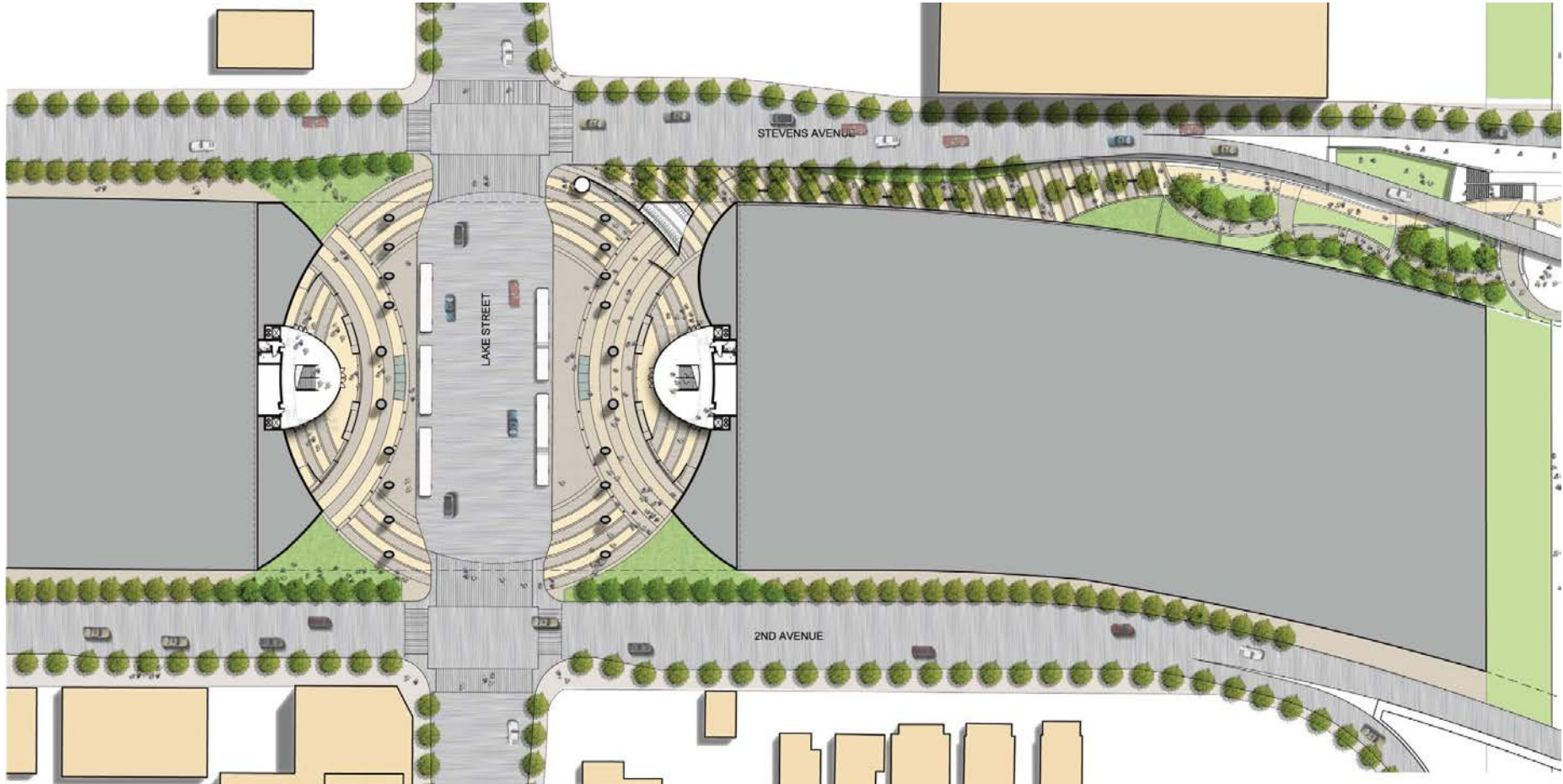


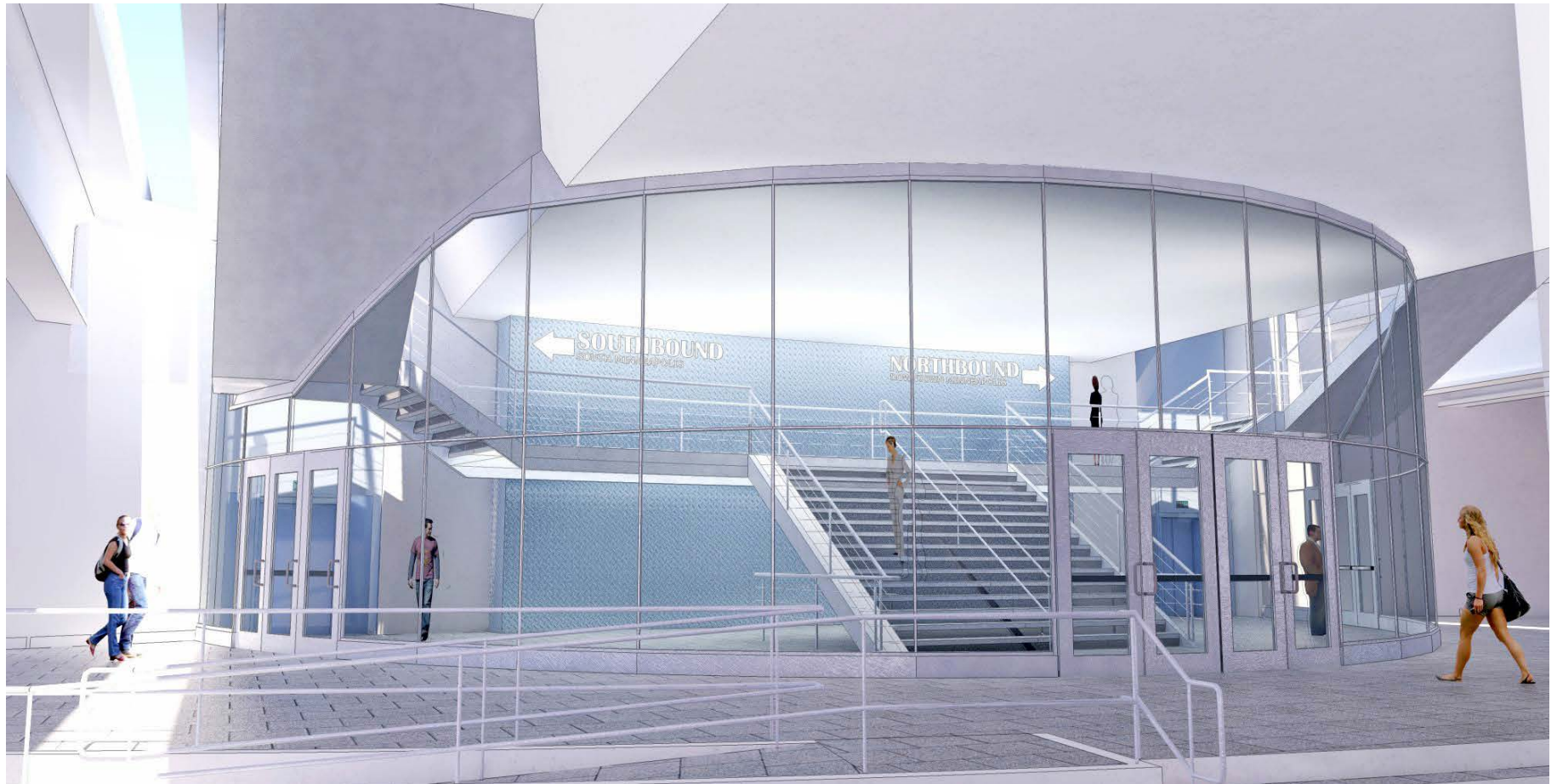
# Lake Street Station: Towards 60% Design



# Lake Street Station: Towards 60% Design



# Lake Street Station: Towards 60% Design



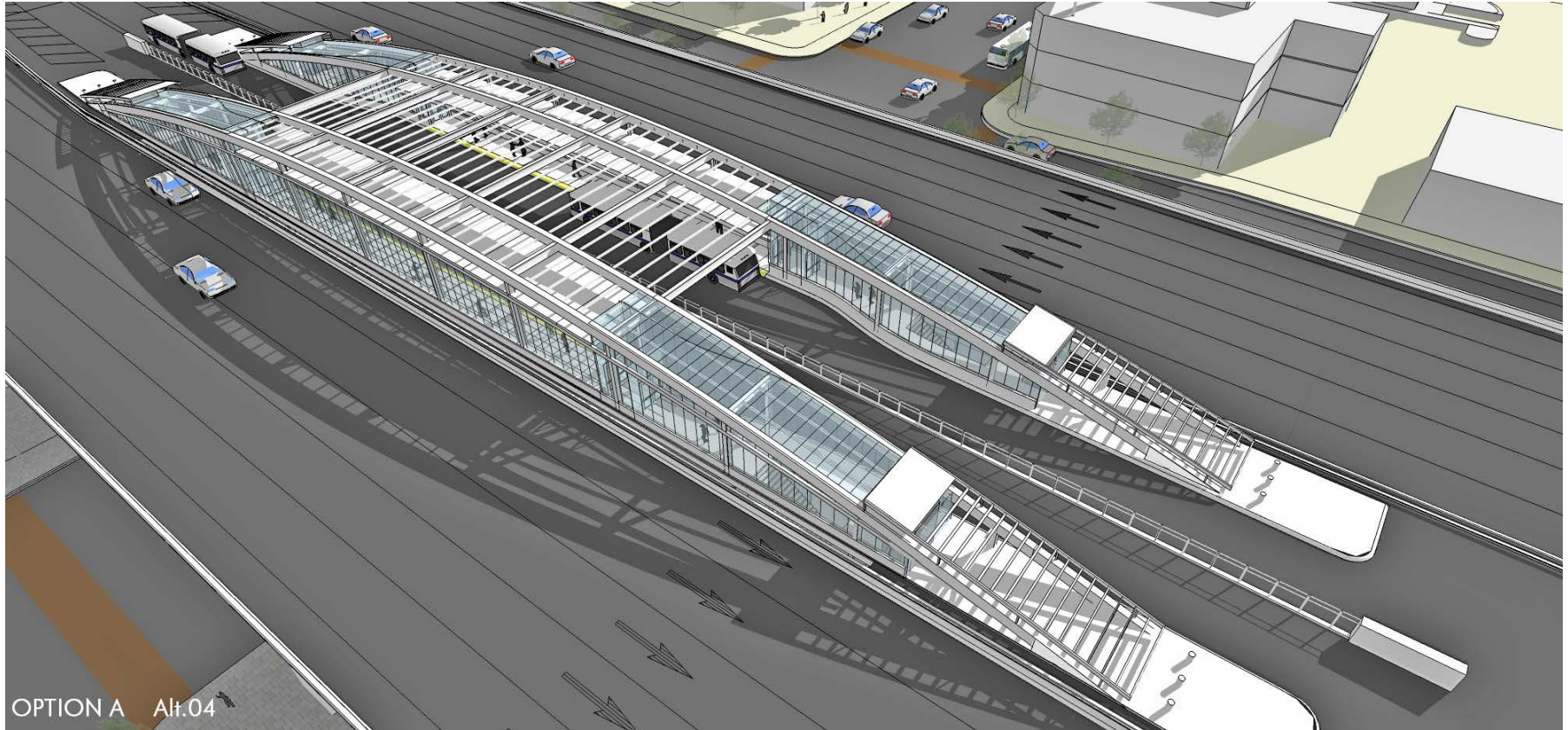
# Lake Street Station: Towards 60% Design



# Lake Street Station: Towards 60% Design



# Lake Street Station: Towards 60% Design



OPTION A Alt.04



## Concept A - Northbound

- Re-entry into traffic could be an issue
- Could use TSP
- Could be expanded if needed long term



## Concept B - Northbound

- Easier to get across intersection
- Further from local service





## Concept C - Southbound

- Same issues as Concept A
- Southbound to westbound does stack up
- Need additional observations on right turns



## Concept D - Southbound

- Eastbound to southbound free right – ped conflicts?
- Pushing platform south is not ideal for a pedestrian



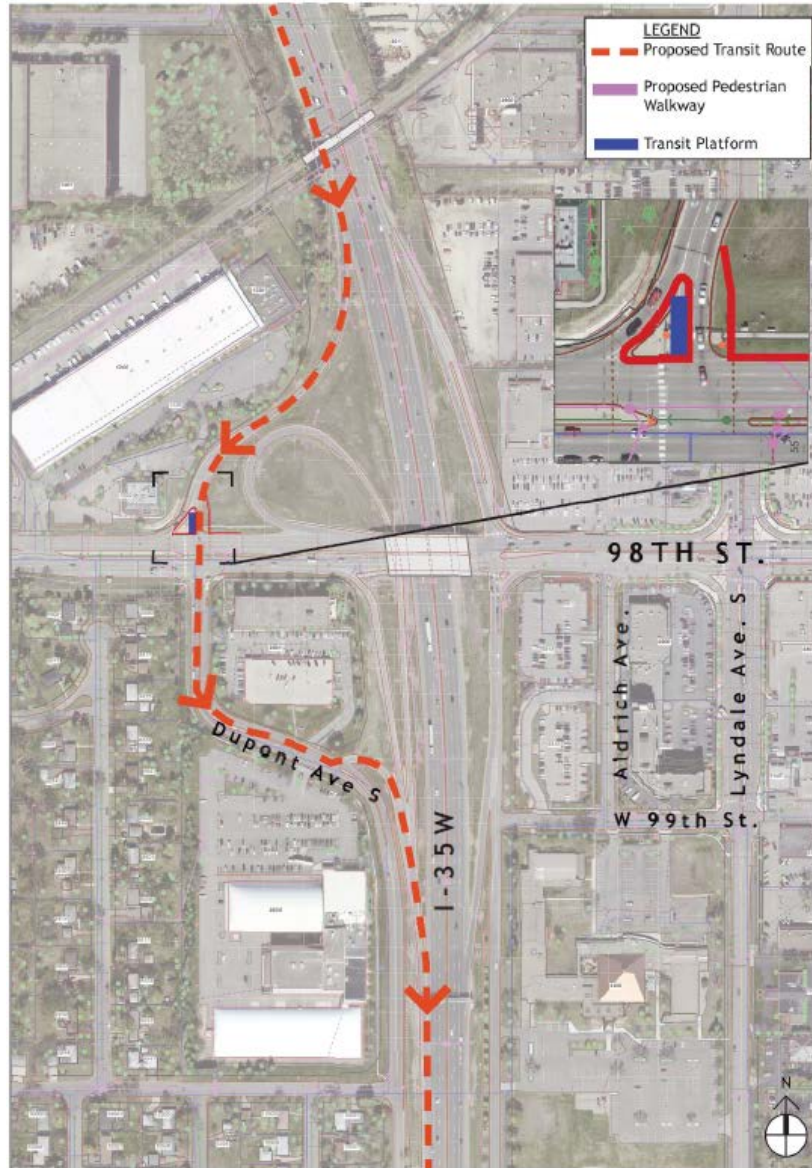
## Concept A - Northbound

- New platform adjacent to transit center
- Easy on/off for buses
- Constraints with ROW and cars exiting freeway
- Takes WB peds out of their way, may need a sidewalk between Aldrich and 35 W



## Concept C - Southbound

- Easy on/off for buses
- Further away from SBTC
- Closer to transit destinations to the west.
- Standalone stop vs. a transitway
  - Is this easy to use?
- Need ped connection to work
- Who is the audience?



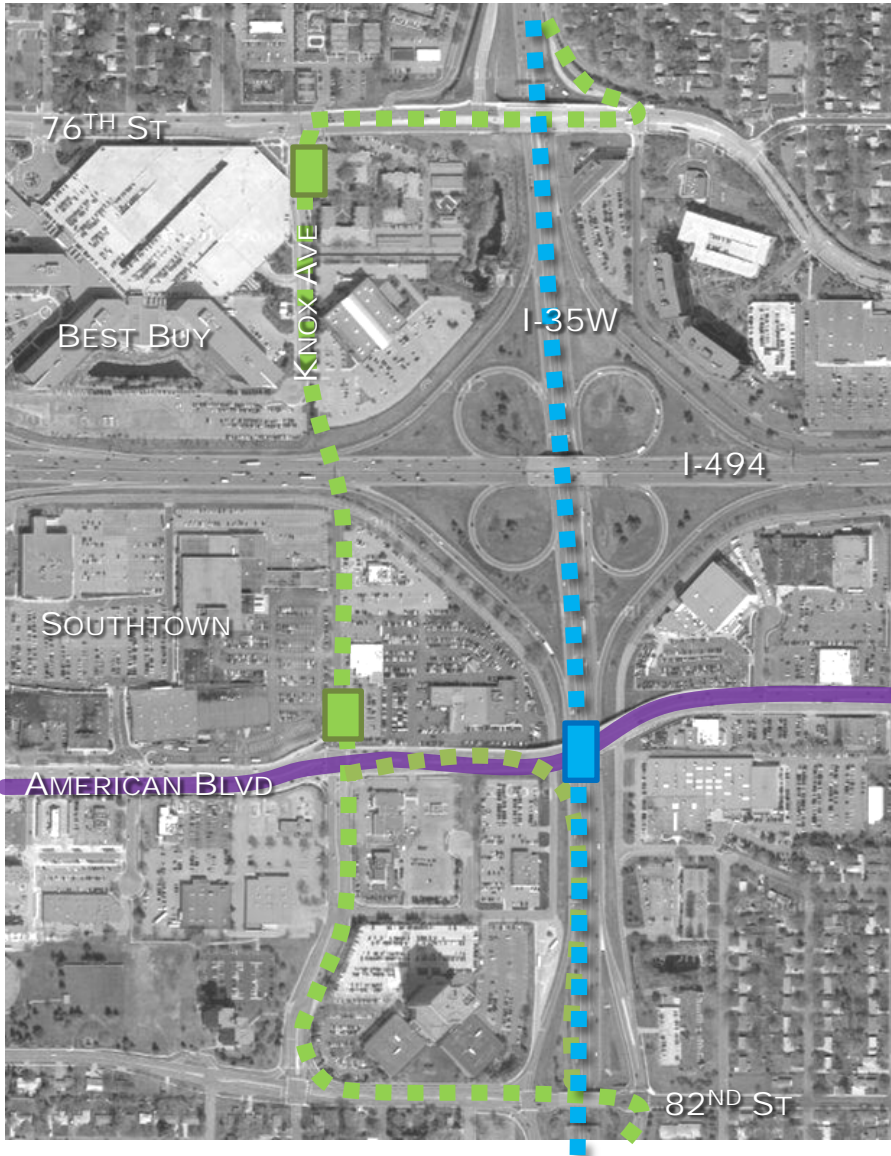
## Concept E - Southbound

- Creates a visual connection between platform and SBTC
- Possible ped issues
- Rework exit ramp turn lane locations, expand pork chop
- Better for Normandale?



## Concept H - Southbound

- Southbound uses adjacent or same platform as northbound
- Rider convenience?
- Time penalty of getting over to SBTC and getting back on freeway



## Criteria

- Transit Station
- Transit Operations
- Transit Users

## Locations

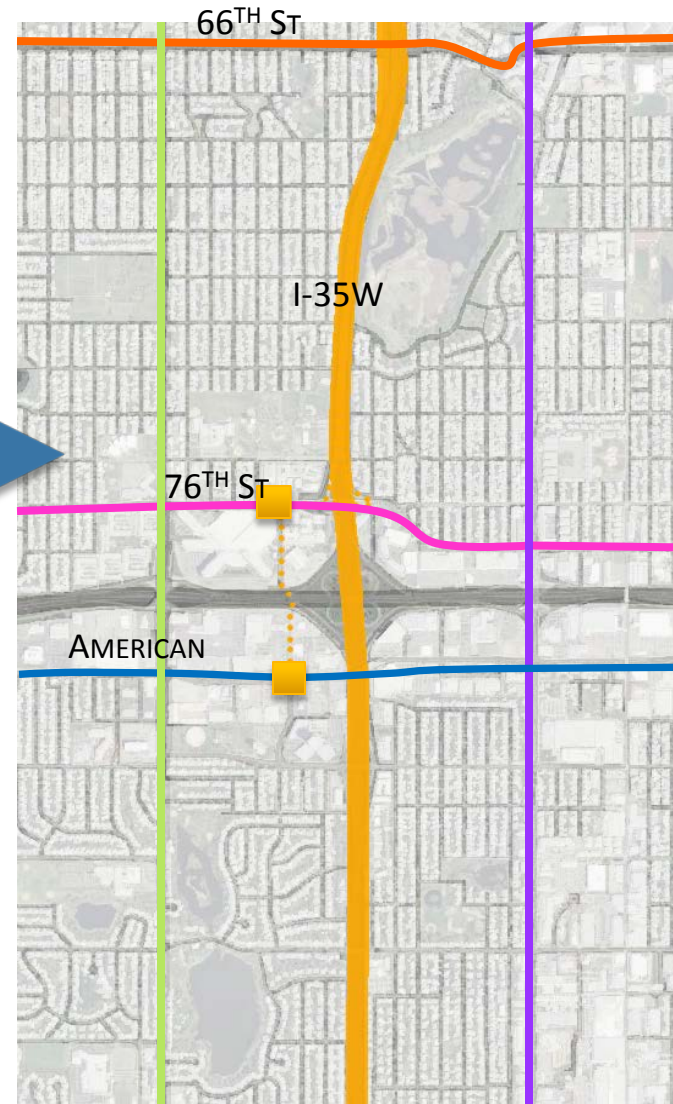
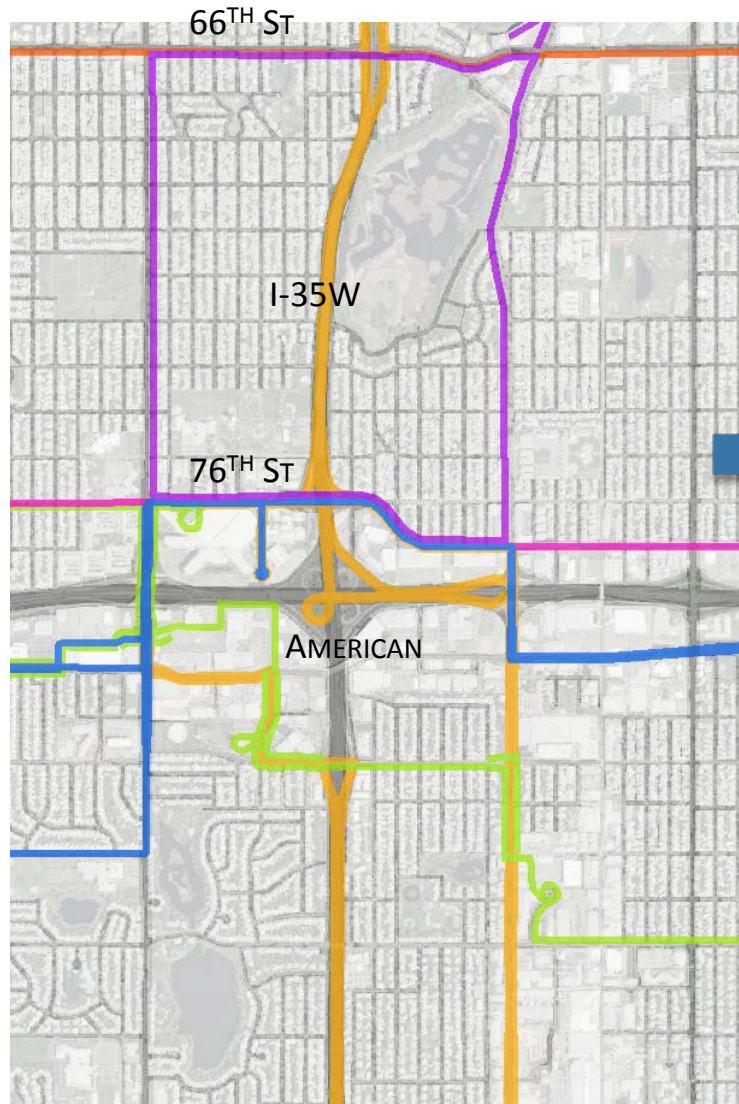
- Station(s)
- Alignment
- Park and Ride

# American Boulevard Half-Mile Walkshed





# American Boulevard Service Planning



# Burnsville Transit Station: Conceptual Design

