

Facts about Roundabouts

Cobb County has incorporated roundabouts as part of its overall vision for traffic and safety improvements and currently has five projects throughout the County:

- Cobb County's first roundabout project at **West Sandtown and Villa Rica Roads** was completed in 2008
- The roundabout project at **Burnt Hickory and County Line Roads** was completed in 2011
- In Summer 2012, the County constructed its third roundabout at **Holly Springs Road and Davis Road**
- A roundabout is currently being constructed where **Lower Roswell Road** intersects with Willeo Road and Timber Ridge Road, with expected completion by the end of 2013
- Construction will begin in Fall 2013 for the **Skip Spann Connector project**, which will have a roundabout at the site of Busbee Drive, TownPark Lane, and the section of new bridge spanning over I-75

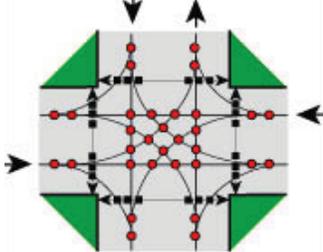
A Roundabout is the way to go!

- **Safer** than traditional intersections and has a traffic calming effect
- **Reduced delay** time for vehicles passing through the intersection
- **Lower long-term costs** eliminates maintenance and electricity costs associated with traffic signals which amount to approximately \$5000 per year per intersection.
- **Reduced air pollution** and aesthetically more pleasing



CONFLICTS

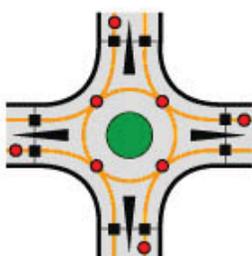
2-lane road standard intersection



- 32 Vehicle to vehicle conflicts
- 24 Vehicle to pedestrian conflicts

CONFLICTS

2-way roundabout



- 8 Vehicle to vehicle
- 8 Vehicle to pedestrian

It's a fact...

- **Reduction in crashes.** The number of possible conflict points between vehicles decreases from 32, at a four-way intersection, to only eight at a roundabout. By reducing the number of conflict points, roundabouts also reduce the number of potential collisions.
- Vehicle speeds at roundabouts are **generally less than 25 mph**. Lower speeds mean shorter braking distances and longer decision-making time.
- **Decision-making is simplified.** A driver about to enter a roundabout has one decision: "Is there a vehicle circulating in the roundabout and blocking my path?" If there is no vehicle, the driver enters. If there is, the driver waits for a gap in traffic.
- If a collision does occur at a roundabout, the force of impact is much lower due to the reduced speed and low angle of impact. **No one can "run the red"** and cause a high impact right-angle collision.

A 2002 study of single-lane roundabouts showed:

- 60% decrease in total crash rates
- 100% reduction in fatality crash rate
- 82% reduction in injury crashes
- 27% reduction in property damage only crashes

Contact info

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For more information about Roundabouts, please visit www.cobbdot.org



Navigating a single-lane roundabout



MOTORISTS

- 1 **Approach:**
Slow down to the posted speed. Yield to pedestrians in the crosswalk; they have the right-of-way.
- 2 **Enter:**
Yield to vehicles in the roundabout. Wait for a gap in traffic, and merge into traffic in the roundabout in a counterclockwise direction.
- 3 **Proceed:**
Continue through the roundabout until you reach your street. Never stop in the roundabout.
- 4 **Exit:**
Signal, then exit the roundabout to your right. Yield to pedestrians in the crosswalk.

Approaching vehicles must yield to pedestrians in the crosswalk and to traffic in the roundabout.



CYCLISTS

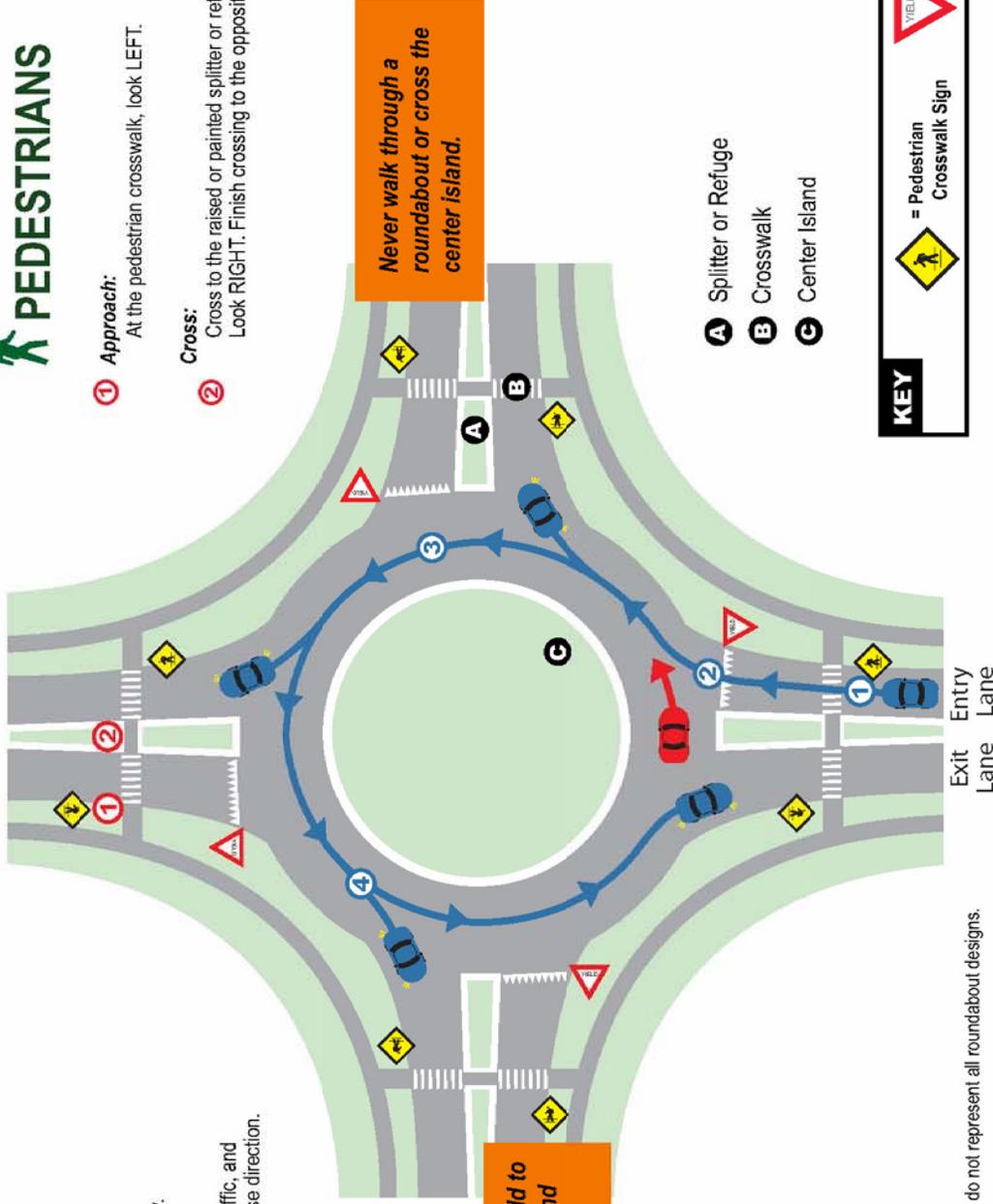
Generally, cyclists should walk their bicycles across the pedestrian crosswalk.

Experienced cyclists may navigate roundabouts like motorists. Do not hug the curb. Ride in the middle of the lane to prevent vehicles from passing you. Yield to pedestrians in crosswalks.



PEDESTRIANS

- 1 **Approach:**
At the pedestrian crosswalk, look LEFT.
- 2 **Cross:**
Cross to the raised or painted splitter or refuge. Look RIGHT. Finish crossing to the opposite sidewalk.



Please note that these roundabout diagrams are examples only and do not represent all roundabout designs.