

BENEFITS OF ROUNDABOUTS

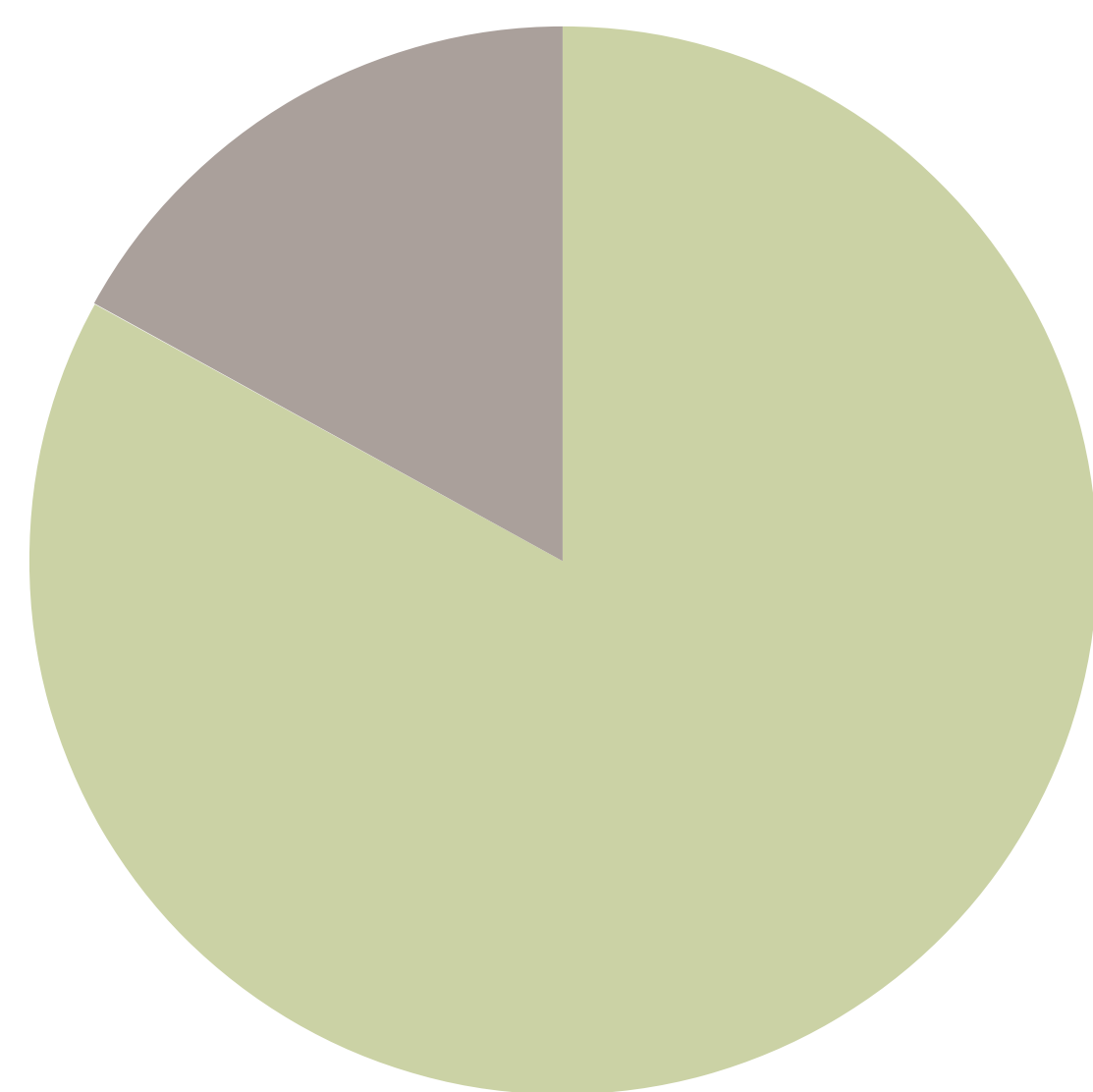
PLYMOUTH BOULEVARD
(HIGHWAY 55 TO ROCKFORD ROAD)



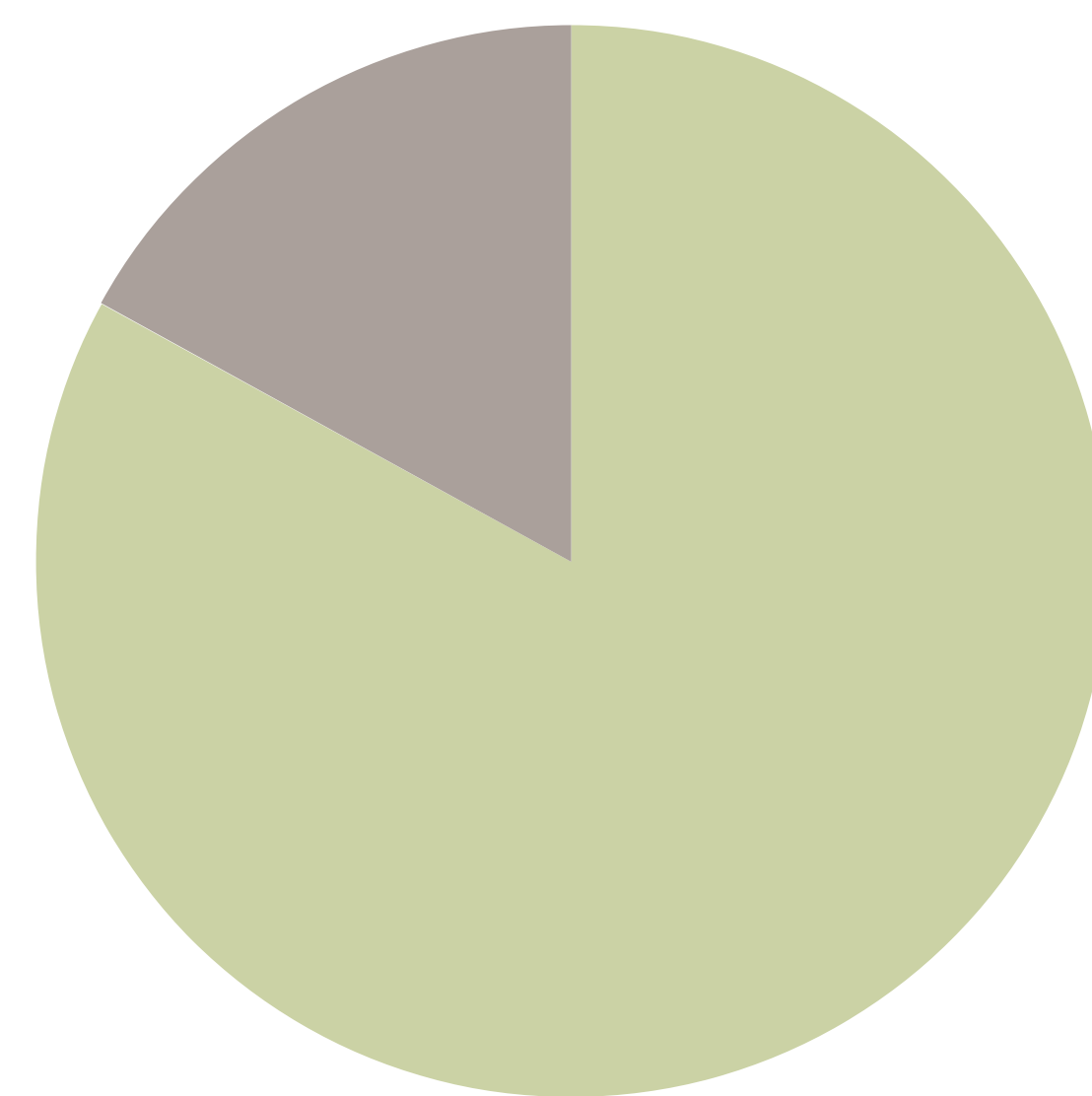
- Roundabouts have fewer crashes and less severe crashes than other intersection controls (signals, stop signs)
- Roundabouts have fewer conflict points than other intersection types (32 standard vs. 8 roundabout)
- Roundabouts virtually eliminate high-speed, right angle and head-on crashes
- Roundabouts lower traffic speeds, allow for quicker reaction

Crash Reduction at Intersections in Minnesota Converted to Roundabouts

(144 Intersections Studied)

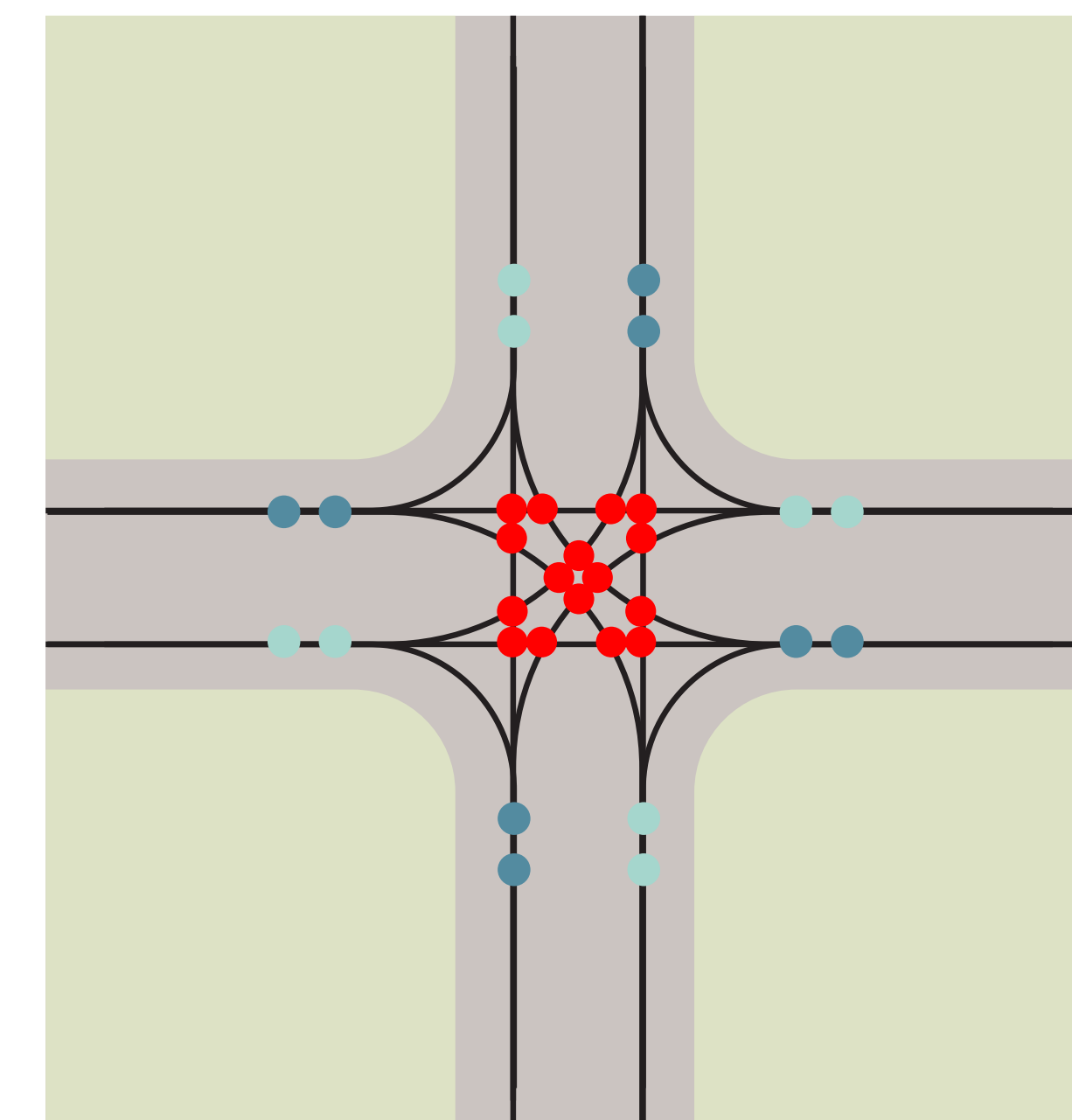


Reduction in Serious Injury Crashes

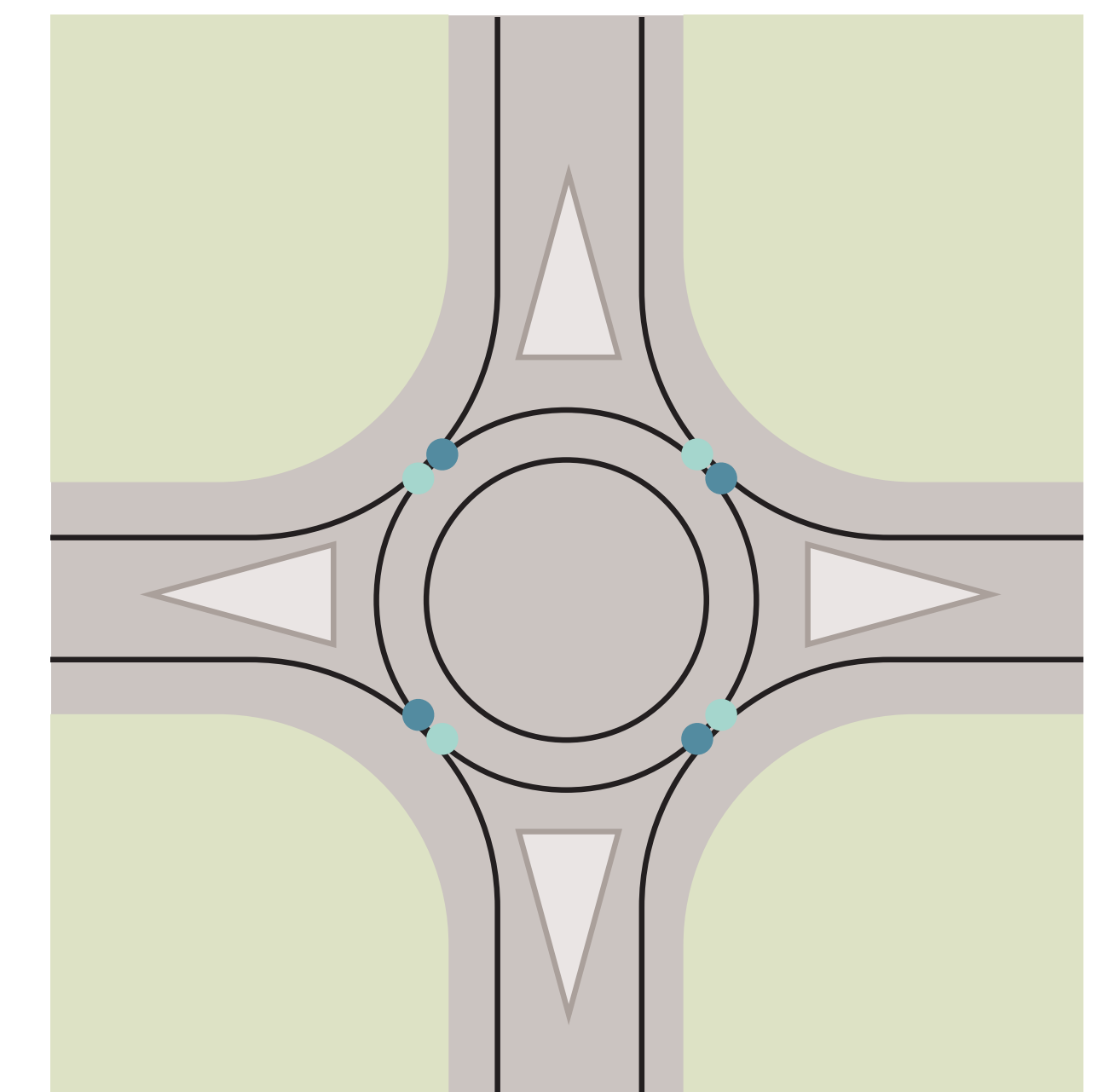


Reduction in Fatal Crashes

Intersection Conflict Points: Traditional Intersection vs. Roundabout



Traditional Intersection



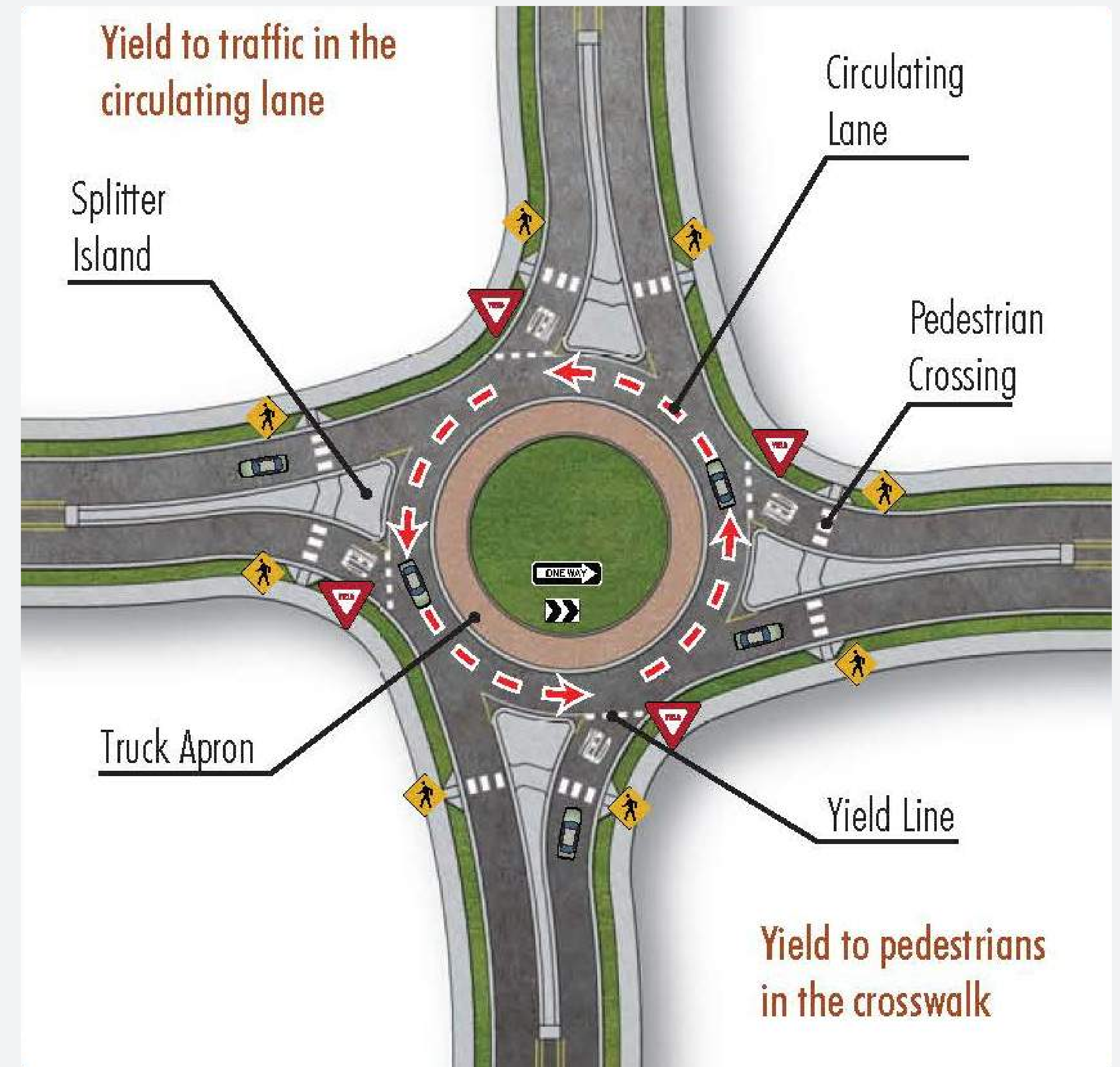
Roundabout

HOW DOES A ROUNDABOUT WORK?

PLYMOUTH BOULEVARD
(HIGHWAY 55 TO ROCKFORD ROAD)



- All traffic goes through the roundabout counterclockwise.
- All entering traffic yields to traffic in the roundabout.
- Vehicles enter the roundabout when there is a gap in traffic.
- Vehicles yield to pedestrians in the crosswalk.
- Pedestrians only cross one lane of traffic at a time, stop in splitter island.



PEDESTRIANS AND ROUNDABOUTS

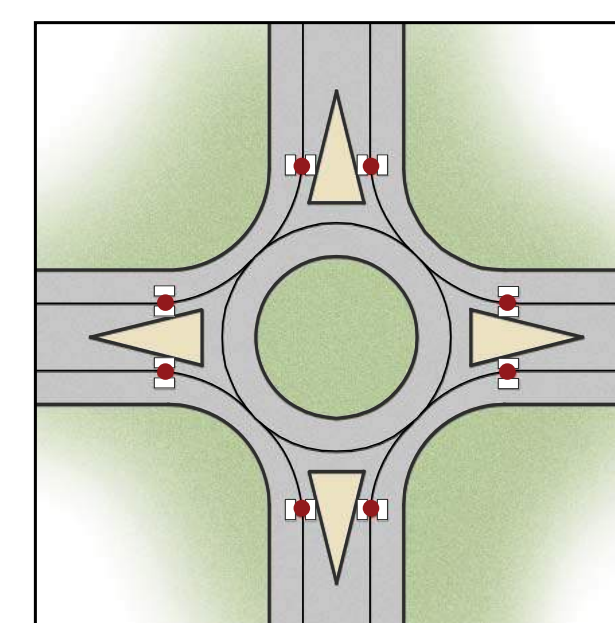
PLYMOUTH BOULEVARD
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Roundabout



- Pedestrians only look one way at a time
- Refuge island – creates safe haven
- Shorter crossing – 16' versus >24'
- Motorist multi-stage recognition

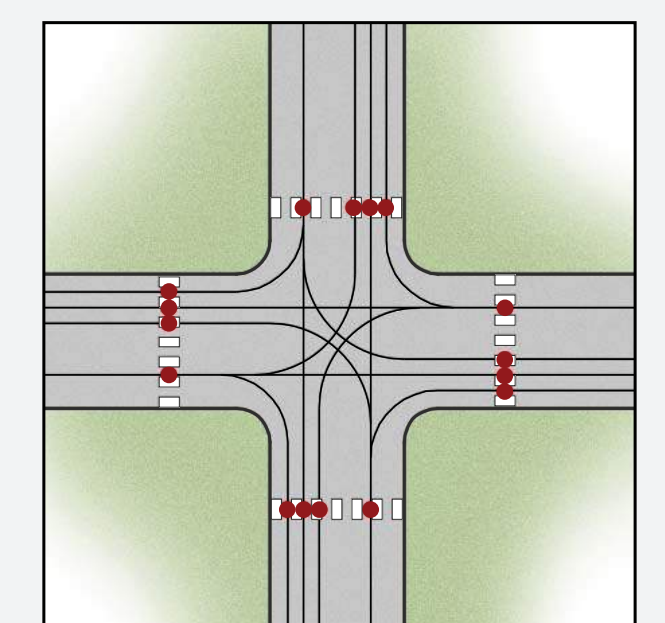


8 Conflict Points

Standard Intersections



- Crossing two lanes at a time
- False sense of security
- Pedestrians look four directions, including behind them, for crossing



16 Conflict Points