

## Why not use a stop sign to control speeding?

Residents frequently request stop signs at intersections in hopes of lowering speeds. However, stops placed in inappropriate locations often result in higher speeds and less safe intersections. This happens for multiple reasons.

- ◆ **Stop Signs Are Not Traffic Calming**  
They are used to assign right-of-way at intersections (i.e. to let driver's know who goes first).
- ◆ **Drivers Won't Stop**  
Unwarranted stop signs are often ignored because drivers begin to feel there is no need to stop. This puts pedestrians and cross-traffic at risk.
- ◆ **Stop Signs Don't Slow Speeds**  
Studies show that speeds within a block of the stop are largely unaffected by stop signs. Motorists have to slow down for the stop sign but they often speed up quickly after the stop to make up for lost time.
- ◆ **Stops Increase Noise and Pollution**  
Residents living near the stop will experience an increase in tire and engine noise due to stopping and accelerating. Stopping and idling at unwarranted stop signs also unnecessarily increase exhaust and fuel consumption.



Roundabouts are circular intersections where traffic flows counter-clockwise around a center island.

The modern roundabout is different from the traditional roundabout in that it gives right-of-way to vehicles in the circulatory roadway, it is smaller in diameter and has splitter islands to slow entry speeds and guide vehicles in the correct direction which increases safety .

Traditional roundabouts have been in use since 1901 when the first was built around the Arc de Triomphe in Paris . The first roundabout in the United States was Columbus Circle built in 1905 in the New York City borough of Manhattan.

The first modern roundabout in the United States was built in 1990 in a Las Vegas subdivision. The first modern roundabout freeway interchange was built in 1995 in at the Interstate 70 interchange in Vail, Colorado.

Over 1,000 modern roundabouts were constructed in the United States between 1990 and 2006. Because of their safety and traffic calming features, roundabouts continue to be an effective treatment for intersections.

Roundabouts have been proven to reduce speeds in residential neighborhoods and their unique design accommodates the turning radius of even large vehicles, like fire trucks and buses.

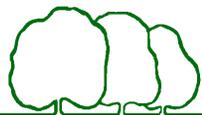
# Roundabouts



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## Why use a roundabout?

- ◆ **Safety**  
In the United States, studies have shown that modern roundabouts reduce injury-producing accidents by 76% and fatal or incapacitating injuries as much as 90%. The reduction in accidents is attributed to slower speeds and the circular rather than opposing flow of traffic.
- ◆ **Low Maintenance**  
Roundabouts eliminate maintenance costs associated with traffic signals which amount to approximately \$8,000 per year per intersection.
- ◆ **Reduced Delay**  
By yielding at the entry rather than stopping at a stop sign or waiting for a green light, delay is significantly reduced.
- ◆ **Environment**  
A reduction in delay corresponds to a decrease in fuel consumption and air pollution.
- ◆ **Traffic Calming**  
Roundabouts are the most effective traffic calming treatments available. They limit vehicle speeds to approximately 15 mph and control vehicle speeds on four streets simultaneously.
- ◆ **Aesthetics**  
The central island provides an opportunity to add landscaping to the street.



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## Driving a Roundabout

- ◆ **Slow down**  
Always keep right of the splitter island and watch for pedestrians and bicyclists.
- ◆ **Yield**  
Yield to traffic in the circle, but do not stop at the entry if there is no oncoming traffic.
- ◆ **Do not stop in the circular roadway**  
Except to avoid an accident. You have the right-of-way over entering traffic. Always keep to the right of the center island and drive counter-clockwise.
- ◆ **Avoid the apron**  
Roundabouts are built with a raised area around the center island. This apron accommodates the turning of fire engines and buses. Do not drive on the apron.
- ◆ **Signal and be aware**  
Maintain a slow speed and indicate your exit by using your right turn signal. Watch for pedestrians and bicyclists.
- ◆ **Don't turn left!**  
Left turns are completed by traveling around the central island. You should never turn left into a roundabout.
- ◆ **Emergency Vehicles**  
When emergency vehicles approach, proceed past the splitter island before pulling over. This allows the emergency vehicles to navigate the roundabout.



## Biking a Roundabout

At a roundabout you have three options:

- ◆ **Ride as if you were driving a car**  
Travel around the roundabout by claiming the lane. Bicyclists have the same rights and responsibilities as motorists.
- ◆ **Use a shared use path**  
Some roundabouts have ramps before the splitter island that lead to shared bicycle-pedestrian paths.
- ◆ **Walk your bike as a pedestrian**  
Dismount and exit the roadway onto the sidewalk before the splitter island. Proceed as a pedestrian.



## Walking a Roundabout

- ◆ **Stay on the sidewalk**  
Do not cross the circulatory roadway to the center island. The apron is not a sidewalk!
- ◆ **Use the sidewalks and crosswalks**  
This keeps you at a distance easily visible by entering and exiting vehicles.
- ◆ **Look and listen for traffic**  
Make sure that vehicles have recognized your presence and right to cross, and are coming to a complete stop.
- ◆ **Use the splitter island**  
It allows you to cross one direction of traffic at a time and provides a safe place to wait before crossing.