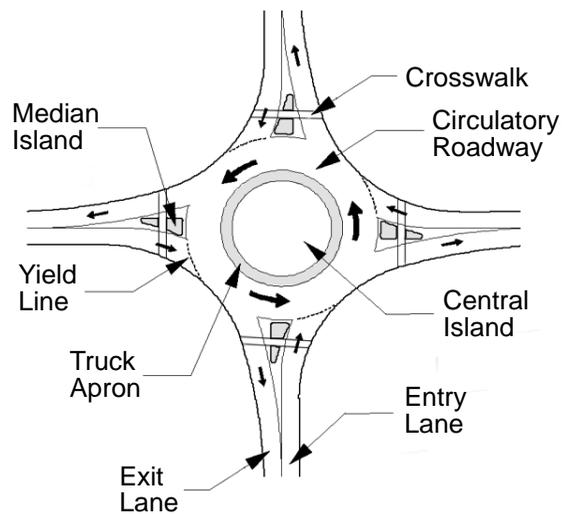


What is a Roundabout?

A modern roundabout is a circular intersection designed to slow traffic while lowering delays. A well designed roundabout can improve safety for vehicles, pedestrians and bicyclists. Their advantage also lies in providing a more aesthetically pleasing intersection design, since there is less pavement and the central island offers an opportunity for landscaping features that create a distinctive entry point to your community. Operations are improved by smooth flowing traffic (with less stop and go than a signalized intersection).



General Operating Principle

The general principle behind using a roundabout is **Yield-at-Entry**. A motorist or bicyclist approaching a roundabout must slow down or stop for vehicles stopped ahead, yield to pedestrians in crosswalk, and yield to traffic already in the roundabout. Then, when a sufficient gap is present, it's a simple

maneuver similar to a right turn onto a one way street. Once in the roundabout, proceed around the central island and take the necessary right hand exit.

Remember!

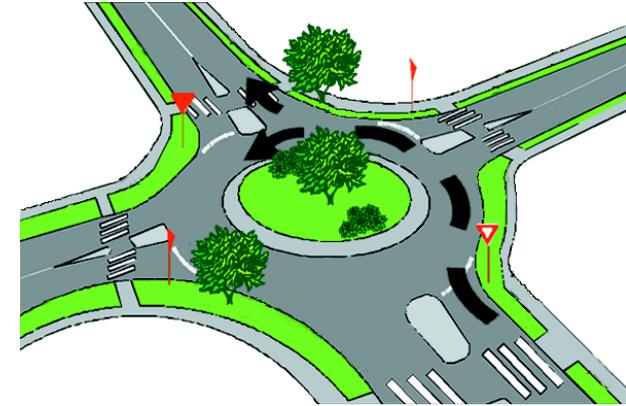
- Circulating vehicles have the right of way.
- All vehicles circulate counter clockwise.
- Roundabouts are designed to accommodate large vehicles including fire trucks. The paved "truck apron" around the central island is intended to provide extra space for large trucks while driving around the roundabout.



- A roundabout is **not a traffic circle**. There are two main differences between a modern roundabout and a traditional traffic circle: 1) Speed – the design of a roundabout – smaller central islands and medians island deflectors - slows traffic upon entry and while circulating. Whereas the design of a traffic circle allows for higher speed entry and circulation. 2) Yield at Entry – as described above, traffic circulating in the roundabout has the right of way, and vehicles entering must yield to traffic already circulating. Whereas in traffic circles, motorists entering the circle have the right of way and circulating vehicles must yield or stop, often causing gridlock.

Roundabouts

General Information and Step-by-Step Instruction



Bicyclists



Motorists



Pedestrians



New York State
Department of Transportation

Motorists:



- Upon approaching the roundabout, stay to the right of the median island and **SLOW DOWN to 10-15 mph**.



Be sure to look for cyclists merging into the travel lane, and yield to pedestrians at the crosswalk.

- Before entering the roundabout, **YIELD** to traffic on your left in the roundabout.



Remember to be prepared to stop if there is not a sufficient gap in circulating traffic.

- ENTER** the roundabout when there is a sufficient gap. All traffic is moving in a counter clockwise direction.



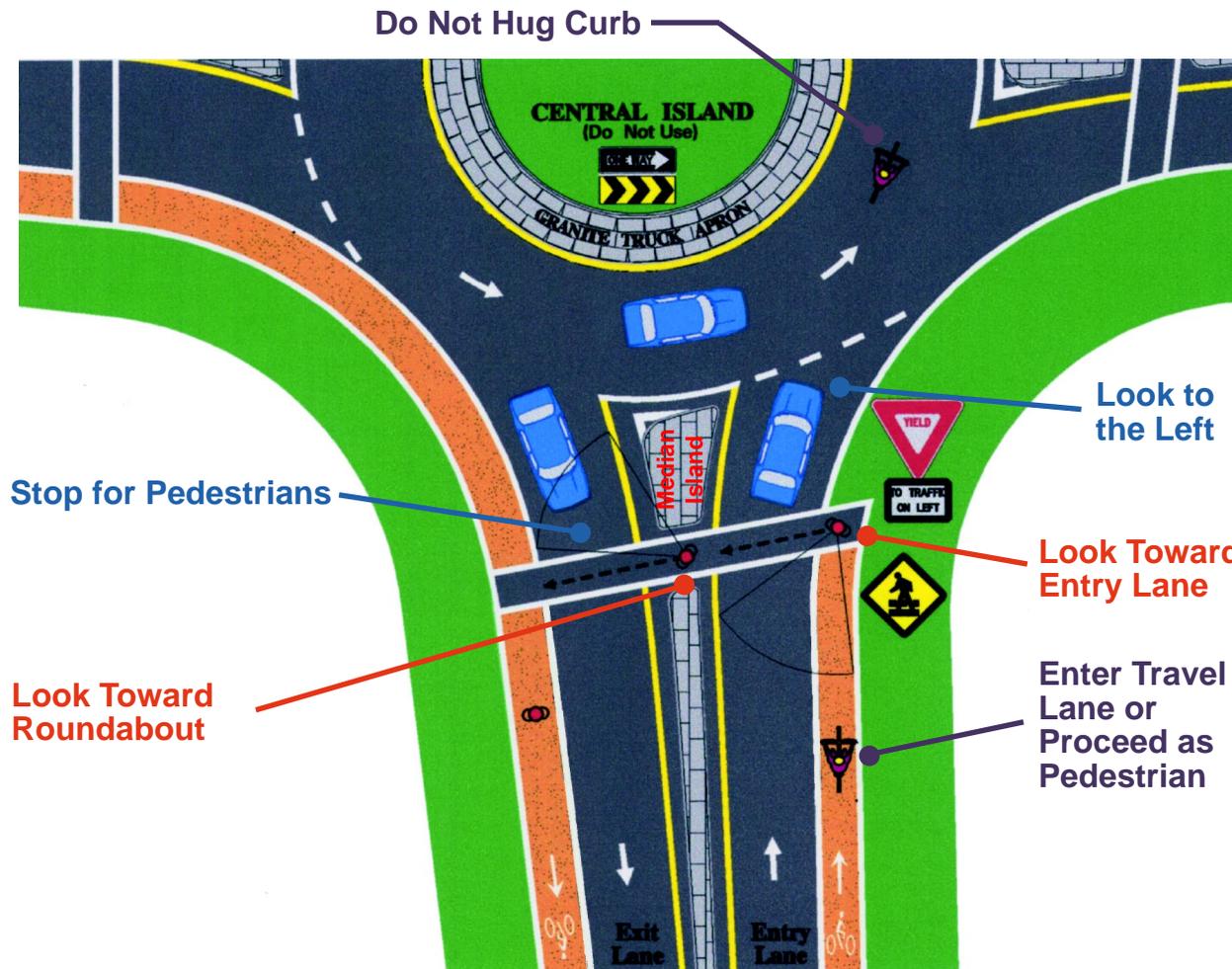
- CONTINUE** slowly around the roundabout. Do not pass bicyclists ahead of you in the roundabout, as your speeds should be nearly equal.

- Look for your **DESTINATION SIGN**.



- Use your right turn signal and **EXIT** the roundabout carefully. Watch for pedestrians in the crosswalk, and stop for them.

NEVER STOP in the roundabout.



How To Use A Roundabout

Bicyclists:



The same laws that apply to motorists, with some obvious exceptions, apply to bicyclists. Bicyclists should proceed as motorists. Refer to directions for motorists.

Note:

- If you are riding on a shoulder or bike lane, merge into the travel lane before the shoulder ends. Prepare for this move early, look over your shoulder, and signal your intent to move into traffic. Don't be intimidated, you have a right to be on the road; assert your position upon entering the roundabout. Roundabouts are designed so that motorists will travel close to your cycling speed.

- Once in the roundabout, **DON'T HUG THE CURB**. Ride close to the middle of the lane to prevent motorists from passing and cutting you off. Watch for motorists waiting to enter the roundabout, as they may not see you.
- If you do not want to ride your bicycle in the roundabout, you should dismount prior to the roundabout yield sign and proceed as a pedestrian. Refer to instructions for pedestrians for more details.

Pedestrians:



- PROCEED** around the roundabout on the sidewalk or shoulder and in the designated crosswalks. Never walk in the roundabout or to the central island.
- CROSS ONE LANE AT A TIME** to the median island; it's there to provide you with a refuge between lanes
- When crossing an entry lane, **LOOK TO YOUR LEFT** for approaching vehicles. You have the right of way when you're in the crosswalk, but be careful – make sure that drivers can see you and stop for you.
- When crossing an exit lane, **LOOK TO YOUR RIGHT** for vehicles leaving the roundabout. Some vehicles will use their right-turn signal, but some won't. Proceed carefully.

“Personally, I love them, and I’ll tell you why. You only have to stop one lane of traffic, then go to the middle and wait. The cars can’t go much faster than 20 mph through the roundabout so the crossing aspect is great.”

Denise Haltom

*School Crossing Guard, Suamico, Wisconsin
Green Bay Press-Gazette
February 6, 2001*

“We have had a lot of people not very happy about the idea of roundabouts, but after they are constructed, those fears mostly go away.”

Brian Walsh

*Washington State Department of Transportation
Seattle Times
June 5, 2002*

“We all know people speed up to get through a yellow light. But at the roundabout, all the vehicles have to slow down ... we have almost 50 roundabouts now, we have a lot [fewer] personal injuries. We have fewer fatalities.”

James Brainard

*Mayor, City of Carmel, Indiana
www.nbc17.com
November 8, 2007*

Education is key.

Education is vital to the acceptance and success of a roundabout. Navigating a roundabout is easy. But because people can be apprehensive about new things, it’s important to educate the public about roundabout use.

There are just a few simple guidelines to remember when driving through a roundabout:

1. Slow down.
2. If there’s more than one lane, use the left lane to turn left, the right lane to turn right, and all lanes to go through, unless directed otherwise by signs and pavement markings.
3. Yield to pedestrians and bicyclists.
4. Yield at the entry to circulating traffic.
5. Stay in your lane within the roundabout and use your right-turn signal to indicate your intention to exit.
6. Always assume trucks need all available space — don’t pass them!
7. Clear the roundabout to allow emergency vehicles to pass.

Visit safety.fhwa.dot.gov to learn more about roundabouts



Design standards for roundabouts continue to evolve, and not all features of existing roundabouts meet current recommended practice. Please refer to FHWA’s web site for recommendations on current design practice.

Original source photo by Lee Rodegerdts. Photo has been altered to illustrate roundabout and updated signage.

Roundabouts

A Safer Choice



What is a roundabout?

A roundabout is a type of circular intersection with yield control of entering traffic, islands on the approaches, and appropriate roadway curvature to reduce vehicle speeds.

Modern roundabouts are different from rotaries and other traffic circles. For example, roundabouts are typically smaller than the large, high-speed rotaries still in use in some parts of the country. In addition, roundabouts are typically larger than neighborhood traffic circles used to calm traffic.

A roundabout has these characteristics:



Why consider a roundabout?

Compared to other types of intersections, roundabouts have demonstrated safety and other benefits.

Roundabouts:

> Improve safety

- More than 90% reduction in fatalities*
- 76% reduction in injuries**
- 35% reduction in all crashes**
- Slower speeds are generally safer for pedestrians

> Reduce congestion

- Efficient during both peak hours and other times
- Typically less delay

> Reduce pollution and fuel use

- Fewer stops and hard accelerations, less time idling

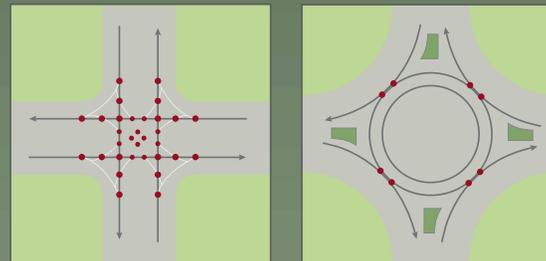
> Save money

- Often no signal equipment to install, power, and maintain
- Smaller roundabouts may require less right-of-way than traditional intersections
- Often less pavement needed

> Complement other common community values

- Quieter operation
- Functional and aesthetically pleasing

With roundabouts, head-on and high-speed right angle collisions are virtually eliminated.



[Traditional intersection]

[Roundabout]

● Potential vehicle conflict point

Tips for safely walking and biking through a roundabout

Walk around the outside; don't cross through the middle



Ride your bike as a vehicle or walk your bike as a pedestrian

Research is ongoing on additional treatments and design considerations to address the needs of visually impaired pedestrians.