

Roswell Road Access Management Plan

Virtual Public Meeting

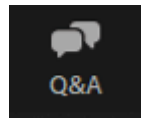
January 24, 2022



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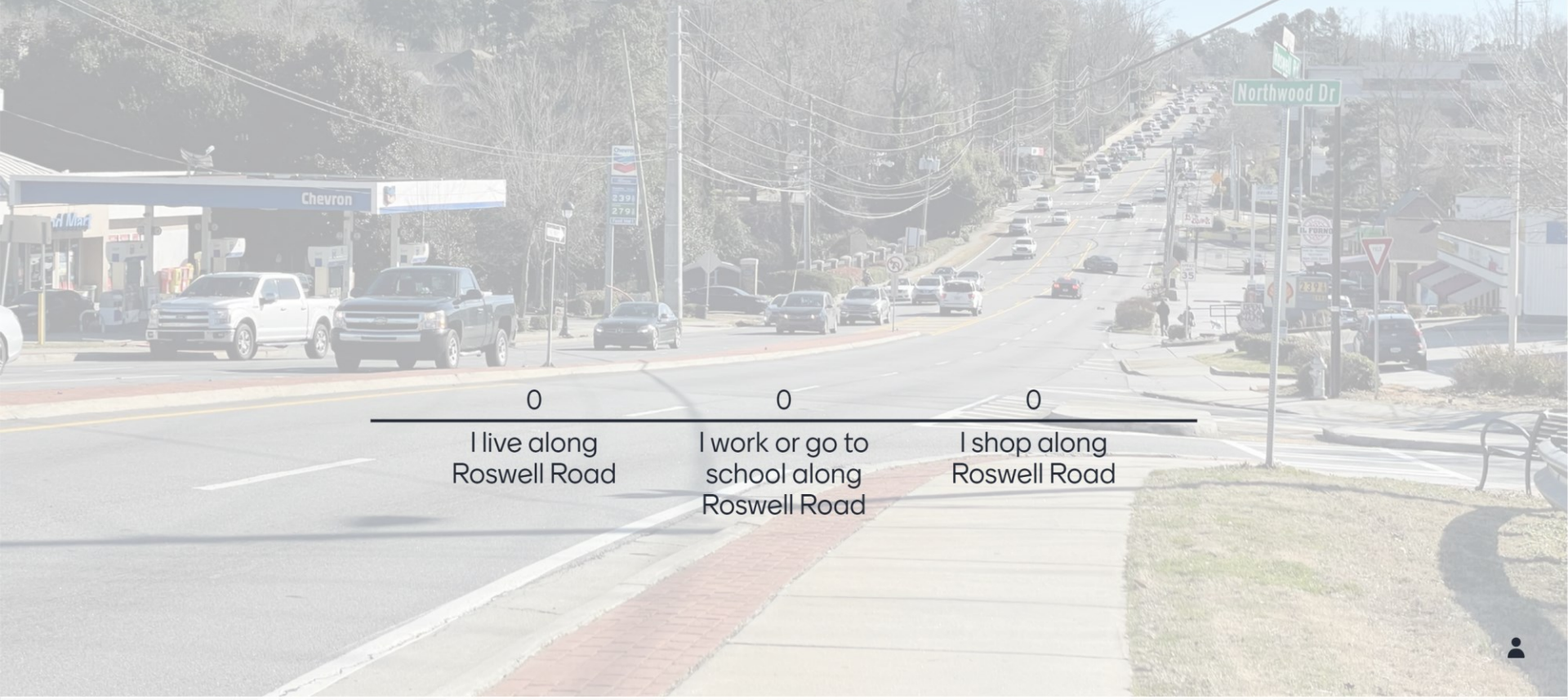
Housekeeping

- This meeting is being recorded
- Participants will be muted during the meeting
- If you have a question or comment, click on the Q&A icon at the bottom center of your screen. We will answer questions at the end of the presentation as time allows.
- Participate in our interactive poll! On another browser tab, go to [Menti.com](https://menti.com) and use the code 3945 3911



Note: Interactive poll is available only during the live meeting.

Please select all that apply:



0

I live along
Roswell Road

0

I work or go to
school along
Roswell Road

0

I shop along
Roswell Road



Agenda

- Plan Overview
- Existing Conditions along Roswell Road
- Potential Access Management Treatments
- Interactive Map Tool
- Next Steps

Plan Overview

What is Access Management?

- The coordinated planning, regulation, and design of access between roadways and development
- Helps to improve safety and efficient roadway operation
- Sample treatments:
 - Medians and median openings
 - Limited and separated driveways
 - Interparcel connections

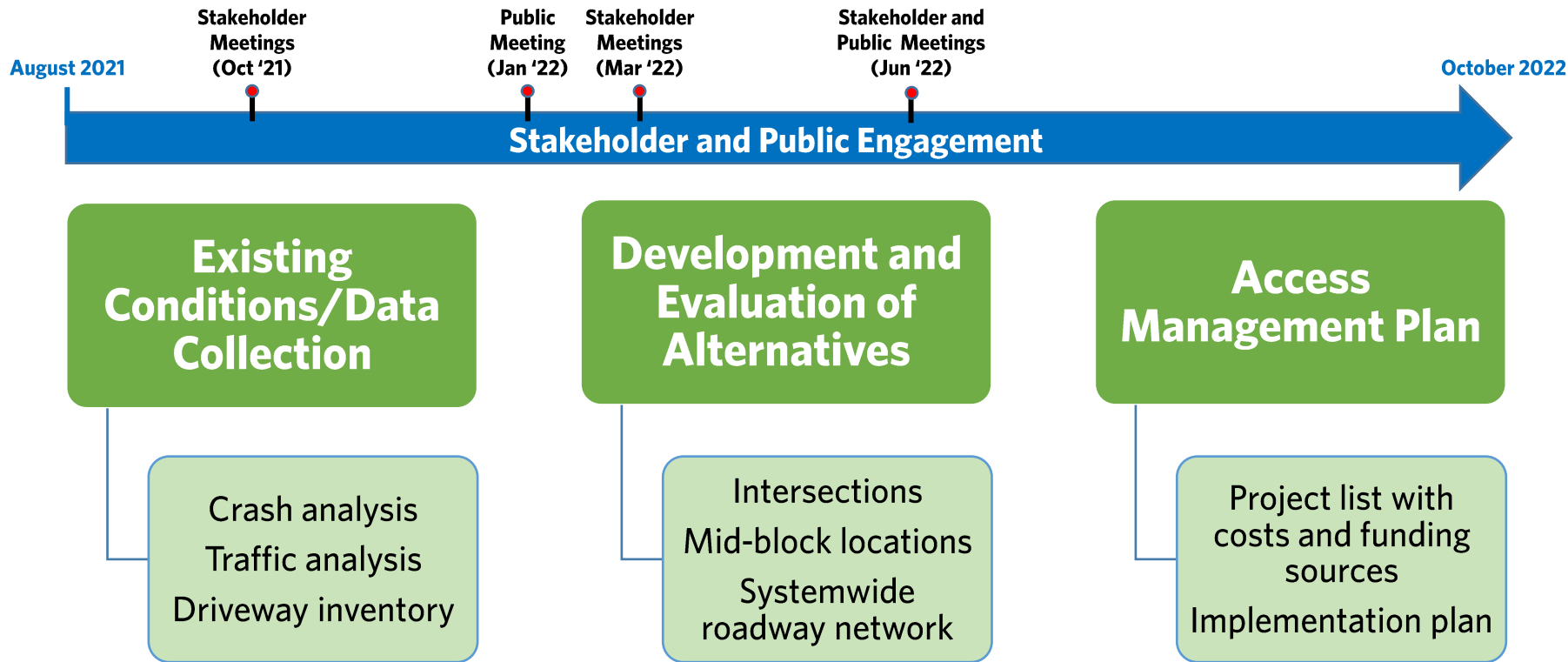


What Happens When We Don't Manage Access?

- Increase in crashes
- Inhospitable environment for pedestrians, cyclists, and transit users
- Traffic congestion and longer travel times
- Loss of economy productivity
- Less functional, less livable communities



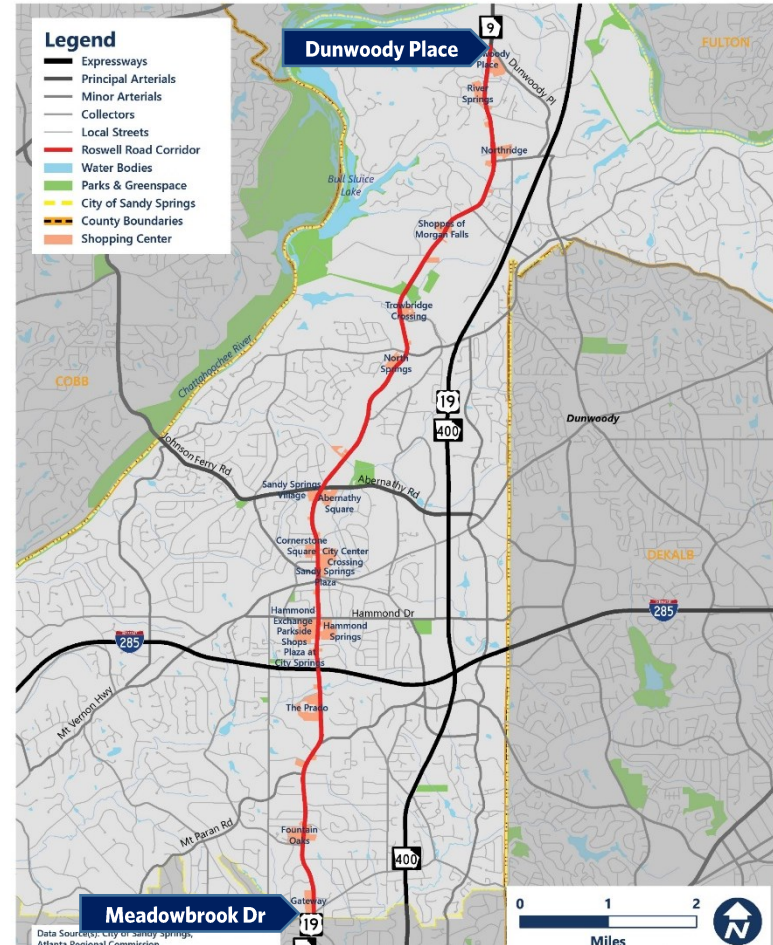
Roswell Road Access Management Plan



Existing Conditions along Roswell Road

Roswell Road (SR 9)

- Principal arterial with four lanes (two in each direction), a center turn lane, and turn lanes at major intersections
- Carries approximately 25,000 – 33,000 vehicles per day on average
- Mix of land uses – retail, restaurant, multifamily residential, schools, government facilities, etc.
- Mix of travelers – vehicles, pedestrians, cyclists, transit riders



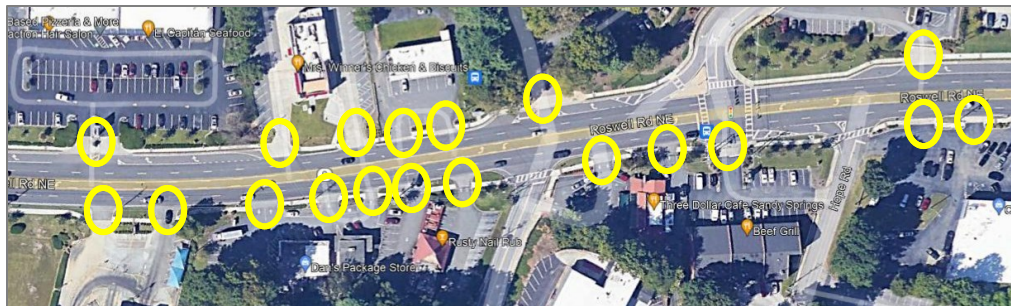
Access Spacing

- Closely spaced driveways, and driveways located near intersections, introduce conflict points that create safety and operational deficiencies

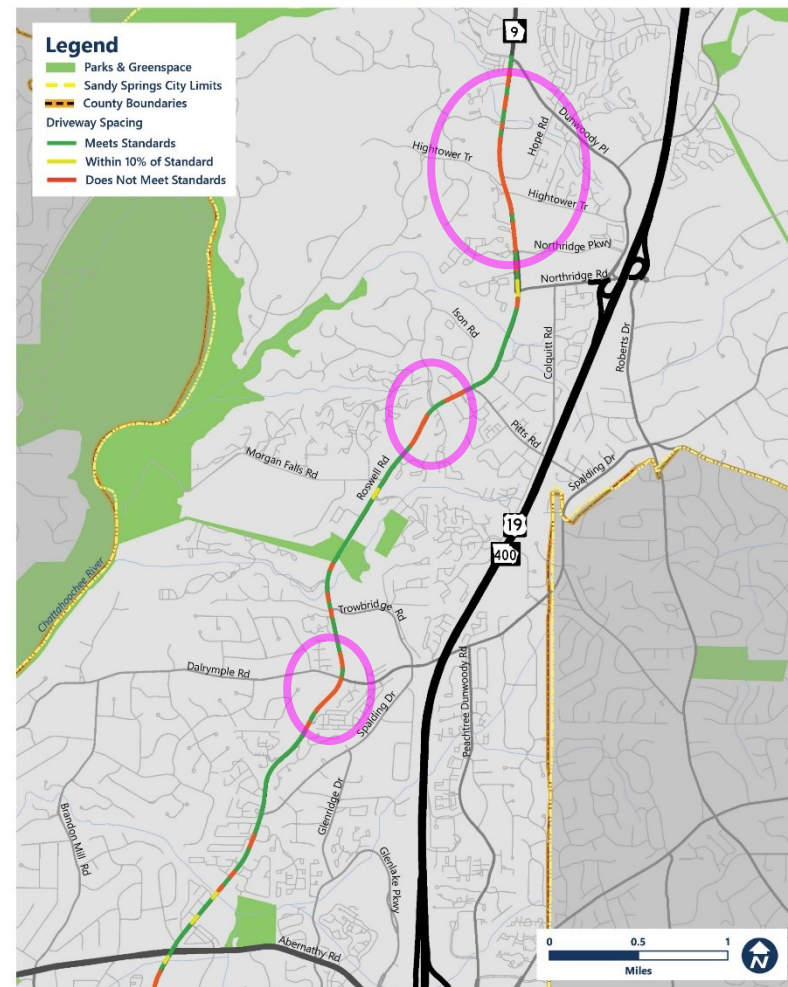


Access Spacing

- Along most of the study corridor, spacing between driveways, and spacing between driveways and side streets, does not meet standards established by Georgia DOT for safe and efficient operation



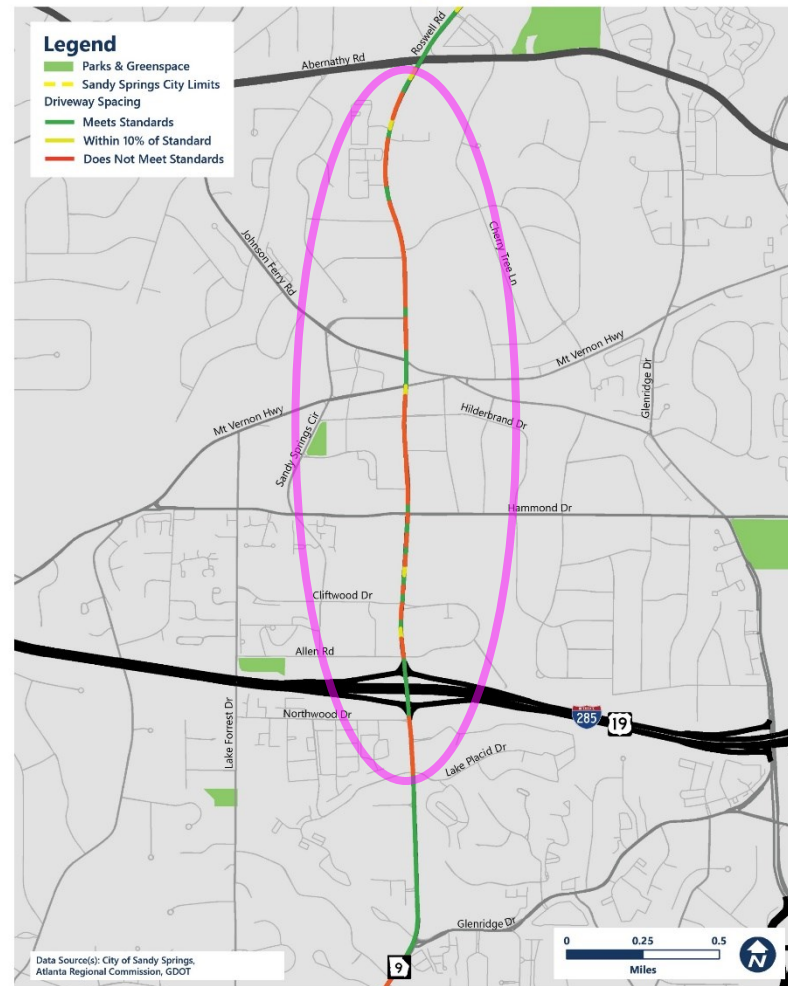
Roswell Road North - Driveway Spacing



Access Spacing

- Along most of the study corridor, spacing between driveways, and spacing between driveways and side streets, does not meet standards established by Georgia DOT for safe and efficient operation

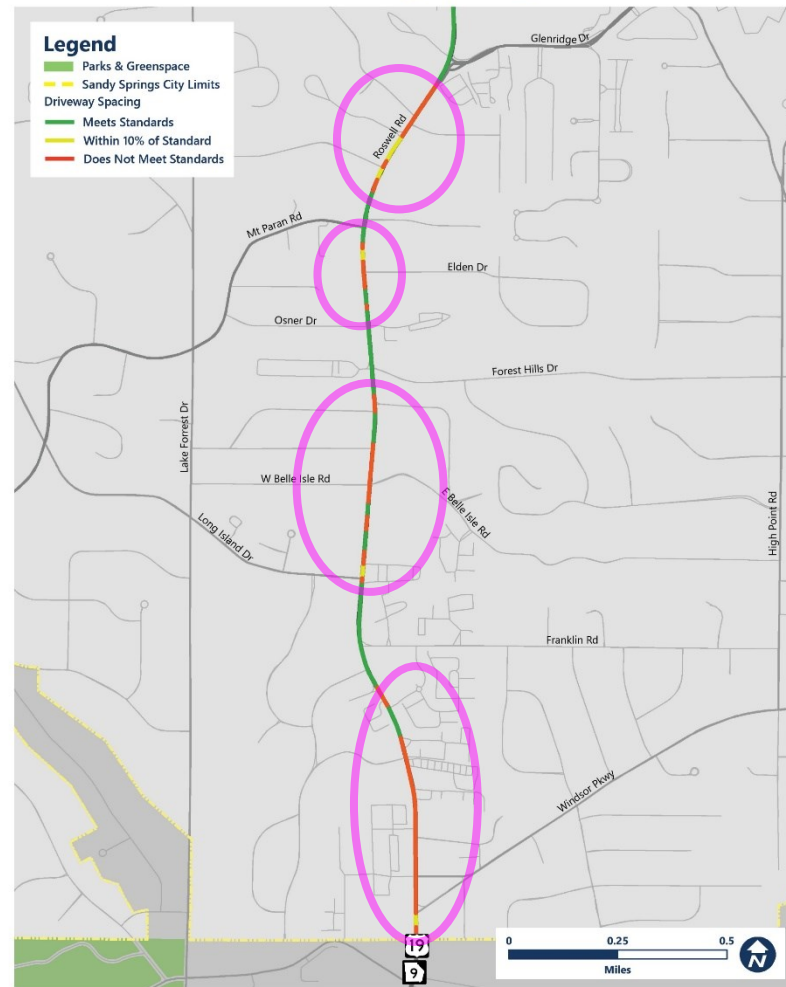
Roswell Road Central - Driveway Spacing



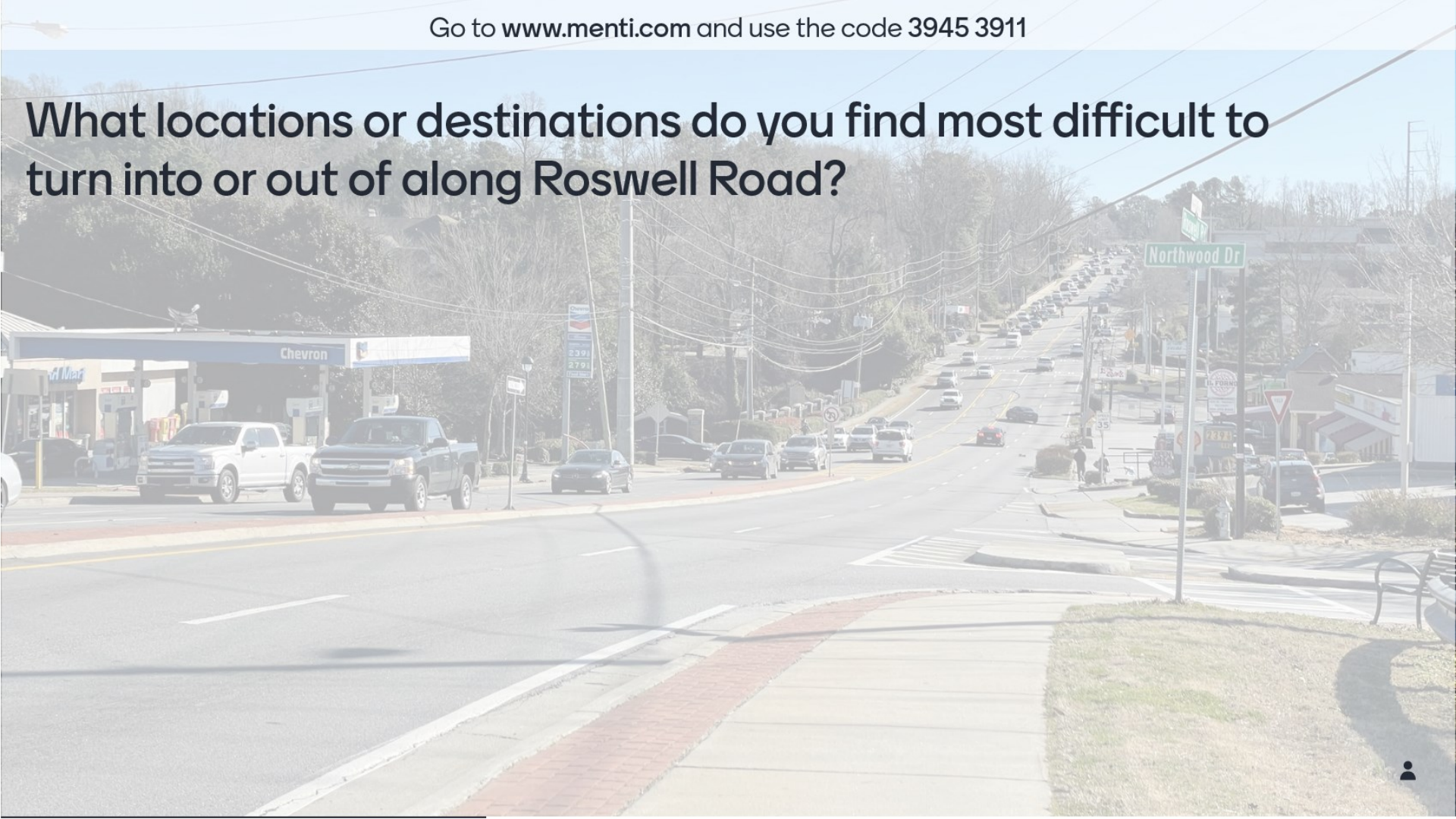
Access Spacing

- Along most of the study corridor, spacing between driveways, and spacing between driveways and side streets, does not meet standards established by Georgia DOT for safe and efficient operation

Roswell Road South - Driveway Spacing



What locations or destinations do you find most difficult to turn into or out of along Roswell Road?

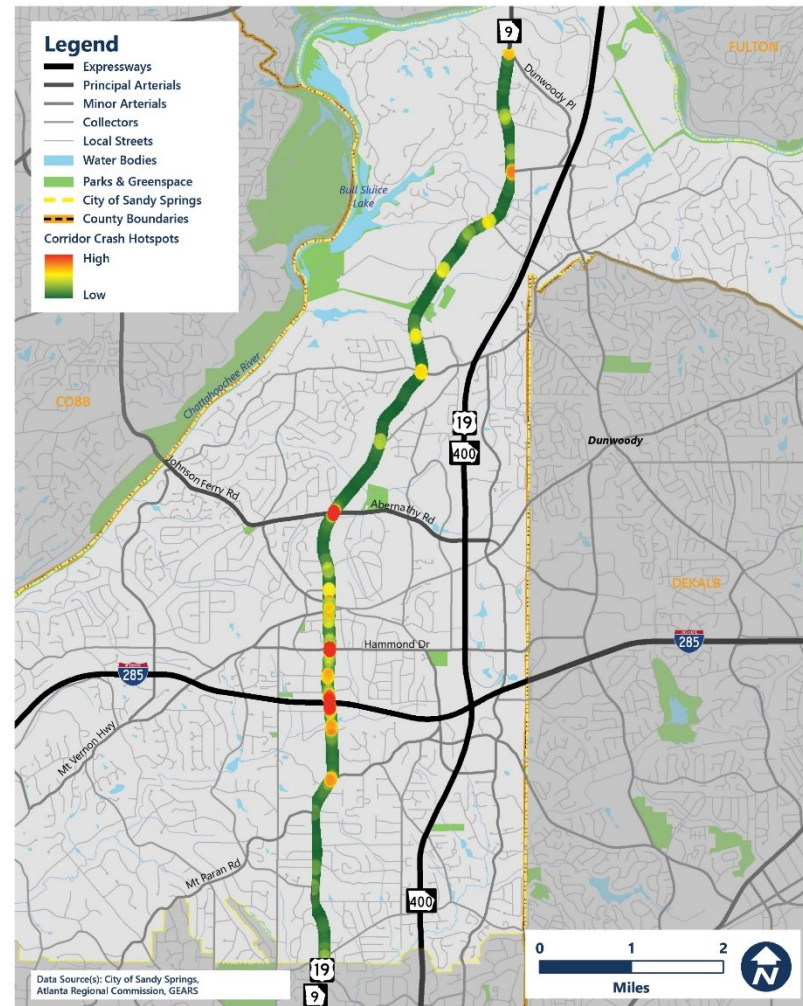


Crash History

- 5,543 crashes over five years*
 - 1 in 4 crashes resulted in at least one injury, 29 of which were severe
 - 11 fatal crashes
 - 51 pedestrian crashes
 - 10 bicycle crashes
- Total crash rate and injury crash rate are nearly twice as high as statewide average (urban principal arterial)

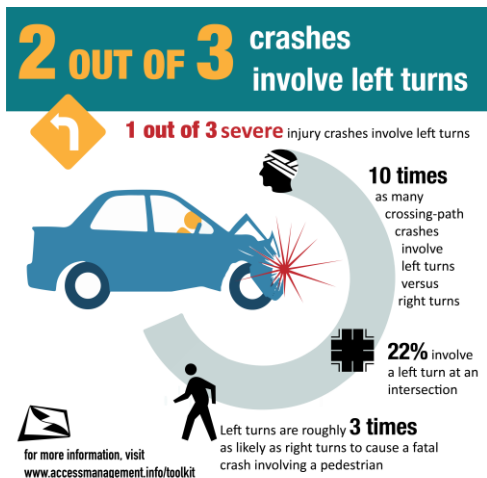
*2015-2019

Roswell Road - 2015-2019 Crash Density Map

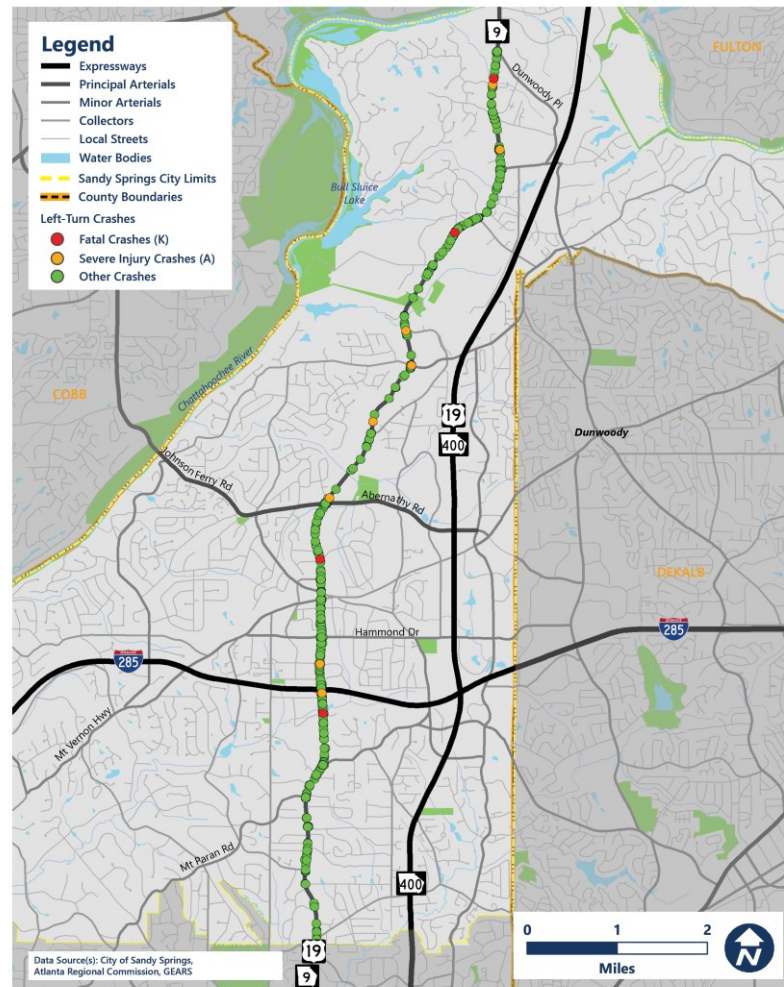


Left-Turn Crashes

- 1,300 crashes involved at least one vehicle making a left turn
- Resulted in four fatal crashes and 11 severe injury crashes



Roswell Road - 2015-2019 Left-Turn Crashes

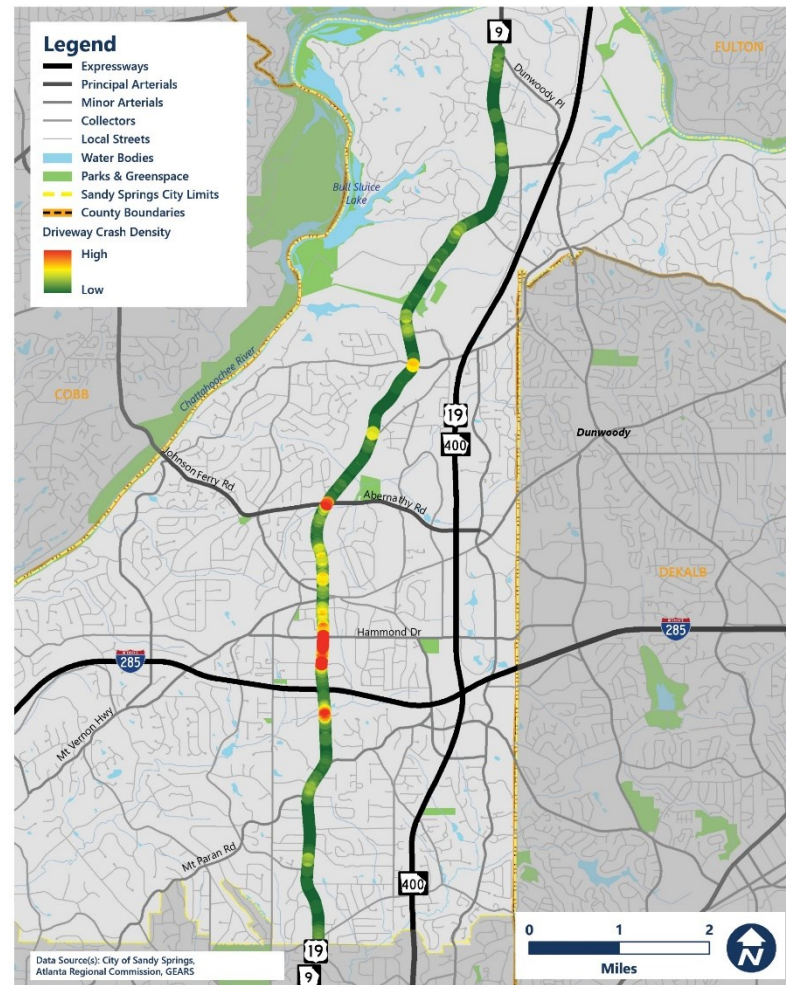


Driveway Crashes

- 387 crashes involved a vehicle entering or leaving a driveway or parking area
- Resulted in two fatal crashes and two severe injury crashes
- Resulted in one pedestrian crash
 - Northridge Pkwy (2016)

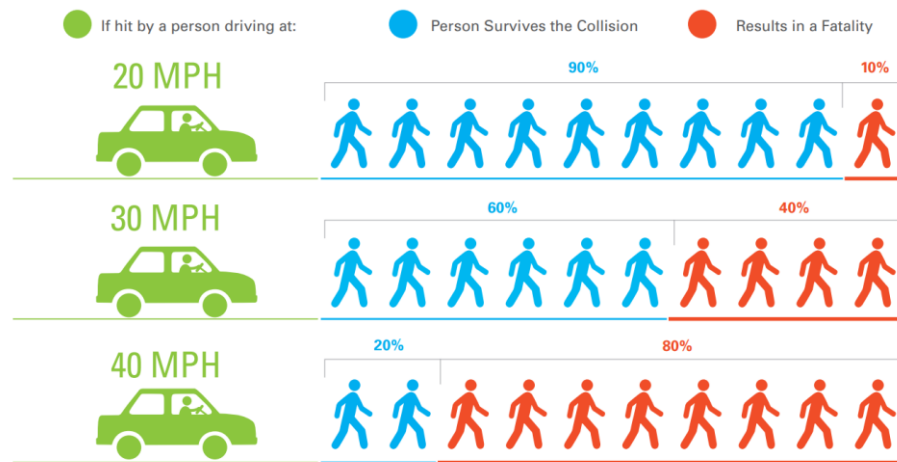


Roswell Road - 2015-2019 Driveway Crash Density



What is a Vulnerable User?

- Those without the protection of a vehicle when traveling are at greater risk of severe injury or death in a crash
 - Pedestrians, cyclists, transit users
 - Elderly, children, and those with mobility challenges
- Risk factors include availability of sidewalks, concentration of driveways, width of roadway, and distance between crossings



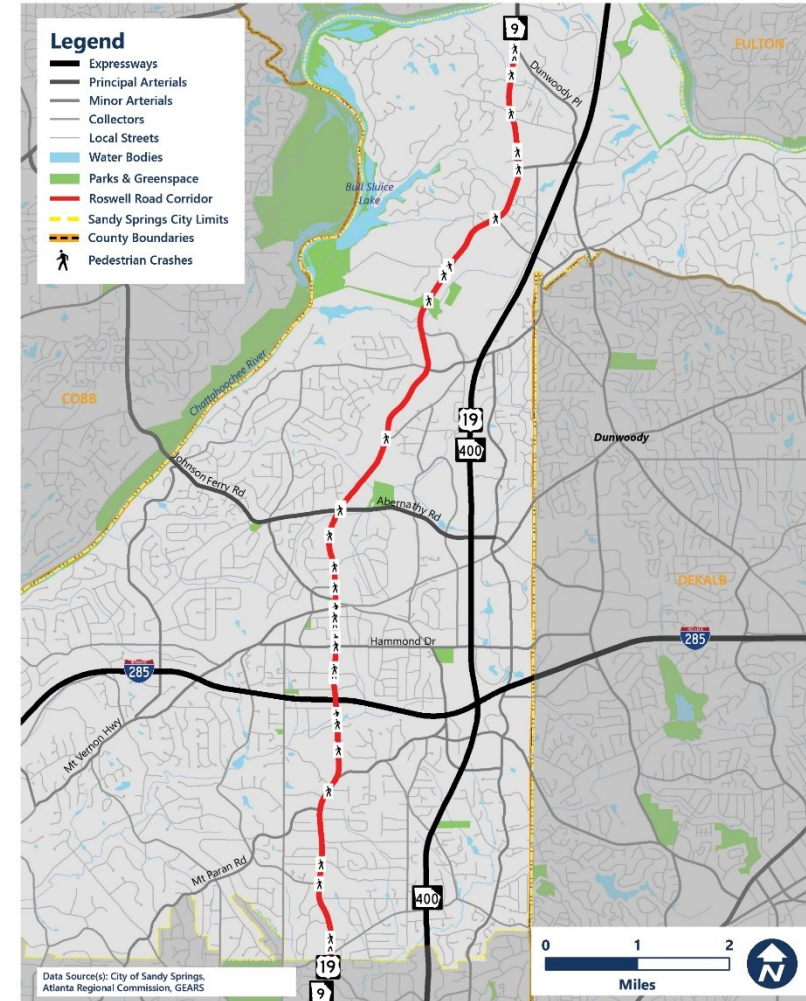
Source: Vision Zero San Francisco

Pedestrian Crashes

- 51 crashes over five years*
 - 2 resulting in fatality
 - North of Cliftwood Dr and south of Glenridge Dr (2019)
 - 3 resulting in serious injury
 - Near Dunwoody Pl/Hannover Park Rd (2015)
 - Carpenter Dr and Morgan Falls Rd (2019)



*2015-2019

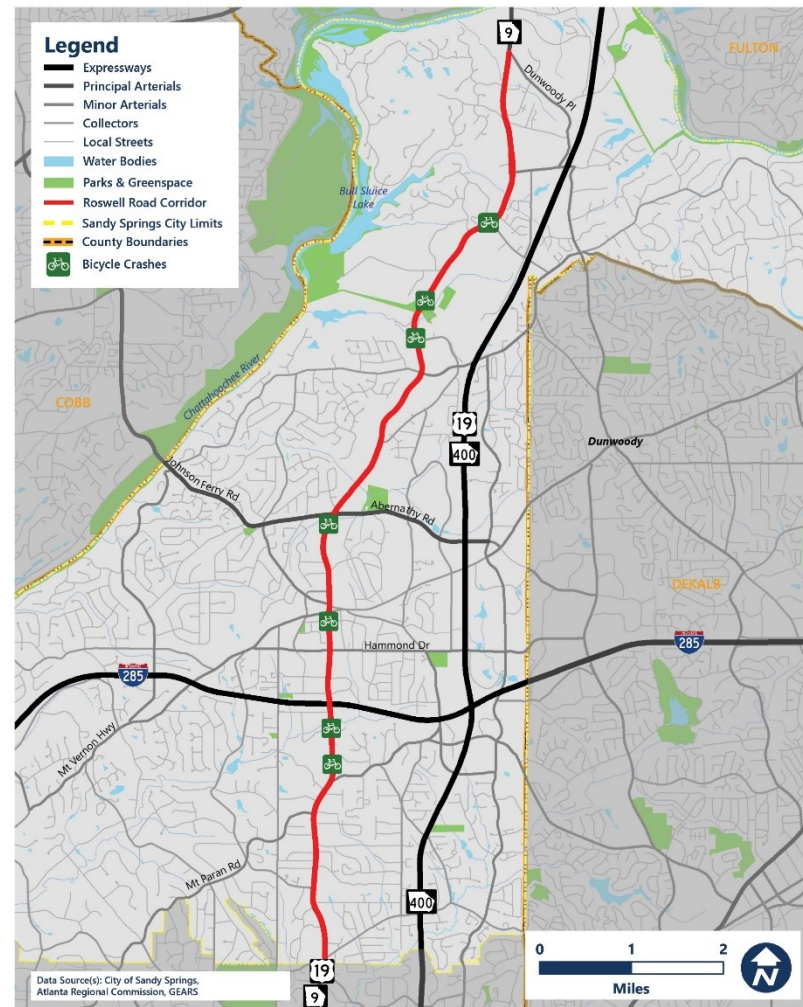


Bicycle Crashes

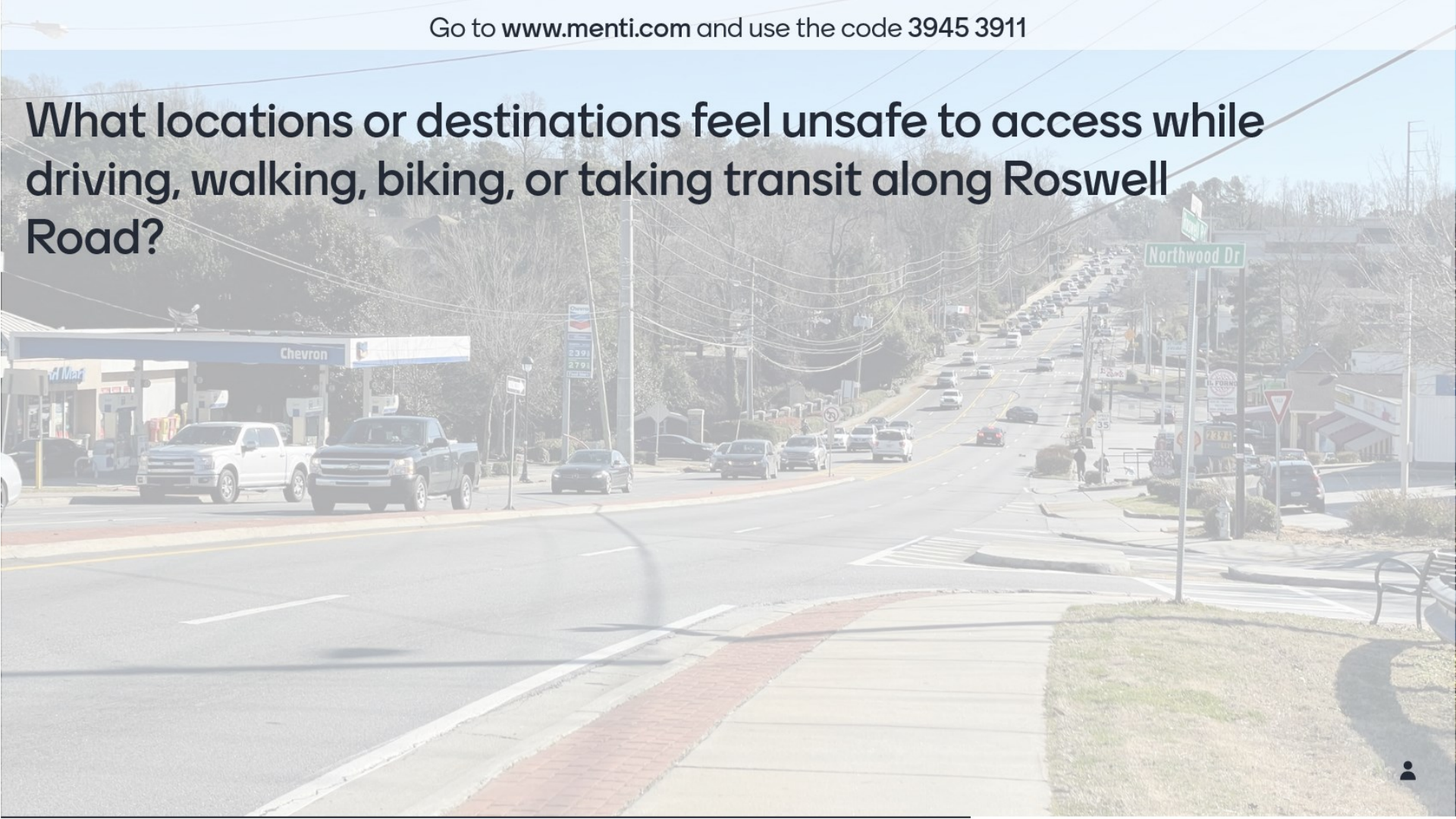
- 10 crashes over five years*
 - 1 resulting in fatality
 - Trowbridge Rd (2019)
 - 1 resulting in serious injury
 - Lake Placid Dr (2018)

*2015-2019

Roswell Road - 2015-2019 Bicycle Crashes



What locations or destinations feel unsafe to access while driving, walking, biking, or taking transit along Roswell Road?



Potential Access Management Treatments

Raised Medians

- Direct left turns to strategically planned locations
- Reduce the number of conflict points for turning movements
- Can provide a pedestrian refuge
- May help calm traffic
- Converting a two-way left turn lane to a raised median can reduce crashes by 23%*



Turn Lanes

- Reduce the incidence of sudden braking or stopping, and the risk of rear end crashes
- Increase the capacity of intersections and reduce delay
- Result in better traffic flow and travel time
- Installing left-turn lanes at a signalized intersection can reduce crashes by 19%*



Driveway Consolidation

- Reduces the number of conflict points along the main roadway, and the risk of rear-end and angle crashes
- Improves traffic flow
- Facilitates safer and more convenient access to businesses and other destinations
- Reducing driveway density can reduce fatal and severe injury crashes by 25-31%*



*FHWA Proven Safety Countermeasures

Mid-Block Pedestrian Crossing

- Often accompanied by pedestrian refuge island and sometimes a pedestrian hybrid beacon
- Most useful where there is high walking activity and a long distance between signals
- Includes push-button signals, flashing beacons, crosswalk
- Can reduce pedestrian crashes by 55%*



What types of improvements are you most interested in seeing along Roswell Road?



0

Raised
medians

0

Turn lanes

0

Driveway
consolidation

0

Mid-block
pedestrian
crossings



Interactive Map Tool

We Want to Hear from You!

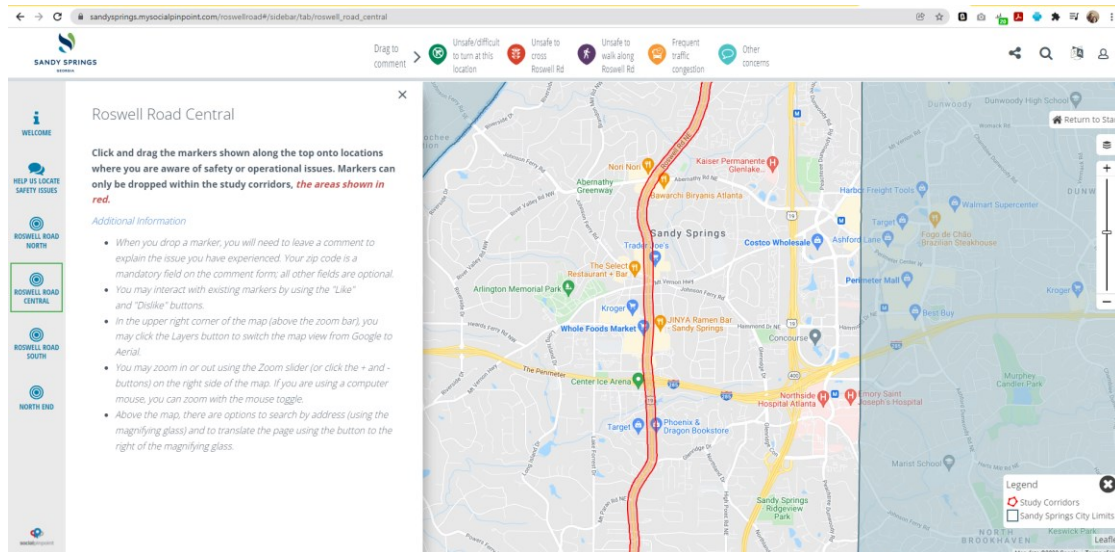
<http://spr.gs/accessroswell>

- Where is it difficult to access businesses, your neighborhood, school, or other destinations?
- Where is it difficult to turn along Roswell Road?
- Where do you frequently observe traffic congestion?
- Where is it unsafe to walk along or cross Roswell Road?



We Want to Hear From You!

<http://spr.gs/accessroswell>



Online map will be open for input through **Monday, February 7th**

Next Steps

Next Steps

- Please share your input on the online map!
- Finalize existing conditions analysis and report
- Begin development of access management recommendations
- Additional stakeholder and public meetings scheduled for summer 2022

Contact Information

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<http://spr.gs/accessroswell>