Modern Roundabout Myths

Presented by:

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Time Management

• Terminology (1 minute)
• Dispelling the Myths (30 minutes)

Roundabout Terminology
What is a Roundabout?

- Yield at entry
- Deflection at entry
- Tailored to turning patterns at each intersection

Myth #1
Roundabouts are the same as traffic circles.

Major Differences

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Traffic Circle</th>
<th>Roundabout</th>
</tr>
</thead>
<tbody>
<tr>
<td>Diameter</td>
<td>600 feet +</td>
<td>130 - 250 feet</td>
</tr>
<tr>
<td>Entry Control</td>
<td>High speed merge</td>
<td>High speed yield</td>
</tr>
<tr>
<td>Speeds</td>
<td>High (40 - 55 mph)</td>
<td>Low (15 - 25 mph)</td>
</tr>
<tr>
<td>Lane Utilization</td>
<td>Weaving</td>
<td>Stay in same lane</td>
</tr>
<tr>
<td>Traffic Control</td>
<td>Can be high</td>
<td>Determined by geometry and gaps, very high if designed properly</td>
</tr>
<tr>
<td>Crash</td>
<td>Can be high</td>
<td>Safest type of at-grade intersection in the world</td>
</tr>
<tr>
<td>Public Opinion</td>
<td>Dislike</td>
<td>Favorable after implementation</td>
</tr>
</tbody>
</table>

EXACT OPPOSITES IN ALL IMPORTANT RESPECTS
Kingston, NY – Traffic Circle

- Merge entry at high speed
- High speed weaving here
- Large diameter (600 ft+)

Kingston, NY – Traffic Circle Conversion to Roundabout

- Smaller diameter (Typically 130 – 250 feet)

Roundabout or Traffic Circle?

- Look Kids – Big Ben, Parliament!
Myth #2
Roundabouts won’t catch on in this state.

Myth #3
Roundabouts are not appropriate at high speed intersections.

Michigan Roundabouts
February 2006
- Under Design/Seeking Funding
- Constructed

Map does not include numerous neighborhood traffic circles or the scores of roundabouts in earlier planning stages.
High Speed Rural Intersection - KS

**Before**
- Serious crash problem as 2-way stop (25 injuries '93–'97)
- Good safety, fair traffic operations as 4-way stop (‘98–’01)

![65 mph approach speed]

High Speed Rural Intersection - KS

**After**
- Excellent safety – Only 3 PDO crashes (‘01 – ‘03)

![65 mph approach speed]

Myth #4
Roundabouts are more costly and require more right-of-way than traffic signals.
Comparison

• DLZ Corporation: Planning/design level cost estimates comparing roundabouts vs. traffic signal

• Comparison for more than 70 intersections 1998 – 2006

• Roundabouts cheaper at more than half of the intersections

When are Roundabouts Cheaper?

Potential Costs

• Turn lanes
• Project limits
• Signals
• Construction/ROW

Roundabouts with Narrow Bridge
Myth #5

Roundabouts are confusing, unpopular, and unsafe for older drivers.

Mini Roundabout in Dimondale

Low Approach Speed (30 mph or less)

Older Driver Video
Roundabouts in France

• Bretagne / Pays de la Loire
  – 6 M people
  – 1.5 M > 65
• 4,000 roundabouts

% of Total INJURY Crashes by Driver Age (1999 – 2003):

<table>
<thead>
<tr>
<th>Driver Age</th>
<th>Roundabouts (1,169 Crashes)</th>
<th>Other Intersections (14,173 crashes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>61+</td>
<td>12.4%</td>
<td>15.5%</td>
</tr>
</tbody>
</table>

Roundabouts in America

Maryland
40+ modern roundabouts

Clearwater Beach, FL
32% of residents are age 65 +
2.6 x the national average

Acacia roundabout:
– By petition of residents and store owners
– Petition included $3000
Myth #6
Roundabouts are confusing for young and inexperienced drivers.

Before - Looking South, Hulett Road

18 crashes (10 injury)
2001-2003
1 week before school ends – May, 2004
10

After Video

1 week after school opens – August, 2004

2 non-injury crashes in first year of operation

Myth #7

The public will not accept roundabouts.
Opposition: How Bad Can It Get?

Opponents Become Proponents

Letter to the Editor:

“I must admit it! I was wrong. The roundabout at Marsh and Hamilton roads appears to be working. Congrats to the Ingham County Road Commission and to Meridian Township”
Myth #8
Roundabouts will make traffic congestion worse than it already is.

Marsh – Hamilton Intersection

Before – Level of Service E with traffic signal

After – Level of Service A with roundabout

M-53 Roundabout Concept

Open for 15 months – 30,000 ADT, LOS A
20 year projection – 45,000 ADT, LOS A
M-53 Roundabout

- PM peak = 3000 entering/hr
- Video clip = 70/min = 4200/hr

Jolly – Okemos Intersection

- Lunch peak = 3000 entering/hr

Myth #9
Roundabouts should not be constructed with signals nearby.
Colorado Roundabout

Note signal platoon arrival on this leg

Use caution within signal progression systems

Marsh – Hamilton Intersection

Myth #10
Roundabouts cannot accommodate large trucks.
Roundabouts are an improvement over stop signs or signals.
Response times were reduced.
Drivers do not stop in the circulating roadway when an emergency vehicle approaches (with siren) or can be coaxed.
All of the fire department's equipment can negotiate the roundabouts, including the large ladder trucks.

Myth #11
It is difficult to remove snow at roundabouts.
Avon, Colorado

- Major ski resort area
- 310" snow per year (26 feet!)
- Many roundabouts
- “Snow removal has not been a major issue and we have had very few problems dealing with it in our roundabouts.”
  Norman Woods, Town Engineer, Avon, CO.

Marsh – Hamilton Intersection

“We plow from the inside lane toward the outside at our roundabouts” – Dave Sonnenberg, Ingham County Road Commission

Myth #12
Roundabouts interfere with driveway access.
Driveway Accessing Roundabout

Myth #13
Roundabouts are unsafe for automobiles.

Safety Statistics
- Persaud et. al. (Insurance Institute for Highway Safety), 2000 (U.S.)
  - 23 U.S. intersections converted from stop/signal to roundabouts
  - 40% reduction in total crash frequency
  - 80% reduction in injury crash frequency
  - 90% reduction in fatal/incap. injury crash frequency
- Maryland DOT Accident Evaluation, 2004
  - ~15:1 benefit - cost ratio for installation of single lane roundabouts
- Many other studies with similar results
- Multi-lane roundabouts see crash rates approach those of signals, but severity is lower
Myth #14

Roundabouts are unsafe for pedestrians.

Safety Statistics

- US - minimal information – anecdotal
- Tumber, 1997 (Australia)
  - Severity of ped crashes lower than other intersection types
- Lalani, 1975 (U.K.)
  - 38 intersections converted to roundabouts
  - Ped crash frequency dropped 46% after conversion to roundabouts
  - Fatal and serious ped crash frequency dropped 70%
Reasons for Pedestrian Safety

- Pedestrian crossing and roundabout entrance are separated – drivers deal with potential conflicts separately, not at same time
- Refuge on splitter island – cross one direction at a time
- Exposure is limited because there are two shorter crossings
- Low speeds
- Reduced number of conflict points
- Pedestrians are more alert

Speed and Pedestrian Safety

MSU Campus

Several thousand pedestrians/hour – excellent safety record!
School Children

“It definitely has improved the flow of traffic and has not proved to be the safety concern that several parents feared.” Jeri Mifflin, Principal, Bennett Woods Elementary School

Myth #15
Roundabouts are simple to design.

Clearwater Roundabout
Clearwater roundabout before being fixed – 500 crashes in 18 months

Clearwater roundabout after being fixed – 3 crashes in 15 months

Credits

- R. Barry Crown (Rodel Software Limited) – miscellaneous information adapted for use in several slides, video of roundabout in CO
- NYSDOT – photo of Kingston roundabout
- Dave Sonnenberg (Ingham County Road Commission) – photos of Okemos roundabouts
- Terry Palmer (MDOT) – photo of Maryland roundabout
- Edmund Waddell – photos of roundabouts in Avon, CO and Dimondale
- Dave Morena (FHWA) – photo of roundabout in Maryland
- Tim Colling (Michigan LTAP) – information related to fire trucks and public opinion
- Ken Slides (Clearwater, FL) – information for elderly drivers in Clearwater
- Kansas DOT – Photos of roundabouts in Kansas
- Bernard Guichet – data on older drivers at roundabouts in France
- ACE – photo of roundabouts in Fort Wayne, IN
- All other information, including video clips, copyright DLZ Michigan, Inc. 2005
Special Thanks….

To David Morena of FHWA’s Michigan Division, a tireless advocate of roadway safety, who conceived the idea for this presentation and assisted in its preparation.