



What is a roundabout?

- ▶ A roundabout is a one-way circular intersection engineered to reduce congestion and maximize safety.
- ▶ The “yield at entry” rule reduces delay by eliminating unnecessary stopping. Motorists yield to traffic in the roundabout and enter only when there is a safe gap in traffic.
- ▶ Pavement markings and signs direct traffic into a one-way, counter clockwise flow.
- ▶ Raised islands and painted crosswalks at roundabouts provide safety for pedestrians. State law requires that motorists yield to pedestrians in marked crosswalks.
- ▶ Bicyclists using the roundabout can either exit at the crosswalk and use the sidewalk, or continue with traffic on the road.

Questions, comments or concerns?

Contact us in whichever way is most convenient.



Online at Project Website

www.dot.state.mn.us/d2/projects/hwy71-parkrapids



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Driving in circles can be a good thing, if it means you get where you want to go **quicker and safer**. That’s why MnDOT has begun incorporating roundabouts into Minnesota’s road network.

Please drive safely

Since roundabouts are fairly new to our area, please expect a short adjustment period as drivers get used to driving them.

all about
ROUNDABOUTS





BENEFITS

Roundabouts are becoming more common in the United States due to their many benefits.

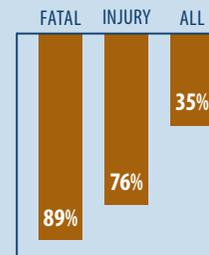
How to get around

- ▶ When approaching the roundabout, choose the correct lane for your desired exit.
- ▶ Yield to pedestrians in the crosswalk.
- ▶ Yield to all traffic on your left before entering the roundabout.
- ▶ Enter the roundabout when there is a safe gap in circulating traffic.
- ▶ Stay in your lane.
- ▶ When you are near your exit, use your right turn signal to indicate you intend to exit the roundabout.
- ▶ Yield to pedestrians in crosswalk on exiting.

Safer

Roundabouts are safer than other intersections because severe head-on and left-turn crashes do not occur. Other safety benefits include slower speeds and the fact that drivers only look in one direction to see oncoming traffic.

Crash reduction at roundabouts



Roundabouts have been proven to reduce overall crash rates by approximately 35%. Personal injury and fatal collisions have been reduced by over 80%.

In addition, studies have shown that fewer crashes involving pedestrian and cyclist occur at roundabouts as compared to signalized intersections.

Quicker

Roundabouts reduce delay by allowing motorists to yield rather than stop at a red light. They can also handle higher traffic volumes, which helps vehicles get through quicker.

More Economical

Reducing driver delay saves time and fuel. Eliminating signals also saves about \$5,000 per year in maintenance and energy.

Greener

Roundabouts reduce fuel consumption and vehicle pollution because vehicles are not idling at a red light.

The center island of a roundabout provides an opportunity to beautify the location with landscaping. Flowers, trees, or even simple green space can be placed in the center of a roundabout, making the intersection aesthetically pleasing.



Roundabout Myths vs. Facts

Myth: Roundabouts and traffic circles/rotaries are the same thing.

Fact: Traffic circles have high-speed entries, variable yield rules, low capacity, and many high-speed crashes. They are dangerous and confusing to drive.

Roundabouts require motorists to yield on entry, speeds are low, capacity is high, and crashes are few and minor. They are easy and comfortable to drive.

Myth: Roundabouts cause more crashes than signals.

Fact: According to the Insurance Institute for Highway Safety, roundabouts significantly reduce motor vehicle crashes. Their 2001 study reviewed 24 converted intersections around the U.S. At those intersections, all crashes were reduced by 39%. Serious crashes reduced by 76%, and fatal or incapacitating crashes by 90%.

Myth: Roundabouts are not pedestrian and cyclist friendly.

Fact: There are statistically fewer pedestrian and bicycle crashes at roundabouts than at signalized intersections. Drivers are required to yield to pedestrians in the crosswalks, while refuge islands in the middle of each crossing so pedestrians only need to cross one direction of traffic at a time.