

Roswell Road Access Management Plan

Plan Overview



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About the Plan

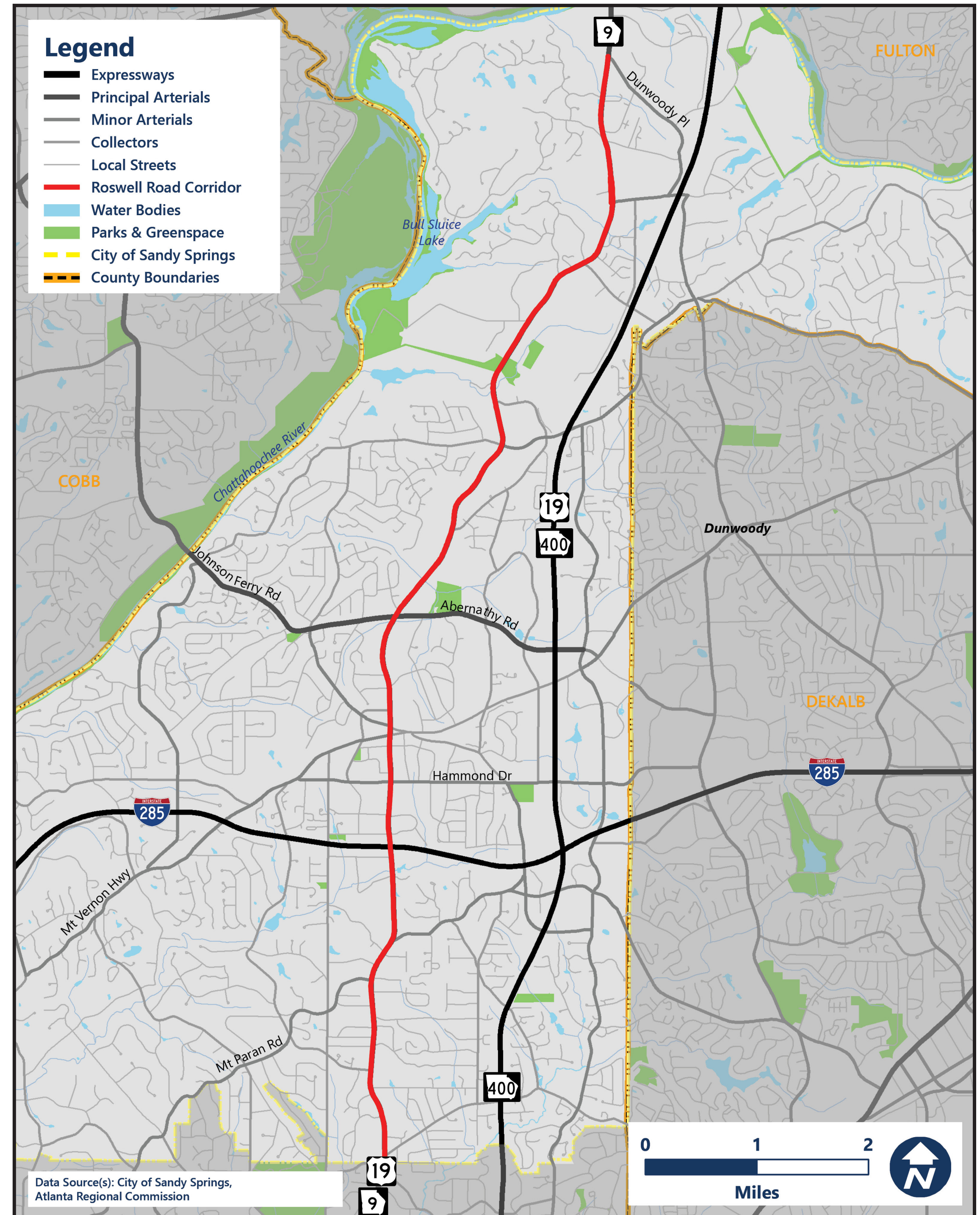
The Roswell Road Access Management Plan builds upon the Roswell Road Small Area Plan, which established a vision for Roswell Road as a “boulevard” with safer access for motorists, pedestrians, and cyclists. The Small Area Plan proposes several ideas to better manage access along Roswell Road, including new cross and parallel streets with redevelopment, installing medians, filling sidewalk gaps, and improving connectivity.

The Roswell Road Access Management Plan, covering the area bounded by Dunwoody Place to the north and Sandy Springs city limit near Meadowbrook Drive, will advance these ideas to concepts by:

- Completing a comprehensive analysis of safety deficiencies, inefficient turning movements, and other aspects of the street network and built environment that impede mobility and connectivity.
- Identifying specific improvements for the benefit of motorists and non-motorists alike, such as medians, intersection treatments, and improved pedestrian crossings.

The final plan will include a phased list of projects, costs, and other implementation guidance for helping the City of Sandy Springs achieve its ultimate vision for the Roswell Road corridor. The implementation plan will identify both long and short term improvements.

Study Corridor



About Access Management

Access management is the coordinated planning, regulation, and design of access between roadways and development. Treatments should address when, where, and how access should be provided or denied and what legal, technical, or policy changes are needed to make streets safer for access to area businesses and destinations. Safety benefits include, but are not limited to, improved movement of through traffic, reduced crashes, and fewer vehicle conflicts.

Source: Federal Highway Administration



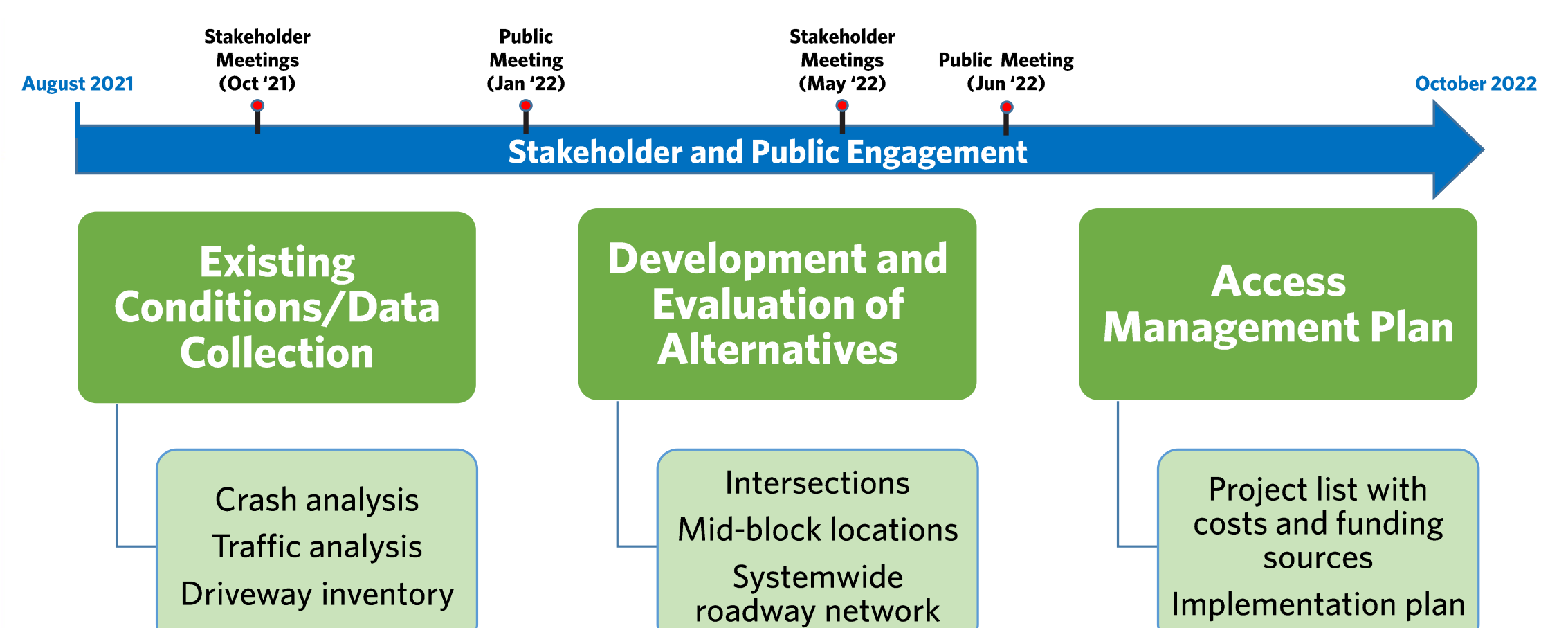
Driveways closely spaced together along Roswell Road in the vicinity of Hightower Trail.

Corridor Segments

The Roswell Road corridor is approximately 8.9 miles long, extending from the intersection of Roswell Road with Meadowbrook Drive (at the southern City border) to Dunwoody Place. The corridor has been designated into three segments of varying lengths based on land use, intensity of development, and traffic volume:

- **Roswell Road North** – Between Dunwoody Place and Abernathy Road (4.74 miles)
- **Roswell Road Central** – Between Abernathy Road and Glenridge Drive (1.74 miles)
- **Roswell Road South** – Between Glenridge Drive and Meadowbrook Drive (2.42 miles)

Project Timeline



June 23, 2022 Public Meeting

Roswell Road Access Management Plan

Current Projects & Studies Along Roswell Road



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There are numerous ongoing and recently completed projects and studies in the vicinity of Roswell Road.

1. Roswell Road North End Boulevard

This project consists of multimodal safety and operational improvements between Dunwoody Place and the Chattahoochee River. A concept study is underway.

2. North End Roadway Safety Analysis

The North End Roadway Safety Analysis study area is examining intersections and corridors with frequent crashes. This includes Roswell Road at Northridge Road, Northridge Shopping Center, Northridge Parkway, Hightower Trail, Hope Road, and Huntcliff.

3. Roswell Road/Grogans Ferry Road Intersection Improvements

Improvements include intersection realignment with a new traffic signal, raised median, sidewalks, and pedestrian lighting. This project is under construction.

4. North Fulton Government Services Center Mid-Block Crossing

This will be a new mid-block crossing with a pedestrian hybrid beacon, raised median, and streetscape elements. The project is in design.

5. Roswell Road/Dalrymple Road Intersection Improvements

Improvements include the extension and addition of turn lanes on Dalrymple Road and improved turning radii on the NW and SW corners. The project is in design.

6. Roswell Road/Abernathy Road Short-Term Improvements

Improvements include a new median between southbound through- and left-turn lanes, signalization of channelized right-turns from southbound Roswell Road to westbound Abernathy Road, and geometry improvements. The project is under construction.

7. Johnson Ferry Road/Mt. Vernon Highway Intersection Improvements

This includes realignment of the intersection to improve safety and operations, with six-foot sidewalks and 10-foot side paths. Design, utility, and right-of-way coordination are underway.

8. Hammond Drive Improvements

Improvements include widening Hammond Drive to four lanes, with side paths on both sides of the road and four pedestrian crossings. Design is underway.

9. Glenridge Drive/Roswell Road Intersection Improvements

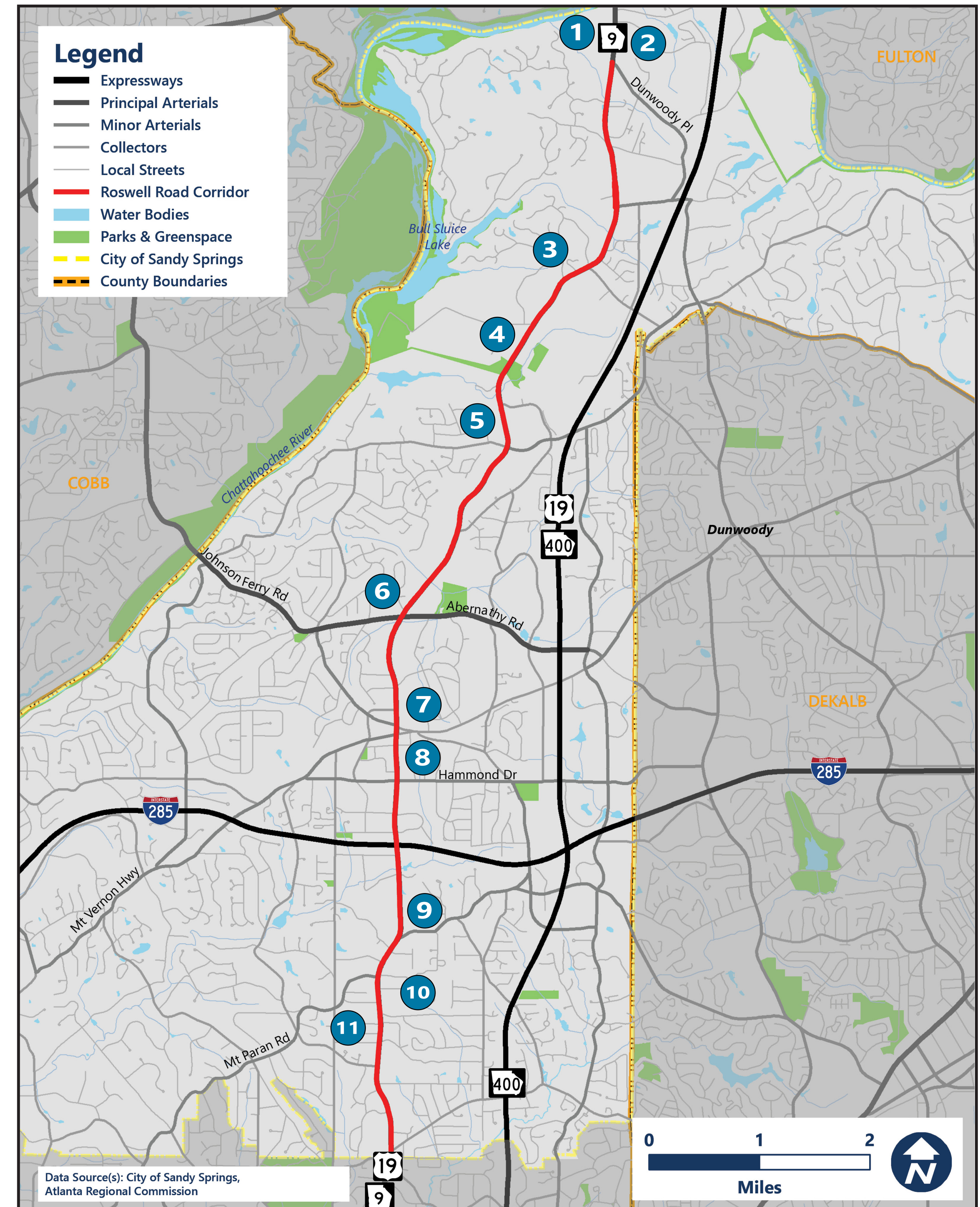
Improvements consist of realignment of the intersection with two southbound left-turn lanes on Roswell Road, and sidewalks and curb ramps on all corners. The project is under construction.

10. Roswell Road Transit Access Project

Improvements consist of new 6-foot sidewalks and upgraded curb ramps, bus stop pads, lighting, and landscaping along Roswell Road from I-285 to Meadowbrook Drive. The project is in design.

11. CDBG Sidewalk/Streetscape Improvements

Improvements consist of new sidewalks, landscaping, and pedestrian lighting on the west side of Roswell Road between Long Island Drive and Northwood Drive. The project is under construction.



Roswell Road Access Management Plan

2015-2019 Corridor Crash Analysis

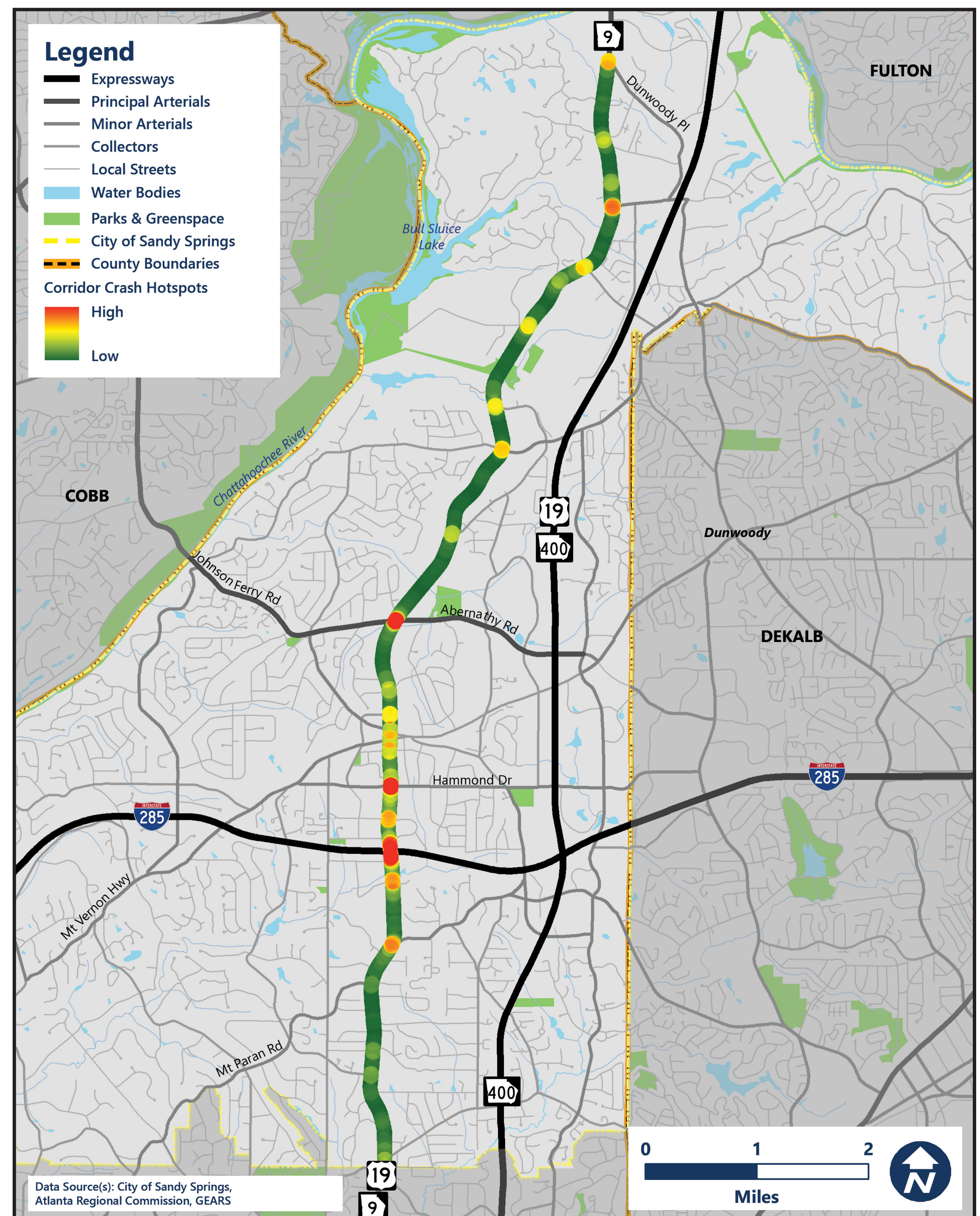


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Roswell Road from Dunwoody Place to Meadowbrook Drive

From 2015 to 2019, there were 5,543 crashes along Roswell Road between Dunwoody Place and Meadowbrook Drive.* This board presents some key takeaways from the crash analysis conducted as part of the Existing Conditions Analysis for the Roswell Road Access Management Plan.

Crash Density



Key Findings

- The total crash rate and injury crash rate along Roswell Road are nearly two times greater than other similar facilities in Georgia.
- Risk factors for these crashes include numerous driveways in close proximity to one another, driveways located near intersections, and the presence of the two-way center left-turn lane along Roswell Road.
- Nearly 25% of all crashes (1,857 crashes) along Roswell Road resulted in at least one injury.
- There were 54 crashes involving a pedestrian and 10 crashes involving a cyclist, resulting in 5 fatalities and 5 serious injuries. Because pedestrians and cyclists do not have the protection of a vehicle, they typically experience the most severe injuries in crashes.



The driveway at the Quik-Trip gas station south of Grogans Ferry Road was the site of multiple left-turn and driveway-related crashes, including one fatal crash. This location is part of the Roswell Road/Grogans Ferry Road Intersection Improvement Project, which will include median installation.



Roswell Road between Hammond Drive and Cliftwood Drive/Carpenter Drive experienced a high concentration of crashes, many of which were associated with left-turn movements into and out of driveways. Of the 215 crashes in this area, 60 occurred at driveways. The installation of a median will help reduce crashes along this section of Roswell Road.

* Some of these crashes predated City improvements at Abernathy Road, Cliftwood Drive/Carpenter Drive, and Glenridge Drive.

Roswell Road Access Management Plan



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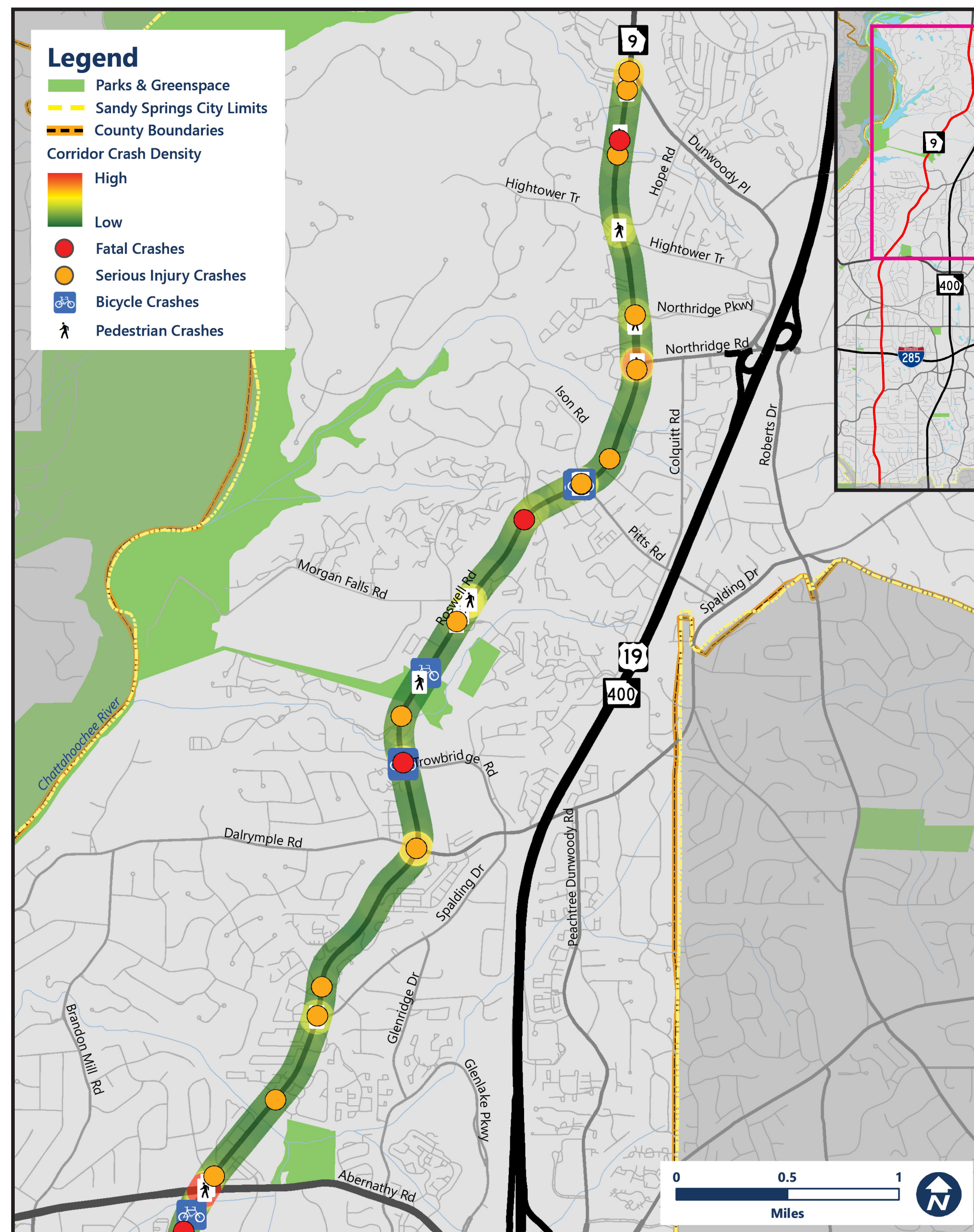
Corridor Crash Density (2015–2019)

Roswell Road from Dunwoody Place to Meadowbrook Drive

- Crashes occur frequently along Roswell Road, causing damage to vehicles, contributing to traffic congestion, and sometimes result in injuries or fatalities to motorists, cyclists, and pedestrians.
- Those who walk and bike typically experience the most severe injuries in crashes; pedestrians have only a 20% survival rate when hit by a vehicle traveling 40 miles per hour.*
- Safety countermeasures such as mid-block crossings, installation of a raised median, and reducing driveway density as properties redevelop can help to mitigate crashes.**

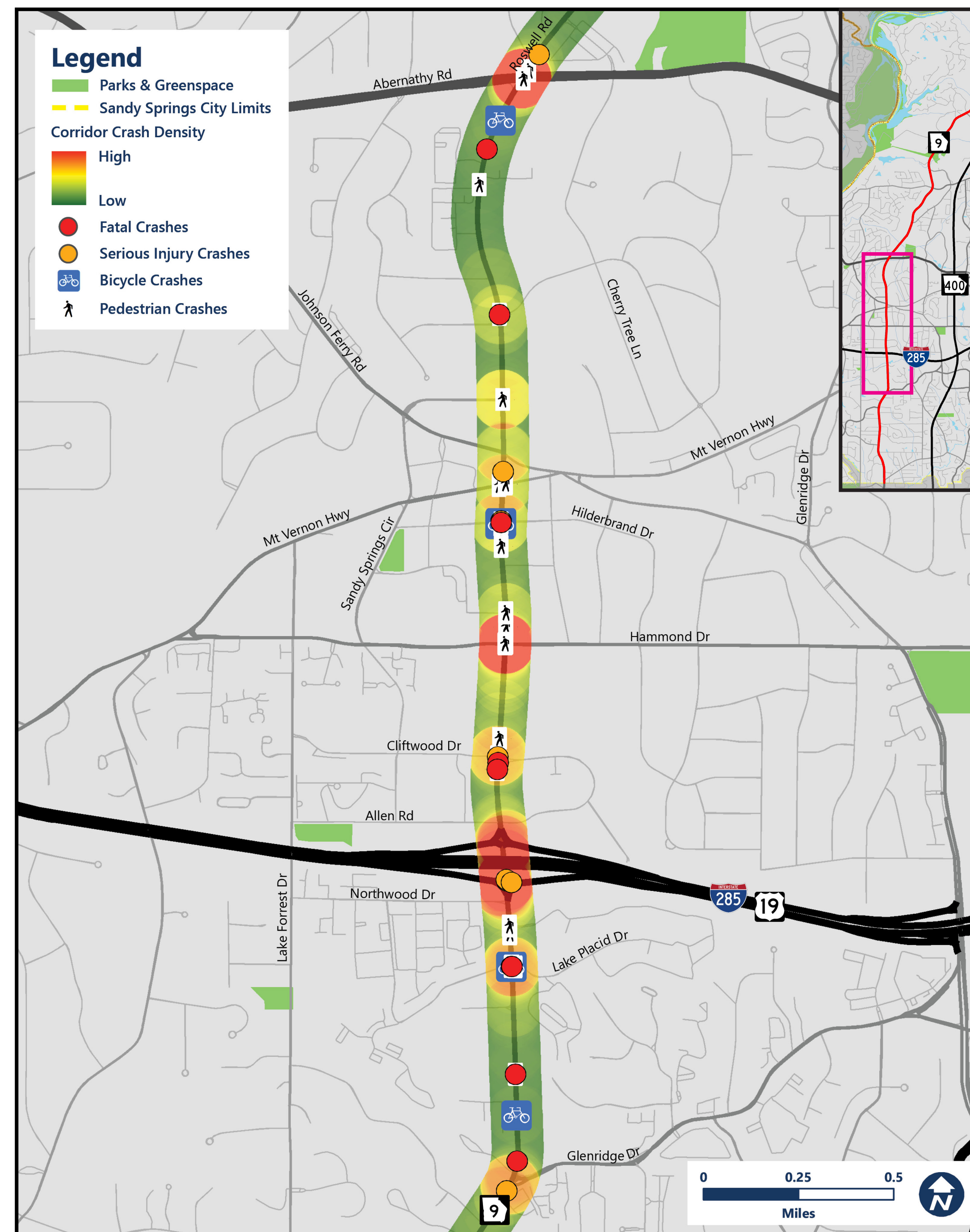
Roswell Road North

(Dunwoody Place to Abernathy Road)



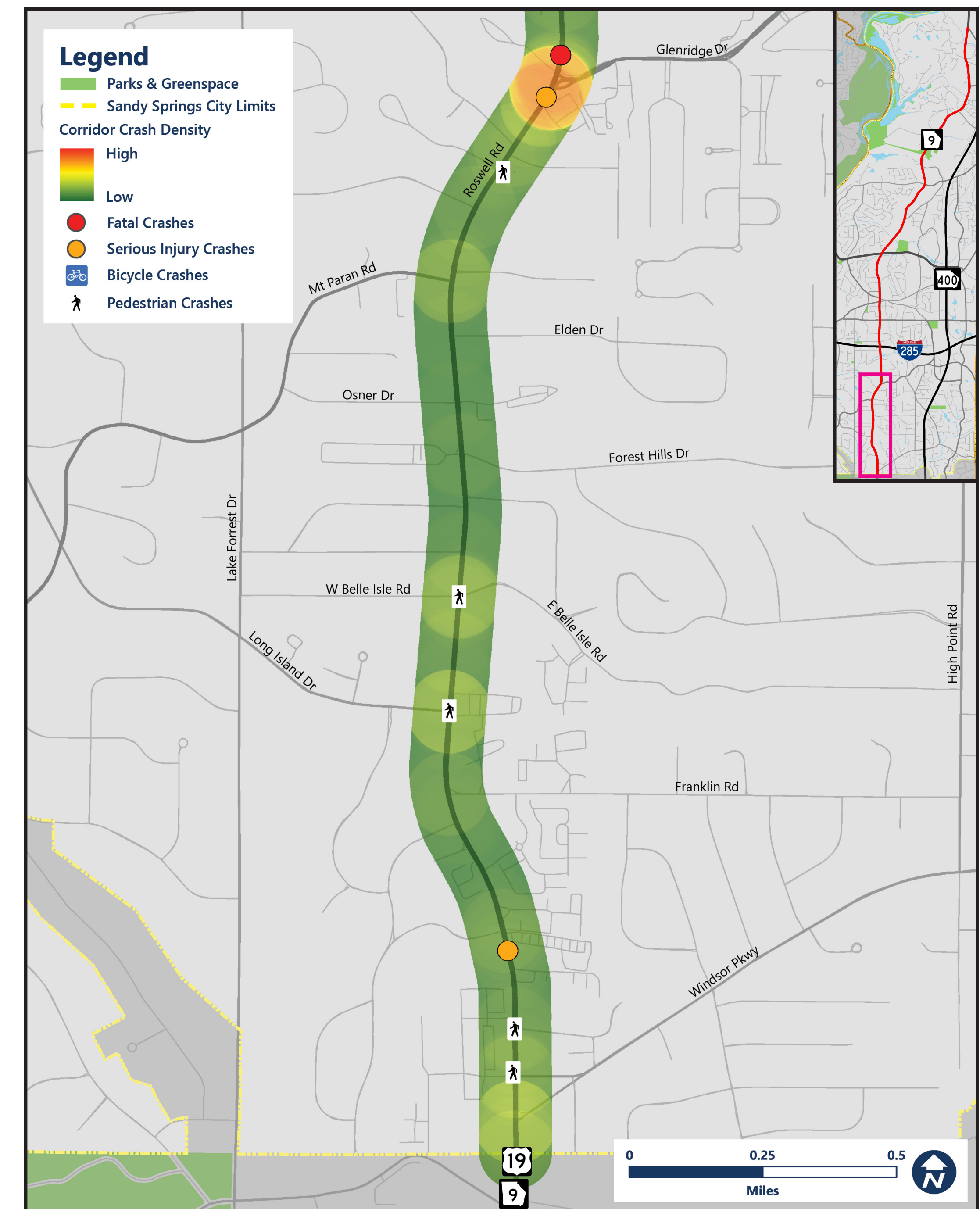
Roswell Road Central

(Abernathy Road to Glenridge Drive)



Roswell Road South

(Glenridge Drive to Meadowbrook Drive)



Roswell Road Access Management Plan



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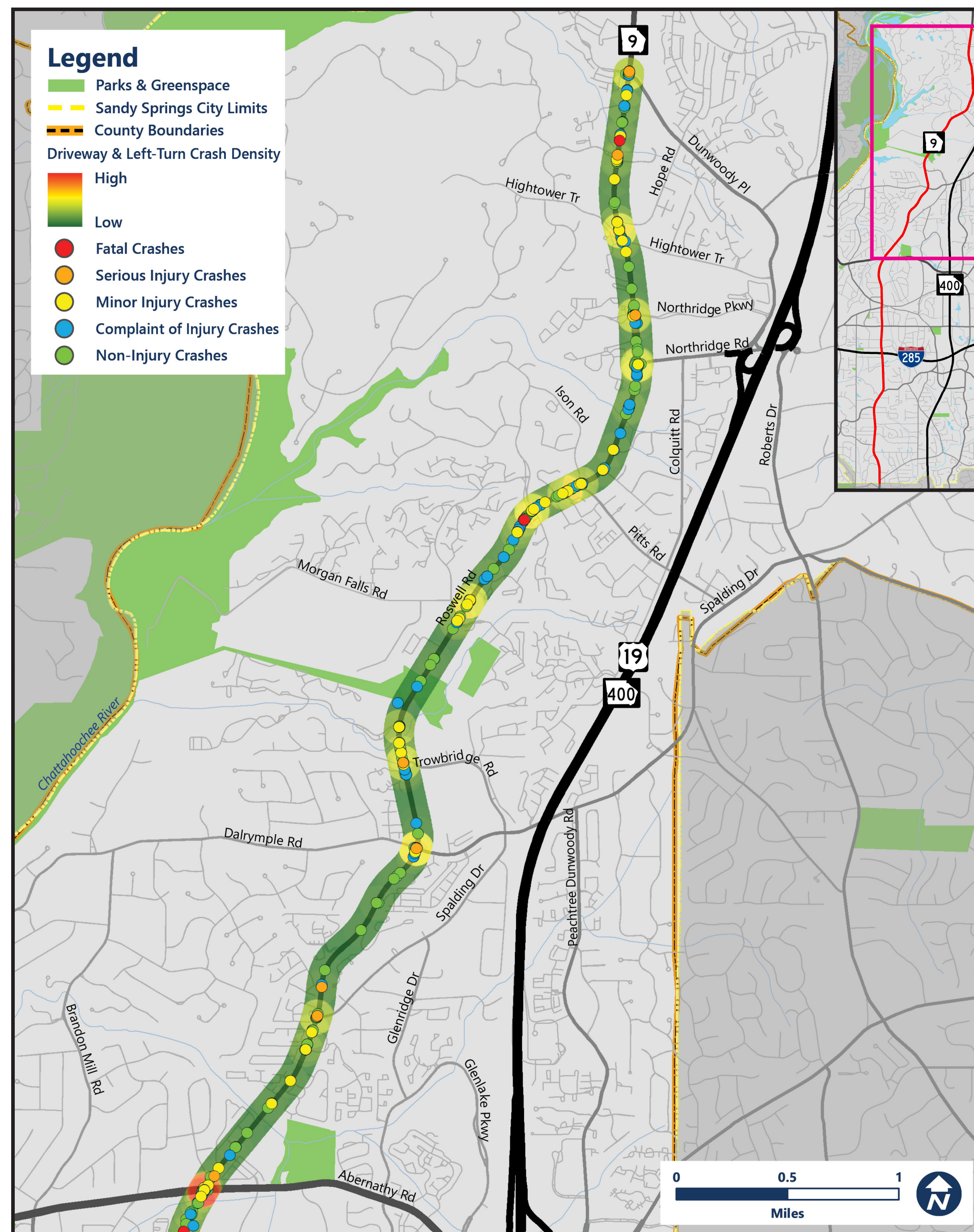
Driveway & Left-Turn Crash Density

Roswell Road from Dunwoody Place to Meadowbrook Drive

- From 2015 to 2019, there were nearly 400 crashes due to vehicles turning into or out of driveways. Driveway crash hotspots include at Abernathy Road, The Prado Shopping Center, and multiple driveways between Hammond Drive and Cliftwood Drive/Carpenter Drive.
- Additionally, there were 1,300 crashes due to vehicles making left-turn movements along Roswell Road. These crashes were prevalent in areas with commercial uses, lower spacing between driveways, and areas with vehicles traveling higher speeds, such as north of Abernathy Road.
- Converting the two-way left turn lane to a raised median could reduce the incidence of turning conflicts and reduce crashes by 23%.*

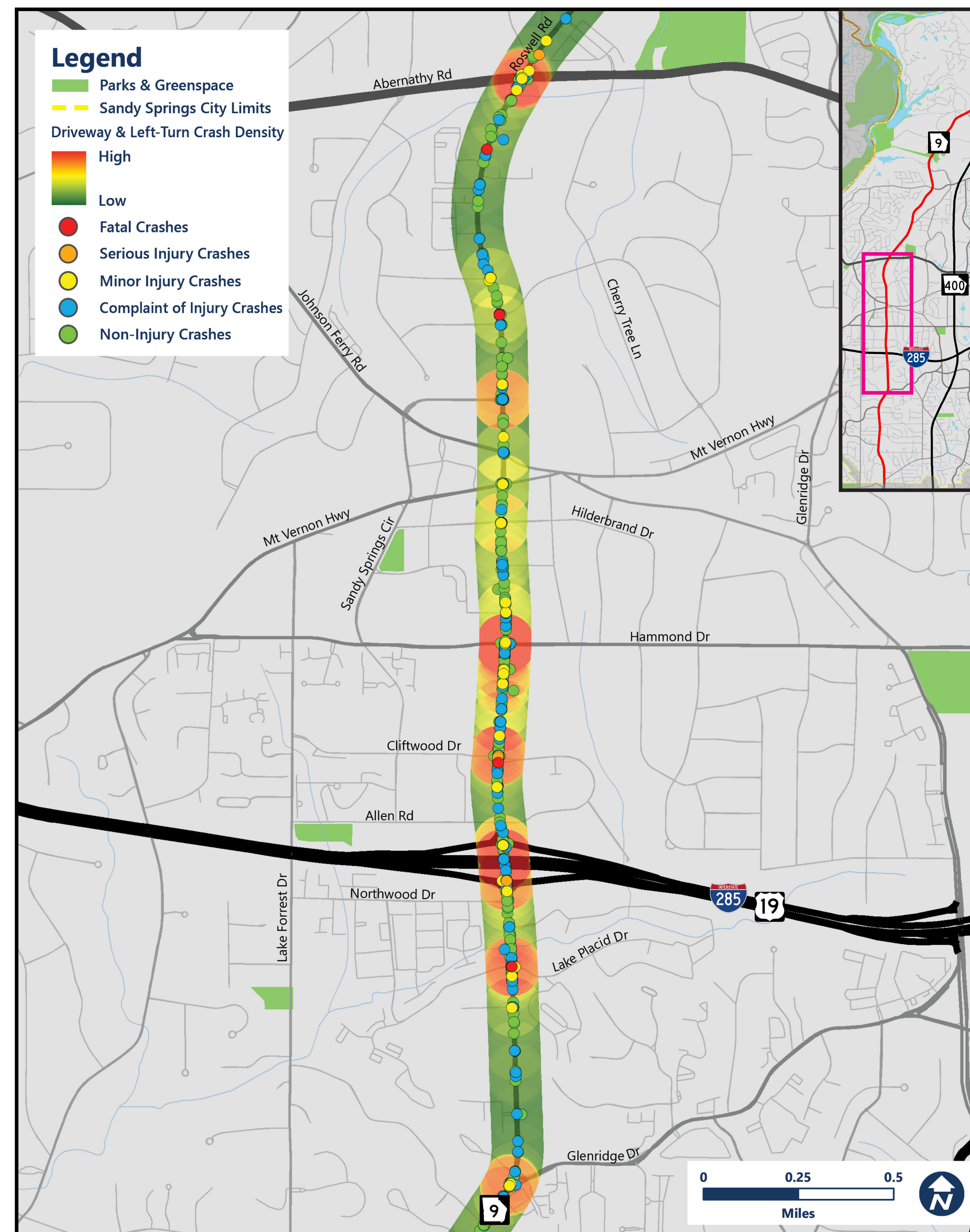
Roswell Road North

(Dunwoody Place to Abernathy Road)



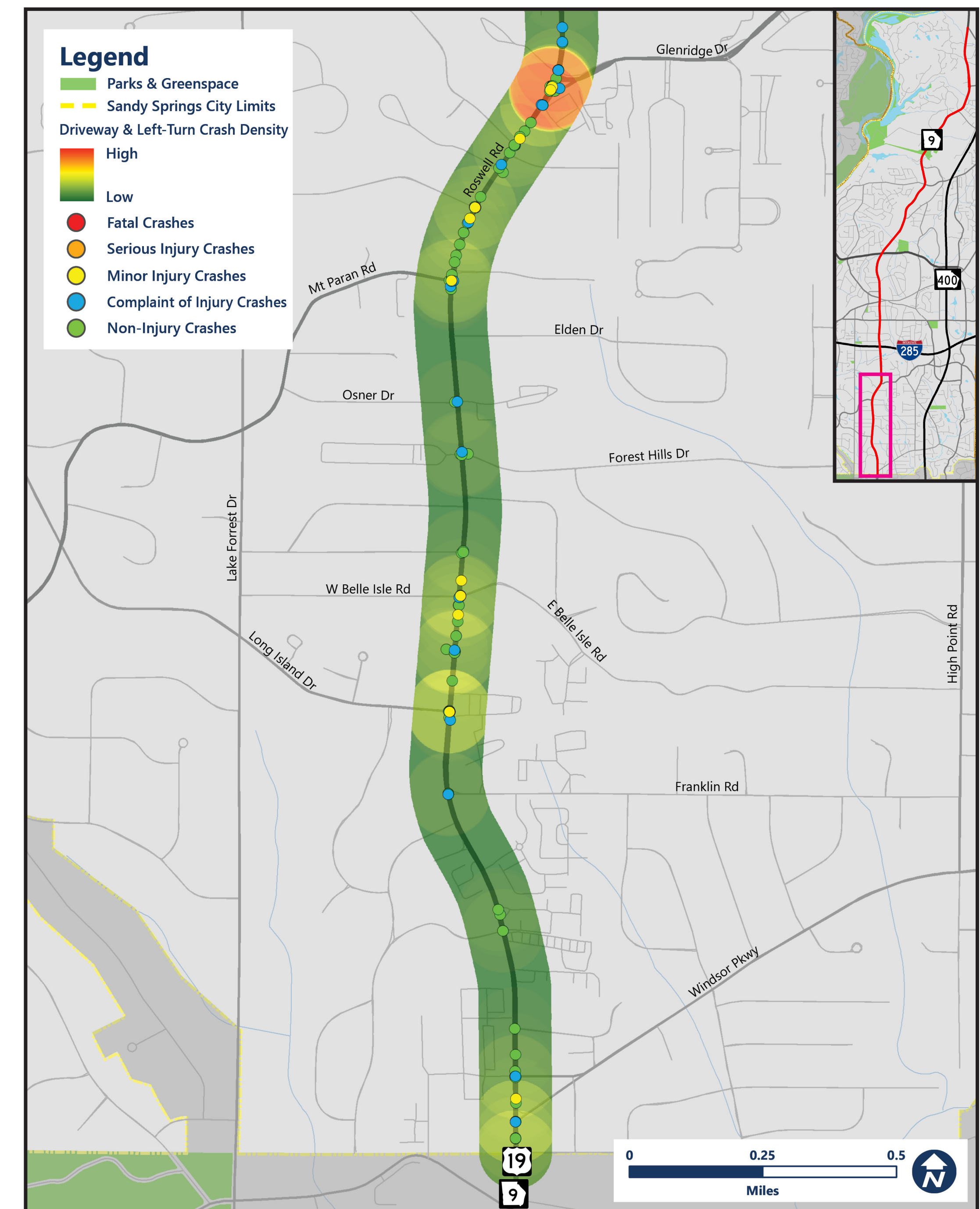
Roswell Road Central

(Abernathy Road to Glenridge Drive)



Roswell Road South

(Glenridge Drive to Meadowbrook Drive)



Roswell Road Access Management Plan

Access Management Improvements



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Overview of Treatment Types

This board highlights the proposed access management treatments that are featured on the corridor-wide preliminary layout. Each of these treatments would help improve safety and multimodal access along Roswell Road.

Raised Median

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



Reduced Conflict U-Turns (R-CUT)

- Directs left-turn and through-movements from a side street or driveway to a downstream U-turn.
- Reduces the number of conflict points for turning movements
- Results in reduced crash frequency and severity.
- Converting an unsignalized intersection to an R-CUT can reduce fatal and injury crashes by 63%.**



Driveway Consolidation

- Reduces the number of conflict points along the main roadway, and the risk of rear-end and angle crashes.
- Improves traffic flow and facilitates safer and more convenient access to businesses and other destinations.
- Typically implemented with redevelopment and in conjunction with new interparcel connections, where appropriate.
- Reducing driveway density can reduce fatal and severe injury crashes by 25-31%.**



Mid-Block Pedestrian Crossing

- Often accompanied by a 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, and crosswalk.
- Can reduce pedestrian crashes by 55%.**



* National Cooperative Highway Research Program (NCHRP) Research Report 974: Application of Crash Modification Factors for Access Management

** Federal Highway Administration (FHWA) Proven Safety Countermeasures

Roswell Road Access Management Plan

Current Projects That Include Access Management Improvements



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This board shows examples of ongoing projects along Roswell Road that include access management features. The Roswell Road Access Management Plan recommendations will be similar to these improvements.

Roswell Road/Grogans Ferry Road Intersection Improvements

The project will improve safety and operational efficiency at the intersection of Roswell Road and Grogans Ferry Road. Project elements include:

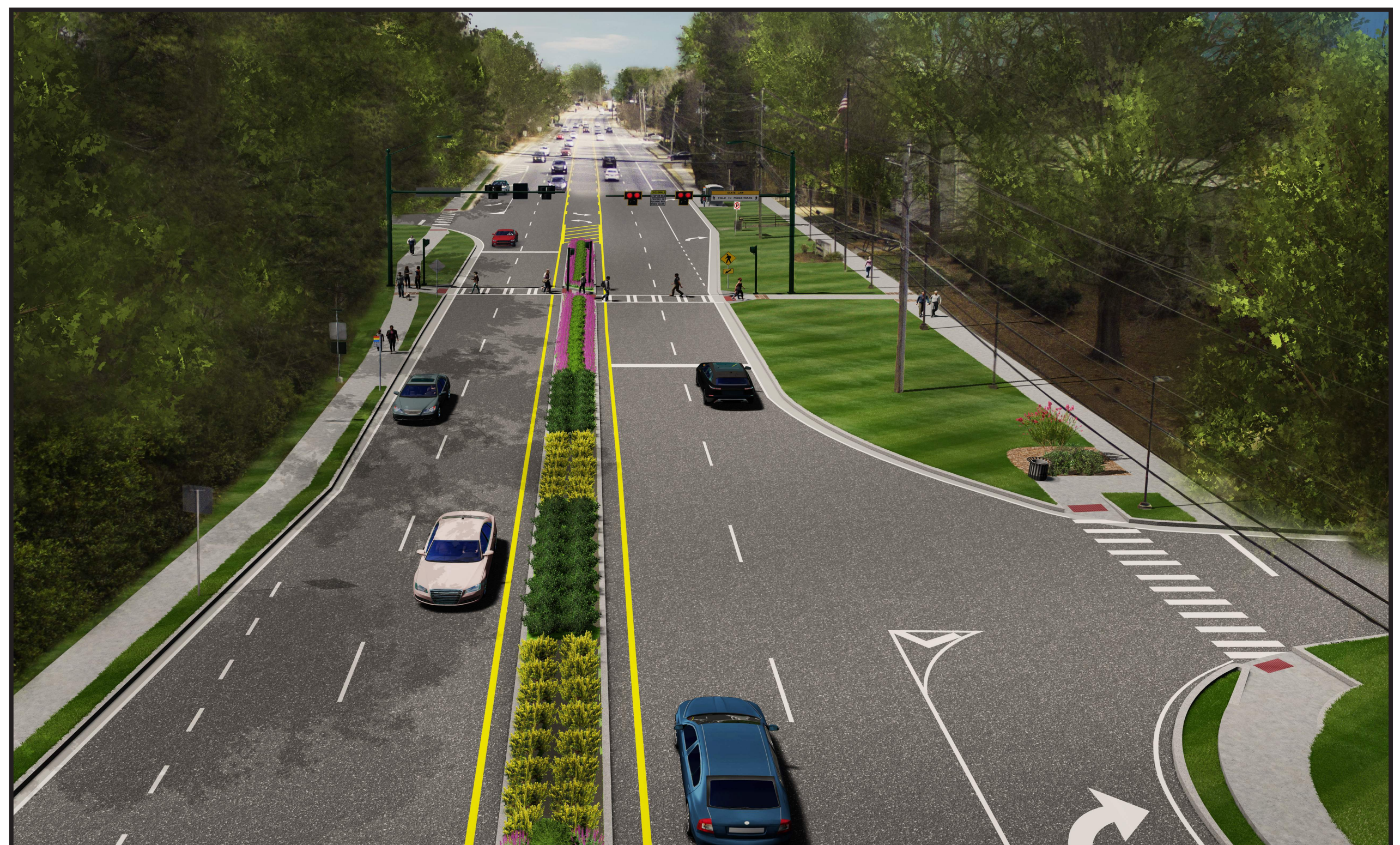
- Realignment of the Roswell Road/Grogans Ferry Road intersection
- Installation of a new traffic signal
- Pedestrian lighting
- Sidewalks
- Raised landscaped median on Roswell Road



North Fulton Government Services Center Mid-Block Pedestrian Crossing

This project will provide safe access to the North Fulton Government Services Center for pedestrians. It consists of the installation of a Pedestrian Hybrid Beacon crossing along Roswell Road between the North Fulton Government Services Center and the MARTA bus stop on the west side of Roswell Road. Project elements include:

- Pedestrian Hybrid Beacon (inclusive of mast arm assemblies, pedestrian signal heads, push button assemblies, etc.)
- Associated pavement markings (i.e. crosswalk, stop bars, hatching, etc.) and signage
- Raised median (for pedestrian refuge area and channelization of traffic)
- Landscaping (raised median and roadway shoulders)
- Pedestrian/intersection lighting
- Curb bulb-out along east side of SR 9/ Roswell Road



Roswell Road Access Management Plan



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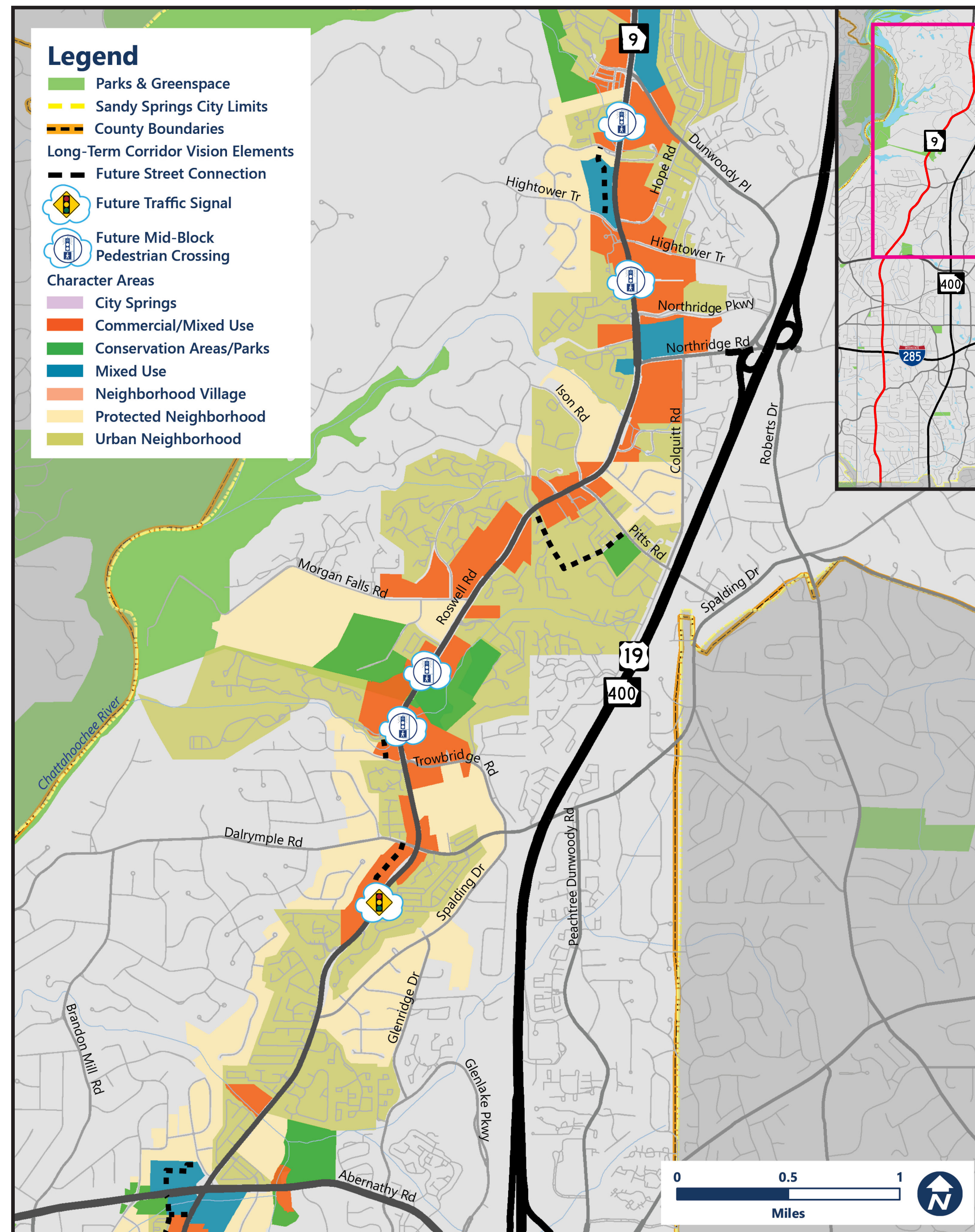
Long-Term Corridor Vision

Roswell Road Corridor from Dunwoody Place to Meadowbrook Drive

This board depicts the longer-term, visionary safety and access improvements for the Roswell Road corridor, including potential street connections and traffic signals, and mid-block pedestrian crossings. The future street connections align with character areas that are commercial or have a mix of uses. The intent of this long-term vision is to create a more connected street network that complements and supports the proposed access management improvements along Roswell Road.

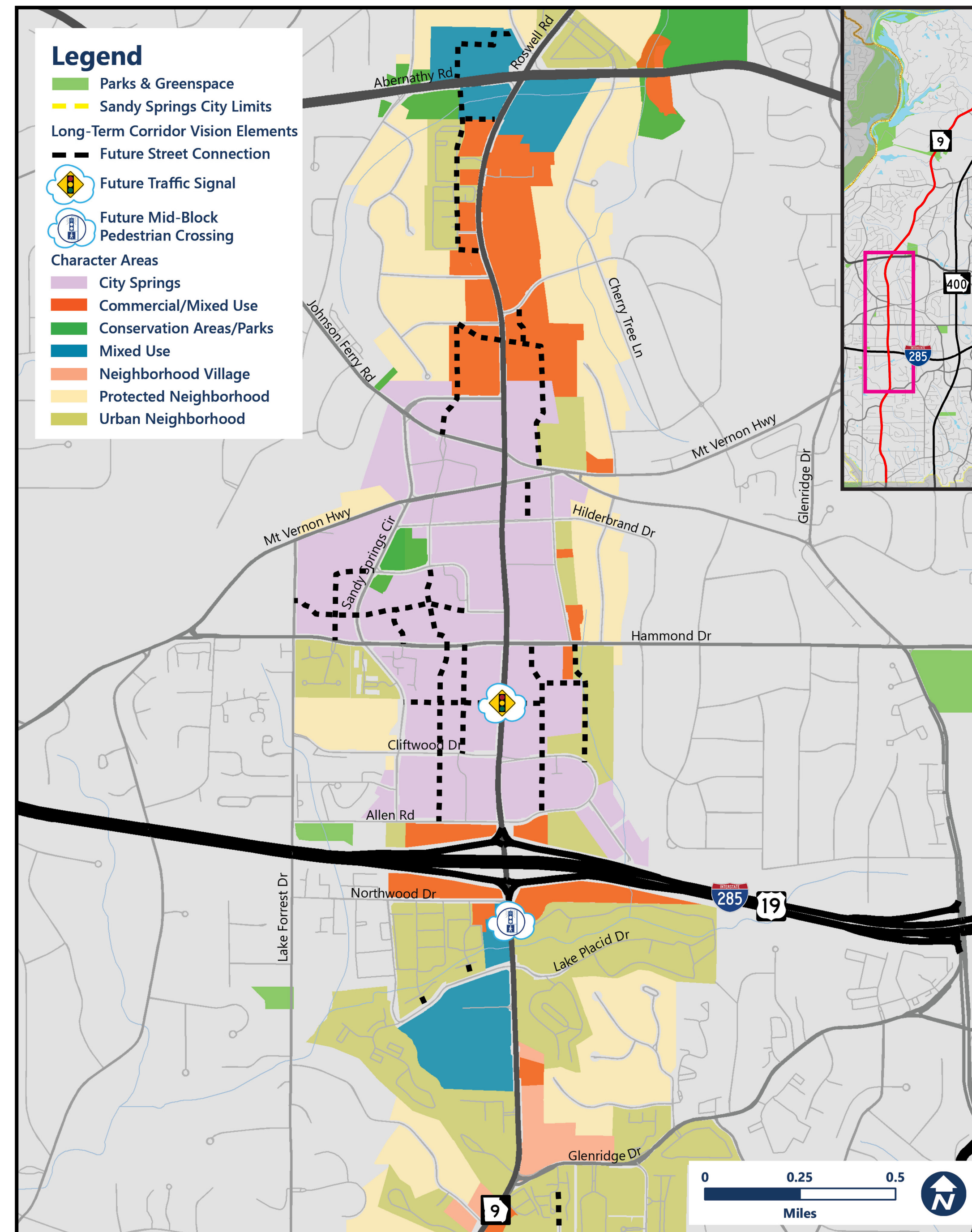
Roswell Road North

(Dunwoody Place to Abernathy Road)



Roswell Road Central

(Abernathy Road to Glenridge Drive)



Roswell Road South

(Glenridge Drive to Meadowbrook Drive)

