

SAFETY, DIGNITY, AND COMFORT

PEDESTRIAN IMPROVEMENTS

✓ Safe Crossing Options

The study team reviewed all pedestrian crossings located near recommended bus stops and found that nearly all meet ADA requirements and include a marked, signalized crossing. Where necessary, improvements are recommended.

✓ Sidewalk Connections

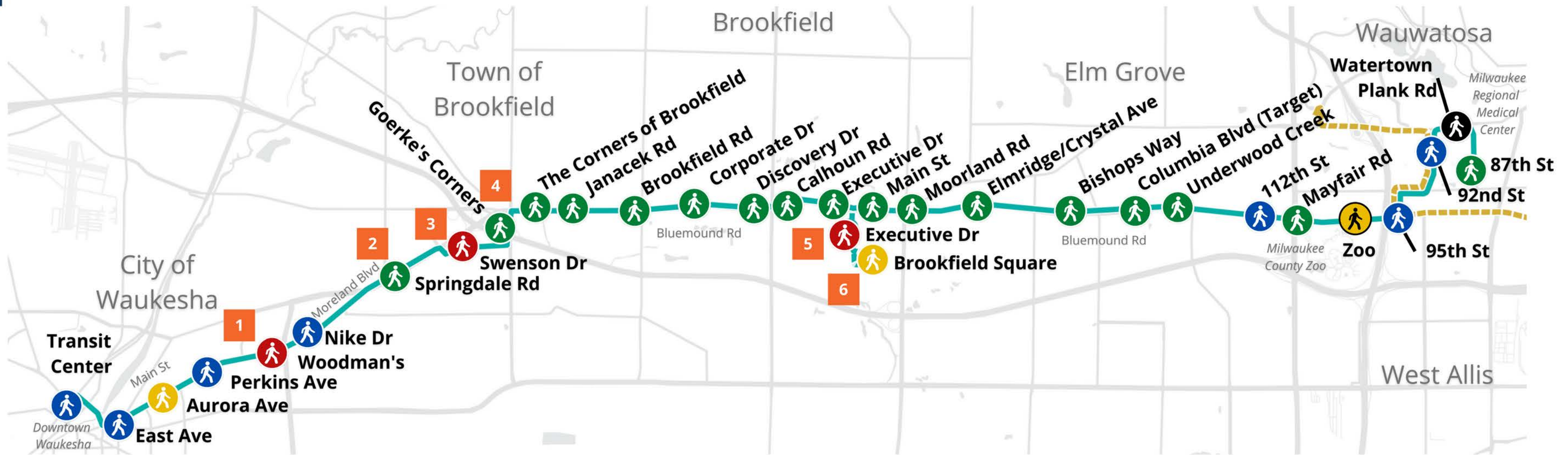
Sidewalks already exist along the vast majority of the route. Improvements are recommended where necessary, and bus stops are recommended in locations where there are existing safe crossings with sidewalk connections to businesses and other locations..

✓ Pedestrian Signal Timing

Pedestrian signal timings are currently being reviewed to ensure they provide adequate time for most pedestrians to safely cross the street. In some parts of the corridor, bus riders must cross an 8-lane roadway to access the bus stop.



EXISTING PEDESTRIAN CROSSINGS AND FUTURE IMPROVEMENTS



Existing Pedestrian Crossing Infrastructure

- Signalized Intersection with Marked Crosswalk, Curb Ramps, and Refuge Island
- Signalized Intersection with Marked Crosswalk and Curb Ramps
- Pedestrian Crossing with HAWK Signal
- Pedestrian Crossing with Pedestrian Bridge
- Unmarked Crossing with Curb Ramps
- Unmarked Crossing without Curb Ramps

Recommended or Planned Improvements

- 1** Add curb ramp, sidewalk connections, and mark crosswalk near Woodman's (recommended)
- 2** Add ADA bus pads and sidewalk connections near Springdale Rd (planned)
- 3** Add curb ramps and sidewalk connections on Swenson Drive (planned)
- 4** Improve sidewalk connection near Goerke's Corners (planned)
- 5** Add ADA bus pads, curb ramps, sidewalk connections, and mark crosswalk near stop on Executive Drive (recommended)
- 6** Add curb ramp, sidewalk connections (recommended)

Transit Routes

- Recommended Route
- Recommended Route Extension Under Consideration (near Brookfield Square)
- CONNECT Bus Rapid Transit (MCTS)