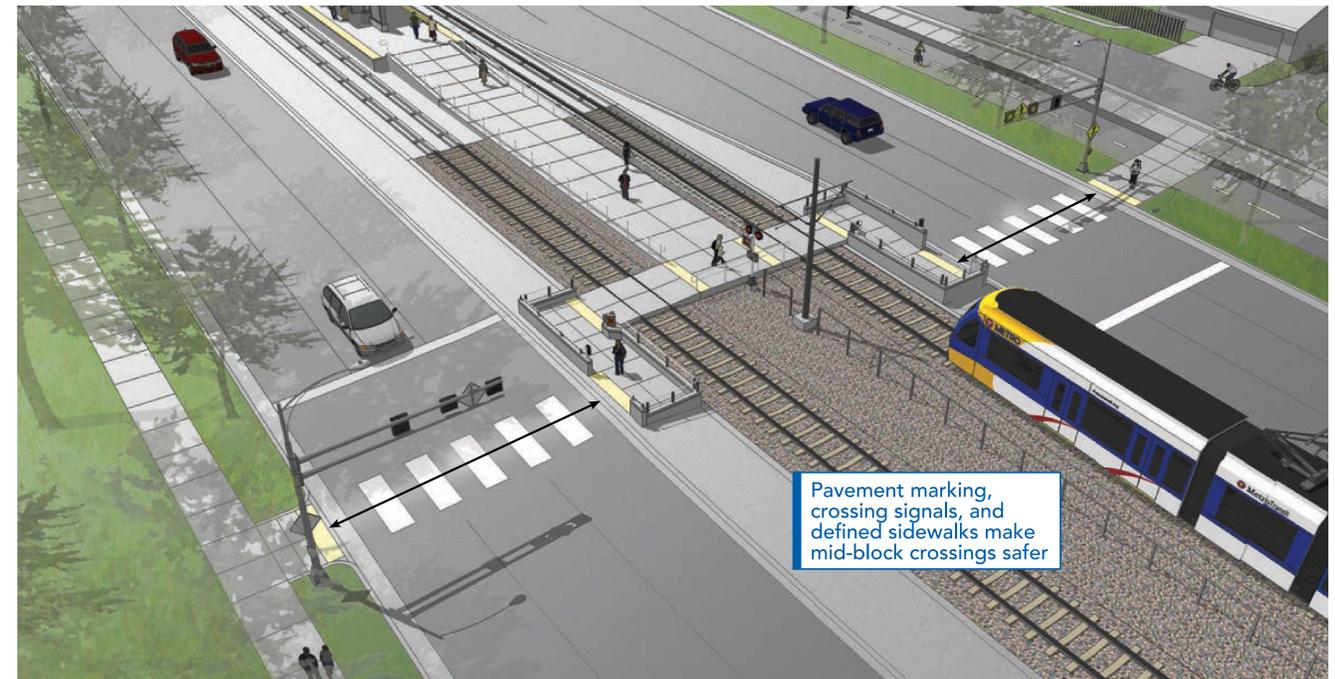


Olson Memorial Highway

Design Parameter	Existing Corridor	Planned Corridor
Lane Widths	Vary, 12' - 17'	Consistent, 11'
Horizontal Alignment	Continuous and straight	Lane shifts to accommodate turn lanes and mid-block crossings
Traffic Signals	6 total, not to current standards, require maintenance	7 total (1 added at Thomas Ave) installed to current standards, new equipment
North/South Pedestrian Crossings	6 signalized and 9 unsignalized crossings - ADA compliance varies, limited refuge area	10 total at high-volume pedestrian crossings - signalized, protected median refuge and redirection
East/West Pedestrian Crossings	5' sidewalk, poor condition, some gaps, north sidewalk offset 8', south sidewalk at back of curb	6' concrete sidewalk - continuous on north and south side
Bicycle Facilities	No facilities	Potential for a 10' wide, 2-way cycle track in north boulevard from Thomas Ave to Van White Blvd
Boulevards	0' - 8', grass and street trees, fair condition	10' buffer for sidewalks, new grass and street trees, additional snow storage
Lighting	Standard Minneapolis street lighting - low to adequate foot candles and uniformity ratio	New fixtures, pedestrian lighting at stations, enhanced pedestrian lighting at crossings

Three New Mid-block Crossings



The new mid-block crossings will include a traffic signal, crosswalk, and well-marked sidewalks to allow pedestrians to safely cross Olson Memorial Highway.

Penn Avenue Station



Penn Avenue & Olson Memorial Highway - Looking Northeast

This intersection has been designed to accommodate pedestrian, bicycle, vehicle, and LRT traffic safely.

Van White Station



Van White Boulevard & Olson Memorial Highway

Improved pedestrian crossings provide access to both ends of the station platform.