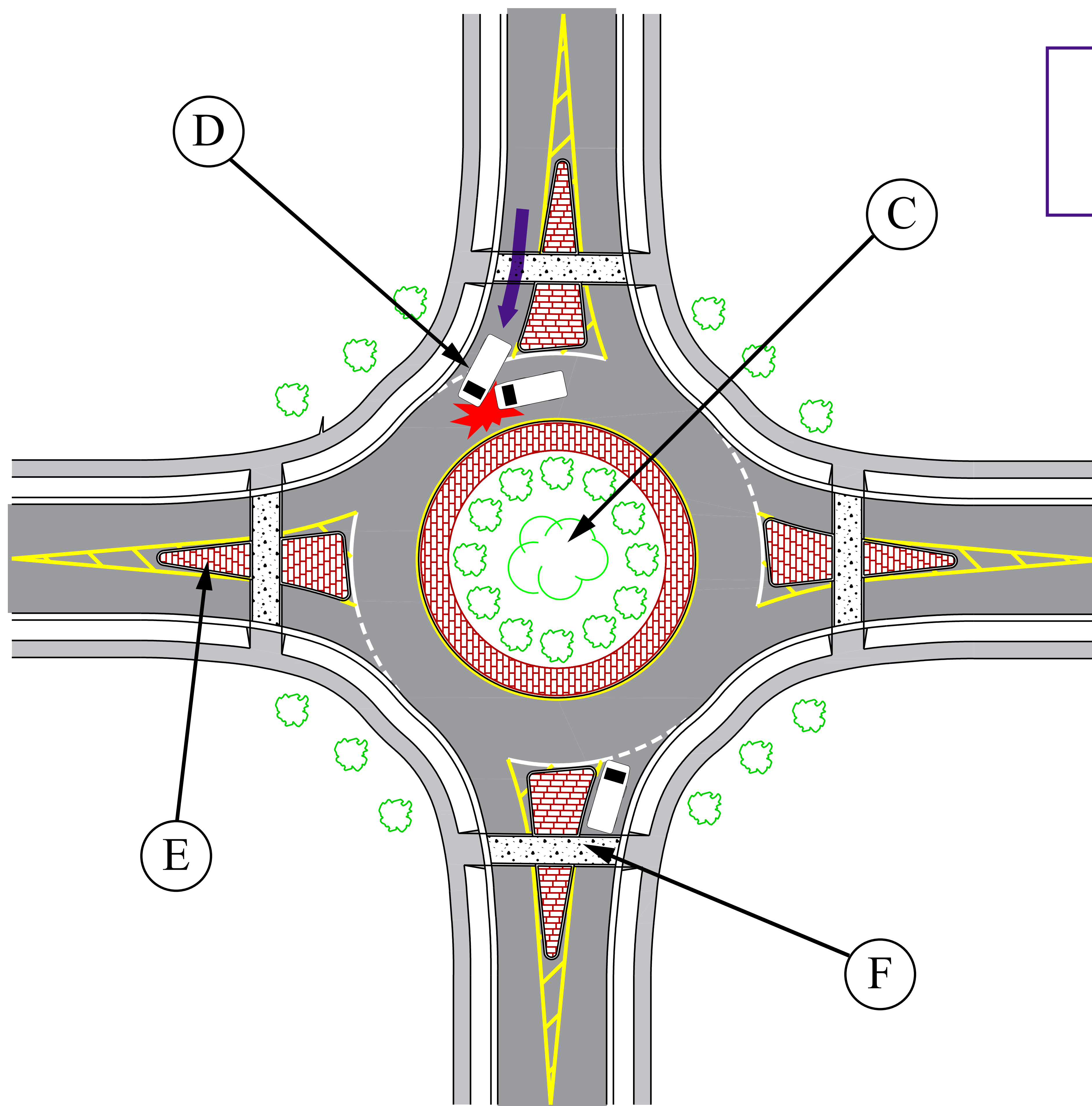


ROUNDBABOUTS ARE SAFER



1) TRAFFIC SAFETY

- FEWER CONFLICTS - A standard intersection has 32 possible conflicts between vehicles movements while a roundabout has only 8 (A) & (B).
- LOW SPEED - Roundabouts are generally designed for lower speeds (15 to 23 mph) to reduce the accident severity.
- CENTER ISLAND - The center island eliminates the possibility of a head on collision (C).
- VEHICLE DEFLECTION - The entrance angle of vehicles eliminates right angle collisions and reduces the severity of accidents that may occur (D).
- DECISION MAKING - Drivers entering a roundabout only have to pay attention to the traffic approaching from the left in the circulating roadway before deciding when to safely enter traffic.

2) PEDESTRIAN SAFETY

- FEWER CONFLICTS - A standard intersection has 24 possible vehicle/pedestrian conflict points while a roundabout has 8 (A) & (B)
- DECISION MAKING - Pedestrians only have to cross one direction of traffic at a time. This simplifies decision-making (E).
- CROSSING LOCATION - By crossing behind the car, pedestrians approaching from the right do not need to worry about being visible to a driver entering the roundabout. At a standard intersection a driver wishing to make a right turn would be watching traffic approaching from the left and may not see the pedestrian on the right.

