

ROUNDBABOUTS

Roundabouts are used throughout Europe and in several countries around the world to reduce injury accidents, traffic delays, fuel consumption, air pollution and construction costs, while increasing capacity and enhancing intersection beauty.

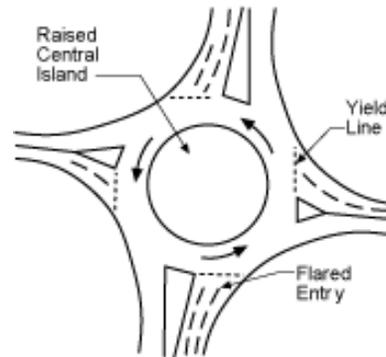
They have also successfully been used to control traffic speeds in residential neighborhoods and are accepted as the safest types of intersection design. Roundabouts are now being increasingly used in the United States. However, they are not a panacea or the right solution in all cases.

A roundabout is a circular intersection similar to the traffic circle used previously in this country. The major differences between a traffic circle and a roundabout are:

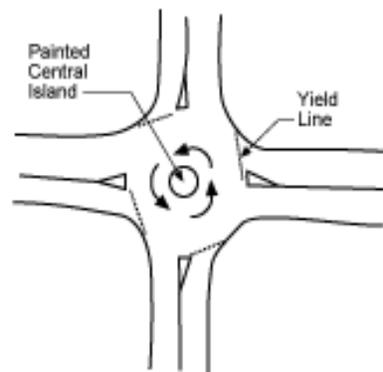
- **Yield at Entry:** At roundabouts the entering traffic yields the right-of-way to the circulating traffic. This yield-at-entry rule keeps traffic from locking-up and allows free flow movement.
- **Deflection:** The entry and center island of a roundabout deflects entering traffic to slow traffic and reinforce the yielding process.
- **Flare:** Entries to roundabouts often flare out from one or two lanes to two or three lanes at the yield line to provide increased capacity.

TYPES OF ROUNDBABOUTS

Conventional roundabout - A one-way circular roadway around a curbed central island for circulating traffic, usually with flared approaches to allow multiple vehicle entry.



Mini-roundabout - A one-way circular roadway around a flush or slightly raised central island of up to 13 feet in diameter, usually without flared entries. These are used in residential areas to control traffic speeds at intersections.



WHY USE A ROUNDBABOUT?

1. **Safety** - Roundabouts have been shown to reduce fatal and injury accidents as much as 75% in Australia and 86% in Great Britain. The reduction in accidents is attributed to slower speeds and reduced number of conflict points.
2. **Low Maintenance** - Eliminates \$1,500 per intersection in energy and maintenance costs associated with traffic signals.
3. **Reduced Delay** - By yielding at the entry rather than stopping and waiting for a green light, delay is significantly reduced.
4. **Capacity** - A roundabout better handles intersections with a high volume of left turns than a multi-phased traffic signal.
5. **Aesthetics** - Decreased fuel consumption results in reduced air pollution. The central island can be landscaped.

WHY NOT USE A ROUNDBABOUT?

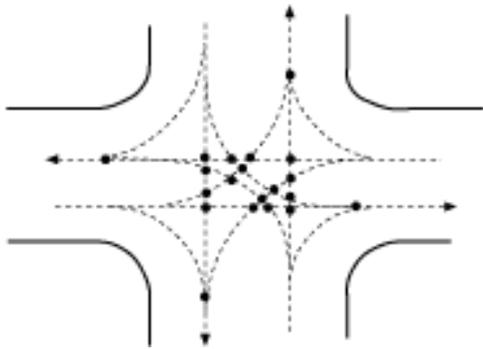
1. **Right-of-way** - Roundabouts require considerably more right-of-way area because the center island is of a significant size.
2. **Construction Costs** - This cost can be considerably higher depending on how high right-of-way costs are and the landscaping on the center island.
3. **Pedestrians** - Because traffic is not required to come to a complete stop,

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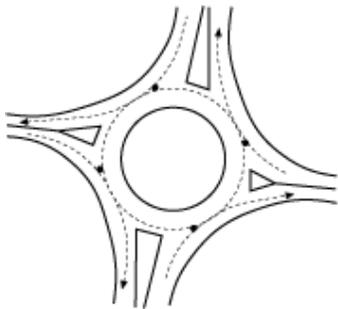
pedestrians crossing at roundabouts are at risk of being struck by vehicles.

- 4. Driver Unfamiliarity** – Drivers in this area are not very familiar with roundabouts and do not readily know how to drive through them.

Standard Intersection



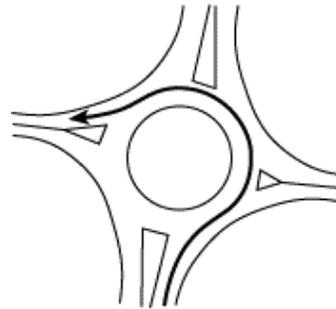
Roundabout Intersection



• = Conflict Point

the circulatory roadway, but do not stop if it is clear. On a two-lane approach to a single lane roundabout, the vehicle on the right has priority if two vehicles arrive together.

A conventional roundabout will have ONE-WAY signs mounted in the center island. They help guide traffic and indicate that you must drive to the right of the center island. You must still drive to the right of the raised island. Left-turns are completed by traveling around the central island.



REQUESTS AND INQUIRIES

If you have questions, requests or suggestions concerning traffic issues, please call the Public Works Department at

HOW TO DRIVE A ROUNDABOUT

As you approach a roundabout there will be a YIELD sign and dashed yield limit line. Slow down, watch for pedestrians and bicyclists, and be prepared to stop if necessary. When you enter the roundabout, yield to traffic on the left on