

# All About Roundabouts

A roundabout is an unsignalized circular intersection designed to maximize safety and reduce traffic congestion. Traffic in a roundabout flows counterclockwise around a center island. There are no traffic signals or stop signs in a roundabout. Drivers entering the roundabout yield to traffic already in the roundabout.

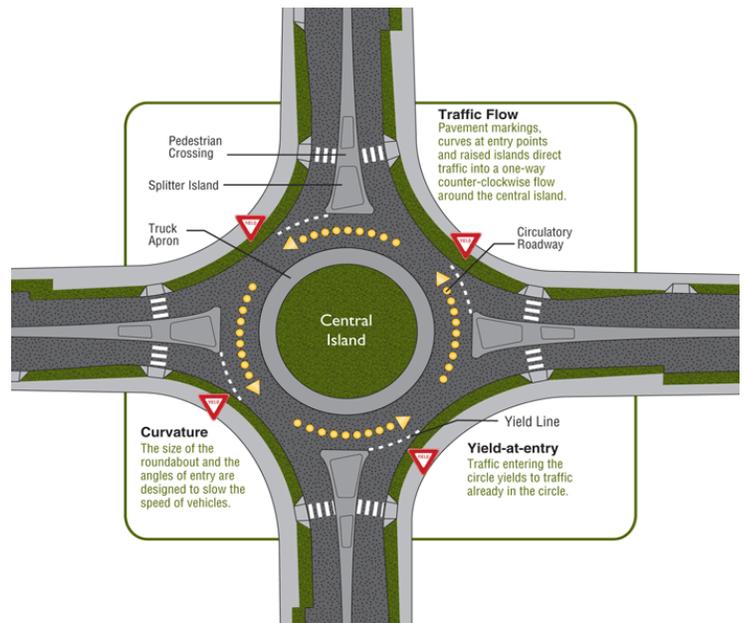
## Safety Benefits

Roundabouts improve safety by reducing the potential for serious crashes. This is achieved by lowering vehicle speeds, reducing the number of conflict points, and eliminating high-angle and left-turn crashes which are more likely to result in fatalities than other crash types. Roundabouts are one of the proven safety countermeasures recommended by the Federal Highway Administration (FHWA). Up to 88% of injury crashes and 68% of all crashes can be prevented by converting high speed intersections to roundabouts. Locally, there have been no serious injury or fatal crashes at the intersection of SR 41 (Troy Road) and SR 235 (Dayton-Lakeview Road) since the intersection was converted to a roundabout in 2014. In the three years prior to the conversion, there was a serious injury crash and a crash that resulted in a fatality at that intersection.

## Traffic Flow

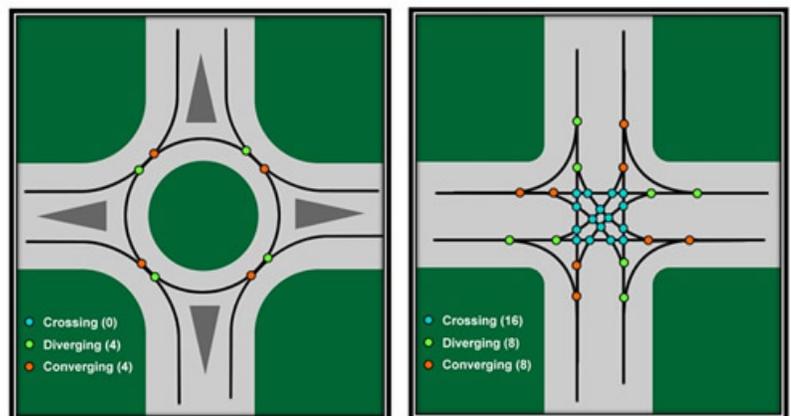
Unlike stop-controlled and signalized intersections, roundabouts allow a continuous flow of traffic. Vehicles entering the roundabout must yield to traffic already in the roundabout, but are not required to stop if the roundabout is clear. The traffic analysis conducted for the Selma Pike and E. Possum Road intersection study found that the roundabout would address peak hour congestion best of all the alternatives considered. Because roundabouts improve traffic flow through an intersection, they also can lead to reduced vehicle emissions and better fuel efficiency.

## Modern Roundabout Features



Source: Delaware County Engineer's Office

## Vehicle Conflict Point Comparison



Source: FHWA

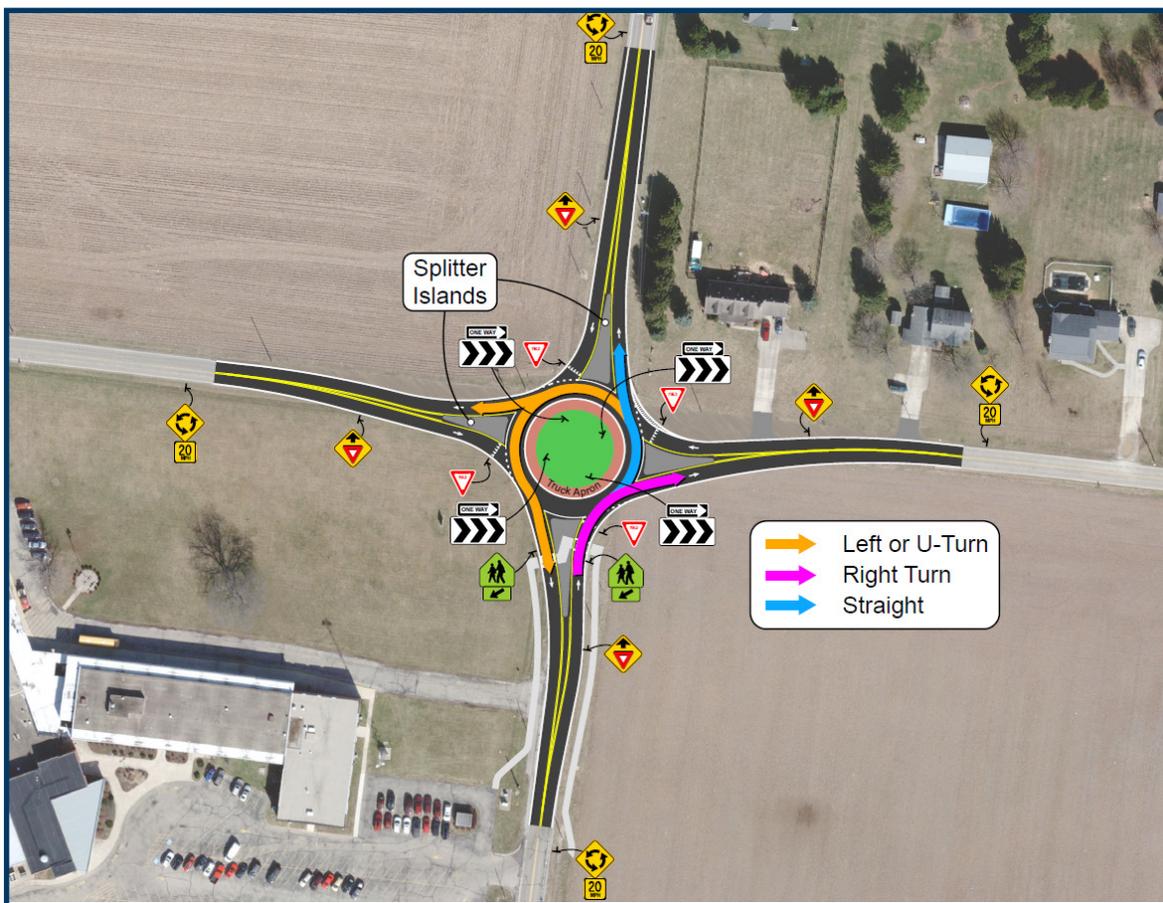
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## Can roundabouts accommodate large vehicles like farm equipment, emergency vehicles, and school buses?

Yes, roundabouts can be designed to allow semi-trucks, school buses, and other large vehicles to navigate the roundabout while still providing adequate visual and physical indicators to guide and slow passenger vehicles. 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.

## How to navigate a single-lane roundabout

- Slow down when approaching a roundabout.
- Look for and yield to pedestrians in the crosswalk before entering the roundabout.
- Yield to circulating traffic when entering the roundabout.
- Enter the roundabout to the right and continue to drive counterclockwise to the right of the center island.
- Do not stop in the roundabout.
- Look for and yield to pedestrians in the crosswalk before exiting the roundabout.



## For more information

<https://www.transportation.ohio.gov/wps/portal/gov/odot/about-us/resources/roundabouts>

<https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/>