Traffic Calming Fact Sheets
May 2018 Update

Traffic Circle

Description:
- Raised islands placed in unsignalized intersections around which traffic circulates
- Approaching motorists yield to motorists already in the intersection
- Require drivers to slow to a speed that allows them to comfortably maneuver around them
- Approaches not designed to modern roundabout principals - no deflection

Applications:
- Appropriate at intersections of local streets
- One lane each direction entering intersection
- Not typically used at intersections with high volumes of large trucks or buses turning left
- Appropriate for both one-way and two-way streets in urban and suburban settings


Design/Installation Issues:
- Typically circular in shape but may be an oval shape
- Usually have landscaped center islands
- Recommend YIELD signs on all approaches
- Preferable for roadways to be closed-section (i.e. curb and gutter)
- Can be applied to roads with on-street parking
- Can be applied to roads both with and without dedicated bicycle facilities; bike lanes not striped in circulatory roadway
- Key design features include: offset distance (distance between projection of street curb and center island), lane width of circulatory roadway, circle diameter, and height of mountable apron for large vehicles

Potential Impacts:
- Minimal anticipated traffic diversion
- Bicyclist and motorists will share lanes at intersections because of narrowed roadway
- Large vehicles/buses usually not able to circulate around center island for left turns
- Landscaping needs to be designed to allow adequate sight distance, per AASHTO
- Minimize routing of vehicles through unmarked crosswalks on side-streets
- May require additional street lighting

Emergency Response Issues:
- Emergency vehicles maneuver intersections at slow speeds
- Constrained turning radii typically necessitates a left turn in front of the circle for large vehicles

Typical Cost (2017 dollars):
- Typical cost is $15,000, with a range between $10,000 and $25,000