

### **Are roundabouts good for traffic and bad for pedestrians?**

Roundabouts are good for all modes of traffic. Compared to a traditional 4 legged, single lane approach intersection, Roundabouts reduce the conflict points for vehicles by 75% and pedestrians by 50%. Traffic is slowed to 15 to 25 mph and pedestrians only have to cross traffic in one direction at a time.

### **Are roundabouts safe for pedestrians?**

The City will design its roundabouts so that people can safely walk across the streets. The crosswalks are designed to allow pedestrians to cross at a minimum distance of 10 feet from the roundabout circle. The crosswalk is also divided by a median, and lets pedestrians see vehicles coming from one direction at a time. Pedestrians will see traffic exiting on one side of the median and traffic entering the roundabout on the other side.

### **Are roundabouts pedestrian and bicycle friendly?**

Yes, roundabouts slow vehicles down to a more manageable speed threshold (less than 30 mph, and typically in the 15-25 mph range), so that bicyclist and pedestrian can mix and cross as desired. There are less conflict points for all modes of travel, and with the slower speeds roundabouts are safer for all. Roundabouts are the safest at grade intersection today.

### **Do I need to stop at the yield signs?**

When approaching a roundabout, drivers need to look for vehicles already in the circulating roadway. If there are no vehicles in the roundabout circle or entering the roundabout from a lane on the left, then a driver can enter the roundabout at a reduced speed without stopping. However, if there are vehicles in the circle or entering at the same time, then the driver should stop and wait for an adequate gap in order to enter the roundabout safely.

### **What do these advance lane control signs mean?**

Before reaching a roundabout, drivers will see lane control signs to direct them into the correct lane. For example, if a driver wants to make a right turn (or travel straight through), he or she can move to the right lane before entering the roundabout. To make a left turn, a u-turn, or also go straight, drivers can move to the left lane and follow the lane striping to the correct exit. Keep in mind that each roundabout will have different layouts, so drivers need to look for the lane control signs in advance of a roundabout.

### **Can I change lanes in a roundabout?**

Although a multi-lane roundabout has two or more lanes, it is not recommended for drivers to change lanes while in the roundabout. The traffic signs are designed to guide drivers to the correct lane before entering the roundabout and while circling the roundabout. If a driver does not choose the correct lane, then he or she should exit the roundabout, make a u-turn at the next median break and choose the correct lane based on the traffic signs. Changing lanes within a roundabout not only causes confusion for other drivers but can also cause accidents.

### **How do trucks and buses use a roundabout?**

Many roundabouts are designed to allow buses and large trucks to drive through the roundabout. They typically have a 5-15 foot wide mountable curb around the central island called a truck apron. Buses and semi-trucks can use this apron in order to make a turn within the roundabout, and for multi-lane roundabouts, they can use both circulating lanes in order to make a turn. However, drivers of large vehicles need to wait until the circulating roundabout is clear of vehicles before they can enter and use both lanes.

### **What about stopping in a roundabout?**

Drivers should never park or stop within the roundabout or along the entrances and exits. Because the roundabout is designed to allow continuous traffic flow, extended stopping and parking within the roundabout area can lead to accidents. If a driver experiences vehicle problems, it is best to exit the roundabout before stopping. Also when another driver stops within a roundabout, do not change lanes to go around them since this can increase the risk of an accident. Wait for them to move.

### **How do I react to an emergency vehicle approaching a roundabout?**

This depends on where a driver is located when an emergency vehicle approaches from behind. If he or she is approaching the roundabout, the driver should pull over before reaching the median dividing the entrance and exit lanes. If the driver is at the entrance or within the roundabout circle, he or she needs

### **Do roundabouts require more space than a traditional 4-way stop?**

It depends on the location and the design. Roundabouts can vary in size and can be sized appropriately to fit within the existing right-of-way or footprint of an intersection. It depends on the context, the amount of traffic and the mix of vehicles. In fact the only roundabout in Weatherford, at the intersection of Charles and Mockingbird occupies approximately the same amount of space as the previous all-way stop.

### **Are roundabouts recommended for residential streets?**

Yes, roundabouts can be used on nearly any type of roadway. **If not, what is the minimum street size?** Just like other forms of traffic control, a roundabout can vary in size from a compact mini to a multi-lane roundabout.

### **Are roundabouts more expensive to maintain?**

No, Roundabouts require less maintenance than signalized intersections, and no major additional maintenance compared to a stop controlled intersection. The only potential difference in maintenance between a Roundabout and a stop controlled intersection is the central island maintenance which can be minimized through the use of native plants. Monitor traffic? No, traffic at a roundabout is more simple for drivers, bicyclist, and pedestrians to navigate as traffic is moving slower and less conflicts have to be processed for decisions to be made. There is no problem collecting traffic data at a roundabout compared to any other intersection.

### **Why do Weatherford residents think the roundabout at the library is bad or poorly designed?**

Have not heard any feedback concerning this. The main negative feedback is that people do not think others know how to drive it. We have drone videos of it in operations and have seen no issues. We have received numerous positive comments.

**Are roundabouts more conducive to autonomous vehicles?**

Autonomous vehicles can navigate roundabouts just as any other intersection. Virtually all of the cities and locations where current autonomous vehicles are being deployed and tested, have roundabouts.

**Can roundabouts handle the same size trucks and trailers that traditional 4-way corners do?**

Yes, in fact roundabouts can handle trucks better since they can be appropriately sized. At most intersections trucks have to turn into more than one lane even with large curb radii.