



To make a left turn, move to just left of center in the approach lane. Maintain this position through the roundabout. Skagit County constructed the LaConner Roundabout without bicycle lanes. Current industry standards recommend that bike lanes should end at least 50 feet prior to the entry location. If you come across a bike lane in another 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 lanes adjacent to the circulating roadway cause problems for bicyclists and motorists.

What about children and inexperienced cyclists?

Many roundabouts, like the one entering LaConner, have wide sidewalks around them. If you are an inexperienced cyclist or are uncomfortable riding through the roundabout as a vehicle, consider dismounting and using these paths.

But what about multi-lane roundabouts?

Multi-lane roundabouts in other locations may present more of a challenge. Ride through these roundabouts in the outside lane and signal your intentions to the drivers waiting to enter the intersection. Point to your destination.

For more information contact:

Traffic Engineering
Skagit County Public Works
1800 Continental Place
Mount Vernon, WA 98273
360.336.9400

E-mail: traffic@co.skagit.wa.us
 Website: www.skagitcounty.net



BICYCLING MODERN ROUNDABOUTS



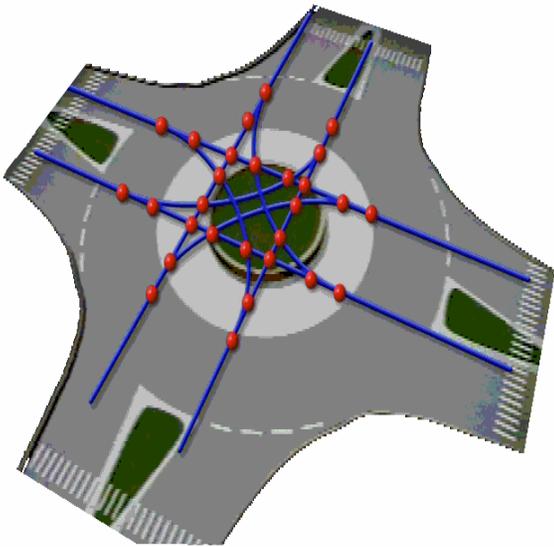
Cyclists! Intimidated by that roundabout that was installed in LaConner? Relax - here are some tips that will help you cruise through it with ease.

Tips for adult cyclists

Roundabouts are gaining in popularity in Washington State 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 bicycles.

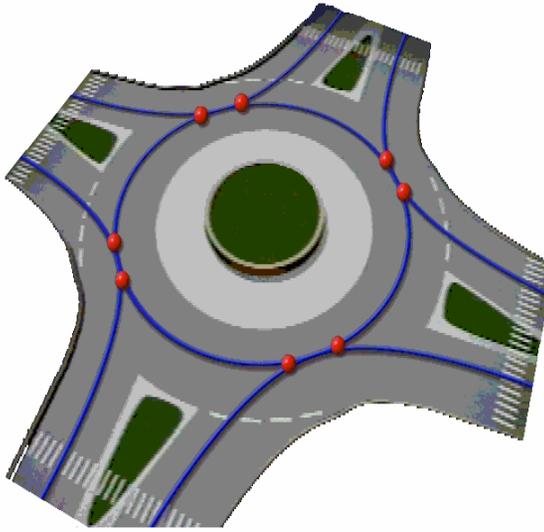
What makes a well-designed roundabout?

The LaConner Roundabout, though made to accommodate large trucks and farm equipment, was designed as a compact, low speed intersection. This is why it is safer than other intersection designs. 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 (6 in LaConner). 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 that enters a roundabout yields to traffic already in the intersection.

Ways to Ride Around

So how do you ride through a roundabout?

A one-lane roundabout, like the one entering LaConner, 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.

