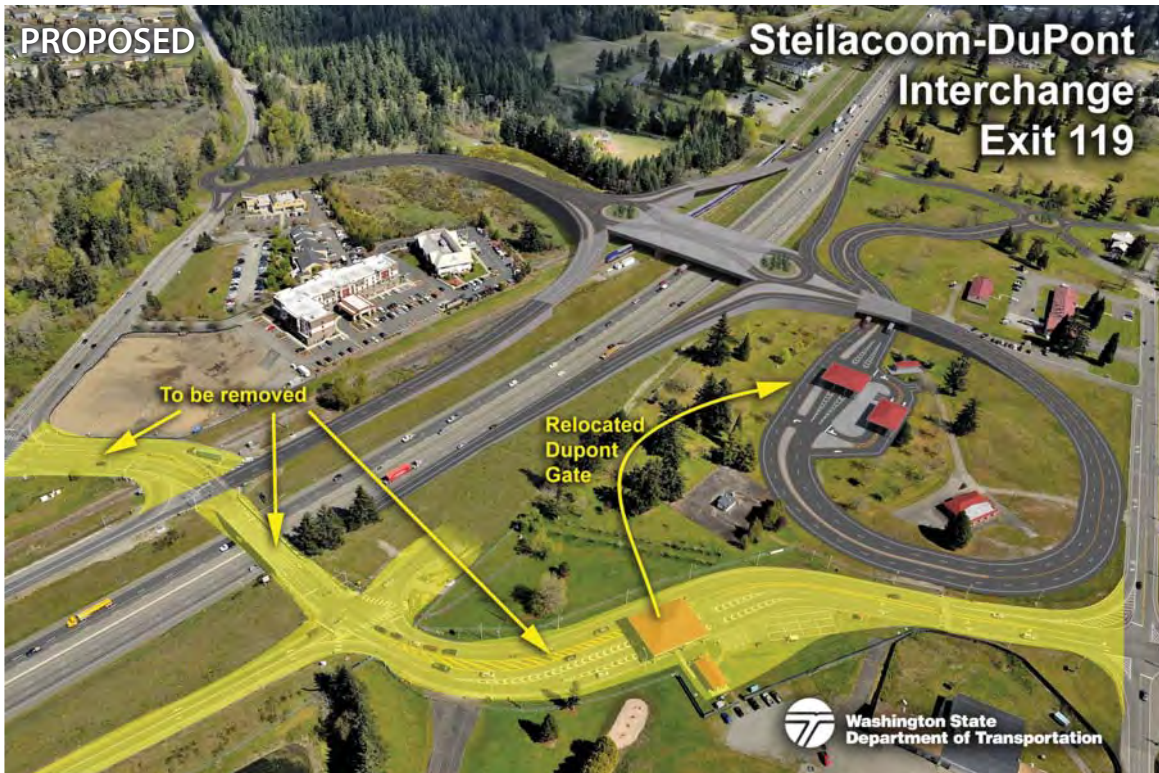


7. What Improvements to Interchanges Are Proposed?

- Steilacoom-DuPont Road
- Berkeley Street
- Thorne Lane



Interchange Design Visualization Steilacoom-DuPont Road



Visualizations of proposed interchanges help us see them in the context of their location. While under serious consideration, the layout shown is not necessarily the final design. Public input along with the upcoming environmental studies may result in adjustments to this layout.

Interchange Design Visualization Berkeley Street



Visualizations of proposed interchanges help us see them in the context of their location. While under serious consideration, the layout shown is not necessarily the final design. Public input along with the upcoming environmental studies may result in adjustments to this layout.

Interchange Design Visualization Thorne Lane



Visualizations of proposed interchanges help us see them in the context of their location. While under serious consideration, the layout shown is not necessarily the final design. Public input along with the upcoming environmental studies may result in adjustments to this layout.

Why Are Roundabouts Effective?

Reduce Delay – Improve Traffic Flow

Roundabouts move traffic through an intersection more quickly, and with less congestion on approaching roads. Roundabouts promote a continuous flow of traffic. Unlike intersections with traffic signals, drivers don't have to wait for a green light at a roundabout to get through the intersection. Traffic is not required to stop – only yield – so the intersection can handle more traffic in the same amount of time.

Reduction in Collisions

Roundabouts reduced injury crashes by 75 percent at intersections where stop signs or signals were previously used for traffic control, according to a study by the Insurance Institute for Highway Safety (IIHS). Studies by the IIHS and Federal Highway Administration have shown that roundabouts typically achieve:

- A 37 percent reduction in overall collisions
- A 75 percent reduction in injury collisions
- A 90 percent reduction in fatality collisions
- A 40 percent reduction in pedestrian collisions



SR 16 interchange at Burnham Drive
Gig Harbor, WA

Reasons Why Roundabouts Help Reduce the Likelihood and Severity of Collisions

- **Low travel speeds.** Drivers must slow down and yield to traffic before entering a roundabout. Speeds in the roundabout are typically between 15 and 20 miles per hour. The few collisions that occur in roundabouts are typically minor and cause few injuries since they occur at such low speeds.
- **No light to beat.** Roundabouts are designed to promote a continuous, circular flow of traffic. Drivers need only yield to traffic before entering a roundabout; if there is no traffic in the roundabout, drivers are not required to stop. Because traffic is constantly flowing through the intersection, drivers don't have the incentive to speed up to try and "beat the light," like they might at a traditional intersection.
- **One-way travel.** Roads entering a roundabout are gently curved to direct drivers into the intersection and help them travel counterclockwise around the roundabout. The curved roads and one-way travel around the roundabout eliminate the possibility for T-bone and head-on collisions.