



Install a Mini-Roundabout

Similar to a larger roundabout with a circular roadway in which all approaches operate under yield control and traffic moves in a counterclockwise direction. Mini-roundabouts are typically constructed within the existing right-of-way of low-speed urban or suburban environments and may feature a traversable center island and splitter islands that channelize vehicles onto the circular roadway.



Source: VHB

The striping on the center island of this mini-roundabout enhances low-light visibility.



Source: Lee Engineering, LLC

The pedestrian accommodations at this mini-roundabout are quite similar to a full-size modern roundabout.



Source: VHB

This center island of this three-legged mini-roundabout is fully traversable.



Targeted Crash Types

- Right-angle
- Opposing left turn

Problems Addressed

- Speeding
- Excessive intersection conflicts
- Inappropriate intersection traffic control
- Poor operational performance

Conditions Addressed

- Crash history or observed conflicts related to speeding through the intersection.
- An alternative to all-way stop control at intersections characterized by low speeds, low volumes, and few heavy vehicles.
- Locations with limited right-of-way.
- Breaks up long streets and provides traffic calming for pedestrians and bicyclists.

Considerations

- Design should minimize driving over the mountable center island as much as possible.
- Diameter may not be sufficient to accommodate U-turn maneuvers of large vehicles that are possible at larger roundabouts. Some agencies have allowed the left turn in front of the mini roundabout for emergency vehicles or long vehicles (trucks, buses, or vehicles pulling trailers).
- Splitter islands on approaches to mini-roundabouts may comprise of pavement markings only.
- Proper deflection of the approaching vehicle will encourage slower speeds through the intersection.
- A raised center island can be visually enhanced during low-light conditions through striped-pattern pavement markings on its center island.
- Should include YIELD (R1-2) signs—and not STOP (R1-1) signs—on all approaches.

Industry Standard

MUTCD

[Sections 2B.43 Roundabout Directional Arrow Signs](#)

[2B.44 Roundabout and Circulation Plaque](#)

[2B.45 Examples of Roundabout Signing](#)

[Chapter 3C. Roundabout Markings](#)

[AASHTO Green Book](#)

Section 9.3.4: Roundabouts

Section 9.10: Roundabout Design

Other Resources

[NCHRP 672: Roundabouts: An Informational Guide, FHWA](#)

[Mini-Roundabouts, FHWA](#)

Select Examples

[E Cholla St. & N. 68th St., Phoenix, AZ](#)

[Woodmill Dr. & Mifflin Rd., Dover, DE](#)