

Differences Between Modern Roundabouts and Traffic Circles or Rotary

The characteristic comparisons listed below, taken from Wisconsin DOT Roundabout web site show eight major differences between Modern Roundabouts and old traffic circles:

<i>Feature</i>	<i>Modern Roundabout</i>	<i>Traffic Circle or Rotary</i>
Control at Entry	Yield at entry	Stop, signal, or give priority to entering vehicle.
Operational Characteristics	Vehicles are sorted by destination at the approach. Weaving within the circulatory roadway is minimized.	Weaving is unavoidable and weaving sections are provided to accommodate conflicting movements.
Deflection	Large entry angle helps to create entry deflection to control speed through the roundabout.	Entry angle likely to be reduced to allow higher speed at entry.
Speed	Maintain relatively low speeds (< 25 mph)	Higher speeds allowed (> 25 mph)
Circle Diameter	Smaller diameters improve safety.	Larger diameters allowed. Small diameter circle sometimes used for traffic calming.
Pedestrian Crossing	No pedestrian activity on central island.	Some large traffic circles allow pedestrian crossing to and from the central island.
Splitter Island	Required	Optional
Parking	No parking on the circulatory roadway or in close proximity of the yield line.	On large traffic circles, occasional parking permitted within circulating roadway.