How to use a ROUNDABOUT

Step 1: Slow down as you approach the roundabout.

Step 2: Use the guide signs and lane designation markers to choose the appropriate lane for the intended destination.

Step 3: Look for pedestrians and bicyclists as you approach the crosswalk. Yield to those intending to cross.

Step 4: Slow down as you approach the yield sign and dashed yield line. Look to the left to see if vehicles are traveling within the roundabout.

Step 5: Once there is an adequate gap in traffic, enter the roundabout. Do not stop or change lanes once in the roundabout.

Step 6: As you approach the intended destination, signal your intent to exit. Look for pedestrians and bicyclists as you exit.

Roundly Praised

What people are saying:

"It makes all the sense in the world…
Once drivers understand it, it's very efficient."

Ann Arbor resident, www.mlive.com

"Hey, I just drove through the new roundabout… it's great! What a good idea… I'm glad that you tried a new approach. The roundabouts seem to work well in Europe."

Traverse City resident, E-mail

"No problems with snow removal.
In fact it might be better than before.
The snow plow guys are pretty happy."

Dennis Stachewicz,
Marquette Director of Planning and Community Development, in Bridge Magazine

"Some people may not like the idea of a roundabout because they don't like change, but ultimately it's about the safety of our residents."

Former Walker Mayor Mark Huizenga on www.woodtv.com

TZD Toward Zero Deaths™
National Strategy on Highway Safety

For more information:
www.Michigan.gov/Roundabouts

Michigan Department of Transportation

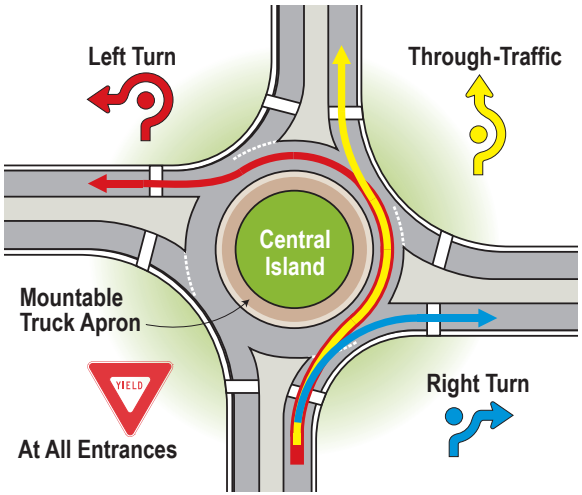
Why does MDOT build ROUNDABOUTS?

MDOT
Michigan Department of Transportation

What's a ROUNDABOUT all about?

A modern roundabout is a circular intersection design increasingly being used by MDOT. Traffic entering a roundabout yields to vehicles already in the roundabout traveling counterclockwise around a central island. Multi-lane roundabouts are used to move traffic around the central island through lanes that correspond to an intended destination. The lane should be chosen by the driver before entering the roundabout.

State Trunkline Roundabouts



For a list of current and planned roundabout locations, see:
www.Michigan.gov/Roundabouts

Roundabouts and…

Pedestrians: Roundabouts make it safer for pedestrians to cross by slowing vehicles and dividing the crossing into two stages using splitter islands. When crossing the roadway, pedestrians should look for oncoming vehicles and bicyclists. Even though pedestrians have the right of way, they should be aware of vehicles and make sure drivers see them and are going to yield. When there is a sufficient gap in traffic or vehicles have yielded, the pedestrian should cross to the splitter island. Then the process is repeated to finish the crossing. The pedestrian should not try to cross both directions of traffic in one attempt.

Bicyclists: Bicyclists can use the roundabout as a pedestrian or in the same way as a vehicle. When crossing as a pedestrian, dismount the bicycle and cross when safe to do so. When using the roundabout like a motor vehicle, cyclists should center themselves in the lane so they are more visible to motorists and to prevent motorists from trying to pass or overtake them. They should then follow the same process as a vehicle.

Emergency Vehicles: If you have not yet entered the roundabout when you see an emergency vehicle approaching, pull over to the right and allow the emergency vehicle to go by. If you are already traveling in the roundabout, take the nearest exit and pull over to allow the emergency vehicle to clear the roundabout. Do not stop within the roundabout.

Trucks: Roundabouts are designed to accommodate commercial and other large vehicles. Trucks require more room to turn and may use the truck apron – the raised pavement around the central 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 while traveling in a roundabout.

Benefits all around:

Safety: Roundabouts reduce vehicle speeds, as well as the number of conflict points. Roundabouts reduce head-on/left-turn and angle-type crashes that frequently result in serious or fatal injuries.

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 that have to stop and also reduces the time vehicles are stopped. This reduces delays and increases the capacity of the intersection.

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.

Aesthetics: Roundabouts create an area for community green space and landscape architecture. There are no large poles, overhead wires or signals to clutter the visual environment.