



# Gettin' **'ROUND** To Roundabouts

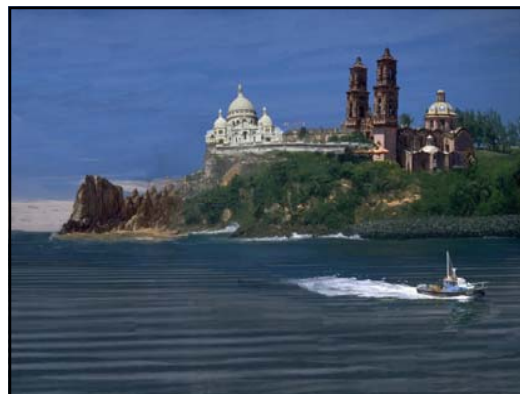
Presenting to you .....

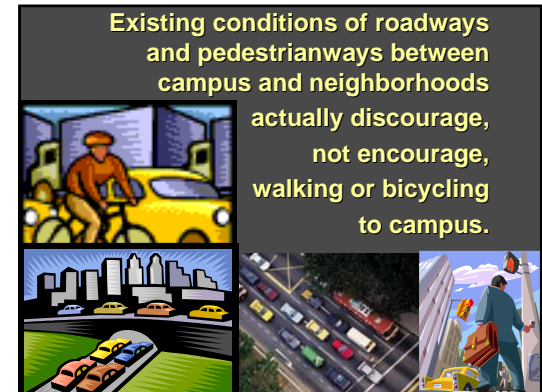
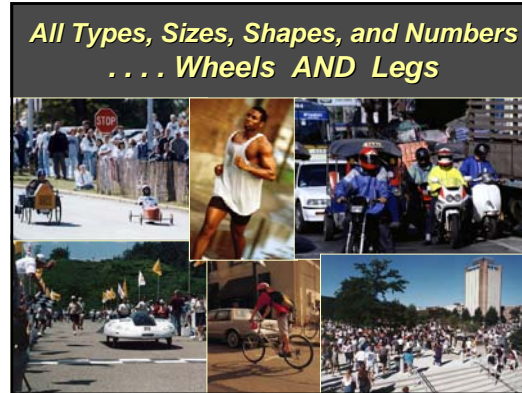





## The Campus Master Plan: No Two Alike??????





## Campus Traffic Problems

- Large numbers of vehicles and pedestrians enter and circulate on campus
  - Traffic bottlenecks: long delays and short tempers
  - Jaywalking: high potential for accidents
- Vicious cycle: inconvenient and unsafe conditions for walking or bicycling result in more cars, which leads to congestion, road rage, and 'sidewalk' rage

***“Let’s find a solution !!!!!!!”***

## The Classic Single Lane Roundabout



## Intersection – Roundabout Comparison



## Advantages of Roundabouts

- Safer than lighted intersection or four-way stops for BOTH vehicles and pedestrians
- “Calms” traffic – lowers speed through intersection
- Continuous flow of traffic – no bottlenecks
- Less expensive – no traffic lights

## LET’S PRESENT AN IDEA

*A new and very good idea.*





## "CAR TALK" → PLANNING

- Access and Circulation
- Safety
- Operations
- Wayfinding
- Image
- Evacuations
- Transit Service
- Connectivity

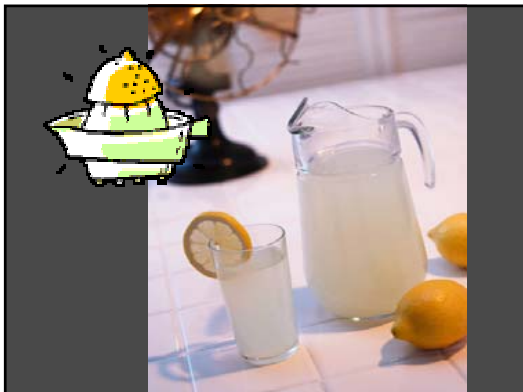


## INVOLVING THE COMMUNITY

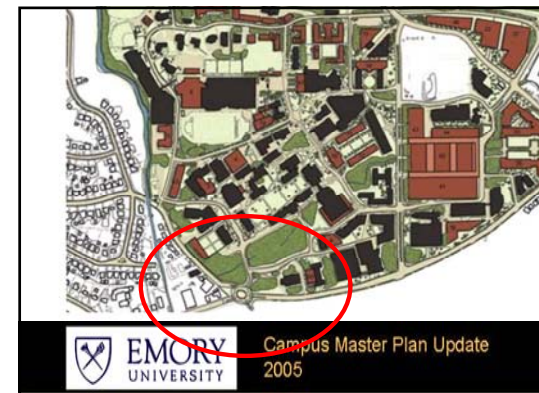
- ⇒ How campus affects neighborhoods, or "Town & Gown" issues
- ⇒ How neighborhoods affect campus
- ⇒ How both affect the greater urban environment

## Obstacles to Change

- Automobile culture
- Campus community not familiar with roundabouts
  - Convincing administration !!!



## Existing Conditions at Emory



## Alliance to Improve Emory Village PARTICIPANTS

COMMUNITY ISSUE	"At the Table"
"Town and Gown"	Land and business owners
Emory Village	The University
Metro Atlanta	Community and civic leaders



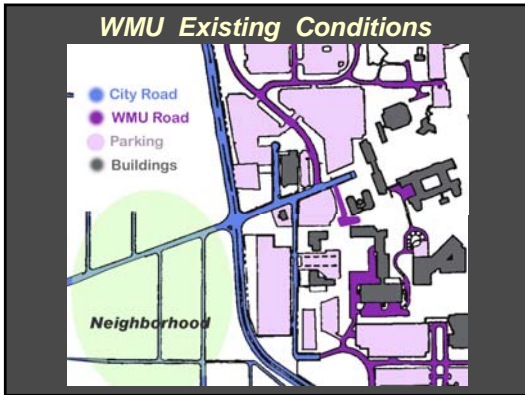
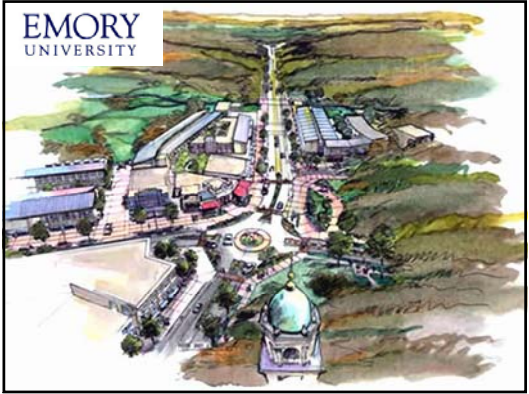
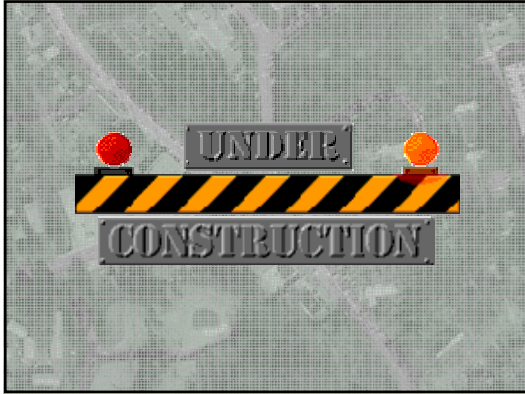
## THE GORY DETAILS . . . . .

G'day Brian

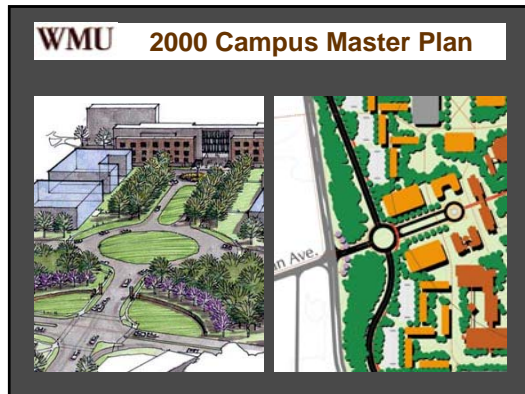
Thanks for arranging the phone call with Matthew. I have a better understanding of **VISSIM** and it is as we discussed, geometry does have a significant impact on the results and seems to explain with other changes. Matthew made us to why there was quite a change between options. Based on our discussions I have focused on making sure there is sufficient separation between the entry and exits of N. Oxford and N. Decatur west. I will send layout soon as I clean it up and add more details.

I just modified **SIDRA** to reflect the larger diameter; I used 87 feet as an average between the length and width of the ellipse. The results are attached intersection the PDF files. You will note that my guess is that **SIDRA** and **VISSIM** may not be that far apart. If you look at the N. Decatur west leg you will see a 95 percentile queue of 405 feet. This is the long queue that you showed. In **SIDRA** this 95 percentile queue is the queue that is only likely to be exceeded 5 percent of the time. In your simulation the long queue did not exist for that long, about 10 to 15 minutes. I think that is about the same as the 95 percentile queue in **SIDRA**. The average queue that exits for the rest of the hour is typically half the 95 percentile queue. IN this case the average queue over the hour on the west leg is approximately 5.6 cars or about 140 feet. This is similar to the rest of the hour in **VISSIM** when the queues were much shorter. Since I was also working on a round roundabout similar to what I drew on Saturday I









### Getting Everyone Involved

- **University**
  - T-Comm
  - Physical Plant
  - Administration
  - Construction
  - Project architect
- **City**
  - Traffic planners
  - Engineers
  - Utility departments
- **Consumers Power**
- **SBC Michigan (telephone)**
- **Neighboring businesses**

