

T-SPLOST Hammond Drive Corridor Improvements

February 26, 2020



SANDY SPRINGS™
GEORGIA

Today's Public Open House

- **Brief presentation**
 - Project Background + Concept Development Process
 - Neighborhood Input Session
 - Hammond Drive Today
 - The Proposed Concept
- **Displays around the room present the proposed concept and various elements**
 - What we heard at Neighborhood Input Meeting
 - Concept Design – Full Corridor + Focal Points
 - Roundabout Visualization and Interactive Station
 - Corridor Fly-Through
- **Talk with project team and City staff + fill out comment form – hand in today or submit by email: communications@sandyspringsga.gov**

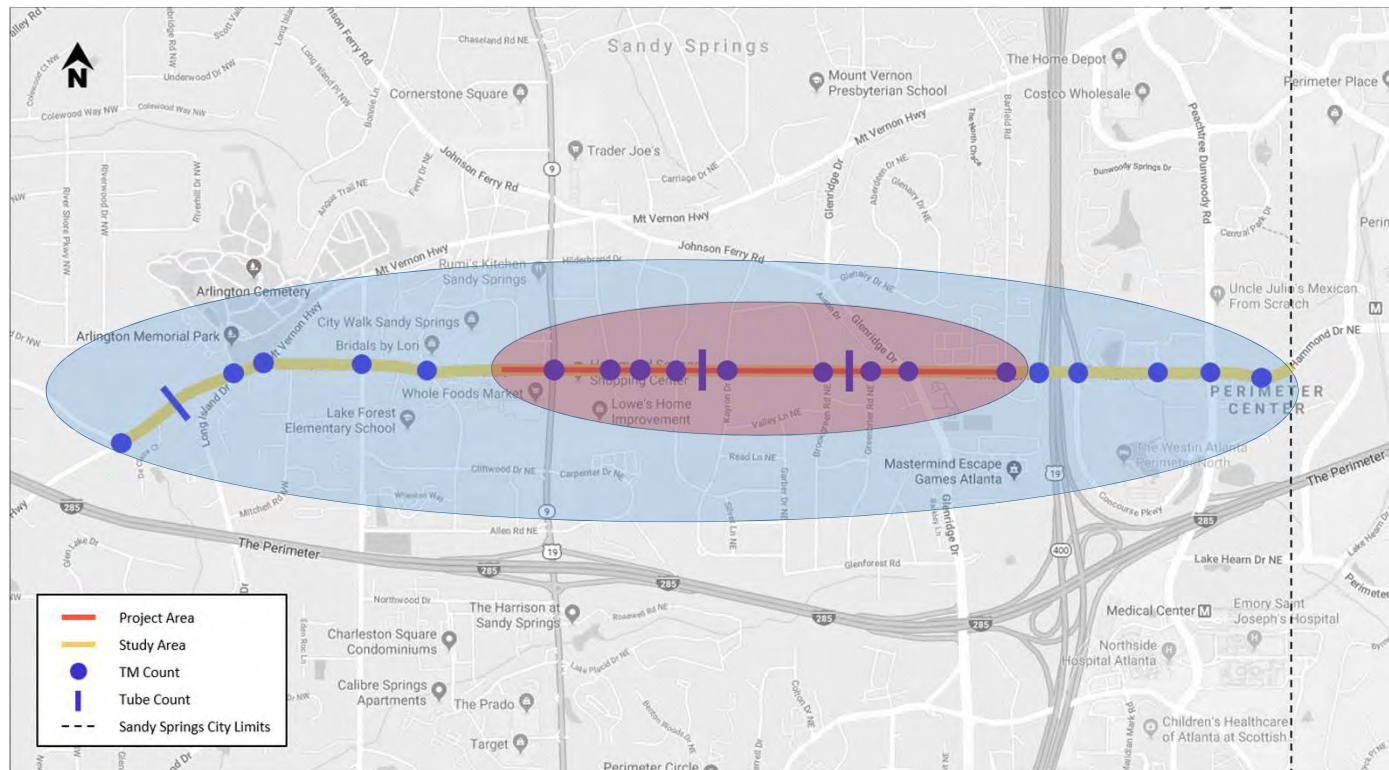
Background

- 1999: Fulton County identifies need to widen Hammond Drive.
- 2008: Sandy Springs adopts Transportation Master Plan. Hammond Drive planned as 4-lanes with sidewalks, transit, and bike lanes.
- 2010: Hammond Drive project included in Downtown LCI update and North Fulton Comprehensive Transportation Plan.
- 2011: Sandy Springs submits project list to ARC for inclusion on 2012 regional TIA/TSPLOST referendum. ARC adopts project for inclusion on TSPLOST Project list.
- Summer 2012: Regional TSPLOST referendum fails.
- 2015: Mayor and City Council project update.
- Spring 2016: Inclusion as part of T-SPLOST referendum - placed as Tier 1 project. Hammond Drive to include 4 lanes with sidewalks, bicycle lanes, and transit.
- November 2016: Voters approve TSPLOST referendum.

Project Area

Blue Oval: Traffic Study Area (16 Intersections)

Red Oval: Project Boundaries (Roswell Road-Glenridge Drive)



Schedule

2018	2019				2020				2021				2022				
FALL	WINTER	SPRING	SUMMER	FALL	WINTER	SPRING	SUMMER	FALL	WINTER	SPRING	SUMMER	FALL	WINTER	SPRING	SUMMER	FALL	
CONCEPT DESIGN (30%)																	
PRE-ACQUISITION (before ROW plans)																	
					DATABASE												
					PRELIMINARY DESIGN (60%)												
						FINAL DESIGN / 90% PLANS & BID DOCUMENTS											
									ROW PLANS								
					UTILITY COORDINATION												
												ACQUISITION					

**FUTURE
CONSTRUCTION
T-SPLOST 2**

Concept Development Process

- Started with a clean slate
- Began by listening to hopes and concerns, before doing any design work
- Met with leaders at Glenridge Hammond HOA and attended Neighborhood Input Meeting before the team put pen to paper
- Evaluated multiple options and screened potential alternatives based on range of factors that reflect community hopes and concerns, including neighborhood cohesion, safety, access, traffic calming, and reducing cut-through traffic

The background is a solid green color with several large, semi-transparent, light green leaf shapes scattered across it. The leaves are stylized and have a smooth, rounded appearance.

Neighborhood Input Session February 20, 2019



Broad Themes

Session invited participants to consider **concerns** about a project that would redesign Hammond Drive and **what could be done to make the project a neighborhood asset**

- Safety
- Quality of Life
- Neighborhood Cohesion
- Access
- Neighborhood Appeal



Concerns

Based on what you've heard tonight and what you already know, what are your concerns about this project?

Discuss your concerns and try to come to consensus as a group about your greatest concerns about this project.

(*) Star by 3 concerns that generated a lot of energy and conversation.

Concerns – *What we heard...*

- Additional lanes will mean more traffic, higher speeds
- Safety concerns – more people, more traffic; safety for people biking and walking
- Property impacts, destruction of trees
- Additional traffic – noise, stormwater runoff, more traffic
- Splitting the neighborhood, disrupting community identity
- More benefit for commuters than residents; will increase cut-through traffic
- Will be harder to get from driveways or side streets onto Hammond Drive
- Over-development, lowering property values

Hopes

What could be done to make the redesign of Hammond Drive a neighborhood asset?

Discuss your ideas and try to come to consensus as a group about your how the redesign of Hammond Drive could benefit the neighborhood.

(*) Star by 3 ideas that generated a lot of energy and conversation.

(!) Exclamation point by idea that seems “out of the box” but promising.

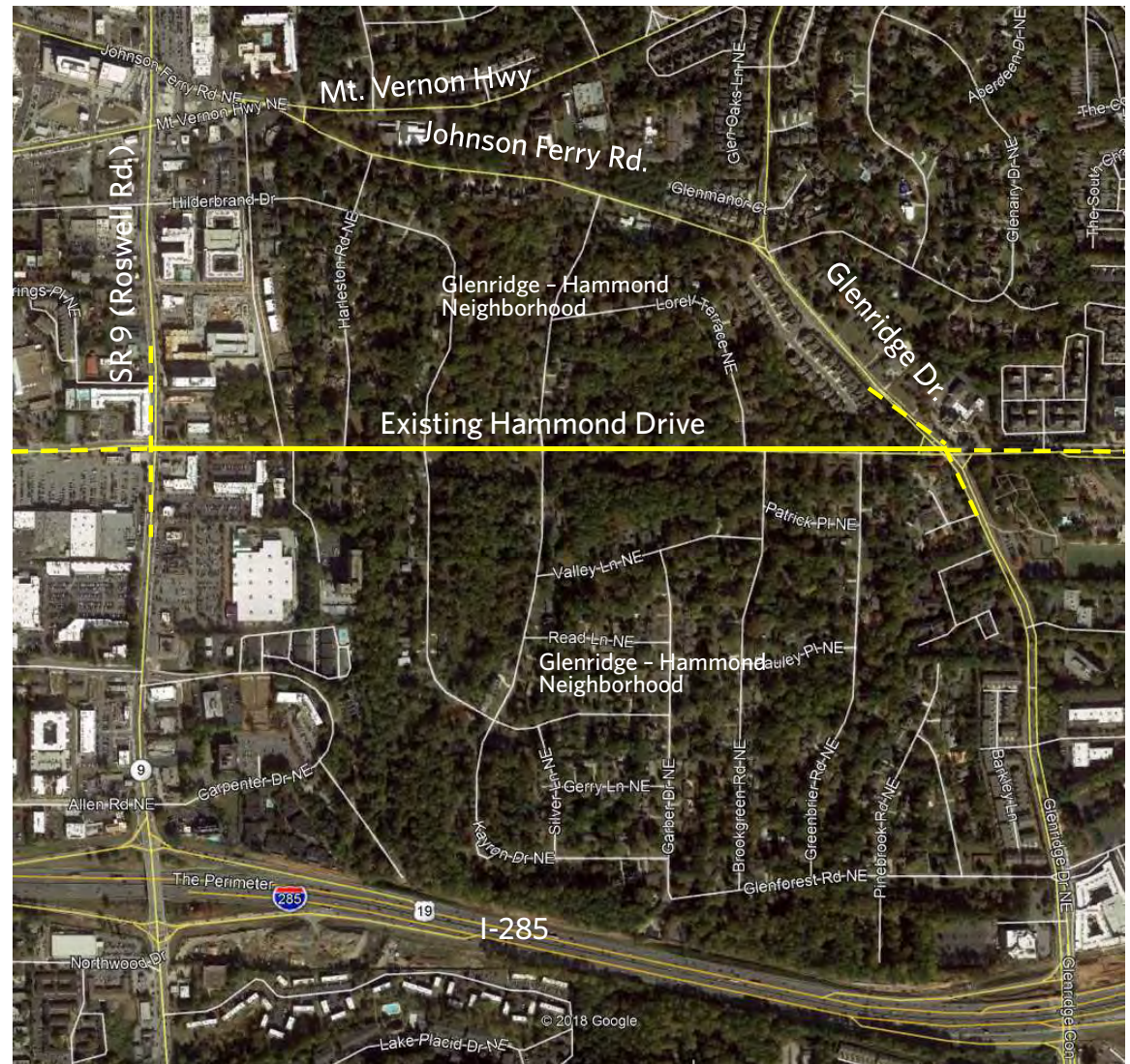
Hopes – *What we heard...*

- Would like sidewalks and/or multi-use trail with green buffer
- Traffic calming, slow speeds
- Create safe and efficient travel for pedestrians and bicyclists
- Aesthetics and design details – screening, lighting, historic sign, water feature
- Blend in with character and context of neighborhood
- Grade-separated crossing for people biking/walking - tunnel or bridge
- Keep neighborhood together
- Minimize cut-through traffic
- Open to fewer entrances or exits if complemented with enhancing other intersections

Hammond Drive Today

Project Area

- Project extends from State Route 9 / Roswell Road to Glenridge Drive
- Includes 9 intersections
 - Roswell Road
 - Boylston Drive
 - Harleston Rd
 - Hilderbrand Dr
 - Kayron Dr
 - Lorrell Terrace
 - Brookgreen Rd
 - Greenbrier Rd
 - Glenridge Dr
 - Barfield Rd



Existing Conditions

- Lack of pedestrian facilities
- Nowhere for people walking to cross Hammond Dr between Roswell Rd and Glenridge Dr



Existing Conditions

- Concern about speeding cars when not congested



Existing Conditions

- Lack of sufficient turn lanes
- Queuing traffic, especially at peak commute times
- Missing segments of sidewalk
- Uninspiring streetscape



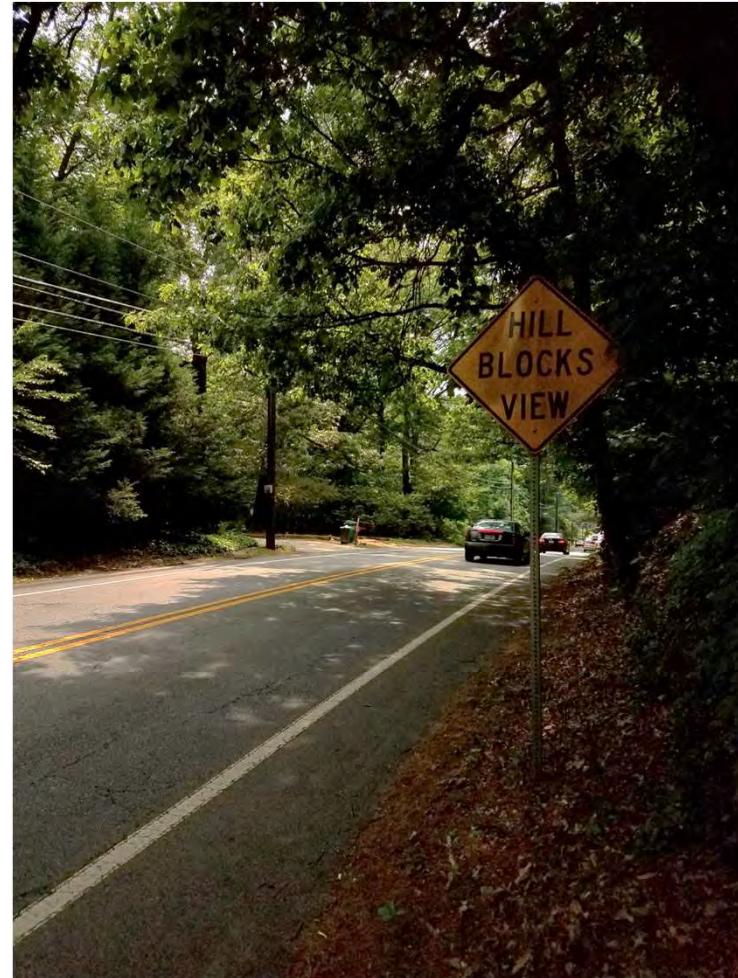
Existing Conditions

- Does not serve bus riders very well
- Some stops obscured
- Lack of designated waiting area, sidewalk, and opportunities to cross Hammond Dr
- No room for vehicles to maneuver around stopped buses



Existing Conditions

- Hills block drivers views
- Limited sight distance
- Can be challenging to turn from side streets



Traffic Study: Key Findings

- Current average daily traffic volumes: 17,500 vehicles per day
- Higher than the capacity of a two-lane roadway
- Experiences severe congestion and queuing of traffic, especially during peak commute hours
- Hammond Drive is unable to serve current and growing demand, resulting in more neighborhood cut-through traffic and impacts to adjacent roadways
- By 2045 average daily traffic volume is expected to grow to 26,800 vehicles per day*

**2045 represents the estimated service life of the proposed improvements - typically a period of 20 years in the future is used*

Traffic Study: Additional Findings

- Traffic study takes into account the expected impact of I-285/GA 400 and managed lanes projects
- I-285/GA 400 project expected to reduce cut-through on local roads
- Hammond Drive project will not negatively impact adjacent roadways, including Heard's Ferry Rd at Mount Vernon Hwy
- The proposed concept will reduce congestion and queuing of traffic throughout the corridor and at key intersections

Traffic Study: Intersections

- There are several intersections (4 out of 10) which currently operate above capacity
- With no improvements made, almost all intersections (8 out of 10) are expected to operate above capacity in the future (2045)
- With the widening, all intersections show significant improvement in operations and will operate within capacity
- With the widening, the intersections at Roswell Rd and Glenridge Dr operate at or near capacity
- Intersections west of Roswell Rd and along Mt. Vernon Hwy are expected to operate at desirable conditions and are not negatively impacted by the widening along Hammond Dr

The Proposed Concept

Evolution of the concept

- Team started with a clean slate
- Responds to many of the concerns expressed by the neighborhood
- Developed multiple potential alternatives and 'screened' them against several factors, including how well designs respond to community concerns and hopes
 - Alt 1 – North Alignment (Not Selected)
 - Reduced neighborhood connectivity
 - Higher cut-through potential
 - Lower traffic calming
 - Alt 2 – Centerline Alignment (Not Selected)
 - More ROW parcel impacts
 - Reduced neighborhood connectivity
 - Lower traffic calming

Select Factors Considered

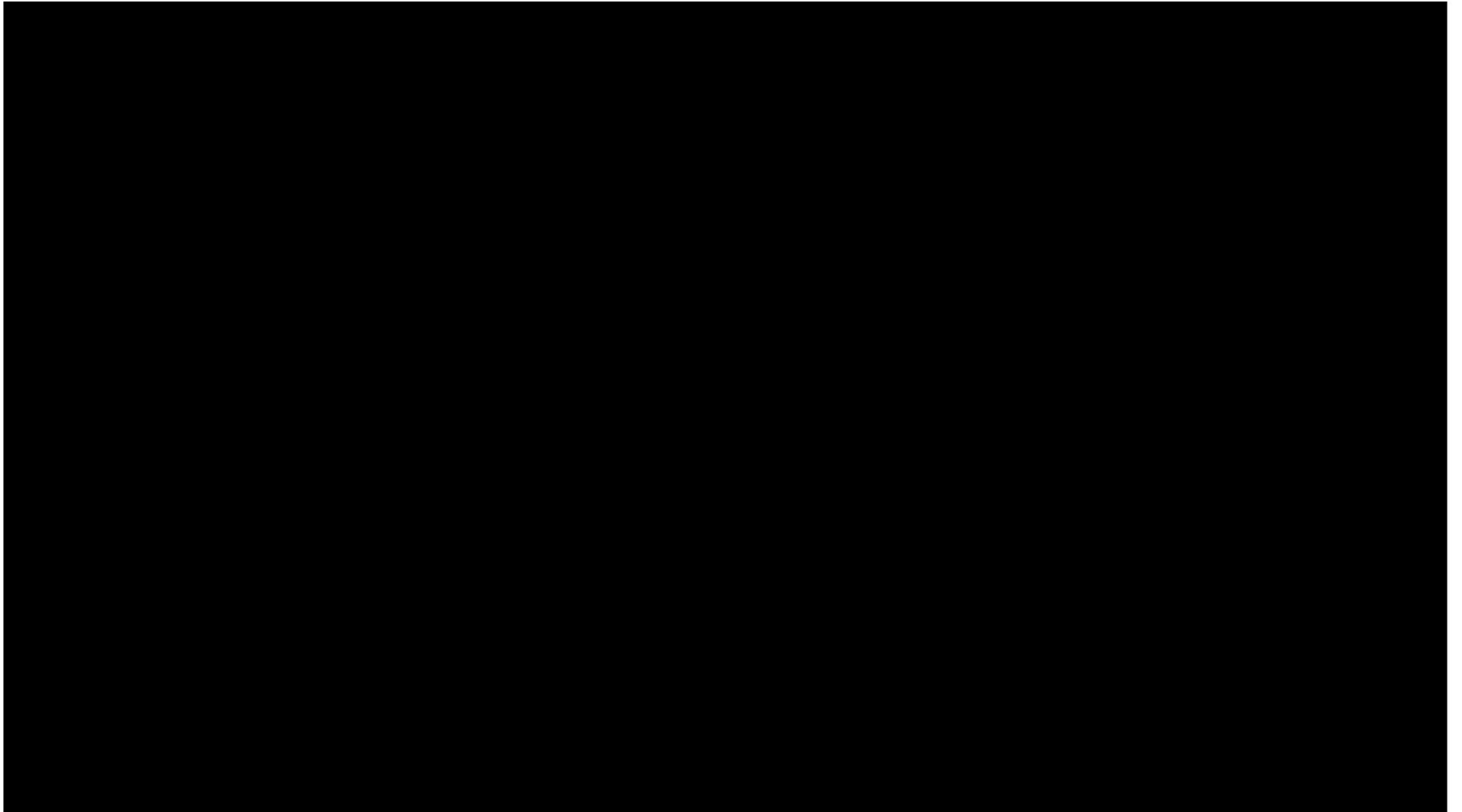
- Neighborhood connectivity
- Safety and operations for turning vehicles
- Traffic calming
- Cut-through traffic
- Pedestrian/bike access and safe crossings
- Vegetation, buffer, and/or screening
- Street-scaping
- Impacts to wetlands and waters
- Transit service

Need and Purpose

- Hammond Drive today is over capacity
- The purpose of the project is to **improve safety and mobility** and to **improve access for people biking and walking**
- Project benefits include:
 - Reduce potential conflicts between vehicles and between vehicles and people on foot or bike
 - Enhance neighborhood connectivity
 - Improve conditions for people biking and walking and taking transit
 - Improve operations for buses
 - Reduce cut-through traffic on neighborhood streets
 - Improve sight distance
 - Improve operations and reduce congestion along Hammond Drive at peak hours

The Concept: Key Features

- **Add one lane in each direction** along Hammond Drive
- Provide **additional turn lanes** at the intersections with Roswell Road and with Glenridge drive
- **Roundabouts** will help calm traffic and improve operations
- Streamline turning movements by **managing access** along Hammond Drive and using **cul-de-sacs** to help reduce cut-through traffic
- Provide **sidewalk** and **multi-use path** with marked **crosswalks** and an **underpass** to improve connectivity
- Incorporate **green space**
- Provides more **uniform typical section** with lane **continuity**



Cost Estimates

Next Steps

Next Steps

- Public Information Open House: February 2020
- Complete Concept Design: Spring 2020
- Full Design: 12 - 18 months
- TSPLOST 2 ROW Acquisition: 18 - 24 months

Thank You

For more information:

<http://www.sandyspringsga.gov/>

City Services >> Transportation Infrastructure >> TSPLOST