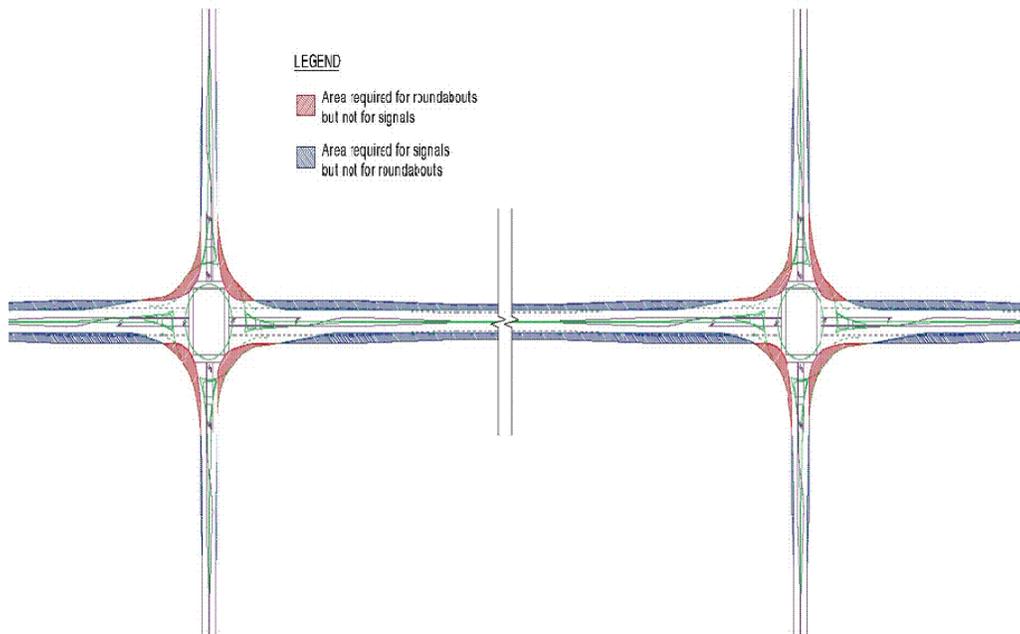


This week's Roundabout Fact is in response to the following question that was sent in last week: *“Do you have any data on the average R/W required for a roundabout and what is the general reason for a roundabout being selected over a signal when there are buildings close to the intersection?”*

Every roundabout design is unique. Different than the traditional signalized intersection, the roundabout can be shifted to one quadrant to minimize R/W impacts.

The need to acquire right of way for a roundabout varies, based on the inscribed diameter that is determined on a site by site basis. The inscribed circle diameter can range from 70 to 130 feet for a one lane roundabout and from 150 to 200 feet for a two lane roundabout.

As the graphic below indicates, a roundabout might take up less R/W because of the additional turn lanes required by the signalized intersection and possible reduction of through lanes.



Below are 25 reasons to construct a roundabout rather than a traffic signal according to Ken Sides of Clearwater Florida.

Use roundabouts whenever you want to:

- 1) Reduce fatalities up to 90% (FHWA)
- 2) Reduce injury crashes 76% (FHWA)
- 3) Reduce pedestrian crashes 30-40% (FHWA)
- 4) Greatly reduce the severity of injuries sustained in crashes

- 5) Reduce greenhouse gases (carbon footprint)
- 6) Reduce toxic emissions
- 7) Reduce gas consumption
- 8) Reduce queue lengths (in many instances)
- 9) Have a ped/child/older/bike/skate-friendly intersection
- 10) Have a stronger sidewalk network, with friendly nodes (intersections)
- 11) Preserve/enhance/celebrate local history/culture/geology while accommodating motorized traffic flow (Context Sensitive Solution)
- 12) Have storm-proof intersections that continue to operate after hurricanes and tornados
- 13) Support the principles of Smart Growth and Active Living
- 14) Provide LOS A during the night
- 15) Provide LOS A&B in off-peak hours (in many instances)
- 16) Provide 20-30% increase in capacity during peak hours (in many instances)
- 17) Solve special problems, such as 5-legged intersections, light rail, etc.
- 18) Create a gateway to a district, such as business or residential
- 19) Make a statement with a signature project
- 20) Replace no-man's lands, seas of asphalt, with beauty
- 21) Allow sidewalk conversations among pedestrians or sidewalk cafe patrons or persons sitting on benches
- 22) Re-vitalize a depressed district
- 23) Create a roundabout corridor with safe, efficient access management
- 24) Create a scenic corridor with speed management
- 25) Perfectly complement a road diet project

We welcome any comments or questions you may have.

Thank you.