

Bartlett Street Roundabout

Concerns Noted by Residents	Response
<i>-Caution needed as drivers not yielding</i>	New configuration takes getting used to. No accidents yet. If an accident occurs, slow speeds mean limited damage. Caution is a good thing. Instructional video now posted on how to drive in a roundabout.
<i>-Drivers not noticing crosswalks</i>	Pedestrian warning signs or Rectangular Rapid Flashing Beacons could be added at each crosswalk.
<i>-Difficult for larger vehicles</i>	Full size pickups with trailers can make the turns. Larger vehicles can drive over the islands.
<i>-Why a roundabout?</i>	All-way stop not warranted or appropriate based on traffic volumes. Vehicles were not stopping. Roundabout fits and allows for yielding and left turns onto Thornton at slower speeds.
<i>-Barely visible</i>	Islands can be painted yellow, and/or reflective materials incorporated into final design.
<i>-Fiscally irresponsible</i>	Trial cost is \$7,000. Less than half the cost of a flashing pedestrian beacon.
<i>-Circle not big enough to force drivers to turn and slow down</i>	Vehicles must drive over the island if going straight through without turning. Final design would include curbing changes to further channelize vehicles.
<i>-Circle too big, hard to drive around</i>	Circle meets current Federal Highway Administration design standards for mini roundabouts.

<i>-Use speed bumps instead</i>	Speed cushions or a raised intersection are possible alternatives.
<i>-Vehicles are going faster than with the stop signs</i>	Average speeds for through vehicles are 16 MPH, less than the posted 20 MPH speed limit.
<i>-4-way stop signs were fine. People actually stopped.</i>	Most vehicles did not stop. Additionally, many neighbors agree that the stop signs were not working.
<i>-What about snow plowing</i>	Mini-roundabouts have been used in many cold weather cities. A permanent island would be lower and easier to mount for snow removal.
<i>-Final materials</i>	Granite curbing, cobblestone or brick for the islands are possibilities. Plantings are not possible as vehicles must be able to drive over island.
<i>-Impossible for trailer to make it through without riding over the island</i>	Video is posted of vehicles with trailers using roundabout without driving over the middle.
<i>-Not a traffic calming device</i>	Correct. It is an intersection design that uses yield signs in place of stop signs to help improve safety problems.
<i>-Has increased traffic volume on Bartlett</i>	Traffic volumes are the same as before the roundabout.
<i>-Sight lines are inadequate</i>	Sight lines exceed minimum requirements.
<i>-Parked cars limit sight lines and driving space</i>	If necessary, parking can be restricted for more than the current 30 feet prior to the intersection.
<i>-Fire truck, school bus, plow truck and garbage truck can't fit</i>	Video shows these vehicles navigating the intersection. If vehicles are too large for a left turn, they may drive over the islands.
<i>-Angle of road makes left turn onto Thornton difficult</i>	Grading of the roadway can be addressed in final design and construction.

Benefits Noted by Residents

-Pedestrians know what drivers will do.

-Keeps traffic flowing while slowing them down

-No more aggressive left turns

-Slows traffic

-Bicycles don't need to stop

-No need to stop when no traffic coming, reduces greenhouse gas emissions