

To make a left turn, move to just left of center in the approach lane. Maintain this position through the roundabout.

Under no conditions should there be a bike lane within the circulating roadway of a roundabout. The bike lane should end at least 50 feet prior to the entry location. If there is bike lane in the roundabout, don't ride in it. Entering motorists are looking for traffic within the general travel lane, not along the right hand side of the roadway. Research has shown roundabouts with bike paths or lanes adjacent to the circulating roadway are hazardous for bicyclists. Call your city engineer and ask the striping be corrected.

Okay, but way about multi-lane roundabouts? Multi-lane roundabouts present more of a challenge.

Ride through the roundabout in the outside lane and signal your intentions to the vehicle drivers waiting to enter the intersection. Point to your destination.

Many multi-lane roundabouts have wide sidewalks, widened to accommodate cyclists, around them. If you're uncomfortable riding through the roundabout as a vehicle, consider using these paths.

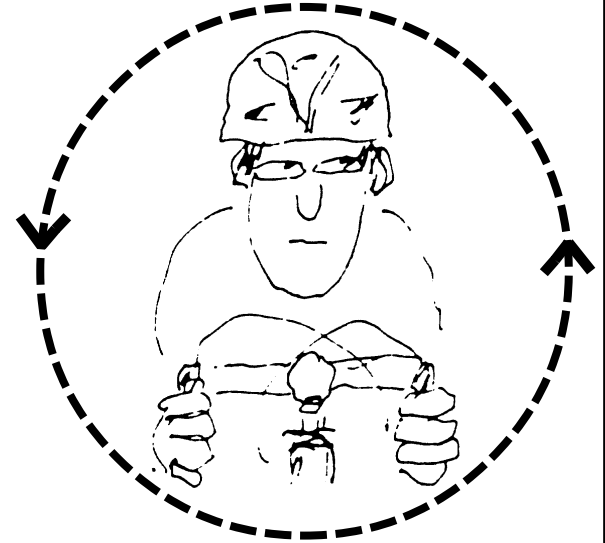
For more information:

We've got all kinds of bike riding info. If you want more, write to us:

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Florida Department of Transportation
605 Suwannee Street, MS 82
Tallahassee, FL 32399-0450
(850) 487-1200
E-mail: theo.petritsch@dot.state.fl.us
Website: www.dot.state.fl.us/safety

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How to ride a roundabout



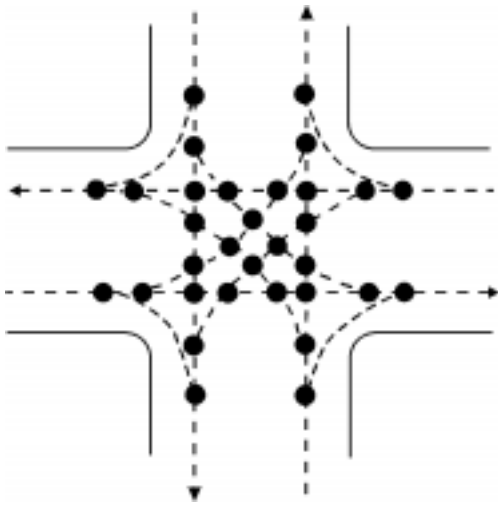
Intimidated by that roundabout that was just installed in your town? Relax—here are some tips that will help you cruise through it with ease.

Tips for adult cyclists

Roundabouts are gaining in popularity around Florida and around the rest of the country. For cyclists, this may be a good thing. They can help us maintain momentum by allowing us to yield instead of stop. And evidence suggests a well designed roundabout is the safest form of intersection, even for bicyclists.

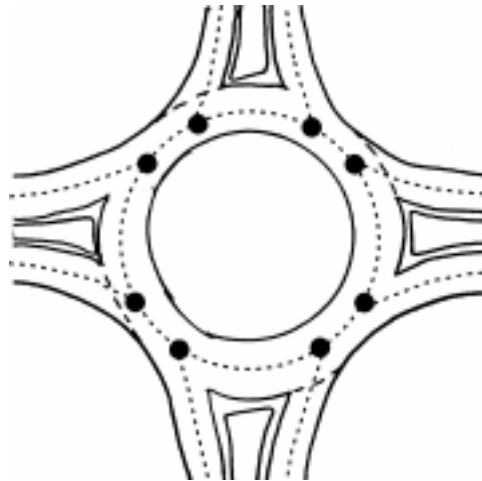
What makes a roundabout “well designed”? The *Florida Roundabout Design Guide* encourages roundabouts be designed as compact, low speed intersections. This is why they are safer than other forms of intersections.

Consider a four way intersection. Depending upon which way you want to go there are 32 different points where conflicts with other vehicles can occur.



As a bicyclist you need to be concerned about motorists turning left in front of you, left from a side street, coming up from behind you, and turning right in front of you. You also have to be concerned about the motorists that run stop signs or run red lights. Many of the conflicts can happen with high speed motorists. Wow! No wonder most crashes happen at intersections.

At a roundabout there are only eight conflict points. Because the design of the roundabout, these conflicts occur at low speeds.

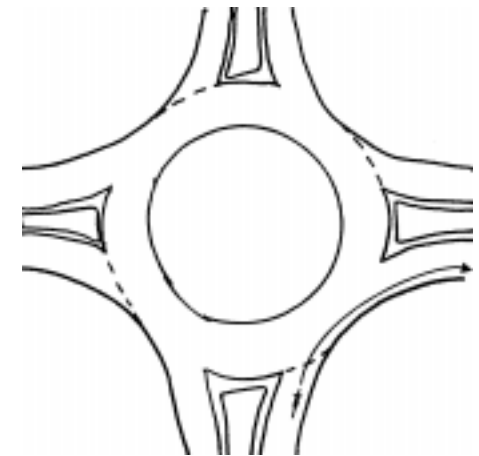


Another feature of roundabouts which makes them simpler than other intersections is the “yield -on-entry” rule. There is no wondering whether the side street has a stop sign, or rushing to beat the yellow light. Everyone entering the roundabout yields to traffic already in the intersection.

Ways to Ride Around

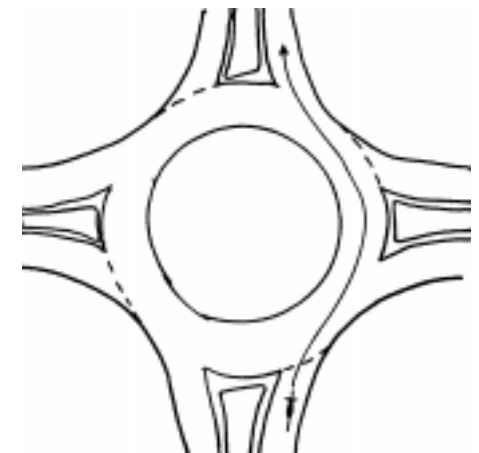
So how do you ride through a roundabout? A one lane roundabout is easy. Ride it just like any other intersection. Let your lane position tell drivers where you are going to go.

If you are turning right, approach the intersection along the right side of the



lane. Yield to circulating traffic. Then enter the roundabout and exit at the first opportunity.

If you are going straight, move away from the edge of the roadway to just right



of center. Maintain this lane position as you circulate through the roundabout.