

Roswell Road Access Management Plan

Public Meeting

June 23, 2022



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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
 - Mid-block pedestrian crossings

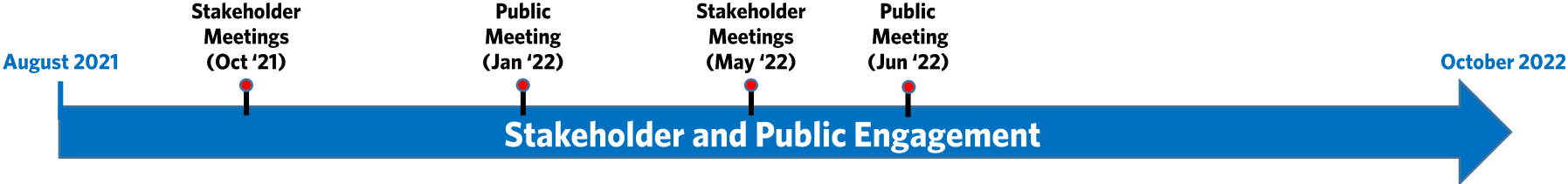


What Happens When We Don't Manage Access?

- 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



Schedule and Tasks



Existing Conditions/Data Collection

- Crash analysis
- Traffic analysis
- Driveway inventory

Development and Evaluation of Alternatives

- Intersections
- Mid-block locations
- Systemwide roadway network

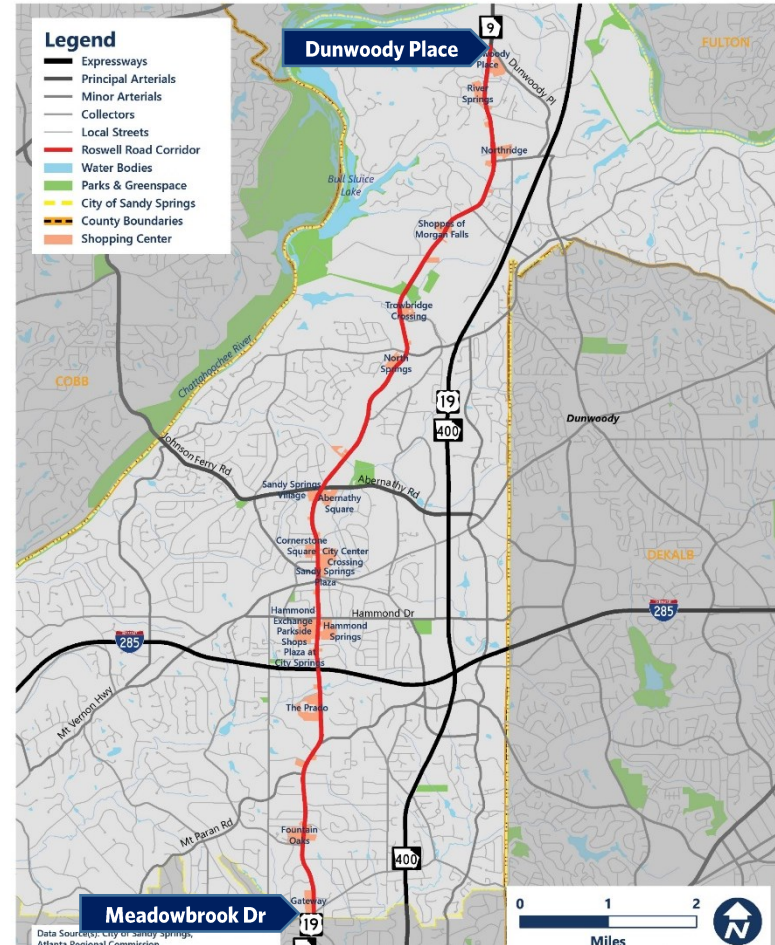
Access Management Plan

- Project list with costs and funding sources
- Implementation plan

**Existing Conditions
along
Roswell Road**

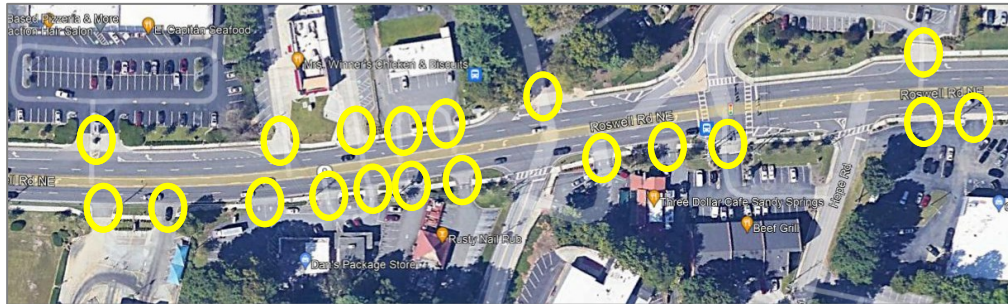
Roswell Road (SR 9)

- 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

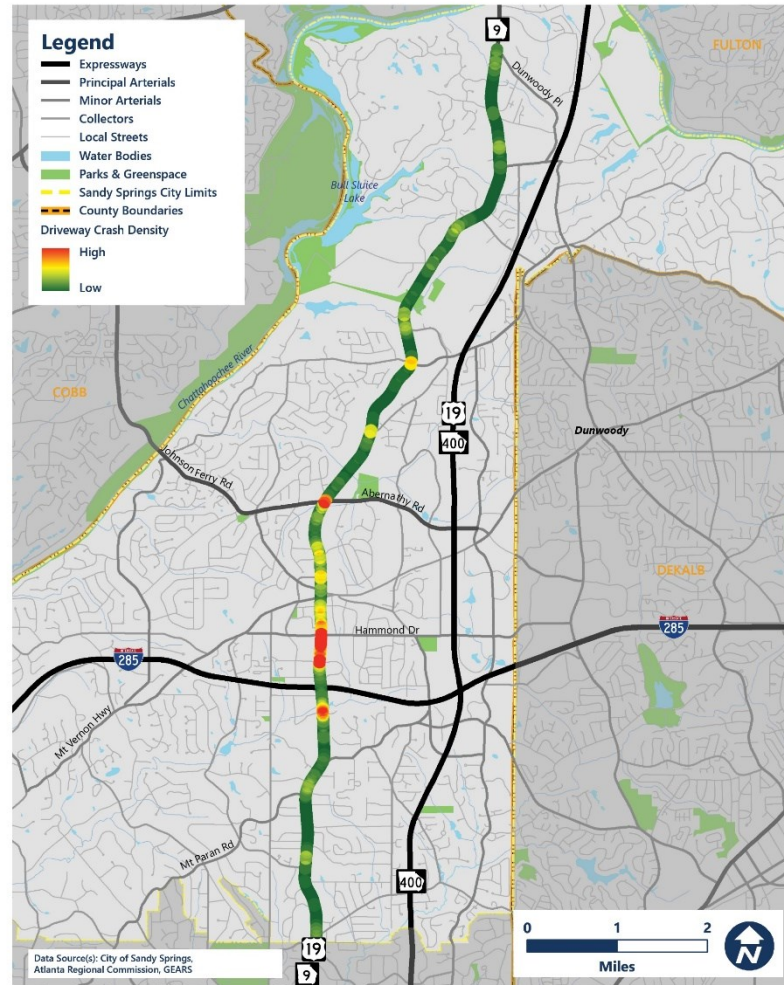


Crash History

- 5,543 crashes over five years* along Roswell Road
 - 387 crashes involved a vehicle entering or leaving a *driveway or parking area*, and 1,300 crashes involved a vehicle making a *left turn*
- 1 in 4 crashes resulted in at least one injury
 - 11 fatal crashes and 29 serious injury crashes
- Total crash rate and injury crash rate are nearly twice as high as statewide average (urban principal arterial)

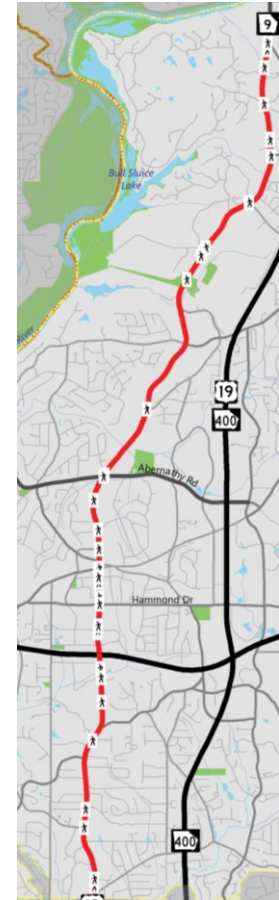
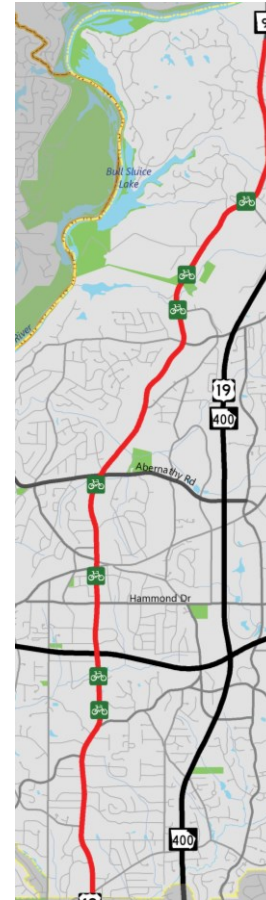
*2015-2019

Roswell Road - 2015-2019 Driveway Crash Density



Bicycle & Pedestrian Crashes

- 54 pedestrian crashes and 10 bike crashes over five years* along Roswell Road
- Resulted in 5 *fatalities and 5 serious injuries*



Access Management Treatments

Raised Medians

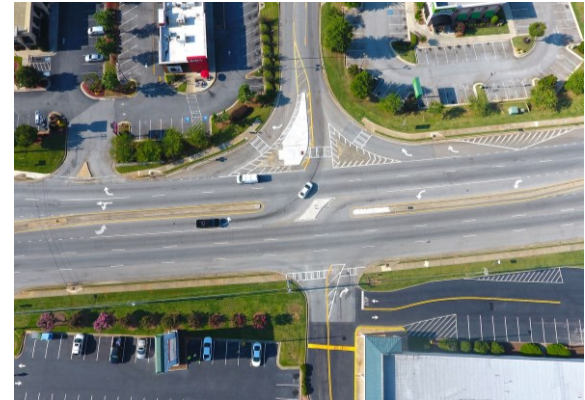
- Direct left turns to strategically planned locations
- Reduce the number of conflict points for turning movements
- Can provide a pedestrian refuge
- May help calm traffic
- Converting a two-way left turn lane to a raised median can reduce crashes by 23%*



*NCHRP 974 - Application of Crash Modification Factors for Access Management

Reduced Conflict U-Turn (RCUT)

- 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 RCUT can reduce fatal and injury crashes by 63%**



**FHWA Proven Safety Countermeasures

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%**



Online Feedback Tool

<http://spr.gs/accessroswell>

The screenshot shows the 'Roswell Road North' feedback tool interface. At the top left is the Sandy Springs Georgia logo. To the right are navigation icons: 'Drag to comment', 'Support This', and 'Have Questions or Concerns'. Below these are icons for sharing, search, filter, print, and user profile. The main content area is titled 'Roswell Road North' and includes a 'Welcome' message, a 'Let Us Know Your Thoughts' button, and a 'DRAG markers to add comments' section. A note states: 'Markers can only be dropped within the study corridor (within the red boundary)'. Below this is a paragraph: 'This map presents preliminary recommendations for safety and access improvements along the Roswell Road corridor. Please review these proposed improvements and place markers on the map to provide feedback. The map legend is provided below.' The legend includes: Sidewalk (grey line), Landscaped Buffer (green line), Landscaped Median (dark green line), Driveway Opening (blue circle), and Driveway Closure (orange square). The map itself shows an aerial view of Roswell Road North with a red boundary line, a yellow diamond warning sign, and several blue circular markers. A 'Return to Start' button is in the top right of the map area. The bottom right corner of the map area says 'Leaflet | Powered by Esri'.



Online map will open for input through **Thursday, July 14**

Next Steps

- Please review the preliminary layouts and other informational boards.
- Provide feedback in-person and/or through the Social Pinpoint platform.
- Refine layouts and develop implementation plan with a phased project list, costs, and other implementation guidance.

Contact Information

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<http://spr.gs/accessroswell>