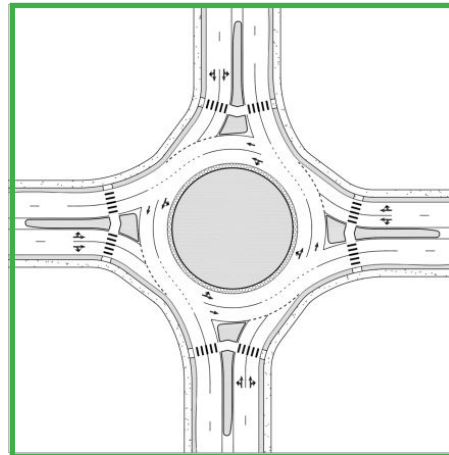




A roundabout design for the Tuckaseege/Berryhill/Thrift Road intersection is recommended by the Project Team because:

- Congestion during peak hours can be an issue at this intersection and this problem will worsen as traffic increases over time. Roundabouts can move vehicles more quickly and efficiently through intersections.
- At previous public meetings, residents voiced concern about speeding as a serious problem. Roundabouts are designed to cause drivers to reduce speeds.
- Residents have reported problems with vehicles failing to stop at the stop lights at the intersection creating the potential for accidents. A roundabout will reduce this danger.
- See other Benefits of a Roundabout on the next page.



The Tuckaseege/Berryhill/Thrift Road Intersection project will incorporate principles of the Business Corridor Revitalization Program to strengthen economic vitality for businesses and help stabilize neighborhoods. The project limits include the 5-legged intersection where Tuckaseege Road and Berryhill Road have two legs and Thrift Road has one leg. Improvements being considered are crosswalks, new sidewalks, planting strips, landscaping and decorative lighting.

## Benefits of a Roundabout

### Safety

Roundabouts are safer than other at-grade intersection forms because roundabouts have fewer conflict points, slower speeds and easier decision making. They also:

- Reduce crashes with injuries by up to 76% and crashes with fatalities by up to 90%.
- Slow speeds so drivers have more time to see and react to other vehicles, bicyclists and pedestrians.
- Provide a safe and easy location for U-turns.

Roundabouts are safer for pedestrians than intersections with traffic signals, crossing a much smaller roadway with traffic traveling in only one direction at a time. They are also exposed to much slower traffic speeds, with pedestrian accidents decreased by up to 40% and the severity of injuries greatly reduced.

### Capacity

During peak flow conditions roundabouts typically process 30-50% more traffic than similar intersections with signals, and in off-peak conditions cause almost no delay when signals can delay left-turning and side-street traffic.

### Economy

Roundabouts save taxpayers money because operations and maintenance expenses are less than traffic signals. Drivers save time with reduced delay and lower fuel consumption. The community saves because collisions are less frequent and severe, reducing insurance and medical cost, and the human cost of injury and death.

### Environment

Roundabouts keep traffic moving improving fuel consumption and air quality.

### Beauty

Roundabouts' central and splitter islands provide area for landscaping, sculpture and other aesthetic features. They avoid the clutter of traffic signal controller boxes, poles and wires. Plus, roundabouts are not affected by power outages like traffic signals.

Project information can be viewed on the City's website at [epm.charmeck.org](http://epm.charmeck.org)

First select **"Project Lists (A to Z)"**

Then select **"Tuckaseege/Berryhill/Thrift Road"**



## These simple guidelines will help travelers maneuver through a roundabout

### MOTORIST

#### Going Left (or U-Turn):

1. When approaching the roundabout, you must be in the LEFT LANE unless otherwise marked on the road.
2. Yield to pedestrians in the crosswalk
3. Yield to traffic in the roundabout
4. Enter the roundabout when there is a safe gap in the traffic.
5. Use your left turn signal when going around
6. Stay in the left lane.
7. Use your right turn signal to exit the roundabout.
8. Yield to pedestrians in the crosswalk.

#### Going Straight:

1. When approaching the roundabout, you may be in EITHER LANE unless otherwise marked on the road.
2. Yield to pedestrians in the crosswalk
3. Yield to traffic in the roundabout
4. Enter the roundabout when there is a safe gap in the traffic.
5. Stay in your lane.
6. Use your right turn signal to exit the roundabout.
7. Yield to pedestrians in the crosswalk.

#### Going Right:

1. When approaching the roundabout, you must be in the RIGHT LANE unless otherwise marked on the road.
2. Yield to pedestrians in the crosswalk
3. Yield to traffic in the roundabout
4. Enter the roundabout when there is a safe gap in the traffic.
5. Stay in the right lane.
6. Use your right turn signal to exit the roundabout.
7. Yield to pedestrians in the crosswalk.

### SOURCES

US Dept of Transportation

North Carolina Dept of Transportation

Insurance Institute for Highway Safety

*Roundabouts: An Informational Guide*, FHWA

Publication (No. FH/A-RD-00-067)

Kittleson & Associates, Inc.

### PEDESTRIANS

1. Always use the sidewalk.
2. Approach the crosswalk.
3. Look to your left for approaching vehicles.
4. When safe, cross the street to the median island.
5. Look to your right for approaching vehicles.
6. When safe, cross the remaining lanes of traffic.

### BICYCLES

1. Approach the roundabout in the bicycle lane.
2. Where the bicycle lane ends, either use the bicycle ramp up to the sidewalk, or merge with traffic.
3. Bicycles using the street follow the same rules as motorists. Be assertive and occupy the middle of the lane.
4. Bicycles using the sidewalk follow the same rules as pedestrians.

### EMERGENCY VEHICLES

Do not enter the roundabout when emergency vehicles are approaching on another leg; allow vehicles in the roundabout to clear in front of the emergency vehicle. If in the roundabout, exit and pull to the side. Never stop in the roundabout.

### Contacts

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## A roundabout is...

a type of intersection that uses a circular island to direct traffic rather than stop signs and traffic signals. ● Drivers enter the roundabout by turning right, yielding to traffic already in the roundabout. ● Drivers proceed counter-clockwise until they arrive at their destination and turn right to leave the roundabout. ●

