



What is a **roundabout?**

- ▶ A roundabout is a one-way circular intersection engineered to reduce congestion and maximize safety.
- ▶ The “yield at entry” rule reduces delay by eliminating unnecessary stopping. Vehicles yield to traffic in the roundabout and enter only when there is a safe gap in traffic.
- ▶ Pavement markings and signs direct traffic into a one-way, counter clockwise flow.
- ▶ Raised islands and painted crosswalks at roundabouts provide safety for pedestrians. Cars must always yield to pedestrians in crosswalks.
- ▶ Bicyclists using the roundabout can either exit at the crosswalk and use the sidewalk, or continue with traffic on the road.

Driving in circles can be a good thing, if it means you get where you want to go **quicker and safer.**

That’s why the City of Cheyenne is using a roundabout at the East Pershing Blvd. / East 19th St. / Converse Ave. intersection.

Please **drive safely**

Since roundabouts are fairly new to our area, please expect a short adjustment period as drivers get used to driving them.

Questions, comments or concerns?

Contact us in whichever way is most convenient.



Online

www.cheyennecity.org/epershing



Call

Engineering Services at (307) 637-6268

For additional copies of this brochure, or to find out more information please contact:

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all about **ROUNDABOUTS**



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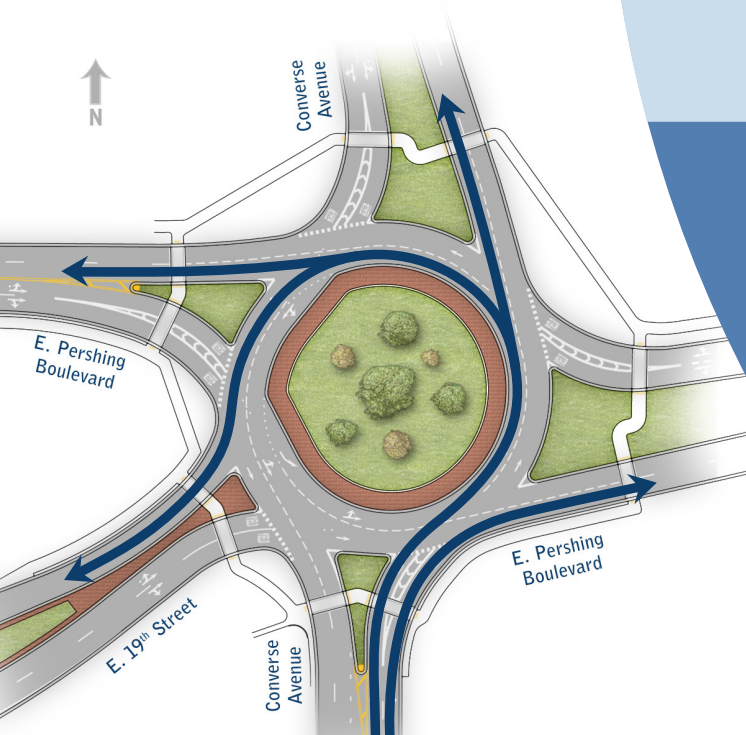


BENEFITS

Roundabouts are becoming more common in the United States due to their many benefits.

How to get around

- ▶ As drivers approach a roundabout, they slow down and choose their correct lane.
- ▶ Drivers yield to pedestrians in crosswalks.
- ▶ Drivers yield to traffic in the roundabout. This maintains the flow of traffic and keeps vehicles from clogging the intersection.
- ▶ When a gap in traffic appears on the left, drivers enter by turning right and following the roundabout until reaching their exit.
- ▶ Raised islands and lane stripes help keep traffic moving in the right direction.



Safer

Roundabouts are safer than other intersections because severe head-on and left-turn crashes do not occur. Other safety benefits include slower speeds and the fact that drivers only look in one direction to see oncoming traffic.

Studies by the National Cooperative Highway Research Program show that roundabouts significantly improve safety at previously signalized intersections, with an average of:

60% fewer crashes with injuries.

East Pershing Boulevard currently functions as three signalized intersections which will be integrated into a single roundabout.

Quicker

Roundabouts reduce delay by allowing motorists to yield rather than stop at a red light. They can also handle higher traffic volumes, which helps vehicles get through quicker.

More Economical

Reducing driver delay saves time and fuel. Eliminating signals also saves about \$5,000 a year in maintenance and energy.

Greener

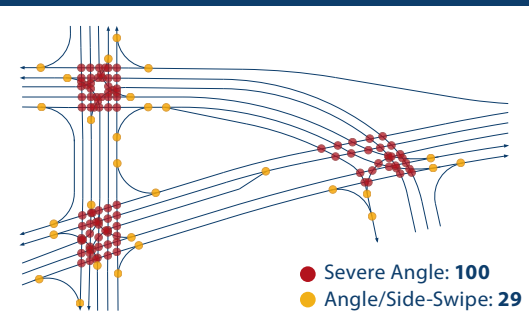
Roundabouts reduce fuel consumption and vehicle pollution because vehicles are not idling at a red light.

The center island of a roundabout provides an opportunity to beautify the location with landscaping. Flowers, trees, or even simple green space can be placed in the center of a roundabout, making the intersection aesthetically pleasing.

Why are roundabouts safer?

Locations where vehicles typically collide are known as "conflict points." While the current intersection has 129 conflict points, the proposed roundabout reduces that number to 33.

Conflict points at the current intersections



Conflict points at the roundabout alternative

