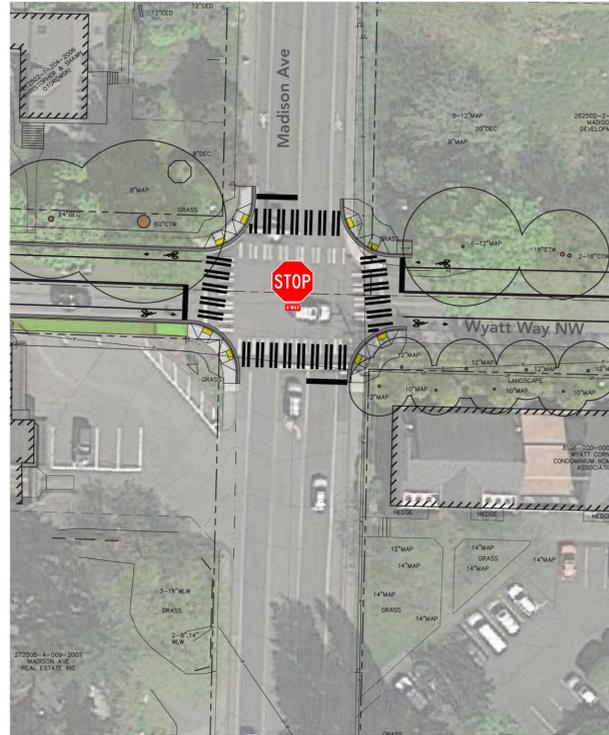
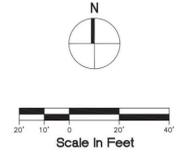


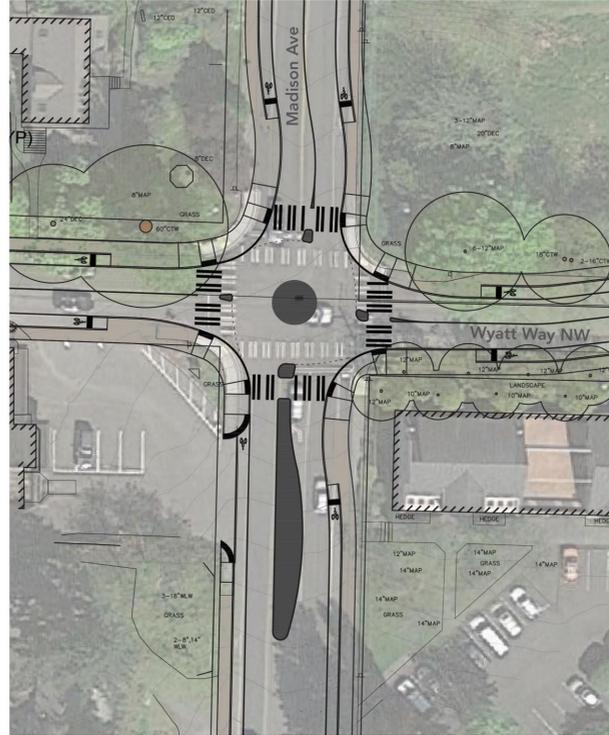
# WYATT & MADISON INTERSECTION

## No Change / All-Way Stop Option



- Features:**
- Stop signs
  - Stop lines
- Advantages:**
- Limited change to existing traffic patterns (new bike lane on Wyatt)
  - Fits within existing right of way
  - Almost no cost
  - No annual maintenance cost
  - Minimal impact to trees
- Issues:**
- Doesn't accommodate future traffic volumes

## Mini-Roundabout Option



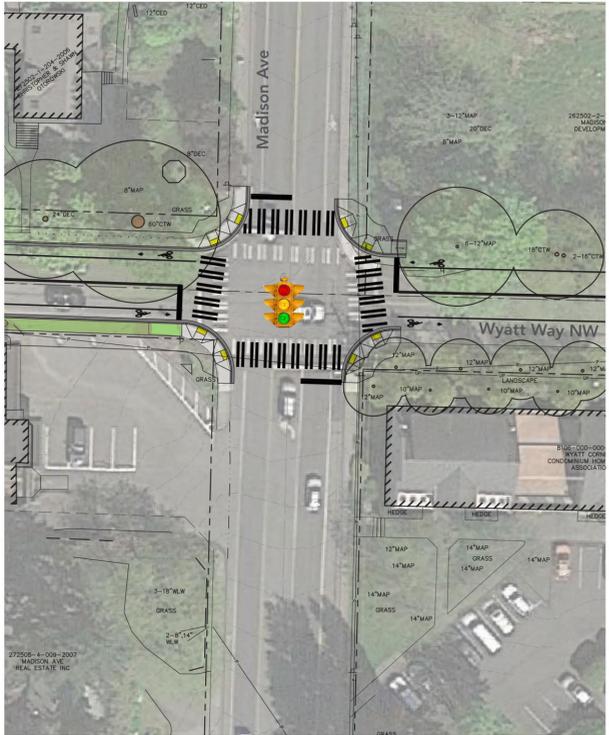
- Features:**
- Mountable splitter islands for approaching traffic
  - Paved and mountable center island
  - Curb ramps allow people on bikes to transition to sidewalk through intersection
- Advantages:**
- Less right of way acquisition required compared to urban compact roundabout
  - Lower construction cost compared to urban compact roundabout
  - Limited annual maintenance cost
  - LOS accommodates projected traffic growth
  - Reduced number of conflict points improves safety and reduces traffic collisions compared to traffic signal
  - Reduces traffic speeds and collision severity compared to traffic signal
- Issues:**
- Right-of-way acquisition
  - Mountable center island without landscaping has limited capacity to restrict vehicles
  - Potential impact to existing trees
  - Limited landscaping opportunity at intersection

## Urban Compact Roundabout Option



- Features:**
- Landscaped center island
  - Optional mountable splitter islands
  - Curb ramps allow people on bikes to transition to sidewalk through intersection
- Advantages:**
- Familiarity with/similar traffic patterns to existing roundabout at High School Road
  - Limited annual maintenance cost
  - LOS accommodates projected traffic growth
  - Shorter queues compared to traffic signal
  - Reduced number of conflict points improves safety and reduces traffic collisions compared to traffic signal
  - Reduces traffic speeds and collision severity compared to traffic signal
- Issues:**
- Right of way acquisition (more than mini roundabout)
  - Higher construction cost compared to mini roundabout
  - Impact to existing trees

## Traffic Signal Option



- Features:**
- New traffic signal poles
  - Pedestrian activated push buttons
  - Un-coordinated signal operation
- Advantages:**
- Fits within existing right of way
  - LOS accommodates projected traffic growth
  - Limited change to existing traffic patterns (new bike lane on Wyatt)
  - Minimal impact to trees
- Issues:**
- Annual maintenance cost for traffic signal
  - Need interlocal agreement for maintenance
  - Traffic signals have higher rear-end collision rate compared to roundabouts
  - Longer queues for traffic when compared to roundabout

## Traffic Impacts at Neighborhood Intersections - Peak PM Modeling Results



- Legend**
- 2014 Delay in Seconds / LOS
  - 2035 Delay in Seconds / LOS
- \* Island wide traffic model LOS is not computed for this two-way stop
- ① LOS and delay at project intersections for 2014/2035 is based on existing conditions
- ② Traffic model indicates no change to delay based on intersection design at Wyatt Way

Summary of Key Evaluation Criteria							
Intersection Option	Future LOS Performance	Connectivity	Safety	Capital Costs	Operations (Cost & Maintenance)	Right-of-Way Impacts	Tree Impacts
All-Way Stop	●	●	●	●	●	●	●
Mini-Roundabout	●	●	●	●	●	●	●
Urban Compact Roundabout	●	●	●	●	●	●	●
Traffic Signal	●	●	●	●	●	●	●

- Legend**
- Desirable
  - Neutral
  - Less desirable