

What is a Modern Roundabout?

A modern roundabout is a circular intersection where entering traffic yields to traffic circulating counter-clockwise around a centralized island. The modern roundabout is used to slow the speed of vehicle to increase capacity and reduce severe crashes. Multi-lane roundabouts are used to move traffic around the central island through lanes which correspond to an intended destination. The lane should be chosen by the driver before entering the roundabout.

Modern roundabouts possess two key features that distinguish them from traffic circles:
1) Yield at entry and 2) Substantial deflection of traffic around the center island.

Single-Lane Roundabout



Tienken Road and Runyon Road/Washington Road
Rochester Hills, MI

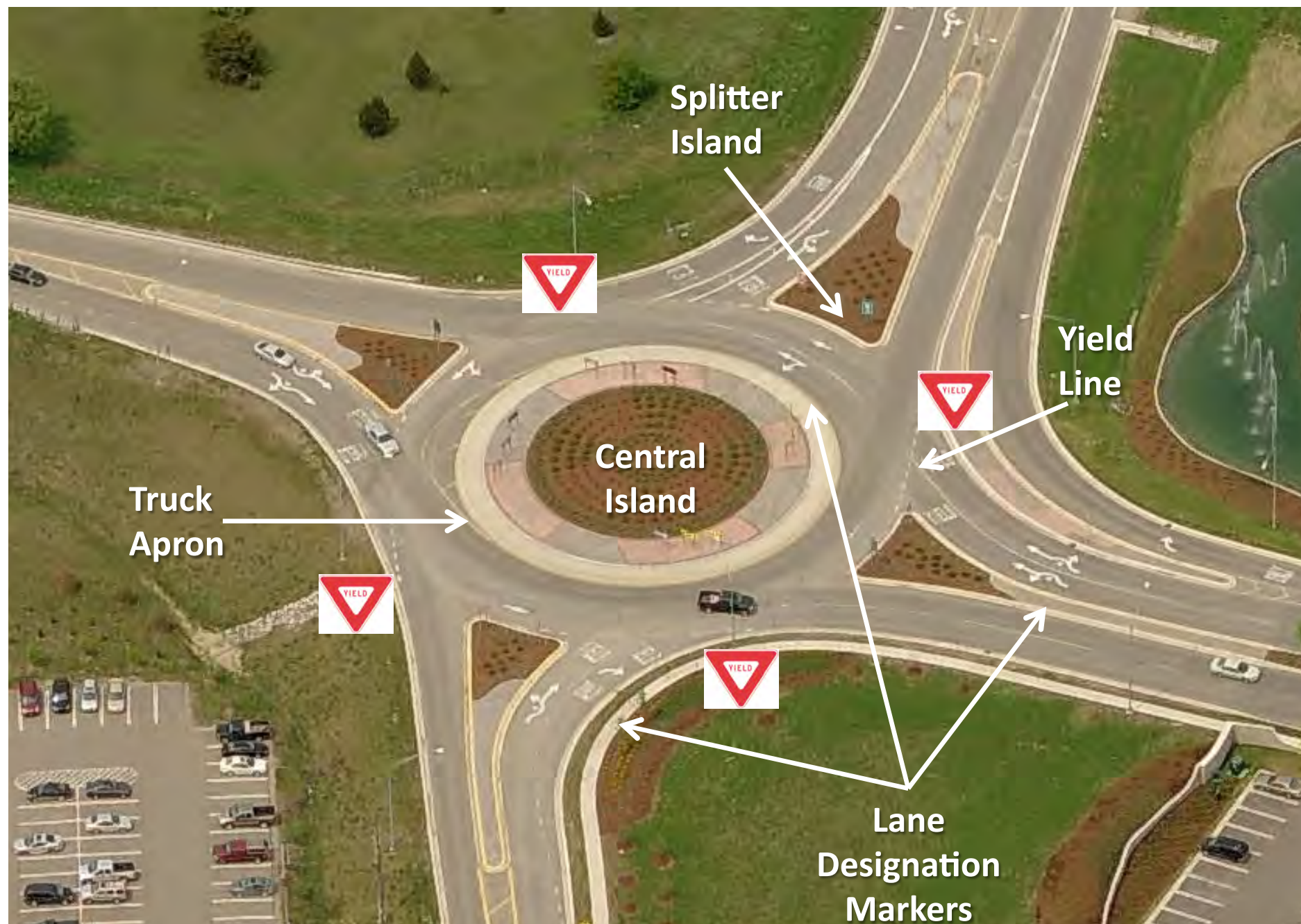
How are Roundabouts Safer for Pedestrians?

Modern roundabouts create a safer environment for pedestrians and bicyclists than signalized intersections. At a signalized intersection, pedestrians/bicyclists must be aware of turning vehicles and vehicles running the red. At a modern roundabout, vehicles travel at slower speeds and the crossing is divided into two stages. In each stage of the pedestrian crossing, the pedestrian has to look at one direction of traffic and cross fewer lanes. The splitter island in the middle creates a “refuge” for pedestrians before they begin to cross the other direction of traffic.

Safety

Roundabouts create a safe environment for motorists, pedestrians and bicyclists. Roundabouts reduce vehicle speeds, as well as the number of conflict points. Roundabouts eliminate head-on/left-turn and angle type crashes which frequently result in serious or fatal injuries. Crashes that do occur tend to be of a lower severity, such as sideswipes. Roundabouts have been shown to reduce the total number of injury crashes by up to 75% and the total number of fatal crashes by up to 90%.

Multi-Lane Roundabout



Lee Road and Fieldcrest Drive
Brighton, MI

Bicyclists traveling in the roundabout become visible to motorists as they position themselves in the center of the lane and are not to be passed by another vehicle. They are to be treated the same as any motorized vehicle.



What About Trucks?

Roundabouts are designed to accommodate trucks and other large vehicles. Trucks require more room to turn and may use the mountable truck apron, the raised pavement around the centralized island, for additional space. Drivers should be aware of large vehicles on the approach and within the roundabout. Do not drive next to a truck or try to pass a truck on the approach or while traveling in the roundabout.



Maintenance

Roundabouts reduce long-term operational and maintenance costs associated with traditional signalized intersections. There are no traffic signals to power and maintain, which can amount to a savings of approximately \$5,000 per year.

Operations

With the use of yield signs instead of stop signs or traffic signals, vehicles are able to enter the roundabout when there are adequate gaps in the traffic flow. This reduces the number of vehicles which have to stop and also reduces the time vehicles are stopped. This reduces delays and increases the capacity of the intersection.

Aesthetics

Roundabouts create an area for communities to provide green space and landscape architecture. There are no large poles, overhead wires, or signals cluttering the visual environment.

Dual Roundabouts



I-75 and M-81 (Washington Road)
Saginaw, MI

For More Information, Please Visit:
www.michigan.gov/roundabouts