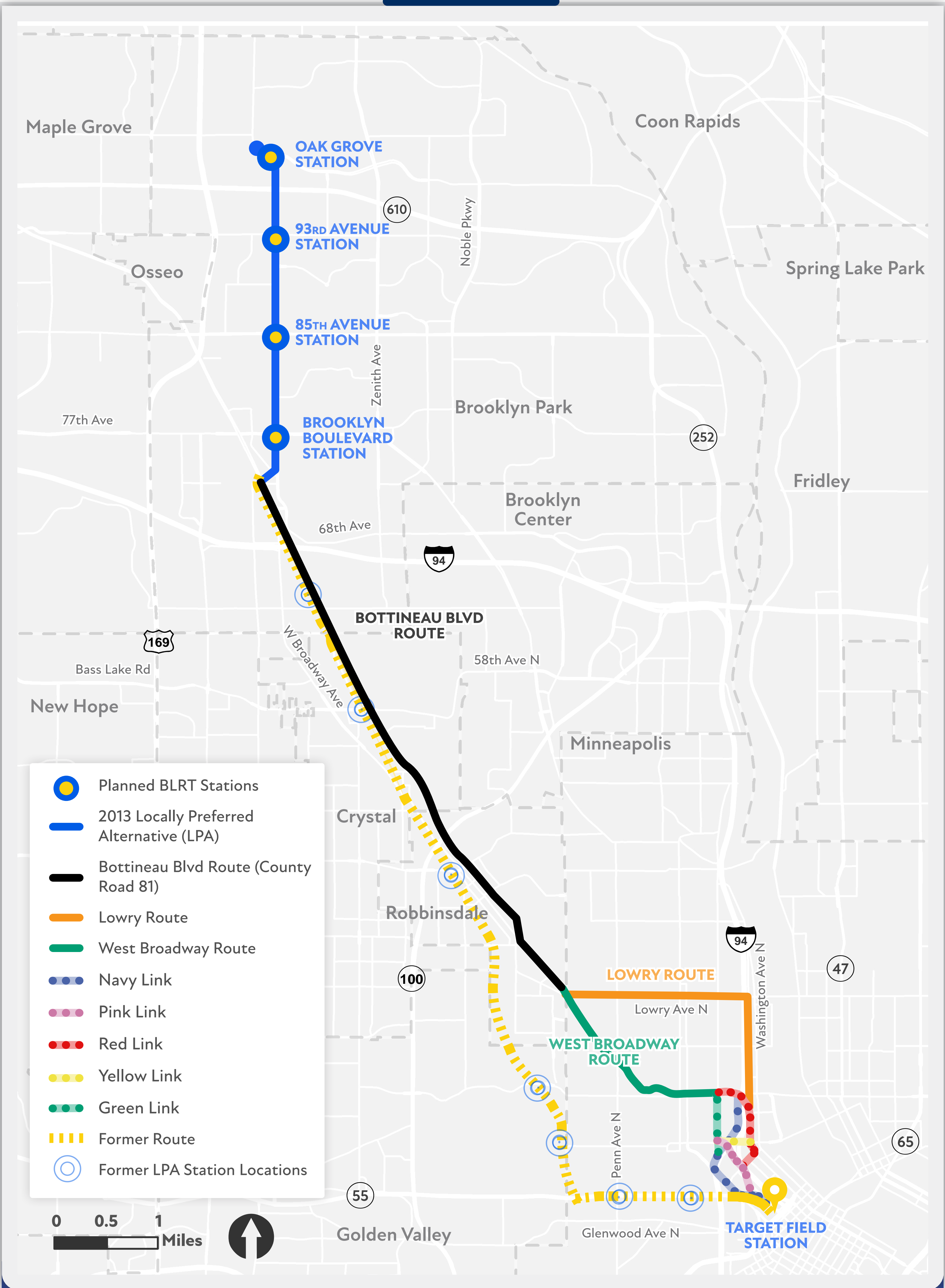


# ROUTES FOR CONSIDERATION

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?

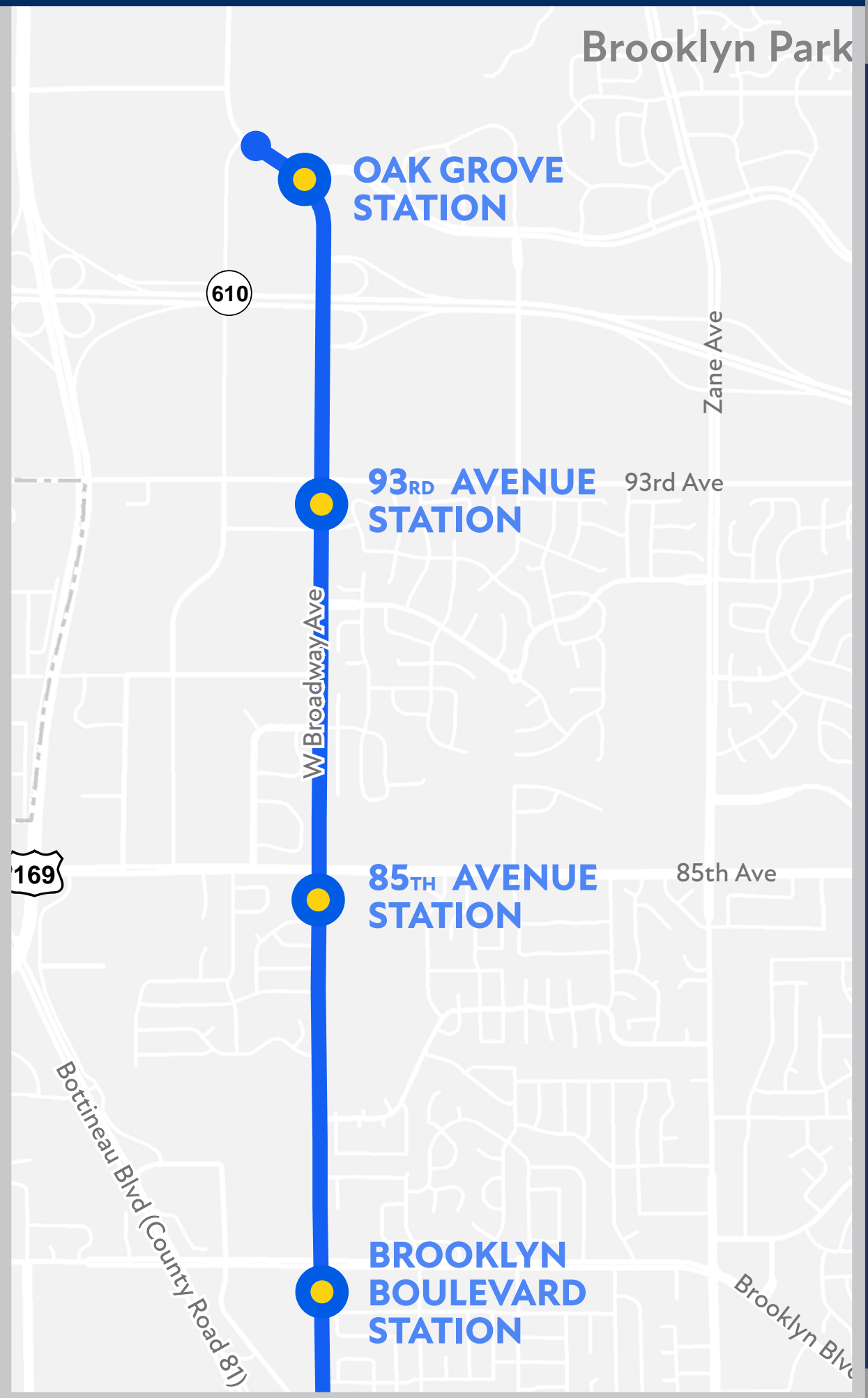
- Previously planned stations
- Stakeholder and community input
- Key destinations
- Transit connections
- 1/2 to 1 mile spacing
- Overall number of stations

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**

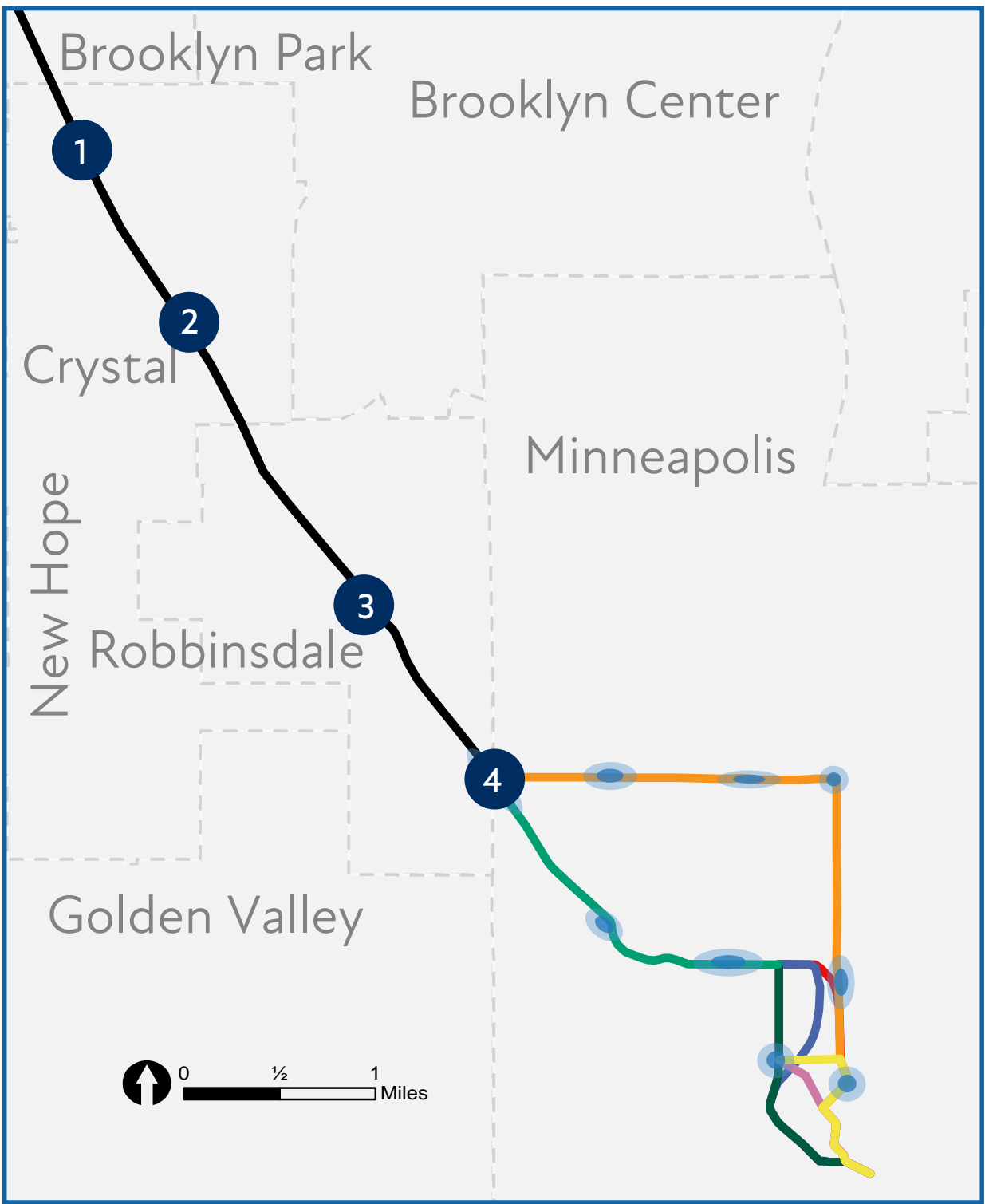
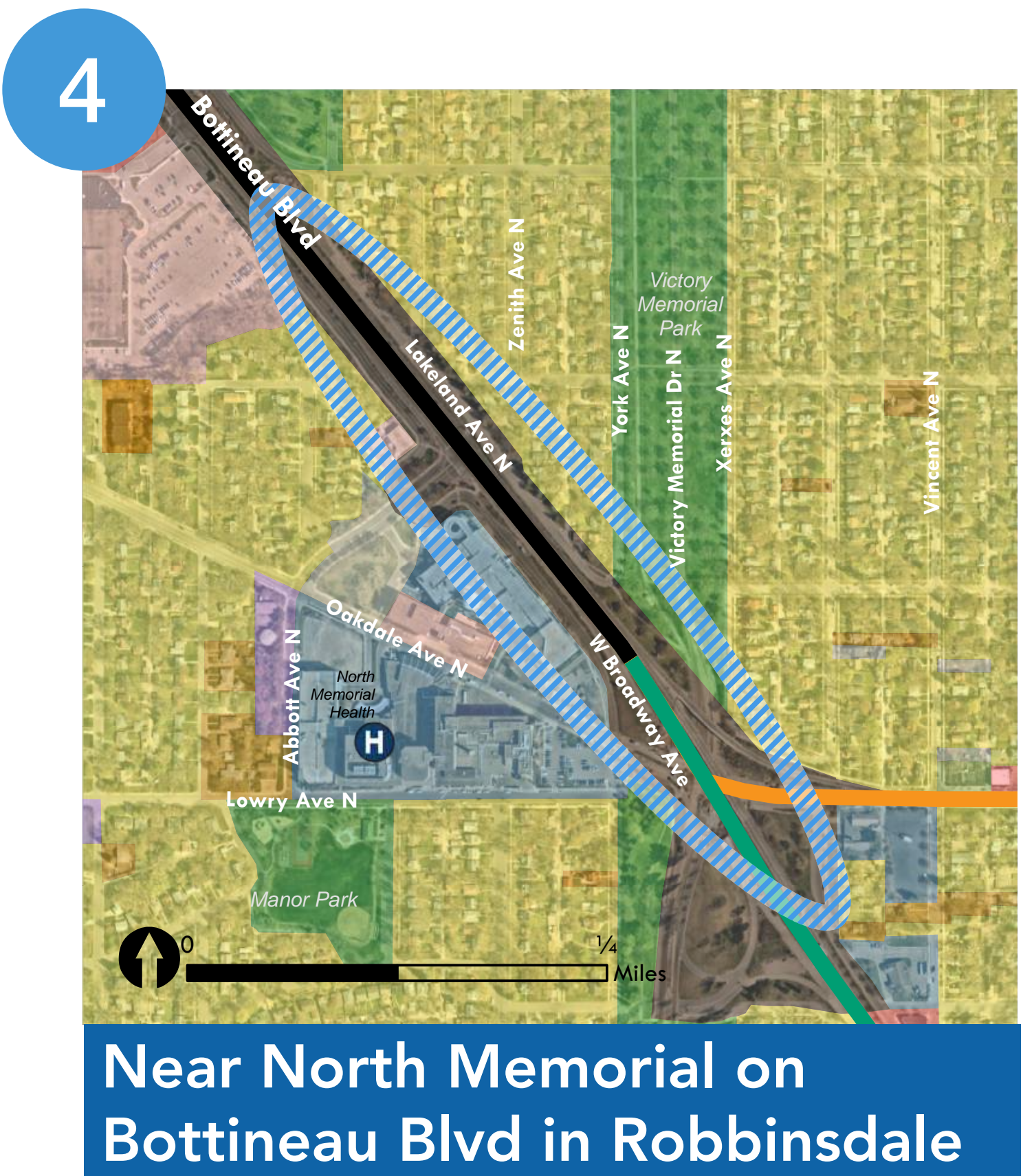
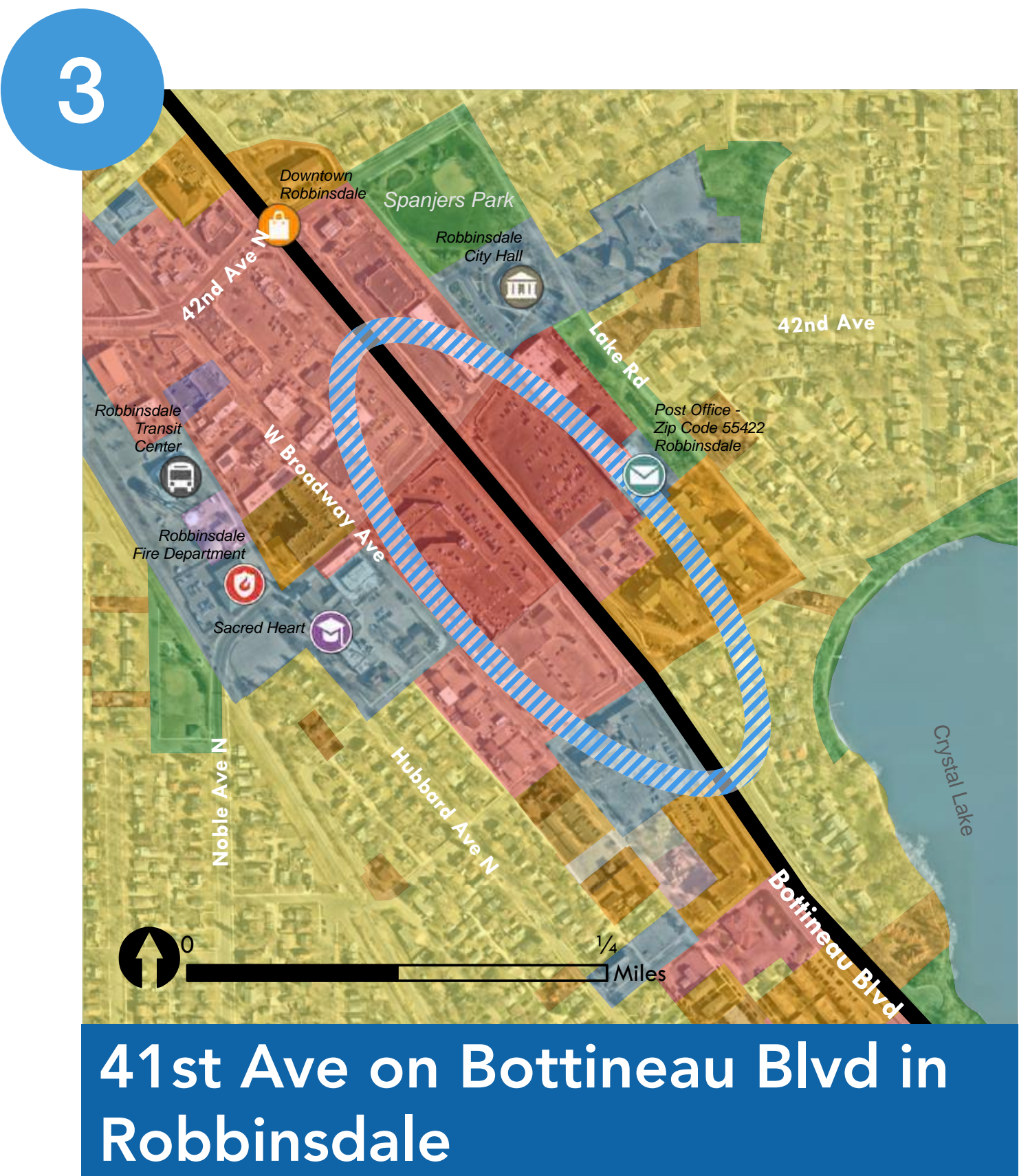
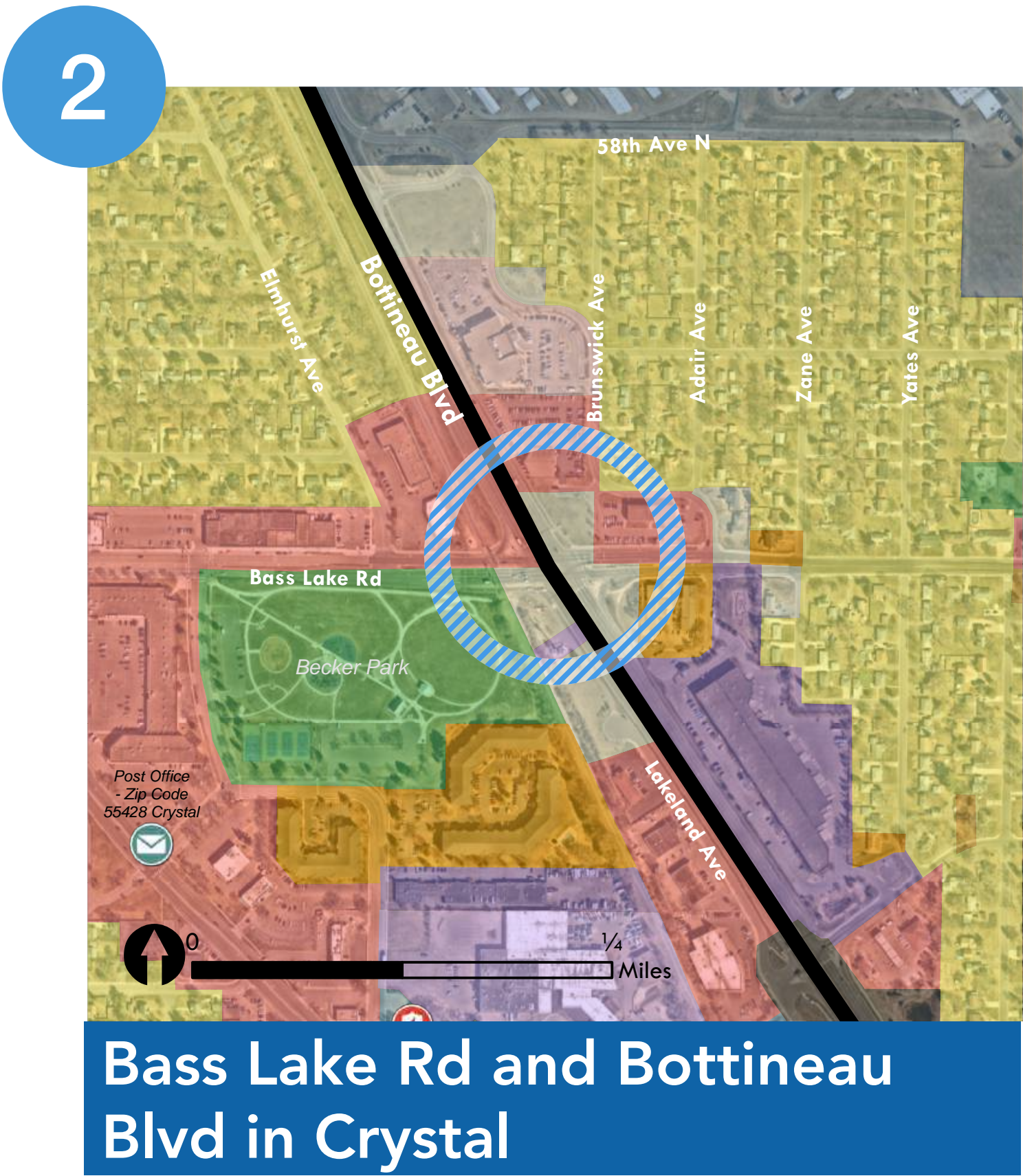
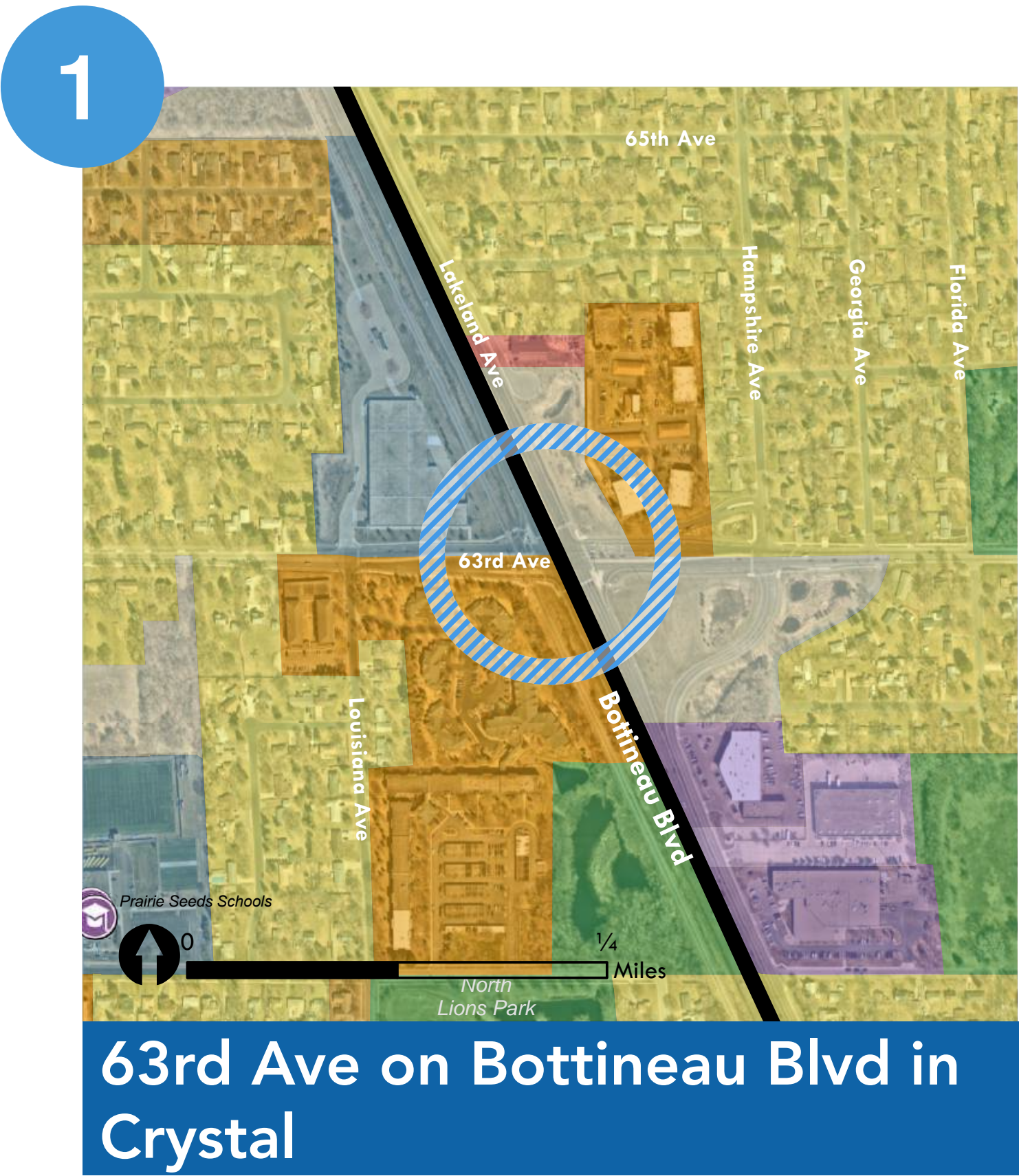




# STATION STUDY AREAS

## 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

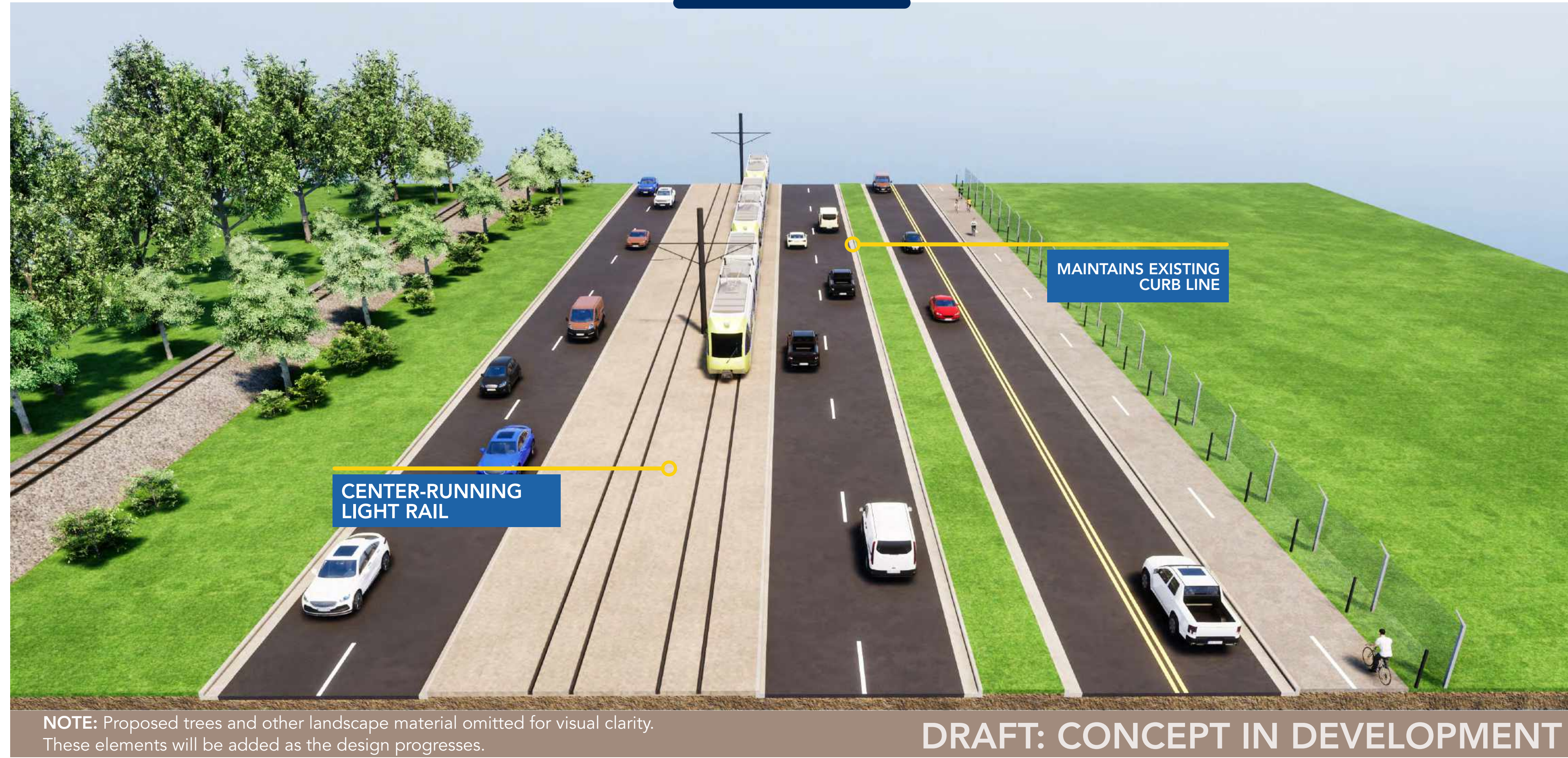
## EXISTING

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

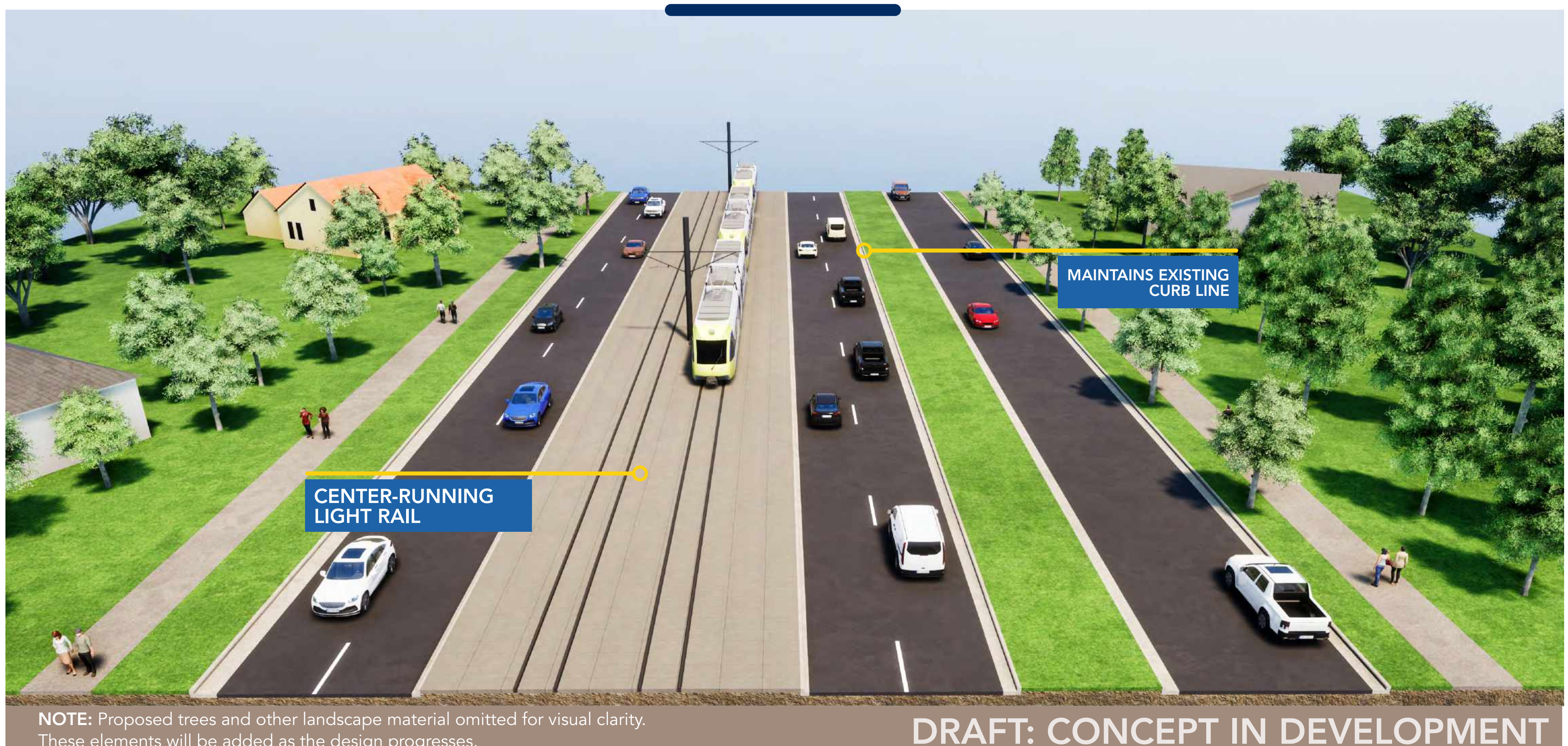
## EXISTING

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.





# 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

0

20

40

80

NORTH

**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 vertical streets: 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. The text 'MATCH LINE A' is written vertically on the left side of the map.



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

MATCH LINE A

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

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 the outer edges.
- Lane Configuration:** From left to right: 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%, 2.00%, 4.00%, 1.50%.
- Rail Alignment:** SB RAIL and NB RAIL tracks are shown in the center.
- Concrete Curb and Gutter:** B624 CONCRETE CURB AND GUTTER is specified for the 12' TRAIL and 8' TRAIL sections.
- Median:** A 13' THRU LANE median is shown between the two 12' THRU LANE sections.

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 crossing 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:** A red traffic light symbol is shown at the intersection of the alignment and Bass Lake Rd.
- Proposed Directional Lane Use:** Arrows indicate the proposed lane directions for the intersection.
- Proposed ROW:** Dashed lines indicate the proposed right of way boundaries.
- Labels:** "LAKELAND AVE N" and "BOTTINEAU BLVD (CSAH 81)" are labeled on the left side of the map.

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

PROPOSED ROW

R/W VARIES

PROPOSED ROW

SB RAIL

NB RAIL

7'-9' BLVD VARIES

13' THRU LANE

12' THRU LANE

8'-10' BLVD VARIES

1.4 TYP.

1.4 TYP.

4.00%

2.00%

2.00%

2.00%

2.00%

4.00%

1.4 TYP.

1.4 TYP.

B624 CONCRETE CURB AND GUTTER

B624 CONCRETE CURB AND GUTTER

B624 CONCRETE CURB AND GUTTER

B624 CONCRETE CURB AND GUTTER

**TYPICAL  
4 LANE ROADWAY  
SECTION**

MATCH LINE C