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4 **A RESOLUTION**

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6 Requesting the Director of Transportation furnish a report to the County Board of
7 Supervisors regarding how the Department of Transportation might increase the
8 utilization of roundabouts in Milwaukee County properties, roadways, and capital
9 projects

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12 WHEREAS, roundabouts are small traffic circles which compel motorists to yield
13 to other motorists already in the circle when entering the circle and drive at reduced
14 speeds; and

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16 WHEREAS, the National Cooperative Highway Research Program (NCHRP), a
17 publication of the Transportation Research Board of the National Academies of
18 Sciences, Engineering, and Medicine, in the 2010 NCHRP Report 672, analyzing an
19 aggregation of traffic studies, found roundabouts to increase safety by reducing all
20 intersection crashes by 44.2 percent and injury crashes by 81.8 percent due to:

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- 22 • Fewer points of conflict between drivers as right angled “T-Bone” and left turn
 - 23 accidents cannot by design occur
 - 24 • Roundabouts force vehicle operators to slow their vehicles when entering and
 - 25 driving through the roundabout
 - 26 • The severity of traffic collisions is in general greatly lessened
 - 27 • Slower traffic increases pedestrian safety when crossing

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29 ; and

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31 WHEREAS, the NCHRP Report 672 found that while roundabouts generally have
32 a higher upfront cost, they may generally be cheaper than traffic signal lights in the long
33 term as they do not require the continual cost of electricity and servicing of replacing
34 light bulbs, automobile detectors, and periodically having an individual re-time the traffic
35 signal light; and

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37 WHEREAS, the NCHRP Report 672 further found roundabouts generally always
38 delay drivers less than intersections with traffic signal lights or stop signs; and

39 WHEREAS, the Federal Highway Administration document FHWA-SA-08-006
40 generally agrees with the findings of the NCHRP Report 672 and other traffic studies;
41 and

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43 WHEREAS, studies such as the 2016 “A Service Life Analysis of Roundabouts
44 Retrofits for Signalized Intersections” in the Procedia Engineering Journal volume 145,
45 find roundabouts greatly reduce vehicular carbon emissions as less fuel is burned due
46 to idling and the lesser occurrence of vehicles burning more fuel to accelerate from a
47 complete stop at roundabouts; and

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49 WHEREAS, the Wisconsin Department of Transportation (WisDOT) generally
50 finds roundabouts “Are proven to reduce the number of severe crashes and deaths,”
51 “Provide a good economic value,” “Reduce delay and improve traffic flow,” and “Are a
52 greener alternative with less vehicle idling, lower fuel emissions and less wasted fuel”;
53 and

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55 WHEREAS, by necessity motorists must drive slower through roundabouts,
56 roundabouts can serve as a traffic calming tool to deter reckless driving; and

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58 WHEREAS, in the interest of reducing costs and carbon emissions while
59 increasing pedestrian and motorist safety in Milwaukee County; and

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61 WHEREAS, the Committee on Transportation, Public Works, and Transit, at its
62 meeting of March 9, 2022, recommended adoption of File No. 22-312 (vote 4-0);
63 now, therefore,

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65 BE IT RESOLVED, the Milwaukee County Board of Supervisors hereby requests
66 the Director of Transportation provide a report to the County Board by the June meeting
67 cycle detailing the following:

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- 69 • The cost and efficacy of adding more roundabouts to Milwaukee County
 - 70 properties, roadways, and capital projects
 - 71 • How the Department of Transportation might collaborate with Milwaukee County
 - 72 municipal public works departments or the equivalent thereof on installing more
 - 73 roundabouts
 - 74 • How Milwaukee County may collaborate with community groups regarding
 - 75 sponsorship to develop a decorative theme or focus in addition to routine
 - 76 roundabout maintenance to reduce costs to Milwaukee County.

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