

6/4/2018

Winchester and Devonshire Roundabout: Frequently Asked Questions

Q: Why was a roundabout chosen for this location?

A: Over the years, the City has received feedback from concerned residents regarding the deficiencies at the Winchester and Devonshire intersection. The awkward layout of the intersection includes a stop-controlled “tee” within a curve that connects Winchester to Devonshire. This layout results in an unusually large, spread-out intersection with up to 160 feet of separation between stop signs. *(For comparison, other intersections in the subdivision contain 50 to 60 feet of stop sign separation).* The spread-out intersection layout has led to deficiencies and concerns expressed by the residents, which mainly include:

- Traffic / pedestrian safety:
 - High speeds around the corners
 - Poor visibility of others
 - Ignoring or running stop signs
- Operations:
 - Confusion with right-of-way precedence
 - Unsure of other vehicles' intentions
 - Rapid acceleration and braking

By creating a more compact, one-way circular intersection, a roundabout addresses these concerns in the following ways:

- Traffic / pedestrian safety:
 - **Low speeds** (15 to 20 mph) due to diligently placed road curvature with narrow lanes.
 - Safer, shorter and more visible **pedestrian crossings**. Crossing distances are 12 feet *(compared to 57 feet in the current condition)*. Pedestrians cross one direction at a time due to the refuge island. More visible crossings allow the pedestrian and driver to understand each other's intentions.
 - **Reduced conflict points**, since opposing traffic is separated and circulates in a one-way direction.
 - A roundabout has an **obvious presence** compared to a stop sign due to the difference in size, making it difficult to miss.
- Operations:
 - **Clarity** regarding right-of-way precedence and other drivers' intentions. Entering vehicles yield to traffic to the left already in the circle.
 - **Smooth, steady, efficient traffic flow** due to consistently low speeds in the circle and in the approaches. This has the additional benefit of less vehicle idling, air pollution, and acceleration/deceleration noise.

Q: Were other intersection alternatives considered?

A: Yes, other alternatives were considered, however the roundabout alternative best addressed the intersection's deficiencies in regards to traffic safety, pedestrian safety, and operations. Also, the roundabout option was the least impactful to residents' yards and driveways. Other alternatives included:

- Minor changes to signing and/or striping – Leave intersection geometry as is.
- Traditional "Tee" Intersection – Straighten out Winchester and Devonshire to create a 90 degree "tee" intersection.

Q: I live adjacent to the intersection. How will this impact my ability to get in and out of my driveway?

A: Slower speeds, one-directional traffic flow and improved clarity of right-of-way precedence all lead to a more orderly intersection. Due to the one-directional flow, residents exiting their driveway will be faced with less to "process" and less potential conflict points with other vehicles.

Q: How will school busses, trucks, and emergency vehicles navigate the roundabout?

A: Although the large majority of the vehicles using this intersection are personal vehicles that can easily drive through the roundabout, the splitter islands of the roundabout have been designed with mountable curbs to allow emergency vehicles, busses, and trucks to successfully navigate the intersection. Additionally, the center island includes a slightly raised paved truck apron to assist with larger vehicles. The center island also includes a special reinforced turf grass which is able to withstand the occasional vehicle without rutting, while providing some additional greenery to the intersection.

Q: What size is the roundabout?

A: The diameter of the circle is 76 feet.

Q: What impact will this roundabout have to my property?

A: The proposed roundabout and sidewalk fits within the City's public road right-of-way. Additionally, several of the driveways approaches will be replaced in the same location in order to better transition them into the new intersection.

Q: Will this project reduce my property value?

A: The project will bring consistently low speeds, less confusion, reduced conflict points, less noise and air pollution, improved pedestrian safety, and increased greenery. These are all attractive features in a neighborhood.

Q: What other examples of roundabouts in Southfield are similar to this one?

A: Bell Road between 11 and 12 Mile Roads.

Q: Where can I get more information about roundabouts?

A: There is a large amount of information about roundabouts on many websites. The information ranges from the very basic to the complex. Here are a few resources worth checking out:

- Road Commission for Oakland County Brochure
<http://www.rcocweb.org/DocumentCenter/View/158/Modern-Roundabouts-PDF>
- Washtenaw County Road Commission Brochure
http://www.wcroads.org/wp-content/uploads/2017/01/All-About-Roundabouts_Aug11.pdf
- City of Bend, Oregon – FAQ's, brochures, videos
<https://www.bendoregon.gov/government/departments/streets/bend-roundabouts>
- City of Indianapolis, Indiana – Instructional simulation on how to navigate a single-lane roundabout
<https://www.youtube.com/watch?v=XcK8sjzTIWI>
- Federal Highway Administration – Comprehensive video about roundabouts
https://www.youtube.com/watch?v=uhHzly_6IWM