

5 THINGS TO REMEMBER WHEN DRIVING A ROUNDABOUT

1. **Slow down** when approaching the roundabout– the curvature of a roundabout is typically designed for speeds of 15-25 mph. Pay special attention at pedestrian crossings.
2. **Yield** to traffic in the roundabout. Vehicles in the roundabout always have the right-of-way. Do not merge as if entering a highway.
3. Stay a safe distance behind larger trucks and emergency vehicles- they will usually need additional space to safely navigate the roundabout. The raised apron around the central island allows for this additional space. Standard size vehicles should not drive over the truck apron.
4. **Do not stop** within the circular portion of the roundabout. If you miss your exit, circle the roundabout again.
5. Use your right turn signal when exiting the roundabout.



FAST FACTS:

- ◆ Vermont currently has 12 modern roundabouts
- ◆ Roundabouts save \$5,000-\$10,000 annually per intersection in maintenance and electricity costs
- ◆ Roundabouts can handle 30-50% more traffic than signalized intersections
- ◆ Roundabouts are a designated “proven safety counter-measure” by the *U.S. Department of Transportation*

FOR MORE INFORMATION, VISIT:

<https://www.youtube.com/watch?v=Bo8GnJRz0WE>
<https://www.youtube.com/watch?v=AMV02ReN0lo>
<http://safety.fhwa.dot.gov/intersection/innovative/roundabouts/>



A GUIDE TO VERMONT'S MODERN ROUNDABOUTS

Information for all Users



Manchester, VT



Questions or comments?

Contact:

Agency of Transportation

Division of Highway and Safety Design

<http://vtrans.vermont.gov>

802-828-2688

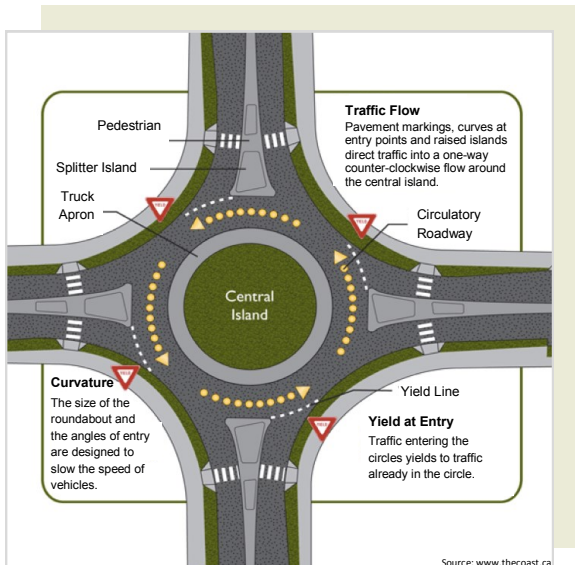


Improving Safety and Traffic Flow

WHAT IS A ROUNDABOUT?

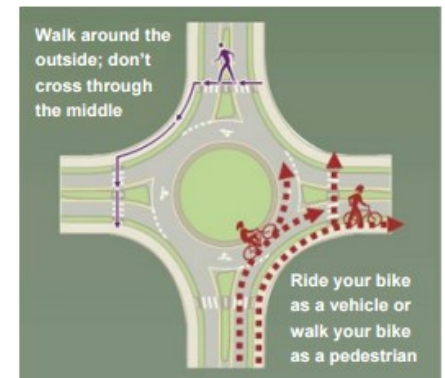
A roundabout is a one-way circular intersection that moves traffic continuously without the use of traffic signals. Traffic flows counterclockwise around a center island and is controlled primarily through yielding. Roundabouts can be single or multi-lane and are designed to accommodate all vehicle types including as larger trucks and emergency vehicles.

Roundabouts feature crosswalks to accommodate pedestrians; in many cases, roundabouts offer shorter crossing distances for pedestrians and often provide mid-crossing refuge on splitter islands.



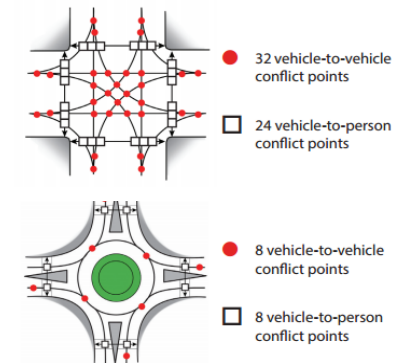
WHY A ROUNDABOUT?

- ◇ Roundabouts reduce vehicle-to-vehicle conflict points from 32 at a conventional 4-way stop to 8 at a single-lane roundabout (see diagram at right).
- ◇ More than 90% reduction in fatal crashes, 76% reduction in injuries, and a 35% reduction in overall crashes when compared to conventional intersections, according to the *Federal Highway Administration Office of Safety*.
- ◇ Roundabouts can function as single or multi-lane configurations, making them an effective solution for various intersection sizes and capacities.
- ◇ CCW movements and removal of left turns eliminates head on and right-angle collisions.
- ◇ Roundabouts reduce vehicle idling and emissions, thereby improving fuel economy and lessening environmental pollution at intersections.



Pedestrians will cross one direction of traffic at a time using the crosswalks and splitter islands at each leg.

Bicyclists can walk their bikes as a pedestrian or navigate the roundabout as a vehicle. **Do not** ride your bike in the crosswalk. Vehicles should **never** overtake a bike in the roundabout.



Source: AARP Livable Communities

