





















Comparison Matrix of Intersection Control Options for Downtown Plaza/Blue Earth Avenue

	 Positive	 Neutral	 Negative	 \$ ↔ \$\$\$\$ Low High	
Option	Pedestrian Safety Impact	Driver Delay	Pedestrian Delay	Cost	Notes
Signal 				\$\$\$\$	<ul style="list-style-type: none">Stops traffic and provides light to tell pedestrians for when it's ok to cross.Waiting for light increases delay for pedestrians.Can create traffic congestion, add travel time, and frustrate drivers.
All-Way Stop 				\$\$	<ul style="list-style-type: none">Challenging for drivers and pedestrians, who are likely to be more concerned about where they're going and may not yield correctly.All -way stop control can often confuse motorists and will cause more delay and long backups on Blue Earth.
Two-Way Stop 				\$\$	<ul style="list-style-type: none">Nothing would slow down approaching traffic on Blue Earth Ave for pedestrians trying to cross.Extensive delay and backups on northbound Downtown Plaza.Backup lengths would be over eight vehicles long and extend halfway to Webster Street, increasing likelihood of rear-end crashes
Mini-Roundabout 				\$\$¢	<ul style="list-style-type: none">50% less conflict points for vehicles and pedestrians when compared to a signal.Narrows pedestrian crossing distance and allows pedestrians to cross one lane of traffic at a time.Pedestrian delay is less with the number of sufficient gaps anticipated.Slows traffic turning in intersection compared to signal or two-way stop condition.Decreases delay and backups for vehicles at all approaches.