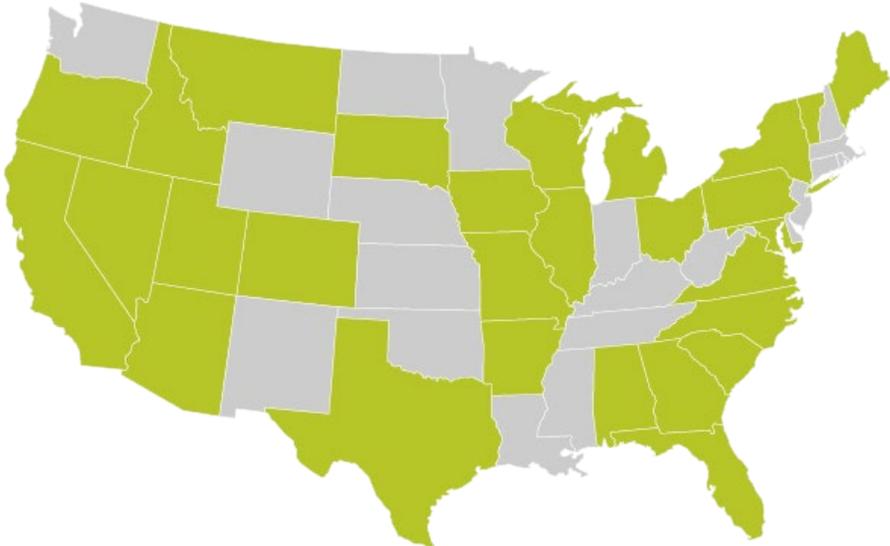


# Roundabouts and Emergency Response Survey Results

Thank you to the first responders who participated in the Roundabouts and Emergency Response Feedback survey by Kimley-Horn. This is a summary of the results, organized by question. These responses will be shared with planners and engineers to improve the quality of roundabouts.

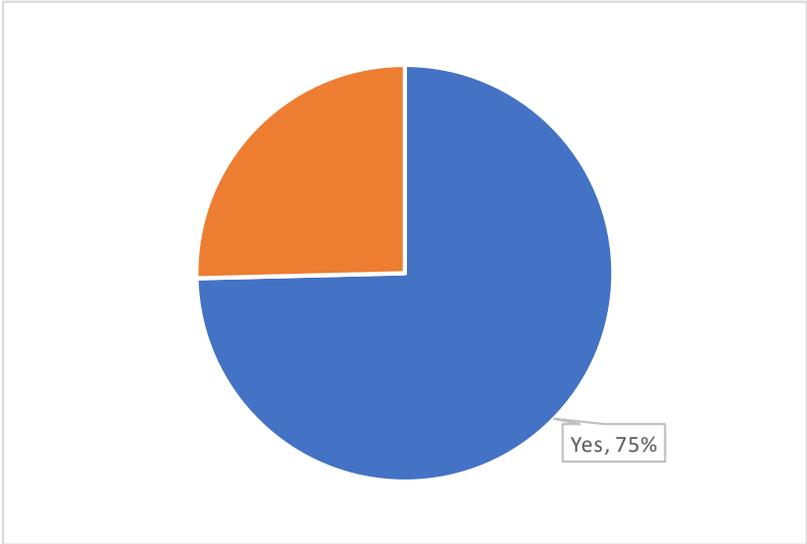
## Survey Respondents

We received 323 responses from the United States and Canada, representing 32 U.S. states and one Canadian province (Ontario).



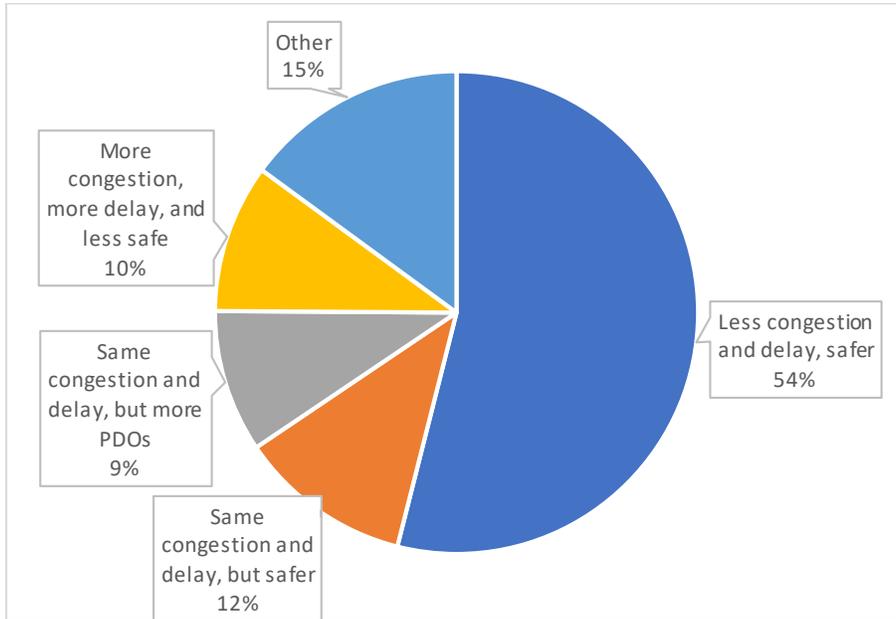
Does your jurisdiction (or a nearby jurisdiction) have any roundabouts in close proximity to your police station, substations, or fire stations, or roundabouts that you or your staff encounter routinely?

Most jurisdictions had a roundabout in close proximity to the police station, substation, or fire station, or roundabouts that agencies routinely encountered during working hours.



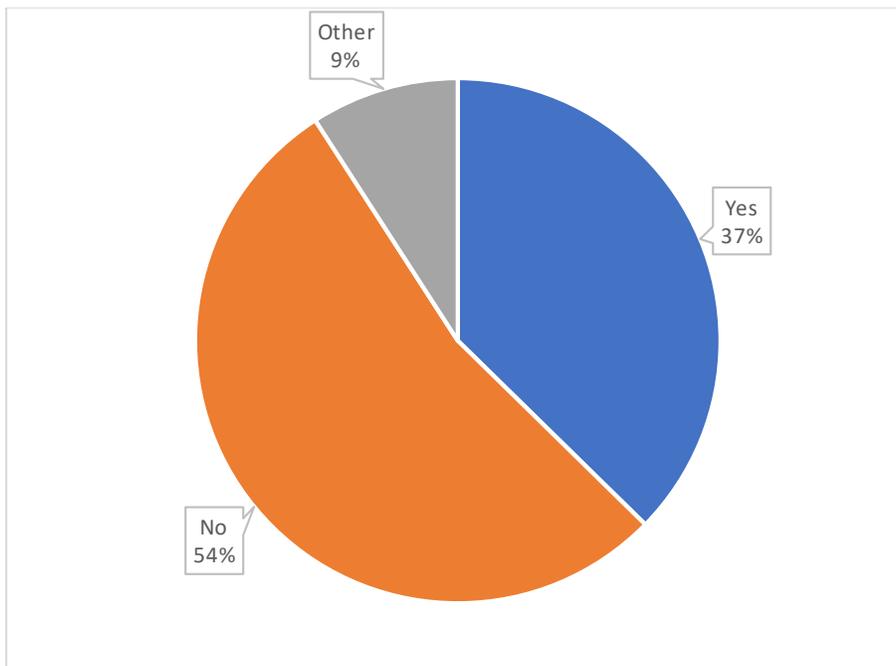
Have you noticed any changes to the intersections where roundabouts have replaced traffic signals or stop-controlled intersections?

Most found there was less congestion, less delay, and the roundabout was safer for drivers.

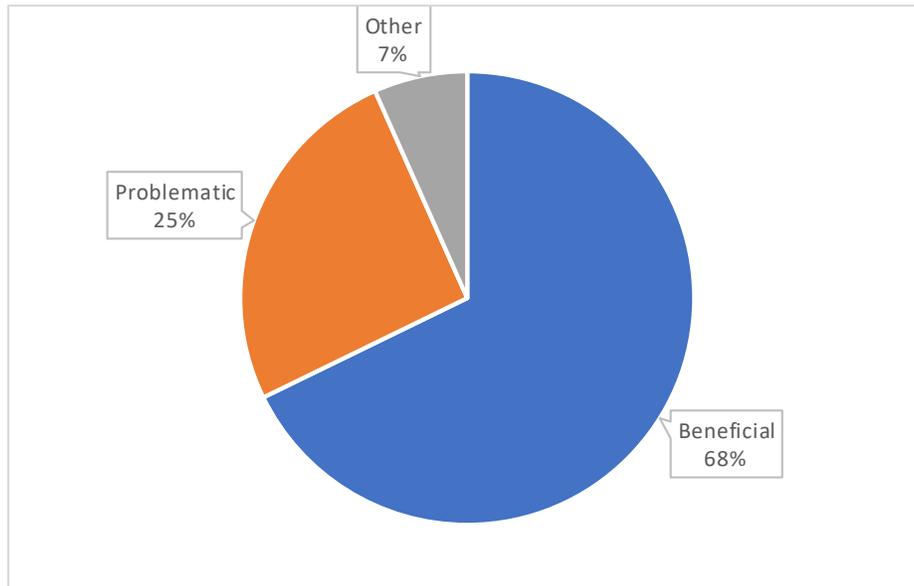


Is there a general consensus within your department regarding roundabouts in your community? If yes, what is the consensus?

Most had not reached a consensus.



Of those who had reached a consensus, it was that roundabouts were beneficial to the community.



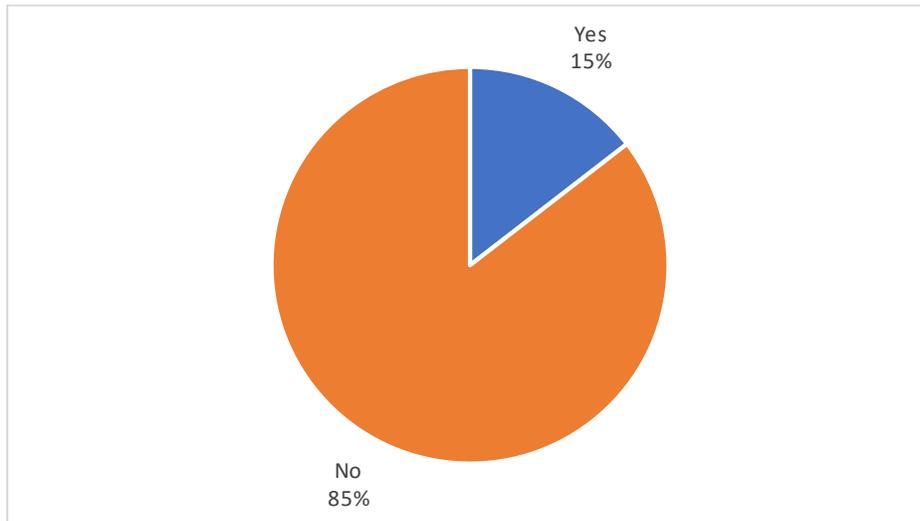
Has your department been included in roundabout-related education, public outreach, or policy drafting within your jurisdiction?

Congratulations to these agencies for including first responders in their agency-wide roundabout education/training programs:

Rocklin	California
Carbondale Police	Colorado
South Trail Fire District	Florida
Ann Arbor, MI Police	Michigan
Scott County Sheriff's Office	Minnesota
Minnesota State Patrol - Mankato	Minnesota
De Pere	Wisconsin
Suamico Fire Department	Wisconsin
Ashland Fire Department	Wisconsin

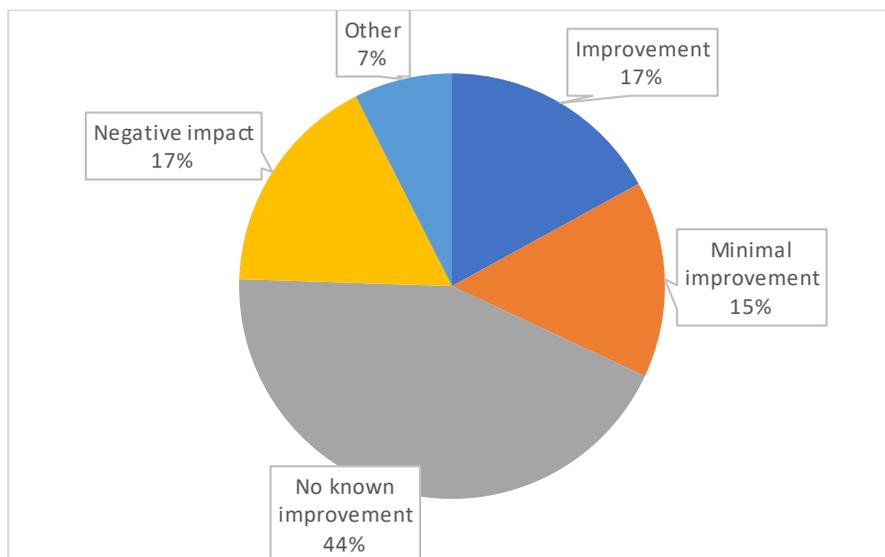
Are you aware of any studies regarding the safety performance of roundabouts in your jurisdiction?

Though many departments had been included in at least some roundabout-related education, public outreach, or policy drafting, most departments were not aware of any studies regarding the safety performance of roundabouts in their jurisdictions.



From your perspective, has there been any impact on the police or fire department's ability to respond to a dispatch call due to the roundabouts in your jurisdiction?

Most saw no change or some improvement.



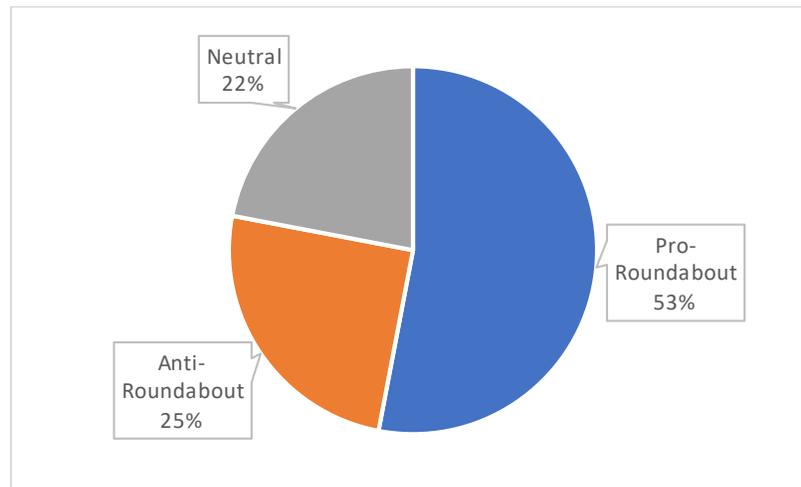
Are there any unique characteristics of roundabouts in your jurisdiction you would like to comment on?

We received over 300 responses to this question. Here are a few responses:

- “They work great for fire trucks, ambulances, and police vehicles.”
- “Signage describing what to do when emergency vehicles are entering or exiting may help.”
- “Some medians are built too high making it difficult for other traffic to see smaller response vehicles.”
- “Anticipating situations where vehicles are stopped in the roundabout and emergency vehicles need to get by is important. We like solutions that include wider roads, using break-a-way signs, mountable curbs, and sidewalks around roundabouts.”

Would you be willing to provide a testimonial (good or bad) regarding your jurisdiction’s experience with roundabouts or your experience navigating roundabouts in other nearby jurisdictions?

We received 116 testimonials, mostly positive. A few of the testimonials are provided below.



- “Roundabouts reduce the intersection speeds, from our experience, and make it safer for emergency vehicles as compared to lighted intersections with risk of higher speed t-bone type accidents. Anecdotally there seems to be fewer moderate to major accidents in our roundabouts, because of the slower speeds. Negotiating roundabouts going code 3 is much easier, generally, than trying to negotiate a red light with heavy or stopped traffic, with emergency vehicles occasionally needing to take on-coming traffic or go through a red light.”
- “We can objectively say that roundabouts are safer for the general public both in terms of vehicle-vehicle collisions and vehicle-pedestrian collision, and as public safety providers we should support any measure that increases public safety.”
- “I have no issues with roundabouts if I'm familiar with the area. However, I have been confused in other areas with larger roundabouts as the signage is not posted far enough from the roundabouts to prepare for any possible lane changes. I do believe they relieve congestion and for the most part are safer.”

If you would like more information about roundabouts or this survey, please contact Jay VonAhsen at [jay.vonahsen@kimley-horn.com](mailto:jay.vonahsen@kimley-horn.com).