

# Benefits of Roundabouts

## Lives Saved

- Up to 90% reduction in fatalities
- 76% reduction in injury crashes
- 30-40% reduction in pedestrian crashes
- 75% fewer conflict points than 4-way intersections

## Money Saved

- No signal equipment to install and repair
- Savings estimated at an average of \$5,000 per year in electricity and maintenance costs
- Service life of a roundabout is 25 years (vs. 10-year service life of signal equipment)

## Improved traffic flow

- 30-50% increase in traffic capacity

## Reduction in pollution and fuel use

- Improved traffic flow for intersections that handle a high number of left turns
- Reduced need for storage lanes

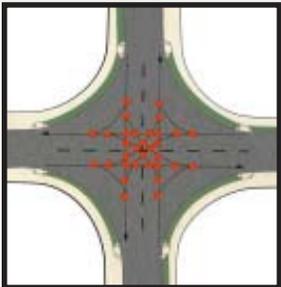
## Slower vehicle speeds

- Drivers have more time to judge and react to other cars or pedestrians
- Advantageous to older and novice drivers
- Reduces the severity of crashes
- Keeps pedestrians safer

## Community benefits

- Traffic calming
- Aesthetic landscaping

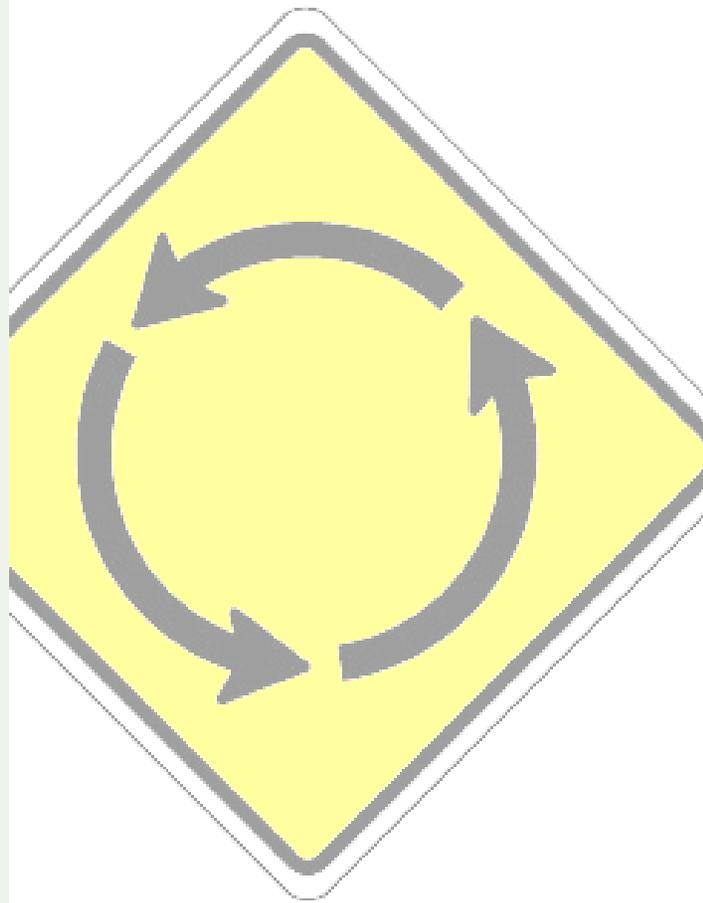
Roundabouts have only 8 conflict points versus a traditional intersection, which has 32 conflict points. Also none of these conflict points are at right angles, decreasing damage and injury costs.



Traditional intersection:  
32 conflict points



Roundabout:  
8 conflict points



More information on roundabouts can be found by visiting the following resources:

“**Roundabouts: An Informational Guide**”  
published by the Federal Highway Administration  
<http://www.fhrc.gov/safety/00068.htm>

“**Kansas Roundabout Guide**”  
published by Kansas Department of Transportation  
[http://www.ksdot.org/burtrafficeng/Roundabouts/Roundabout\\_Guide/KDOTMaster\\_100803.pdf](http://www.ksdot.org/burtrafficeng/Roundabouts/Roundabout_Guide/KDOTMaster_100803.pdf)

**For questions or information on roundabout projects in your area, please contact:**

Michiana Area Council of Governments  
1120 County-City Building  
227 W. Jefferson Blvd.  
South Bend, IN 46601  
574/614-8894

# Driving Around a Roundabout

## Tools for a Safe City

Building a  
21<sup>st</sup> CENTURY CITY



◆ Improved Safety

◆ Improved Traffic Flow

◆ Cost-Effective

◆ Attractive

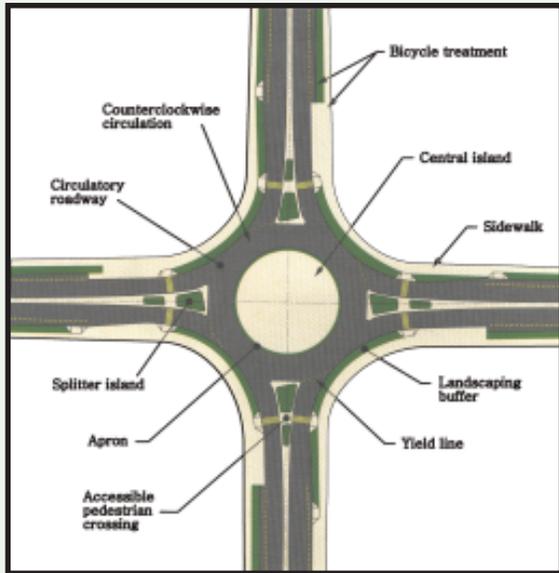
◆ Reduced Pollution

Michiana Area Council of Governments  
Elkhart, Marshall, and St. Joseph Counties

# What Is a Roundabout?

A modern roundabout is a common form of unsignalized intersection control in use throughout the world. Modern roundabouts maximize safety and minimize traffic delay, while being attractive, cost-effective focal points in neighborhoods.

A roundabout is an intersection having one-way circulation around a center island where entering traffic must yield the right-of-way to circulating traffic.



## Existing and Proposed Roundabouts in Elkhart and St. Joseph Counties:

### Elkhart County:

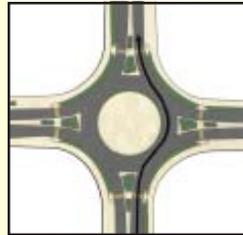
- Dierdorf Road @ Keystone Drive
- Hively Avenue @ 17th Street
- Hively Avenue @ Oakland Avenue

### St. Joseph County:

- Douglas Road @ Ivy Road
- Fellows Street @ Dean Johnson Boulevard
- Lincolnway West @ South Bend Airport Entrance
- Lincolnway West @ Mayflower Road
- Pine Road @ Lincoln Highway (considering)
- Portage Avenue @ Lathrop Street
- Portage Avenue @ Ribourde Drive

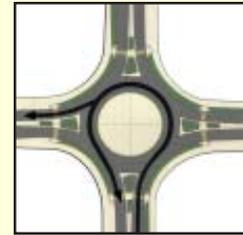
# How To Drive a Roundabout

A driver should use the normal rules of the road. It is important to be courteous and signal your intentions as you approach and drive through the roundabout. Drivers must be prepared to stop and wait for a sufficient gap in the circulating traffic before entering the roundabout. Vehicles already inside the circulatory roadway have the right-of-way over vehicles entering the circulation.



### Through movement

*No signal is required for through movement, although it is courteous to signal right at your exit.*



### Left- or U-turn movement

*Signal a left turn on the approach and while in the roundabout. Signal right at your exit.*

## When driving in a roundabout, use the following precautions :

- Slow Down - 15 miles per hour is about right for driving in the roundabout
- Yield to pedestrians, bicyclists and vehicles (the yield sign will show you where to yield).
- Look left. Vehicles in the roundabout have the right-of-way. If there is no traffic in the roundabout, don't stop. If traffic is present, wait for an opening and then enter.
- Once in, keep right - a roundabout is a one-way street.
- The circulating car has the right-of-way.
- Proceed with care at your exit. If you miss your exit simply go around again.
- Pedestrians should cross only in the marked crosswalks.

# Trucks and Large Vehicles

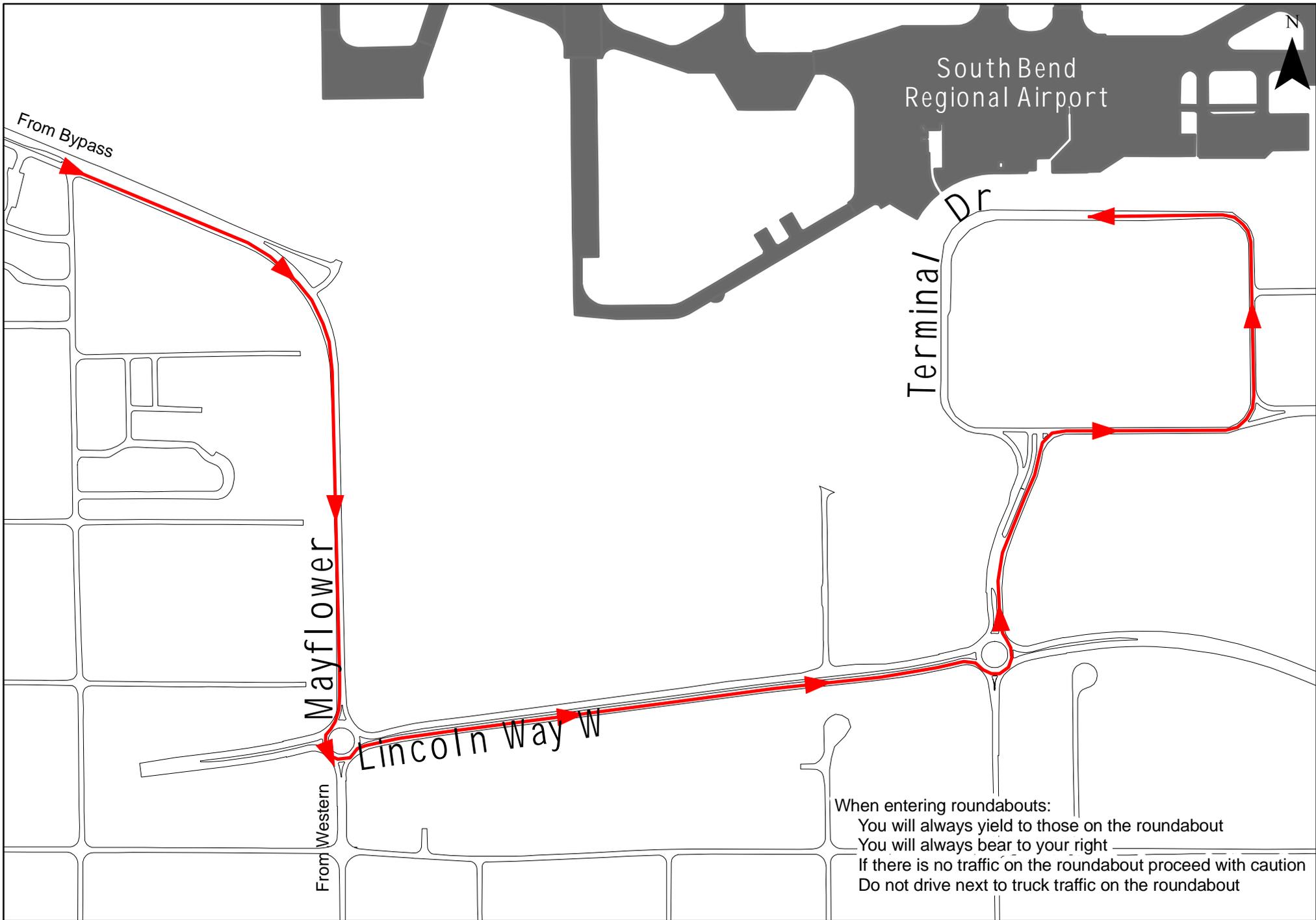
- ◆ There is an outer portion of the center island of the roundabout that can be driven on. It is designated to allow large trucks, busses, and emergency vehicles to maneuver around the circulating roadway. No other vehicles should drive on the apron.

# Pedestrians

- ◆ Cross only at designated crossing locations.
- ◆ Watch for cars; you have the right-of-way, but drivers may not be paying enough attention.
- ◆ The roundabout has a splitter island that can serve as a refuge island, which allows you to cross the street one direction of traffic at a time.
- ◆ Do not cross over to the center island in the roundabout.

# Bicyclists

- ◆ If you are comfortable riding in traffic, take the lane and circulate as you would in a vehicle.
- ◆ As with motorists, you must wait at the yield line for a sufficient gap in the circulating traffic before entering the roundabout.
- ◆ If you are unsure about using the roundabout, dismount and walk your bike as a pedestrian at the designated crosswalks.



**Legend**

-  Directions to Airport
-  Airport Terminal
-  Edge of Pavement

# Navigating Roundabouts