



Commissioner Questions and Staff Responses

Follow-up to: [Pedestrians and Roundabouts](#) discussion, October 21, 2020

Commissioner feedback and questions:

1) How feasible are RRFB installations on single lane roundabouts that are trouble spots? Are there other strategies to highlight potential pedestrian crossings at similar locations?

2) I very much appreciate that the design of roundabouts like on Green allow for cyclist flexibility between choosing a low-stress crossing that is separated or continuing in the travel lane. I VERY MUCH appreciate "May Use Full Lane" is being considered in these situations. I'd be happy to discuss this more, so please don't hesitate to reach out.

Staff response:

RRFB installations are not recommended or prohibited at single lane roundabouts. Roundabouts such as those the City typically installs are compact with narrow vision field requirements, especially as compared to larger multi-lane roundabouts similar to intersections such as State and Ellsworth. The tight vision field makes it difficult to keep higher mounted signs in the driver's focus area.

If a problem area were identified the types of countermeasures we would focus on first are those more centrally located in the drivers focus area such as in-street signs (if the approach is multilane, e.g. Geddes and Earhart) and pavement markings. Pavement markings could include items such as STOP bars (accompanied with stop for ped signs), legends, or other conspicuity markings.