



## SANDY SPRINGS

GEORGIA

### HAMMOND DRIVE IMPROVEMENTS INFORMATION OVERVIEW

#### PROJECT DESCRIPTION

The project extends along Hammond Drive from Roswell Road (State Route 9) to Barfield Road. This portion of Hammond Drive currently carries a volume of traffic, which is higher than the capacity of a two-lane roadway, and severe congestion and queuing of traffic, especially during peak commuting hours. The current configuration of this segment of Hammond Drive lacks adequate facilities for people walking, biking, and taking transit. It also results in multiple turning movements, potential vehicle conflicts, limited sight distance, congestion, and insufficient turning capacity.

The project will add a multi-use path along both sides of Hammond Drive, with dedicated pedestrian crossings at four locations between Roswell Road and Glenridge Drive, improving pedestrian and bicycle movement and safety in the area. The proposed concept includes areas for green space between the roadway and multi-use paths as well as along the south side of the new roadway.

The Hammond Drive improvements will help better connect both sides of the Glenridge Hammond neighborhood by providing direct bicycle and pedestrian access from one side of Hammond Drive to the other via an underpass at Kayron Drive. Limited access cul-de-sacs will reduce the potential for cut-through traffic and calm neighborhood traffic in general.

To help improve mobility:

- One lane will be added in each direction along Hammond Drive and provide additional turn lanes at the intersections with Roswell Road and with Glenridge Drive. It will also streamline turning movements from side streets, making it easier to turn from side streets while limiting neighborhood cut-through traffic by managing access along Hammond Drive.
- Cul-de-sacs will help reduce cut-through traffic and streamline access and turning movements, improving safety along the corridor.
- Two roundabouts at Brookgreen Road and Hildebrand Drive will help calm traffic and improve operations along the corridor, facilitating slower, more efficient movement along Hammond Drive.

- The existing footprint of Hammond Drive is proposed to be repurposed into a local neighborhood street, removing all residential driveways from Hammond Drive, further streamlining turning movements.
- The proposed concept will also create more separation between homes and traffic along Hammond Drive, helping minimize noise and other impacts from the road.
- The proposed improvements will accommodate anticipated future traffic. The changes will adapt Hammond Drive to provide a typical section that is more consistent with other portions of Hammond Drive while creating an innovative local roadway that improves safety, mobility, and access for people bicycling and walking.

## **FREQUENTLY ASKED QUESTIONS (FAQs)**

### **Why is this project needed?**

The City of Sandy Springs realizes the need to improve mobility and safety along this section of Hammond Drive. Based on traffic data collected in 2019, Hammond Drive between Roswell Road and Glenridge Drive carries approximately 17,500 vehicles daily – a higher volume of traffic than the capacity of a two-lane roadway. Currently, Hammond Drive experiences severe congestion and queuing of traffic, especially during peak commuting hours. The failure to accommodate current and growing future traffic demand along Hammond Drive has led to an increase in neighborhood cut-through traffic and is adversely impacting adjacent roadways.

Also, this portion of Hammond Drive lacks sidewalks, does not accommodate MARTA buses very well, and presents challenges in terms of sight distance and visibility for motorists. There is currently no marked crosswalk between the ends of the corridor study area. This conceptual design project will identify and propose a new configuration for Hammond Drive that improves capacity and access for all modes of travel, including automobile, bus, bicycle, and walking.

Additional benefits of the project include:

- Reduce potential pedestrian and vehicular conflicts
- Improve neighborhood connectivity
- Improve access for people walking and bicycling
- Improve the operations of buses
- Reduce cut-through traffic on neighborhood streets
- Reduce congestion along Hammond Drive at peak hours

### **How is this study being funded? What about any roadway improvements stemming from it?**

This design is funded through the Fulton County Transportation Special Purpose Local Option Sales Tax (T-SPLOST) passed in November 2016. A future T-SPLOST referendum will likely finance the next preliminary engineering and construction phases. There is currently no funding for construction.

### **What is the expected timeline of this project phase?**

The current phase of the project is for the development of concept design. Concept design is expected to last for approximately 18 months, beginning in September 2018 and is expected to be completed by Spring 2020. Final design and right-of-way acquisition will continue beyond that.

### **What are the top priorities for this project?**

The goals of the project are to improve safety and mobility as well as to provide bicycle/pedestrian facilities. Several priorities were expressed by the neighborhood, including safety, quality of life, neighborhood cohesion, access, and neighborhood appeal, which were five areas discussed at the HOA meeting in February 2019. Other priorities include reducing cut-through traffic on neighborhood streets, reducing bottlenecks along Hammond Drive, providing multimodal travel options, and making it possible for residents to cross Hammond Drive in the study area.

### **How will other ongoing and future projects in the area (i.e., I-285/SR 400 reconstruction, I-285 top-end) affect traffic movements along Hammond Drive?**

The City of Sandy Springs and the project team are taking into account planned projects in the area, including new lane configurations and projected future volumes as part of the traffic study.

### **How will transit service be affected by Hammond Drive improvements?**

The project team met with and continues to coordinate with MARTA. As the design process moves forward, there may be an opportunity for relocation or consolidation of bus stops along the corridor. Currently, Route 87 operates along Hammond Drive between Roswell Road and east of Glenridge Drive to the Dunwoody MARTA rail station. Bus service is expected to continue into the near future. There are currently four pairs of stops along Hammond Drive. The goal is to continue to allow MARTA buses to operate along Hammond Drive to serve the MARTA rail station and eventually to serve as feeder service for proposed bus rapid transit service along State Route 400.

### **Will this project alleviate increasing traffic on Hammond Drive?**

Based on traffic data collected in 2019, the Hammond Drive corridor between Roswell Road and Glenridge Drive carries approximately 17,500 vehicles daily. At this level of traffic volume, which is higher than the capacity of a two-lane roadway, Hammond Drive experiences severe congestion and queuing of traffic, especially during peak commuting hours. Additionally, historical traffic volumes obtained by the Georgia Department of Transportation indicate that the traffic along Hammond Drive has plateaued at this level for the recent years – again confirming that the traffic along Hammond Drive is at capacity and unable to serve the existing demand. The failure to accommodate the growing traffic demand in the area and along

Hammond Drive has led to an increase in neighborhood cut-through traffic and is adversely impacting adjacent roadways.

With the expected future growth and the traffic generated by the approved developments in the area, the traffic volumes along Hammond Drive is expected to grow to 26,800 vehicles per day by the year 2045. A four-lane roadway is essential to accommodating this traffic demand, and without widening to four lanes, the traffic conditions along Hammond Drive will incrementally deteriorate and will continuously contribute to increased traffic on the adjacent road network including neighborhood streets. Therefore, this project proposes to widen Hammond Drive to four lanes from Roswell Road to Glenridge Drive, intersections beyond which Hammond Drive is already four lanes wide. The project not only accommodates the expected future traffic but also adapts Hammond Drive to provide a uniform, typical section with lane continuity and continuous sidewalks, multi-use, and transit facilities.

**Who are some of the primary stakeholders and community organizations the project team has worked on this corridor design project?**

Stakeholders include the Glenridge-Hammond neighborhood, MARTA, the Perimeter Community Improvement District, and the City of Dunwoody.

**How has the project team worked with affected neighborhoods and members of the public?**

City of Sandy Springs and the project team have met with representatives of the Glenridge-Hammond Homeowners Association (HOA). The City of Sandy Springs hosted a Neighborhood Input Meeting for the Glenridge-Hammond HOA on February 20, 2019, at City Springs. Approximately 100 neighbors attended. Participants considered two questions about a possible road project involving Hammond Drive between Glenridge Road and Hammond Drive: What are your concerns about a project that would redesign Hammond Drive? And, what could be done to make this project a neighborhood asset? A summary of the meeting is available on the City's website: <http://spr.gs/hdc>.

**I live on Hammond Drive. Will this project affect my property?**

Access to and from Hammond Drive will be modified, and the proposed concept will be wider than the current configuration. Residential driveways will be eliminated from Hammond Drive, streamlining turning movements and side street access to a few locations. Access to and from properties along the south side of Hammond Drive will change; however, the proposed concept will maintain the existing road footprint, preserving it as a local neighborhood street, thereby limiting impacts to properties along the south side of Hammond Drive.

**By widening Hammond Drive, will there be impacts to Mount Vernon Highway?**

By helping improve mobility along Hammond Drive and improving operations at the intersection of Roswell Road and Hammond Drive, it is expected that there will be no adverse impact on Mount Vernon Highway. In fact, it may be that more people choose to use Hammond Drive

instead of Mount Vernon Highway. Also, between the GDOT Managed Lanes project and I-285/GA 400 Interchange improvement project, traffic will flow more smoothly on I-285, and more drivers will use I-285 in the future, reducing demand on roads like Mount Vernon Highway and Hammond Drive. More specifically, the traffic analysis done for this project indicates that the proposed project on Hammond Drive will not negatively impact the intersection of Heards Ferry Road and Mount Vernon Highway. The eastbound left-turn lanes from Heards Ferry Road to Mount Vernon Highway would likely experience an approximately ten percent reduction in traffic volume in 2025 compared with current (2018) volumes.

**Will this project address backups at SR 9/Roswell Road?**

This project is primarily focused on the segment of Hammond Drive between Roswell Road and Glenridge Drive; however, it will include some improvements at the intersection of Roswell Road, including an additional eastbound through lane and an additional westbound left-turn lane. It is anticipated that traffic will operate more smoothly at the intersection of Hammond Drive and Roswell Road due to reductions in congestion and improved operations along Hammond Drive east of Roswell Road.

**Will the project include any new greenspace in addition to existing parks and recreation sites (i.e., Hammond Park)?**

The proposed concept includes 14-foot multi-use paths along both sides of Hammond Drive to facilitate better multimodal connectivity and provide space for vegetation. The proposed concept includes areas for green space between the roadway and multi-use paths as well as along the south side of the new roadway.

**Has City Council made a final decision about the design?**

There will be two public information meetings on February 26, 2020. A presentation will be made to City Council following those public meetings, to summarize the input we hear at that time and gain input and direction from the City Council.

**When would the proposed design be implemented?**

The current funding is for design and right-of-way. The expected start and completion dates for construction are not defined yet, but timetables will be determined at a later time by City leaders and staff depending on budget and programming needs.

**What are the next steps following this concept design phase?**

This conceptual design phase is expected to wrap up in spring 2020. Following the approval of the concept design, the City would enter into the preliminary engineering phase, following by right-of-way acquisition. A construction timeline will be determined by future phases and the availability of funding.

### **How can I provide feedback to the project team?**

Provide comments either in-person at city hall or during today's public meeting. Electronic comments will be accepted during the public comment period extending two (2) weeks following the PIOH – until March 13, 2020.

### **Why not just leave Hammond Drive as it is today?**

Hammond Drive today carries more traffic than its capacity and, therefore, regularly experiences severe congestion and queuing of traffic. It lacks adequate facilities for people biking and walking. There are no crosswalks between Roswell Road and Glenridge Drive, effectively dividing the neighborhood and requiring people to travel out of their way to cross the road. There are few facilities to support people riding transit, and the current configuration of the road does not accommodate buses very well. Hammond Drive also presents challenges in terms of sight distance and visibility for motorists, due to topography. This is the narrowest section of Hammond Drive (beyond Roswell Road and Glenridge Drive, Hammond Drive is already four lanes). As a result, this portion of the corridor is often congested at peak hours.