

WHAT ARE MYTHS AND/OR “IRRATIONAL OPPOSITION”?

1. Can't make it through with a trailer.
2. Can't mount mountable curbs without overturning.
3. They hurt business.
4. The Amish have concerns.
5. Emergency response is delayed.
6. The roundabout will fail and you'll have to signalize.
7. "People aren't stopping at yield signs". The meaning of yield has degraded.
8. They are too confusing.
9. Young drivers can't drive them.
10. Why slow the corridor? Equating slow through RBT to total trip on signalized main route.
11. They cost too much (not considering Lifecycle).
12. Some aren't designed right which reflects poorly on the majority.
13. Elementary ped safety; old speed paradigm.
14. The east coast states are removing "Roundabouts" (actually old circles).
15. Signals are safer and more efficient.
16. Roundabouts are not good for cyclists.
17. Roundabouts cannot operate as well as signals.
18. Roundabouts take up more right-of-way than signals.
19. Roundabouts are considered outdated.
20. Rotaries and roundabouts are the same thing.
21. Older drivers will not be able to learn to drive roundabouts.
22. Drivers won't understand how to drive them.
23. Emergency vehicles won't be able to maneuver roundabouts.

24. Truckers don't know the apron is for them to use.
25. They are difficult to sign.
26. People won't come to our town [if we have roundabouts].
27. Planners say they are not suitable for walkable communities.
28. Drivers may avoid (older communities).
29. They are unsafe for cyclists.
30. They are dangerous for kids.
31. They will slow emergency response.
32. Emergency can't get around them if there is a breakdown.
33. Snow removal is a problem.
34. Center island/splitter island maintenance is difficult.
35. You're gonna kill my kids [by installing roundabouts].
36. They're stupid.
37. I can't get my trucks through them.
38. They are too confusing.
39. They are not safe for bikes!
40. You are inevitably going to have to put on a signal because of capacity increasing over time.
41. They "will create a 'choke' point" and cause congestion.
42. Roundabouts can't handle as much traffic as a signal.
43. Roundabouts cause congestion during peak events.
44. They are tearing out roundabouts in New Jersey.
45. They are not safe for pedestrians.
46. They will work for cars but not for trucks.
47. They divert traffic from business because drivers will avoid RA.

48. They take more space.
49. They are more expensive to build than installing a traffic signal.
50. People think they will get stuck in them forever.
51. Jurisdictional ignorance.
52. Older drivers are concerned about safety.
53. They are not friendly for cyclists.
54. There is a perception of more accidents.
55. People don't want to pick gaps, they want a signal to guide them.
56. They are dangerous near schools.
57. Emergency vehicles must slow down and lose time.
58. You're going to kill people! [with roundabouts].
59. It will delay response time [for emergencies].
60. They don't work.
61. They are the same as traffic circles.
62. They're very slow.
63. Signal would be better (safer, more efficient).
64. Farm equipment can't negotiate them.
65. They are the flower of the month for Transportation Engineers!
66. Drivers won't be able to get out [exit the roundabout].
67. Drivers are so bad, they won't know to drive them.
68. Once you get in, you can't get out.
69. Emergency crews won't be able to get through the roundabout.
70. The WWII Generation don't like them due to their experience in Europe.
71. Traffic signals are safer.

72. Trucks and emergency vehicles can't maneuver through them.
73. They are unsafe.
74. People from this town don't drive well so they can't drive a RBT. [Council Member's Comments]
75. Traffic volumes are too high to get through a roundabout.
76. What happens when it fails? [assumes bad outcome]
77. They aren't safe for pedestrians and bicyclists.
78. We can't plow snow in a circle.
79. On a high speed approach, they might not stop.
80. With cars and bicycles in the circle together, it is very dangerous for bicycles.
81. Trucks cannot be accommodated by mini-roundabouts.
82. Pavement markings are obscured by snow in winter.
83. New drivers are not used to roundabouts, and will stop in the circle.
84. Pedestrians will be attracted to the aesthetics in the central island cross the road. [Dangerous]
85. It slows me down too much. [Of course I own the road and don't want to stop at all.]
86. Roundabouts are more expensive.
87. Snow removal is a problem.
88. "That [Roundabouts] will never work here".
89. Senior Citizens don't want to have to pick gaps. We want a signal to tell us when we can go.
90. They are difficult for school buses to maneuver through.
91. They negatively impact trucks during high traffic.
92. There is a long learning time to drive them.
93. Roundabouts are more danger to pedestrians.
94. Roundabouts cause traffic back-ups.
95. They don't work, I've experience it [Traffic Circles confused with Roundabouts].

96. They may work for European drivers, but not for US drivers.
97. They won't work for trucks.
98. They won't work for heavy traffic flows, special events, or people from out of town [who will be unfamiliar with them].
99. They will have lots of collisions [unsafe].

WHAT ARE FACTUAL ISSUES (VIABLE CONCERNS BY THE PUBLIC/POLITICIANS) THAT NEED TO BE ADDRESSED?

100. Roundabouts take to much R/W.
101. Initial costs are higher.
102. There is much design inexperience.
103. There are grade problems.
104. Drivers don't know how to drive two lane roundabouts.
105. Path Overlap/signing/lane marking need to be addressed.
106. Residential driveway proximity.
107. Understanding the difference between traffic circles.
108. There is a need for an advance guidance plan.
109. Life cycle costs should include fuel, crash, emissions.
110. Determining design vehicle.
111. Handling permit and overdimensional loads.
112. Emergency response strategies.
113. High speed vs low speed approach design.
114. Property access.
115. Pedestrians – waiting until the “dust settles” (on ADA issues).
116. Cost (actual capital vs B/C).

117. Is it really necessary? (thresholds for safety, capacity, etc.)
118. Driver unfamiliarity.
119. Confusion between roundabouts and circles.
120. Police education.
121. Irrational ticketing.
122. Improper enforcement.
123. People don't know how to design them yet so we shouldn't build them.
124. There are many signing and striping issues.
125. Drivers need education.
126. Roundabouts slow me down.
127. Traffic circles get confused with roundabouts.
128. Blind peds can't detect gaps or find crosswalks.
129. It is a usability issue, not safety issue.
130. They slow high-speed approaches in rural setting.
131. How do blind person's cross?
132. Large oversized, extra long and low boys have to get through.
133. What is the real cost? (life cycle costs)
134. Politics and public perception may be bad.
135. They are outside the comfort zone of people.
136. The bad behavior of drivers.
137. Grading/profiling RBTs may be challenging.
138. Blind pedestrians; more difficult for them than a regular intersection.
139. Roundabouts reduce the gaps downstream, so drivers may be stuck in driveways.
140. A Roundabout too close to a signalized intersection may be a problem.

141. Snow removal.
142. There is a need to change cultural expectations to accept roundabouts are a viable tool [when considering intersection improvement/safety].
143. There are conflicts between motor traffic and bicycles – especially at exits and entrances.
144. We need to signalize all multilane for ped crashes – need to do this on case by case basis. Need to find alternative approaches.
145. Think they will create delay and congestion – flip side of coin.
146. Roundabouts are too successful – makes neighbor more successful so draws more drives hence they don't want roundabouts.
147. Design for lowest common denominator.
148. All roundabouts should look the same to make them easier to drive.
149. France has 30k+ within 20 years. [Aren't we as smart as the French?]
150. There are many local/regional success stories.
151. Roundabouts have great capacity, special event traffic was handled; cop intervention to direct traffic roundabout made it worse, so cops left.
152. Schools.
 - a. Ped safety for current users.
 - b. Future driver education.
153. 54. Business/Commercial Interests.
 - a. Parking loss (on-street).
 - b. Access.
 - c. Pass-by volume vs. speed.
 - d. Construction.

- e. Congestion/reduction good vs. bad (Xmas @ Mall).
154. 55. Safety.
- a. Accessibility.
 - b. Life cycle.
 - c. Crash blockage vs. severity.
 - i. Public education.
 - d. Fear factor.
 - e. Not a circle, not a rotary.
 - f. Lack of gaps – frequency vs. size.
 - g. Paradigm shift – there is comfort with stop and signal.
 - h. Cost.
 - i. First cost comparison to signal - why spending so much?
 - j. Maintenance.