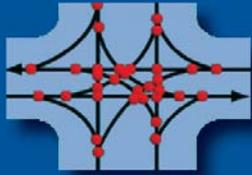


ADVANTAGES OF A MODERN ROUNDABOUT

Vehicle Safety

The reduction in fatal and serious crashes is attributed to slower speeds and reduced number of conflict points. A conflict point is a spot where a vehicle potentially could strike another vehicle or pedestrian.



Intersection



Roundabout

Emergency Vehicles

Emergency vehicles can easily travel through the roundabout with reduced delays and improved response times.

Capacity / Reduced Delay

Roundabouts typically carry about 30-50% more vehicles than similarly sized signalized intersections during rush hour. This is because traffic is always on the move as opposed to waiting turns at a red light, and therefore improving both capacity and delay time.

Economy

Roundabouts save taxpayer money because the County saves on operations, maintenance, and electricity expenses. Roundabouts also reduce vehicle emissions and fuel consumption because of the more efficient traffic flow. Another advantage of Roundabouts is that they function normally even during power outages.

Beauty

Roundabouts central islands provide an area for landscaping, sculpture, and other aesthetic features and avoid the clutter of traffic signal controller boxes, poles and wires, and pavement cuts.

Safety:

- ◆ Roundabouts reduce all accidents by 35% - 47% versus stop controlled intersections.
- ◆ Roundabouts reduce injury accidents by 72%-87% versus stop controlled intersections.
- ◆ Roundabouts reduce all accidents by 48% versus signalized intersections.
- ◆ Roundabouts reduce injury accidents by 78% versus signalized intersections.

FHWA – Proven Safety Countermeasures, Publication No. FHWA-SA-12-005

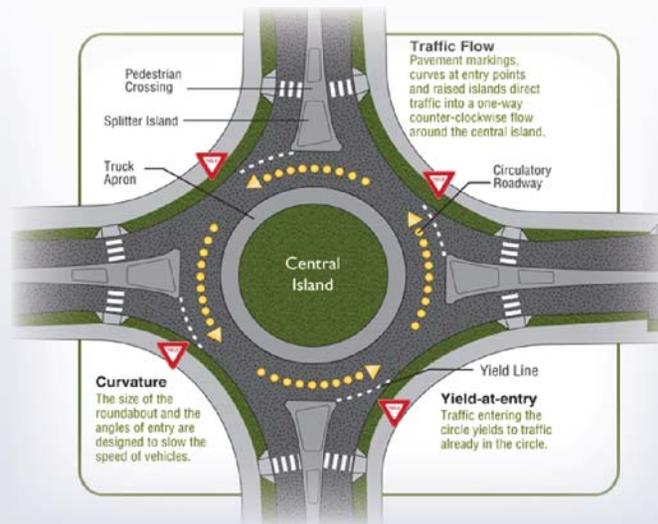
NCHRP 572 – Roundabouts in the United States (2007). Table 28

FHWA – Roundabouts - The Maryland Experience, FHWA Publication No. FHWA-SA-09-018

Insurance Institute for Highway Safety / Highway Loss Data Institute, April 2016

- ◆ Rural Roundabouts reduce all accidents by 62% versus stop controlled intersections.
- ◆ Rural Roundabouts reduce injury accidents by 85% versus stop controlled intersections.

Insurance Institute for Highway Safety / Highway Loss Data Institute, April 2016



For More Information:

- ◆ FHWA Office of Safety
–<http://safety.fhwa.dot.gov/>
- ◆ Institute of Transportation Engineers
–<http://www.ite.org/>
- ◆ U.S. Access Board
–<http://www.access-board.org/>
- ◆ National Cooperative Highway Research Program
–<http://www.trb.org/>

Large Vehicles and Semi-Trailers:

- ◆ This roundabout can accommodate many large vehicles from fire trucks up to the STAA-Long semi-trailers.
- ◆ Trucks may track over striping at splitter islands and utilize the elevated truck apron to make turns.
- ◆ Rear truck tires should only mount the truck apron. The roundabout is designed for the truck cab to stay within the asphalt roadway.
- ◆ Buses can easily travel through the roundabout, reducing travel time for passengers.

