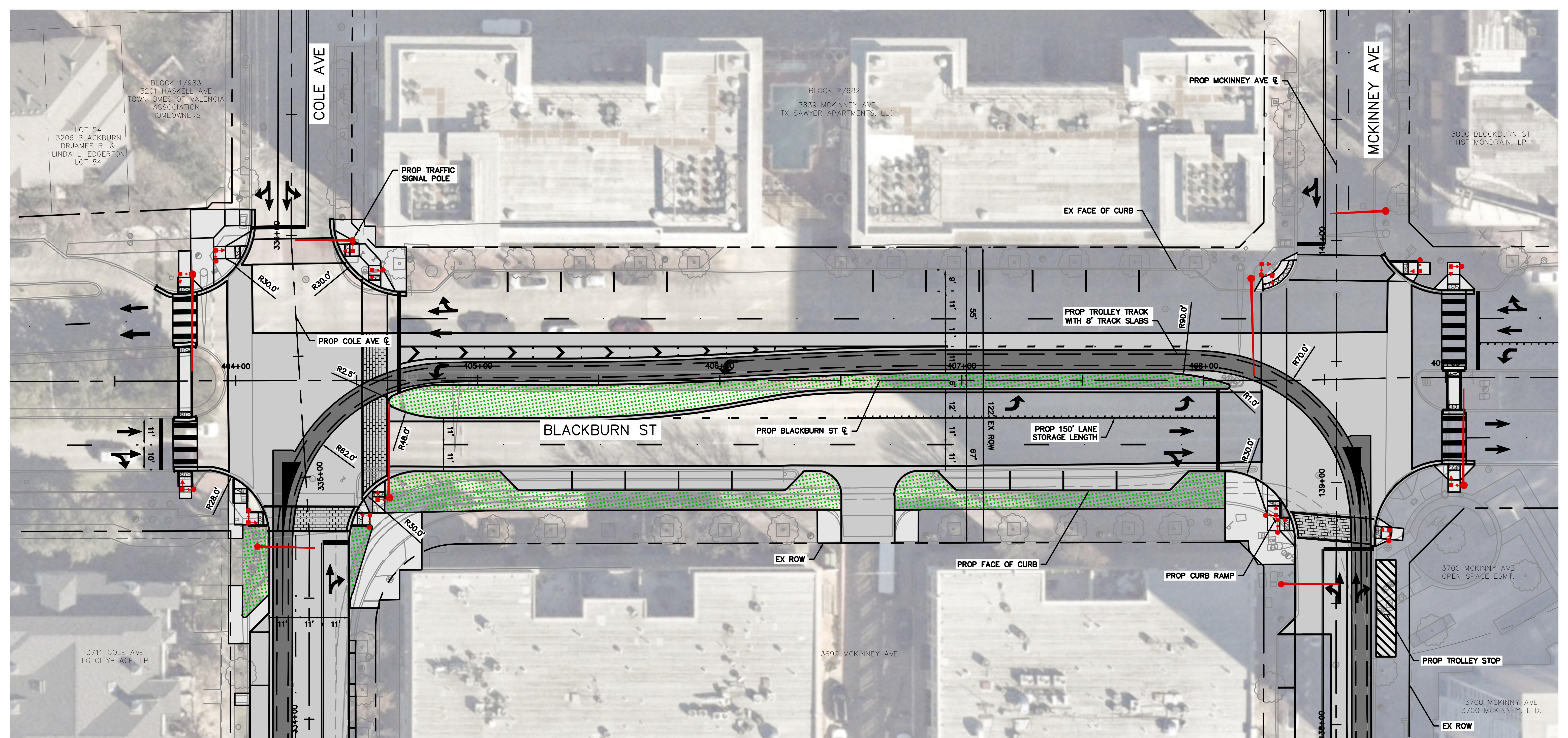
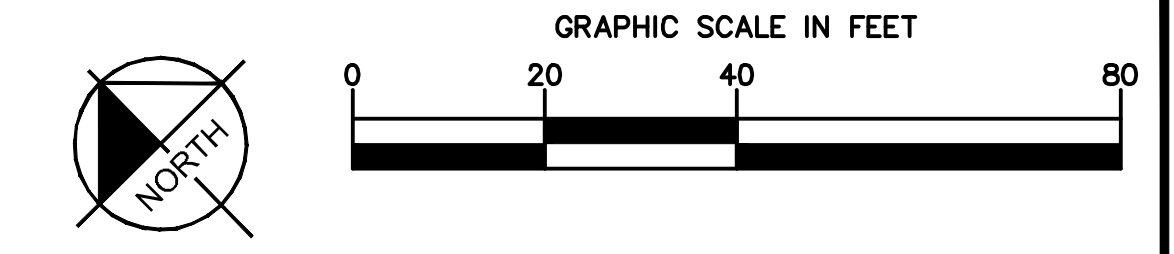


- Pros**
- Eastbound left turn to northbound Cole Ave
 - Eastbound and westbound left turns can run simultaneously

- Cons**
- Eliminates trees in median west of Cole Ave

**BLACKBURN STREET
AT COLE/MCKINNEY
AVENUE
INTERSECTION
OPTION 1**



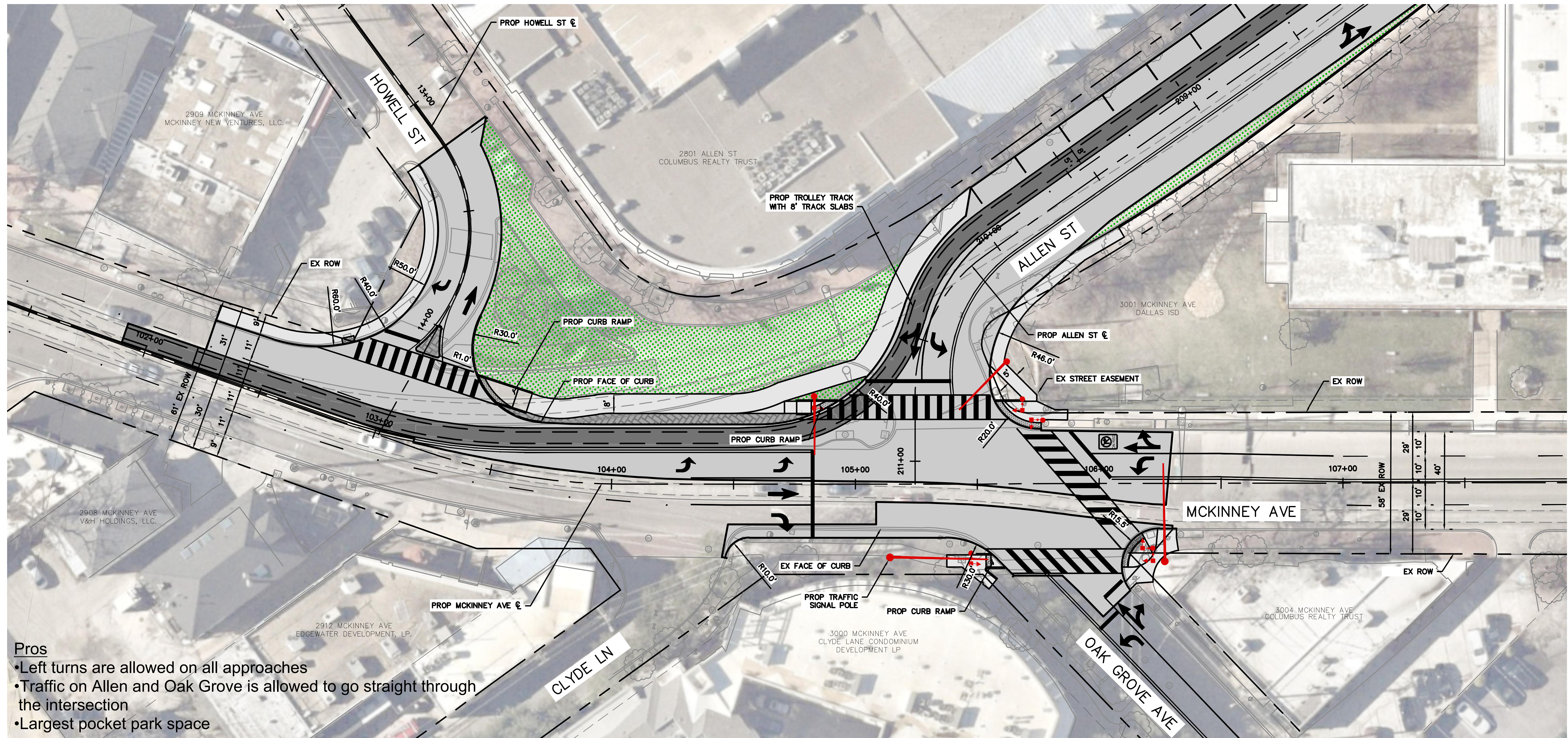
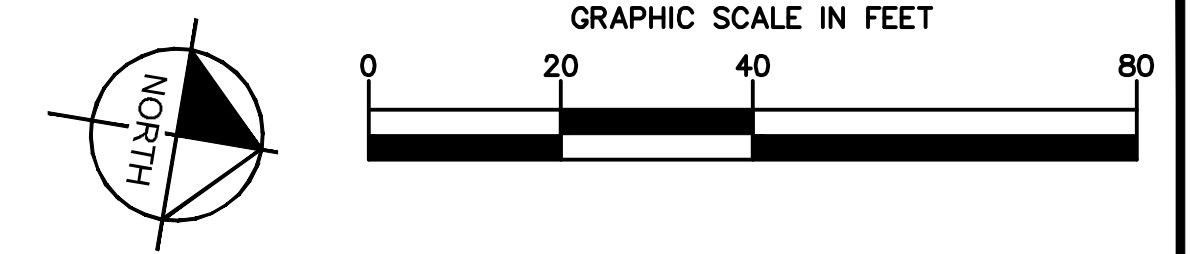
Pros

- Trees and median areas remain on Blackburn St west of Cole Ave

Cons

- Left turns are prohibited for eastbound Blackburn St onto Cole Ave

**BLACKBURN STREET
AT COLE/MCKINNEY
AVENUE
INTERSECTION
OPTION 2**



Pros

- Left turns are allowed on all approaches
- Traffic on Allen and Oak Grove is allowed to go straight through the intersection
- Largest pocket park space

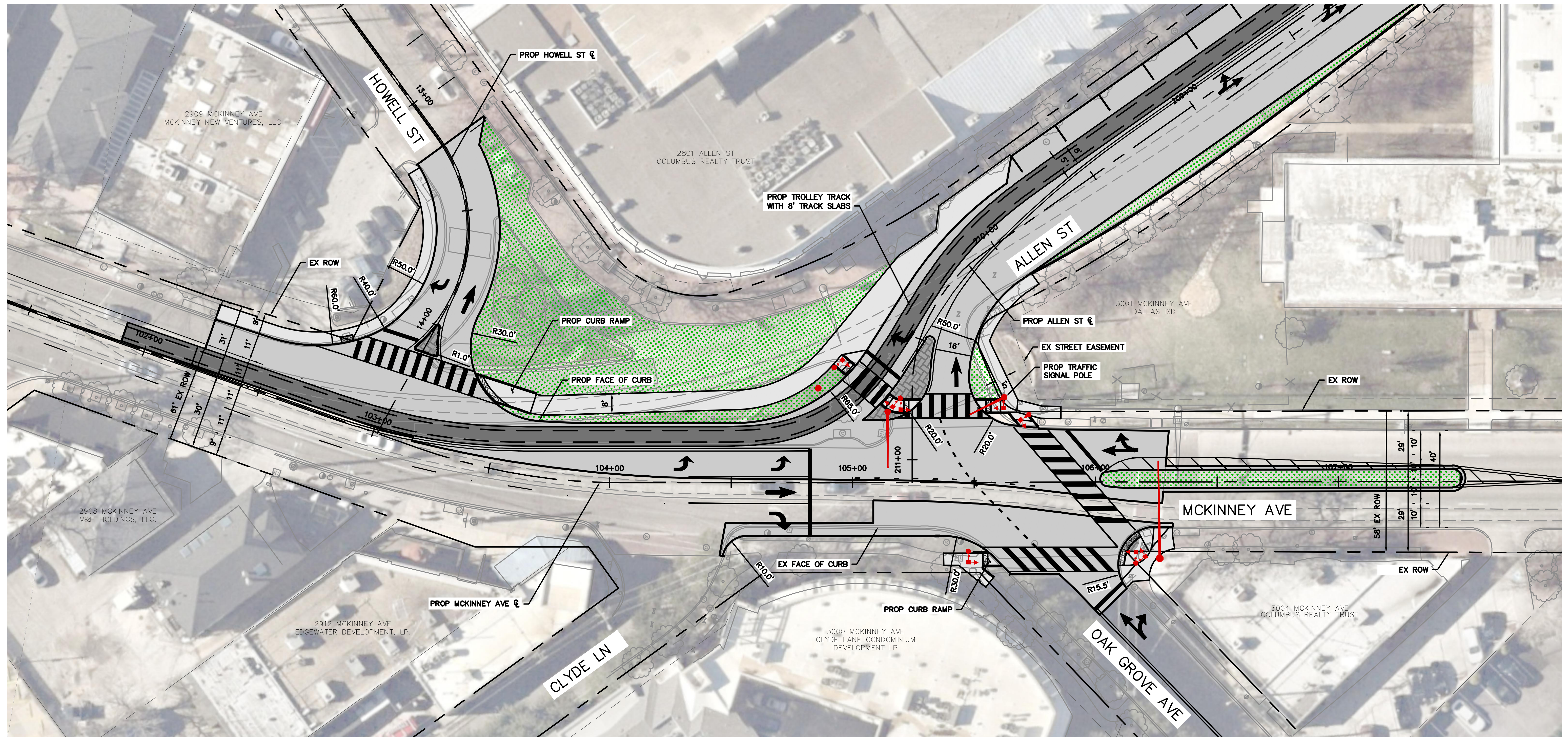
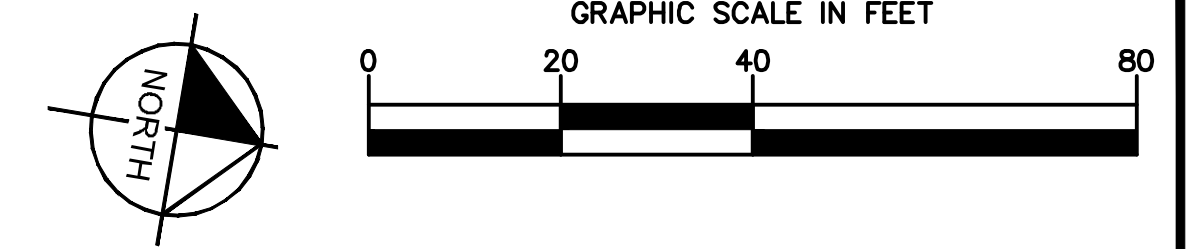
Cons

- Traffic is expected to back up significantly on Allen St due to 8-phase traffic signal cycle and high number of eastbound right turns combined with the trolley. This backup would extend to Cole Avenue (500') and result in waiting 2-3 cycles to get through intersection.
- Allen and Oak Grove left turns overlap, cannot turn simultaneously
- Oak Grove and Allen through movements do not line up and will require separate signal phases
- Risk of impatient drivers traveling northbound on McKinney using right turn lane to pass the trolley.
- This option has the most conflict points from a safety perspective.

Cons (Continued)

- The turning radii for the trolley track turning from Allen to McKinney is below standard design guidelines, which will require more frequent maintenance of trolleys and the tracks. Could hinder City's ability to get necessary trolley safety certification.
- Due to the crosswalk skew across the trolley tracks, track filler will be required to prevent wheels from getting stuck (wheelchairs, strollers, bikes, etc.). Adds to future maintenance costs. Funding source would need to be identified.

**ALLEN STREET AT
MCKINNEY AVENUE
INTERSECTION
OPTION 1**



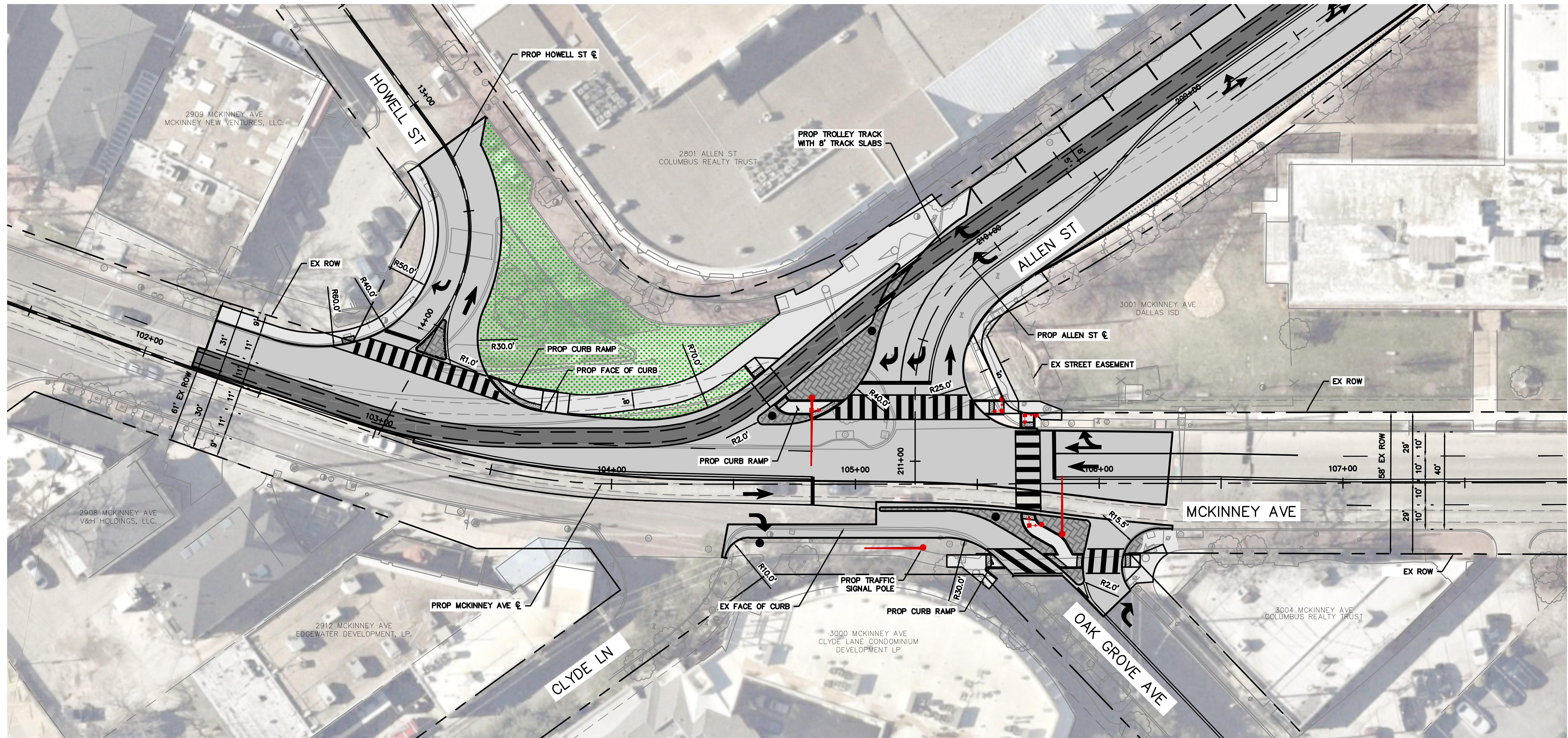
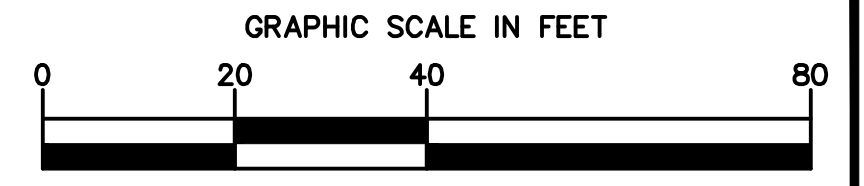
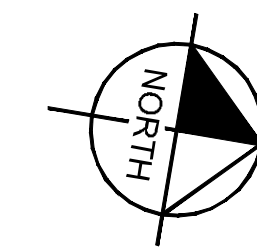
Pros

- Traffic on Oak Grove is allowed to go straight through the intersection
- Large pocket park space
- Intersection operations and queuing are slightly better than Option 1
- Eastbound Allen Street backup would extend to Laclede Street (300'), waiting 1-2 cycles to get through intersection
- Fewer signal phases
- Northbound McKinney left turns can occur at the same time as eastbound Allen right turns
- Median on McKinney can provide landscaping elements
- Trolley meets standard design guidelines

Cons

- Pedestrians must cross Allen St traffic twice
- Traffic will back up on Allen because of trolley and heavy right turns, though slightly less than Option 1
- Prohibits the following movements:
 - Allen: Eastbound through and left
 - McKinney: Southbound left
 - Oak Grove: Westbound left
- No right turns on red for eastbound Allen St due to trolley operations and pedestrian safety concerns
- Risk of impatient drivers traveling northbound on McKinney using right turn lane to pass trolley

**ALLEN STREET AT
MCKINNEY AVENUE
INTERSECTION
OPTION 2**



Pros

- Lowest delay (wait time) for vehicles of the three options
- Trolley is separated from vehicles to reduce delay for vehicles
- Trolley design meets standard design guidelines
- Has the fewest conflict points
- Addresses the concern about impatient drivers traveling northbound on McKinney using right turn lane to pass the trolley
- Accommodates two southbound lanes on McKinney

Cons

- Smallest pocket park area
- Trolley will require dedicated signal phase to merge onto southbound McKinney traffic
- Prohibits the following:
 - Allen: Eastbound through and left
 - McKinney: Northbound left and southbound left
 - Oak Grove: Westbound through and left
- Potential negative impacts to adjacent signalized intersections due to limited turns
- Need No Right Turns on Red for eastbound Allen St due to pedestrian safety concerns

**ALLEN STREET AT
MCKINNEY AVENUE
INTERSECTION
OPTION 3**