

# Roundabouts: For Pedestrians & Bicyclists

- » Learn more about the benefits of roundabouts at [fdot.tips/roundabout](https://fdot.tips/roundabout)
- » See planned FDOT roundabout projects in Central Florida at [cflroads.com](https://cflroads.com)

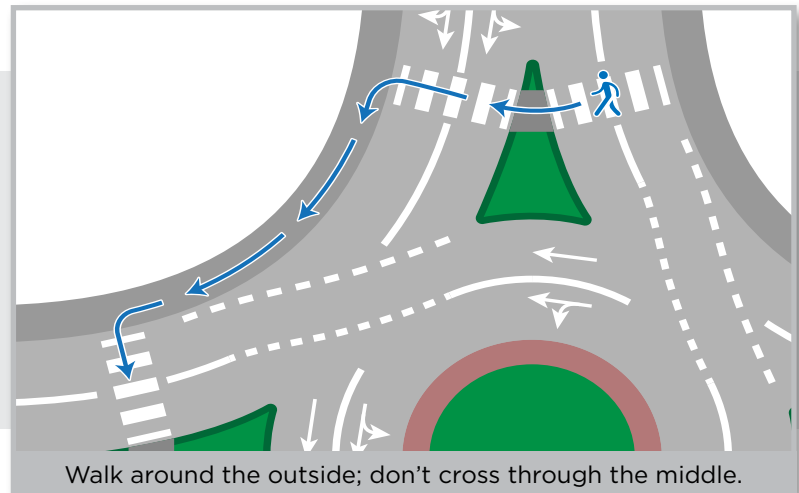
## Roundabouts: How They Work for Pedestrians & Bicyclists



Modern roundabouts are designed with important pedestrian safety features. For example, the design ensures that vehicles pass through at slower speeds and face fewer conflict points than at traditional intersections.

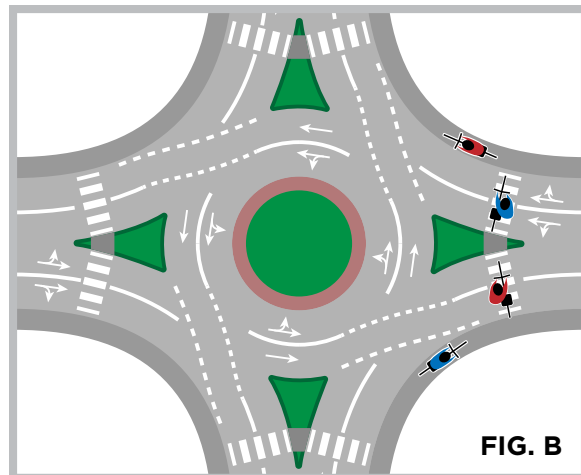
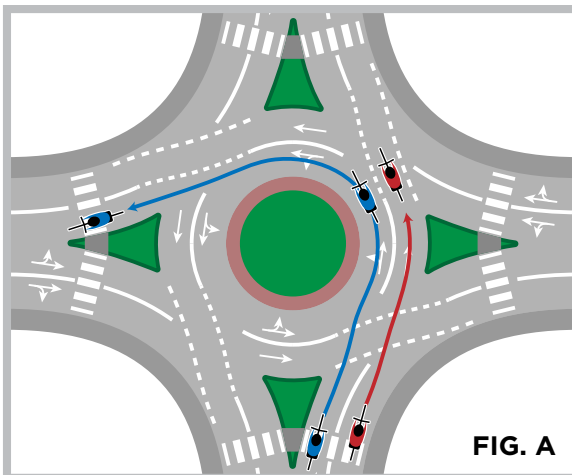
### Pedestrians:

Crosswalks are set further back from vehicle traffic, allowing drivers more time to react to people in the roadway before merging into or out of the roundabout. Triangular islands between lanes of vehicle traffic give pedestrians a safe place to wait if they choose to cross only one direction of traffic at a time.



### Bicyclists:

Bicyclists can choose to ride through the roundabout with traffic (FIG. A) or walk their bicycles through the pedestrian crosswalks (FIG. B) - much like they would in a traditional intersection. Always give pedestrians the right of way, and use hand signals when riding with traffic.

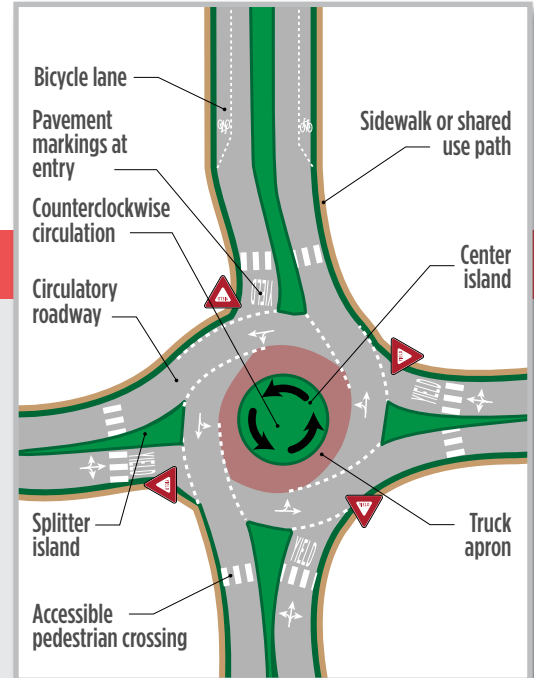


# More Information About Roundabouts

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## Anatomy of a Roundabout

Modern roundabouts have been proven safer and more efficient than other types of circular intersections, such as a neighborhood traffic circle or large rotary. Roundabouts have certain distinguishing features and characteristics, which are labeled in the illustration to the right.



## ROUNDBOUT FAQS

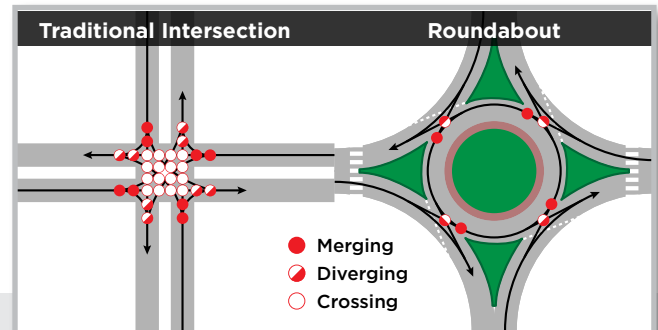
### Q. How is a modern roundabout different from a traffic circle or rotary?

A. Modern roundabouts are typically smaller than the large, high-speed rotaries, which are common in the Northeast. In addition, roundabouts are typically larger than neighborhood traffic circles used to calm traffic. A roundabout has these characteristics:

- » Counterclockwise Flow — Traffic travels counterclockwise around a center island.
- » Entry Yield Control — Vehicles approaching the roundabout yield to traffic already circulating in the roundabout.
- » Low Speed — The design of approaching roadway and the diameter of the roundabout ensures low speeds through the intersection.

### Q. How do roundabouts improve safety?

A. The illustration to the right shows how traditional intersections have 32 conflict points, which roundabouts reduce to just eight. Roundabouts remove right angle conflicts, which lessens the severity of crashes at these types of intersections. Incidents that do occur in roundabouts are at low speeds and are typically sideswipe, glancing collisions.



### Q. How should a driver yield to emergency vehicles?

A. If you have not entered the roundabout, pull over to the right and allow the emergency vehicle to pass. If you have already entered the roundabout, continue to the closest exit and pull into it to allow the emergency vehicle to pass.

### Q. How do large vehicles navigate a roundabout?

A. Roundabouts are designed to accommodate all vehicles, including tractor-trailers, emergency vehicles, recreational vehicles, etc. To accommodate the vehicle turning path as the vehicle makes its way through the roundabout, a truck apron around the inside of the circulating roadway provides the space needed. The apron is slightly elevated and visually different from the circulating roadway. This different color helps make it clear that the truck apron is not a lane for smaller vehicles or a pedestrian walkway.



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