



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

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

Effectiveness Scorecard

	Speed	
	Volume	
	Cut-through	
	Crashes	
	Emergency Vehicle	
	Pedestrian	
	Bicycle	
	Noise	
	Cost	\$\$\$\$

Very Good
 Good
 Fair
 Poor
 Not Applicable



Quick Glance

