

Frequently Asked Questions

Q. Why is the City considering a traffic circle at this location?

A. A traffic circle would work to assign right of way to drivers approaching the intersection while keeping vehicle speeds from increasing along Knox Avenue.

Q. Why not just install stop signs?

A. The use of stop signs where particular traffic conditions are not present can actually reduce intersection safety, especially for pedestrians. Stop signs also have undesirable side effects, including noise from vehicles accelerating and decelerating, increased air pollution, and unnecessary driver delay. In some cases, adding stop signs has been shown to actually increase roadway speeds away from the intersection.

Q. Why a traffic circle?

A. Traffic circles have proven to be effective at reducing intersection crashes (vehicle and pedestrian) on local streets. They also provide speed reduction through the intersection without the negative impacts of 4-way stops.

Q. How will a traffic circle change the operation of the intersection?

A. The standard “right-of-way” rules for an uncontrolled intersection still apply (See Minnesota Statutes, Section 169.20) except that traffic proceeding through the intersection will need to stay to the right of the center island, including left turns.

Q. Are traffic circles effective?

A. Studies have shown significantly lower crash rates at intersections with traffic circles, over similar intersections using stop sign control. In addition, the numbers of pedestrian crashes at traffic circle intersections are several magnitudes lower than similar stop controlled intersections.

Q. Will I have a chance to comment on the trial?

A. Staff welcomes observations and feedback at any time during the trial. At the commencement of the trial, staff will be sending out a questionnaire to the neighborhood. The results of this feedback will be used in developing a permanent plan for the intersection.

Heritage Hills and Morris Intersection Study and Trial			
Project Goals	2 - Way Stop	4 - Way Stop	Traffic Circle
Permanent Accident Reduction	✓	✗	✓
Neighborhood Speed Reduction	✗	✗	✓
Pedestrian Safety	✗	✗	✓
Minimize neighborhood Impacts (noise, air pollution, delay...)	✓	✗	✓

Knox Area Intersection Control OPEN HOUSE

In response to resident safety concerns, the City is undertaking an intersection control study on Knox Avenue between 82nd Street and 86th Street. As part of the study, we are seeking input from the residents on their driver and pedestrian observations and concerns in this area. Based on the data available, the primary intersection of concern is Knox Avenue at W 83rd Street. At this time staff is planning to implement a traffic circle trial at this intersection. The temporary traffic circle will be designed and installed in a way that City Staff can make adjustments to the location, size and shape during the trial. This open house will focus on identifying resident traffic safety concerns, explanation of the goals of the traffic circle trial at Knox and 83rd Street, and the project timeline.

Traffic Circle Device Trial Timeline:

June 2019	-	Temporary Traffic Circle installation
July August 2019	-	Data Collection
September 2019	-	Traffic Circle Removal, Follow-up survey
Winter 2019		Decision on intersection control and implementation plan



Sample Picture of a Temporary Traffic Circle



How to Drive Around a Traffic Circle

- Vehicles should keep to the right and travel around the traffic circle in a counter-clockwise direction.
- Vehicles entering the intersection should yield to the vehicle on the right and to vehicles already in the intersection as well as any crossing pedestrians.

Before, during, and after the device trial, questions and comments can be directed to:
Paul Jarvis, Traffic Management Coordinator – Pjarvis@BloomingtonMn.gov or 952-563-4548