



Why Roundabouts?

Alaska DOT has several reasons for considering roundabouts for intersection control in Anchorage. **Roundabouts are safer!** Statistics show crashes in roundabouts occur at low speeds, leaving drivers and passengers and their vehicles with minor injuries in contrast to the high speed, high injury and extensive property damage typical of crashes in traditional intersections. **Construction costs and impacts to businesses are reduced!** The original proposed improvements included a 5-lane section that affected every property between the Seward Highway and the Old Seward Highway. Right of way alone would cost \$2.3 million.

Roundabouts save money! Each signalized intersection costs approximately \$10,000 per year to operate. The four roundabouts in the Huffman corridor will save Alaska \$40,000 per year for the life of the roadway (Cost to maintain over 20-year period: \$40,000 annually x 20 = \$800,000).

What is a good example of a series of roundabouts in a winter city?

Golden, Colorado has roundabouts in a series similar to what is proposed at Huffman Road.



Are roundabouts good for business?

Using the Golden, Colorado experience, yes, roundabouts are good for business. According to a professional paper documenting Golden's experience, "The roundabouts were constructed in 1998-1999 and were

fully operational in later 1999. ... The series of urban roundabouts in series resulted in a corridor where traffic moves slowly, vehicles experience little delay at major intersections, and pedestrians can readily access the many businesses in the area. The net result is a vibrant commercial corridor." To find out more and see the actual before and after changes in traffic volumes, accidents and economic activity, go to the website listed below to read the report--www.hillsideroads.com/RoundaboutsGoodforBusiness.pdf.

What is planned?

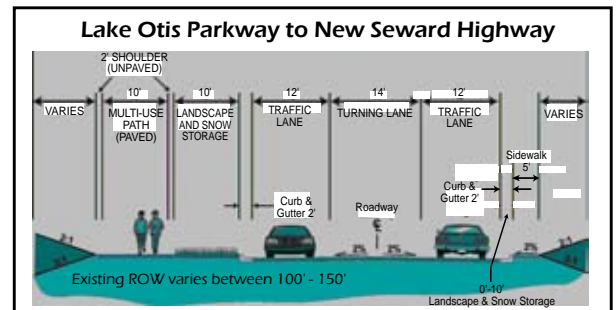
The State of Alaska Department of Transportation and Public Facilities (ADOT&PF) and their consultant, DOWL Engineers, are working on the Huffman Road Reconstruction Project from Old Seward Highway to Lake Otis Parkway. The project, currently in the design phase, began with preliminary engineering and environmental in 1998 and is intended to improve the existing road, correct safety deficiencies, and accommodate current and projected traffic for the next 20 years. The DOWL project team is coordinating with the design phase of the Old Seward Highway-O'Malley Street to Brandon Street project because the two intersect at Old Seward Highway. Both of these projects are being coordinated to provide the least amount of impact and disruption to local residents and businesses.

The scope of this project includes:

- repaving the road,
- resolving drainage concerns in the corridor,
- constructing new accessible pedestrian facilities,
- street lighting,
- landscaping, and
- major intersection improvements to accommodate projected traffic volumes over the next 20 years.

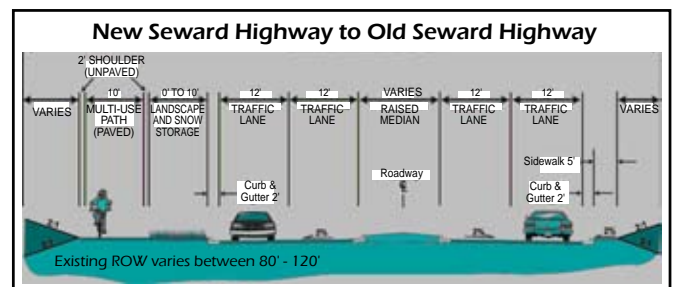
Lake Otis Parkway to New Seward Highway

The east segment of the corridor will be widened to a three-lane road with curb and gutter. New roadway features will include a center two-way left turn lane, a left turn pocket at the Gregory Road intersection (Bowman Elementary School access) and turn lane improvements at the Lake Otis Parkway intersection. When complete pedestrians and bicyclists will choose between a sidewalk and multi-use pathway from Lake Otis to the Seward Highway.



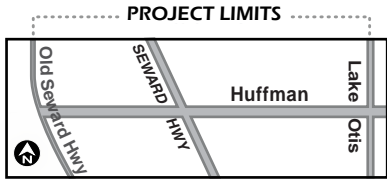
Seward Highway to Old Seward Highway

Design of the western part of the road changed from the preliminary engineering design as revealed in the October 2004 public meeting. ADOT&PF and the design team faced a project that required significant right-of-way acquisition and overhead utility relocation, resulting in private property impacts along both sides of the road. At least 10-feet of each property would have been required along with associated parking impacts. After research into other design alternatives, the current solution was selected. The four-roundabout solution was revealed in a March 2006 public meeting at Bowman Elementary. The project team actions received approval from some, concern from some, and requested changes from others. The design team continues to refine the design and solutions to accommodate left turning vehicles in the corridor.



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How do I drive roundabouts?

To learn about how to negotiate roundabouts as a driver, a pedestrian or a bicyclist, visit the website: www.alaskaroundabouts.com. Share this web site with your friends and neighbors. The most frequent concerns expressed by the public regarding the roundabout is the public's poor grasp of how to properly use them. We reprinted several of the instructions from the AlaskaRoundabouts web page. The web site has animations to illustrate these maneuvers.

Does traffic approaching from one direction have priority over traffic approaching from another

The only priority rule is that drivers inside the roundabout have the right-of-way over any driver entering the roundabout, regardless of approach direction. Every entrance has a yield sign for vehicles that wish to enter.



Will the ADOT&PF continue to take public comment on the Huffman Road project?

Yes, the project team will continue to take public comment on the project. However, the decision to use roundabouts has been made. The team will continue to fine-tune the design with input from affected businesses, property owners and the public.



How do pedestrians use a roundabout?

Remember if you are a driver to observe all the pedestrian crossing locations because pedestrians always have the right-of-way when they are in the crosswalks. Also, do not stop in the crosswalks while you are waiting for your turn at the yield line. If you are a pedestrian, be sure to use the crosswalks and make sure the drivers see you before you enter the crosswalk.

How do bicycles use a roundabout?

Bicyclists have a legal right to ride on the street with the traffic just like other intersections, but we urge all riders to use the paths and crosswalks. Statistics show roundabouts are safer for almost everyone. Unfortunately, bike riders riding in traffic do not share those benefits and may actually have a higher accident rate than on-street bikers at other types of intersections. Be smart. Use the paths.

I learned the rule as: "Yield to the Right." Is that correct?

At roundabouts, the traffic circulates counter-clockwise, so it will be coming towards you from your left. Yield at the entry to circulating traffic. In practice, that means yield to your left, as you do when entering a freeway or turning right at a red traffic light.

How do trucks use a roundabout?

There are two things you should know about trucks. First, very large trucks can pass through roundabouts. Large trucks will need both lanes to make wide turns, and they can use the truck aprons (concrete area on the outside of the central islands) for additional space. Second, other drivers need to give trucks plenty of room. You should expect trucks to use both lanes; so do not get beside a truck in a roundabout--they may not be able to see you.

For More Information Contact . . .

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