BENEFITS OF A ROUNDABOUT

Safety

Roundabouts are safer than other intersections, because they eliminate head-on, right angle, and left-turning traffic crashes. Roundabouts encourage slower speeds, and allow for easier decision making. When comparing a roundabout to a signal, studies show that roundabouts provide a 90% reduction in fatal crashes, 75% reduction in injury crashes, 30-40% reduction in pedestrian crashes, and 10% reduction in bicycle crashes.

Roundabouts improve pedestrian safety offering two simple crossings of one-way traffic moving at much slower speeds.

Economy

Roundabouts save our taxpayers money. The City saves because operations and maintenance expenses of roundabouts are less than traffic signals. Drivers save time through reduced delays and lower fuel consumption. More importantly, our community saves because collisions are less frequent and much less severe, reducing insurance cost, medical cost, and the human cost of injury and death. Roundabouts also reduce the need for roadway expansion to accommodate the lines of stopped vehicles generated by traffic signals.

Capacity

Roundabouts typically carry about 30-50% more vehicles than similarly sized signalized intersections during rush hour because traffic is always on the move. During light traffic conditions, roundabouts cause almost no delay, whereas traffic signals can cause delay to side streets and left-turning traffic from the major street. Increased capacity at roundabouts is due to the continuously flowing nature versus waiting turns at a red light.

Environment

Fuel consumption and air pollution are reduced significantly due to fewer stops and lower travel delay.

Beauty

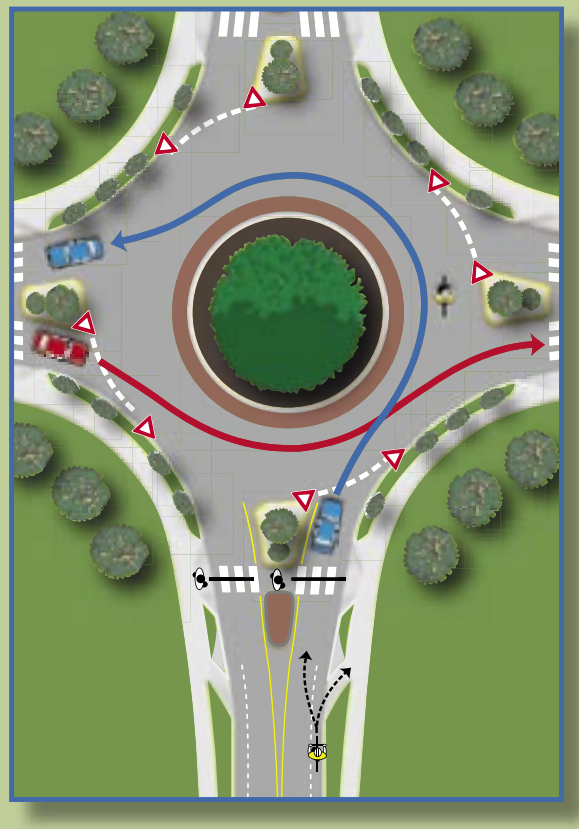
Roundabouts central islands provide area for landscaping, sculpture, or other aesthetic features. They also avoid the clutter of traffic signal controller boxes, poles and wires, and pavement cuts.

City of Springfield
Transportation Division
Public Works Department
225 Fifth Street
Springfield, Oregon 97477

SPRINGFIELD

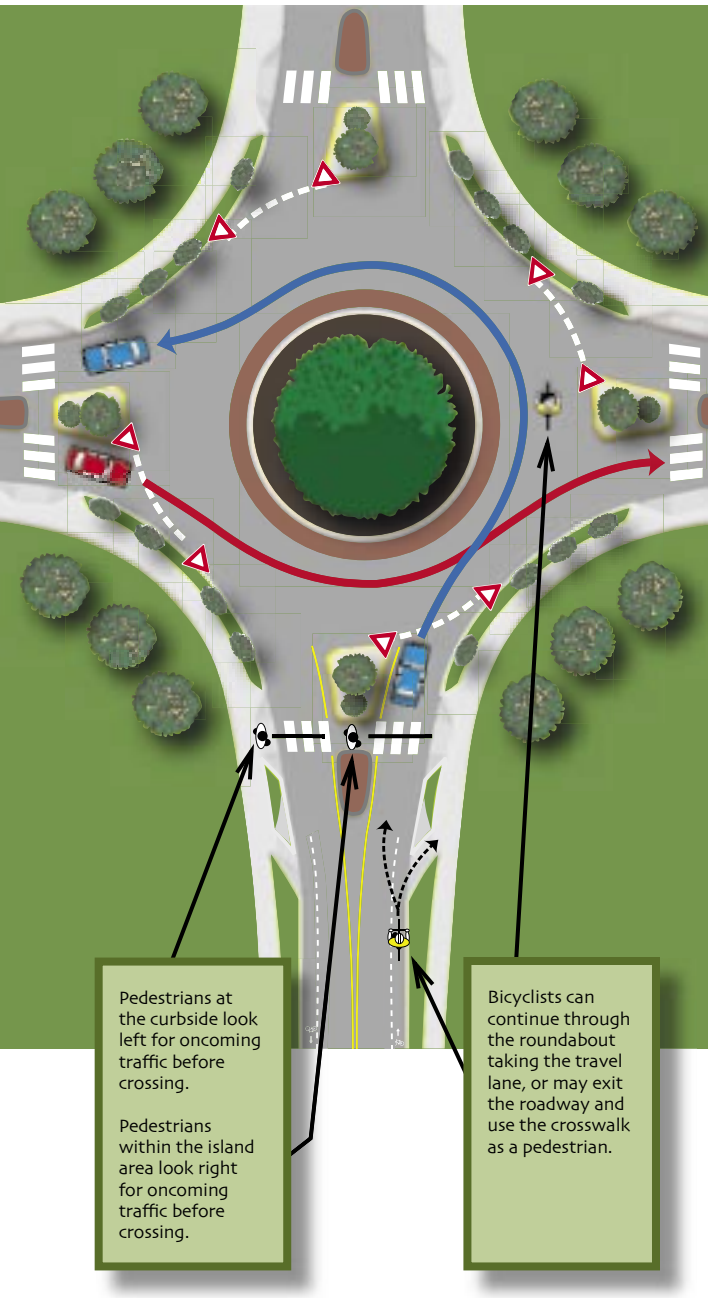
SINGLE-LANE ROUNDABOUT

Information and Driving Tips



SPRINGFIELD

SINGLE-LANE ROUNDABOUT



MOTORIST

Approaching and Entering:

1. When approaching a roundabout SLOW DOWN and be prepared to yield. Watch for pedestrians in the crosswalk.
2. Look to the left and check for approaching traffic in the circulating roadway. APPROACHING TRAFFIC HAS THE RIGHT OF WAY.
3. Pull up to the Yield Line and wait for a gap in the circulating traffic and enter if there is an adequate gap in traffic.

Exiting the Roundabout:

1. Once you have entered the roundabout, proceed counterclockwise to your exit point. You now have the right of way.
2. As you approach your exit, use your RIGHT TURN SIGNAL.
3. Watch for pedestrians in crosswalk.
4. Exit the roundabout.

Large Trucks:

1. Roundabouts are designed to accommodate fire trucks and large vehicles. Large trucks may use the raised concrete apron around the control island in order to get through the roundabout.
2. The raised truck apron is 3" higher than the driving pavement to discourage cars from using it.

PEDESTRIANS

1. Always use the sidewalk.
2. Approach the crosswalk.
3. Look to your left for approaching vehicles.
4. When safe, cross the street to the median island; it provides a refuge between lanes.
5. Look to your right for approaching vehicles.
6. When safe, cross the remaining lanes of traffic.

BICYCLES

1. Approach the roundabout in the bicycle lane.
2. Where the bicycle lane ends, either use the bicycle ramp up to the sidewalk, or merge with traffic. BE ASSERTIVE.
3. Bicycles using the street should follow the same rules as motorists, occupying the middle of the lane.
4. Bicycles using the sidewalk should follow the same rules as pedestrians.

EMERGENCY VEHICLES

Do not enter the roundabout when emergency vehicles are approaching–pull to the side. Allow vehicles in the roundabout to clear in front of the emergency vehicle. If in the roundabout, exit the roundabout and pull to the side. NEVER STOP IN THE ROUNDABOUT.

For additional information, contact:

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