

# Roswell Road Transit and Streetscape Improvements

August 18, 2022






SANDY SPRINGS™  
GEORGIA

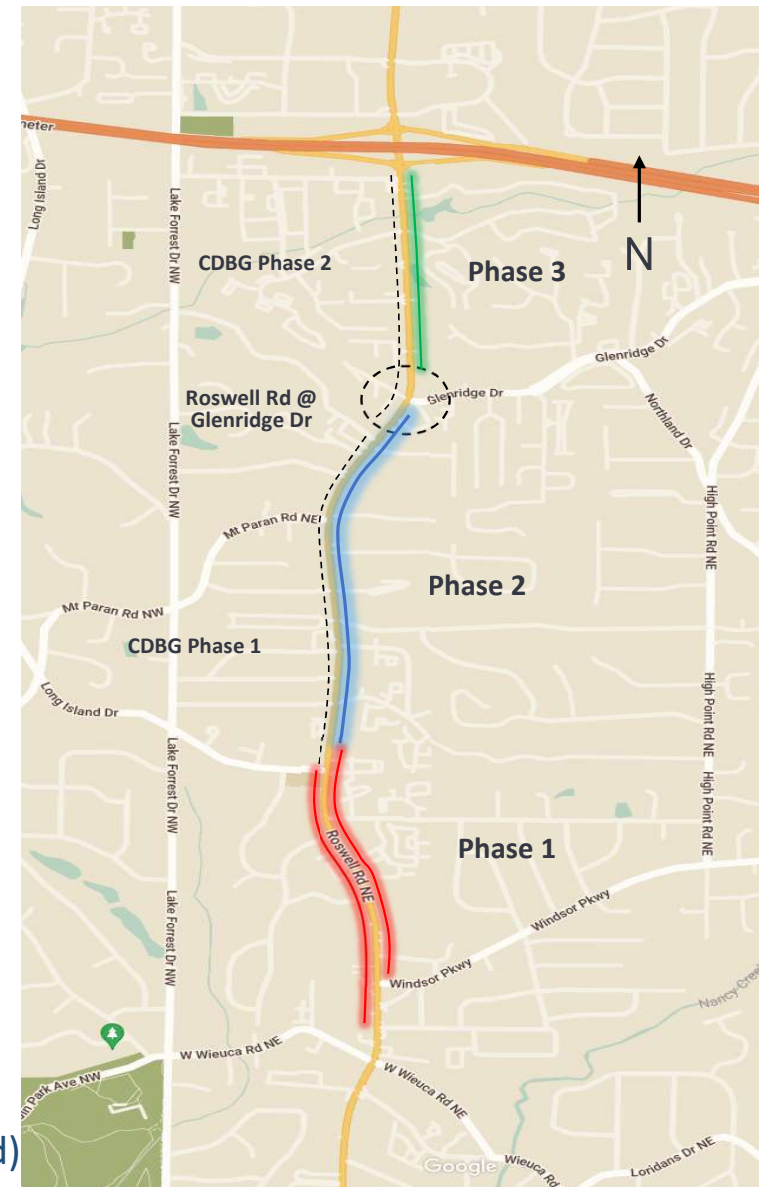
# Today's Presentation

- **Project Area**
- **Need and Purpose**
- **Project Background**
- **Roswell Road Today**
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  - Existing Conditions
- **Proposed Concept**
  - Concept Development Process
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- **Next Steps**



# Project Area

- Project will **complete** the pedestrian network on Roswell Road south of I-285 within Sandy Springs.
- **Total corridor length: 2.3 miles**
  -  **Phase 1: 0.7 miles**
    - Meadowbrook Drive (city limits) to Long Island Drive
    - Sidewalks on both sides of Roswell Road
  -  **Phase 2: 1.0 miles**
    - Long Island Drive to Glenridge Drive
    - Sidewalks on the east side of Roswell Road
  -  **Phase 3: 0.6 miles**
    - Glenridge Drive to I-285
    - Sidewalks on the east side of Roswell Road
- **Other Streetscape Projects**
  - **T0033** CDBG Sidewalk/Streetscape
    - Phase 1 (completed)
    - Phase 2 (ROW acquisition)
  - **T0043** Roswell Rd/SR 9 at Glenridge Dr (substantially completed)



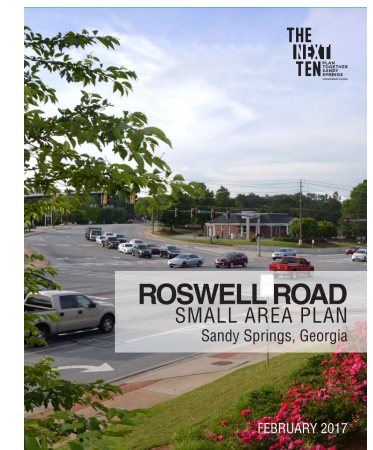
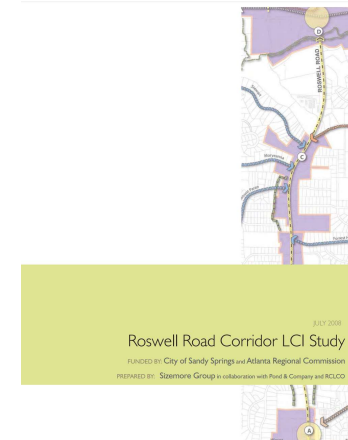
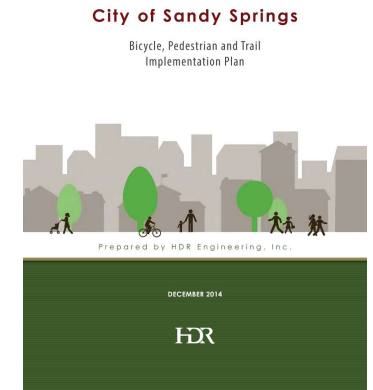
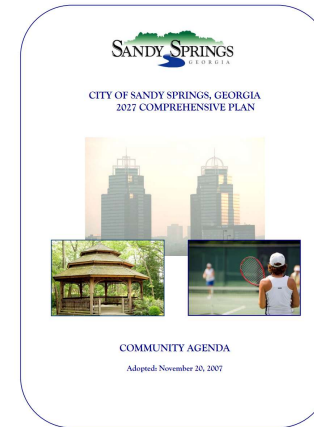
# Need and Purpose

- The existing Roswell Road sidewalk infrastructure is **incomplete** and **substandard**
  - 75% of the T0019 project area lacks standard pedestrian facilities
- Multiple studies have been conducted in coordination with stakeholders that identify the need for sidewalk upgrades
- The purpose of the project is to **complete the pedestrian network** that serves MARTA transit users and **provide total walk-up access** to transit elements along Roswell Road
- Project benefits include:
  - **Continuous ADA-compliant sidewalk** along the Roswell Road corridor
  - **Enhanced transit services** by providing safe and clear access to MARTA bus stops
  - **Street lighting** for pedestrians
- Leads us to a baseline shoulder section of **2.5-ft curb & gutter, 5-ft landscape strip, and 8-ft sidewalk**



# Project Background

- **2007:** *Sandy Springs Comprehensive Plan*
- **2008:** *Roswell Road Corridor LCI Study*
- **2014:** *Bicycle, Pedestrian, and Trail Plan*
- **2017:** *The Next Ten Comprehensive Plan*
  - *Roswell Road Small Area Plan*
- **2019:** Funding authorized from the Surface Transportation Block Grant
  - Administered by the FTA through MARTA
- **2021:** Begin concept design T0019



# Roswell Road Today

# Existing Conditions

- Inconsistent pedestrian facilities
  - Missing segments of sidewalk
  - Inadequate separation between pedestrians and vehicles
- Poor support to transit
  - Obscured MARTA bus stops
  - Lack of designated waiting areas



# Proposed Concept



# Concept Development Process

- Four site visits with City staff in the Fall of 2021
  - Walked the entirety of the project corridor
  - Documented substandard conditions
  - Established preferred sidewalk widths and locations
  - Site specific deviations to minimize impacts
- Bi-weekly status meetings
  - Continuous input from and communication with City staff
  - Multiple iterations as concept developed to minimize right-of-way (ROW) and utility impacts, determine wall locations, and accommodate MARTA bus shelters





# Concept Development Process

- Data Collection
  - Topographic surveys
  - Subsurface Utility Exploration
  - Traffic Counts
  - Environmental Site Assessments
  - Survey coordination to establish property lines
- Concept Design
  - Prepared alignments per site visits and City staff input
  - Prepared concept level driveway, utility, and ROW impacts
  - Identified locations for landscaping and walls
  - Performed alternatives analysis on six segments
  - Coordinated with Stakeholders and related projects
  - Developed Opinion of Probable Construction Costs



# Concept Development Process

- Traffic Engineering (TE) Analyses
  - **Median Closure TE study** confirmed feasibility of two raised medians
    - Segment 1: Meadowbrook Drive to Windsor Parkway
    - Segment 2: Peruca Place to I-285
  - **Mid-block Pedestrian Crossing TE study** recommends a signalized mid-block crossing to promote pedestrian safety
    - Agrees with T0070 Access Management Study
    - Warrant met between Lake Placid Drive and I-285



# The Concept: Key Features

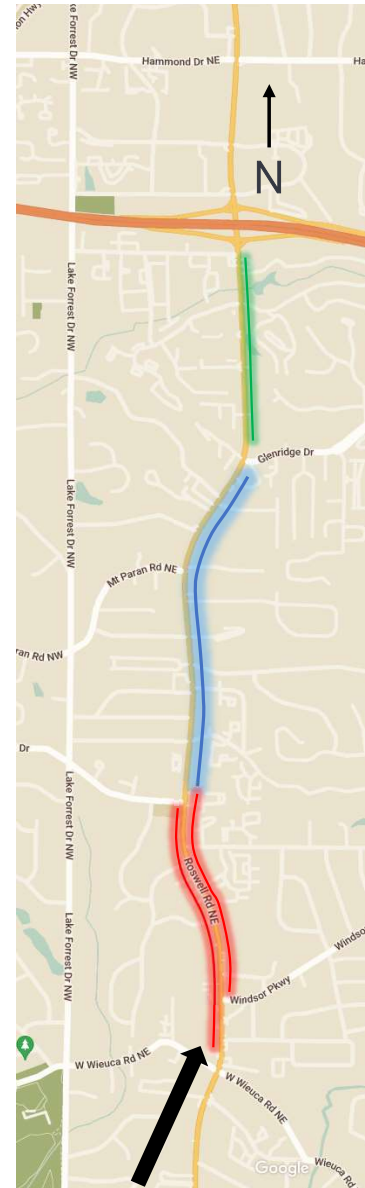


- Create **continuous sidewalks** along the corridor
  - Baseline design of **8-ft sidewalk, 5-ft landscape strip, and 2.5-ft curb & gutter**
  - Deviations to baseline to minimize ROW and utility relocation impacts
- Establish **continuous curb** presence along corridor
  - Full curb and gutter where possible; header curb elsewhere
  - Establish grade and buffer separation between vehicles and pedestrians
- **Marked crosswalks** across all side streets
- **Raised medians** consistent with T0070 Access Management Plan and Median Closure TE study
- **Concrete pads for bus shelters** through coordination with MARTA



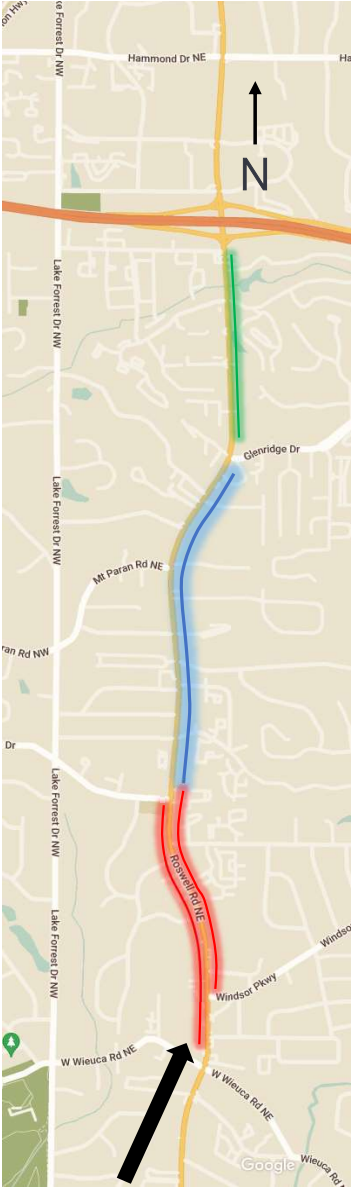
# The Concept: Snapshots

Before



# The Concept: Snapshots

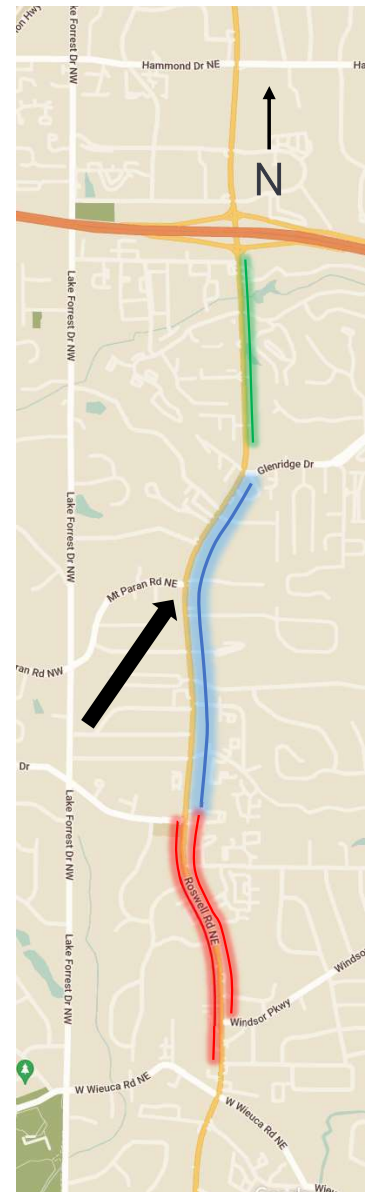
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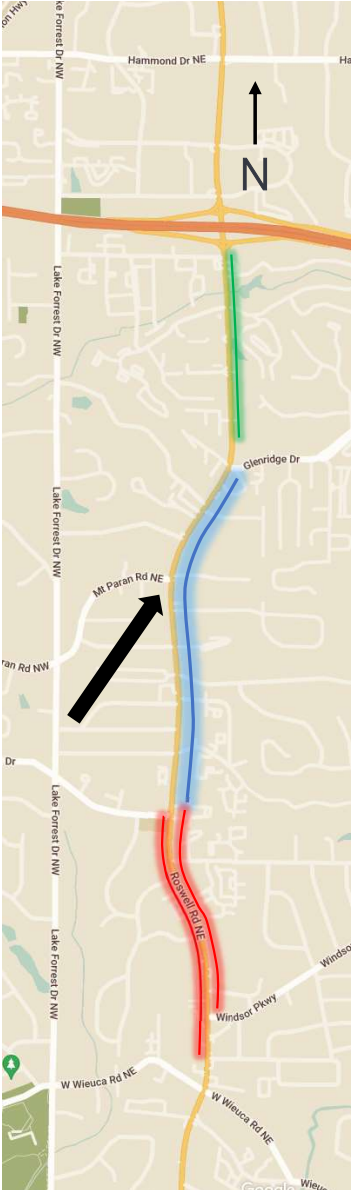
# The Concept: Snapshots

Before



# The Concept: Snapshots

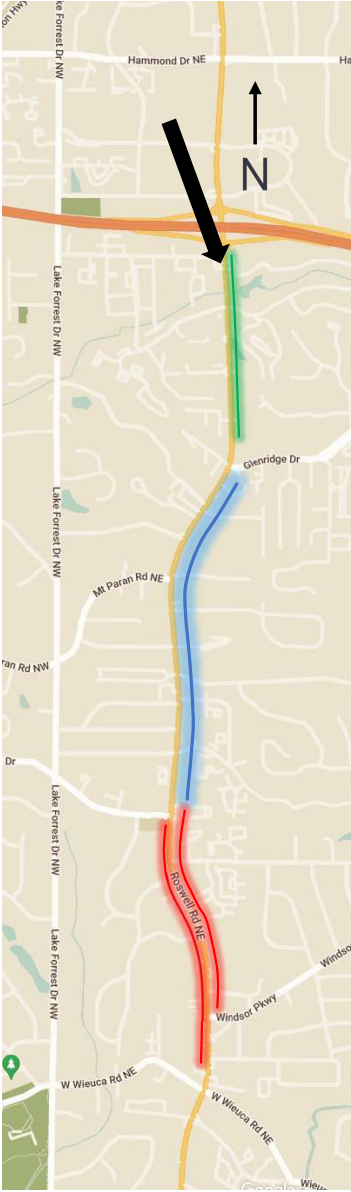
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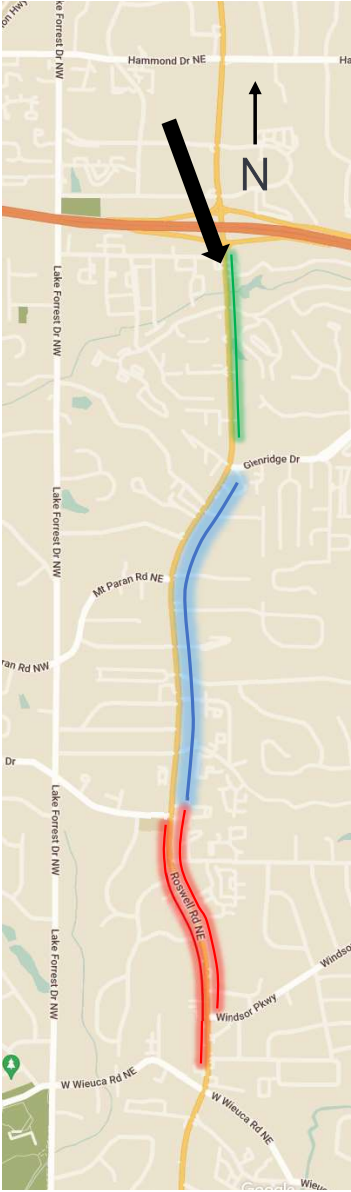
# The Concept: Snapshots

Before



# The Concept: Snapshots

After



# Next Steps



# Next Steps

- Public Comment 8/18/2022 – 9/16/2022
- Preliminary Design 9/2022 – 7/2023
- Final Design 8/2023 – 12/2026 \*
- Construction 10/2024 – 3/2028 \*

\* Duration reflects staggering final design and construction over 3 phases



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What We Need From You