

To: Oshawa Active Transportation Advisory Committee OATAC

From: OATAC Projects Working Group 2023-02-01

Subject: Design of Roundabouts

1.0 Purpose:

To provide comments on the City website regarding pedestrian and cyclist's crossings at roundabouts and to recommend the adoption MTO's Book 18, Exhibit 6.81 as the design for all existing and future single lane roundabouts in the City.

2.0 Exhibits: Roundabout Designs

Highway Traffic Manual Book 18 Exhibit 6.80 Roundabout Auto Priority
Highway Traffic Manual Book 18 Exhibit 6.81 Roundabout Pedestrian Priority

2.0 City of Oshawa Web Site – Action Safety considerations

Driving

- Slow down when approaching the roundabout.
- Keep to the right of the splitter island.
- Be aware of your surroundings.
- Pedestrians go first. When entering or exiting a roundabout, yield to pedestrians at the crosswalk.
- Enter the roundabout when there is an adequate gap in the circulating traffic flow.
- Vehicles in a roundabout have the right of way and move in a counter clockwise direction.
- Do not pass vehicles or cyclists in the roundabout.
- Always signal before exiting. Maintain low speeds.
- Watch for cyclists crossing the road as you exit the roundabout.
- Give other vehicles plenty of space.
- The "truck apron" around the middle island is for large trucks when turning.

Cycling

- Experienced cyclists can travel through the roundabout using the same general rules as driving a vehicle.
- Merge into traffic before entering the roundabout.
- Ride in the middle of the lane, so cars do not pass you. Do not hug the curb.
- Use hand signals and signal as if you were a motorist

- If you are not an experienced rider, consider dismounting and walking your bicycle on the sidewalk. Continue on the sidewalks, following the same rules as pedestrians.

Walking

- Cross only at designated crosswalks.
- Vehicles always have the right-of-way in the roundabout. Choose a safe time to cross.
- Never cross to the central island of a roundabout.
- Step on the splitter island when crossing to cross one lane at a time safely.
- Look at the drivers - make eye contact.
- Start to cross as soon as you are sure that the driver intends to slow or stop.

3.0 Comments and Recommendations

- 3.1 The guidelines for drivers includes the following comment in the fourth point of the City's webpage regarding roundabout designs :
 "Pedestrians go first. When entering or exiting a roundabout, yield to pedestrians at the crosswalk." This comment is fully supported and should also be included in the cyclists section when cyclists are staying on the road to use the roundabout.
- 3.2 Pedestrians are to stay behind the curb on a sidewalk or multi-use path at a roundabout. Since there will not be a conflict in a roundabout, the second comment that "Vehicles always have the right-of way in the roundabout" should be deleted.
- 3.3 As noted in Figures 6.80 and 6.81 of Book 18 and in Book 15 of the Highway Traffic Manual there are two ways for accommodating pedestrian movements across roads entering and leaving traffic circles.
- 3.4 As illustrated in figure 6.80 for single lane roundabouts, there may be uncontrolled crossing treatment. This design has no markings across the road at the entrance and exit of the traffic circle where pedestrians and cyclists cross the road. There are no signs for the motorists regarding pedestrian and cyclist crossing. Pedestrians and cyclist must wait for there to be a break in traffic before taking their chance in crossing the road. Cars have the right-of-way at all times, on all roads with this intersection design.
- 3.5 As illustrated in figure 6.81 for single lane roundabouts, markings are painted on the road and signs are installed that instruct motorists to stop for pedestrians. Pedestrians have the right-of-way. At these crossings

cyclists are to walk their bicycle across the road and are considered pedestrians.

- 3.6 These are not mid-block crossings. These are intersection crossings that provide for the continuous movement of pedestrians and cyclists along their sidewalk or multi-use path. The safest designs should be made to encourage multi-modal travel and reduce accidents, particularly to the most vulnerable. It is O.A.T.A.C. opinion that the uncontrolled crossing design is a leftover from the auto's at any cost days.

The current thinking is to install figure 6.81 design where auto volumes are low. If auto volumes are low, the requirement for traffic to stop for pedestrians crossing the street at the intersection would not be onerous for auto drivers and would be safer and convenient for pedestrians, particularly the most vulnerable. The City should have a policy that the safer design, figure 6.81 be the only design at single lane roundabouts in the City.

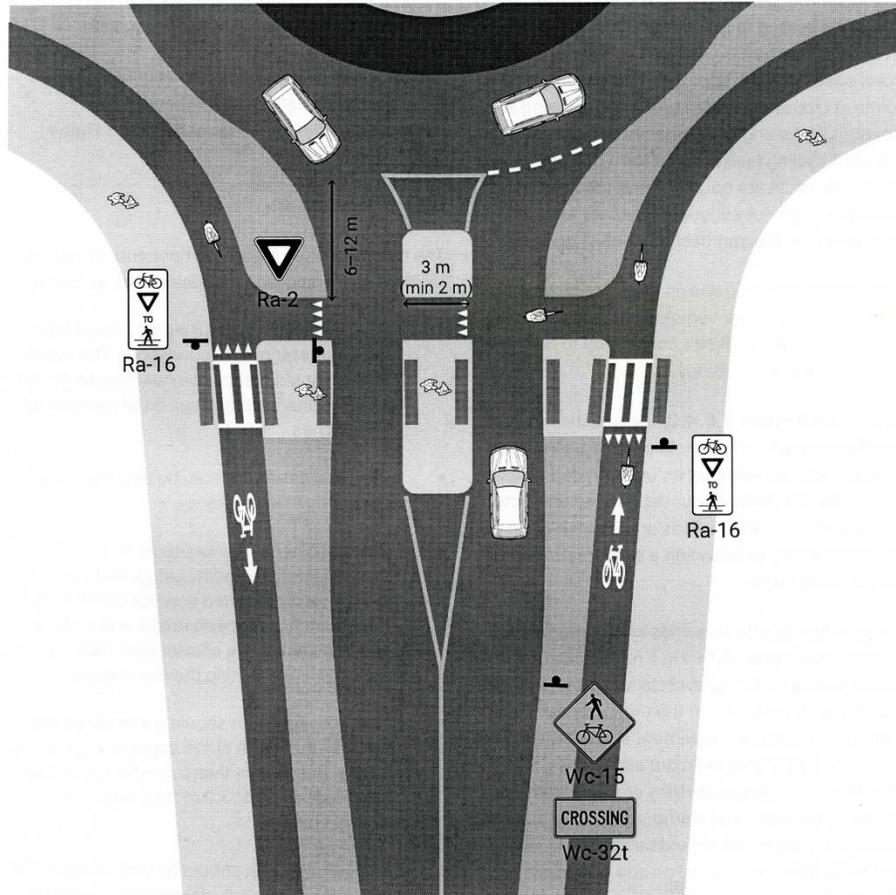
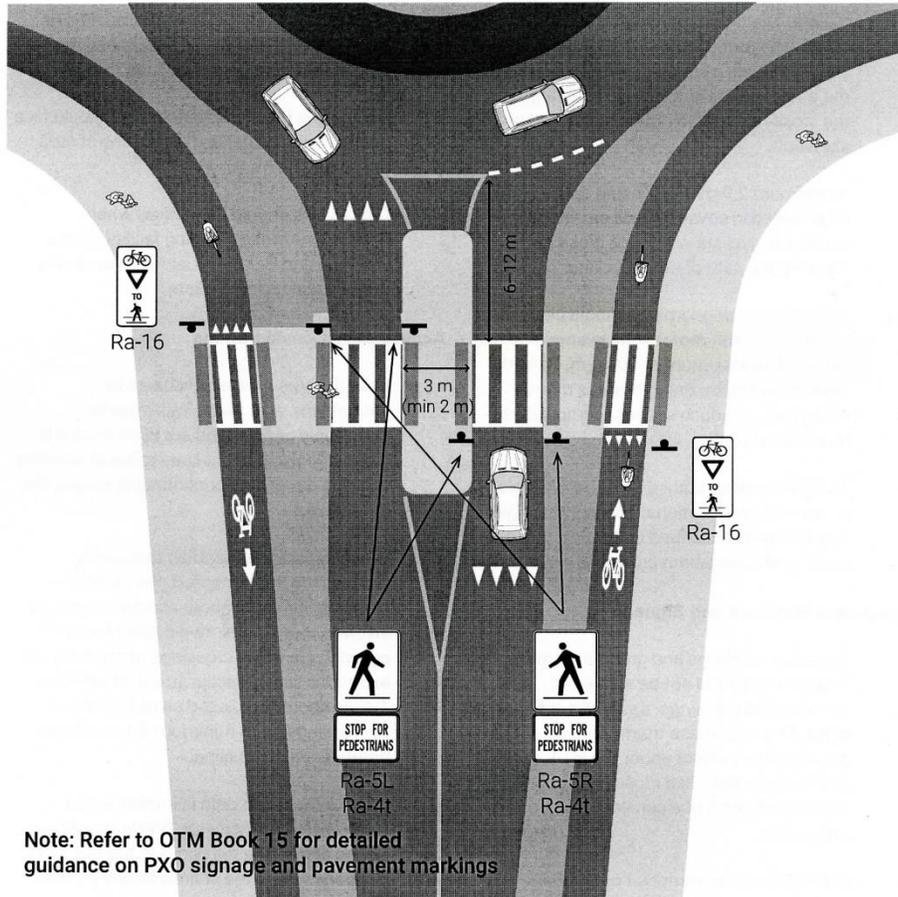


Figure 6.80 – Single-Lane Roundabout, Uncontrolled Crossing Treatment (Motorist-Priority)

Section 6 · Intersections and Crossings



Note: Refer to OTM Book 15 for detailed guidance on PXO signage and pavement markings

Figure 6.81 – Single-Lane Roundabout, PXO Crossing Treatment