

# 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



(Source: Scott Batson)



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**ITE/FHWA Traffic Calming EPrimer:** [https://safety.fhwa.dot.gov/speedmgt/traffic\\_calm.cfm](https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm)

### 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