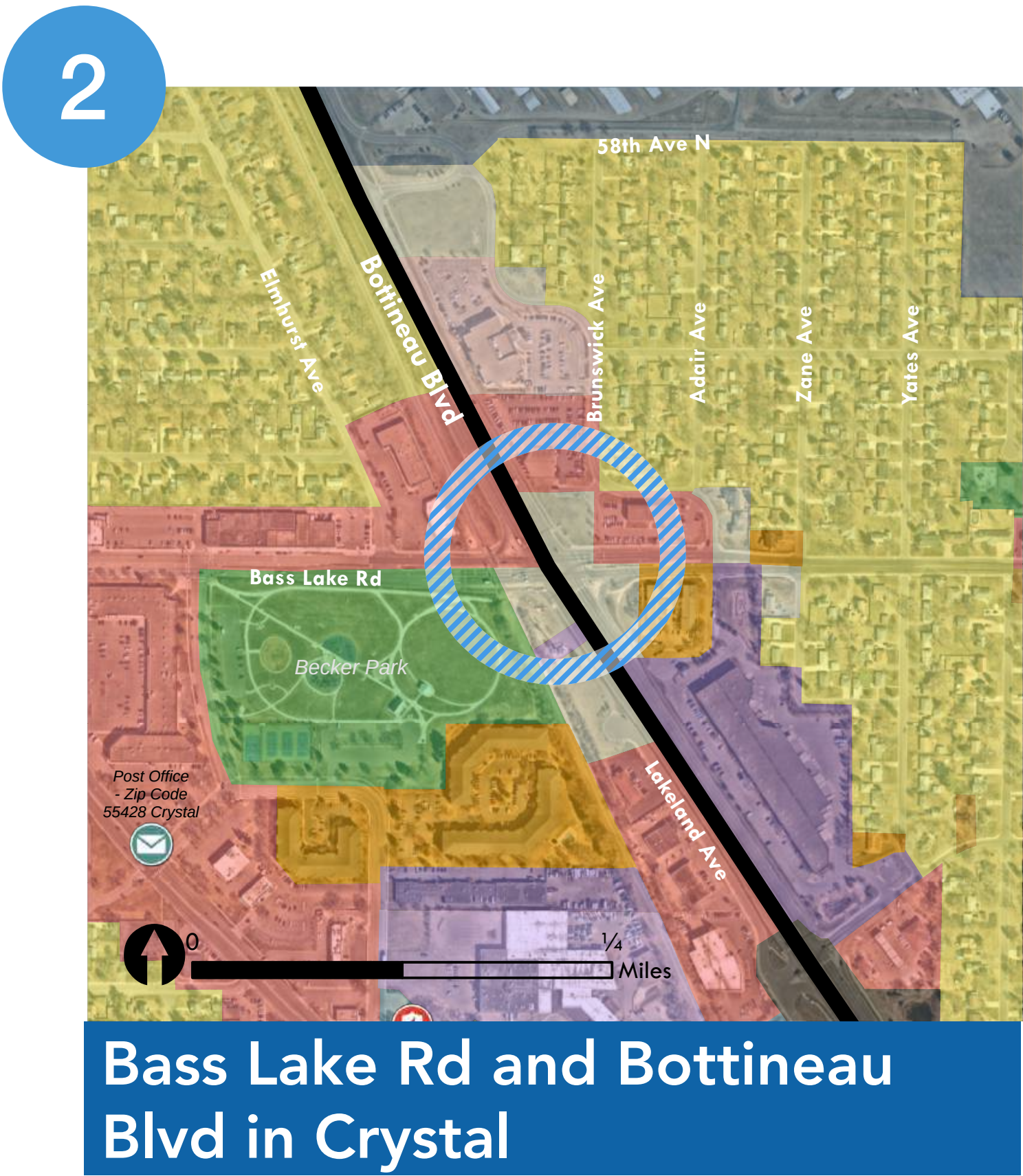
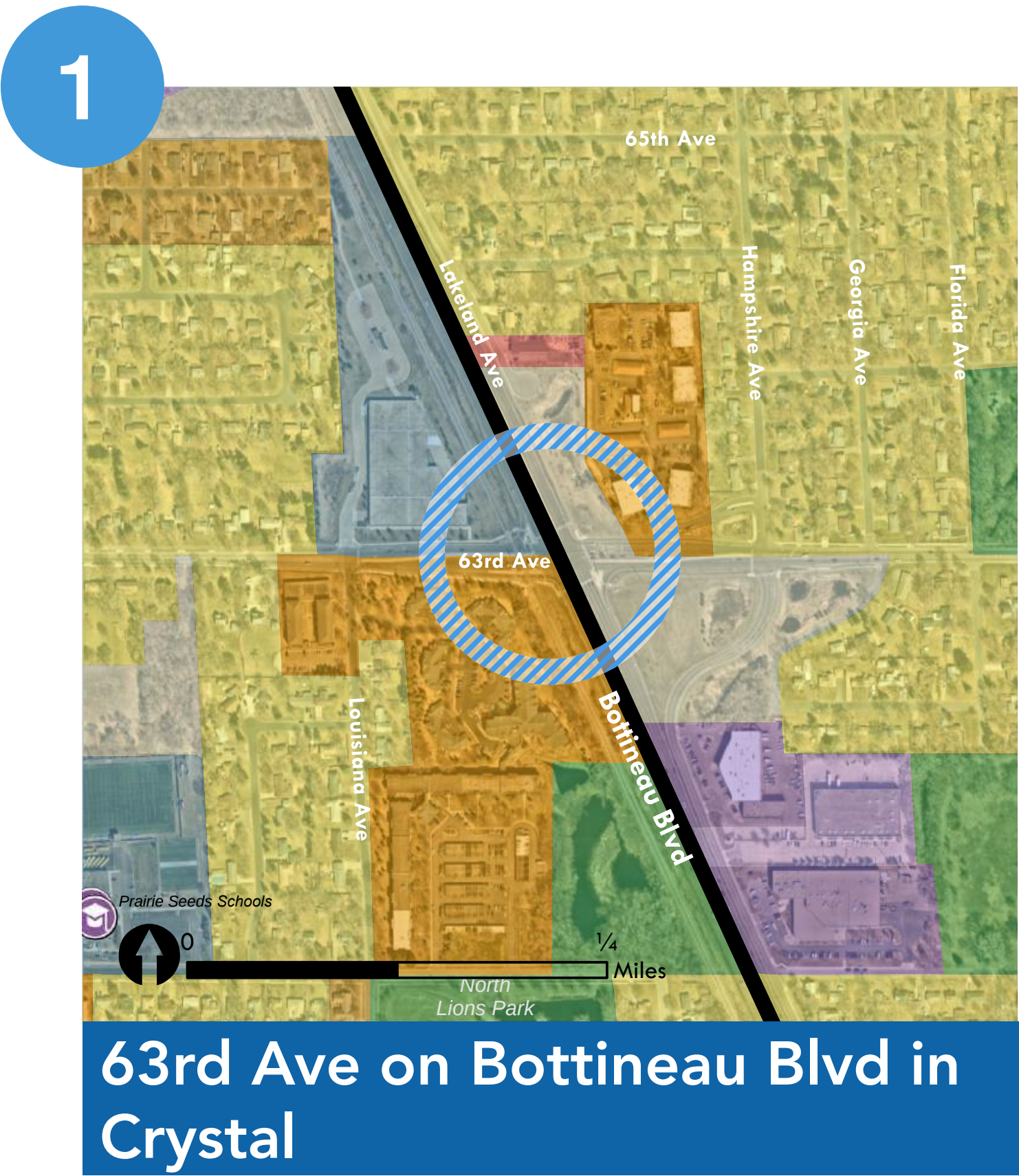
METRO BLUE LINE EXTENSION



STATION STUDY AREAS

CRYSTAL & ROBBINSDALE

A potential station study area is a location where the project is considering a station for the light rail.



Note: The total number of stations has not been determined, meaning some potential station locations may be consolidated or eliminated.

- Station Study Areas
- 2013 Locally Preferred Alternative (LPA)
- Bottineau Blvd Route
- Green Link
- Lowry Route
- Navy Link
- Pink Link
- Red Link
- West Broadway Route
- Yellow Link
- METRO C Line
- METRO D Line
- METRO Stations

Existing Land Use

- Single Family Detached
- Multifamily and Single Family Attached (Town Homes, Duplex's etc.)
- Retail and Other Commercial
- Office
- Mixed Use Residential
- Mixed Use Industrial
- Mixed Use Commercial and Other
- Industrial and Utility
- Institutional
- Park, Recreational or Preserve
- Major Highway
- Railway
- Airport
- Undeveloped
- Water



BOTTINEAU BLVD (COUNTY ROAD 81) NEAR THE CRYSTAL AIRPORT, CRYSTAL

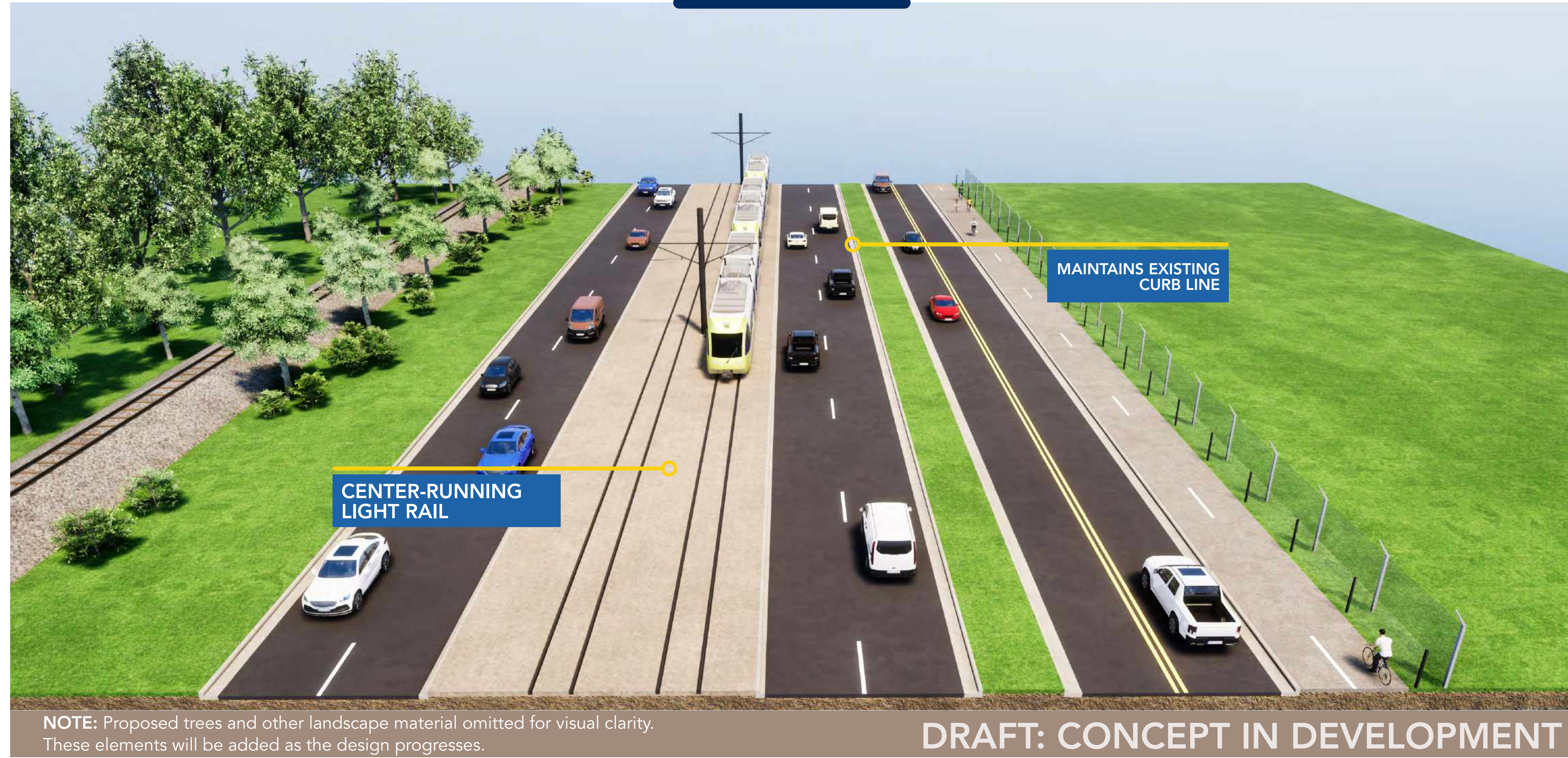
EXISTING

This is a visualization of a section of Bottineau Blvd (County Road 81) in Crystal as it exists today.



CONCEPT

This visualization represents how light rail could fit in Crystal along Bottineau Blvd (County Road 81). This picture uses the typical width of the roadway at this location.



BOTTINEAU BLVD (COUNTY ROAD 81) SOUTH OF BASS LAKE ROAD, CRYSTAL

EXISTING

This is a visualization of a section of Bottineau Blvd (County Road 81) in Crystal as it exists today.



CONCEPT

This visualization represents how light rail could fit in Crystal along Bottineau Blvd (County Road 81). This picture uses the typical width of the roadway at this location.



BOTTINEAU BLVD (COUNTY ROAD 81) AT 48TH AVE, CRYSTAL

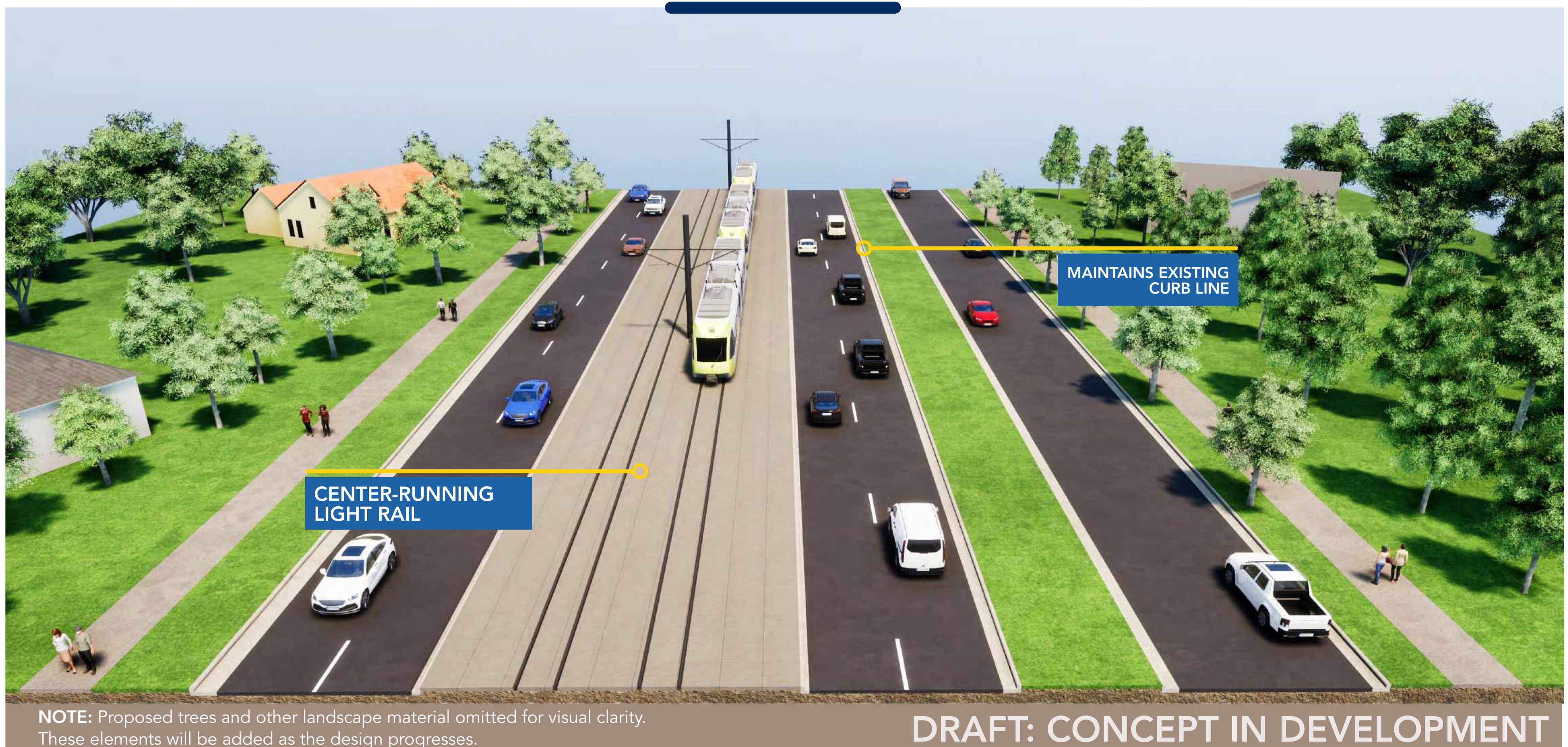
EXISTING

This is a visualization of a section of Bottineau Blvd (County Road 81) in Crystal as it exists today.



CONCEPT

This visualization represents how light rail could fit in Crystal along Bottineau Blvd (County Road 81). This picture uses the typical width of the roadway at this location.



SCHEDULE/NEXT STEPS

We're here ▶



■ Identify community supported route

Blue Line Extension Community Supported Route:

- Best meets the Project Principles and Goals
- Grounded in community feedback through collaboration with stakeholders
- Supported by Project corridor communities and decision-makers

■ Environmental review
Document benefits and impacts of the project

Municipal Consent
Seek city support of the LRT design

■ Engineering
Develop construction ready design plans

■ Construction and Full Funding Grant Agreement
Federal funding

■ Goal— Line opens in 2028

Light Rail Transit projects are complex and unforeseen challenges arise. Schedules and timelines are subject to change.



BASS LAKE ROAD STATION: CONCEPT

These visualizations show a vehicle overpass at Bass Lake Road with an at-grade station.



Looking south along Bottineau Blvd



Looking eastbound on Bass Lake Road toward the light rail



Looking north at the station platform



DRAFT: CONCEPT IN DEVELOPMENT

1 Bottineau bridges over Bass Lake Road

2 At-grade light rail station

Safe pedestrian access to the station is a priority and will be designed with further input from the public.



METRO BLUE LINE EXTENSION



LRT TRACK AREA

STATION PLATFORM

ROADWAY

LIMITS OF 6 LANE CORRIDOR

RETAINING WALL

SIDEWALK / TRAIL

MEDIAN

PROPOSED DIRECTIONAL LANE USE

PROPOSED SIGNALIZED INTERSECTION

PROPOSED LRT ALIGNMENT

NORTH

0

20

40

80

TYPICAL 6 LANE ROADWAY SECTION WITH FRONTAGE ROADS

This diagram shows a cross-section of a 6-lane roadway with frontage roads. The central section consists of two 12-foot thru lanes separated by a 11-foot median, flanked by 13-foot thru lanes. On the outer edges are 6-foot concrete curb and gutter sections. The diagram includes various lane widths (6', 8', 11', 12', 13'), concrete curb and gutter details (B618, B424, B624), and proposed roadway widths (R/W VARIES). Slopes are indicated as 1:4 TYP. and 1:50%.

The aerial map displays the proposed LRT alignment (cyan line) running horizontally across the center. The alignment is flanked by red dashed lines representing the limits of the 6-lane corridor. The map shows the intersection of Bottineau Blvd (CSAH 81) with several frontage roads: 51st Ave N, Farview Ave N, Lakeside Ave N, and 47th Ave N. A signalized intersection is marked with a traffic light icon at the intersection with 47th Ave N. The surrounding area is residential with houses and trees. A north arrow and a scale bar (0 to 80 feet) are located in the top right corner.

MATCH LINE A

LRT TRACK AREA

STATION PLATFORM

ROADWAY

LIMITS OF 6 LANE CORRIDOR

RETAINING WALL

SIDEWALK / TRAIL

MEDIAN

PROPOSED DIRECTIONAL LANE USE

PROPOSED SIGNALIZED INTERSECTION

PROPOSED LRT ALIGNMENT

NORTH

0

20

40

80

TYPICAL 6 LANE ROADWAY SECTION

The diagram illustrates a cross-section of a 6-lane roadway with a central median. From left to right, the components are:

- Left Shoulder:** 2' TRAIL, 8' BLVD VARIES, 6'-12' BLVD VARIES, 13' THRU LANE, 11' THRU LANE, 12' THRU LANE.
- Left Side Slope:** 1:4 TYP.
- Left Side Ditch:** B424 CONCRETE CURB AND GUTTER.
- Grades:** 1.50%, 4.00%, 2.00%, 2.00%, 2.00%.
- Center Median:** SB RAIL, NB RAIL.
- Right Side Ditch:** B624 CONCRETE CURB AND GUTTER.
- Right Side Slope:** 1:4 TYP.
- Right Shoulder:** 12' THRU LANE, 11' THRU LANE, 13' THRU LANE, 6'-12' BLVD VARIES, 8' TRAIL, 2' TRAIL.
- Right Side Ditch:** B424 CONCRETE CURB AND GUTTER.
- Right Side Slope:** 1:4 TYP.
- Right Side Ditch:** B424 CONCRETE CURB AND GUTTER.
- Right Side Slope:** 1:4 TYP.

PROPOSED ROW (Right of Way) lines are indicated at both ends.

MATCH LINE B

The aerial map displays the proposed LRT alignment (cyan line) running parallel to Bottineau Blvd (CSAH 81). The alignment is flanked by red dashed lines representing the limits of the 6-lane corridor. The map includes the following features:

- Wilshire Blvd:** A street crossing Bottineau Blvd, marked with a signalized intersection (yellow traffic light icon).
- Bottineau Blvd (CSAH 81):** A multi-lane road running horizontally across the map.
- Canadian Pacific Railroad:** A railway line running diagonally from the bottom left towards the top right.
- Proposed LRT Alignment:** A cyan line following the corridor along Bottineau Blvd.
- Station Platform:** A yellow rectangular area located near the intersection of Wilshire Blvd and Bottineau Blvd.
- Retaining Wall:** A magenta line segment near the intersection.
- Proposed Directional Lane Use:** Indicated by black arrows on the road surface.
- Proposed Signalized Intersection:** Marked with a yellow traffic light icon at the intersection of Wilshire Blvd and Bottineau Blvd.
- Proposed LRT Alignment:** A cyan line following the corridor along Bottineau Blvd.

MATCH LINE A

LRT TRACK AREA

STATION PLATFORM

ROADWAY

LIMITS OF 6 LANE CORRIDOR

RETAINING WALL

SIDEWALK / TRAIL

MEDIAN

PROPOSED DIRECTIONAL LANE USE

PROPOSED SIGNALIZED INTERSECTION

PROPOSED LRT ALIGNMENT

0

20

40

80

North

TYPICAL 6 LANE ROADWAY SECTION

The diagram illustrates a cross-section of a 6-lane roadway with a proposed rail alignment. Key features include:

- Proposed ROW (Right of Way):** Indicated by dashed lines at both ends.
- Lane Configuration:** 12' TRAIL, 6'-12' BLVD VARIES, 13' THRU LANE, 11' THRU LANE, 12' THRU LANE, 12' THRU LANE, 11' THRU LANE, 13' THRU LANE, 6'-12' BLVD VARIES, 8' TRAIL, 12'.
- Grades:** 1.50%, 4.00%, 2.00%, 2.00%, 2.00%, 2.00%, 2.00%, 4.00%, 1.50%.
- Rail Alignment:** SB RAIL and NB RAIL with a centerline (C) and R/W VARIES.
- Concrete Curb and Gutter:** B624 CONCRETE CURB AND GUTTER.
- Typical Slopes:** 1:4 TYP.

MATCH LINE C

The aerial map displays the proposed LRT alignment (cyan line) running horizontally across the center. The alignment is flanked by red dashed lines representing the limits of the 6-lane corridor. Key features include:

- Crystal Airport Rd:** A road intersecting the alignment from the top.
- Lakeland Ave N:** A road intersecting the alignment from the bottom.
- Bottineau Blvd (CSAH 81):** A road intersecting the alignment from the bottom.
- Bass Lake Road Station:** A yellow rectangular area labeled "BASS LAKE ROAD STATION" located on the alignment.
- Proposed Signalized Intersection:** Indicated by a traffic light symbol at the intersection of Bottineau Blvd and the alignment.
- Proposed Directional Lane Use:** Indicated by arrows on the alignment.
- Proposed LRT Alignment:** Indicated by a cyan line.
- Proposed ROW (Right of Way):** Indicated by dashed lines.

MATCH LINE B

LRT TRACK AREA

STATION PLATFORM

ROADWAY

LIMITS OF 6 LANE CORRIDOR

RETAINING WALL

SIDEWALK / TRAIL

MEDIAN

PROPOSED DIRECTIONAL LANE USE

PROPOSED SIGNALIZED INTERSECTION

PROPOSED LRT ALIGNMENT

NORTH

0

20

40

80

TYPICAL 4 LANE ROADWAY SECTION

R/W VARIES

PROPOSED ROW

SB RAIL

NB RAIL

THRU LANE

THRU LANE

THRU LANE

THRU LANE

BLVD VARIES

BLVD VARIES

B624 CONCRETE CURB AND GUTTER

B624 CONCRETE CURB AND GUTTER

B624 CONCRETE CURB AND GUTTER

B624 CONCRETE CURB AND GUTTER

1:4 TYP.

1:4 TYP.

1:4 TYP.

1:4 TYP.

7'-9' BLVD VARIES

13'

12'

8'-10' BLVD VARIES

4.00%

2.00%

2.00%

4.00%

2.00%

2.00%

4.00%

62ND AVE N

60TH AVE N

BOTTINEAU BLVD (CSAH 81)

BOTTINEAU BLVD (CSAH 81)

MATCH LINE C

LRT TRACK AREA

STATION PLATFORM

ROADWAY

RETAINING WALL

SIDEWALK / TRAIL

MEDIAN

PROPOSED DIRECTIONAL LANE USE

PROPOSED SIGNALIZED INTERSECTION

PROPOSED LRT ALIGNMENT

0

20

40

80

0 20 40 80

