The ROUNDABOUT solution for a campus gateway

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The Problem Stanford University Galvez Street Alumni Center Campus Drive/Galvez Street

2 METRIC TYPES

Speed of adjacent traffic

Comfort/convenience

Speed of adjacent traffic

Average vehicle delay (am)

Average vehicle delay (pm)

Average Queues (am)

Collision severity (relativ

Travel time/on-time arrival performanc

LOW. Stop always required, multiple conflict points, right-of-way confusion

LOW. Highest peak hour delays; stop always required, even in off-peak hours

15-20 mph

65 seconds

25 feet

MEDIUM

Accommodated

HIGH

310 feet

to and across multiple lanes of traffic

50 feet

100 feet

Accommodated

MEDIUM

17 mph

18 seconds

25 feet

LOW. Lowest delays, stops not required

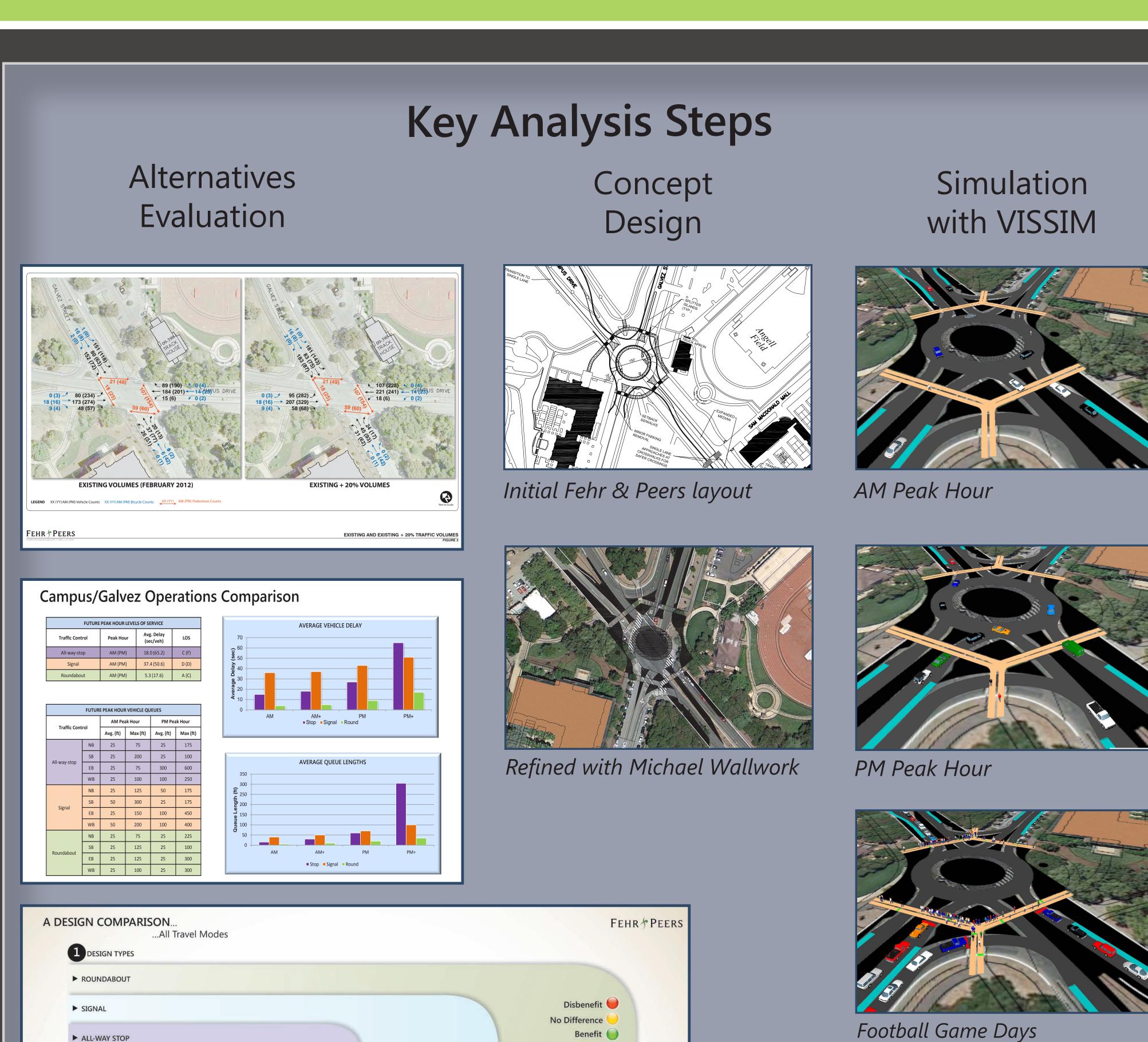
75 feet

LOW

LOW

More reliable

Accommodated



Outcome Decision Process:

Pros:

- Improve safety
- Reduce vehicle & bike delay
- Improve visitor experience at a key campus

Cons:

- High-profile location to try first campus roundabout
- Higher concentration of visitors here than at some other potential roundabout locations
- Risk breakdown on football game days

University Conclusion:

The first campus roundabout should be installed at a lower-volume location that is not as critical to serving peak event traffic flows.