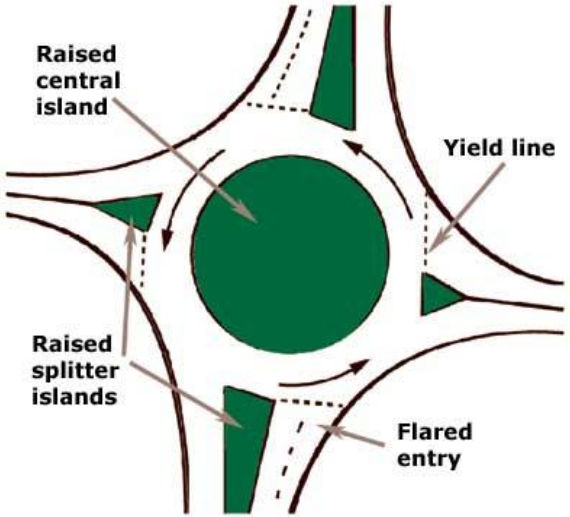
What is a Roundabout?

A modern roundabout is a circular intersection designed to slow traffic while lowering delays. A well designed roundabout can improve safety for vehicles, pedestrians and bicyclists. Their advantage also lies in providing a more aesthetically pleasing intersection design, since there is less pavement and the central island offers an opportunity for landscaping features that create a distinctive entry point to your community. Operations are improved by smooth flowing traffic (with less stop and go than a signalized intersection).



General Operating

The general principle behind using a roundabout is **Yield-at-Entry**. A motorist or bicyclist approaching a roundabout must slow down or stop for vehicles stopped ahead, yield to pedestrians in crosswalk, and yield to traffic already in the roundabout. Then, when a sufficient gap is present, it's a simple maneuver similar to a right turn onto a one way street. Once in the roundabout, proceed around the central island and take the necessary right hand exit.

Remember!

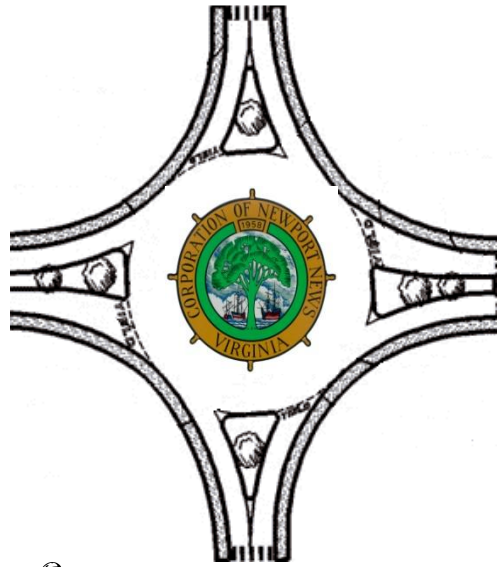
- Circulating vehicles have the right of way.

- All vehicles circulate counter clockwise.
- Roundabouts are designed to accommodate large vehicles including school buses. The paved "apron" around the central island is intended to provide extra space for large trucks & buses driving around the roundabout.

- A roundabout is **not a traffic circle**. The major differences between a modern roundabout and a traditional traffic circle are:
  1) Speed – the design of a roundabout – smaller central islands and median style "splitter islands" - slows traffic upon entry and while circulating. Whereas the design of a traffic circle allows for higher entry and circulation speeds.
  2) Yield at Entry – as described above, traffic circulating in the roundabout has the right of way, and vehicles entering must yield to traffic already circulating. Roundabouts allow for a free flow of traffic. The entry splitter islands and the circular central island deflect entering traffic, requiring traffic to slow and further reinforce the yielding traffic patterns.

Roundabouts

General Information and User Guide



Bicyclists

Pedestrians

Motorists

City of Newport News
Department of Engineering
(757) 933-2311

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Motorists:

- Upon approaching the roundabout, stay to the right of the median splitter island (either painted or raised). **SLOW DOWN to 10-15 mph** consistent with the posted advisory speed**.**

Be sure to look for cyclists merging into the travel lane, and yield to pedestrians.

- Before entering the roundabout, **YIELD** to traffic already in the roundabout.
Remember to be prepared to stop if there is not a sufficient gap in circulating traffic.

- **ENTER** the roundabout when there is a sufficient gap.

Do not enter the roundabout beside a vehicle already circulating within the roundabout. A vehicle near the central island may be exiting at the next exit. Watch out for traffic already in the roundabout, especially cyclists and motorcyclists. Do not enter a roundabout when an emergency vehicle is approaching on another leg; allow other vehicles to exit the roundabout for the emergency vehicle.
All traffic is moving in a counter clockwise direction.

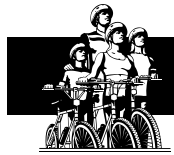
- **CONTINUE** slowly around the roundabout.
Within a roundabout, do not stop if it is clear except to avoid a collision; you have the right-of-way over entering traffic. Always keep to the right of the central island and travel in a counterclockwise direction.

When an emergency vehicle is approaching, provide it a clear path to turn through the roundabout, by proceeding past the splitter island of your exit before pulling over.

Do not pass bicyclists ahead of you in the roundabout, as your speeds should be nearly equal.

- Look for your **DESTINATION**.

- Use your right turn signal and **EXIT** the roundabout carefully.
Watch for pedestrians in the crosswalk, and stop for them.



Bicyclists :

The same laws that apply to motorists, with some obvious exceptions, apply to bicyclists. Bicyclists should proceed as motorists in the same direction of travel. Refer to directions for motorists.

Note:

- **If you are riding on a shoulder or bike lane**, merge into the travel lane before the shoulder ends. Prepare for this move early, look over your shoulder, and signal your intent to move into traffic.

Don't be intimidated, you have a right to be on the road; assert your position upon entering the roundabout. Roundabouts are designed so that motorists will travel close to your cycling speed.

- Once in the roundabout, **DON'T HUG THE CURB**. Ride close to the middle of the lane to prevent motorists from passing and cutting you off.
Watch for motorists waiting to enter the roundabout, as they may not see you.

- **If you do not want to ride your bicycle in the roundabou**t, you should dismount prior to the roundabout yield sign and proceed as a pedestrian. Refer to instructions for pedestrians for more details.

Pedestrians :

- **PROCEED** around the roundabout on the sidewalk or shoulder and in any designated crosswalks. Never walk in the roundabout or to the central island.
- **CROSS ONE LANE AT A TIME** to the splitter island; it's there to provide you with a refuge between lanes of opposing traffic.
- When crossing an entry lane, **LOOK** for approaching vehicles. You have the right of way when you're in the crosswalk, but be careful – make sure that drivers can see you and stop for you.
- When crossing an exit lane, **LOOK** for vehicles leaving the roundabout.

Some vehicles will use their right-turn signal, but some won't. ***Proceed carefully***.