

BENEFITS OF A ROUNDABOUT

Safety

Roundabouts offer improved safety over other at-grade intersection forms because roundabouts have fewer conflict points, slower speeds, and easier decision making. When comparing a roundabout to a signal, studies show that roundabouts provide a 90% reduction in fatal crashes, 75% reduction in injury crashes, 30-40% reduction in pedestrian crashes, and 10% reduction in bicycle crashes.

Capacity

Roundabouts typically carry about 30% more vehicles than similarly sized signalized intersections during peak flow conditions. During off-peak conditions, roundabouts cause almost no delay, but traffic signals can cause delay to side street and left-turning traffic from the major street. Increased capacity at roundabouts is due to the continuously flowing nature of yielding only until a gap is available, versus waiting turns at a signal.

Roundabout Resources

<http://www.bceo.org/traffic>

<http://www.tfhr.gov/safety/00068.htm>

<http://www.roundaboutsusa.com>

<http://www.omni.com/Roundabouts.htm>

<http://www.fhwa.dot.gov/publications/publicroads/95fall/p95au41.cfm>

<http://www.dublin.oh.us/engineering/roundabout/index.php>

<http://www.ci.carmel.in.us/services/engineering%20-%20roundabouts.html>

Roundabouts in Butler County

Hamilton Mason Road & Liberty Fairfield Road
Fairfield Township

Kyles Station Road & LeSourdsville West Chester Road
Liberty Township (2012)

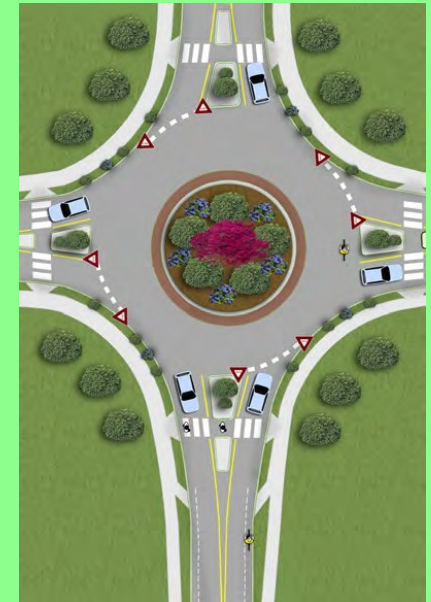
Jacksonburg Road & Morganthaler Road
St. Clair Township

Trenton Road & Busenbark Road
St. Clair Township

Lakota Drive West & Eagle Ridge Drive
West Chester Township

SINGLE-LANE ROUNDABOUT

General Information and Driving Tips
for Motorists



Contact Information

Butler County Engineer's Office
1921 Fairgrove Avenue (S.R. 4)
Hamilton, Ohio 45011-1965

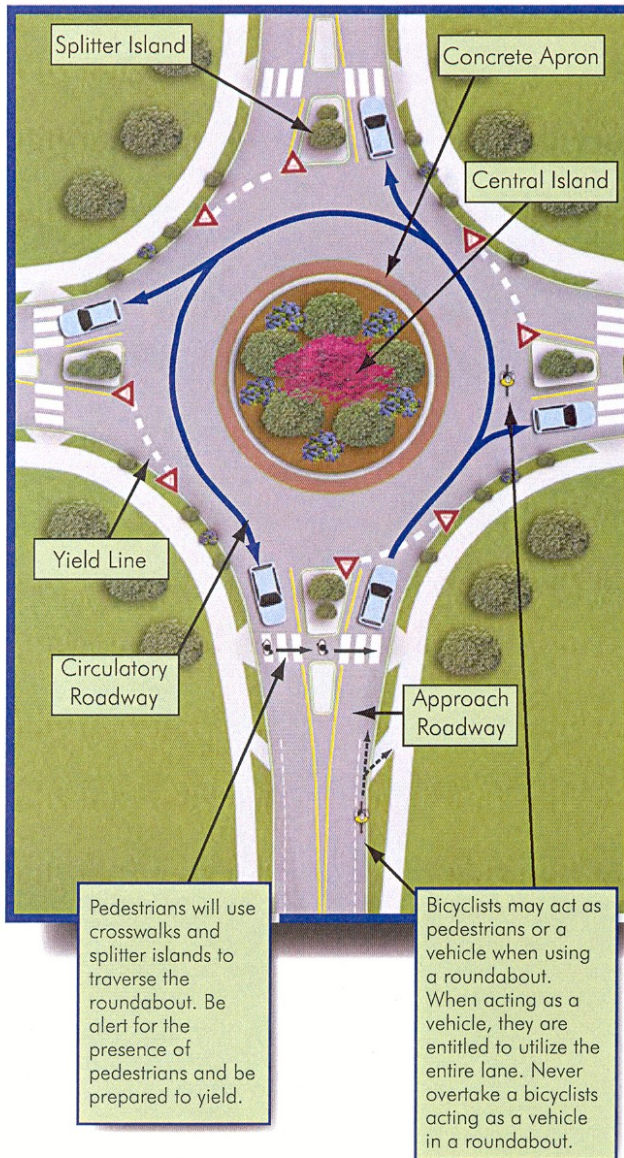
513-867-5744

513-424-9144

Fax: 513-867-5849

www.bceo.org

SINGLE-LANE ROUNDABOUT



MOTORIST

Approaching and Entering:

- 1 When approaching a roundabout **SLOW DOWN** and be prepared to yield to pedestrians in the crosswalk.
- 2 Pull up to the Yield Line, look to the left and check for approaching traffic within the roundabout. **CIRCULATING TRAFFIC HAS THE RIGHT-OF-WAY.**
- 3 Enter the roundabout when there is an adequate gap in traffic.

Exiting the Roundabout:

- 1 Once you have entered the roundabout, proceed counterclockwise to your exit point. **YOU** now have the right-of-way.
- 2 As you approach your exit, use your **RIGHT TURN SIGNAL.**
- 3 Watch for pedestrians in crosswalk and be prepared to yield.
- 4 Exit the roundabout.

Large Trucks:

- 1 Roundabouts are designed to accommodate fire trucks and large vehicles. Large trucks may use the raised truck apron around the central island in order to traverse the roundabout.
- 2 The raised truck apron is several inches higher than the driving pavement to discourage cars from using it.
- 3 Trucks should follow the same rules for entering and exiting roundabouts as discussed above for motorists.

BE PREPARED FOR...

Emergency Vehicles:

Do not enter the roundabout when emergency vehicles are approaching—pull to the side. If in the roundabout, immediately exit the roundabout and pull to the side. **NEVER STOP IN THE ROUNDABOUT.**

Bicyclists:

Bicyclists have the option to function as a vehicle or pedestrian when using a roundabout. When acting as a vehicle, they will follow the same rules. **NEVER OVERTAKE A BICYCLIST ACTING AS A VEHICLE IN A ROUNDABOUT.**

Pedestrians:

Motorists must yield to pedestrians when entering and exiting a roundabout. Pedestrians will utilize crosswalks and splitter islands to cross each leg of the roundabout.