

2015 11 14 Cycling in Roundabouts Report by Kevin Montgomery

Book 18 does detail how to design cycling facilities for roundabouts, which is great. However, there is nothing easily found specifically on how to navigate through roundabouts in a vehicular cycling context. I interpret this to mean that the same rules for cycling on the road also apply to roundabouts. Namely:

- Keeping a metre from the curb.
- Signalling intent to turn.

In single-lane roundabouts, this is straightforward and not a problem.



Where it gets tricky, and which caused me the most concern, is with designs for multi-lane roundabouts.



Going straight through or to the right of the roundabout is pretty straight forward. However, if someone on a bike is taking a trip that requires them to skip the first 2 exits, they are expected to ride in the INNER lane to continue through the roundabout. This requires a lane change before entering the roundabout, followed by another lane change after exiting to the right. There is not enough education provided for driving in Ontario, let alone cycling, to demonstrate how to do this well. The exit point from the inner lane is a risk spot against people entering the roundabout that intent to continue to the next turn. This could put a person on a bike in harm's way, if the person entering the roundabout isn't looking for a signal.



Like any major arterial, I suspect the implementation of a multi-lane roundabout would be indicative of a higher volume of traffic that ought to have greater consideration of cycling facilities.