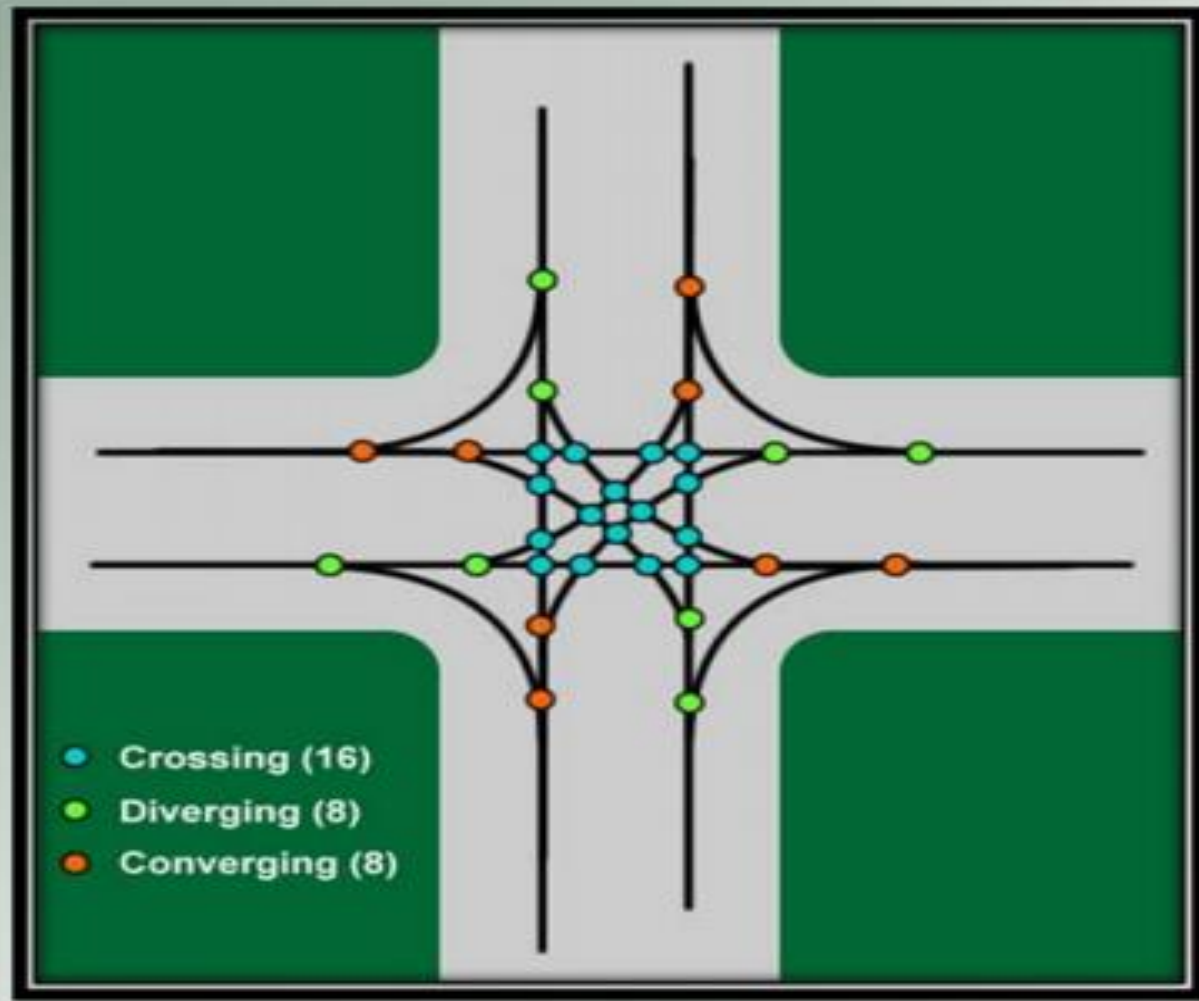
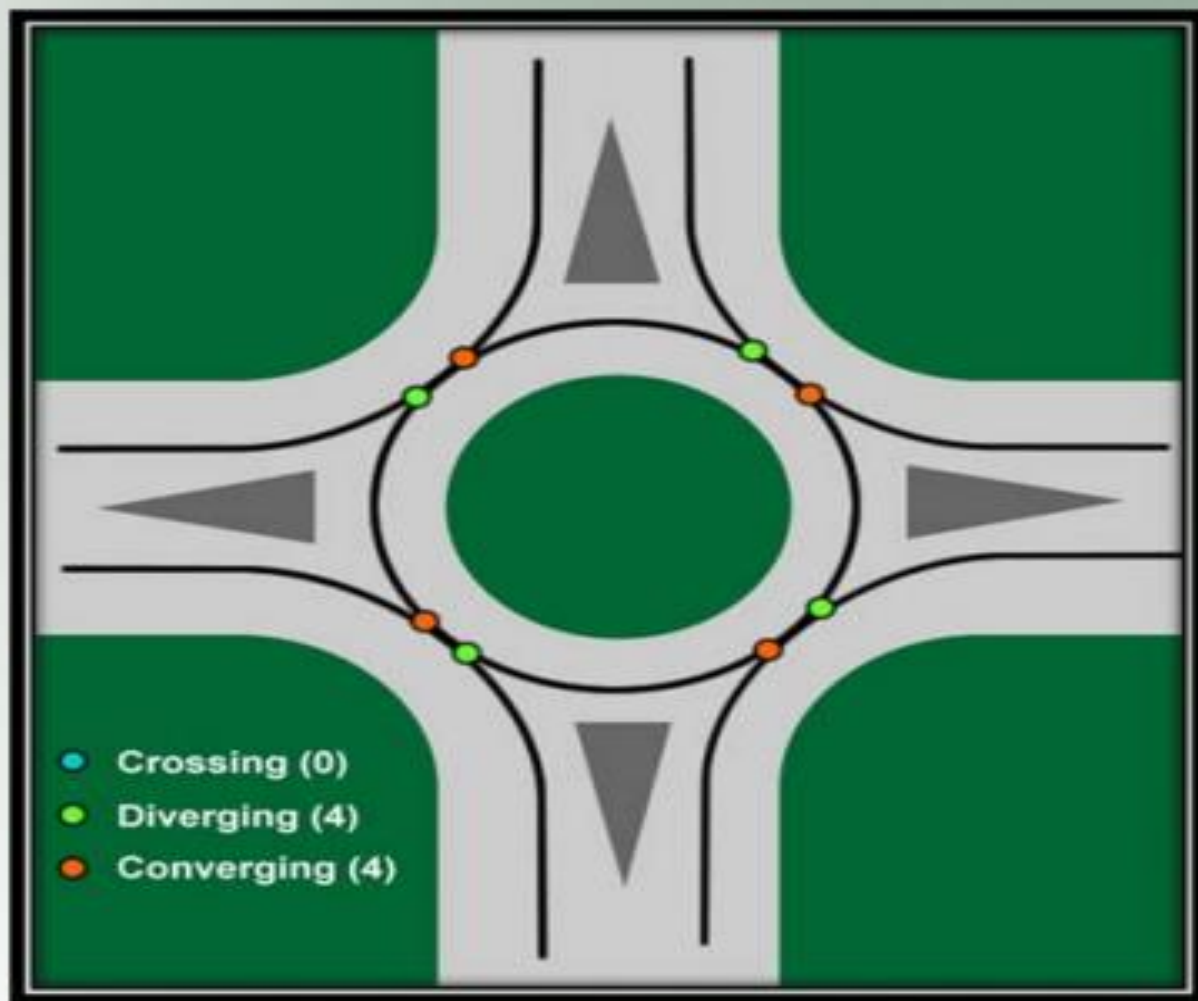
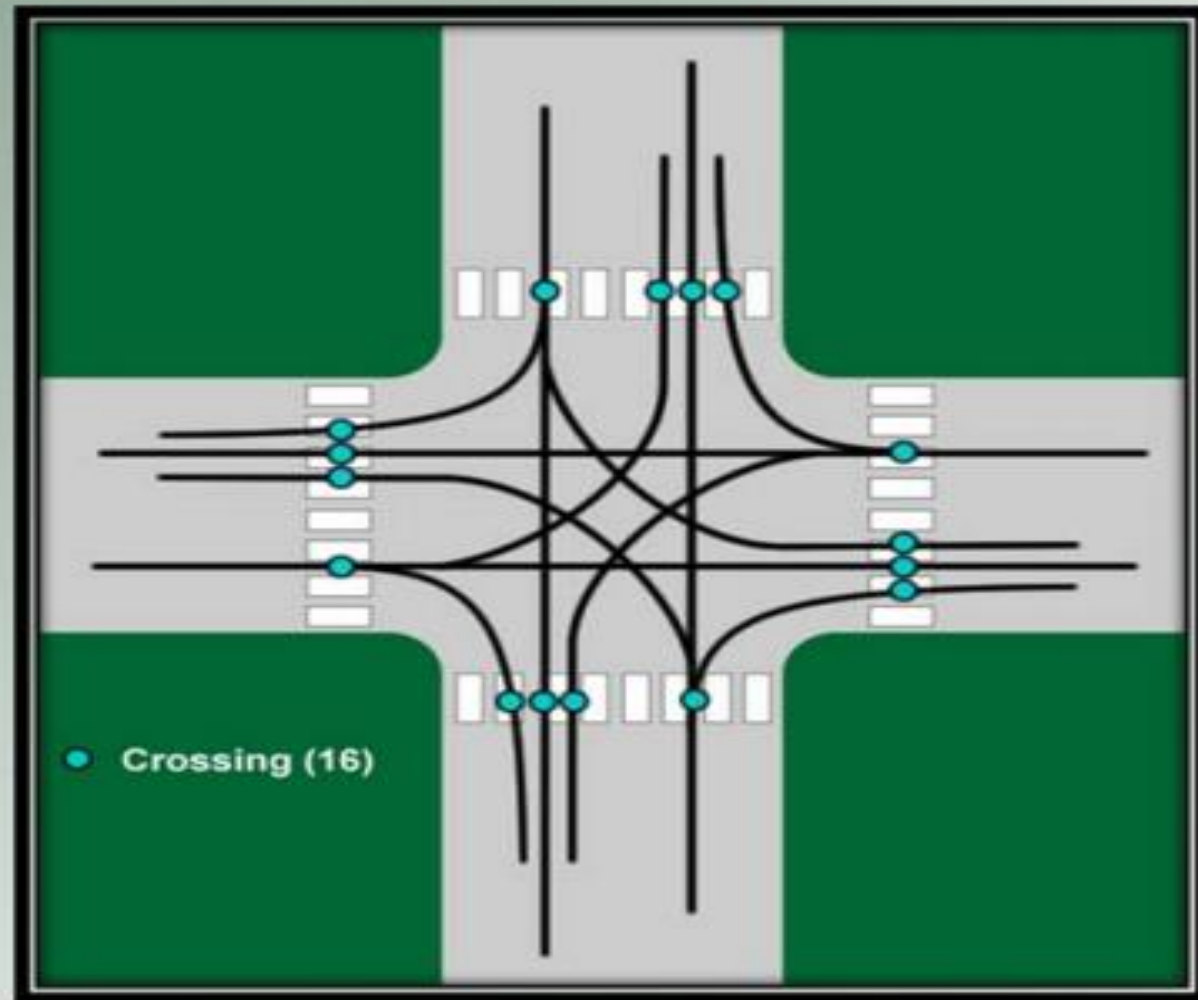
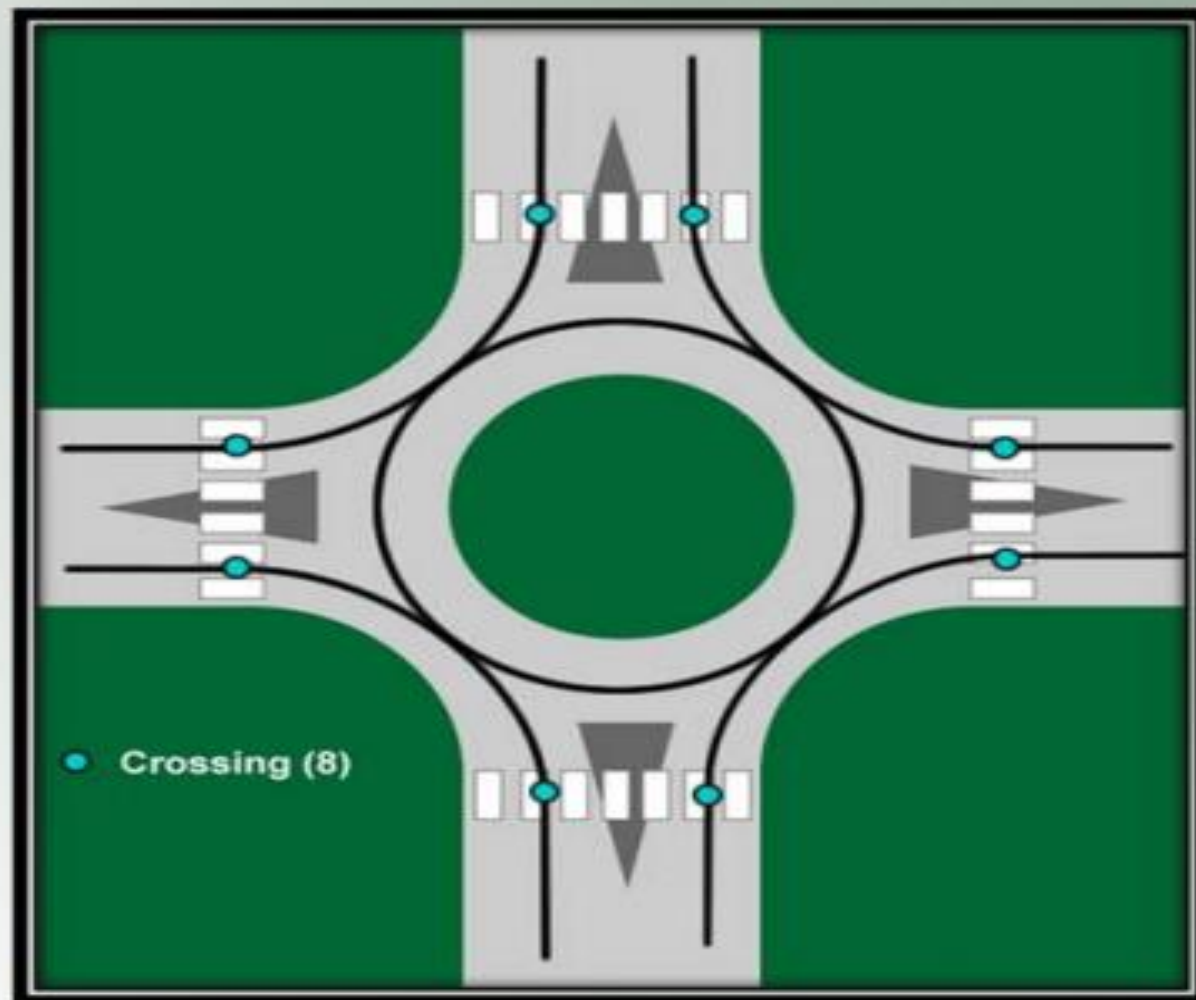


Vehicle Conflict Points



Vehicle-Pedestrian Conflict Points



Roundabouts



Study Results

Convert signalized intersection to roundabout

48%

All crashes

78%

Fatal/injury crashes

60%

Fatal/injury crashes in urban area

Roundabouts



Older Drivers and Safety

Conventional Intersection	Roundabout
High speeds	Low speeds
Little response time	Situation changes slowly/More PRT
High energy crashes	Low energy crashes
Unforgiving environment	Forgiving environment
High severity crashes	Low severity crashes
Complexity	Easier to judge gaps
Wide visual scans	Narrow visual scans



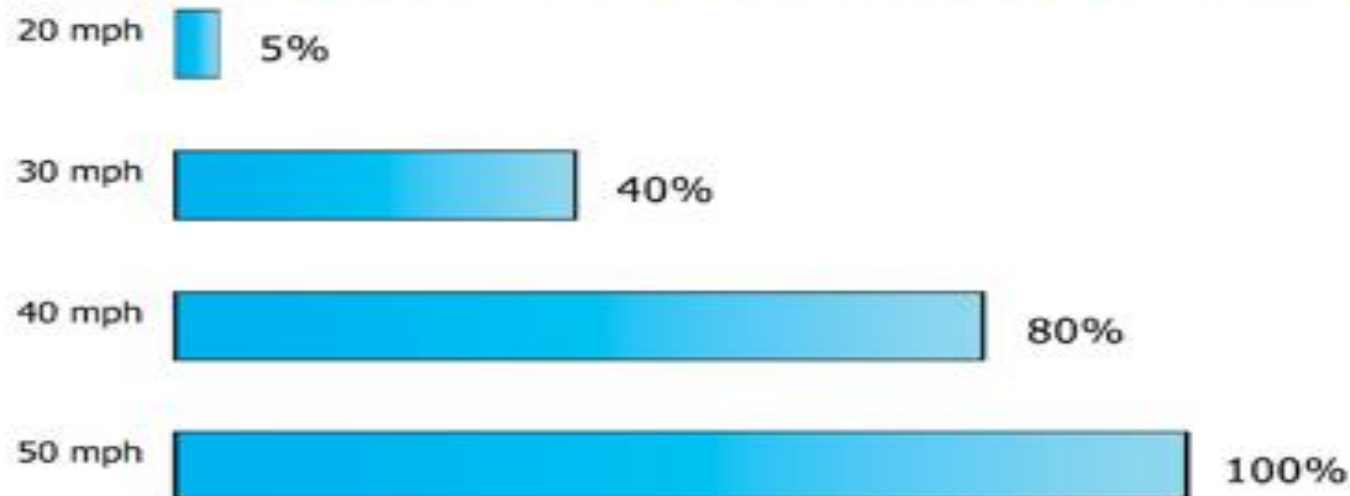
Special Considerations

- **Pedestrians**
- **Bicyclists**
- **Visually-impaired**



Pedestrian Safety

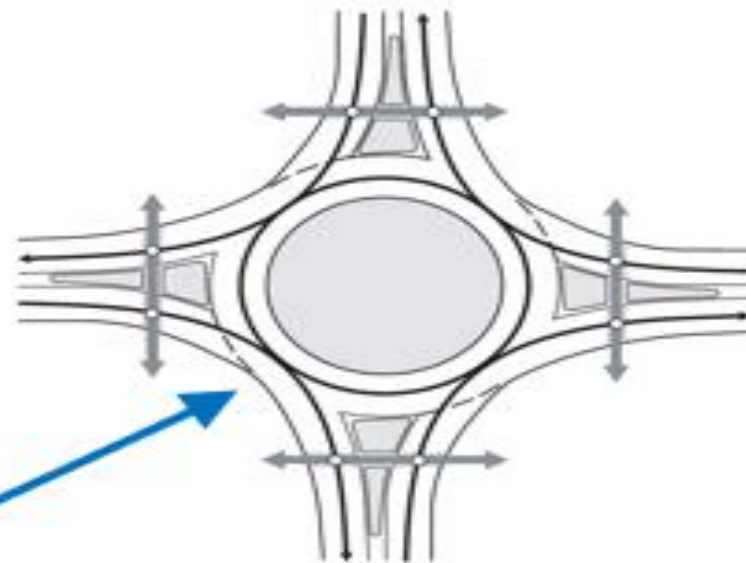
Chance of Pedestrian Death if Hit by Vehicle



16 conflict
points



- Right turn on green conflict
- Red light running conflict
- Left turn on green conflict
- Red light running or right turn on red conflict



8 conflict
points



Pedestrian Safety

- Limited conflict points and traffic only flowing in one direction at crosswalk.
- Slower speeds throughout intersection to help with pedestrian detection.
- Flashing beacons at each leg for additional pedestrian notification.

Roundabout

Average crossing distance between pedestrian safety refuge is approximately 25' feet on dual lane and 12' on single lane.

Traditional Signal

Average crossing distance at a major 7x7 intersection is approximately 95'.

