

Horst, Rachel

From: CEER@brevardfl.gov
Sent: Friday, January 23, 2026 9:21 AM
To: Horst, Rachel
Subject: A new CEER Recommendation has been submitted as ID #2026031

Recommendation # 2026031

Dear CEER Administrator,

Speak Up Brevard Recommendation ID #2026031 has been submitted. Please login to the CEER Application to start the recommendation evaluation workflow.

Contact Information:

Group/Organization

Name Jennifer Dustin
Address 2315 Saint Andrews Cir, Melbourne FL 32901
Phone (321) 210-3527
Email jennidustin1222@gmail.com
Alternate Email

Recommendation Information:

Recommendation ID 2026031
Recommendation Title Improve Traffic Flow and Reduce Waste and Pollution with Roundabouts
Areas Affected multiple
Department Affected
Current problem High-severity crashes Signalized intersections produce the most dangerous collision types—especially T-bone and head-on crashes—because vehicles cross paths at higher speeds. Stop-and-go congestion Traffic lights force full stops, even when traffic is light. This creates backups, inconsistent travel times, and unnecessary delays during peak commuting hours. Driver behavior and red-light risk Signals encourage risky behavior such as speeding to “beat the yellow,” distracted driving at long red lights, and occasional red-light running—especially on wide county corridors. Operational and maintenance burden Traffic lights require power, equipment upkeep, repairs after storms or vehicle impacts, and ongoing monitoring—creating a long-term cost commitment for the county. Poor performance in power outages and emergencies When signals fail, intersections become confusing and hazardous. This is a major concern for county roads during hurricanes, severe weather, and emergency response situations. Bottom line: On county roads, signalized intersections often create a combination of safety risk + congestion + cost, especially where speeds are higher and traffic patterns vary throughout the day.

Recommendation

Roundabouts solve the issues by: Reducing serious crashes Roundabouts force lower speeds and eliminate direct crossing conflicts, which significantly reduces the likelihood of severe injury collisions. Improving traffic flow without “wasted red time” Instead of stopping everyone in timed cycles, roundabouts keep vehicles moving with yield-based entry—reducing delays and smoothing congestion. Increasing reliability and lowering long-term costs Roundabouts require no signal equipment, no electrical systems, and less ongoing maintenance—making them a more sustainable county investment over time. Performing better during outages and storms Because roundabouts don’t depend on power, they remain functional and predictable even during emergencies, improving safety and continuity. Creating safer, calmer corridors Roundabouts naturally slow traffic at key conflict points, improving safety for all road users while keeping overall movement efficient. The county should prioritize traffic studies to determine where they will perform best and deliver the strongest return on investment. A traffic study helps identify: current and projected traffic volumes peak hour congestion patterns crash history and severity vehicle mix (cars vs. heavy trucks) speed data and approach geometry right-of-way availability school zones, pedestrian activity, and nearby driveways whether a single-lane or multi-lane roundabout is needed The goal is simple: choose intersections where a roundabout will reduce crashes and delays, not just change the layout.

Attachments

No Documents were attached.

Please do not reply to this e-mail, as it will go to an unmonitored mailbox.



Public Works Department
2725 Judge Fran Jamieson Way
Building A, Room 201
Viera, Florida 32940

BOARD OF COUNTY COMMISSIONERS

TO: James P. Liesenfelt, County Manager

THRU: Tad Calkins, Assistant County Manager

FROM: Marc Bernath, Public Works Director

SUBJ: Citizen Efficiency and Effectiveness Recommendation #2026031

CEER #2026031 titled Improve Traffic Flow and Reduce Waste and Pollution with Roundabouts, was received by the County from Jennifer Dustin.

Citizen Statement:

High-severity crashes Signalized intersections produce the most dangerous collision types—especially T-bone and head-on crashes—because vehicles cross paths at higher speeds. Stop-and-go congestion Traffic lights force full stops, even when traffic is light. This creates backups, inconsistent travel times, and unnecessary delays during peak commuting hours. Driver behavior and red-light risk Signals encourage risky behavior such as speeding to “beat the yellow,” distracted driving at long red lights, and occasional red-light running—especially on wide county corridors. Operational and maintenance burden Traffic lights require power, equipment upkeep, repairs after storms or vehicle impacts, and ongoing monitoring—creating a long-term cost commitment for the county. Poor performance in power outages and emergencies When signals fail, intersections become confusing and hazardous. This is a major concern for county roads during hurricanes, severe weather, and emergency response situations. Bottom line: On county roads, signalized intersections often create a combination of safety risk + congestion + cost, especially where speeds are higher and traffic patterns vary throughout the day.

Citizen Recommendation:

Roundabouts solve the issues by: Reducing serious crashes Roundabouts force lower speeds and eliminate direct crossing conflicts, which significantly reduces the likelihood of severe injury collisions. Improving traffic flow without “wasted red time” Instead of stopping everyone in timed cycles, roundabouts keep vehicles moving with yield-based entry—reducing delays and smoothing congestion. Increasing reliability and lowering long-term costs Roundabouts require no signal equipment, no electrical systems, and less ongoing maintenance—making them a more sustainable county investment over time. Performing better during outages and storms



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Staff Analysis:

Staff acknowledges the citizen's valid points regarding intersection safety, traffic flow, and the operational and maintenance burdens associated with signalized intersections. The benefits of roundabouts cited by the citizen are well-documented in transportation engineering literature and are recognized by the Federal Highway Administration (FHWA). However, it should also be noted that public perception and acceptance of roundabouts in the County are low as indicated by frequent requests to remove existing locations.

That said, Brevard County conducts traffic studies as part of its standard intersection improvement process. Roundabouts are among the design alternatives evaluated during these studies, with consideration given to factors such as traffic volumes, crash history, right-of-way availability, and approach geometry. The selection of intersection control type is ultimately determined on a case-by-case basis and is subject to public input.

While roundabouts offer long-term operational savings, the initial construction cost of a roundabout is typically significantly higher than that of a signalized intersection due to the larger footprint required and the constraints of available public road right-of-way, requiring the need to typically acquire additional private property through purchase or eminent domain. These factors can limit the feasibility of roundabout installation at existing intersections.

The citizen's recommendation to prioritize traffic studies at intersections where roundabouts may deliver the strongest safety and operational return is consistent with the County's existing evaluation process. However, a countywide program specifically prioritizing roundabout conversion would represent a significant policy shift and would be cost prohibitive given the aforementioned reasons. Accordingly, staff will continue to evaluate intersection design alternatives, including roundabouts, as part of routine traffic studies.



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Staff Recommended Action:

It is recommended that the Board of County Commissioners accept CEER #2026031 with revisions because the County's standard traffic study process already considers roundabouts as a design alternative where appropriate.