

Why a Roundabout?

An alternative to traffic signals and stop signs to control traffic, roundabouts have several advantages over signals and stop signs in many cases.

A roundabout not only provides increased traffic safety and flow, but many of the efficiencies created by the design make it a **green solution**.

SAFETY: Roundabouts have been shown to reduce fatal and injury accidents as much as 89% and 76% respectively. The reduction in accidents is attributed to slower speeds and reduced number of conflict points. The number of vehicle-to-vehicle and vehicle-to-pedestrian conflict points are reduced by as much as 75% over a standard intersection.

LOW MAINTENANCE: Maintenance costs associated with traffic signals are eliminated which amount to approximately \$3,500 per year per intersection. Electricity costs are reduced with a savings of approximately \$1,500 per year per intersection.

REDUCED DELAY: By yielding at the entry rather than stopping and waiting for a green light, delay can be significantly reduced.

CAPACITY: Intersections with a high volume of left turns are often better handled by a roundabout than a multi-phased traffic signal.

ENVIRONMENTAL: A reduction in delay corresponds to a decrease in fuel consumption and air pollution.

AESTHETICS: The central island provides an opportunity to beautify the intersection with landscaping.

Bicyclists

- » Cyclists can either ride with vehicle traffic or use the crosswalk.
- » Riders must follow the same rules as vehicles and must yield as they enter.
- » Signal your intent when exiting the roundabout.
- » Ride in the middle of the lane to keep vehicles from passing you or cutting you off.
- » Make sure entering vehicles see you.

Pedestrians

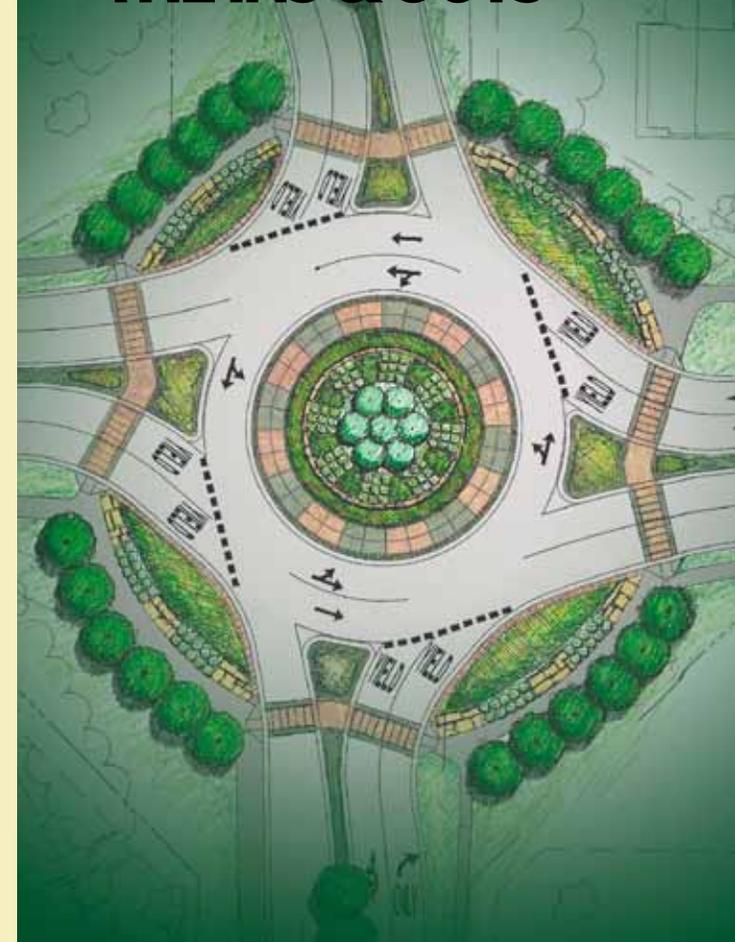
- » Always use designated crosswalks and sidewalks. Never cross into the center island.
- » Cross streets one at a time, using the median island as a safe, mid-way stopping point.
- » Watch for traffic coming toward you. Make sure drivers see you and intend to stop before you enter the crosswalk.

Trucks

- » Drive on the circulatory roadway, trailers of large trucks may use the truck apron provided to negotiate the tight turning radius. Cars should not use the truck apron.



Roundabouts: THE INS & OUTS



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What is a Roundabout?

A roundabout is an intersection traffic control device similar to stop signs or traffic signals. In a roundabout, all traffic travels counterclockwise around a center island. They have been used for many years in Europe, Australia, Canada and many other countries. Recently, communities in the U.S. are discovering roundabout benefits and increasing their use.

Navigating a Roundabout

- » **Approach:** Follow the lane designation signs and choose the correct lane. Slow down and yield for pedestrians and bicyclists. If there is a waiting vehicle ahead, DO NOT block the pedestrian crosswalk.
- » **Right-of-way:** Look to the left. Traffic in the roundabout has the right-of-way. Enter only when there is an adequate gap in the traffic flow.
- » **Be aware:** Watch for bicyclists and pedestrians. Treat emergency vehicles as you would on any other roadway. Pass through the intersection then move as far to the right as possible, and stop until the emergency vehicle passes.
- » **Drive:** After entering, you have the right-of-way. Keep right of the center island and continue in a counterclockwise direction. DO NOT stop or pass within the roundabout.
- » **Take note:** Bicyclists are permitted to ride within the roundabout and will be riding in the lane just as other vehicles do. DO NOT pass a bicycle in the roundabout.
- » **Exit:** Exit to the right onto your chosen street. Signal your turn and yield to pedestrians in the crosswalk.

Roundabout Characteristics

PEDESTRIAN CROSSING: Pedestrians at the curb look left and pedestrians within the island look right for on coming traffic before crossing.

TRUCK APRON: Accommodates navigation of the tight turning radiuses for large trucks and trailers.

YIELD AT ENTRY: Entering traffic yields to traffic already in the roundabout.

YIELD AT CROSSWALK: Traffic must yield to pedestrians.

FLARE: Road entrances get wider at the roundabout to provide increased capacity, and to keep traffic moving.

GEOMETRIC CURVATURE: The radius of the center circulating road and the angle of entry are designed to slow traffic.

TRAFFIC DEFLECTION: Markings, splitter islands, and a center island deflect entering traffic to reinforce yielding, and direct traffic into one-way counterclockwise circulation.



TRAFFIC SIGNS: Pedestrian crossing, yield, lane option, and median signs, as well as painted road markings, all help guide traffic smoothly.

