

Implementation of Roundabouts in National Parks and Federal Lands

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Our National Parks and Federal Lands provide significant opportunities for visitors to experience some of the greatest natural beauty our Nation has to offer. Roundabouts provide many features that are desired within parks and natural areas, such as:

- Slow speeds for all users,
- Reduced conflict points,
- Small footprint for moderate volumes,
- Geometric flexibility for “T”, “Y” and offset intersections
- Minimal impervious areas, and
- Reduction in vehicular idling and starts and stops.



The extreme flexibility and safety that roundabout designs offer can be realized in many areas across the country including local, state and federal lands. Roundabouts are an FHWA Proven safety countermeasure and have a fatal/injury crash reduction of nearly 90% in rural environments. To date in the US, roundabouts have been underutilized in rural environments but with successful projects now in almost many states, it is time to look for more opportunities to consider, plan and design roundabouts. Additionally, roundabouts can offer significant operation advantages to all way stop intersections, not only during peak periods but also every hour of the day and seven days a week.

Currently there are two roundabouts in National Parks and at least two roundabout constructed in the National Forests, and in both cases, more are on the way. Denali National Park and Golden Gate National Park both have single lane roundabouts. Sawtooth National Forest and Humboldt-Toiyabe National Forest also have single lane roundabouts, all shown to the right. In the next year five more roundabouts will be under construction on Federal Lands, including in Yosemite National Park, Grand Teton National Park, and Tahoe National Forest.

For additional information about rural roundabouts please see the FHWA Roundabouts & Rural Highways brochure (https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/rural_roundabouts/ruralroundabouts.pdf) and FHWA Roundabouts & Tribal Lands brochure (https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/tribal_roundabouts/tribalroundabout.pdf).

Golden Gate National Park, CA - Conzelman Rd & McCullough Rd

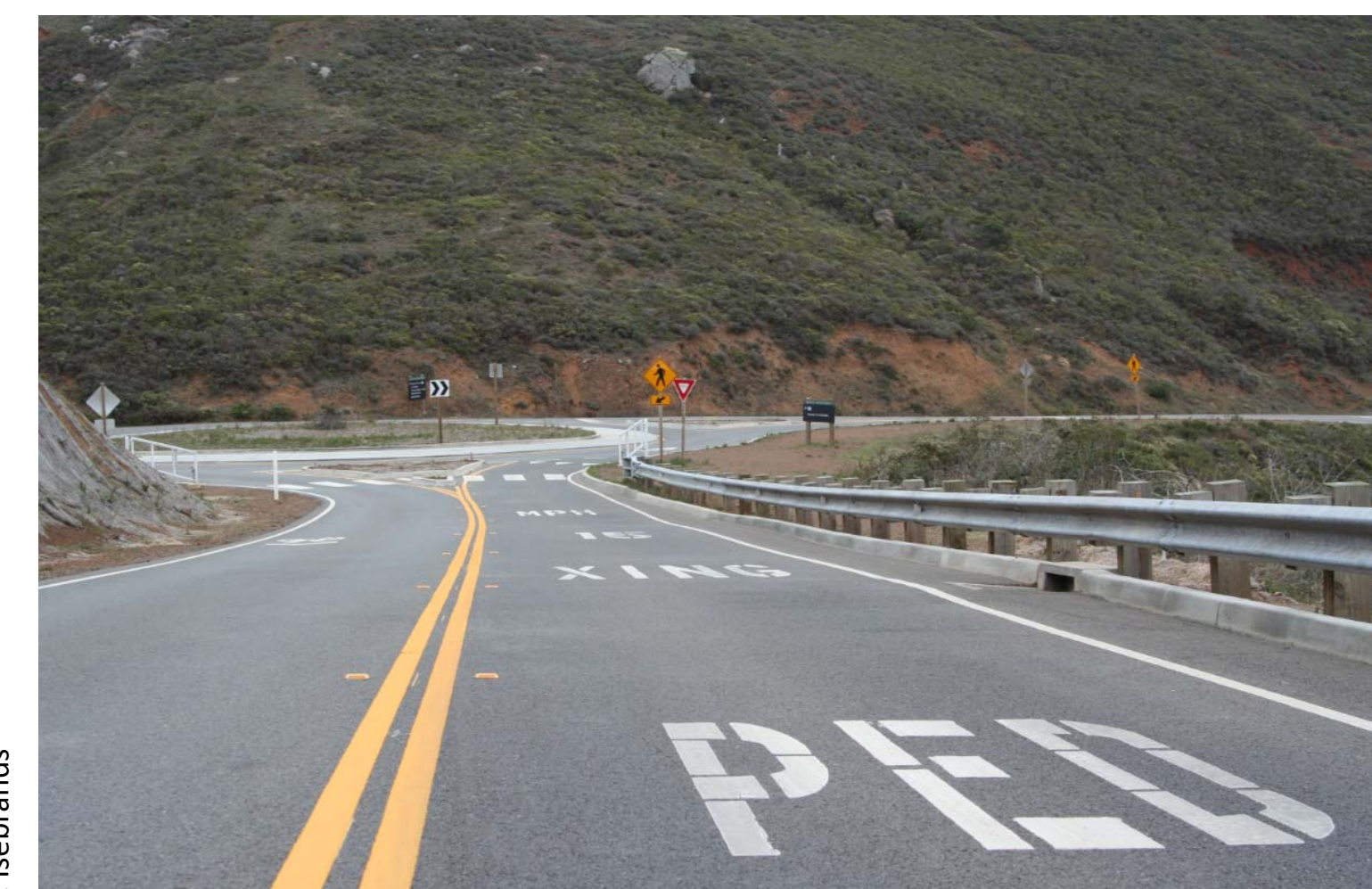
The Golden Gate National Park single lane roundabout carries tourists and locals alike. It was previously a “Y” intersection with large radii. The location is adjacent to the Coastal (hiking) Trail and offers breathtaking views to Golden Gate bridge. Local road bike enthusiasts use the roundabout daily as they ride the challenging steep grades. Quotes from Marin County Bicycle Coalition members include:

“It’s a nice a way of controlling traffic and feels very safe for cyclists”

“Cars can’t go fast...it is a good place for cyclists to circle about and rest be



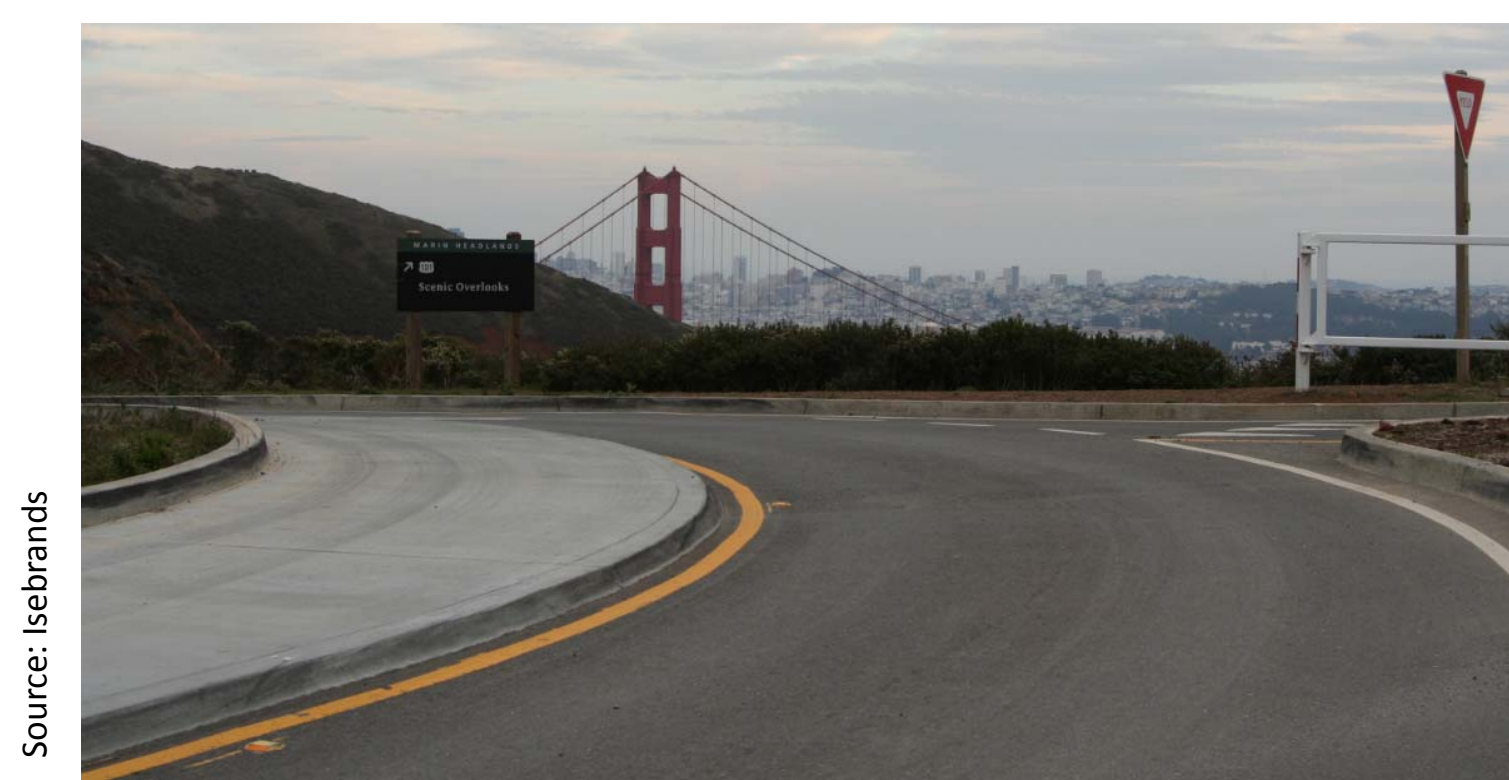
Source: Google Earth



Source: Isebrands



Source: Isebrands



Source: Isebrands

Denali National Park, AK—Park Rd & Morning Loop Trail

The single lane roundabout the primary access to the Denali National Park Visitors Center.



Source: Isebrands



Source: Isebrands

Sawtooth National Forest, ID — Redfish Lake Rd



Source: Google Earth

Humboldt-Toiyabe National Forest, NV - Kyle Canyon Rd/SR 157



Source: Google Earth

Grand Teton National Park, WY— Hwy 89/Gros Ventre Rd

A single lane roundabout is being planned for Hwy 89 in Grand Teton National Park. Based on a Road Safety Audit, the roundabout alternative will reduce conflicts and speeds for all users at this intersection, including high pedestrians and bicyclists volumes. Lower speeds in this area are considered a benefit for wildlife in the area as well. Construction is expected to begin in 2018.



Source: Grand Teton National Park

Tahoe National Forest, CA—SR 89/Fanny Bridge Project

Two single lane roundabouts will be constructed on Tahoe National Forest property as a part of the larger SR 89/Fanny Bridge Community Revitalization Project. The proposed improvements, including three roundabouts, are designed to enhance non-motorized and motorized user safety and mobility and reduce congestion while minimizing the infrastructure footprint and impacts to the natural environment. Construction is ex-



Source: Tahoe Transportation District

