



## 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 median islands and painted crosswalks delineate pedestrian crossing locations. Short crossing distances and slow moving traffic improve pedestrian safety.
- ▶ Bicyclists using the roundabout can either exit at the crosswalk and use the trail, or continue with traffic on the road.

Driving in circles can be a good thing, if it means you get where you want to go **more quickly and safely.**

That’s why Dakota County has begun incorporating roundabouts into our road network.

### Questions, comments or concerns?

Contact us in whichever way is most convenient.



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## 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**



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# BENEFITS

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

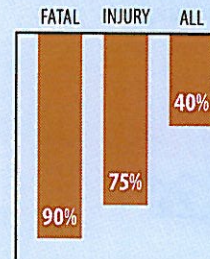
## How to get around

- ▶ When approaching the roundabout, choose the correct lane for your desired route.
- ▶ Yield to pedestrians waiting to cross.
- ▶ Yield to **all** traffic in both lanes of the roundabout before entering.
- ▶ Enter the roundabout when there is a safe gap in circulating traffic.
- ▶ Stay in your lane.
- ▶ Yield to pedestrians at the crosswalk as you exit the roundabout.

## 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.

### Accident reduction at roundabouts



Roundabouts have been proven to reduce overall accident rates by approximately 30-40%. Personal injury and fatal collisions have been reduced by 75-90%. In addition, studies have

shown that fewer accidents involving pedestrians and cyclists 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.

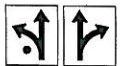
## More Economical

Reducing driver delay saves time and fuel. Eliminating signals also saves approximately \$3,000 to \$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.



Guide signs you will see when making the turning movements seen here.

## 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 other intersections.**

**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 30-40%. Serious crashes reduced by 75%, 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 raised median islands provide a space for pedestrians in the middle of each crossing so pedestrians only need to cross one direction of traffic at a time.