

ARE ALL CIRCULAR INTERSECTIONS ROUNDABOUTS?

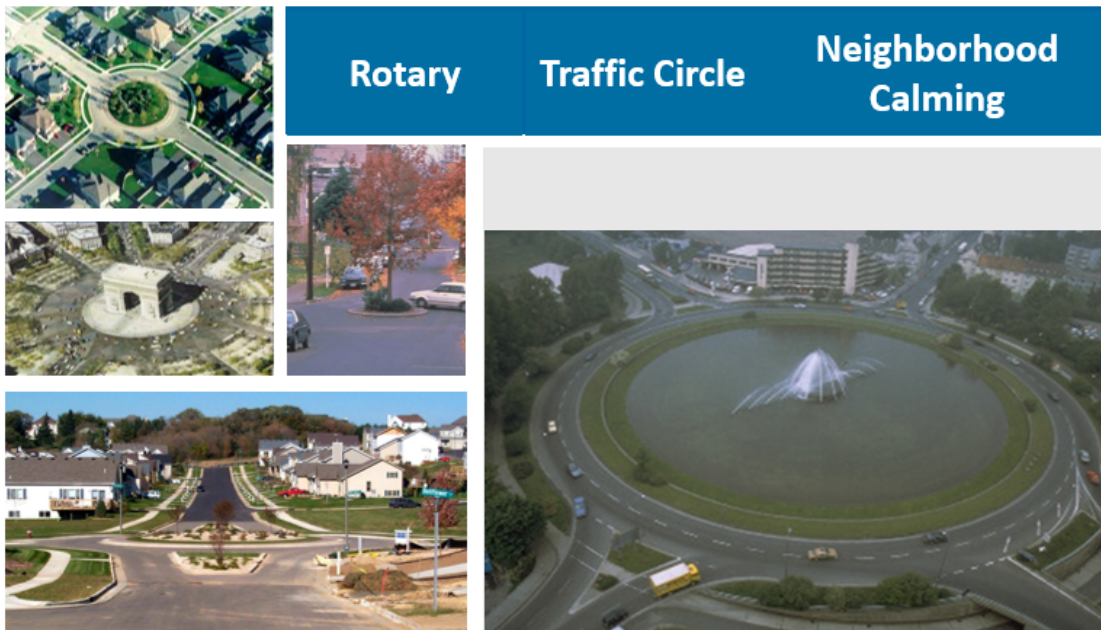
No, there are many different types of circular intersections and they go by many different names: rotary, traffic circle, neighborhood calming circle, and modern roundabout. Some are large (think the Arc de Triomphe in Paris) and some are small, but they are not modern roundabouts.

What's the difference? Rotaries and large traffic circles are generally higher speed intersections and typically do not accommodate pedestrians and cyclists as well as modern roundabouts. Their size and speed sometimes can be confusing or overwhelming for drivers. A neighborhood traffic calming circle is generally a smaller circle in the middle of the intersection that is just meant to slow traffic but does not control traffic, so sometimes it has stop signs.

Then there are older roundabouts. The roundabout at Avenue 52 and Jefferson is an example of an older style roundabout (not a modern roundabout) and since its construction new design guidance was developed in the US which improves the way we are building roundabouts, creating the modern roundabout, which is what we are constructing in the Village.

Modern roundabouts are circular, although not always a perfect circle. Primarily they are designed to control speed, efficiently move traffic and accommodate all users (walking, biking, golf carts).

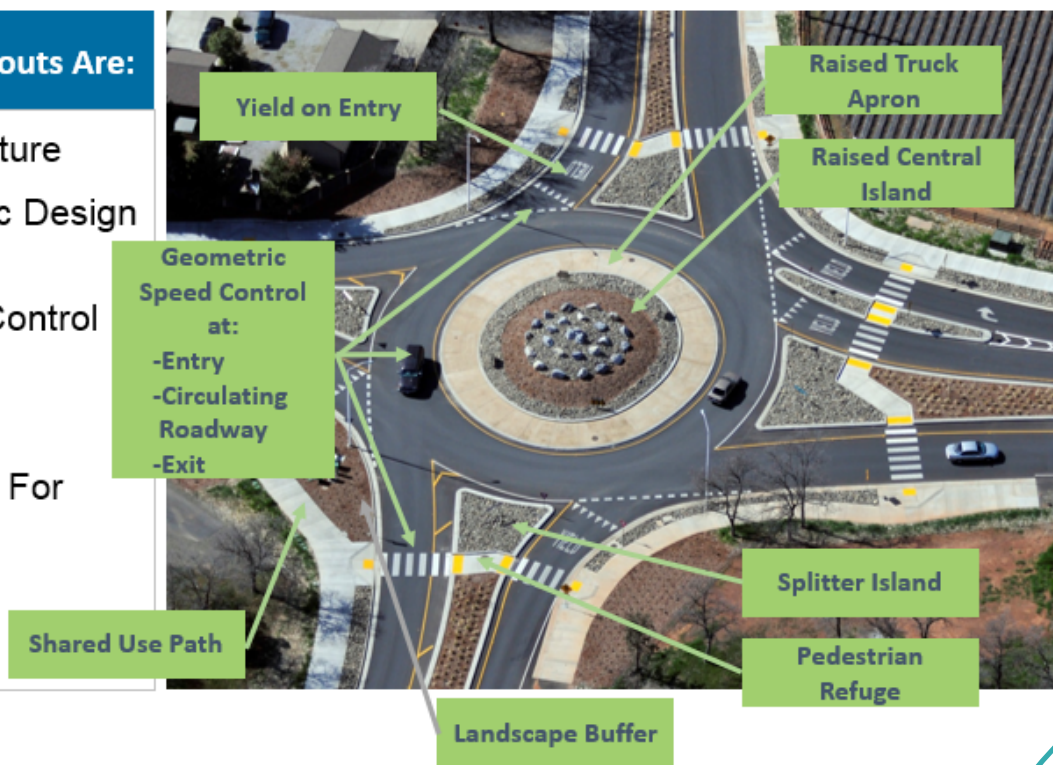
These are NOT Modern Roundabouts ...



What are Modern Roundabouts?

Modern Roundabouts Are:

- Circular In Nature
- Utilize Specific Design Criteria
- Designed to Control Speed
- Multi-Modal
- More Efficient For Traffic Flow



One of the key elements of a modern roundabout is the raised central island. This island serves several purposes; it facilitates circular traffic flow and with the raised central portion blocks the view of oncoming traffic, focusing the driver's attention to the vehicles already in the circle. The raised island also blocks oncoming headlights at night so the road does not appear to continue straight. Contained within the central island is a paved truck apron to allow the off tracking of truck trailers. The truck apron is raised slightly so that if a large truck makes a turn in the intersection the trailer can ride up on it but that smaller vehicles are still deflected around the island, which helps keep speeds slow.

Splitter islands are located on the approaches to help control speed and to provide a refuge for pedestrians and cyclists at the crossings between travel lanes, so people only have to cross one direction of traffic at time. The Shared Use Paths are separated from the roadway by a landscape buffer. This buffer helps to guide bikes and pedestrians to the crossings and/or bike ramps and discourages crossing to the central island. Finally, the modern roundabout is yield on entry, no stop signs! Together, these various elements result in speed control through the intersection.