In Transition: Roundabouts In Greater Vancouver, British Columbia

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Thank you to:
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OUTLINE

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• Roundabout Examples
• Planned / Proposed Roundabouts
• The Future
Traffic Circles
Additional Background

- Transportation Association of Canada
- New BC Ministry of Transportation Design Guidelines (Draft) and Policies
- Insurance Corporation of BC (ICBC) is a major promoter of Roundabouts
Gateway Feature
King George Highway / 8th Avenue
Surrey
New Roundabout Intersection Opens

The Ministry of Transportation in agreement with Transport Canada and ICBC is opening a single-lane roundabout at the intersection of 8th Avenue and King George Highway on September 15, 2004. In the early spring of 2005, a second roundabout will be constructed at the 8th Avenue Interchange in Surrey.

**What is a roundabout?**

A roundabout is an intersection having one-way traffic circulation around a central island, where entering traffic must yield the right-of-way to circulating traffic. They are about 30 metres or more in diameter. Roundabouts can help reduce serious crashes particularly involving bodily injury, while also lowering vehicle speed, improving pedestrian and bicycle safety and eliminating the need for traffic signals.

**Drivers**

| These signs will be posted as you approach a roundabout:  
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| Yield signs are posted to indicate that the traffic already inside the roundabout has the right-of-way.  
| When entering, drivers should:  
| - Apply the same caution used when approaching any yield sign.  
| - Be prepared to stop and wait for a sufficient gap in the circulating traffic before entering the roundabout.  
| - Stop for all pedestrians.  
| When exiting, you should:  
| - Signal a right turn in advance of your exit location.  
| - Yield to pedestrians that may be crossing on the exit lane.  
| If you encounter an emergency vehicle:  
| - Drive with caution but do not stop inside the roundabout.  
| - Once you exit the roundabout, stop and allow the emergency vehicle to pass.  

**Pedestrians**

At each approach to the roundabout, there is a clearly marked pedestrian crossing. There is a shared pedestrian-cycle path connecting to the curbsides. Although vehicles are required to yield for all pedestrians, you should:  
- Cross only at these designated crosswalks.  
- Use caution at all times.

**Cyclists**

Cyclists can use either the shared pedestrian-cycle path or ride inside the roundabout.

When approaching the roundabout:  
- You have the option to merge left into the traffic or move onto the shared path.  
- If you ride with the traffic, remain centered in the traffic lane.  
- As you have vehicular traffic, you must wait at the yield line for a sufficient gap in the circulating traffic before entering the roundabout.

**Trucks**

There is a "truck apron" provided as an outer mountable portion of the central island of the roundabout. It is designed to allow large emergency vehicles to manoeuvre around the circulating roadway. No other vehicles should drive in this area.

For driving instructions on how to safely navigate roundabouts, go to www.ICBC.com/road_safety/
Marine Drive / Nelson Avenue
Horseshoe Bay, West Vancouver
Keith Road / Chesterfield Avenue
North Vancouver
Planned Roundabouts

- 2-lane roundabout is planned as part of the interchange at 8th Avenue/ King George Highway in Surrey (Delcan)
- ICBC participated in numerous roundabouts planned in Greater Vancouver and BC
- Roundabout interchange is planned at Mount Lehman Road / Highway 1, Abbotsford
Proposed Roundabouts

- Highway projects in BC are subject to Value Engineering Reviews and Road Safety Audits
- Roundabouts are often proposed to save money and improve safety
- Roundabouts have been proposed solutions as part of highway projects but not always implemented
Future of Roundabouts in Greater Vancouver

- Positive experiences with existing roundabouts
- ICBC has played a major role
- BC Ministry of Transportation is promoting roundabouts as an alternate to traffic signals