

Development of Caltrans Guidance and Policy on Roundabouts

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History of CT Roundabout Policy



- 1993 Policy Memo
 - “...may be considered under unusual circumstances where conventional design would not perform adequately”
 - “...where speeds and volumes are low...”
 - “...will not be considered at freeway interchanges.”
- Design Information Bulletin 80 (1998)
 - To improve safety or operations; NOT for the purpose of aesthetics or traffic calming
 - Intersection ADT ≤ 5000
 - Technical guidance content accurate, but vague
- FHWA Guide released June 2000

**Five Points Roundabout
SR 144 Santa Barbara**

National Roundabout Conference 2005 DRAFT



**Long Beach Roundabout
SR 1 Long Beach**

National Roundabout Conference 2005 DRAFT



Milpas Street Roundabout
SR 101 Santa Barbara

National Roundabout Conference 2005 DRAFT



Roundabout Task Force Objectives



- **Created a Multi-Disciplinary Team**
- **“Do roundabouts have a place on the State Highway System?”**
- **Determined Benchmark for Comparison of Findings – FHWA Guide**
- **Examined Existing Research**
- **Did We Need to Revise or Develop New Guidance Documentation?**

New Policy – DIB 80-01 (Oct 2003)



- Each roundabout shall be developed according to the FHWA Guide and the CT Supplement.
- The primary application is to provide optimal safety and operations at intersections.
- All roundabout proposals are “conceptually approved” by HQ Design and Operations.
- Deviations from FHWA or CT Supplement must be approved by HQ Design and Operations.
- Does not specify operational analysis methodology.

**Giuntoli Lane
SR 101 Arcata**





**Giuntoli Lane
SR 101 Arcata**

Where are we now?



- **“Reaction Mode” for roundabout implementation**
- **We need to be in “Proactive Mode” – Safety, Operational Improvement Projects**
- **Research Proposals**
- **Training and Peer Reviews**

Barriers to Roundabouts in CA



- **Lack of Awareness, Knowledge, Expertise**
- **Resistance to Change**
- **Differing Viewpoints – Some believe they are “right” or know what’s “superior.”**
- **Extreme High Volumes & Tight R/W in Urban Areas**
- **Current Funding/Prioritization Methods**
- **Litigious Climate – Deep Pocket State**
- **Commitment for Resources/Staff with Expertise**

Where do we go from here?



- **Research new findings that deviate from FHWA Guide**
- **National Uniformity- What are other states doing?**
- **Soliciting Executive Management Support**
- **Continue to examine safety issues with bicyclists, pedestrians, ADA**

Thank You

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