

Lone Mountain & Vistancia Blvd

Intersection Roundabout

April 2026





**Mayor Pro Tem
Matt Bullock**

Mesquite District



Welcome

Drivers either love or hate roundabouts, but the fact of the matter is they slow speeds through an intersection and can be a much safer option – and the intersection at Lone Mountain Parkway and Vistancia Boulevard is a prime candidate for this type of intersection management.

In this presentation, you'll hear why a roundabout is the preferred choice and what to expect during construction.

Thank you for taking the time to learn more about what Peoria is doing to improve safety for our residents.

Existing Intersection Features



- ✓ *Controlled by a four-way stop*
- ✓ *Raised median islands at all approaches*
- ✓ *Two through lanes and bike lanes in each direction*
- ✓ *Dedicated left turn lanes at all approaches*
- ✓ *Dedicated right turns for east & west bound traffic on Lone Mountain*
- ✓ *Approx. 125' pedestrian crossing distance on Lone Mountain and 110' pedestrian crossing distance on Vistancia*
- ✓ *Extra wide median to accommodate future third lane when needed*

Crash History at the Lone Mountain Pkwy & Vistancia Blvd intersection

Peoria regularly tracks the safety of Peoria's streets and intersections through Citywide Safety Studies, monitoring crash reports, and investigation of concerns raised by residents.



2019 – 2023

Average of 1.6 crashes and 0.2 injuries per year

2024

In 2024 alone, there were 6 crashes, including 1 pedestrian fatality & 1 serious pedestrian injury

5 of 6 crashes occurred in the 3-month period of Sept - Nov

2025

In 2025, 2 crashes were reported

Intersection Safety Is A Priority: Lone Mountain Parkway & Vistancia Boulevard



Background



Original Design

Original design assumed a future signal would be installed, when warranted



Warrant Study

Not currently warranted for a traffic signal and not expected to be for many years, not before 2040



Safety Measures to Date

- ✓ 3 Stop signs at approaches
- ✓ Marked crosswalks
- ✓ Stop Ahead signs
- ✓ Stop pavement marks



Planning Ahead

Enhancements do not mitigate crash potential due to complexity of the intersection

Why Not a Traffic Signal?

Warrant Study

Traffic signal installation requires a warrant study which evaluates many factors.

Traffic control signals are often considered a panacea for all traffic problems at intersections.

This belief has led to traffic control signals being installed at many locations where they are not needed, adversely affecting the safety and efficiency of motor vehicular, bicycle, and pedestrian traffic.

Signal Warrants

Warrant 1: 8-Hour Vehicular Volume

Warrant 2: 4-Hour Vehicular Volume

Warrant 3: Peak Hour

Warrant 4: Pedestrian Volume

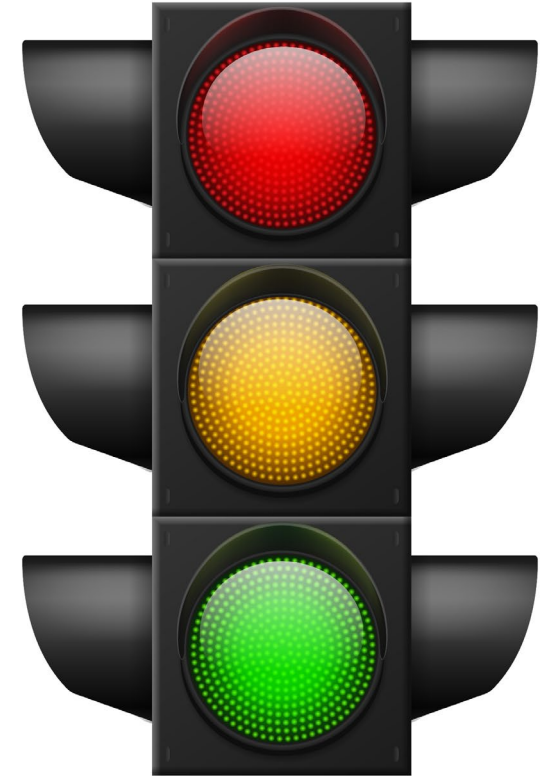
Warrant 5: School Crossing

Warrant 6: Coordinated Signal System

Warrant 7: Crash Experience

Warrant 8: Roadway Network

Warrant 9: Intersection Near a Grade Crossing



Why Not a Traffic Signal?

Warrant Study

Traffic signal installation requires a warrant study which evaluates many factors.

If one or more warrants are met, less restrictive measures, e.g., a roundabout, should always be considered prior to signalization per ADOT and Federal Highway Administration guidelines.

None of the applicable warrants for a traffic signal were met for this intersection.

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Warrant 2: 4-Hour Vehicular Volume

Warrant 3: Peak Hour

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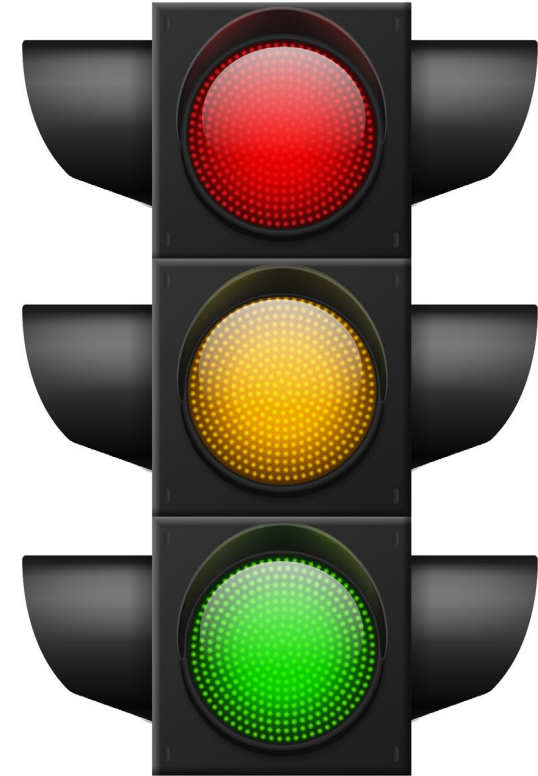
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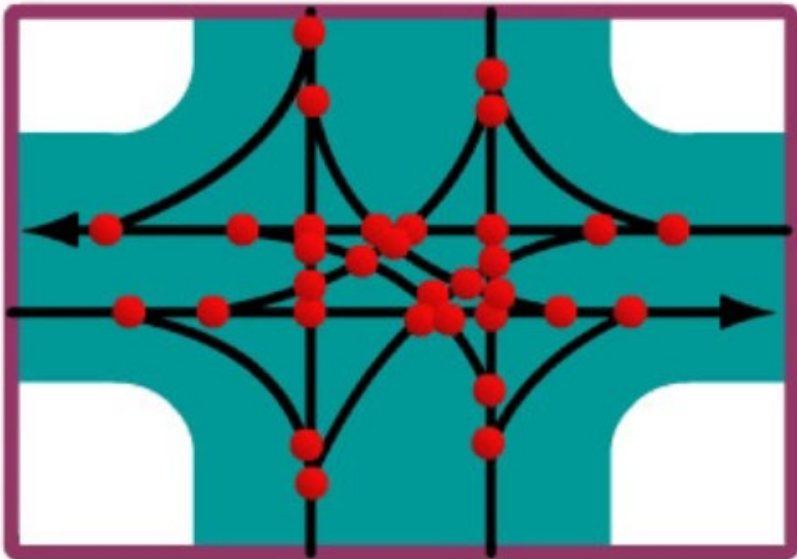
Warrant 8: Roadway Network

Warrant 9: Intersection Near a Grade Crossing



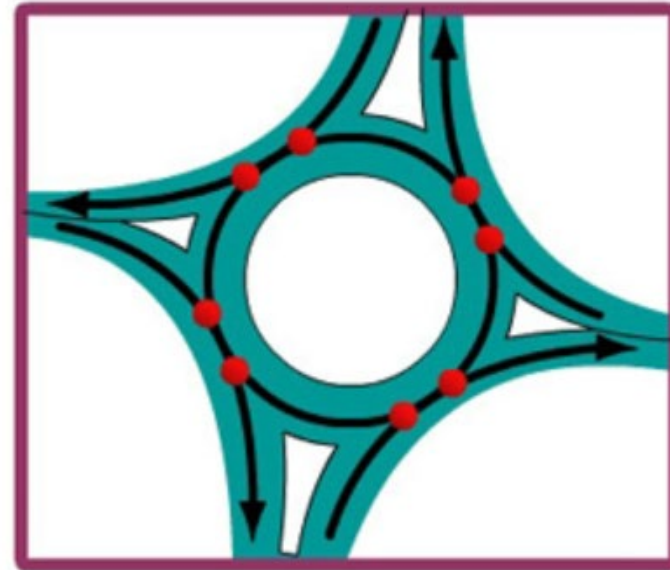
Why Consider a Roundabout (RAB)?

Conflict Points & Intersection Safety



Red dots indicate 32 vehicle-to-vehicle conflict points in a standard four-way intersection.

4-way Stop or Traffic Signal



Red dots indicate eight vehicle-to-vehicle conflict points in a modern roundabout.

Roundabout

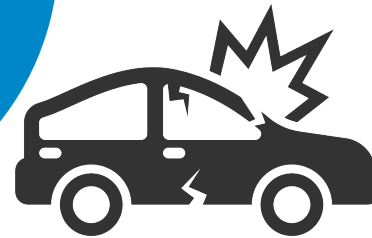


Why a Roundabout (RAB)?

Effective in reducing intersection speeds



Significantly reduces severity of vehicle crashes



Reduces pedestrian crossing distance & exposure to traffic



Improves traffic efficiency



Why a Roundabout (RAB)?

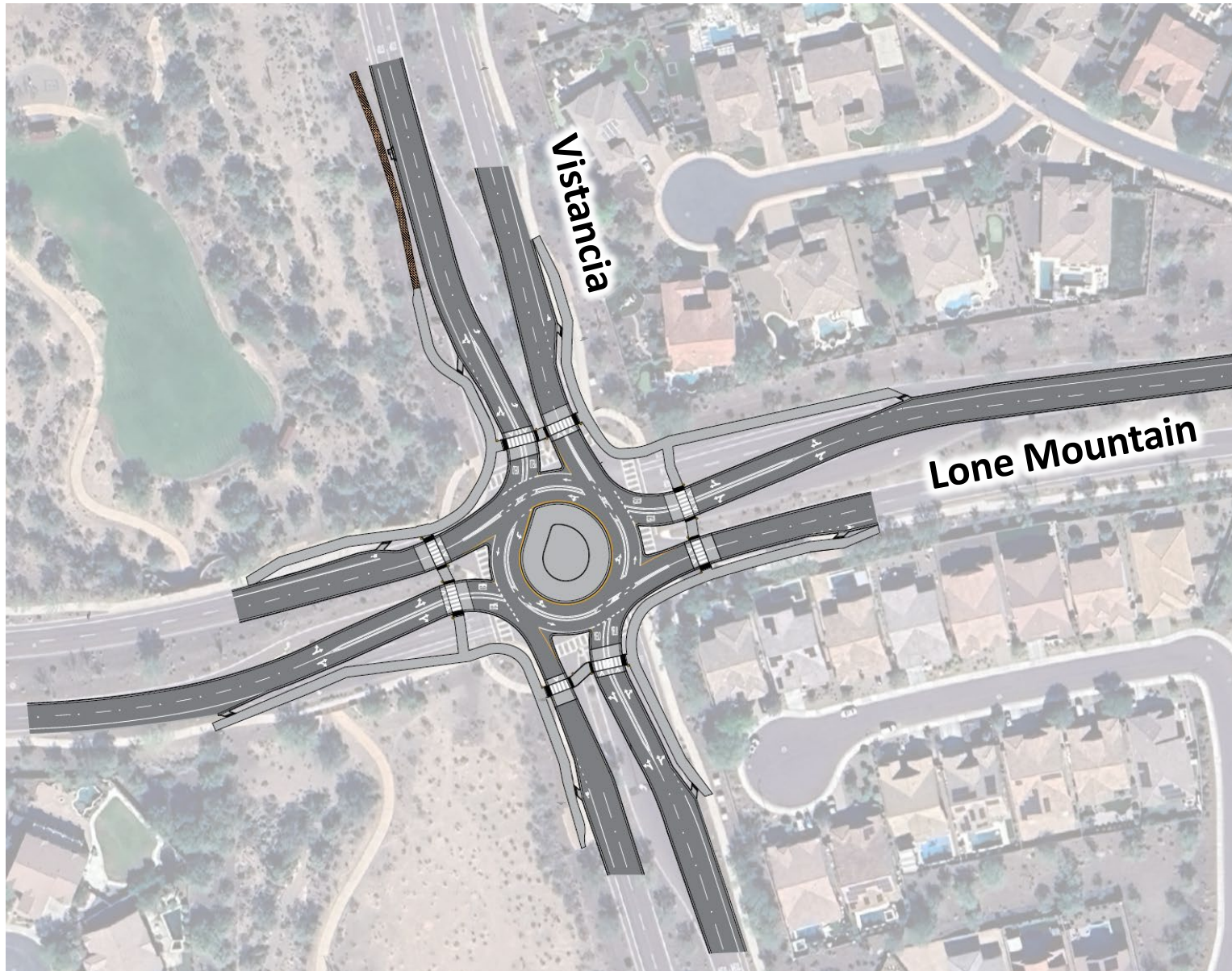
Effective
reducing
intersect
speed

The roundabout is a long-term solution. A future traffic signal will only be required if Lone Mountain and/or Vistancia are expanded to three through lanes.

Improves
traffic
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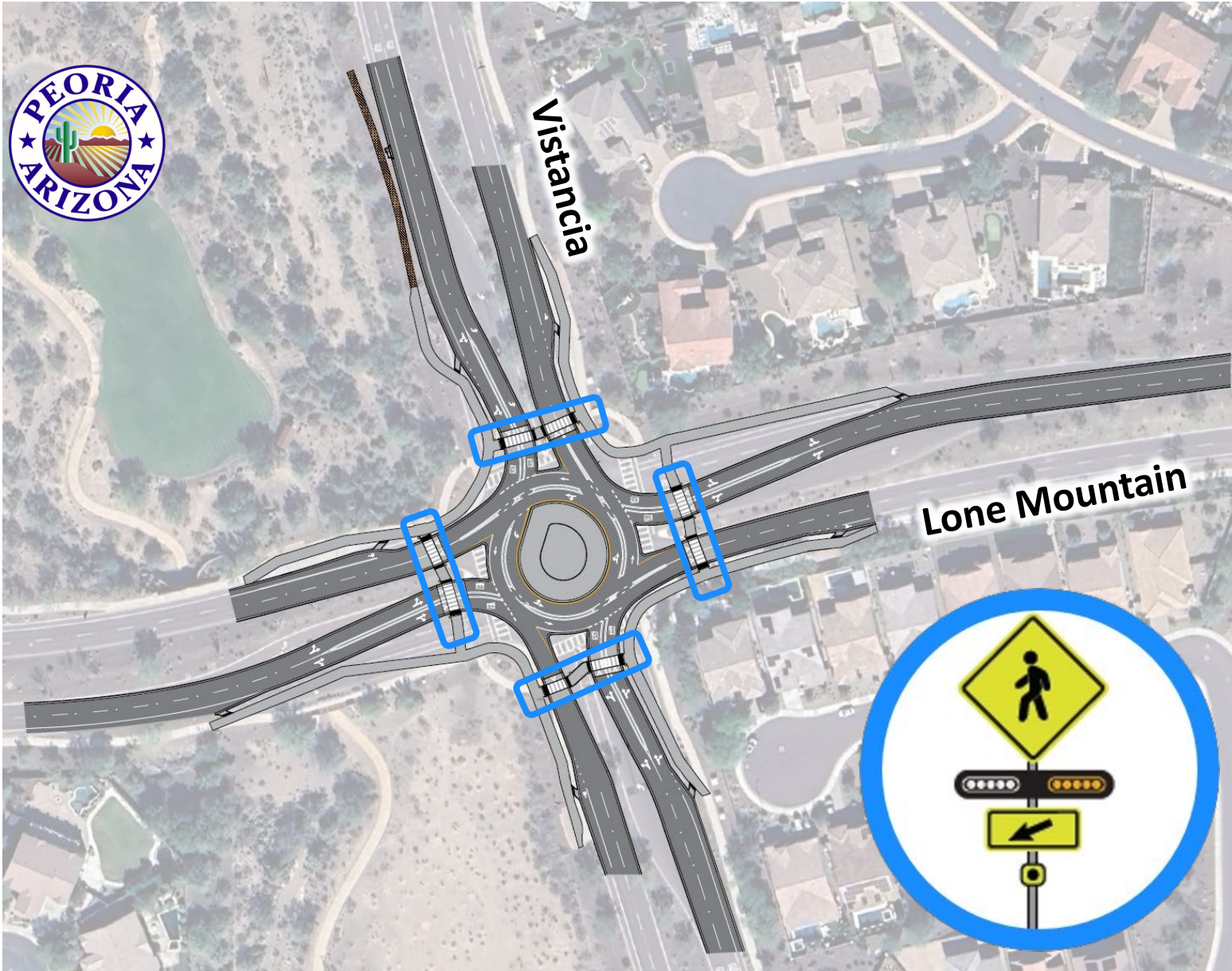


Roundabout Design



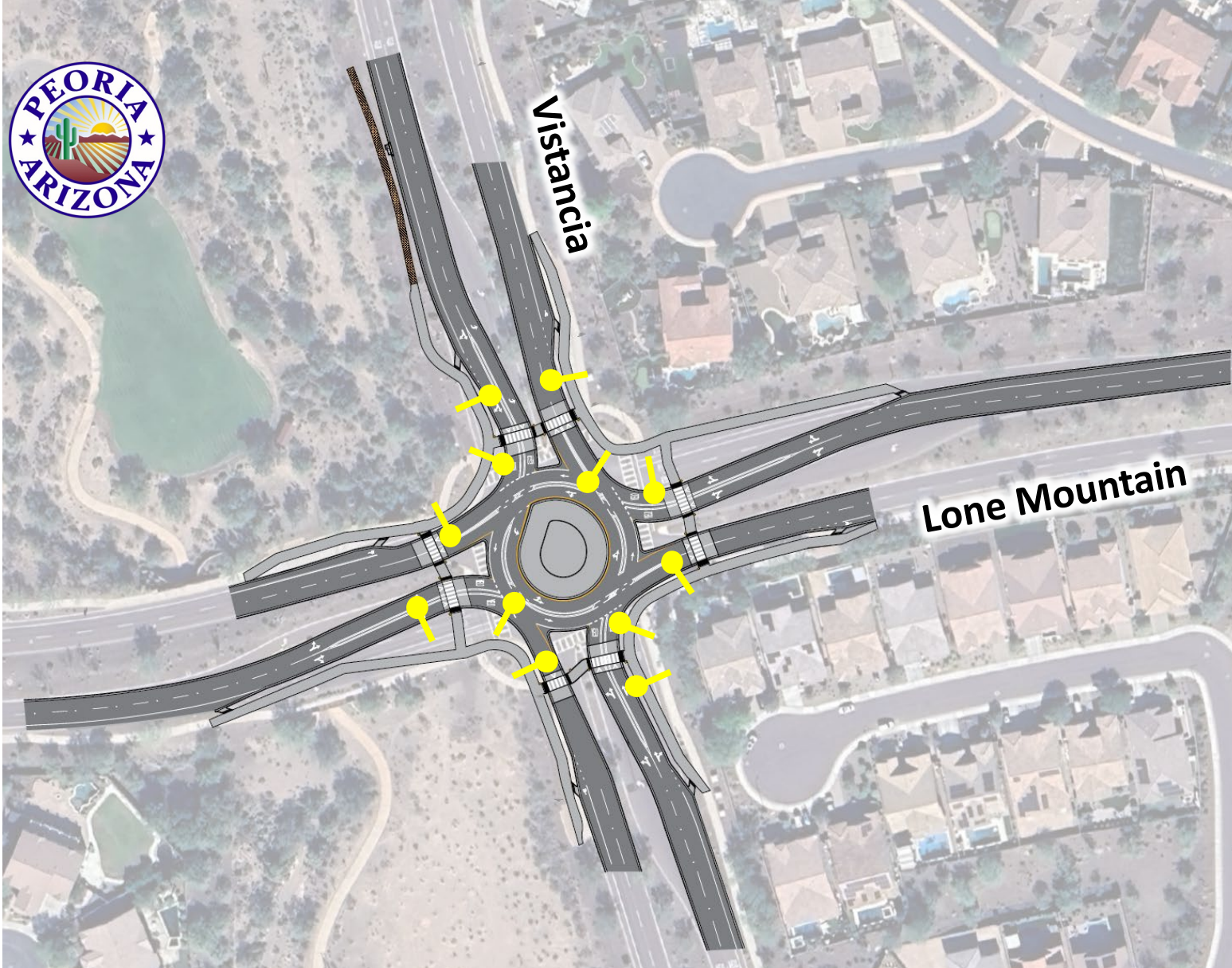
- ✓ *Two-lane roundabout (RAB)*
- ✓ *Pedestrian multi-use path will tie into existing sidewalk/path*
- ✓ *Match existing landscaping*
- ✓ *Signage & pavement markings to assist travelers in navigating the roundabout*
- ✓ *“Thru” traffic can use either lane, if turning left, use the inside (left) lane, and if turning right, use the outside (right) lane*
- ✓ *Pedestrian crossing distance is reduced by more than half with refuge between opposing traffic*

Roundabout Safety



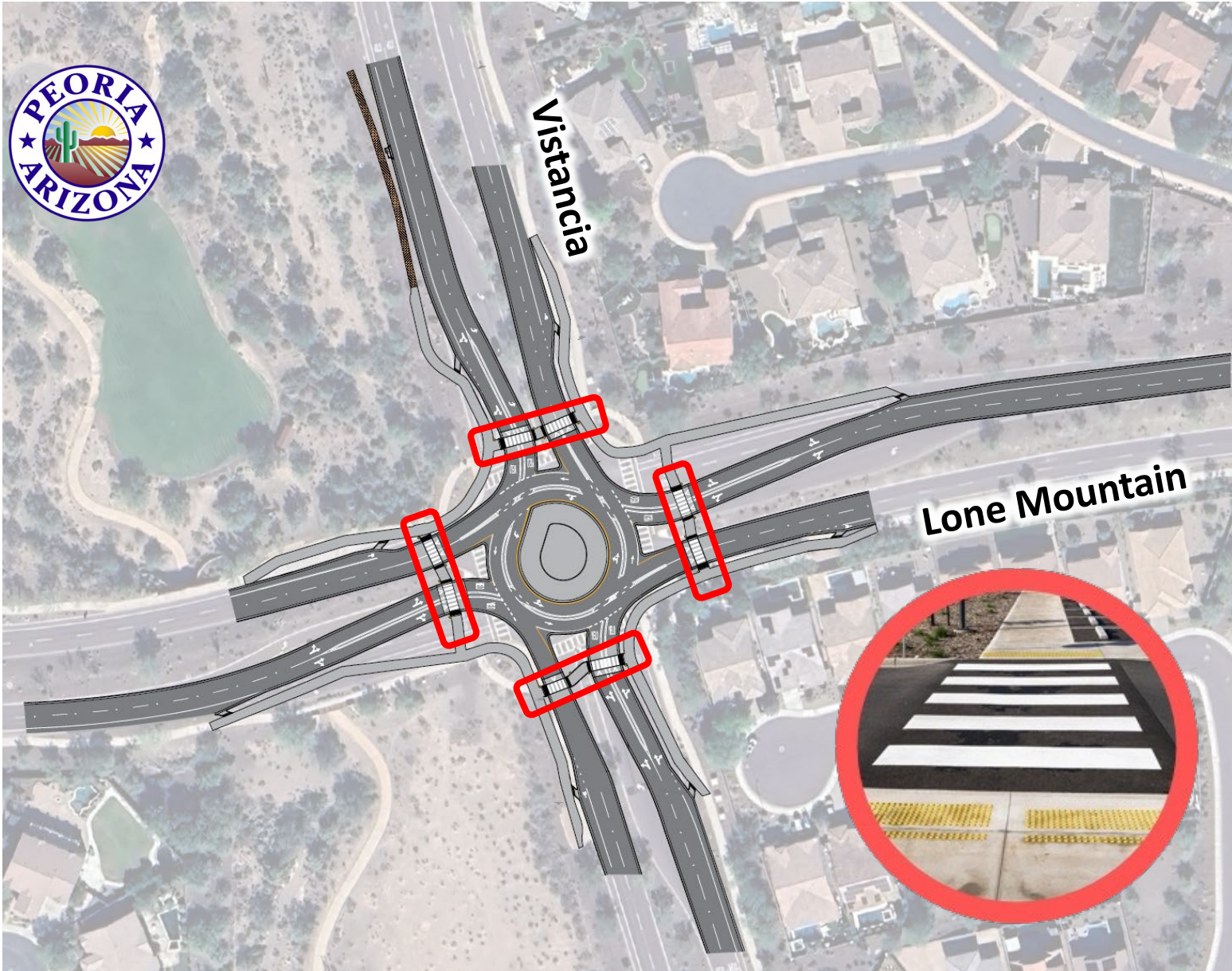
✓ Enhanced pedestrian crossings include RRFB (Rectangular Rapid Flashing Beacons) at all crosswalks

Roundabout Safety



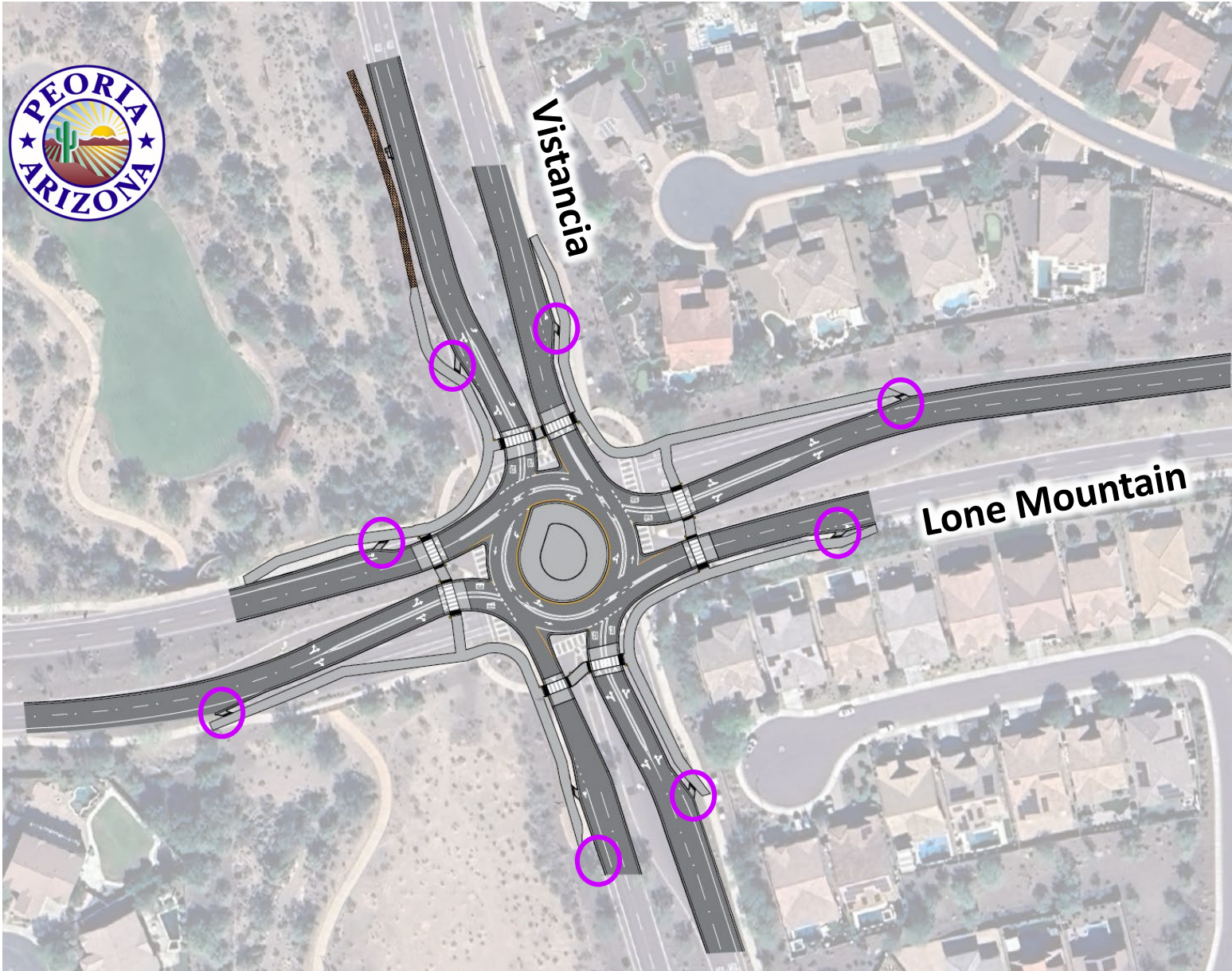
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- ✓ Streetlights for better visibility around the roundabout

Roundabout Safety



- ✓ Enhanced pedestrian crossings include RRFB (Rectangular Rapid Flashing Beacons) at all crosswalks
- ✓ Streetlights for better visibility around the roundabout
- ✓ Raised crosswalks, about 3" in height, at all approaches designed to slow traffic to about 20 mph

Roundabout Safety



✓ Enhanced pedestrian crossings include RRFB (Rectangular Rapid Flashing Beacons) at all crosswalks



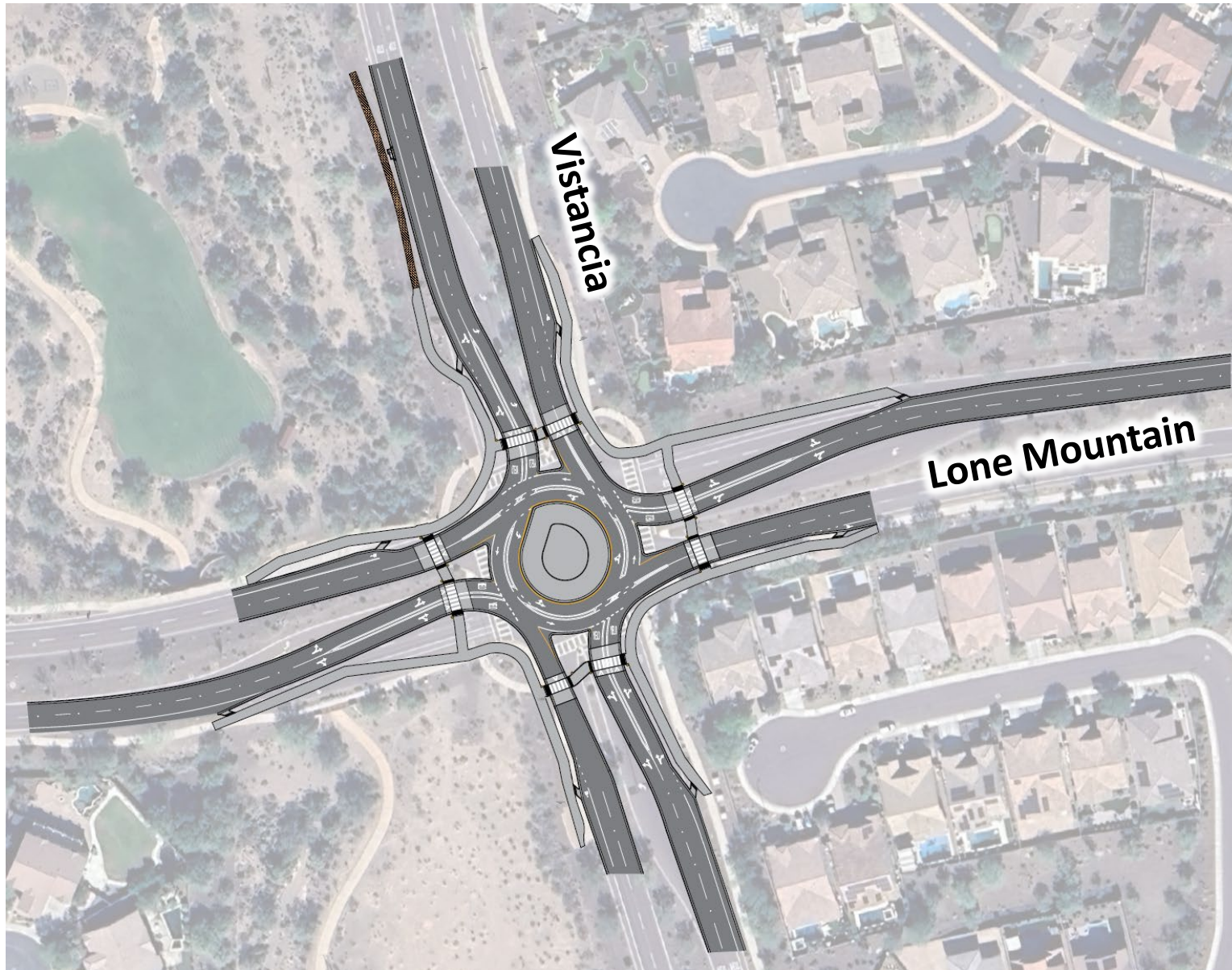
✓ Streetlights for better visibility around the roundabout

✓ Raised crosswalks at all approaches, about 3" in height, at all approaches designed to slow traffic to about 20 mph



✓ Bike lanes transition from the roadway to the shared multi-use path at the roundabout. Confident cyclists may ride through the roundabout as a vehicle would.

Roundabout Construction



- ✓ Roundabout construction typically takes several months to complete
- ✓ Typical roundabout construction requires multiple phases with significant lane and turn restrictions
- ✓ This effort looks to maximize the work area and reduce the construction schedule, to reduce the impacts to residents and school schedules

Roundabout Construction



Scheduled to begin Tuesday, May 26 through Late July (school's summer break), the intersection of Lone Mountain & Vistancia will be CLOSED to travel.

Crews will be working 7 days a week to complete this project.

In early August, the roundabout will be operational with interim street lighting in place, and final installation taking place Sept-Oct with lane closures.



QUESTIONS?
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**Thank
you!**