

- ❑ **SMALL CIRCLES IN A SMALL INTERSECTION WITHOUT THE CHANNELIZATION THAT IS TYPICAL OF ROUNDABOUTS**
- ❑ **NOT SIGNED AS TRAFFIC CIRCLES, THUS ALLOWING LARGE VEHICLES TO TURN LEFT IN FRONT OF THE CIRCLE.**
- ❑ **ESTIMATED COST: \$6,000 PER INSTALLATION**



## ADVANTAGES

Horizontal deflection lowers the speed of thru traffic.

Low speed at the intersection promotes safety.

Calm two streets at once.

No impediment to emergency services and buses.



## TYPICAL LOCATIONS

Low volume, unsignalized intersections.

Uncontrolled intersections with crash history.



## CONSIDERATIONS

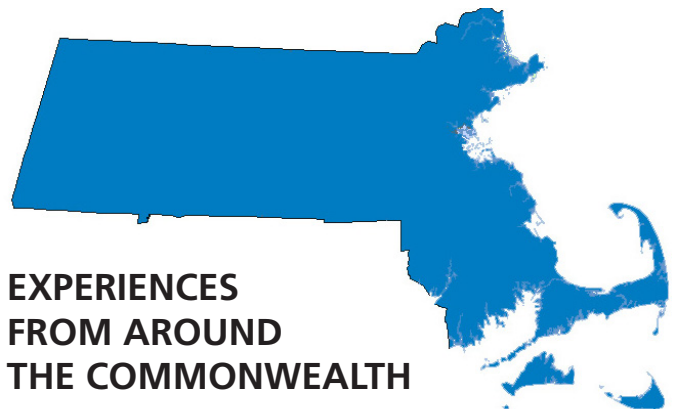
May need advanced warnings or improved lighting for conspicuity.

Plantings in the circle should not hinder visibility.

An apron that large vehicles can mount increases horizontal deflection imposed on cars.

Needs careful attention to curb placement to ensure passage for snowplows and large vehicles.

At T intersections, difficult to impose deflection across the top of the T.



## EXPERIENCES FROM AROUND THE COMMONWEALTH

### Pearl Street, Somerville

Three neighborhood traffic circles slow traffic approaching all-way stops, improving compliance and improving pedestrian comfort. Fire trucks tested the designs marked out with cones.

### South Street at Intervale Road, Brookline

Neighborhood traffic circle creates an effective slow point on a long, straight road.