

# Navigating Roundabouts

## Freight Traffic

- For multi-lane roundabouts, as with any intersection, follow guide signs to get into the appropriate lane prior to entering a roundabout.
- Yield to pedestrians in the crosswalk. It is the law.
- Yield to vehicles already in the roundabout.
- Continue through the roundabout until you reach your exit. Do not stop/pass, or change lanes after entering in a roundabout. Exit the roundabout immediately if an emergency vehicle approaches, and then pull over.
- Do not stop in the roundabout.
- Use truck aprons as needed to traverse the roundabout.

## Cyclists

- Either use the trail bypass or take the lane and follow the same rules as a vehicle.

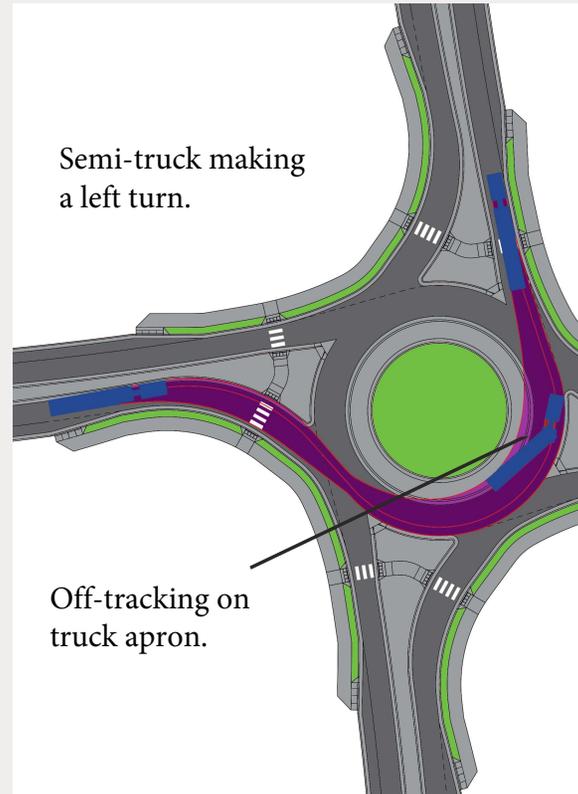
## Pedestrians

- Cross only at crosswalks and always stay on the designated walkways.
- Never cross to the central island.

# Roundabout Improvements

- New curb and gutter and flatter truck aprons help to decrease load shifting in freight vehicles.
- Improved entry geometry makes drivers slow down when approaching a roundabout.
- For multi-lane roundabouts, overhead guide signs are required.

# Navigating a Single lane Roundabout in a Semi-Truck



## Resources

Minnesota Department of Transportation  
[www.mndot.gov/roundabouts](http://www.mndot.gov/roundabouts)

# Roundabouts *A Minnesota Guide*



# How About a Roundabout? Features of a Modern Roundabout - Single Lane

A modern roundabout is a circular intersection where traffic flows around a central island. Roundabouts are an alternative to traffic signals and stop signs. In many situations, they have several advantages over signals and stop signs, including:

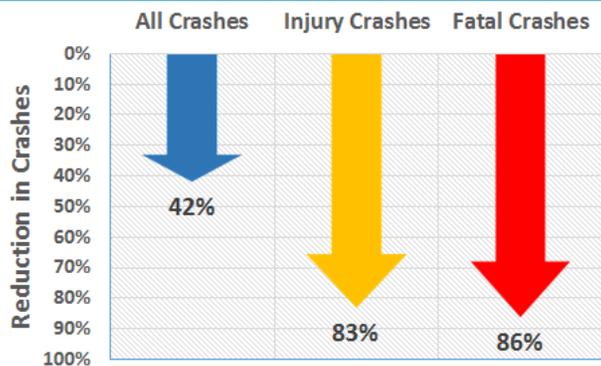
- Fewer injury crashes and fatalities
- Less vehicle delay
- Reduced fuel consumption

Roundabouts undergo thorough analysis prior to implementation to determine if it is the appropriate solution.

## Safety

Roundabouts can dramatically improve safety when compared to conventional intersections. A study of 144 intersections converted to roundabouts in Minnesota shows a decrease in total crashes by 42%, a decrease in injury crashes of 83%, and a dramatic 86% decrease in fatal crashes.

**Reduction in crashes after conversion to roundabouts (144 intersections)**



Since the 1st roundabout was installed, MnDOT has continued to respond to public input and freight needs, and develop new standards to make roundabouts easier to drive.

