



DRIVING A MODERN ROUNDABOUT

Using a modern roundabout is easy. All vehicles yield the right-of-way to traffic in the roundabout, enter when a safe gap appears, and proceed counter-clockwise around the central island until they reach the desired exit point. The following detail the process.

- Upon approaching the roundabout, slow down to less than 20 mph and be prepared to yield.
- Watch for pedestrians and bicyclists. Allow pedestrians to cross and bicyclists to merge.
- Upon passing the crosswalk, drivers should look left and wait for an appropriate gap in the circulating traffic. Drivers do not have to stop if there are no cars in the roundabout.
- Enter the roundabout and proceed counter-clockwise to the desired exit point.
- Do not stop in the roundabout.
- Watch for pedestrians and bicyclists while exiting.
- Around the central island, drive a quarter-turn to turn right, a half-turn to drive straight, and a three-quarters turn to turn left.
- Making a U-turn, by driving around the central island, is completely acceptable at a roundabout.

NEED MORE INFORMATION?

We're anxious to help make drivers comfortable with our new roundabout intersections. We also welcome all citizen comments about the new intersections.

If you would like more information about roundabouts, please call the Engineering Division at 755-3160 or visit the websites below.

ROUNDABOUT WEB LINKS

www.dot.wisconsin.gov/safety/motorist/roaddesign/roundabout.htm

www.ksdot.org/burtrafficeng/Roundabouts/Roundabout_Guide/RoundaboutGuide.asp

www.sha.state.md.us/safety/ooots/roundabouts

www.alaskaroundabouts.com



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Janesville Roundabouts



*A guide for using
Janesville's roundabouts.*



JANESVILLE

Department of Public Works

Roundabout Basics

WHAT IS A MODERN ROUNDABOUT?

A modern roundabout is a circular intersection that regulates traffic without the signs or lights used in traditional intersections. A roundabout provides a safer driving environment by reducing speeds and conflict points, thus allowing easier decision-making for drivers. Studies have shown that roundabouts have fewer crashes and are more efficient than traditional intersections.

The first modern roundabouts in the U.S. were constructed in the early 1990s, and differ slightly from the larger circles and rotaries built 30-50 years ago in the Eastern U.S.

Two modern roundabouts will be completed in Janesville in 2007. This brochure is meant to help Janesville citizens understand and navigate them.



Pictured above is the new roundabout under construction on Morse Street. Construction is expected to be completed in the Fall of 2007.

COMPONENTS OF A ROUNDABOUT

For the ease and safety of everyone using the intersection, drivers and pedestrians should be familiar with a few of a roundabout's features.

YIELD ON ENTRY

Drivers entering the roundabout must yield to drivers within the roundabout. This is the most important component for ensuring proper use of roundabouts. Drivers may enter the roundabout when a sufficient gap in traffic is available.

CIRCULATING ROADWAY

Drivers in the circulating roadway have the right-of-way. Upon entering, drivers should maneuver in a counter-clockwise direction.

CENTRAL ISLAND

The central island is the component around which drivers circulate counter-clockwise.

SPLITTER ISLAND

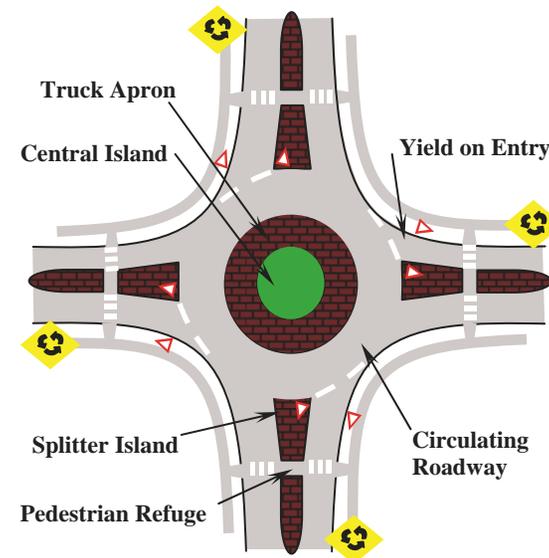
The splitter island divides oncoming lanes and properly aligns drivers for entry into the roundabout.

PEDESTRIAN REFUGE

Each splitter island contains a pedestrian refuge. Drivers should yield to pedestrians in the crosswalk. Pedestrians should look left before crossing to the refuge within the splitter island, then they may look right before crossing. Once the crosswalk is free of pedestrians, drivers may enter/exit the roundabout. Pedestrian refuges allow pedestrians to cross only one direction of traffic at a time.

TRUCK APRON

Some roundabouts provide a truck apron to accommodate larger vehicles. This area is constructed with a different texture and color to discourage passenger vehicles from using it. The truck apron eases the wide turning movements of larger vehicles.



MULTI-LANE ROUNDABOUTS

The driving procedures for multi-lane roundabouts do not differ much from single lane roundabouts. Drivers still yield on entry, proceed at slower speeds, and drive in a counter-clockwise direction. Some tips for using a multi-lane roundabout include:

- Choose a lane assignment before entering the roundabout. As drivers approach the intersection, they should look for signs and pavement markings to guide them to the proper lane assignment.
- As with traditional intersections, left turns are made from the leftmost lane, right turns are made from the rightmost lane.
- In most cases, drivers can proceed straight ahead from either entry lane.
- Entering drivers yield to circulating drivers. When a gap in traffic appears, enter the roundabout and proceed to the desired exit.