**Roundabout (single-lane)**

**DESCRIPTION:**
Roundabouts require traffic to circulate counterclockwise around a center island. Unlike traffic circles, roundabouts are used on higher volume streets to allocate right-of-way among competing movements. They are larger than neighborhood traffic circles, have raised islands to channel approaching traffic to the right, and do not have stop signs. Roundabouts provide inexpensive-to-operate traffic control as an alternative to a traffic signal.

**APPLICATION:**
Roundabouts are typically substituted for a traffic signal. They are most appropriate for new developments, due to the right-of-way requirements and construction cost. If being considered in an established location the following should be considered as criteria for application:

- Locations with a history of accidents
- Intersections where queues need to be minimized
- Intersections with irregular approach geometry
- Intersections that have a high proportion of U-turns
- Locations with abundant right-of-way

**Effectiveness Scorecard**

<table>
<thead>
<tr>
<th></th>
<th>Speed</th>
<th>Volume</th>
<th>Cut-through</th>
<th>Crashes</th>
<th>Emergency Vehicle</th>
<th>Pedestrian</th>
<th>Bicycle</th>
<th>Noise</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SPEED LIMIT 25</strong></td>
<td>⬤</td>
<td>N/A</td>
<td>⬤</td>
<td>⬤</td>
<td>⬤</td>
<td>⬤</td>
<td>⬤</td>
<td>⬤</td>
<td>$$$$</td>
</tr>
</tbody>
</table>

**Advantages**
- Enhanced safety compared to traffic signals or stop signs
- Minimize queuing at approaches
- Less expensive to operate than traffic signals
- Generally aesthetically pleasing if well landscaped

**Disadvantages**
- May be difficult for large vehicles to circumnavigate
- Must be designed so that the circulating lane does not encroach on the crosswalks
- May reduce on-street parking
- Landscaping must be maintained by the residents or by the municipality

**Quick Glance**

[SPEED LIMIT 25]

[$$$$$]