TAB 3
Why Use Roundabouts?

- Reduce delay and travel time
- Fix bad or unusual intersections
- Speed control
- Reduce environment impact
- Beauty
- Reduce costs
- Increase intersection capacity
- Crash reduction
58,000 vehicles and 6,000 pedestrians per day
Coral Gables - Before

LOS F Signalized intersection
Fewer Conflicts

24 Vehicle to pedestrian conflicts
32 Vehicle to vehicle conflicts
8 Vehicle to pedestrian conflicts
If we compare crash rates

Crashes per Million Vehicles

Volume
Low
High
Volume

Rts
Rts
Crash Reductions Following Installation of Rondahoons in the United States

- Fatal or Incapacitating: 90%
- Injury-Producing: 76%
- Overall: 39%
- Decrease in Crashes:

United States
Rondahoon Safety
Cars front of moving Do not walk in
of stopped cars moving, or in front
Walk behind
Slow cars

Look one-way.

to island, island to curb
Pedestrians area safer - cross from curb
Public acceptance survey, US Roundabouts.

Acceptance

NCHRP 264
A roundabout is simply a curved road with a driveway. If we bend this road, we get a roundabout. Turning right from a driveway as driving a roundabout.
22,000 Vehicles per day
After - La Jolla Boulevard San Diego, CA
Vegetation / Uplighting
<table>
<thead>
<tr>
<th>Option</th>
<th>Level-of-Service (sec)</th>
<th>95th Percentile Queue (ft)</th>
<th>Average Queue (ft)</th>
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</thead>
<tbody>
<tr>
<td>A</td>
<td>9.5</td>
<td>240 (W)</td>
<td>82 (W)</td>
</tr>
<tr>
<td>B</td>
<td>9.9</td>
<td>247 (W)</td>
<td>85 (W)</td>
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<tr>
<td>B</td>
<td>10.0</td>
<td>374 (W)</td>
<td>131 (W)</td>
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</tbody>
</table>
US 301 into Haben Blvd
Option 2,
Two Right Turn Lanes