



DIFFLEY ROAD (COUNTY ROAD 30)



ROUNDBABOUT BENEFITS

A **single-lane roundabout** is designed to improve safety for all users.

Safety

- 15-20 mph vehicle design speed
- Only 2 pedestrian/vehicle interaction points instead of 6 at a signalized intersection.
- Reduces traffic congestion, delays, and serious injury crashes.
- Pedestrian crossings are half the distance of a traditional intersection.
- Overall greater human interaction between drivers and pedestrians.
- The preliminary findings of an addendum to the 2018 MnDOT "A Study of the Traffic Safety at Roundabouts in Minnesota" reported 87% fewer pedestrian injury crashes at a roundabout compared to a signalized intersection.

Education/Enforcement

- Eagan High School and Eagan Police are committed to reform drivers education classes to provide a focus on roundabout education for drivers and pedestrians.
- North Valley Elementary, Dakota Hills Middle School, and Eagan High School will use Safe Routes to School funding opportunities to conduct student, school staff, and parent outreach and education focused on safe walking, biking, and driving to school
- The City of Eagan Police currently patrols the area during school start and release times and is already planning additional high profile efforts starting opening day of new improvements.



Simplified Decision Making

Crosswalks are set back from the roundabout to increase pedestrian visibility and simplify decision making for drivers, allowing them to focus on pedestrians crossing separate from vehicular traffic in the roundabout.



Pedestrian Refuge

A **center median island** provides refuge for pedestrians, allowing them to focus on crossing one lane of traffic at a time.



Increased Yield Rates

A 2006 study included in NCHRP Report 572 found that on average, **83% of vehicles yield to pedestrians in roundabouts.**



Give 'em a brake

State law requires that traffic entering and exiting a roundabout **must yield to pedestrians** in the crosswalk.