

# 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?

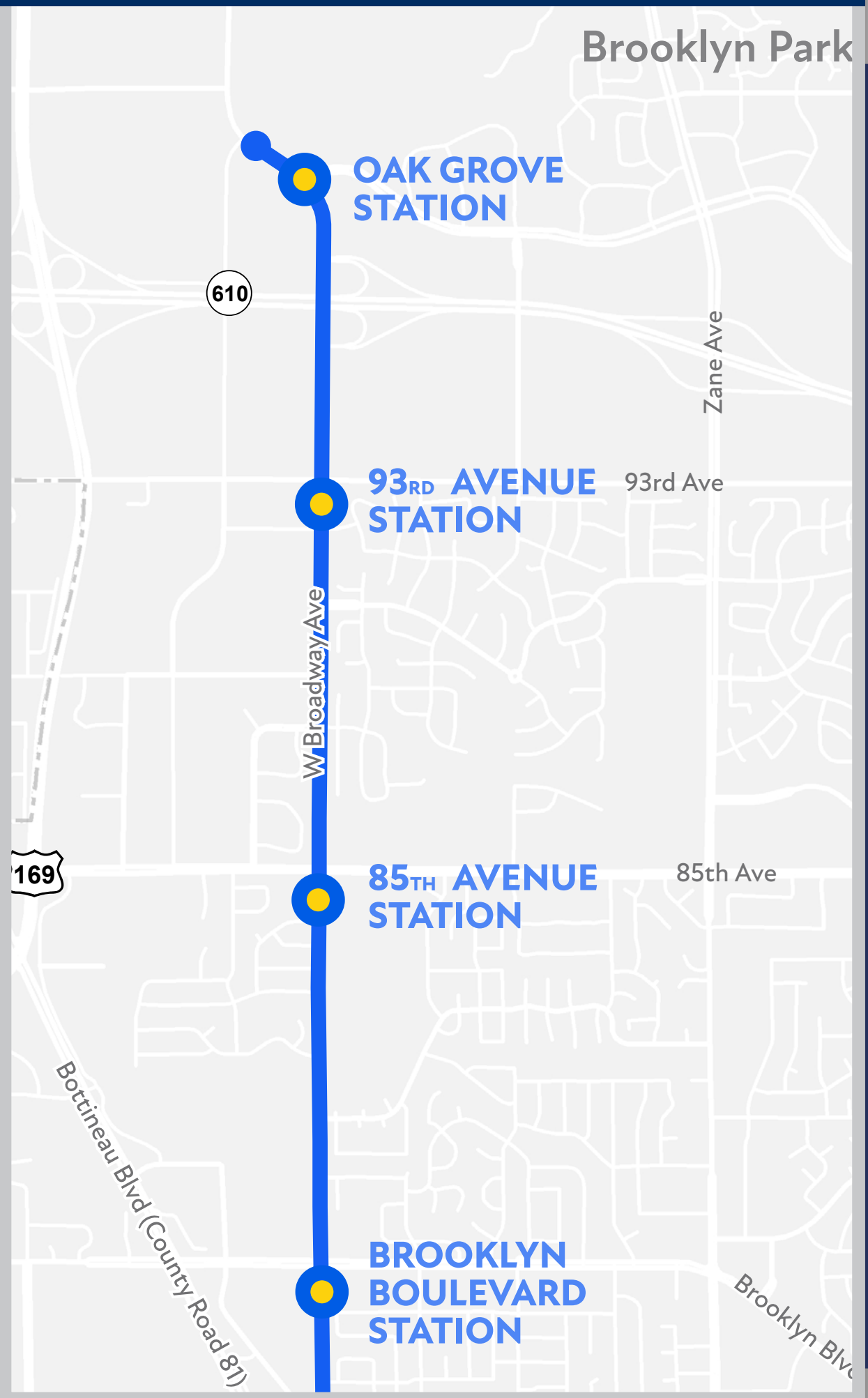
- Previously planned stations
- Stakeholder and community input
- Key destinations
- Transit connections
- 1/2 to 1 mile spacing
- Overall number of stations

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



METRO BLUE LINE EXTENSION

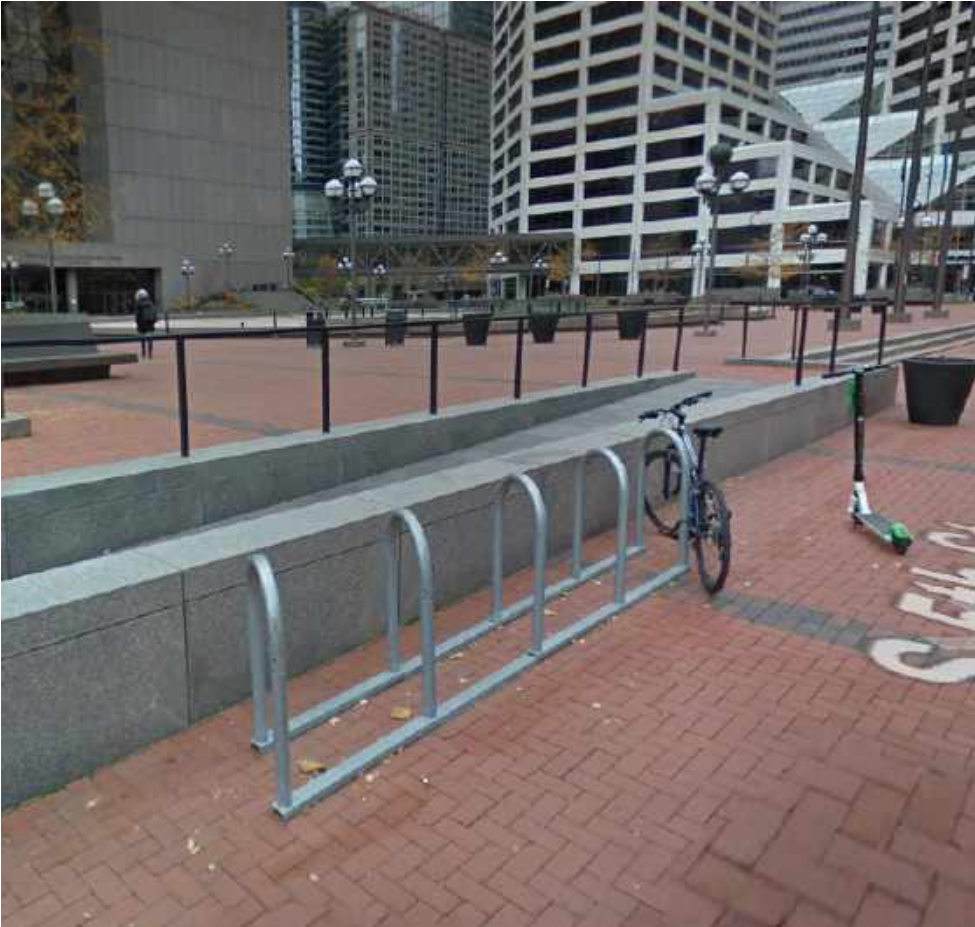




# LIGHT RAIL AND STATION AMENITIES

The images below highlight the types of streetscape elements that could be included as part of a light rail project.

## Bicycle parking and amenities



## Greening and landscaping



## Lighting



## Public art and placemaking



## Place your comments here:





# WHAT DO PEDESTRIAN SAFETY IMPROVEMENTS LOOK LIKE?

Signalized intersection on University Avenue at Fairview Avenue

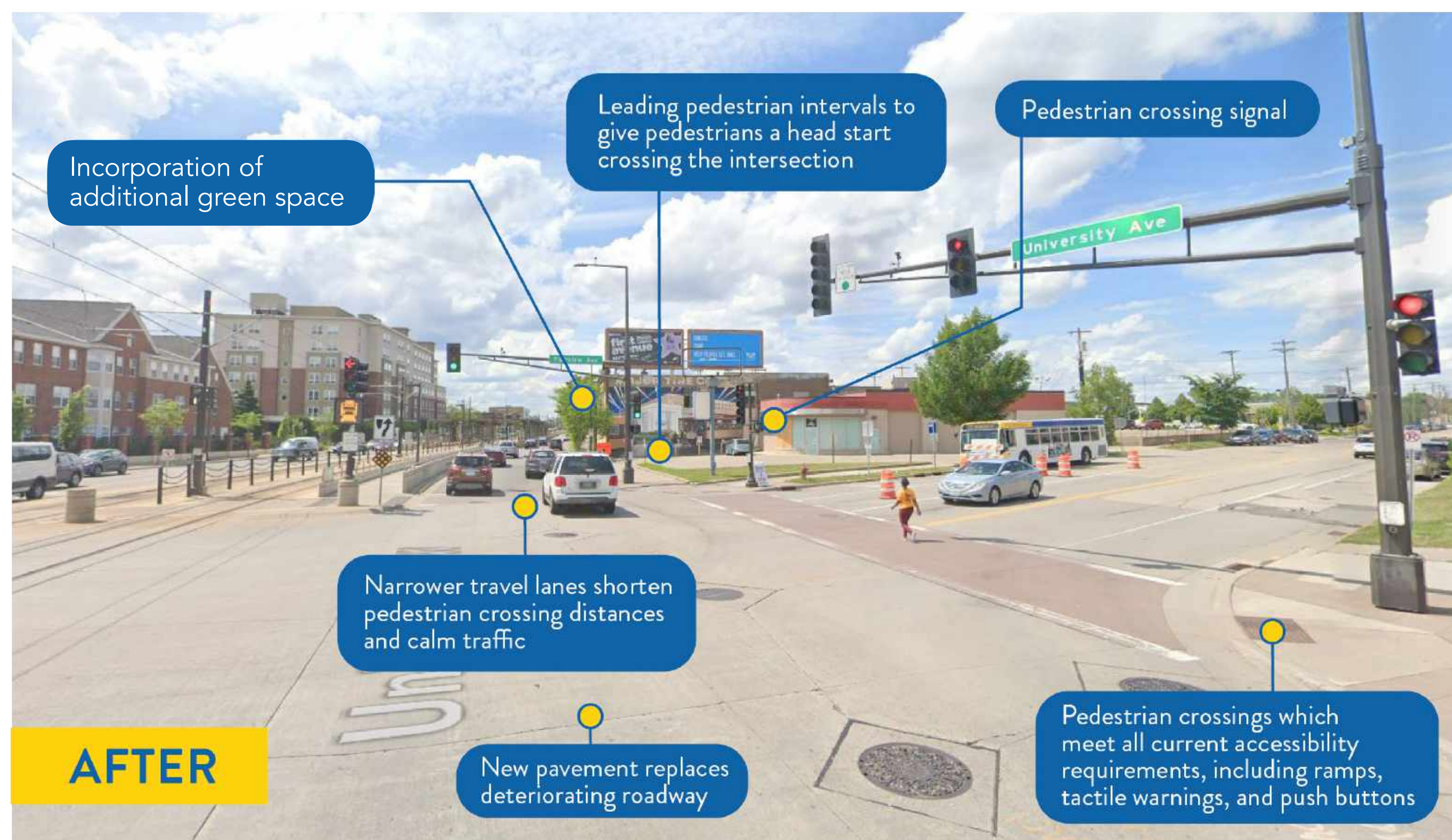


BEFORE

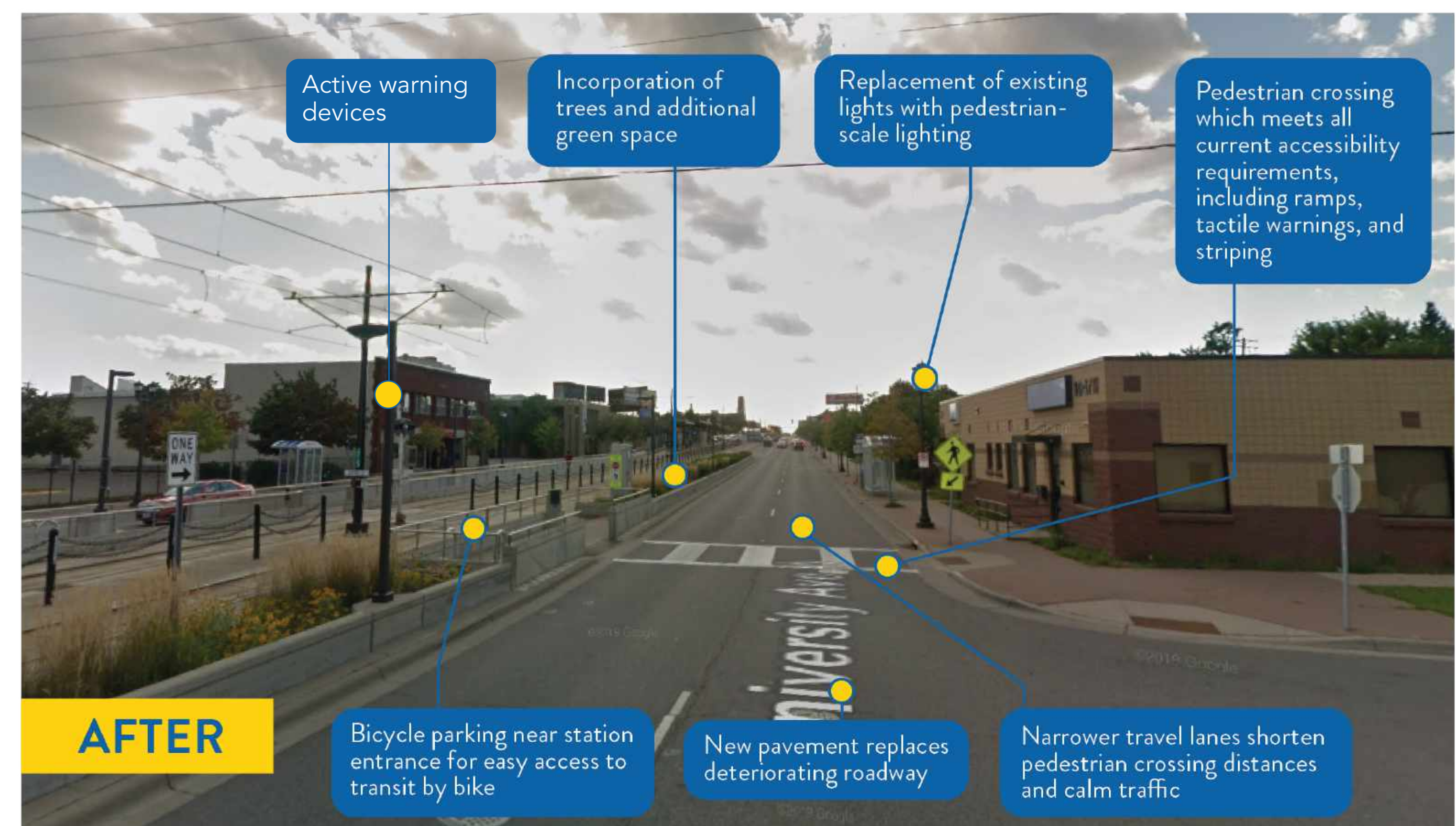
Unsignalized intersection on University Avenue at Oxford Street



BEFORE



AFTER



AFTER



METRO BLUE LINE EXTENSION



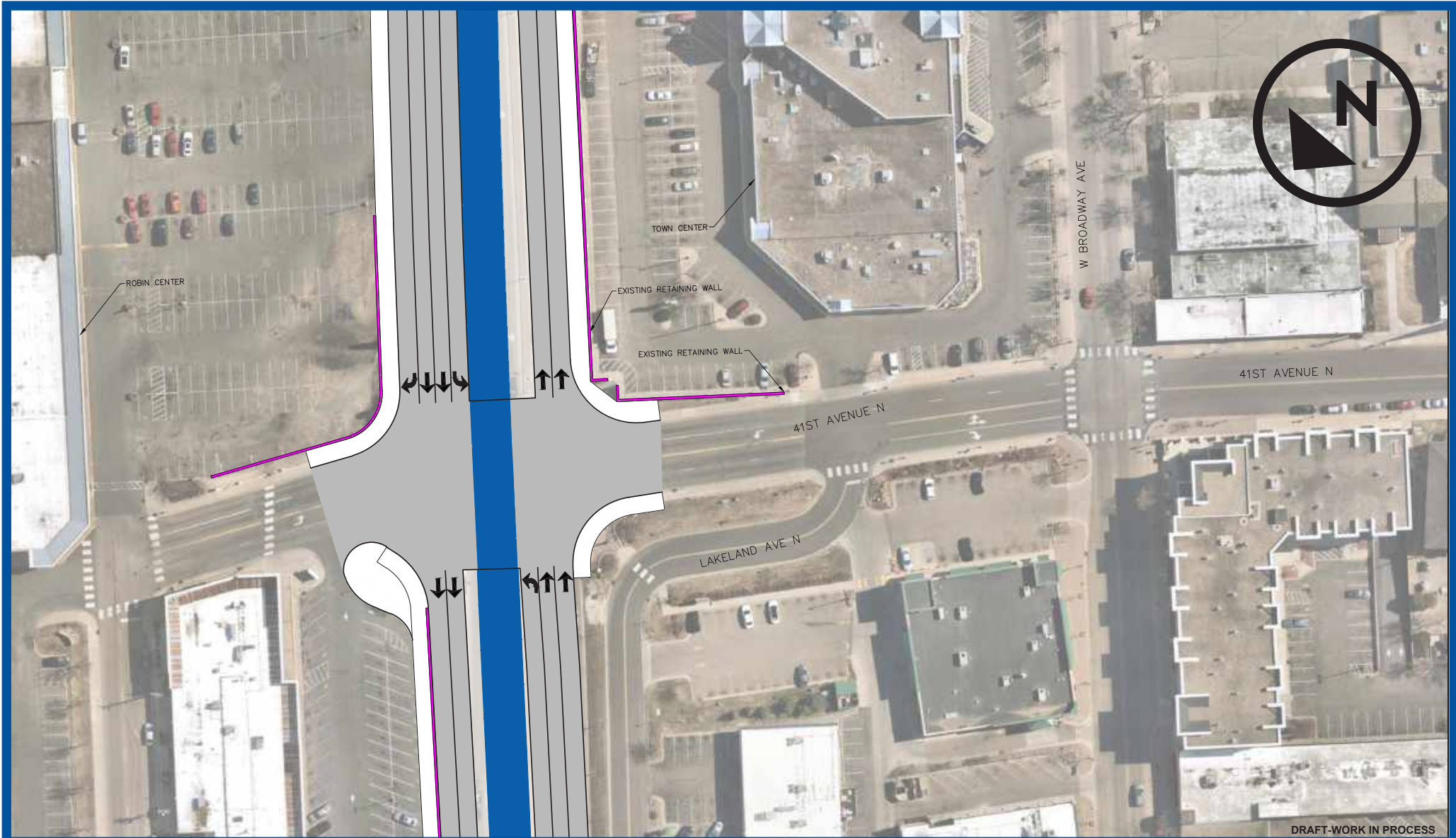


# DOWNTOWN ROBBINSDALE EXISTING AND PROPOSED PEDESTRIAN CROSSINGS SOUTH OF 41ST AVE



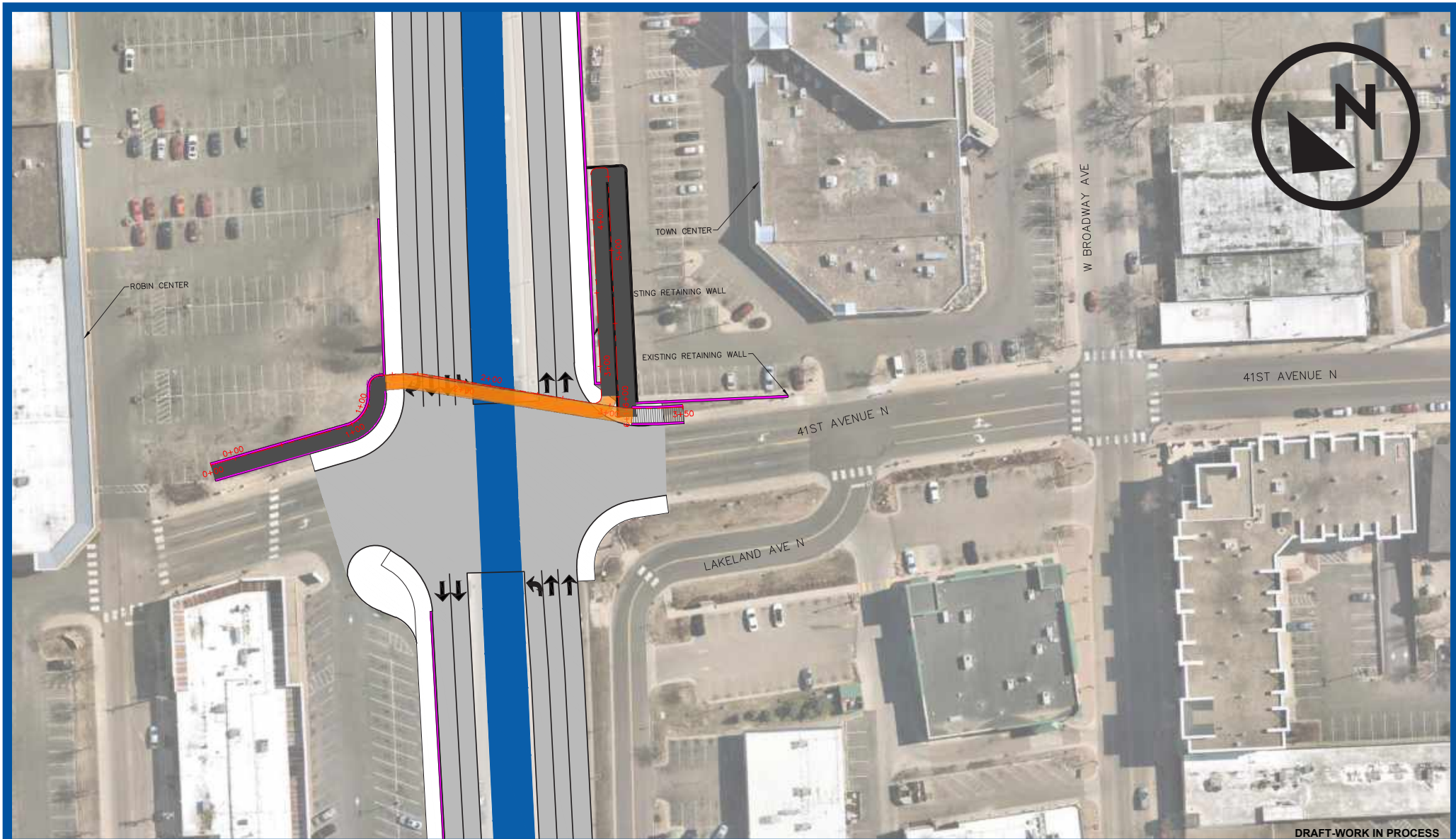
## EXISTING AT GRADE CROSSING

Crossing Time = 79.4 Sec **0% INCREASE**



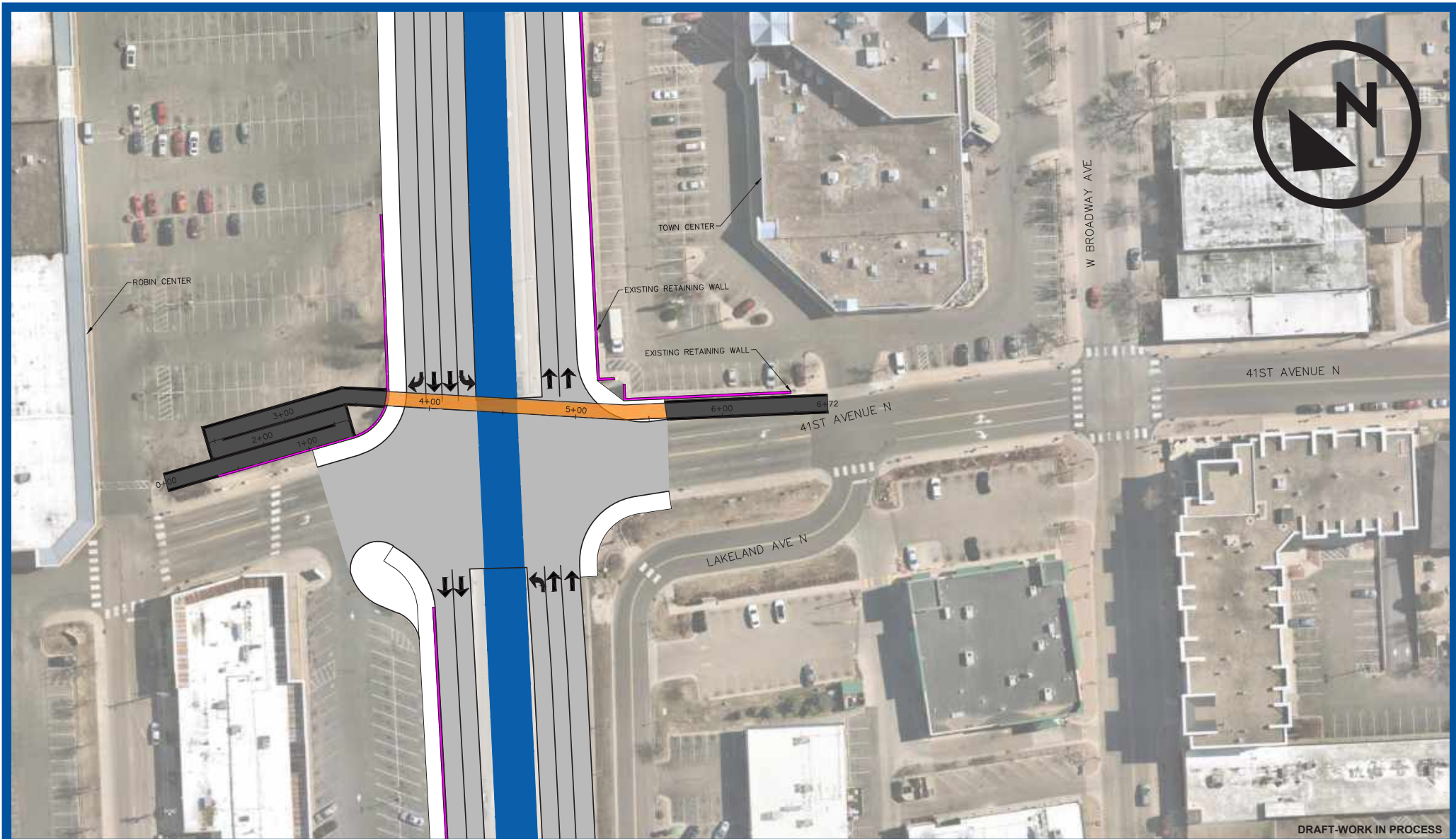
## PROPOSED AT GRADE CROSSING

Crossing Time = 88.1 Sec **11% INCREASE**



## PROPOSED UNDERPASS

Crossing Time = 245.6 Sec **209% INCREASE**



## PROPOSED OVERPASS

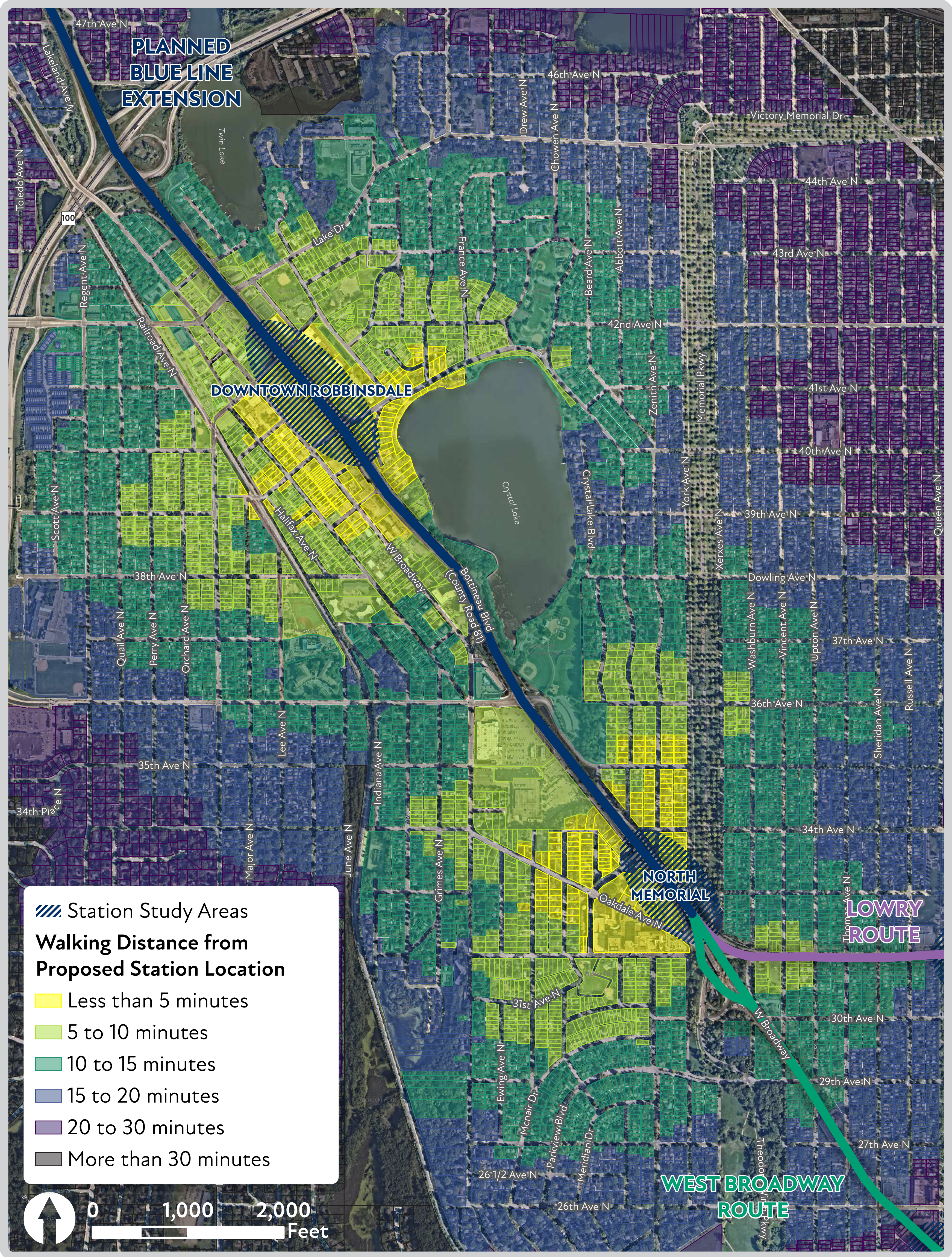
Crossing Time = 270 Sec **271% INCREASE**





# WALKING DISTANCE FROM STATIONS

This map shows the walking distance from the potential station areas in Robbinsdale using land use analysis data from the software Urban Footprint.



METRO BLUE LINE EXTENSION





# LOWRY ROUTE OPTION & STATION CONCEPT NEAR NORTH MEMORIAL



DRAFT: CONCEPT IN DEVELOPMENT



METRO BLUE LINE EXTENSION





# WEST BROADWAY ROUTE OPTION & STATION CONCEPT 1 NEAR NORTH MEMORIAL



DRAFT: CONCEPT IN DEVELOPMENT



METRO BLUE LINE EXTENSION





# WEST BROADWAY ROUTE OPTION & STATION CONCEPT 2 NEAR NORTH MEMORIAL



DRAFT: CONCEPT IN DEVELOPMENT



METRO BLUE LINE EXTENSION





# BOTTINEAU BLVD (COUNTY ROAD 81) NEAR NORTH MEMORIAL, ROBBINSDALE

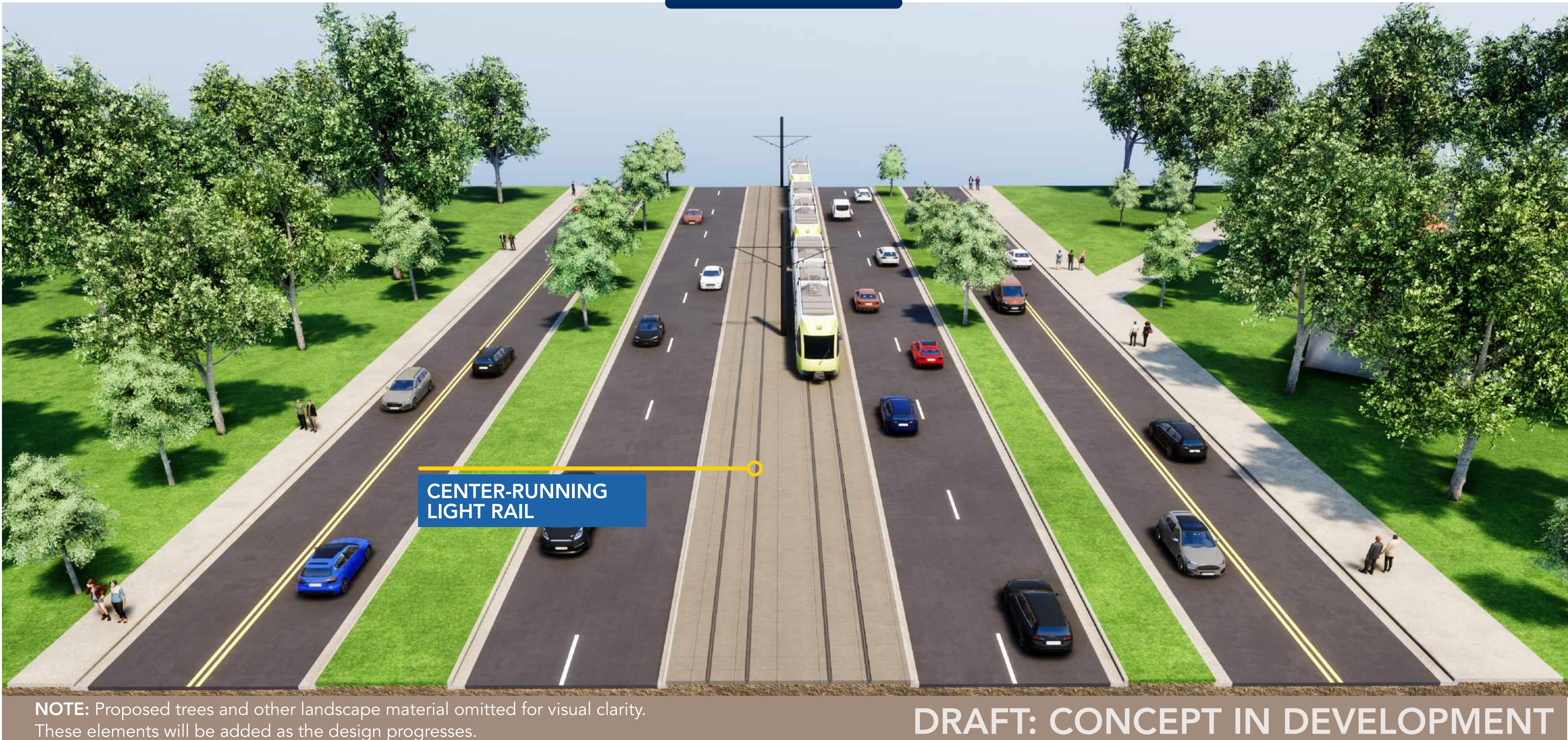
## EXISTING

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



## CONCEPT

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





# BOTTINEAU BLVD (COUNTY ROAD 81) NEAR CRYSTAL LAKE, ROBBINSDALE

## EXISTING

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



## CONCEPT

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





# BOTTINEAU BLVD (COUNTY ROAD 81) AT 40TH AVE, ROBBINSDALE

## EXISTING

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



## CONCEPT

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

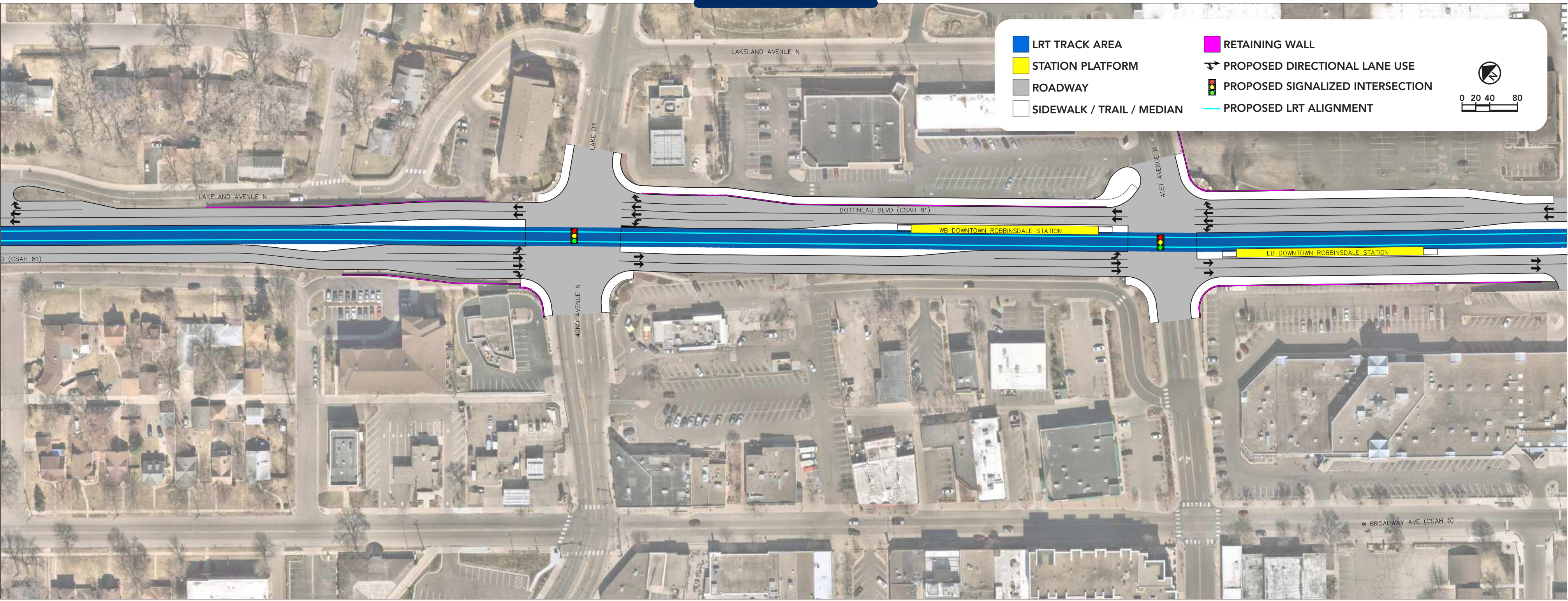


**NOTE:** Proposed trees and other landscape material omitted for visual clarity. These elements will be added as the design progresses.



# CITY OF ROBBINSDALE

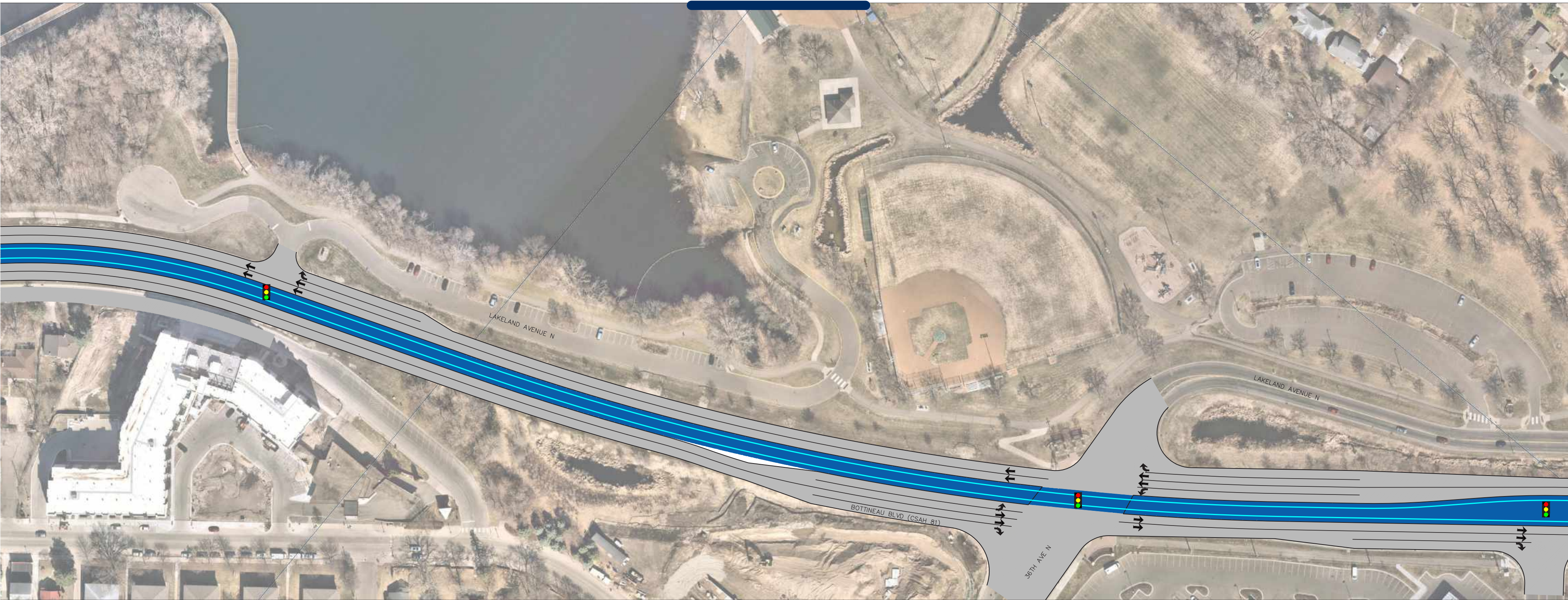
## BOTTINEAU BOULEVARD (COUNTY ROAD 81) – 43RD AVE TO 41ST AVENUE



## BOTTINEAU BOULEVARD (COUNTY ROAD 81) – 40TH AVENUE ALONG CRYSTAL LAKE



## BOTTINEAU BOULEVARD (COUNTY ROAD 81) – ALONG CRYSTAL LAKE – 36TH AVENUE

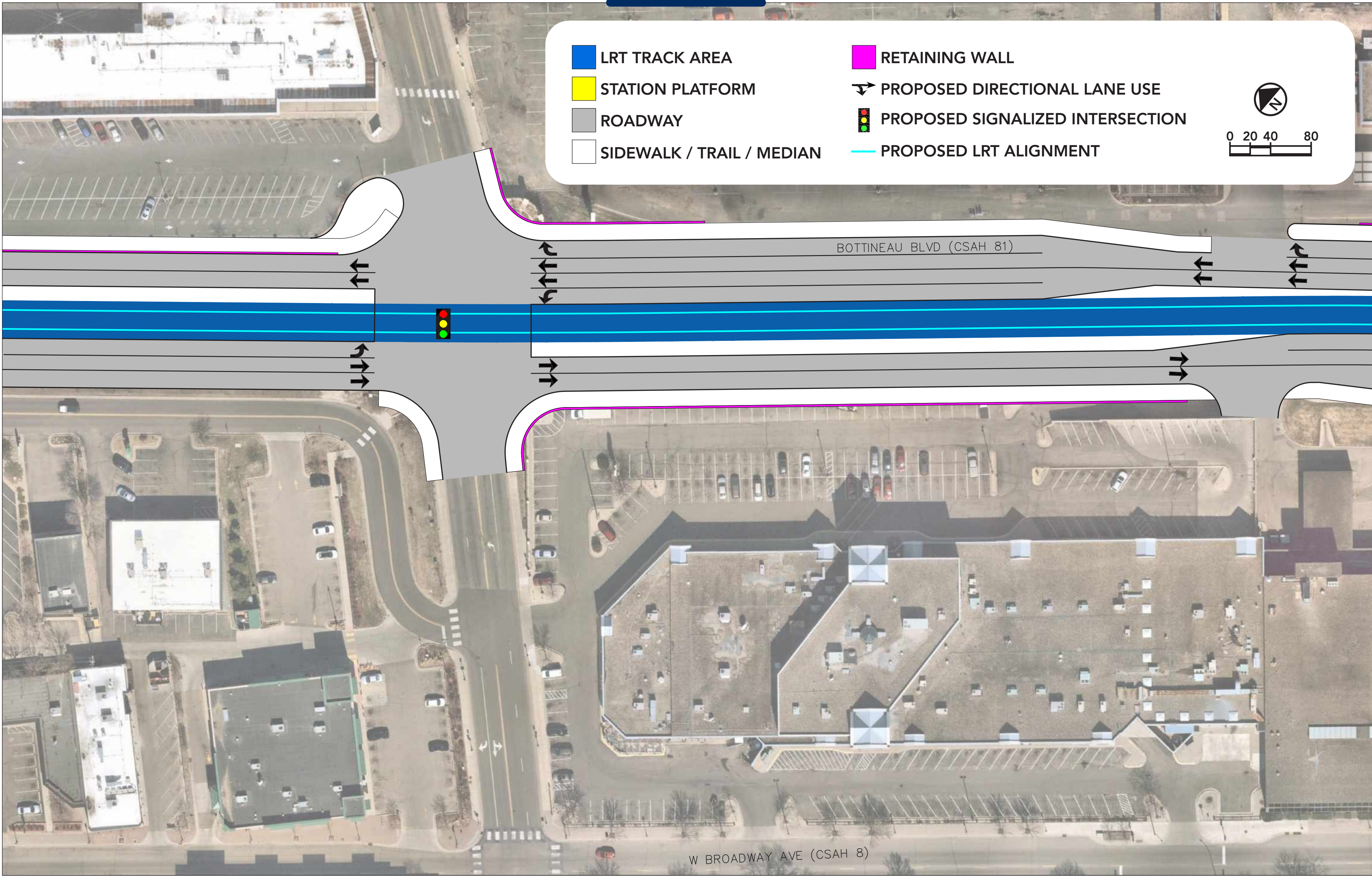




# CITY OF ROBBINSDALE

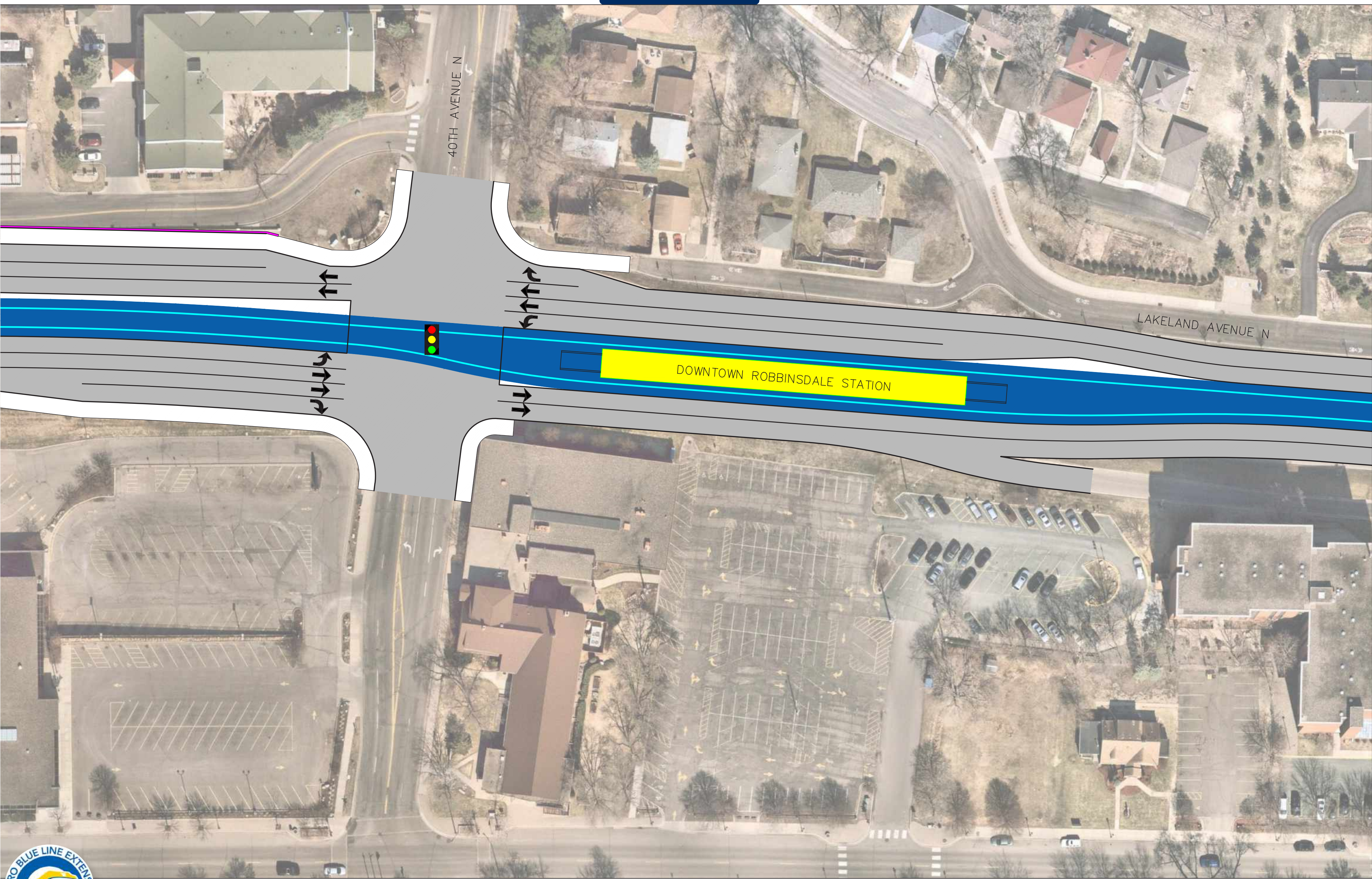
## BOTTINEAU BOULEVARD (COUNTY ROAD 81) – 41ST AVENUE

Downtown Robbinsdale Station Alternative – Center Platform at 40th



## BOTTINEAU BOULEVARD (COUNTY ROAD 81) – 40TH AVENUE

Downtown Robbinsdale Station Alternative – Center Platform at 40th

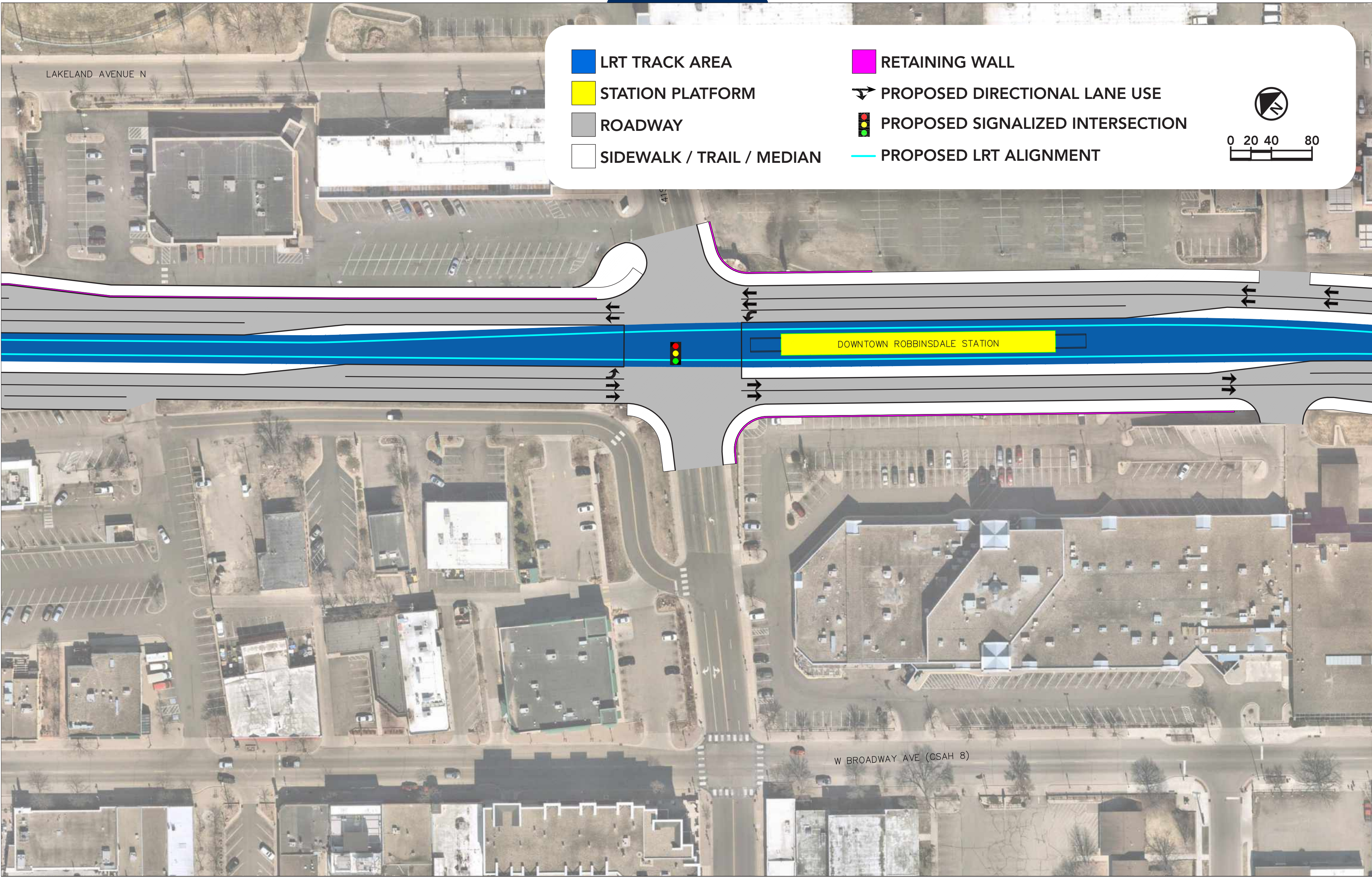




# CITY OF ROBBINSDALE

## BOTTINEAU BOULEVARD (COUNTY ROAD 81) – 41ST AVENUE

Downtown Robbinsdale Station Alternative – Center Platform at 41st



## BOTTINEAU BOULEVARD (COUNTY ROAD 81) – 40TH AVENUE

Downtown Robbinsdale Station Alternative – Center Platform at 41st

