

ROUNDABOUTS

MAKING INTERSECTIONS SAFER AND MORE EFFICIENT



Roundabouts are growing in popularity as more and more transportation agencies recognize the increased safety and traffic-moving efficiency they bring to intersections.

Safety

The most common justification for a roundabout is safety. This is because roundabouts only have 8 potential conflict points vs. 32 at a traditional intersection. Studies by the Federal Highway Administration (FHWA) show that roundabouts achieve a 44% reduction in crashes and reduce serious injury and deadly crashes by nearly 90% at two-way stop intersections. When roundabouts replace a traffic signal, FHWA found a 48% reduction in crashes and nearly 80% drop in serious injury and deadly crashes.

Efficiency

Roundabouts can move traffic more efficiently which reduces delays and fuel consumption. This is because traffic generally doesn't need to come to a full stop at the intersection. A study by the Insurance Institute for Highway Safety (IIHS) estimated that the conversion of 10 percent of the signalized intersections in the United States to roundabouts would have reduced vehicle delays by more than 981 million hours and fuel consumption by more than 654 million gallons in 2018.

Larger Vehicles

Ohio is a state that grows things and moves things. There are often concerns about how large farm machinery or semi-trucks will navigate roundabouts. One way this is accomplished is with truck aprons - an area between the central island and the traveled way that is mountable by larger vehicles but not used by passenger vehicles.

Public Opinion

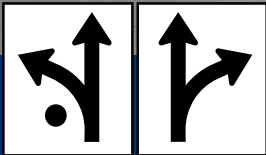
Roundabouts typically aren't the most popular solution with the public. Much of that is due to a lack of education about their benefits and them being a relatively new traffic pattern for many areas of Ohio. Public reaction usually flips to positive within a year or two of them being installed and open to traffic. An IIHS study of three communities where single-lane roundabouts replaced stop sign-controlled intersections found that only 31% of drivers supported the change before construction. However, after more than a year support soared to 70%.



Learn more at transportation.ohio.gov/roundabouts



CHOOSE YOUR LANE BEFORE ENTERING A ROUNDABOUT

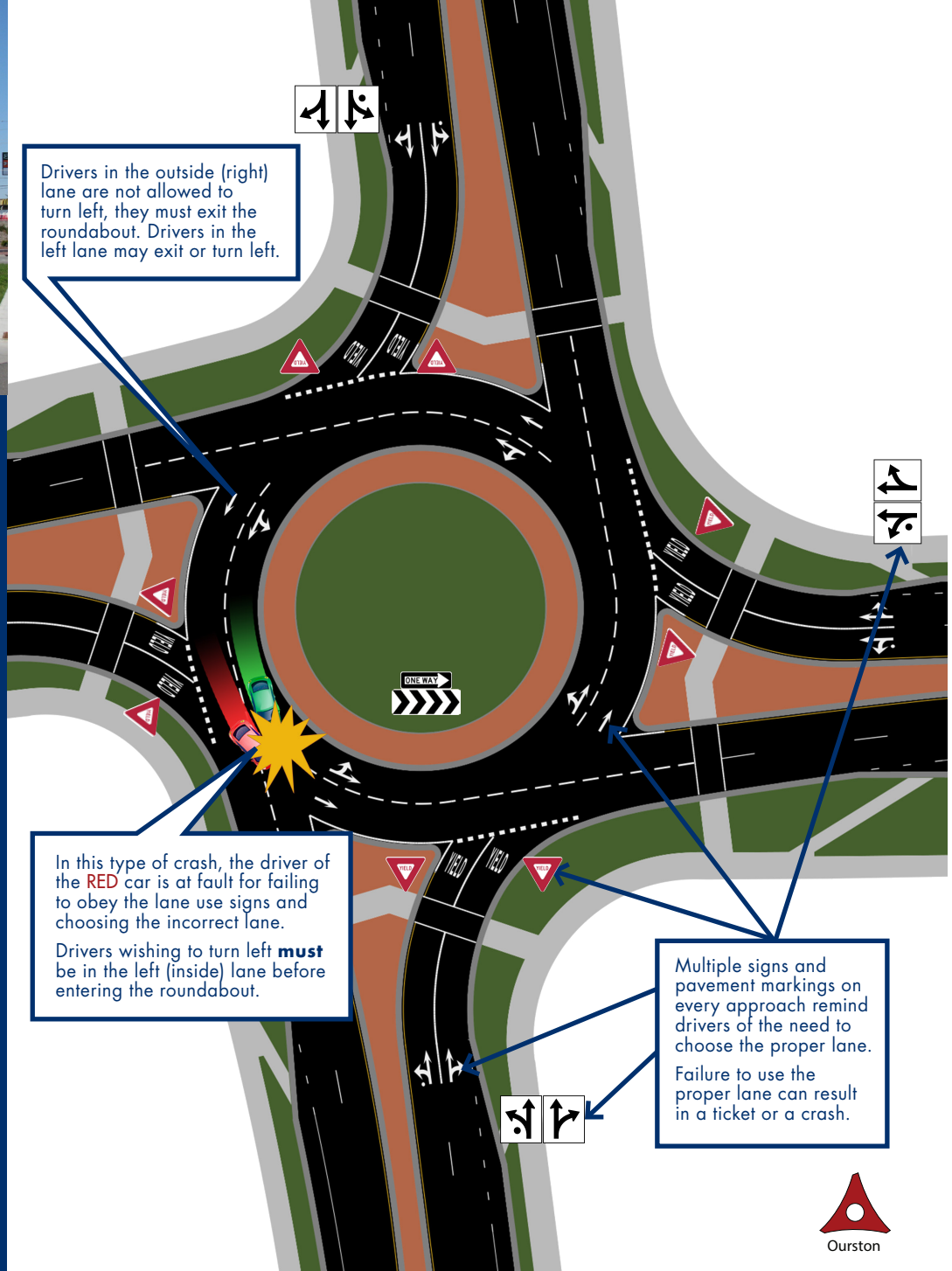


As with any other intersection, the proper lane must be chosen before entering a roundabout.

In advance of the roundabout, signs and pavement markings will always indicate which lanes may be used for the direction you want to go.

Keep left to turn left through the roundabout and keep right to turn right.

Never change lanes within a roundabout.





ALWAYS YIELD TO ALL CIRCULATING TRAFFIC

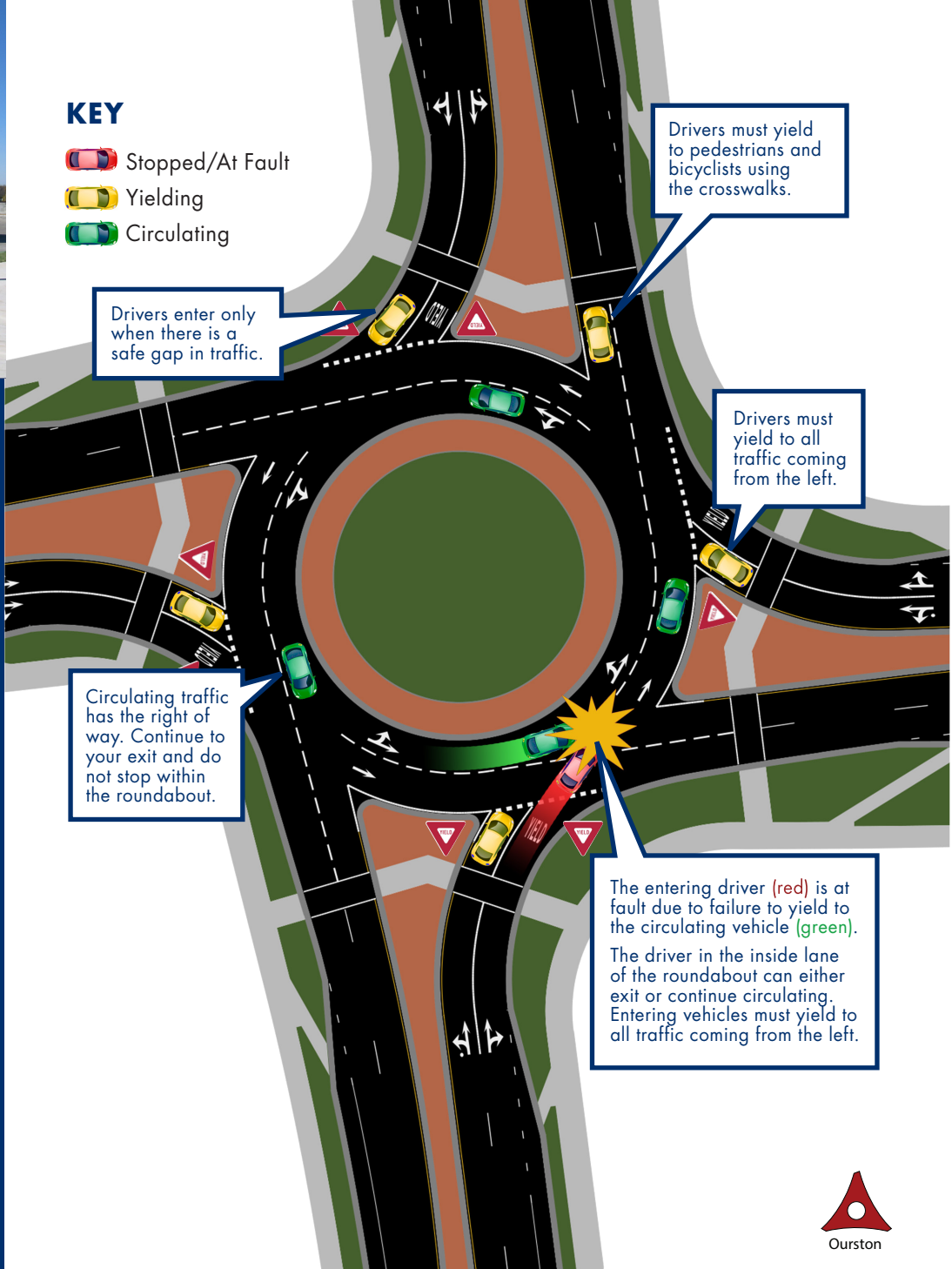


YIELD

The "Golden Rule" of roundabouts.

Drivers entering a roundabout **must** yield to circulating traffic, pedestrians and bicyclists.

Drivers in the circle have the right of way. A motorist approaching a roundabout should wait for a safe gap in traffic before entering.





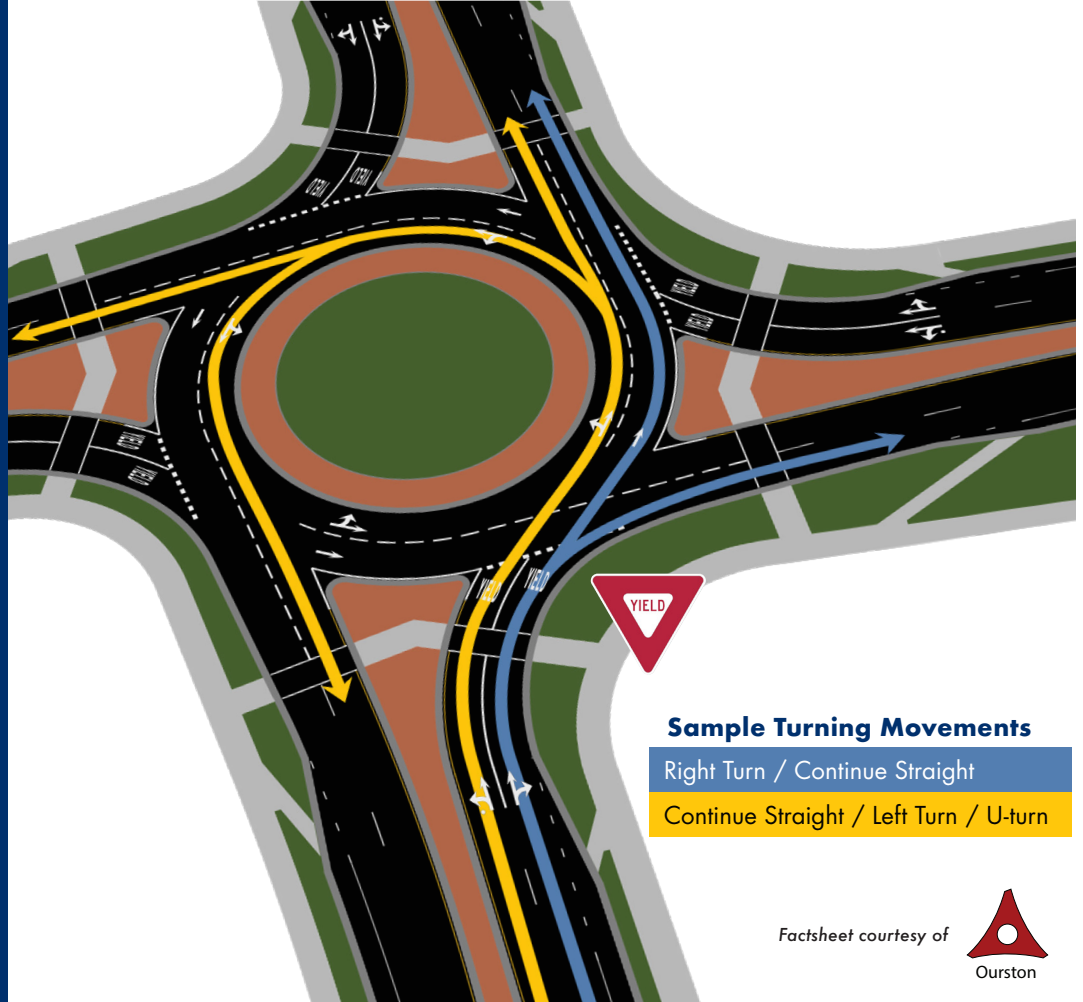
TURN BY TURN



Observe all standard road rules, including yielding for pedestrians in crosswalks.

To safely and efficiently drive a roundabout:

- Slow down.
- Read advance signing and choose correct lane.
- Yield to traffic in all lanes on your left before entering.
- Stay in your lane to your exit.



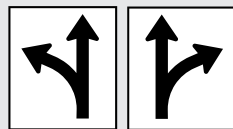
Factsheet courtesy of  Ourston

ALWAYS OBEY THE SIGNS AND MARKINGS

As you get closer to the roundabout entrance, it is very important to observe the signs and arrows to determine which lane to use before entering a roundabout. Signs above the road and white arrows on the road will show the correct lane to use.



Roundabout ahead, slow down.



Guide signs near the entry to a roundabout show lane designations.



Yield to all traffic in the roundabout.



Roundabout traffic travels one-way.