



**RESOLUTION ENDORSING RAILROAD ALIGNMENT  
FOR BUS RAPID TRANSIT**

Whereas, the Bottineau Boulevard Partnership has previously endorsed a median roadway alignment for Bus Rapid Transit (BRT) in the County Road 81 Corridor, while also continuing to evaluate the possibility of an alternative alignment on the Burlington Northern Santa Fe (BNSF) Railroad right of way;

Whereas, Hennepin County has completed a diagnostic study that demonstrates that a railroad alignment for BRT can accommodate safe movement for automobile, bus, train operations and pedestrians;

Whereas, the recently completed 2030 traffic forecast model for County Road 81 projects an unacceptable level of traffic congestion on a four lane highway, which then would be further exacerbated if the Crystal Airport is redeveloped, indicating a need to explore additional capacity for both transit and vehicular traffic in the Corridor;

Whereas, a railroad alignment would provide time advantages compared to automobile travel on County Road 81, and time advantages over a median alignment BRT by eliminating certain key BRT – roadway traffic signaled intersections;

Whereas, a railroad alignment would provide improved access to Park and Ride facilities compared to the median alignment;

Whereas, a railroad alignment would provide direct and exclusive bus connections to the Hubbard Marketplace transit station that would not be provided in the median BRT alignment;

Whereas, a railroad alignment would be conducive to a safer and more comfortable pedestrian environment in transit stations compared to the median alignment;

Whereas, a railroad alignment would place transit stations in a closer connection to land use development opportunities in the Corridor;

Whereas, Hennepin County and Metro Transit officials believe that a railroad alignment alternative for BRT would not present a dramatically different cost structure for the project;

Whereas, BNSF has expressed to Hennepin County its willingness to negotiate the terms of an easement for BRT operations within the BNSF right of way, subject to resolving liability concerns;

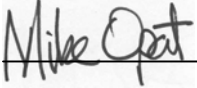
NOW, THEREFORE BE IT RESOLVED that the Bottineau Boulevard Partnership hereby endorses the railroad alignment as the preferred alignment alternative for BRT in

this Corridor, subject to an acceptable negotiation with BNSF regarding cost and indemnification;

BE IT FURTHER RESOLVED that the Bottineau Boulevard Partnership hereby endorses Metro Transit's plan to commit the bonding authorization to develop Park and Ride facilities at 63<sup>rd</sup> Avenue and at or in the vicinity of Brooklyn Boulevard, shelters, and BRT signal priority equipment;

BE IT FURTHER RESOLVED that the Bottineau Boulevard Partnership supports further collaboration by Hennepin County and Metro Transit to proceed to develop separate, but coordinated and phased roadway design and BRT design.

Dated: October 19, 2005

Attest:  \_\_\_\_\_