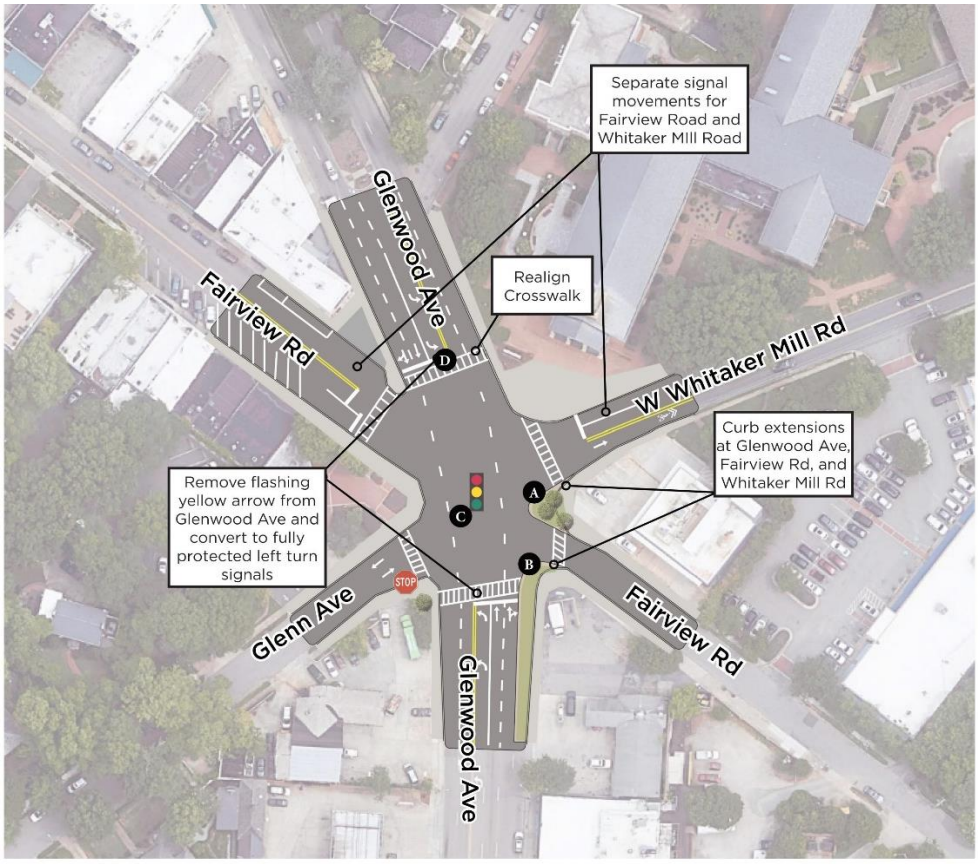
FIVE POINTS STREETSCAPE AND SAFETY STUDY – SUMMARY OF INTERSECTION CONCEPTS

CONCEPT A: SHORT-TERM IMPROVEMENTS



What does the concept do?

- Traffic signal changes: all left turns movement will become fully protected (i.e. they will receive a left turn arrow and not be allowed to turn when oncoming traffic is moving). Fairview Road and Whitaker Mill Road movements will no longer occur at the same time.
- The northbound right turn lane on Glenwood will be removed, and the outside curbs will be moved inward to help reduce speeding and provide more public space.

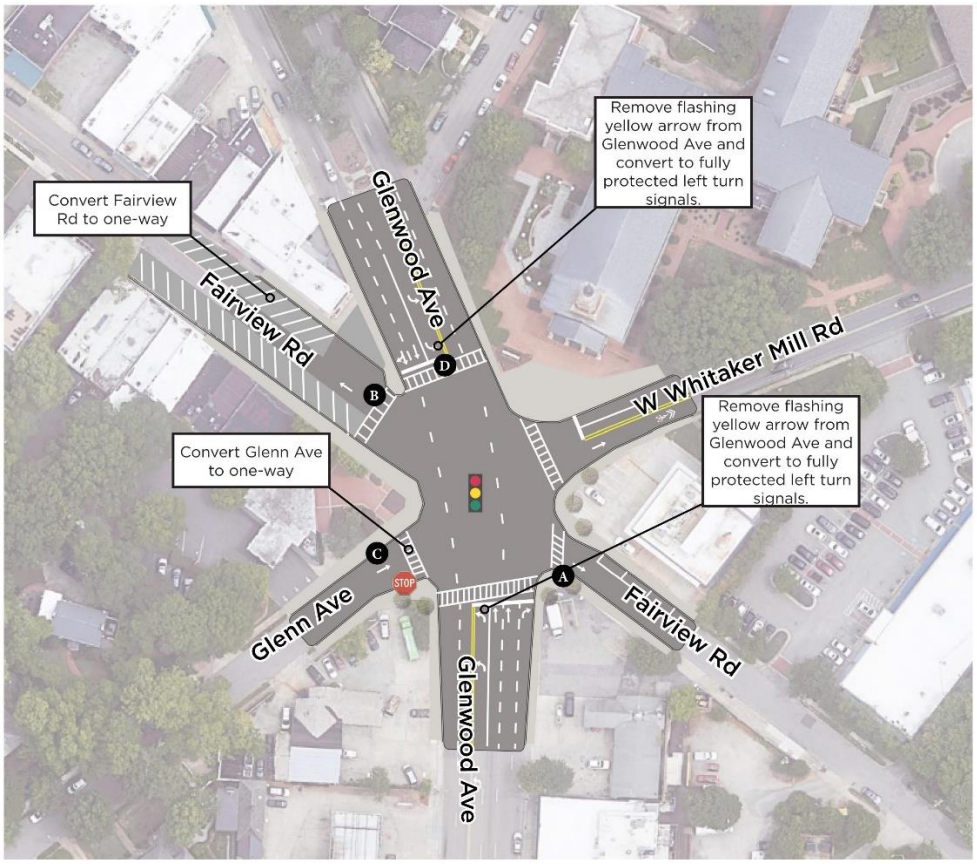
What was the feedback and analysis?

- Initial feedback on this concept was very positive.

Is this concept still under consideration?

- This concept is being carried forward to the next phase of the study. Some of the traffic signal modifications are already programmed for implementation.

CONCEPT B: CONVERT SIDE STREETS TO ONE-WAY



What does the concept do?

- Switching Fairview Road and Glenn Avenue to one-way reduces the number of vehicles that have to cross paths, making the intersection safer and more efficient for all travel modes.

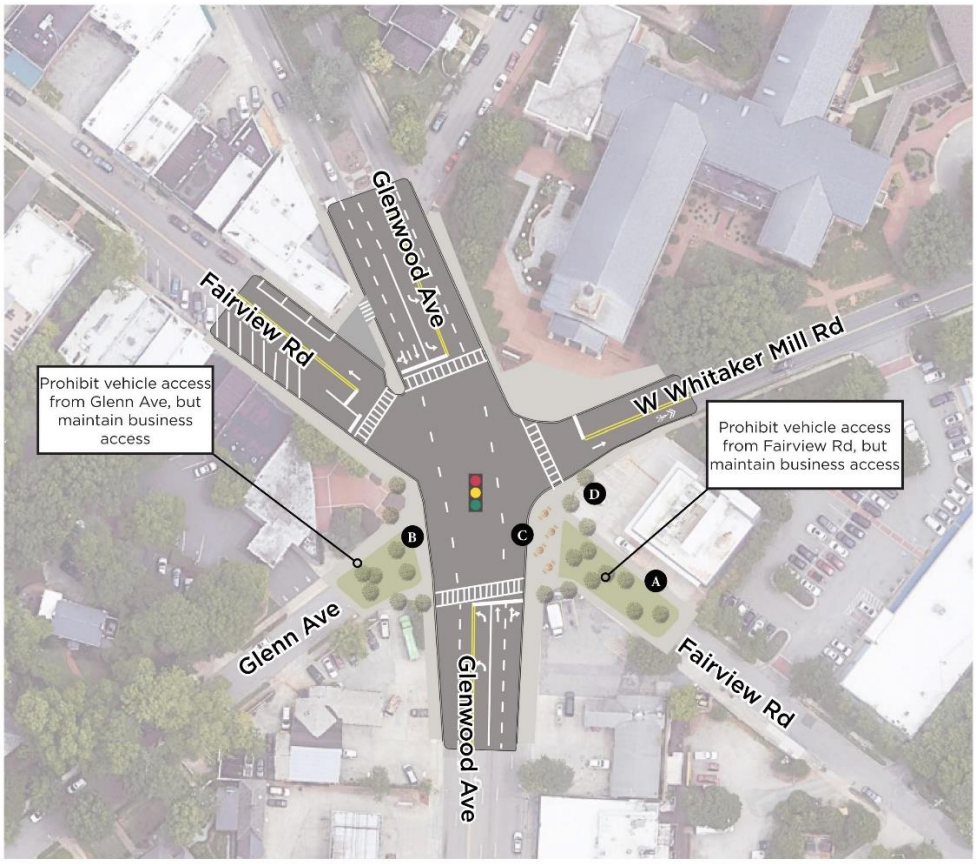
What was the feedback and analysis?

- Feedback on this concept was generally negative due to potential traffic diversion and neighborhood impacts.

Is this concept still under consideration?

- This concept does not provide significant benefits and will not be considered in future phases of the study.

CONCEPT C: CLOSE INTERSECTION APPROACHES



What does the concept do?

- Closure of the Glenn Avenue leg and the east leg of Fairview Road was considered to help simplify the intersection, improve safety, and provide additional public space.
- This concept was developed to be implemented independently or combined with other concepts.

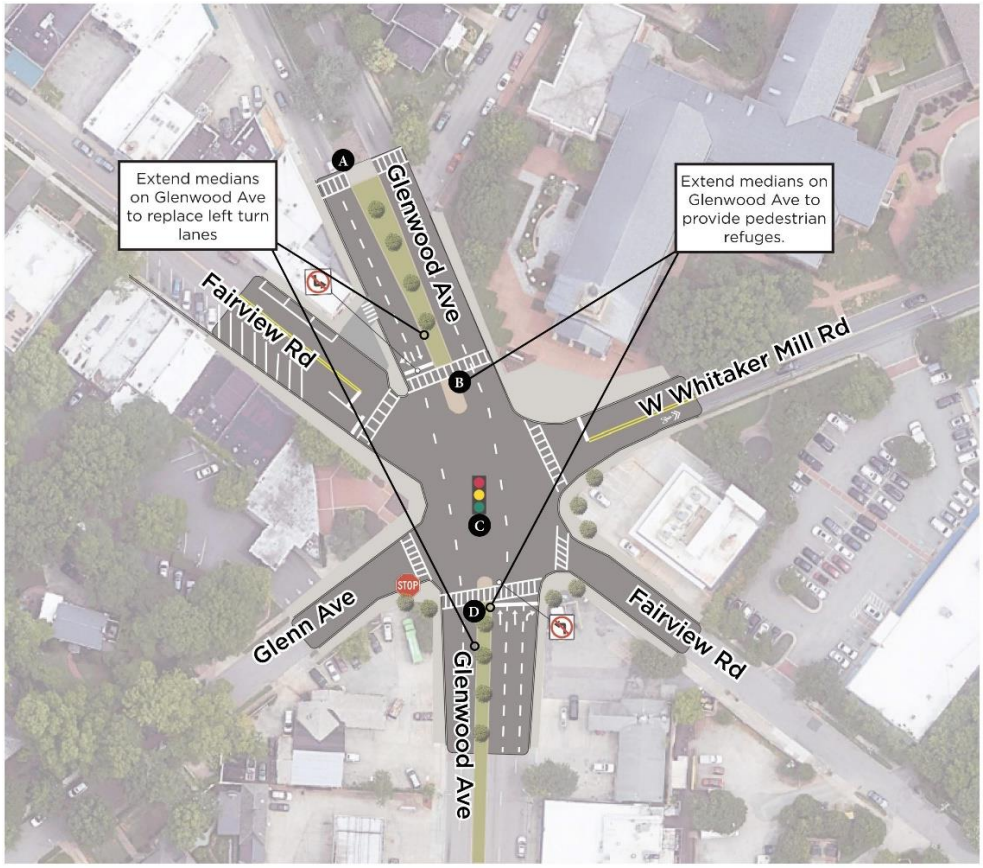
What was the feedback and analysis?

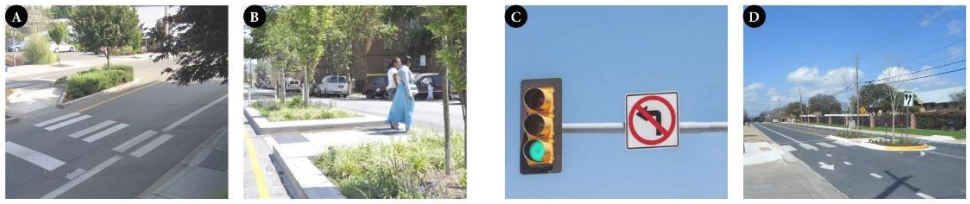
- Public feedback on this concept was positive for creating additional public space, but closure of Fairview Road would negatively impact access to Underwood Elementary school.

Is this concept still under consideration?

- The next phase of the study will include the conversion of Glenn Avenue to one-way outbound (away from Five Points) but will maintain Fairview Avenue in the current configuration.

CONCEPT D: PROHIBIT LEFT TURNS FROM GLENWOOD AVE





What does the concept do?

- Removing left turns from Glenwood Avenue was explored to help reduce the risk of side-impact crashes at the intersection. This was intended to address safety and efficiency at the intersection for all travel modes.

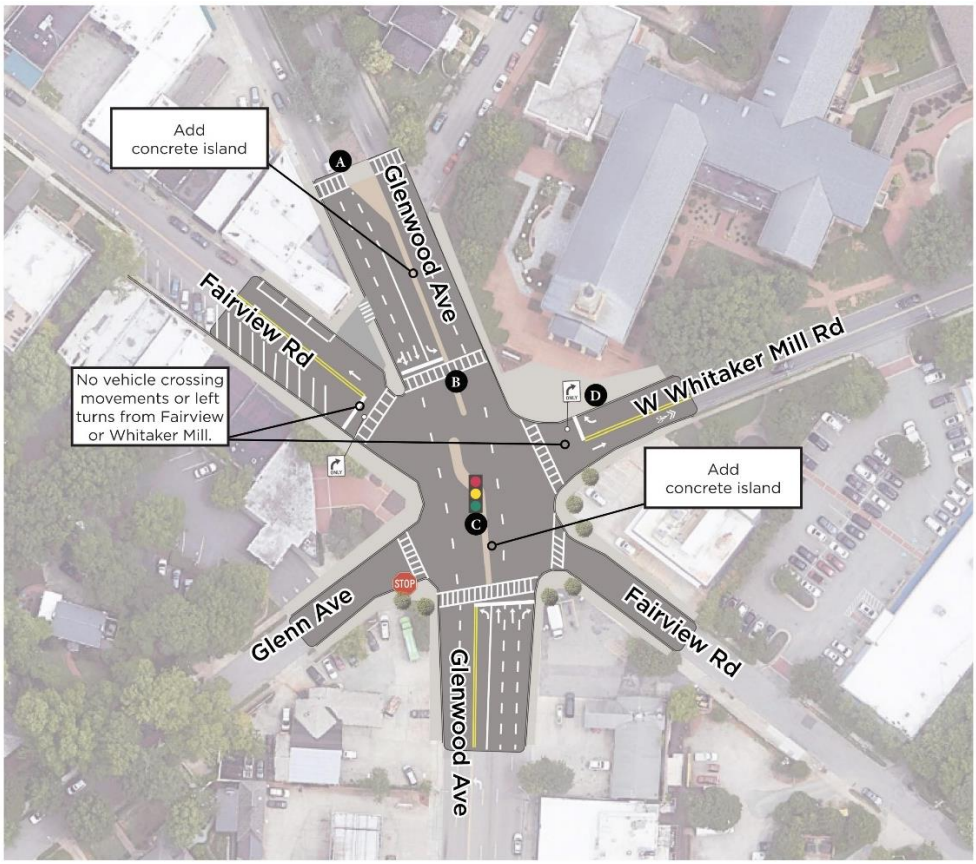
What was the feedback and analysis?

- Feedback on this concept was generally negative due to diverted traffic movements and potential neighborhood impacts.

Is this concept still under consideration?

- This concept does not provide significant benefits and will not be considered in future phases of the study.

CONCEPT E: PROHIBIT VEHICLE CROSSINGS OF GLENWOOD AVE



What does the concept do?

- Removing vehicle crossings of Glenwood Avenue was explored to help reduce the number of vehicles that cross paths at the intersection. This was intended to address safety and efficiency at the intersection for all travel modes.

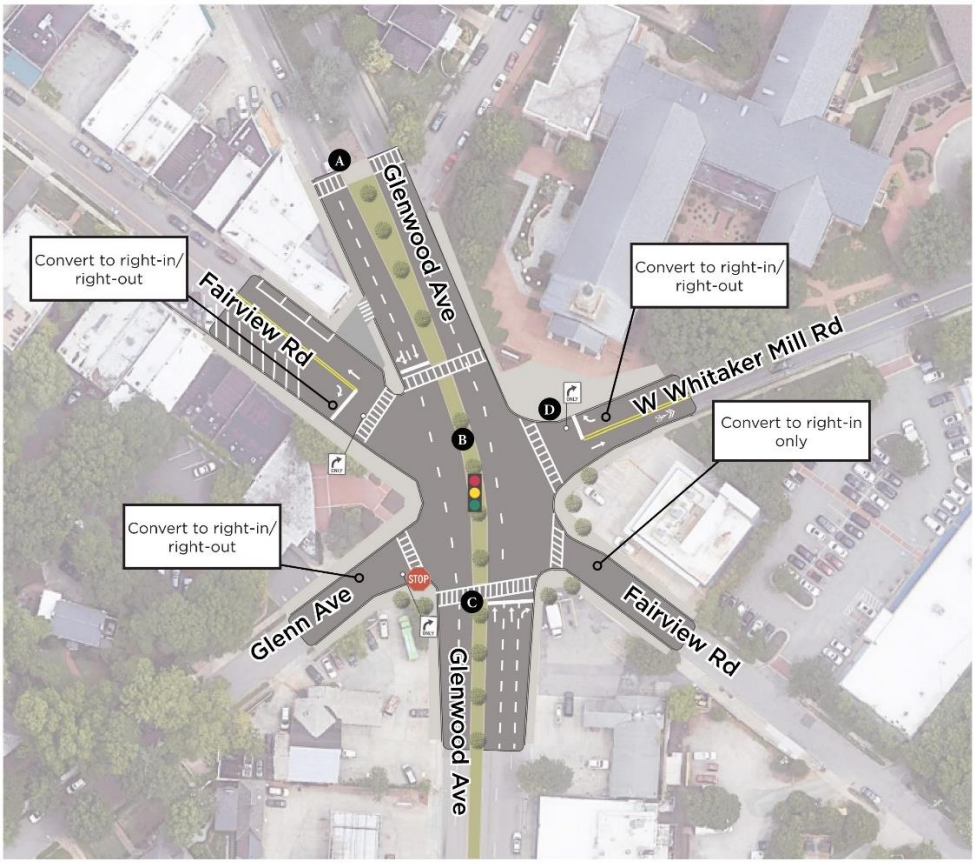
What was the feedback and analysis?

- Feedback on this concept was generally negative due to diverted traffic movements and potential neighborhood impacts.

Is this concept still under consideration?

- This concept does not provide significant benefits and will not be considered in future phases of the study.

CONCEPT F: ALLOW RIGHT TURNS ONLY



What does the concept do?

- Allowing only right turns at Five Points was explored to reduce the number of vehicle paths that cross at the intersection. This was intended to address safety and efficiency at the intersection for all travel modes.

What was the feedback and analysis?

- Feedback on this concept was generally negative due to diverted traffic movements and potential neighborhood impacts.

Is this concept still under consideration?

- This concept does not provide significant benefits and will not be considered in future phases of the study.

CONCEPT G: SINGLE-LANE ROUNDABOUT

What does the concept do?

- The single lane roundabout will reduce vehicle speeds to near 25 mph or less, reduce conflict areas between vehicles, and provide simplified pedestrian crossings while preserving all vehicle movements at the intersection.
- The number of lanes on Glenwood Avenue will be reduced from two to one in each direction upstream of Five Points. The exact area where the right lane would drop has not yet been identified.

What was the feedback and analysis?

- Initial feedback on this concept was generally very positive.

Is this concept still under consideration?

- This concept is being carried forward into the next phase of the study. Additional design details will be identified to help narrow the footprint and limit property impacts. Additional analysis of traffic delays and queuing will be evaluated.

CONCEPT H: HYBRID SINGLE/MULTILANE ROUNDABOUT

What does the concept do?

- The hybrid roundabout provides multilane entries on Glenwood Avenue but with single lane exits on all streets. Like the single-lane roundabout, the hybrid is projected to reduce vehicle speeds to 25-30 mph, reduce conflict areas between vehicles, and provide simplified pedestrian crossings while preserving all vehicle movements at the intersection.

What was the feedback and analysis?

- Initial feedback on the hybrid concept was positive, but less so than the single-lane roundabout.

Is this concept still under consideration?

- This concept was not found to provide a significant benefit relative to the single-lane roundabout, but with much higher property impacts. This concept will not be considered in future phases of the study.

CONCEPT I: MULTILANE ROUNDABOUT

What does the concept do?

- The multilane roundabout provides two-lane entries and exits on Glenwood Avenue and single-lane entries and exits on all other streets.
- Like the single-lane roundabout, the multilane roundabout is projected to reduce vehicle speeds to 25-30 mph, reduce conflict areas between vehicles, and provide simplified pedestrian crossings while preserving all vehicle movements at the intersection.

What was the feedback and analysis?

- Initial feedback on this concept was generally very positive.

Is this concept still under consideration?

- This concept is being carried forward into the next phase of the study. Additional design details will be identified to help narrow the footprint and limit property impacts. Additional analysis of traffic delays and queuing and pedestrian access will be evaluated.