



City of Sandy Springs

# North End Roadway Safety Analysis Virtual Public Information Open House



Welcome to the North End Roadway Safety  
Analysis Virtual Public Information Open  
House Presentation.





# Presentation Agenda

1. Meeting Purpose
2. Study Overview/Objectives
3. Study Recommendations
4. Next Steps

In this presentation, we will review the meeting purpose, study overview/objectives, study recommendations and next steps.



## Meeting Purpose

# Virtual Public Information Open House Meeting



North End Roadway Safety Purpose and Objectives



Summary of Findings and Recommendations



Request Public Input



The purpose of this Virtual Public Information Open House is to share the preliminary findings and recommendations with the public and provide the community the opportunity to offer input.

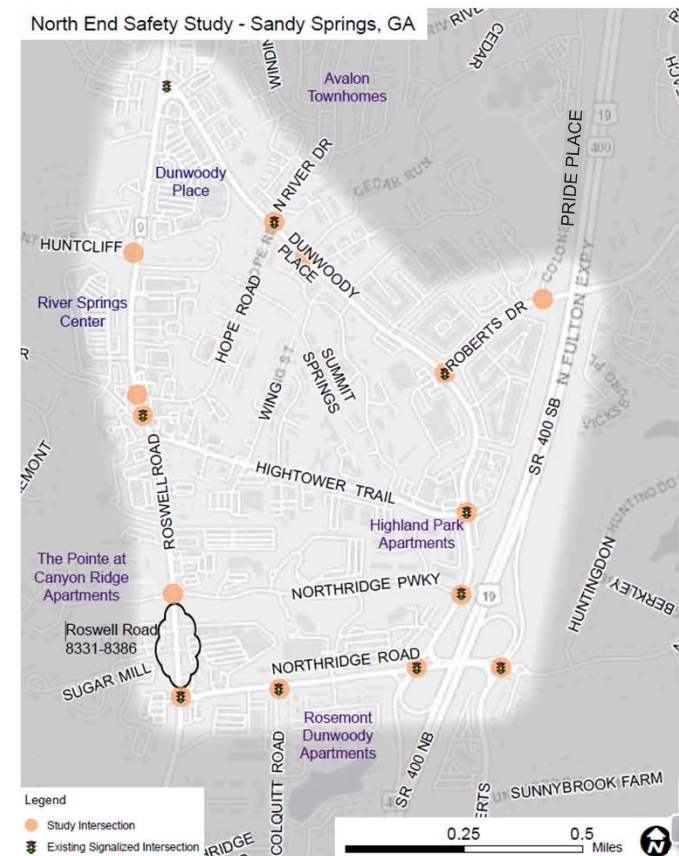


## Study Overview/ Objectives

# Why North End Roadway Safety Analysis?

- Study bounded by Roswell Road, Dunwoody Place, & Northridge Road
- Identified high crash locations
- Determined crash patterns, type of crash, & roadway characteristics
- Developed improvements that City can implement

The North End study area is bounded by Roswell Road, Dunwoody Place and Northridge Road. The City has identified high crash areas in the North End area. The Project Team has determined crash patterns, crash types and roadway characteristics of the primary roadways in the North End area. We have developed preliminary planning recommendations to improve intersection safety, which are presented in the project website.

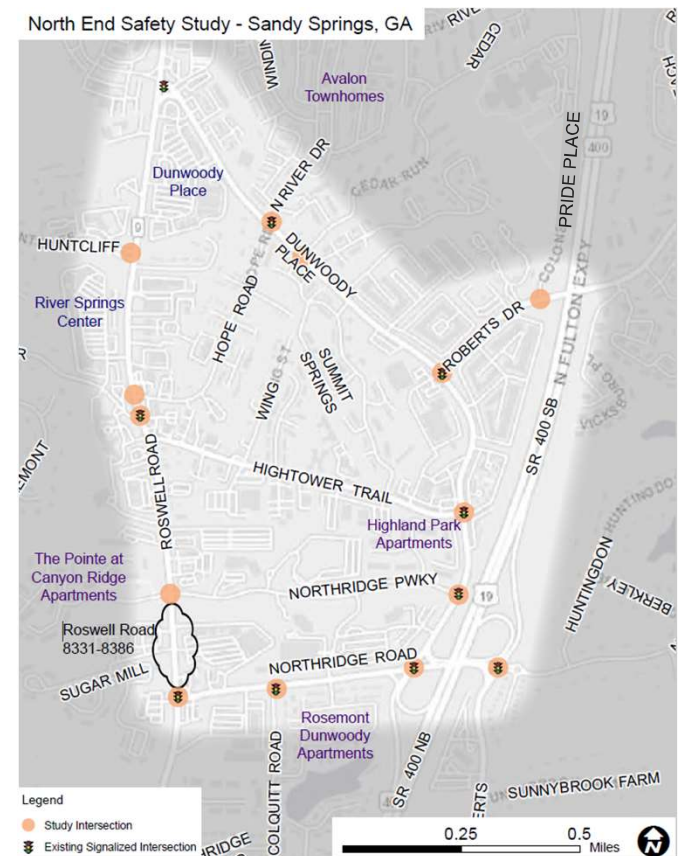


## Study Overview/ Objectives

# Why North End Roadway Safety Analysis?

- ✓ Addressed multimodal transportation needs (transit, bike, ped, ridesharing)
- ✓ Developing projects for future programming.
- ✓ Related to economic development of North End.

These projects will also address multimodal needs for all users including bicycles, pedestrians and transit. The City will include these projects in future transportation programs. Since this is an initial step of the planning process, each project will go through a separate vetting process prior to implementation. Implementation of these improvements should encourage future economic development in the North End.

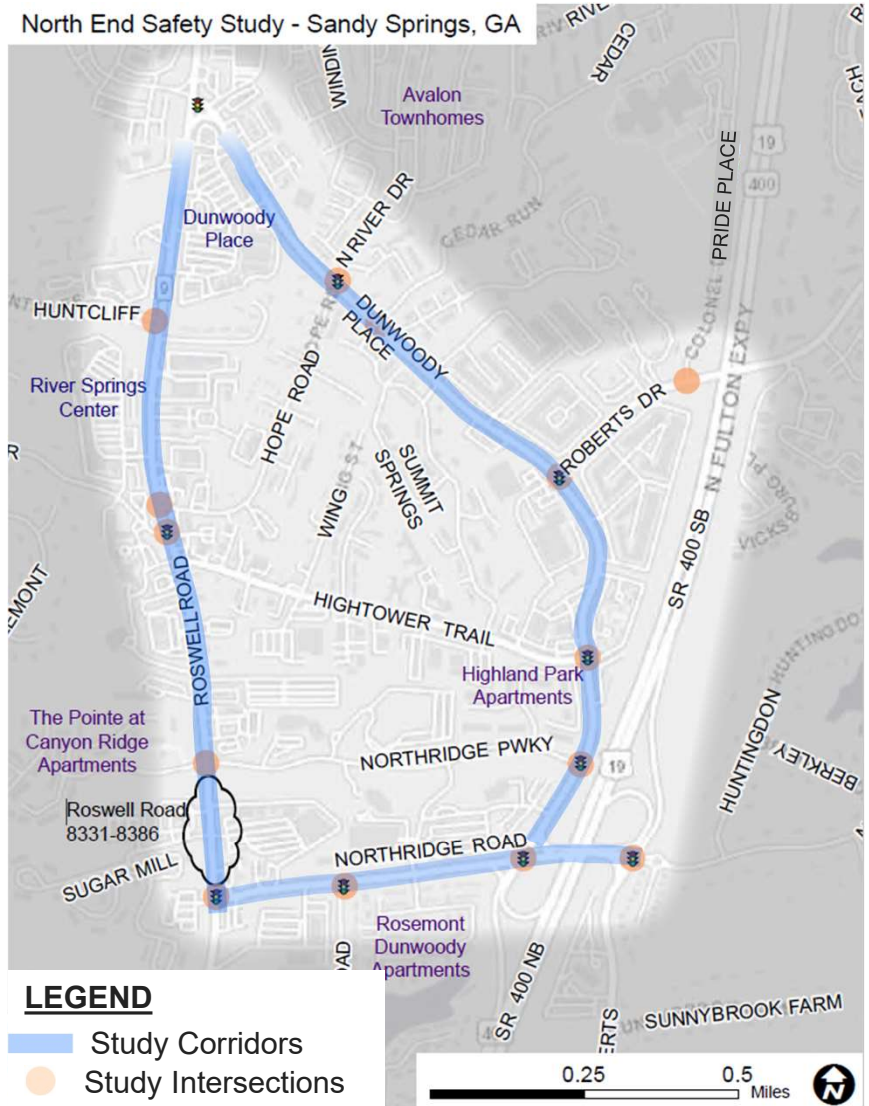


## Study Overview/ Objectives

# Study Corridors

- Roswell Road
- Northridge Road
- Dunwoody Place

The primary focus of this study is along three corridors in the study area: Roswell Road, Northridge Road and Dunwoody Place. One additional intersection at Roberts Drive and Pride Place is included in the study area.



## Study Overview/ Objectives

# Safety Issues

- Traffic congestion along Roswell Road, Northridge Road & Dunwoody Place
- Limited Pedestrian/Bicycle Facilities
- Dunwoody Place has potential to become Main Street (“people street”) for North End

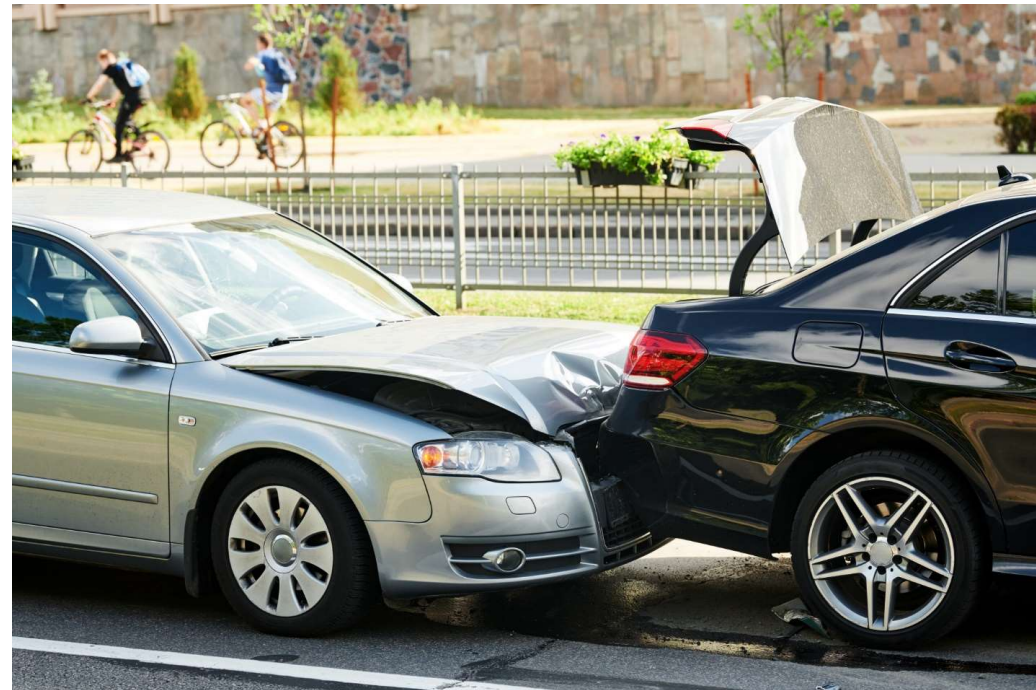
Existing traffic congestion along Roswell Road, Northridge Road and Dunwoody Place has contributed to the high number of crashes in the area. There are also limited pedestrian and bicycle facilities in the study corridors. With the number of vehicles, pedestrians and transit patrons using Dunwoody Place, this corridor has the potential of becoming the Main Street or “people street” in the North End area.



## Guiding Principles

- ✓ **Primary Goal** - Safety for ALL Modes and Users
- ✓ Treatments for all modes
- ✓ Connectivity & Access Management are paramount
- ✓ Consider speed reduction measures
- ✓ “Close the gaps” on connectivity & walksheds

The guiding principles of this study are safety and mobility for all users. Treatments for all modes need to be considered to achieve this goal. Access management and traffic calming strategies are also critical. Closing the gaps for mid-block crosswalks is also important in improving pedestrian safety.





The Market Common, Clarendon, McCaffery Interests

*"If you plan cities for cars and traffic, you get cars and traffic. If you plan for people and places, you get people and places."*



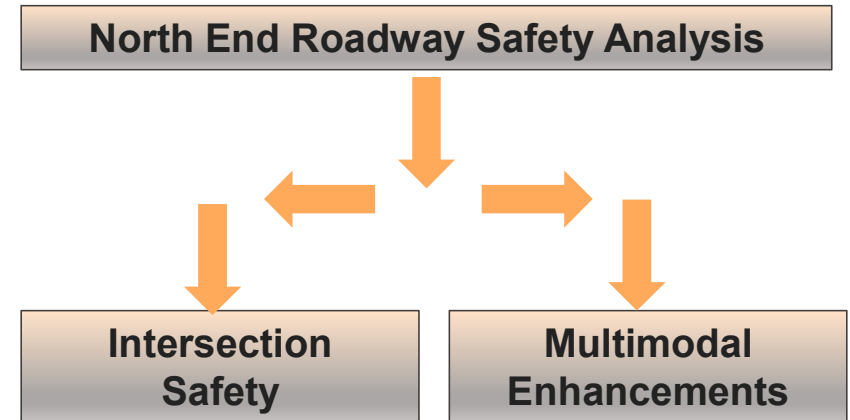
Planning for all modes and users improves the quality of life for our local communities. If you plan cities for cars and traffic, you get cars and traffic. If you plan for people and places, you get people and places



## Study Approach

### Two Parallel Focus Areas

- ❖ Intersection Safety
- ❖ Multimodal Enhancements



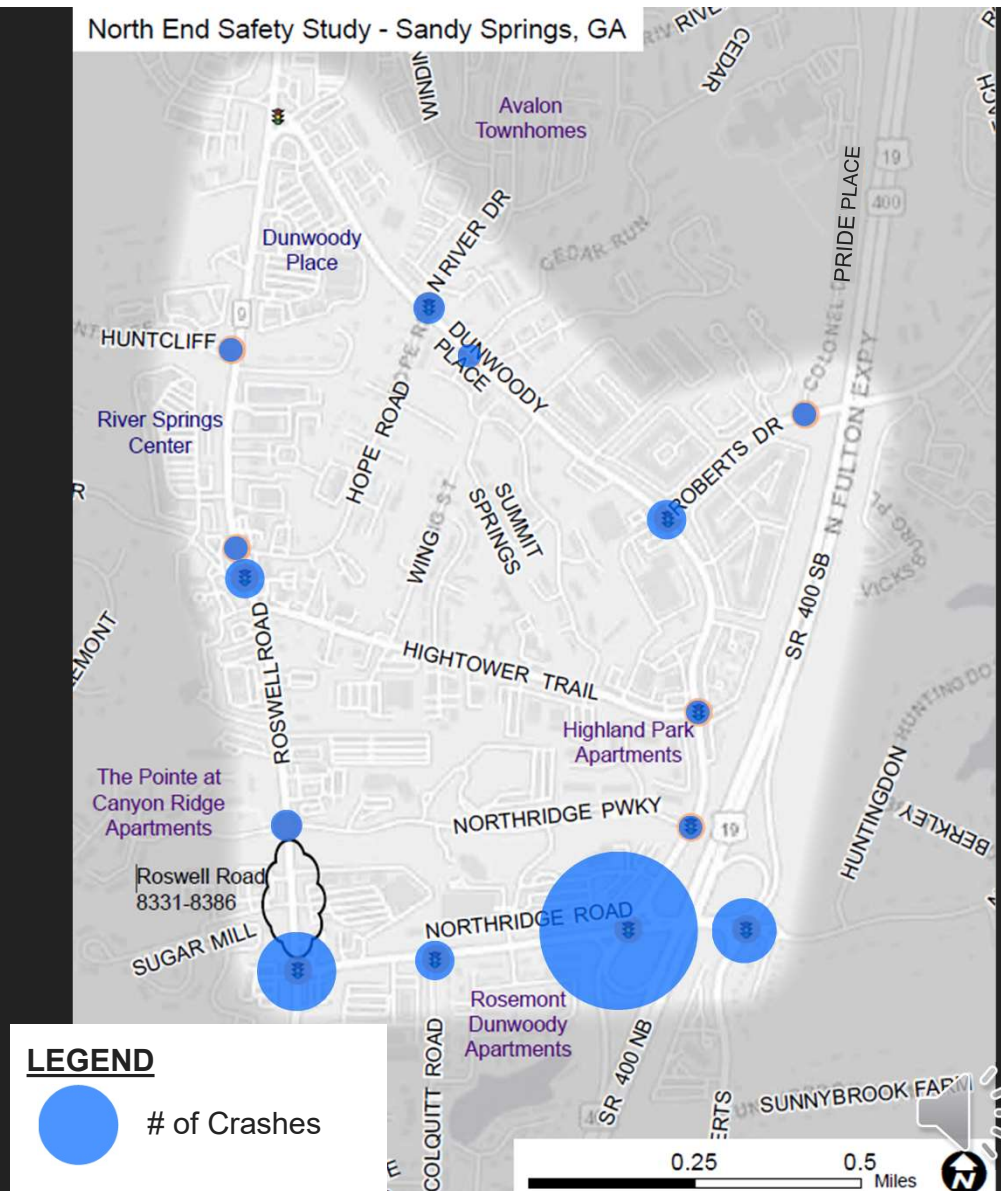
The approach to this study has two parallel and complimentary focus areas. Intersection safety evaluates vehicular traffic operations to determine roadway improvements that can reduce crashes between vehicles. Multimodal enhancements focus on mobility and safety for pedestrians, bicyclists and transit patrons.



## Vehicular Crash Map (2016-2020 - GDOT)

- Majority of Crashes on Northridge Road
- 2<sup>nd</sup> Highest Corridor is Roswell Road

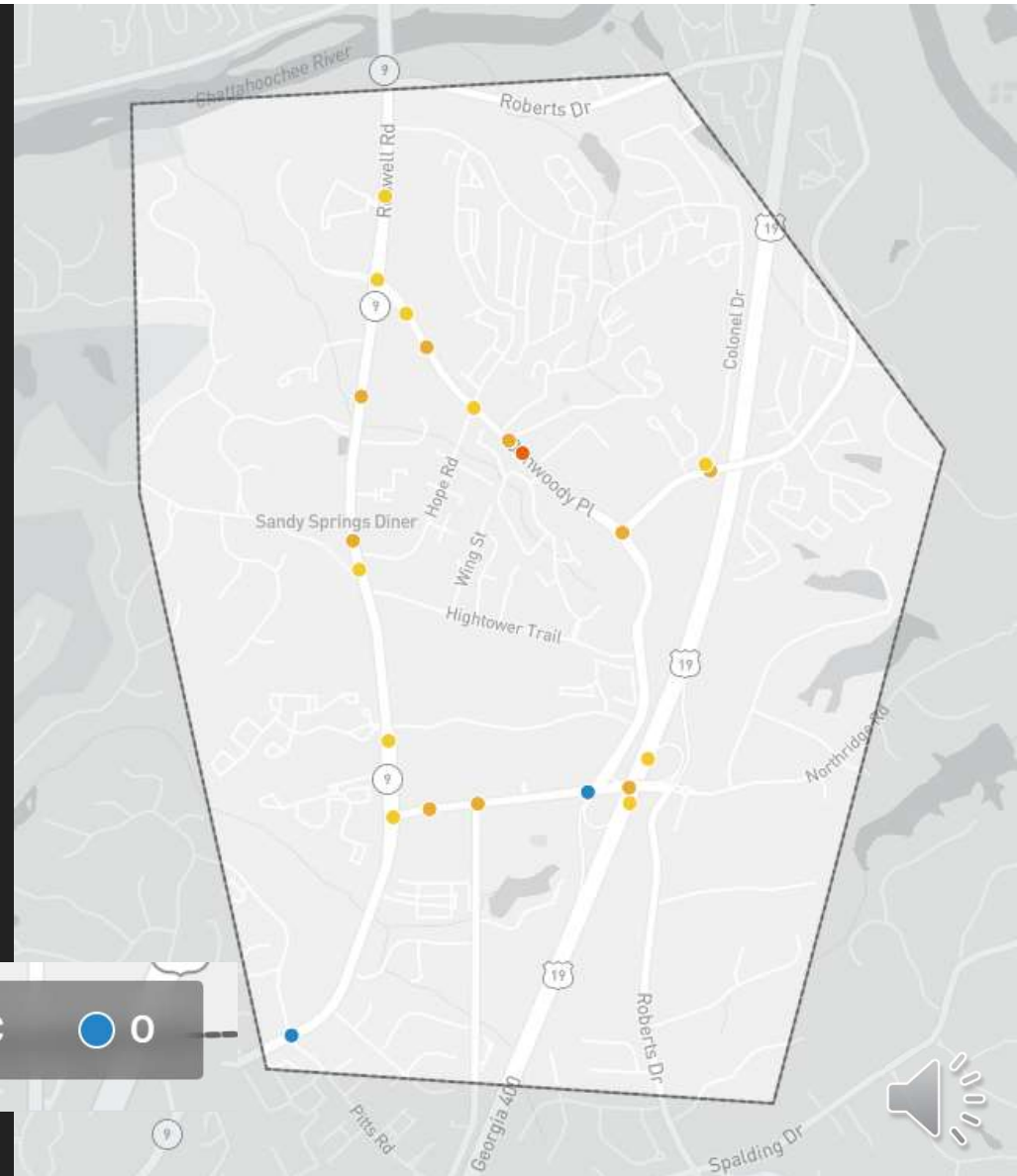
This slide illustrates the distribution of crashes in the study area that occurred between 2016 and 2020. The larger circles indicate the greater number of crashes. The sizes of circles on Northridge Road are clear indicators that the majority of crashes occurred in this corridor. Roswell Road had the second highest number of crashes.



## Pedestrian Crash Map (2016-2020 - GDOT)

- 16 pedestrian crashes, no fatalities
  - A – Serious Injury
  - B – Minor Injury
  - C – Possible Injury
  - O – Apparent Injury

This slide illustrates the number and severity of pedestrian involved crashes that occurred between 2016 and 2020. Even though there was only one serious injury crash, there were multiple minor injury crashes in the study area.



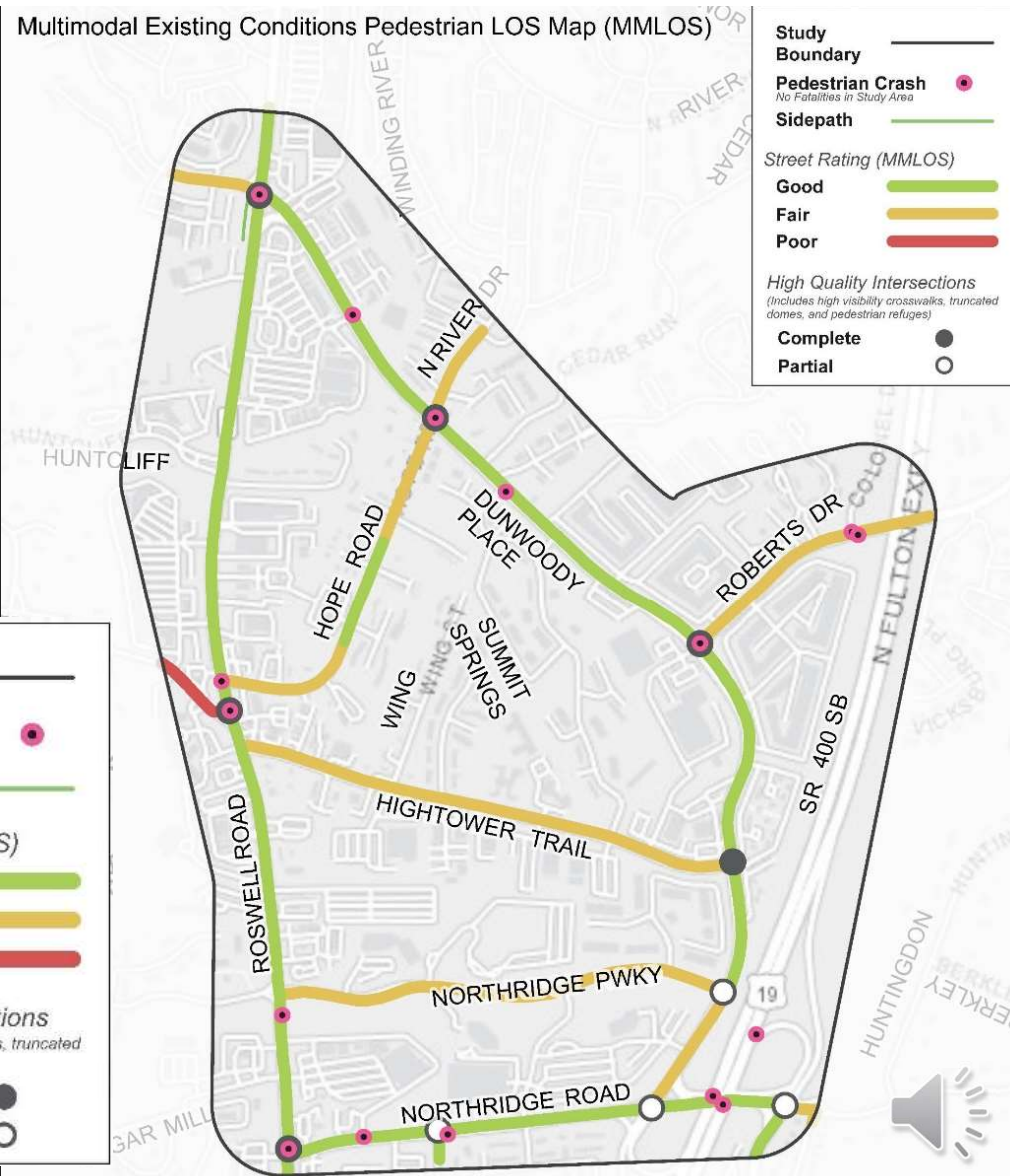
# Pedestrian Level of Service Map Multimodal Level of Service (MMLOS)

- Roads labeled as “good” have sidewalks on both sides
- Roads labeled as “fair” have sidewalks on one side

This slide illustrates how existing pedestrian facilities accommodate pedestrian users in the study area. While most of the primary corridors were rated “Good” with sidewalks on both sides, many of the secondary corridors were rated “Fair” with only one sidewalk.



Multimodal Existing Conditions Pedestrian LOS Map (MMLOS)

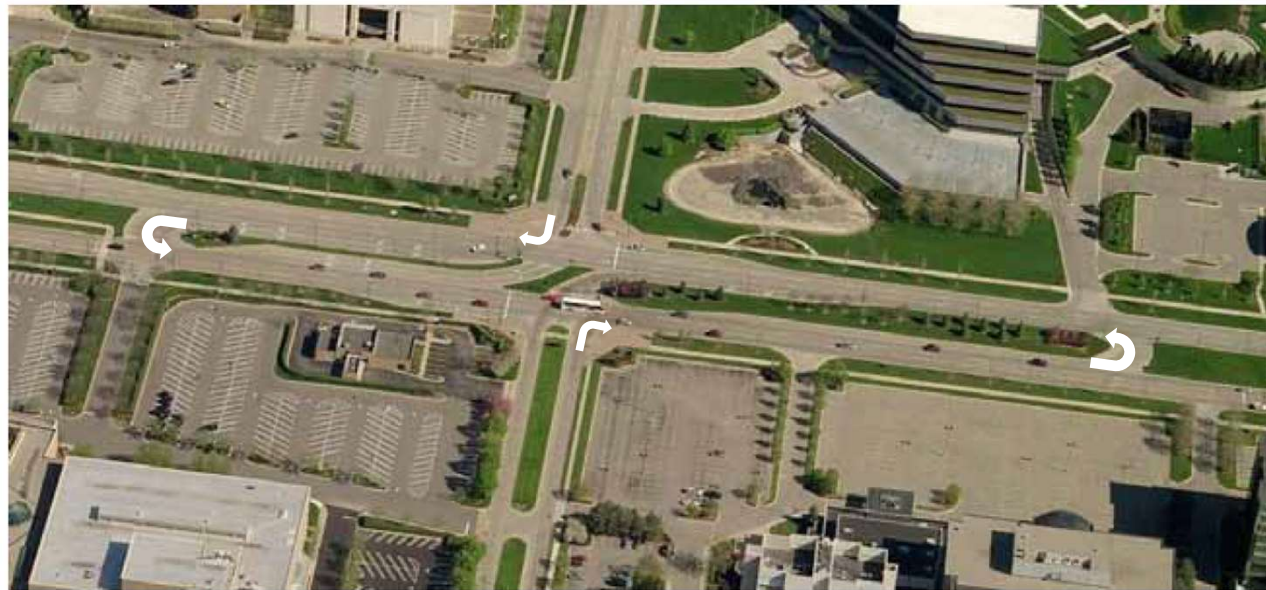


## Recommendations

# Preliminary Intersection Recommendations

- Left & Right Turn Lanes
- Raised Concrete Medians
- Overhead Guide Signs
- Relocated Intersections
- Restricted Crossing U-turn (RCUT)

The types of preliminary intersection improvements include left and right turn lanes, raised concrete medians, overhead guide signs, relocated intersections and Restricted Crossing U-turn or RCUT intersections. This slide illustrates a typical RCUT where drivers entering from the side streets must turn right onto the main street and make a U-turn.



Source: Google™ Earth

**Figure 82. Photo. RCUT intersection in Troy, MI.**

Source: Alternative Intersections/Interchanges: Informational Report, FHWA, April 2010

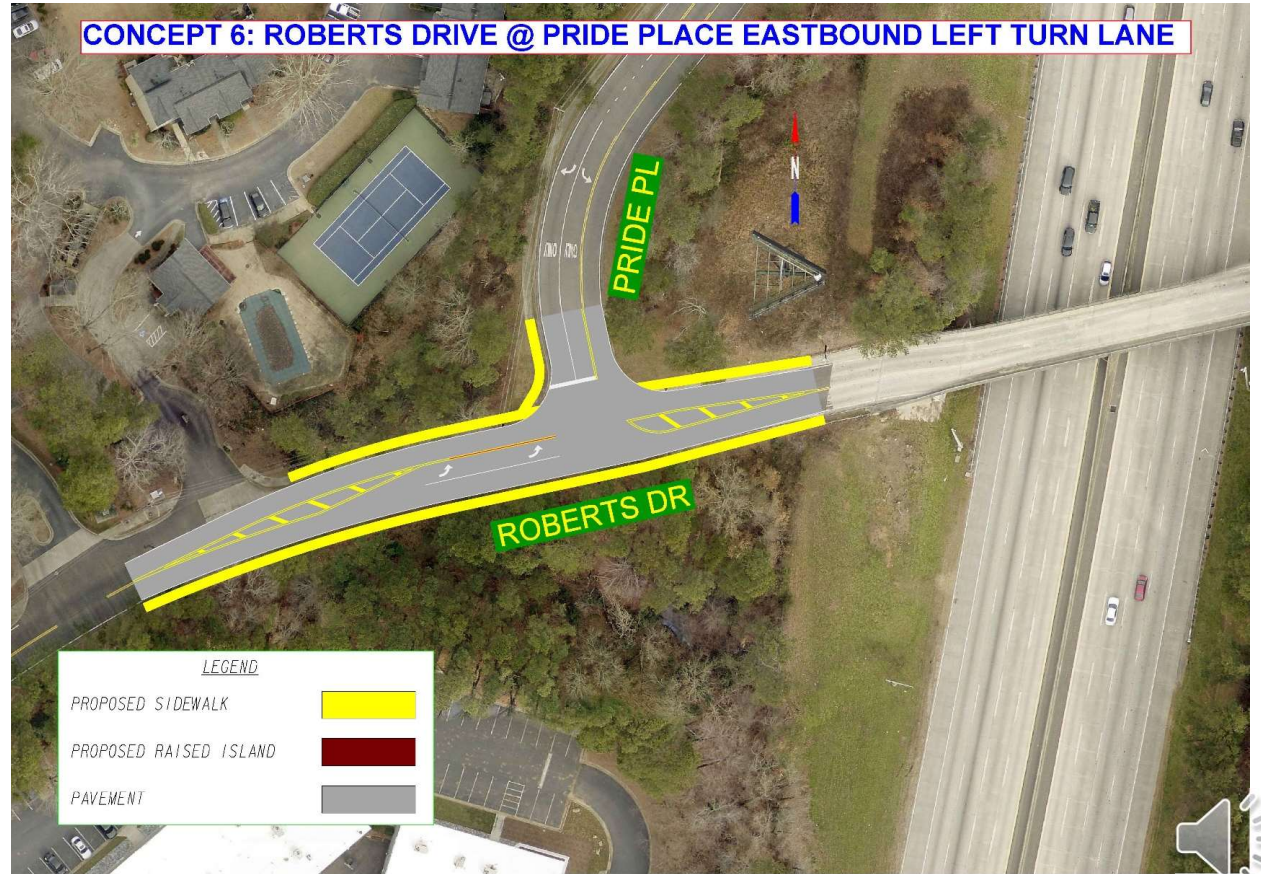


## Recommendations

# Roberts Drive @ Pride Place

- Left Turn Lane on Roberts Drive

This exhibit illustrates a typical left turn lane project at Roberts Drive and Pride Place.



## Recommendations

# Hightower Trail/Hope Road @ Roswell Road

- Realign Hightower Trail West @ Roswell Road
- RCUT at Hightower Trail East

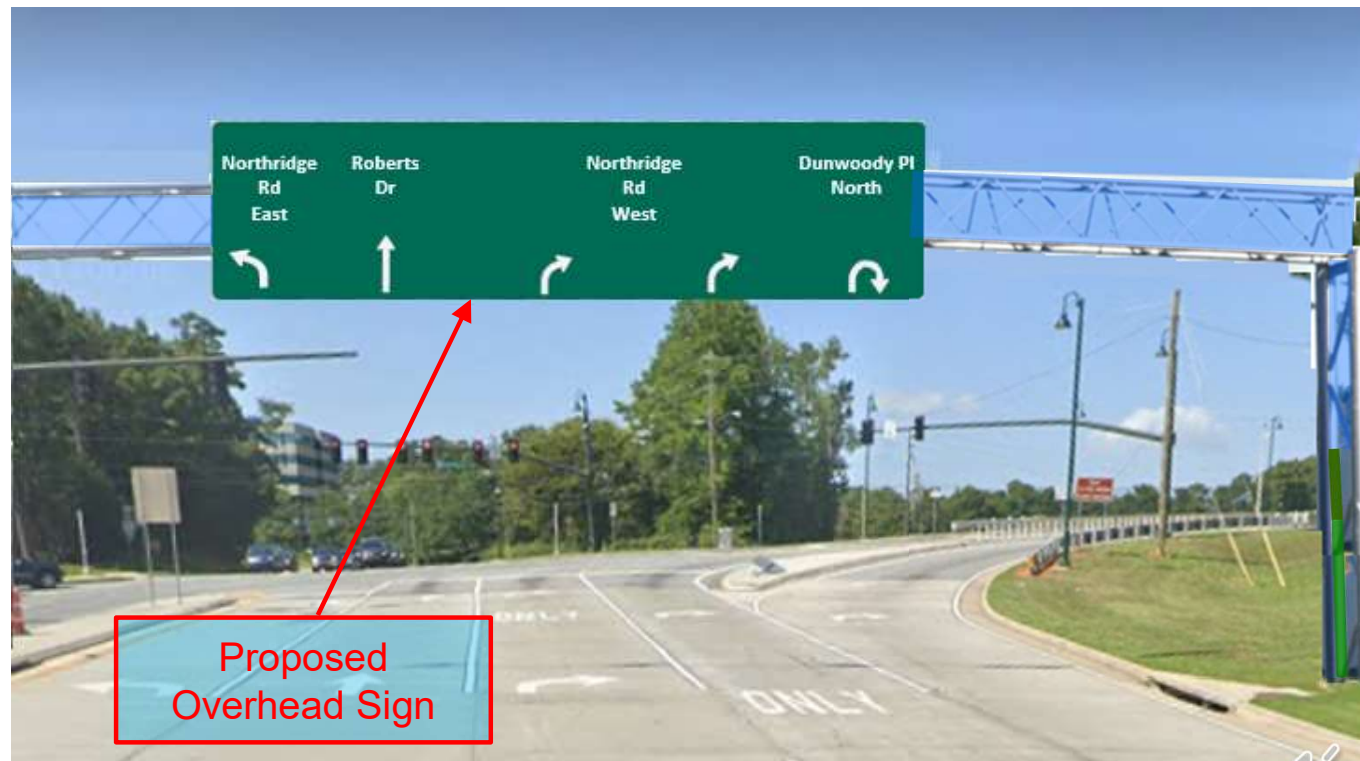
This exhibit illustrates a combination relocated intersection and RCUT project at Hightower Trail and Roswell Road.



## Recommendations

# Northridge Road @ SR 400 Northbound Off-Ramp

## Overhead Guide Sign at SR 400 Northbound Off-Ramp & Northridge Road



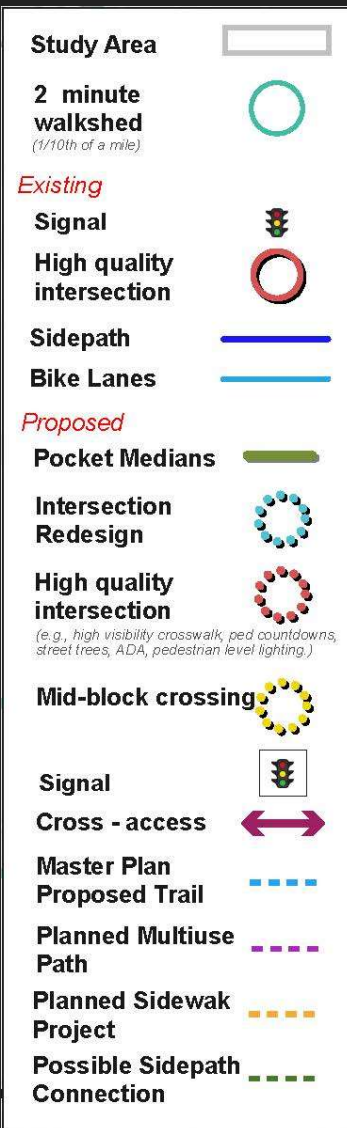
This exhibit illustrates a typical overhead guide sign project. This project will reduce the number of drivers destined for Northridge Road that are “trapped” by the 3<sup>rd</sup> right turn lane at the end of the SR 400 off-ramp.



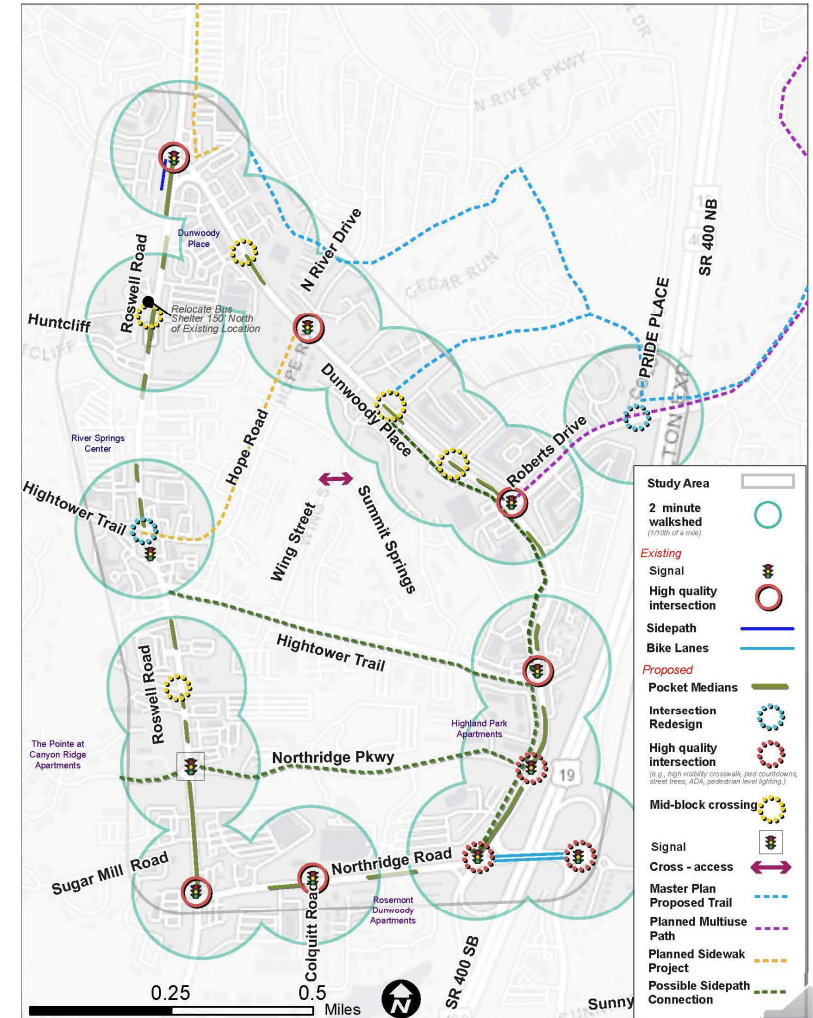
# Preferred Access Plan (PAP)

- Planned trail on north side of study area
- Planned sidewalk project on Hope Rd
- Several proposed Mid-block Crossings
- Proposed Sidepath opposite side of existing pedestrian facilities along Hightower Tr and Northridge Pkwy
- Short existing sidepath at Roswell Dunwoody Intersection (west side)

This exhibit illustrates new mid-block crosswalks with pedestrian refuge islands, sidepaths and pocket medians in the study area.



## Preferred Access Plan



## Recommendations

# High Quality Intersection



This slide illustrates a typical High Quality Intersection project.



## Recommendations

# Signalized Mid-block Crossing



This image illustrates a typical Mid-block Crossing project.



## Next Steps

# North End Roadway Safety Analysis

- Finalize Study Recommendations
- Combine and Prioritize Projects
- Develop Safety and Multimodal Improvement Programs

After receiving input from the community, the Project Team will finalize the study recommendations. Working with the City, the Project Team will then combine these recommendations into potential, prioritized construction projects in the Intersection Safety and Multimodal Improvement Programs. Each GDOT-funded project will have to follow a formal Project Development Process before construction approval is granted.



## Website Instructions

# North End Safety Project Website

- Preliminary Recommendations are displayed in the project website
- Provide Your Comments and Input



This concludes this presentation for the North End Roadway Safety Analysis study. All of the major intersection safety and multimodal recommendations are illustrated in the project website. Please visit this website to provide your comments and other input.

