

# Womack & Vermack Intersection Improvement

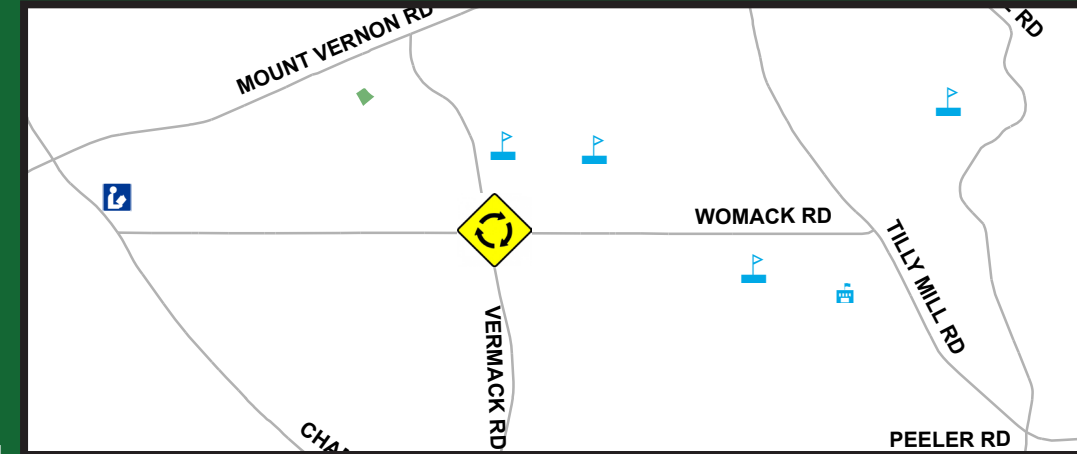
## PROJECT OVERVIEW

Dunwoody's Comprehensive Transportation Plan prioritizes safety and operational improvements to the intersection of Womack Road and Vermack Road. The preliminary concept includes converting the intersection into a roundabout and adding sidewalk and bicycle accommodations.

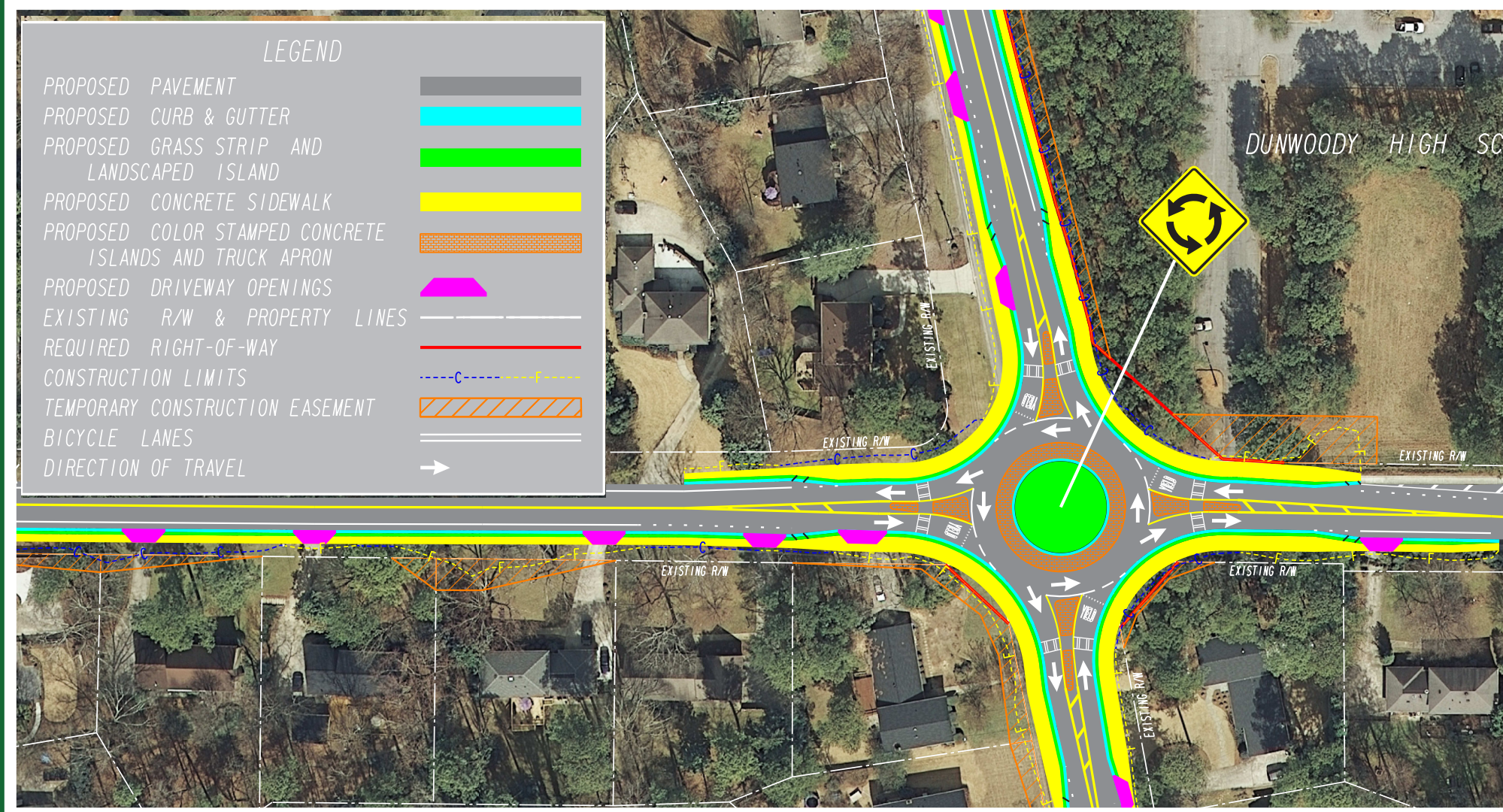
## PROJECT OBJECTIVES

- ✓ Achieve Efficient Automobile Flow
- ✓ Improve Safety for Vehicles and Pedestrians
- ✓ Provide Sidewalks and Bike Accommodations
- ✓ Implement the Transportation Plan Vision

## PROJECT LOCATION



## Roundabout - Preliminary Design

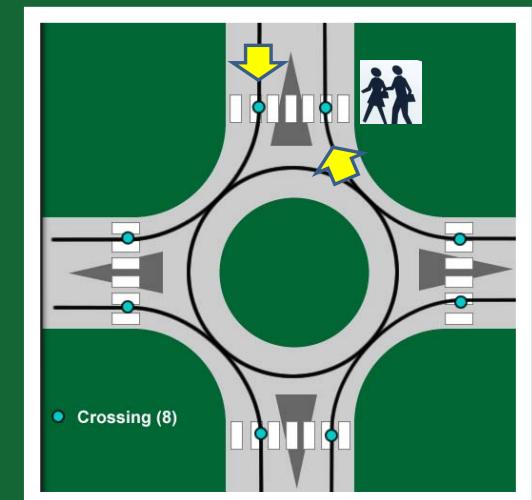


## KEY FEATURES

- ✓ Improve Safety for Vehicles and Pedestrians by Reducing "Conflict Points"
- ✓ Decreases Delay at Intersection - Improving Intersection "Level of Service"
- ✓ Compatible with Neighborhood Setting
- ✓ Less Costly than Signalized Alternative

## ROUNDBABOUTS AND PEDESTRIANS

- 30-40% reduction in pedestrian-vehicular crashes compared to traditional intersection
- Pedestrians cross one lane of traffic at a time
- Slower vehicle speeds (under 30 mph)
- Gap identification improved



# Womack & Vermack Future Roundabout



## FREQUENTLY ASKED QUESTIONS

### ALTERNATIVES

**Q** Has the City considered other alternatives for this intersection?

**A** The City studied and considered alternatives including:

- 1. No Build** - if the intersection remains as is, congestion will continue to increase.
- 2. Signalization** - Installing a traffic signal with turn lanes would have more impact on adjacent properties, be more costly, and less safe.

### TIMING

**Q** When will construction of the roundabout begin?

**A** Pending the Council's approval of funding for implementation, right-of-way acquisition could begin in the first quarter of 2013 with construction beginning as early as 2014.

### SAFETY

**Q** How will the project improve safety at the intersection?

**A** One of the primary benefits of roundabouts is their proven ability to improve safety over signalized intersections. There are fewer conflict points between vehicles in a roundabout. When crashes do occur they happen at low speeds with low angles of impact as opposed to the more severe right angle crashes that occur in traditional intersections.

### PEDESTRIAN SAFETY

**Q** How will the project improve pedestrian safety?

**A** There are fewer conflict points between pedestrians and vehicles in a roundabout. Each leg of the roundabout is also designed with a wide concrete refuge island, reducing crossings to one lane at a time. Vehicular speeds are reduced which allows for more reaction time for a driver to yield to a pedestrian entering the roadway.

### TRAFFIC

**Q** How will converting to a roundabout affect automobile traffic?

**A** The intersection currently operates poorly during daily peaks in traffic. By traffic engineering standards, the current delay is undesirable and is expected to continue to increase in the future. The proposed roundabout is expected to greatly reduce the delay during peak periods through the design year of 2037.

### TRAFFIC VOLUME

**Q** Will these improvements lead to increased traffic volume?

**A** The improvements will reduce the bottleneck at this intersection. Because both roads will remain two lanes, the overall capacity of the roadways will not increase.