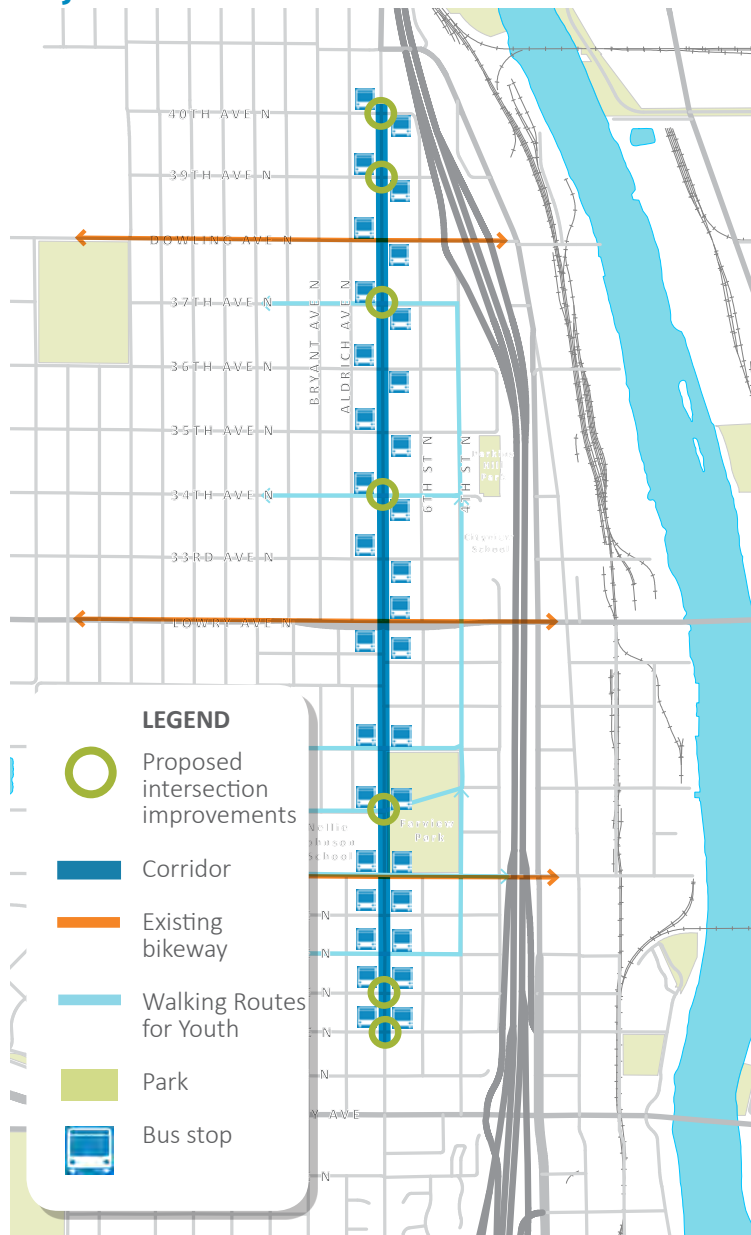


### Project Background

The proposed project will provide pedestrian safety improvements and ADA accessibility at intersections along the Lyndale Avenue North corridor between 22nd Avenue North and 40th Avenue North, a high crash rate corridor in Minneapolis. Crossing improvements may include curb extensions, pedestrian crossing medians, an upgraded traffic control device and APS push buttons, new ADA-compliant pedestrian ramps, and bus loading zones.

The corridor is identified in the Minneapolis Pedestrian Crash Study as part of the Pedestrian Crash Concentration Corridor and High Injury Network. Lyndale Avenue North also serves as a transit corridor in north Minneapolis and has several schools, parks, and commercial areas. Given the community's low rate of auto ownership, safe and comfortable pedestrian access to transit services along Lyndale Avenue North is key for area residents' access to the broader metropolitan area for work, school, services, recreation and retail needs.

### Project Area



### Existing Conditions

#### Average Number of Daily Users

480 pedestrians

30 bicyclists

2 Metro Transit bus routes on Lyndale  
6 Metro Transit bus routes cross Lyndale

8,000 - 11,000 motor vehicles

*Source: Minneapolis Bicycle & Pedestrian Counts (2016) and Minneapolis Public Works (2017), Metro Transit.*

### Corridor Context



Google Street View

Typical existing cross section with an under-utilized parking lane, southbound travel lane, and northbound curbside travel lane.

### Identified Issues

- 16** Reported pedestrian/vehicle crashes between 2011-2015
- 4** Fatal (1) or Incapacitating pedestrian injuries (3) as a result of traffic crashes

### Project Goals

The proposed project aims to create safe and comfortable crossing opportunities for pedestrians while encouraging slower vehicle speeds. Intersection improvements may include:



Traffic control device and APS push buttons



Curb Extensions



ADA-Compliant Curb Ramps



Pedestrian Median