**Roundabout Navigation**

**What Is A Roundabout?**
A roundabout is an alternative to traditional intersections controlled by stop signs or traffic signals.

**Improved Traffic Flow**
- 30-50% increase in traffic capacity

**Safety**
- All vehicles travel in same direction, never crossing paths which dramatically reduces number of serious crashes
- Slower vehicle speeds give drivers more decision making time
- Roundabouts eliminate head-on and high-speed right-angle collisions
- Accidents with injury are expected to decrease by 78% when the roundabout will replace traditional intersections

**Pollution Reduction**
- Less idling for cars, less gas being burned into the atmosphere, better fuel economy

**Cost Cutting**
- No traffic lights to install and maintain
- Gas savings average 24,000 gallons per year per roundabout based on 10 study sites with traffic counts ranging from 14,000 to 47,000 AADT*
- Roundabout Construction costs about $125,000 less than signaled intersections
- Cost of accident damages is also less for roundabout crashes

Information from Carmel, Indiana City Government

**Community Benefits**
- Traffic Calming
- Aesthetic landscaping and more green space
- Can Now Access:
  - McMillan from Northbound I-71
  - Southbound I-71 from McMillan
  - Northbound I-71 from William H. Taft
  - McMillan, East of I-71, Will be Restored to Two-Way Traffic

Roundabout Ahead signs advise that you are approaching a roundabout.

Pedestrian Crossing signs and line markings advise you of the location of pedestrian cross walks.

Stop at the yield signs at each approach road if there is not a safe gap in the traffic on the roundabout.
HOW DO YOU DRIVE THROUGH IT? 
LOOK TO YOUR LEFT. VEHICLES IN THE ROUNDABOUT HAVE THE RIGHT-OF-WAY. YOU DO NOT HAVE TO STOP IF THE COAST IS CLEAR.

ROUNDABOUTS SEEM DANGEROUS. NO, SOUTH-BOUND I-71 TRAFFIC AT TAFT CAN BYPASS THE ROUNDABOUT WILL RUSH HOUR TRAFFIC OVERWHELM THE ROUNDABOUT? WAYFINDING SIGNS, LIKE ON THE INTERSTATE, WILL BE PROVIDED OVER EACH LANE AND MARKERS WILL BE PAINTED ON THE PAVEMENT.

CROWN ST MAY BE RECONNECTED WITH A PEDESTRIAN AND BICYCLIST BRIDGE. ALSO, THE DESIGN DOES NOT TAKE MANY HOMES OR BUSINESSES.

WHY IS THE ROUNDABOUT AN IMPROVEMENT? CONTINUOUS FLOW OF TRAFFIC REDUCES EMISSIONS, ELECTRICITY USE, AND TIME THAT WOULD BE LOST AT CONVENTIONAL SIGNAL INTERSECTIONS. ALSO, ACCESS TO I-71, WALNUT HILLS, AND AVONDALE IS INCREASED. MOTORISTS CAN ACCESS I-71 S FROM MCMILLAN, I-71 N FROM TAFT, AND MCMILLAN FROM I-71 N. ALSO, MCMILLAN EAST OF I-71-WILL BE CONVERTED TO TWO WAY TO INCREASE ACCESS TO THE WALNUT HILLS BUSINESS DISTRICT. INCREASED ACCESS YIELDS ECONOMIC SUSTAINABILITY. AFTER ALL, IF YOU CAN GET THERE, YOU WILL GO THERE.

WHAT HAPPENS TO THE PEDESTRIAN AND BIKE TRAFFIC? SLOW! USE PROPER JUDGEMENT TO ENTER. GIVE LARGER VEHICLES PLENTY OF SPACE WHEN ENTERING THE ROUNDABOUT.

ROUNDABOUTS ARE ACTUALLY SAFER THAN TYPICAL INTERSECTIONS. CRASH RATES GENERALLY DECREASE BY 29%. ALSO, SPEEDS WILL ONLY BE 20 MPH.