

101ST STREET AND UTAH AVENUE OPEN HOUSE

We are holding the open house for the neighborhood to provide input on proposed improvements to the intersection of W 101st Street and Utah Avenue. This location is currently an uncontrolled intersection with a reported neighborhood concern. As part of this intersection study, the City Engineering Department is proposing to install a temporary traffic circle at this location. This open house will focus on identifying resident concerns, explanation of the goals of the traffic circle trial, and the project timeline.

Open house materials will be available on the City website after the meeting at: www.ci.bloomington.mn.us, keyword: traffic circle trial.

Trial Timeline:

June 2010 -	Temporary Traffic Circle installation
Summer 2010 -	Data Collection
November 2010 -	Traffic Circle Removal



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.

Frequently Asked Questions

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

A. 101st St. and Utah Ave. averages about 1 reported accident per year. The City is working to permanently reduce crashes at the intersection while minimizing the impact to the surrounding neighborhood.

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 traffic circle?

A. Traffic circles have proven 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 questionnaires to the neighborhood. The results of this feedback will be used in developing a permanent plan for the intersection.

101st and Utah 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...)	✓	✗	✓