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.
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**
- Incorporation of additional green space
- Pedestrian crossing signal
- Leading pedestrian interval to give pedestrians a head start crossing the intersection
- Narrower travel lanes shorten pedestrian crossing distances and calm traffic
- New pavement replaces deteriorating roadway

**Unsignalized intersection on University Avenue at Oxford Street**
- Active warning devices
- Incorporation of trees and additional green space
- Replacement of existing lights with pedestrian-activated lighting
- Bicycle parking near station entrance for easy access to transit by bike
- New pavement replaces deteriorating roadway
- Narrower travel lanes shorten pedestrian crossing distances and calm traffic
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
This map shows the walking distance from the potential station areas in Robbinsdale using land use analysis data from the software Urban Footprint.
LOWRY ROUTE OPTION & STATION CONCEPT NEAR NORTH MEMORIAL
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.
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.
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) – 41ST AVENUE
Downtown Robinsdale Station Alternative – Center Platform at 41st

BOTTINEAU BOULEVARD (COUNTY ROAD 81) – 40TH AVENUE
Downtown Robinsdale Station Alternative – Center Platform at 41st

PROPOSED DIRECTIONAL LANE USE
PROPOSED SIGNALIZED INTERSECTION
PROPOSED LRT ALIGNMENT

METRO BLUE LINE EXTENSION