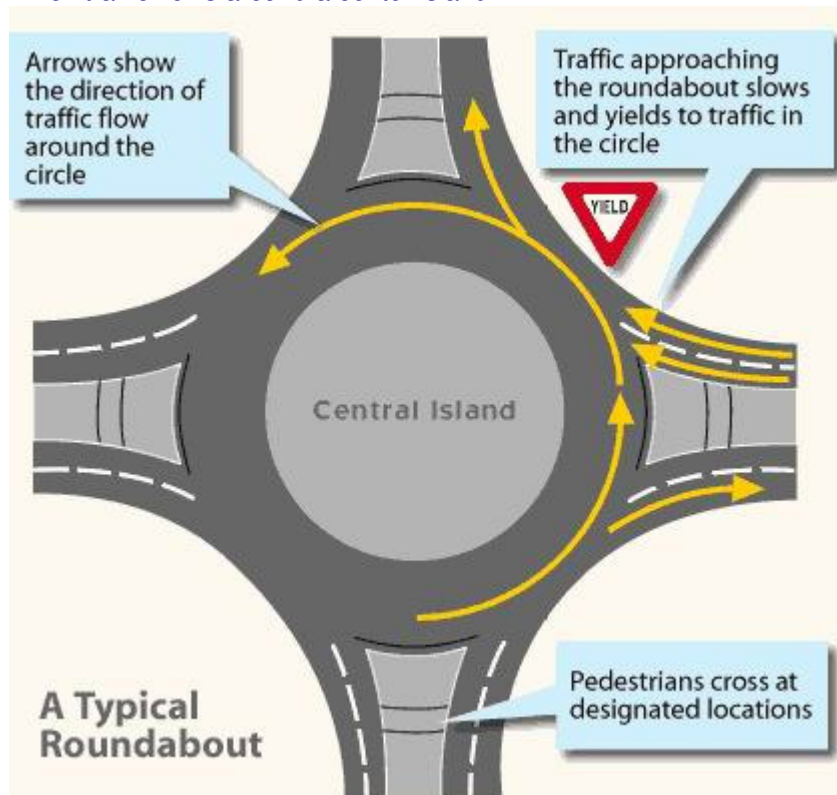


## Modern Round-Abouts

The City of Encinitas is currently completing construction of a modern **round-about at Santa Fe Drive and Rubenstein Ave / Devonshire Drive**. The information below is intended to assist and inform motorists who are unfamiliar with the etiquette and procedure for approaching and driving through a round-about.

*A round-about is a one-way, circular intersection without traffic signal equipment or stop signs in which traffic flows around a center island.*



**Yield at Entry:** Traffic entering the circle yields to traffic already in the circle.

**Traffic Flow:** Pavement markings and signs direct traffic into a one-way counterclockwise flow.

**Approaching a Round-about:** A driver should use the same caution in approaching a round-about as approaching any yield sign. Drivers must be prepared to stop and wait for a sufficient gap in the circulating traffic before entering the round-about. Vehicles already inside the circulatory roadway have the right-of-way over entering vehicles. Follow precautions:

- Slow down (most round-about can be safely traveled at about 15 miles per hour).
- Yield to pedestrians at crosswalks.
- Yield to vehicles already in the round-about.
- Once in the round-about you have the right-of-way. Even with the right-of-way, always be cautious and look for unexpected vehicle, pedestrian or bicycle movement.
- Signal before exiting and yield to pedestrians at crosswalks.

**Signaling at a Round-about:** All the normal rules of the road apply. It is very important to be courteous and signal your intentions as you approach and drive through the round-about.

- Through Movement: No signal is required for through movement, it would be courteous to signal right at your exit.
- Right Turn Movement: Signal a right turn on the approach and while in the round-about.

**If a Fire Engine, Ambulance or other Emergency Vehicle Approaches:** If an emergency vehicle with active lights and sirens approaches while you are driving in a round-about, **do not stop in the round-about**, instead, proceed through the round-about past the splitter island and then pull over to the right as far as possible and stop until the emergency vehicle has passed. The round-bout is considered an intersection; do not block the round-about when emergency vehicles approach.

#### Information for Pedestrians:

- Cross only at designated crossing locations.
- Watch for cars; you have the right-of-way but drivers may not be paying enough attention.
- The round-about has a splitter island that can serve as a refuge island, which allows you to cross the street one lane at a time.
- Do not cross over to the center island in the round-about.

#### Information for Bicyclists:

- If you are comfortable riding in traffic, take the lane and circulate like you are in a vehicle. However, as with motorists, you must wait at the yield line for a sufficient gap in the circulating traffic before entering the round-about.
- Be sure to use hand signals to let drivers know your intentions.
- If you are unsure about using the round-about, dismount and walk your bike as a pedestrian at the designated crosswalks.

#### General Information:

- Round-abouts provide efficient traffic control at intersections with less delay and at a lower operational cost than signalization.
- Through proper design, round-abouts can easily accommodate emergency and large sized vehicles. The “truck apron” while not designed to be traversed by smaller vehicles is available for these larger vehicles,
- Round-abouts are safer than intersections controlled by signals and stop signs. Because the only movement allowed upon entry or exit from a round-about is a right turn, the occurrence of serious crashes that result in injury is substantially reduced. Small-angle collisions, the type of collisions that can occur as a result of a right-hand turn, are typically less severe than other types of collisions.
- Round-abouts are not unique to Encinitas. More and more cities throughout California and across the country are utilizing round-abouts. CALTRANS is now using them in conjunction with intersections between off-ramps and surface roads. Within the coming years, they will be more and more common place.