

# Bottineau Community Works

## METRO Blue Line Extension Planning for Community Connectivity

### Next steps

Based on a topographic survey, LIDAR data, and information from corridor communities, design plans at the 60 percent engineering level were developed. The intent for developing the 60 percent plans was to assist corridor communities in advancing these projects towards implementation. The plans helped identify potential implementation challenges that need to be resolved to construct the facilities. A preliminary opinion of estimated construction cost was prepared for each project to inform corridor communities of expected funding needed to implement the projects as currently designed. The corridor communities can use this information in a variety of ways, such as soliciting potential funding sources, performing community engagement to solicit input and feedback on the concepts, or to initiate discussions with key project stakeholders. The 60 percent plans are considered preliminary and have been developed as a recommendation that will be considered with other information and options at the time of final design.

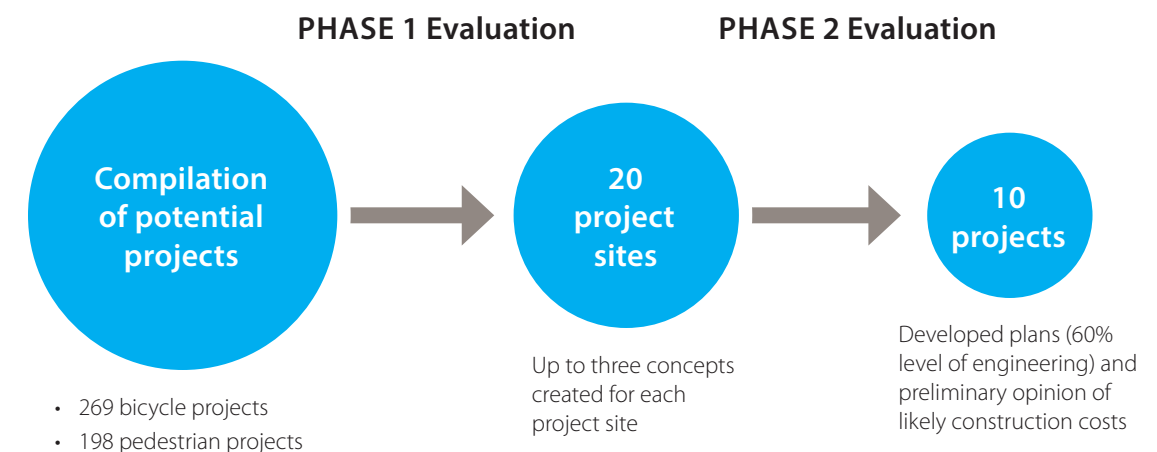


Hennepin County Bottineau Community Works has been collaborating with cities and community stakeholders in the Bottineau Corridor, where the METRO Blue Line Extension Light Rail Transit line will run, to maximize the community benefits light rail can bring. The intent of this project was to advance the planning and design of potential bicycle and pedestrian infrastructure enhancements that will facilitate safe, comfortable, and convenient connections for people walking, biking, and rolling near planned light rail stations in the cities of Golden Valley, Robbinsdale, Crystal and Brooklyn Park.

### Study process

This project reviewed and compiled a comprehensive inventory of potential bicycle and pedestrian enhancements identified in previous studies. This list was overlaid on defined walksheds and bikesheds for each station, resulting in 269 potential bicycle projects and 198 potential pedestrian projects. These projects were evaluated based on Phase 1 screening criteria, including feasibility and projected cost. From there, the highest scoring 20 projects were selected to explore in more depth. Up to three conceptual design options were developed for each of the 20 projects. These options were evaluated based on Phase 2 screening criteria and 10 projects were selected for further development into 60 percent construction plans. Five of the final 10 projects extended proposed METRO Blue Line pedestrian and bicycle enhancements planned as part of light rail construction.

### Project process

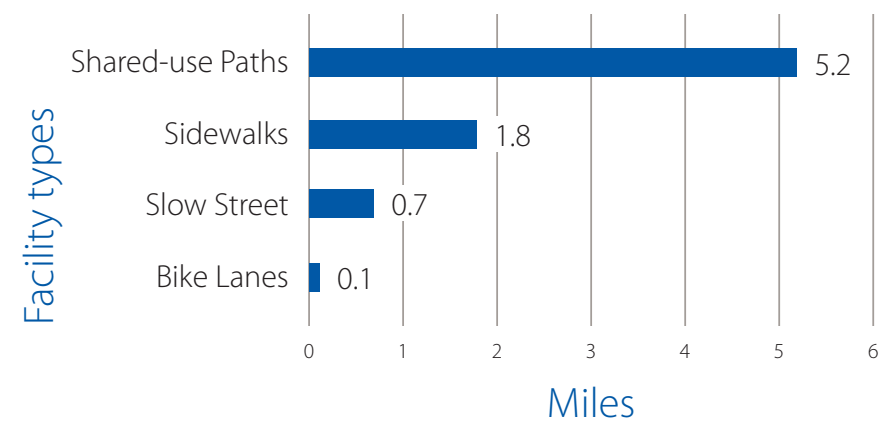


# Final Ten Projects

The final 10 projects identified provide a combined total of 7.8 miles of new pedestrian and bicycle facilities. Shared-use paths, which account for 67 percent of the new projects, provide benefit to both pedestrians and bicyclists.

ID	Project	Project Limits	City
A	93rd Avenue N	Jefferson Highway to N Oak Drive	Brooklyn Park
B	Zane Avenue N	73rd Avenue N to 85th Avenue N	Brooklyn Park
C	Brooklyn Boulevard	½ block east of West Broadway Avenue to Hampshire Avenue N	Brooklyn Park
D	Hampshire Avenue N	Hampshire Avenue N from 63rd Avenue N to 66th Avenue N and 66th Avenue N from Hampshire Avenue N to Lakeland Park	Brooklyn Park
E	63rd Avenue N	Boone Avenue N to West Broadway and Forest Avenue N to Zane Avenue N	Brooklyn Park
F	Louisiana Avenue N	62nd Avenue N to 63rd Avenue N	Brooklyn Park
G	Douglas Drive N/Bass Lake Road	Douglas Drive from West Broadway to 55th Avenue N and Bass Lake Road from Bottineau Blvd to Xenia Avenue N	Crystal
H	Hubbard Avenue N	36th Avenue N to 41st Avenue N and west along 41st Avenue N for ½ block	Robbinsdale
I	36th Avenue N	Halifax Avenue N to France Avenue N	Robbinsdale
J	Duluth Street/ Golden Valley Road	Duluth Street from Douglas Drive N to Golden Valley Road and Golden Valley Road from Duluth Street to Xerxes Avenue N	Golden Valley

Total length of proposed new facilities (by facility type)



Primary users served

