



SANDY SPRINGS™
GEORGIA



Roswell Road

Access Management Plan

Final Report

February 2023



RESOLUTION NO. 2023-02-26

**STATE OF GEORGIA
COUNTY OF FULTON**

A RESOLUTION TO ADOPT THE ROSWELL ROAD ACCESS MANAGEMENT PLAN

WHEREAS, the City adopted the Roswell Road Small Area Plan in 2016, which established a vision for Roswell Road as a “boulevard” with safer access for motorists, pedestrians, and cyclists;

WHEREAS, the planning process advanced these ideas of the Roswell Road Small Area Plan by completing a comprehensive analysis of safety deficiencies and developing an implementation plan;

WHEREAS, there has been extensive public engagement in the planning process, and the public feedback received has been taken into consideration for this plan;

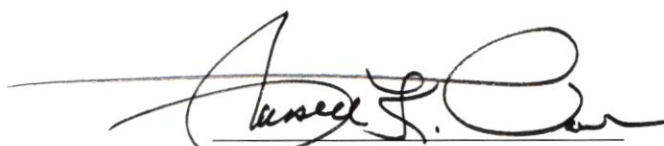
WHEREAS, there is a need to prioritize access management improvements and provide implementation guidance for both redevelopment and capital projects.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SANDY SPRINGS, GEORGIA


That the City of Sandy Springs receive, accept, and adopt the Roswell Road Access Management Plan presented on February 21, 2023, with an addendum that includes the related public comments and Council comments from the Work Session and Council meeting held on Tuesday, February 7 and the Council meeting held on Tuesday February 21, to preserve the concerns and comments for future consideration and action.

RESOLVED this the 21st day of February 2023.

Approved:


Russell K. Paul, Mayor

Attest:


Raquel D. González, City Clerk
(Seal)





SANDY SPRINGS™
GEORGIA

Roswell Road Access Management Plan
Final Report

Prepared for
The City of Sandy Springs

Rusty Paul, Mayor
John Paulson, District 1
Melody Kelley, District 2
Melissa Mular, District 3
Jody Reichel, District 4
Tibby DeJulio, District 5
Andy Bauman, District 6

Prepared by Gresham Smith
in partnership with Metro Analytics, Blue Cypress Consulting,
and Gannett Fleming

February 2023



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Executive Summary

Introduction

The Roswell Road Small Area Plan, developed in 2017 as part of the Next Ten Comprehensive 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. A key recommendation of the Roswell Road Small Area Plan was for the City of Sandy Springs to conduct an Access Management Plan with a layout that would include a landscaped median and streetscape improvements; costs and implementation phases; and a summary of potential funding sources. The Roswell Road Access Management Plan advances 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

Safety Issues

The land use and development patterns along Roswell Road, sidewalk gaps and narrow sidewalk widths, lack of buffers and pedestrian crossings, and high concentration of driveways contribute to a dangerous environment along the corridor for both vehicles and pedestrians. Between 2015 and 2019, there were 5,543 reported crashes along the Roswell Road corridor, resulting in a total of 1,857 injuries and 11 fatalities. The crash rate along Roswell Road is nearly twice as high as the average crash rate among urban principal arterials statewide. Among all recorded crashes, 1,300 involved left-turn movements, and 387 crashes occurred at driveways. Thirty-percent of the left-turn crashes resulted in injuries, and four of the left-turn crashes resulted in a fatality.

There are several risk factors along Roswell Road that contribute to the high rate of vehicular and pedestrian crashes on the corridor. These risk factors include the presence of a two-way center left-turn lane, driveways located in close proximity to one another and to adjacent intersections, the lack of a buffer between the sidewalk and roadway, and long distances between safe pedestrian crossings.

Access Management Improvements

The recommended access management improvements build upon the vision established in the Roswell Road Small Area Plan. The layout is based on a number of standards and policies, including the Georgia Department of Transportation (GDOT) Design Policy Manual, GDOT Driveway and Encroachment Manual, and City of Sandy Springs Development Code and Technical



Manual. The layout for the corridor includes several elements that address risk factors and help to create a more walkable environment. These include:

- Raised landscaped median with median openings that conform to safety standards established by GDOT
- Reduction in driveway density
- Wider sidewalks/sidepaths
- Pedestrian improvements at intersections
- Mid-block pedestrian crossings

Project Identification

The corridor-wide layout serves as the “access management alternative.” The proposed layout was evaluated based on metrics related to effectiveness, feasibility, and equity. In order to facilitate implementation, the corridor was segmented based on several factors, including crash concentrations, changes in land use along the corridor, location of signalized and unsignalized intersections, and the termini of projects currently underway or programmed along the corridor. The findings from the corridor evaluation were used to perform a weighted ranking of the segments based on the following criteria for effectiveness:

- Safety Benefit – 40%
- Crash Rate – 30%
- Change in Travel Time – 10%
- Improvement in Driveway Density – 10%
- Multimodal Facilities – 10%

The findings of the evaluation were used to help identify priority projects along Roswell Road.

Priority Projects

The priority segment projects for the Access Management Plan are as follows:

1. **Peruca Place/Prado to I-285 Eastbound Ramps and Meadowbrook Drive to Windsor Parkway:** Reconstruct Roswell Road (SR 9) with two travel lanes in each direction, a wide raised and landscaped median (11-19'), a wide urban border area on either side (17-18') inclusive of a 2.5' wide curb and gutter, a 2-5' wide landscaped buffer and an 8-10' wide sidewalk. Install U-turn eye-brows at median openings as site constraints allow. The majority would be completed in conjunction with current City project T-0019, the Roswell Road Transit Access and Streetscape Improvements project.
2. **I-285 Westbound Ramps to Hammond Drive:** Reconstruct Roswell Road (SR 9) from the I-285 WB ramp termini intersection to the Hammond Drive intersection with two 11' wide travel lanes in each direction, a 19' wide raised and landscaped median, and a 17' wide



urban border area on either side inclusive of a 2.5' wide curb and gutter, a 2' wide hardscape buffer and a 10' wide sidewalk. Install a new traffic signal to provide access to the Lowes Shopping Center and the Parkside Shopping Center. Install U-turn eye-brows at median openings as site constraints allow. Coordinate interparcel connections.

- 3. **Johnson Ferry Road to north of Chaseland Road:** Reconstruct Roswell Road (SR 9) from the Johnson Ferry Road intersection to just north of the Chaseland Road intersection with two 11' wide travel lanes in each direction, a 19' wide raised and landscaped median, and a 17' wide urban border area on either side inclusive of a 2.5' wide curb and gutter, a 2' wide hardscape buffer and a 10' wide sidewalk. Install U-turn eye-brows at median openings as site constraints allow.
- 4. **Northridge Road to Hightower Trail:** Reconstruct Roswell Road (SR 9) from the Northridge Road intersection to the Hightower Trail intersection with two 11' wide travel lanes in each direction, a 19' wide raised and landscaped median, and a 27' wide urban border area on either side inclusive of a 2.5' wide curb and gutter, a 10' wide landscape buffer and a 12' wide sidewalk. Install U-turn eye-brows at median openings as site constraints allow.

The priority mid-block crossing projects for the Access Management Plan include the following:

- 1. Lake Placid – I-285 Eastbound Ramps Mid-Block Crossing
- 2. Trowbridge – Cimarron Pkwy Mid-Block Crossing
- 3. Mystic Place Mid-Block Crossing
- 4. Northridge Parkway – Hellenic Tower Mid-Block Crossing
- 5. Dunwoody Place – Huntcliff Mid-Block Crossing

Implementation Guidance

The Roswell Road Access Management Plan details several considerations for implementation of capital projects, which would be initiated by the City in coordination with GDOT, as well as projects that would be driven by redevelopment activity. For capital projects, this includes guidance on project development, project design, potential relocation of transit stops, considerations for installing mid-block crossings and lighting, and post-construction evaluation of the improvements. For improvements upon redevelopment, the implementation guidance highlights several best practices in access standards that the City has already codified, and provides additional recommendations related to driveway access, pedestrian facilities, and long-term considerations, which include potential new streets, traffic signals, and pedestrian crossings that would create a safer and more connected network.

The priority projects and long-term projects identified in the Roswell Road Access Management Plan serve as recommendations to move forward access management improvements on Roswell Road. Approval by GDOT and Mayor and City Council will still be needed for any project during

Roswell Road Access Management Plan



the design stage, which will take into account the corridor conditions at that time, as well as feedback from property owners, business owners, and the general public.



Chapter 1: Introduction

The Roswell Road Access Management Plan provides a roadmap for implementing access management treatments along Roswell Road (State Route 9) in Sandy Springs between Dunwoody Place and the south city limit near Meadowbrook Drive.¹ The numerous access points, land uses, and types of users have contributed to safety and operational deficiencies along the roadway. Building upon other planning efforts, this access management plan identifies what specific access management treatments would best improve the safety of the corridor and provides an implementation plan for advancing the improvements forward.

Background and Purpose

The Next Ten Comprehensive Plan was adopted by the City of Sandy Springs in February 2017. The plan serves as a ten-year policy and planning document guiding land use and redevelopment throughout the City. The final plan includes a small area plan for Roswell Road, which covers the entirety of the corridor within Sandy Springs, with the exception of the City Springs area between I-285 and Abernathy Road. The Roswell Road Small Area Plan establishes a vision for Roswell Road:

Roswell Road will be transformed from a primarily suburban, auto-oriented corridor—defined by strip-commercial centers and surface parking lots—into a great multimodal boulevard that will connect vibrant mixed-use neighborhoods. The new boulevard will serve as a strong north-south spine through the heart of the city that will reshape the image of the corridor—and the city as a whole—by establishing a safe, walkable, bicycle-friendly, transit-friendly and attractive streetscape environment.

Strategic redevelopment, incorporating a mix of land uses in compact development patterns, will create a dynamic, “live-work-play” corridor that links and protects neighborhoods and celebrates the area’s exceptional natural resources, while providing additional housing options, neighborhood amenities and job opportunities.

The Roswell Road Access Management Plan builds upon the Roswell Road Small Area Plan’s 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.

¹The portion of Roswell Road between Dunwoody Place and the northern city limit is not included in the Roswell Road Access Management Plan because the City has an access management project underway there (S2105 Roswell Road North End Boulevard).



The Roswell Road Access Management Plan further advances these ideas by achieving the following:

- 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 plan includes a phased list of projects, costs, and other implementation guidance to help the City of Sandy Springs achieve its ultimate vision for the Roswell Road corridor.

Study Area Context and Location

The Roswell Road study 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. Roswell Road, which is also designated as State Route (SR) 9, is the primary north/south arterial through the City of Sandy Springs. The corridor serves as a parallel route to GA 400, located approximately one mile to the east of the study corridor. Roswell Road connects to the City of Roswell to the north and City of Atlanta to the south, and facilitates regional connections via other roadways to Cobb County to the west and the City of Dunwoody and Gwinnett County to the east. Roswell Road also serves local traffic, connecting to numerous arterials, collectors, and local roads within the City of Sandy Springs.

Roswell Road provides access to a variety of restaurants and retail businesses, government facilities, and residential communities. In addition, the corridor serves a variety of users, including motorists, pedestrians, cyclists, and transit users, making both local and regional trips.

The study corridor has been designated into three segments of varying lengths based on land use, intensity of development, and traffic volume, shown in Figure 1:

- **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)

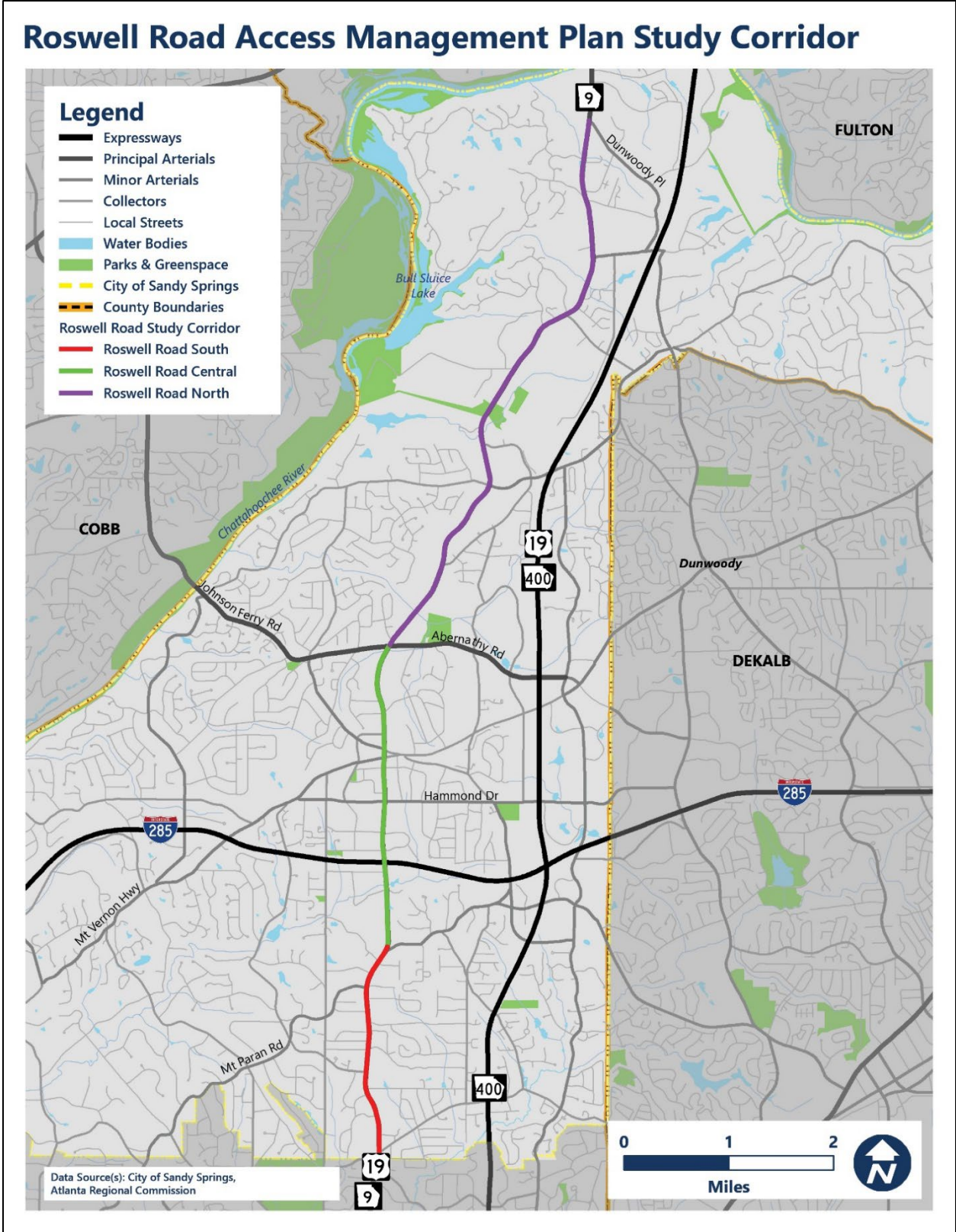


Figure 1. Roswell Road Access Management Plan Study Corridor



Public and Stakeholder Engagement

The development of the Roswell Road Access Management Plan relied on both technical analysis and extensive input from stakeholders and the general public. As the plan was developed from August 2021 through February 2023, the City made participation as easy as possible amidst changing public health conditions. A hybrid in-person and virtual public involvement strategy was carried out to boost participation. With each public meeting, an online input tool was available for several weeks to continue soliciting community feedback. A project-specific email, which was referenced on the project webpage and all meeting materials, provided an additional avenue through which the public could share their ideas. The Community Engagement Timeline shown in Figure 2 highlights key engagement activities that occurred over the course of the planning process.

Stakeholder engagement was at the core of the outreach approach. The planning team identified key stakeholders representing the different vested interests and users of Roswell Road, such as property owners, business owners, public safety professionals, and those who walk, bike, or use transit. The major stakeholder groups are identified in Figure 3. The Project Management Team, consisting of key City staff, representatives from the Atlanta Regional Commission (ARC), and the Georgia Department of Transportation (GDOT), and the consultant team, was also integral for leading the overall planning process.

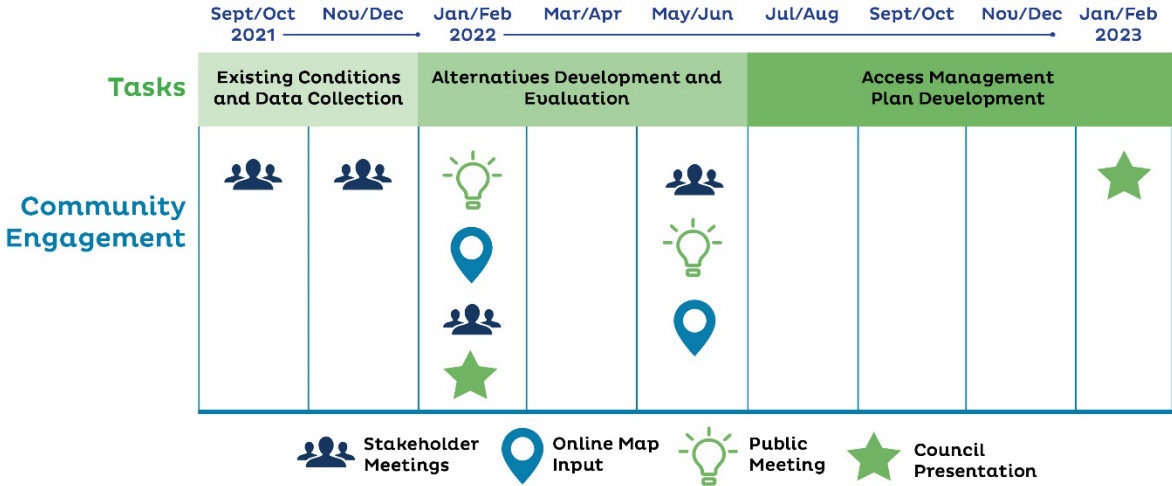


Figure 2. Community Engagement Timeline



Figure 3. Stakeholder Groups for Roswell Road Access Management Plan

A full summary of outreach activities and outcomes is available in the Public Involvement Summary in Appendix H.



Chapter 2: Existing Conditions along Roswell Road

The following section highlights key findings from the Existing Conditions Report developed for the Roswell Road Access Management Plan. The Existing Conditions Report details key observations related to safety and access along the corridor and includes a review of prior plans and programmed projects, demographic analysis, land use and development review, multimodal analysis, access point inventory, crash history, and traffic conditions.

Land Use and Development Patterns

Roswell Road has a diverse mix of land uses that draws a variety of users, including residents, workers, and visitors. There are numerous residential communities, including apartments and condo complexes that generate significant pedestrian traffic. There are also several shopping centers, nodes of retail activity, office parks, and institutional uses that attract workers and visitors by car, foot, and bus. Several commercial developments along the corridor are anticipated to redevelop in the near future. The City Springs area, located in the central portion of the corridor, has a growing mix of uses and a vision to become a more pedestrian-oriented environment. The mix of land uses, intensity of activity in specific nodes, and variety of travelers along Roswell Road underscores the need for access management improvements.

Multimodal Environment

One goal of the Roswell Road Access Management Plan is to improve walkability along Roswell Road. Most of the Roswell Road corridor has sidewalk on both sides of the roadway. However, there are some gaps, including near the intersection with Mt. Paran Road and near Mystic Place, forcing pedestrians to walk along private property or the roadway shoulder; and areas where the sidewalk is close to the road, creating an uncomfortable environment for pedestrians. The close proximity of numerous driveways along the corridor creates multiple conflict points between pedestrians and drivers, contributing to an inhospitable pedestrian environment.

Each of the 26 signalized intersections along Roswell Road includes crosswalks and pedestrian signals on at least two legs of the intersection, providing opportunities for pedestrians to cross the road. There are some segments of the corridor, however, that have long distances between signalized intersections, limiting the number of places where pedestrians can safely cross the corridor. This is particularly true north



Figure 4. Numerous driveways along Roswell Road create an inhospitable environment for pedestrians.



of Abernathy Road. Pedestrians have been observed darting across the corridor outside of protected pedestrian crosswalks, putting them at risk of being hit by a vehicle. Currently, there is one dedicated mid-block crossing location south of Long Island Drive, which consists of a pedestrian hybrid beacon (PHB) with a crosswalk and median pedestrian refuge island. There is also a project under design to add a mid-block crossing on Roswell Road at the North Fulton Government Service Center (7741 Roswell Road) adjacent to Big Trees Forest Preserve.

The Metropolitan Atlanta Rapid Transit Authority (MARTA) provides bus service along Roswell Road within the study area. Two MARTA bus routes, Routes 5 and 87, serve over 100 stops along Roswell Road, drawing numerous transit riders daily. Transit ridership is highest in locations corresponding to major shopping centers, such as between Abernathy Road and Glenridge Drive, as well as large apartment complexes in the vicinity of Northridge Road and Belle Isle Road, among other locations along Roswell Road. While many of the bus stops are located near signalized intersections with pedestrian crossings, there are several mid-block bus stops that are not located near controlled pedestrian crossings.

Driveway Spacing

As motorists travel along the corridor approaching driveways, they must be aware of other motorists decelerating to turn into a driveway or turning from driveways and accelerating onto the main corridor. Motorists who are turning into or out of driveways must also be aware of pedestrians and cyclists who are traveling in their path. When driveways are located in close proximity to each other, these multiple, and often conflicting, maneuvers reduce operational efficiency and present safety hazards, increasing the risk of crashes. Furthermore, when driveways are located within the functional area of an intersection², additional conflict points are introduced, contributing to confusing and unsafe maneuvers among vehicles.

There are 406 access points, including driveways and side streets, along Roswell Road as shown in Figure 5. This figure depicts segments of the corridor where the spacing of driveways and spacing between driveways and side streets:

- Do not meet the minimum spacing standards recommended by GDOT (shown in red);
- Do not meet the minimum spacing standards recommended by GDOT, but fall within 10 percent of the standard (shown in yellow); or
- Meet the minimum spacing standards recommended by GDOT (shown in green).

Along the 8.9-mile corridor, there are 3.92 miles of Roswell Road, or 44 percent of the corridor, where the spacing of driveways and spacing between driveways and side streets (referred to as

² The functional area of an intersection refers to the physical area of the intersection as well as upstream and downstream areas with auxiliary lanes. On the upstream approach, this includes the distances traveled when motorists perceive the intersection and maneuver into the correct lanes, as well as storage for queuing vehicles.



corner clearance) do not meet the minimum standards recommended by GDOT. The portions of the corridor with the greatest concentration of driveways includes Dunwoody Place to Northridge Road, Abernathy Road to Lake Placid Drive, Glenridge Road to Osner Drive, and Mystic Place to Meadowbrook Drive. These are segments that have higher crash incidences associated with movements in and out of driveways.

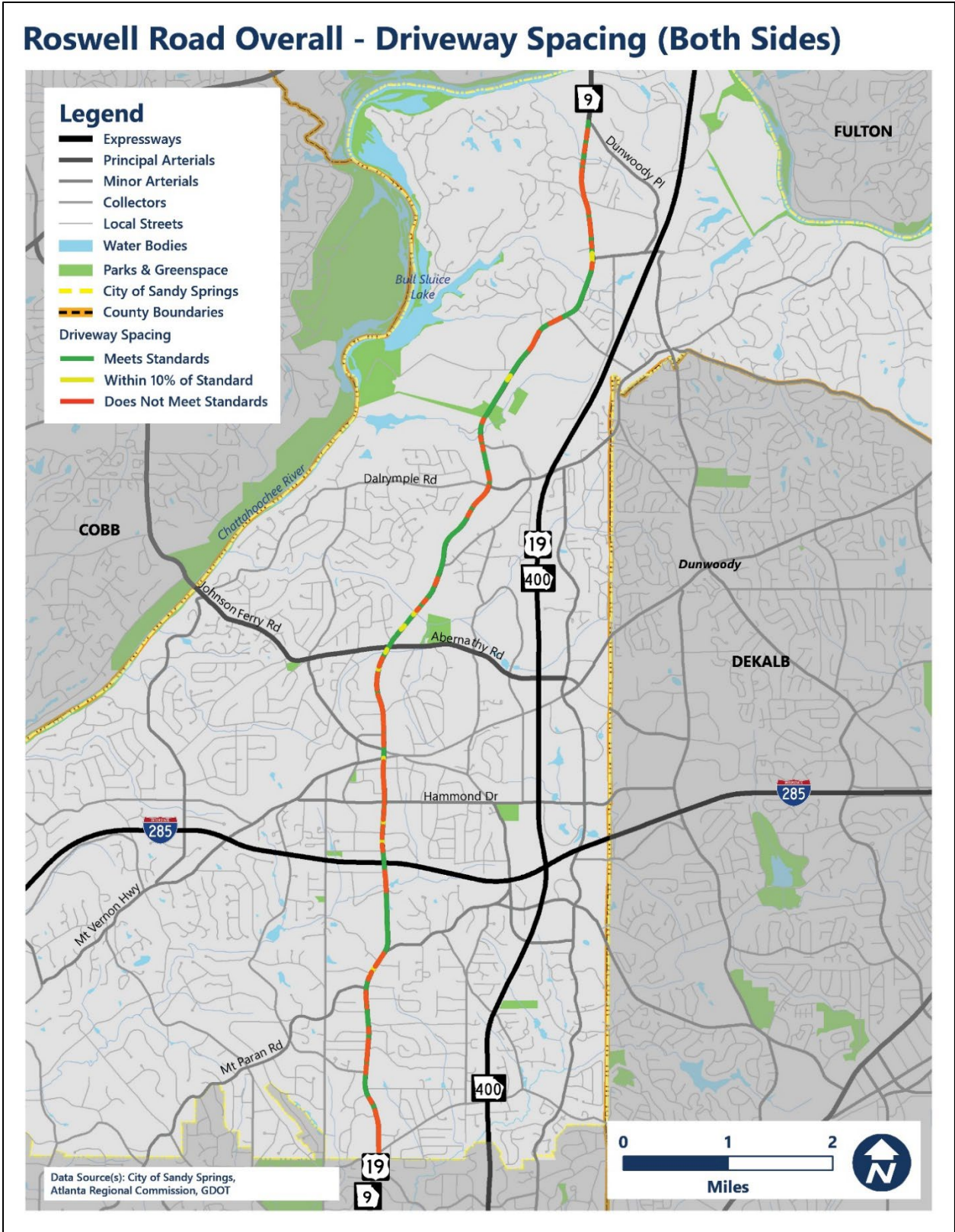


Figure 5. Roswell Road Overall – Driveway Spacing (Both Sides)



Crash History

The land use and development patterns along Roswell Road, design of sidewalks, lack of buffers and pedestrian crossings, and high concentration of driveways contribute to a dangerous environment along the corridor for both vehicles and pedestrians. This section summarizes the findings of a crash analysis for Roswell Road.



Figure 6. Numerous uncontrolled left-turns contribute to the high rate of crashes along Roswell Road.

Crash history supporting materials are included in the Existing Conditions Report and its appendices.

Findings

Between 2015 and 2019³, there were 5,543 reported crashes along the Roswell Road corridor, resulting in a total of 1,857 injuries and 11 fatalities. The number of total crashes has increased annually between 2015 and 2019. The crash rate along Roswell Road is nearly twice as high as the average crash rate among urban principal arterials statewide. Roswell Road Central (from Abernathy Road to Glenridge Drive) has the highest crash rates for total crashes, serious injury crashes, and fatal crashes; the total and serious injury crashes are approximately four times higher than the statewide average, and the fatal crash rate is over six times higher than the statewide average.

Crash History Related to Access

- Left-turn crashes are generally among the most severe. There were 1,300 left-turn crashes between 2015 and 2019, which increased annually over the five-year period. Thirty (30) percent of left-turn crashes resulted in injuries, and four left-turn crashes were fatal, accounting for 36 percent of fatal crashes.
- The high concentration of driveways can cause conflicting turning movements and contributes to the high crash rate along Roswell Road. There were 387 driveway crashes between 2015 and 2019, which increased annually over the five-year period. The greatest concentration of driveway crashes occurred near Abernathy Road, The Prado Shopping Center, and between Hammond Drive and Cliftwood Drive/Carpenter Drive. Nearly a quarter of driveway crashes

³ Because the COVID-19 pandemic resulted in lower traffic volumes, 2020 crash data was reviewed separately, with a focus on fatal, serious injury, and vulnerable user crashes.



(23 percent) caused injuries, and two driveway crashes were fatal. Thirty-three (33) percent of fatal crashes involved movements in and out of driveways.

- Fifty-four (54) crashes along the corridor have involved a pedestrian. The most pedestrian crashes (8) occurred at Roswell Road and Lake Placid Drive. Four pedestrian crashes were fatal, occurring at Lake Placid Drive, north of Cliftwood Drive, south of Glenridge Drive, and at Vernon Woods Drive. Nearly half of all pedestrian crashes occurred within 100 feet of a bus stop, and most (69 percent) occurred within 100 feet of a commercial or mixed-use parcel. Seven pedestrian crashes involved turning maneuvers at driveways; in four of these crashes, a pedestrian was crossing the driveway when struck.

The design of Roswell Road and its driveways present several risk factors that contribute to the high rate of vehicular and pedestrian crashes on the corridor:

- **Two-Way Center Left-Turn Lane:** The presence of the two-way center left-turn lane allows for uninhibited left-turn movements throughout the corridor and increases the risk of head-on collisions, particularly where there are offset driveways on either side of the road.
- **Driveway Spacing:** Numerous driveways in close proximity of each other along the corridor contributes to higher turning volumes, which are often conflicting and unsafe. Driveways located in close proximity of intersections, both along Roswell Road and at minor streets, contribute to driver confusion and increase the risk of angle crashes.
- **Roadway Buffers:** While most of the corridor has sidewalks, the lack of buffer between the sidewalk and roadway in some areas creates an uncomfortable walking environment.
- **Controlled Pedestrian Crossing Spacing:** In the northern portion of the corridor (north of Abernathy Road) and towards the southern portion of the corridor (near Mystic Drive), there is generally a longer distance between safe pedestrian crossings, which results in pedestrians having to walk longer distance or attempt unsafe mid-block crossings. This is particularly true at shopping complexes and other commercial uses that attract pedestrian activity.

The maneuvers and contributing factors among these crashes indicate that several of these could be mitigated by access management treatments and improvements to pedestrian access.

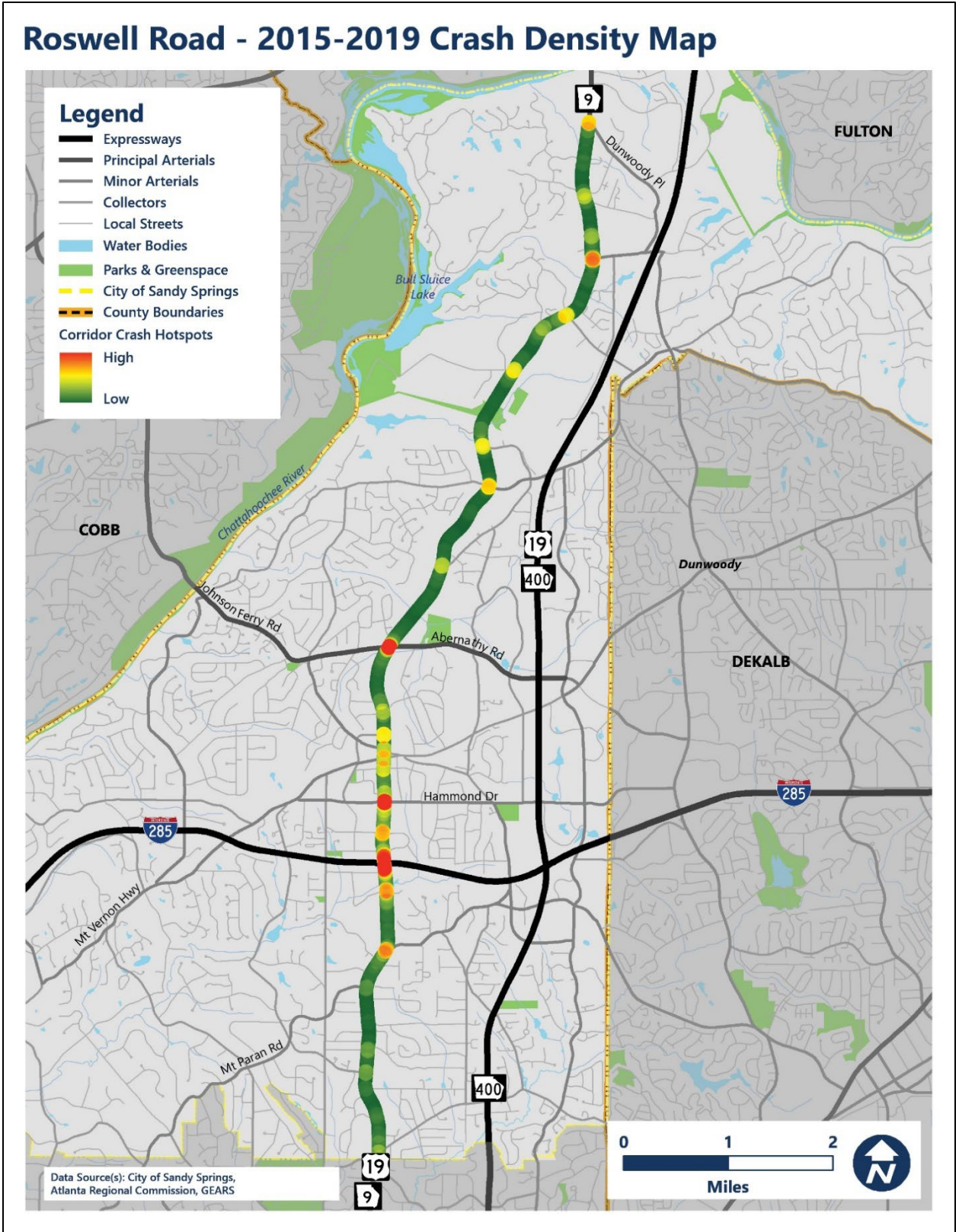


Figure 7. Roswell Road – 2015-2019 Crash Density Map



Chapter 3: Access Management Improvements

Access Management Improvements

Several access management improvements can address the corridor crashes and risk factors identified in Chapter 2. These improvements include a raised median, reduction in driveway density, wider sidewalks/sidepaths with a wide buffer from the travel lanes, intersection-level pedestrian improvements, and mid-block pedestrian crossings.

Raised Median

A raised median physically separates vehicles moving in opposite directions, greatly reducing the potential of head-on collisions and prohibiting left-turns except where there are openings in the median. At median openings, there is space for vehicles to decelerate and queue to make left-turns, reducing the speed differential between turning traffic and through-vehicles and reducing the risk of rear-end collisions. Converting a two-way center left turn lane to a raised median reduces the incidence of turning conflicts and can reduce crashes by 23%.⁴

Reduction in Driveway Density

Driveways introduce conflict between through-traffic and vehicles entering and exiting driveways. Along corridors where there is a two-way center left-turn lane, like along Roswell Road, driveways facilitate uncontrolled left-turns across through-traffic. Even if a corridor has a median that prohibits left-turns, a high concentration of driveways that facilitate right-in and right-outs cause through-vehicles to slow or stop, raising the risk of rear-end collisions. Driveways that are located in close proximity to one another also introduce numerous curb-cuts along the sidewalk, creating an inhospitable pedestrian environment. Reducing the density of driveways, which could occur as properties along Roswell Road redevelop, would minimize the number of potential conflict points along the corridor and could reduce fatal and severe injury crashes by 25-31%.⁵

Wider Sidewalks/Sidepaths

As previously noted, there are some gaps in sidewalk along Roswell Road that force pedestrians to walk along private property or the roadway shoulder; and areas where the sidewalk is close to the road, creating an uncomfortable environment for pedestrians. Filling sidewalk gaps, widening sidewalks, and increasing the buffer between sidewalks and travel lanes creates a safer and more pedestrian-friendly environment. Installing sidewalks can result in a 65 to 89% reduction in crashes involving pedestrians walking along roadways.⁶

⁴ [CMF Clearinghouse >> Study Details](#)

⁵ [CMF Clearinghouse >> Study Details](#) and [CMF Clearinghouse >> Study Details](#)

⁶ [Walkways | FHWA \(dot.gov\)](#)



Pedestrian Improvements at Intersections

While most of the signalized crossings along Roswell Road have at least two legs of crosswalks and pedestrian signals, there are opportunities to enhance existing crosswalks with elements such as pedestrian-scale lighting, Leading Pedestrian Intervals (LPIs) and high-visibility crosswalk pavement markings. High-visibility crosswalks can reduce pedestrian injury crashes by up to 40%, and intersection lighting can reduce pedestrian crashes by up to 42%.⁷ Installing an LPI at an intersection can reduce pedestrian crashes by 13%.⁸

Mid-Block Pedestrian Crossings

As previously noted, there are some segments of Roswell Road without controlled pedestrian crossings. This limits pedestrian mobility and sometimes prompts pedestrians to have to make hazardous crossings at mid-block locations. A mid-block pedestrian crossing protected by a pedestrian hybrid beacon would provide a safe crossing, particularly where there is a long distance between pedestrian crosswalks at signalized intersections. Installation of a mid-block pedestrian crossing and a pedestrian hybrid beacon could reduce pedestrian crashes by 55%.⁹

Access Management Alternative

The access management alternative provides an example of how access management treatments can be configured on Roswell Road. The alternative has been designed to align with the vision established in the Roswell Road Small Area Plan and includes the aforementioned access management treatments – a raised median with median openings to strategically direct left-turns to safer locations; driveway consolidations or closures, which would primarily occur upon redevelopment; wider pedestrian facilities and buffers to help create a more hospitable walking environment; and pedestrian improvements at intersections and mid-block locations, to enhance existing crossings and add new crossing locations. Other corridors in Sandy Springs, including Abernathy Road, Peachtree Dunwoody Road, and Perimeter Center West, have similar access management features.

The access management alternative was developed based on national and state access management standards and local requirements. These standards are discussed in more detail below. While the access management alternative will not necessarily dictate how access management improvements will be implemented on the corridor, it does provide one solution to better adhere to standards. The access management alternative is shown in Appendix G.

Methodology/Standards Used

In the development of the access management alternative, several standards and guidelines were reviewed. The Roswell Road Small Area Plan serves as the overarching vision for the Roswell Road

⁷ [Crosswalk Visibility Enhancements | FHWA \(dot.gov\)](#)

⁸ [Leading Pedestrian Interval | FHWA \(dot.gov\)](#)

⁹ [Crosswalk Visibility Enhancements | FHWA \(dot.gov\)](#)



corridor; therefore, the cross-sections from this plan were used as a basis in the development of the design. Because Roswell Road is a state route, it is important to comply with GDOT standards and guidelines. The GDOT Design Policy Manual was closely consulted for several design elements, including the selection of the type of median openings and the spacing of the openings. The GDOT Driveway & Encroachment Manual, as well as the Sandy Springs Technical Manual, helped to inform the optimal spacing of driveways in the access management alternative.

Roswell Road Small Area Plan

Recommendations from the Roswell Road Small Area Plan (SAP) serve as the overall basis for the improvements developed as part of the Access Management Plan. This includes replacing the continuous two-way left-turn lane with a raised landscaped median; the incorporation of wider sidewalks and buffers; better connections among internal streets and circulation paths on redeveloped sites; and driveway spacing standards that more closely conform to GDOT standards.

In particular, the dimensions of the sidewalk and roadway buffer used in the access management alternative are derived from the Small Area Plan. Other elements, such as the median width, were modified in the alternative as state and local standards required different dimensions than what was identified in the Small Area Plan. Across the corridor, the proposed median design width of the access management alternative (12 to 19 feet) exceeds the proposed median width in the Small Area Plan (6 to 10 feet). The minimum sidewalk width in the access management alternative (8 feet) exceeds the minimum sidewalk width in the Small Area Plan (6 feet). Similarly, the buffer width in the access management alternative is consistent with the buffer width proposed in the Small Area Plan, with one exception; between Glenridge Drive and

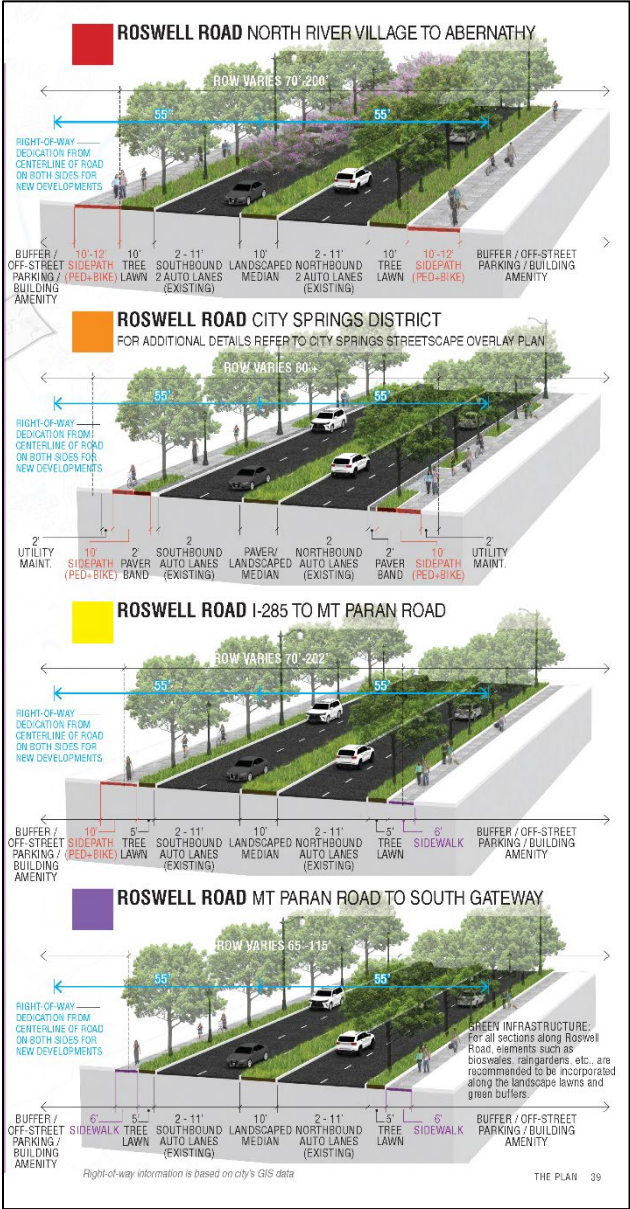


Figure 8. Typical Sections from the Roswell Road Small Area Plan



the I-285 westbound ramps, the Small Area Plan calls for a buffer width of 5 feet, while the access management alternative has designated a 2-foot buffer for this segment.

It is important to note that the recommended cross sections in the SAP differ somewhat from the City's current Development Code and Technical Manual. The SAP cross sections were utilized because they better took into consideration the different contexts of Roswell Road and the known constraints. The Transit Access Project (T-0019)¹⁰ further vetted the feasibility of the different design elements; therefore, cross-sections corresponding to that project have been utilized for the Access Management Plan.

GDOT Design Policy Manual

The GDOT Design Policy Manual (DPM) is the primary resource for design guidelines and standards adopted by the Georgia Department of Transportation (GDOT) for the design of state highways like Roswell Road. Based on the daily traffic volumes observed along Roswell Road, the DPM recommends a raised median to improve operational and safety performance on corridors like Roswell Road. The DPM and the GDOT Construction Standards and Details also recommend detailed design elements including the width of the raised median and offset distances of the raised median curb-faces to travel lanes. In addition, the DPM includes guidelines for the design and spacing of median openings. The DPM specifies a desirable median opening spacing of 1,000 feet in urban areas, with an absolute minimum spacing of 660 feet. In addition to the DPM, GDOT's Intersection Control Evaluation (ICE) policy outlines standards for design of median openings, specifically selecting an intersection control solution that both meets the needs and reflects the overall best value in terms of specific performance-based criteria including safety, capacity and operations. The choice of traffic signal control at the existing signalized intersections and the choice of Reduced Conflict U-Turn (RCUT) intersections at the unsignalized median openings for the access management alternative were based on guidelines outlined in GDOT's ICE policy. More details on standards and best practices in the DPM are provided in Chapter 5.

GDOT Driveway & Encroachment Manual

The GDOT Driveway and Encroachment Manual provides guidelines for the minimum spacing of new driveways along state routes such as Roswell Road. These standards are based upon those outlined in the Transportation Research Board (TRB) Access Management Manual. The standards are shown in Table 1. South of Abernathy Road, where the speed limit of Roswell Road is 35 miles per hour (mph), the manual recommends a minimum of 150 feet between adjacent driveways. North of Abernathy Road, where the speed limit is 45 mph, the manual recommends a minimum of 230 feet between adjacent driveways. Driveways for new development or redevelopment on Roswell Road should comply with these standards. While final layout of the driveways on the

¹⁰ Project T-0019 is the Roswell Road Transit Access and Streetscape Improvements, which is making improvements to sidewalks, ADA curb ramps, bus stop shelters, lighting, brick pavers, and landscaping between the south city limit and I-285.



access management alternative aim to conform to these guidelines, some segments of the corridor do not fully comply with these standards. Some parcels are smaller in size and under different ownership, necessitating individual access points. While some of these smaller parcels may be served by future interparcel connections, negating the need for individual access points, sometimes this is prohibitive due to the mix of disparate land uses or grade differences.

Table 1. GDOT Driveway Spacing Standards

Posted Speed Limit (miles per hour)	Minimum Driveway Spacing (ft)
35	150
45	230

City of Sandy Springs Development Code and Technical Manual

The City of Sandy Springs Development Code governs land uses, zoning, and site development within the City. The Technical Manual further establishes standards for mobility and access on roadways within the City, including a street framework for Roswell Road that details requirements for improvements to the streetscape upon redevelopment. While these standards were reviewed, the development of the access management alternative was largely based on the cross-sections from the Small Area Plan. The Technical Manual also provides driveway spacing criteria, which exceed standards established by GDOT, presented in Table 2.

Table 2. City of Sandy Springs Driveway Spacing Criteria

Posted Speed Limit (miles per hour)	Minimum Driveway Spacing (ft)
35	300
45	300

The Development Code and Technical Manual already incorporate some best practices for access management, which new developments or redevelopments along the corridor would be required to comply with, discussed further in Chapter 5.



Corridor Evaluation

The access management alternative was evaluated for effectiveness, feasibility, and equity. Specific metrics analyzed for effectiveness include crash reduction potential and the monetized safety benefit of proposed improvements; change in travel time with proposed improvements; improvement in driveway density; and provision of multimodal facilities. Metrics for feasibility include impacts to NEPA-regulated resources, utilities, and private property, and cost. The metric for equity is based upon the presence of underserved populations.

Effectiveness

Safety Benefit

A monetized safety benefit was calculated by calculating the crash reduction potential based on the crash modification factor of the proposed improvements, and applying a monetary benefit for each “avoided” crash (based upon a five-year crash history). The monetary benefit is based on comprehensive crash costs from GDOT and FHWA. Reducing more severe crashes has a higher benefit than reducing crashes that involve property damage only. The evaluation indicates that the safety benefit of installing a raised median and consolidation of driveways is approximately \$298M over a 20-year life cycle for the improvements, and the safety benefit of installing protected pedestrian mid-block crossings is approximately \$17M for the 20-year life cycle. Together, this translates to approximately \$315M of overall safety benefit for implementation of the access management alternative for the entire corridor. The locations that would experience the greatest safety benefit are between Johnson Ferry Road and N. Chaseland Road, between Trowbridge Road and Grogans Ferry Road, and between I-285 and Hammond Drive.

Crash Rate

The crash rate of the corridor was compared to the average crash rate for urban principal arterials statewide. The crash rate of each segment of Roswell Road exceeds the statewide average for all but three areas: Windsor Parkway to Long Island Drive, Long Island Drive to Mount Paran Road, and Abernathy Road to Spalding Drive. The highest crash rates are from Peruca Place/Prado to the I-285 Eastbound Ramps (8.03 times the statewide average), I-285 Westbound Ramps to Hammond Drive (7.17 times the statewide average), and Hammond Drive to Johnson Ferry Road (6.59 times the statewide average).

Change in Travel Time

An operations analysis was conducted to calculate the change in travel time for the proposed improvements on the corridor. The raised median consolidates the left-turn maneuvers at designated median openings and therefore, the overall impedance to through-traffic along Roswell Road is reduced. However, the left-turns that are diverted to the median openings from their original locations experience additional travel time due to the extra distance needed to complete the left-turn maneuvers. The additional traffic signals and pedestrian hybrid beacons



also increase the overall travel time along Roswell Road due to the additional stops experienced. For 10 of the 18 segments evaluated, the analysis indicates that there is less than 10% change in travel time from implementation of the access management alternative. The locations that show a greater increase in travel time are those with proposed pedestrian hybrid beacons; when the pedestrian hybrid beacon is activated, vehicles must stop for crossing pedestrians. While this adds some delay for vehicles, the mid-block pedestrian crossings provide a substantial safety benefit for pedestrians. It should also be noted that the projected increases in travel time for vehicles may be overstated, depending on the frequency at which the pedestrian hybrid beacons are activated.

Improvement in Driveway Density

The access management alternative would reduce the density of driveways by approximately 33% along the Roswell Road corridor, improving overall safety performance. The greatest improvement in driveway density is seen between Chaseland Road and Abernathy Road (79% reduction) and Hammond Drive and Johnson Ferry Road (56% reduction).

Multimodal Facilities

The evaluation findings indicate a consistent benefit for the proposed multimodal improvements, or the sidewalks and buffers. For the entire corridor, the proposed median width is equal to or greater than the median width noted in the Small Area Plan (which ranges from 6 to 10 feet). Similarly, for the entire corridor, the proposed sidewalk width is equal to or greater than the sidewalk width for Roswell Road in the Small Area Plan (ranging from 6 to 10 feet). The proposed width for the buffer is equal to or greater than the buffer width noted in the Small Area Plan (2 to 10 feet) for all but one location: from Glenridge Drive to the I-285 WB ramps, the proposed buffer width is 2 feet, compared to a recommendation of 5 feet in the Small Area Plan.

Feasibility

NEPA-Regulated Resources

The National Environmental Protection Act (NEPA) requires an evaluation of the effects of transportation projects on natural, cultural, and historical resources. As part of the Roswell Road Access Management Plan, the project team conducted a planning-level NEPA evaluation. Evaluations like these are important because they provide information about potential community impacts from projects, creating transparency for the public as well as decision-makers. The planning-level NEPA analysis conducted as part of the Roswell Road Access Management Plan has reviewed the location of underground storage tanks (USTs); wetlands, streams, and water bodies; and parks along the Roswell Road corridor.

The locations with the greatest number of USTs are from Johnson Ferry Road to Chaseland Road (12), I-285 westbound ramps to Hammond Drive (10), and Hammond Drive to Johnson Ferry Road (7). The infrastructure projects that would have the greatest impact to USTs include those that



would require movement of the edge of pavement, including construction of sidewalks and buffer, or the installation of a median that would necessitate a widening of the corridor. USTs located adjacent to the roadway would have to be removed, which would likely cause a displacement for a business such as a gas station; relocation of tanks, while possible in some cases, is often complicated and expensive because underground piping associated with the USTs would also have to be relocated.

For most of the corridor, construction of the access management alternative would not have an impact on wetlands, streams, or water bodies. The greatest impact is seen from Peruca Place to the I-285 westbound ramps, which would impact 1.17 acres of a retention pond. If the design impacts the pond, appropriate water storage would have to be constructed elsewhere on the site. There are also minimal water impacts (less than one acre) from Glenridge Drive to Peruca Place, north of Chaseland Road to the existing median south of Abernathy Road, north of the existing median on Abernathy Road to Spalding Drive, Trowbridge Road to Grogans Ferry Road, north of Tahoma Drive to Northridge Road, and Hightower Trail to Dunwoody Place. Any impacts to streams, ponds, or wetlands would require the purchase of mitigation credits for preservation and restoration. In addition, the City would need to apply for a National Pollutant Discharge Elimination System (NPDES) Construction Storm Water General Permit prior to construction of the improvements.

Under Section 4(f) of the USDOT Act of 1966, parks and recreational lands must be considered during development of transportation projects. Improvements in only one location - Trowbridge Road to Grogans Ferry Road – would have an impact upon park lands. This segment traverses approximately 0.80 acres of the Big Trees Forest Preserve.

Utilities

This evaluation examined the presence of utility poles along the corridor, which would need to be relocated with the implementation of the access management treatments. These include wooden poles (typically for power and telephone service) and steel poles (for power transmission), the latter of which is more costly to relocate. The location that would have the greatest number of utility poles impacted is from Meadowbrook Drive to Glenridge Drive, where there are 31 steel poles. The costs to relocate steel transmission lines typically require new steel poles to be built and new high-tension lines to be strung, after which the service is switched to the “new” lines and the “old” lines and steel poles are decommissioned. This is an order of magnitude greater cost than simply moving a local service line on a wooden pole. Specific costs will vary upon where the tie-ins will take place and will have to be assessed on a project-by-project basis.



Private Property

The evaluation examined impacts of the access management alternative upon private property, including loss of landscaping, parking spaces, and structures. Five areas have private property impacts that exceed one acre: Northridge Road to Hightower Trail, Abernathy Road to Spalding Drive, Dalrymple Road to Trowbridge Road, Hightower Trail to Dunwoody Place, and Spalding Drive to Dalrymple Road. Among these locations, most of the property impacted is grass/sidewalk. Corridor-wide, there are some impacts to structures; however, these impacts may be potentially minimized or avoided as projects move into design.

Cost

The evaluation included estimated planning-level costs for the access management alternative including construction, utility relocation, and right-of-way (ROW) acquisition. The total cost of proposed improvements for the entire corridor range between \$190 million and \$270 million. Windsor Parkway to Long Island Drive, Long Island Drive to Mount Paran Road, and Trowbridge Road to Grogans Ferry Road have the greatest costs for project implementation.

Equity

Underserved Areas

The evaluation considered the presence of environmental justice communities (minority households and households that live at or below the poverty level) as well as households without access to a vehicle, which will benefit from the provision of wider sidewalks, mid-block crossings, and other elements of the access management alternative. The evaluation found that the greatest concentration of underserved areas falls along Roswell Road between Long Island Drive and the I-285 eastbound ramps, and between Tahoma Drive and Dunwoody Place.

Further details on these criteria and the outcomes of the evaluation process can be found in the Alternative Evaluation Report.



Chapter 4: Recommendations & Implementation Plan

Project Identification

Given the length of Roswell Road and the cost associated with implementation of access management and multimodal improvements, the implementation of these improvements would need to occur through individual projects along the corridor. As such, the corridor was subdivided into smaller segments, and prioritized based on project effectiveness and safety need. The methodology for segmentation and the prioritization process is documented below. The top “priority” projects are also identified within this Chapter.

The primary segmentation was developed based on factors including crash concentrations, changes in land use along the corridor, location of signalized and unsignalized intersections, and the termini of projects currently underway or programmed along the corridor. Table 3 presents the segmentation list along Roswell Road.

Table 3. Primary Segmentation along Roswell Road

Begin	End
Meadowbrook Drive	Windsor Parkway
Windsor Parkway	Long Island Drive
Long Island Drive	Mount Paran Drive
Mount Paran Road	Glenridge Drive
Glenridge Drive	Peruca Place/Prado
Peruca Place/Prado	I-285 Eastbound Ramps
I-285 Westbound Ramps	Hammond Drive
Hammond Drive	Johnson Ferry Road
Johnson Ferry Road	Chaseland Road
Chaseland Road	Abernathy Road
Abernathy Road	Spalding Drive
Spalding Drive	Dalrymple Road
Dalrymple Road	Trowbridge Road
Trowbridge Road	Grogans Ferry Road
Grogans Ferry Road	Tahoma Drive
Tahoma Drive	Northridge Road
Northridge Road	Hightower Trail
Hightower Trail	Dunwoody Place



Prioritization Process

The findings from the corridor evaluation were used to prioritize the projects. The project segments were ranked based on effectiveness criteria consisting of magnitude of safety benefit, crash rate, change in travel time, improvement in driveway density, and improvement of multimodal facilities. The feasibility and equity criteria served as additional screenings for the top ranked projects. The findings of the planning-level evaluation conducted for feasibility do not preclude any projects from moving forward; moreover, the findings from the equity evaluation indicate that underserved communities would benefit from the implementation of the projects. Each of the priority projects, noted below, are located in underserved communities.

Table 4 presents the top ranked projects for the Roswell Road Access Management Plan.¹¹ The following weightings were applied to the effectiveness criteria:

- Safety Benefit – 40%
- Crash Rate – 30%
- Change in Travel Time – 10%
- Improvement in Driveway Density – 10%
- Multimodal Facilities – 10%

Since improving safety was the primary objective of this plan, it was weighted most heavily at 70% (30% crash rate, 40% safety benefit).

In addition to the above criteria, projects were ranked higher if they were located along current programmed projects with access management elements, as they can be delivered on a faster schedule compared to others. Therefore, as shown in Table 4, Meadowbrook Drive to Windsor Parkway, which can be advanced with programmed improvements associated with Project T-0019 (Roswell Road Transit Access Project), is ranked higher.

The full ranked project list for segment projects is shown in Appendix B.

¹¹ The prioritization does not account for the safety benefit of reducing the number of driveways; reduction or consolidation of driveways, particularly at mid-block locations, which would generally occur with redevelopment rather than in association with a capital project.



Table 4. Priority Projects along Roswell Road

Project Rank	Project Limits	Project Description
1	Peruca Place/Prado to I-285 Eastbound Ramps	Reconstruct Roswell Road (SR 9) from the Peruca Place intersection to the I-285 EB Ramp termini intersection with two travel lanes in each direction, a 11’ wide raised and landscaped median, and an 18’ wide urban border area on either side inclusive of a 2.5’ wide curb and gutter, a 5’ wide landscaped buffer and an 8’ wide sidewalk for a total ROW width of 87’. Install U-turn eye-brows at median openings as site constraints allow. Majority to be completed with project T-0019.
13	Meadowbrook Drive to Windsor Parkway	Reconstruct Roswell Road (SR 9) from the Meadowbrook Drive intersection to the Windsor Parkway intersection with two travel lanes in each direction, a 14’ wide raised and landscaped median, and an 18’ wide urban border area on either side inclusive of a 2.5’ wide curb and gutter, a 5’ wide landscaped buffer and an 8’ wide sidewalk for a total ROW width of 90’. Install U-turn eye-brows at median openings as site constraints allow. Majority to be completed with project T-0019.
2	I-285 Westbound Ramps to Hammond Drive	Reconstruct Roswell Road (SR 9) from the I-285 WB ramp termini intersection to the Hammond Drive intersection with two 11’ wide travel lanes in each direction, a 19’ wide raised and landscaped median, and a 17’ wide urban border area on either side inclusive of a 2.5’ wide curb and gutter, a 2’ wide hardscape buffer and a 10’ wide sidewalk for a total ROW width of 97’. Install a new traffic signal to provide access to the Lowes Shopping Center and the Parkside Shopping Center. Install U-turn eye-brows at median openings as site constraints allow. Coordinate interparcel connections.
3	Johnson Ferry Road to north of Chaseland Road	Reconstruct Roswell Road (SR 9) from the Johnson Ferry Road intersection (northern limit of project TS- 191 ¹²) to just north of the Chaseland Road intersection with two 11’ wide travel lanes in each direction, a 19’ wide raised and landscaped median, and a 17’ wide urban border area on either side inclusive of a 2.5’ wide curb and gutter, a 2’ wide hardscape buffer and a 10’ wide sidewalk for a total ROW width of 97’. Install U-turn eye-brows at median openings as site constraints allow.

¹² [Johnson Ferry Road/Mt Vernon Highway Improvement | City of Sandy Springs \(sandyspringsga.gov\)](http://sandyspringsga.gov)



Project Rank	Project Limits	Project Description
4	Northridge Road to Hightower Trail	Reconstruct Roswell Road (SR 9) from the Northridge Road intersection to the Hightower Trail intersection with two 11' wide travel lanes in each direction, a 19' wide raised and landscaped median, and a 27' wide urban border area on either side inclusive of a 2.5' wide curb and gutter, a 10' wide landscape buffer and a 12' wide sidewalk for a total ROW width of 117'. Install U-turn eye-brows at median openings as site constraints allow.

In addition to the projects listed in Table 4, controlled mid-block pedestrian crossings were evaluated as standalone projects since they have independent utility and can be delivered at a lower cost. All mid-block locations (between signalized pedestrian crossing locations) within the corridor were evaluated based on the following factors: length of mid-block segment (i.e., distance to the nearest signalized intersection); peak-hour transit boardings and alightings at mid-block bus stops; frequency of mid-block pedestrian crashes, based upon the five-year crash history; and presence of pedestrian generators, including apartment complexes, shopping complexes, and civic uses. These metrics were enumerated, and each segment was given a weighted rank for mid-block pedestrian crashes (40%), transit boardings and alightings (30%), pedestrian generators (15%), and distance between signalized crossings (15%). For the top five mid-block locations, pedestrian crossing counts were collected, and the locations were re-ranked in order of the highest observed pedestrian crossing activity. Table 5 presents the top ranked mid-block pedestrian crossing projects.

Table 5. Top Ranked Mid-Block Pedestrian Crossing Projects along Roswell Road

Project Rank	Mid-Block Pedestrian Crossing
1	Lake Placid – I-285 Eastbound Ramps Mid-Block Crossing
2	Trowbridge – Cimarron Pkwy Mid-Block Crossing
3	Mystic Place Mid-Block Crossing
4	Northridge Parkway – Hellenic Tower Mid-Block Crossing
5	Dunwoody Place – Huntcliff Mid-Block Crossing



Implementation Plan

The Implementation Plan section consists of priority project cost estimates, a timeline for implementation, and potential funding sources to fund the projects.

To summarize the priority projects, Table 6 and Figure 9 present the priority projects for segment-based improvements and Table 7 and Figure 10 present the priority mid-block crossing projects for the Roswell Road Access Management Plan.

Table 6. Priority Segment Projects along Roswell Road

Project ID	Project Limits
S1	Peruca Place/Prado to I-285 Eastbound Ramps and Meadowbrook Drive to Windsor Parkway
S2	I-285 Westbound Ramps to Hammond Drive
S3	Johnson Ferry Road to north of Chaseland Road
S4	Northridge Road to Hightower Trail

A visual rendering of improvements associated with a priority project is shown in Appendix E. These are shown as two options; one with an RCUT design, and the other with a traffic signal. These renderings are visual representations; exact project details would be determined once the project moves into the design phase.



Roswell Road Priority Corridor Segment Projects

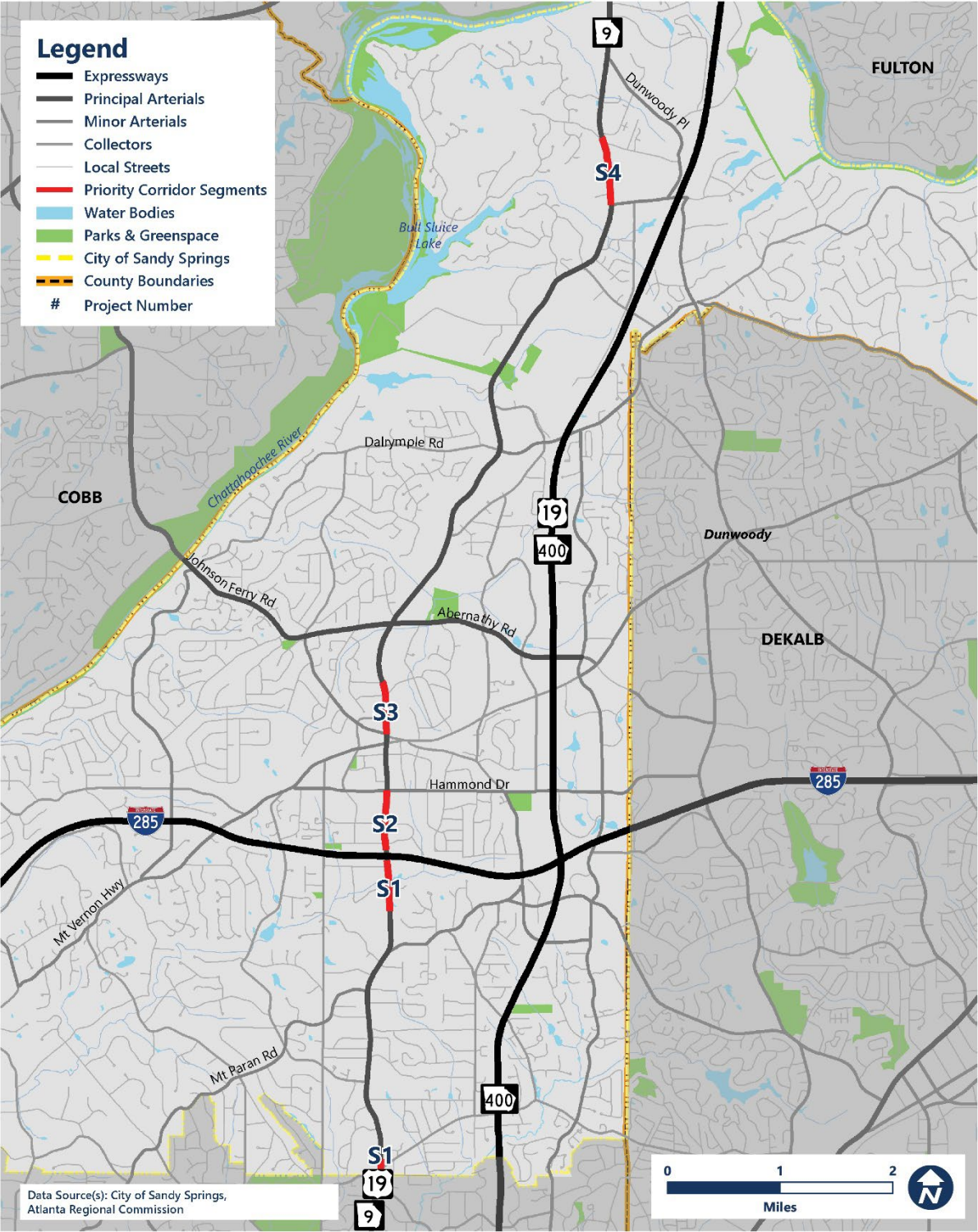


Figure 9. Priority Corridor Segment Projects



Table 7. Priority Mid-block Pedestrian Crossing Projects along Roswell Road

Project ID	Mid-block Pedestrian Crossing
P1	Lake Placid – I-285 Eastbound Ramps Mid-Block Crossing
P2	Trowbridge – Cimarron Pkwy Mid-Block Crossing
P3	Mystic Place Mid-Block Crossing
P4	Northridge Parkway – Hellenic Tower Mid-Block Crossing
P5	Dunwoody Place – Huntcliff Mid-Block Crossing

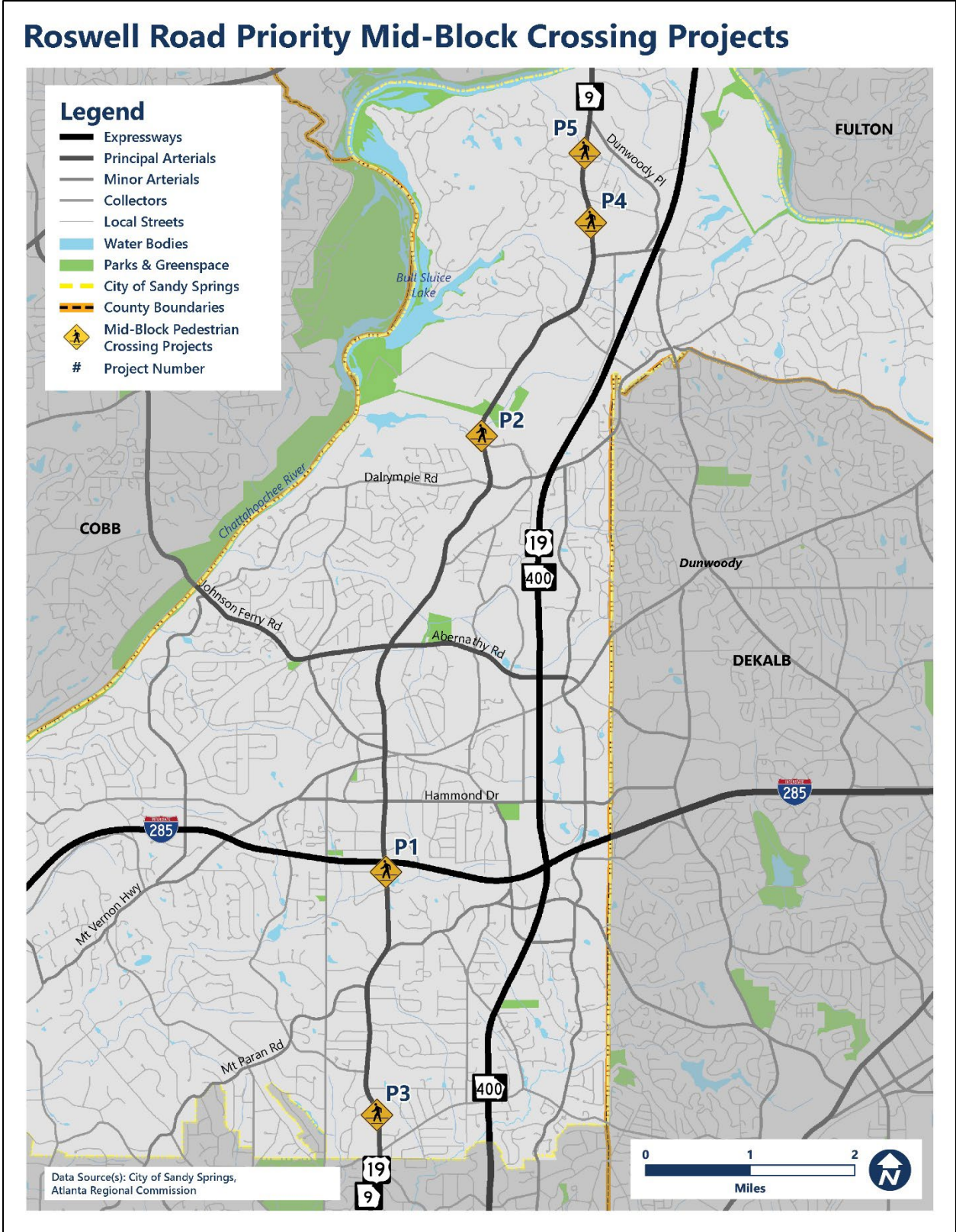


Figure 10. Priority Mid-Block Crossing Projects



Priority Project Cost Estimates

Cost of individual projects were calculated including construction costs, utility impact costs and ROW costs. Construction costs included the cost of asphalt, concrete, sod, drainage structures, erosion control costs, landscaping, lighting, engineering, and inspection costs. Utility impact costs were calculated based on the approximate number of steel poles impacted. Since during the engineering phases, impacts to utilities would be avoided as practically as possible, a low and high estimate for utility impact costs were developed based on an estimate of low and high utility impacts based on the proposed design. ROW costs were based on parcel data and property value records. The total cost also includes a 20% contingency cost. Table 8 presents the estimated total median cost for the priority projects. Appendix C shows the cost breakdown including utilities, right-of-way, and construction. Appendix C also includes the benefit and benefit-cost ratio for each project.

Table 8. Estimated Costs for Priority Projects along Roswell Road

Project ID	Project Limits	Total Estimated Cost
S1	Peruca Place/Prado to I-285 Eastbound Ramps and Meadowbrook Drive to Windsor Parkway	\$3.8 million
S2	I-285 Westbound Ramps to Hammond Drive	\$13.7 million
S3	Johnson Ferry Road to north of Chaseland Road	\$19.8 million
S4	Northridge Road to Hightower Trail	\$15 million

Table 9 presents the estimated costs for the priority mid-block pedestrian crossing projects. These costs include only construction cost with a 20% contingency cost. No separate utility cost or ROW costs were assumed as part of these costs because these mid-block pedestrian crossing projects can be built as standalone projects and can be designed and constructed with minimal utility impacts and ROW requirements. However, since P1 would be built along with the priority project S1, some utility costs and ROW costs were included as part of its estimated cost.



Table 9. Estimated Costs for Priority Mid-block Pedestrian Crossing Projects along Roswell Road

Project ID	Mid-block Pedestrian Crossing	Total Estimated Cost
P1	Lake Placid – I-285 Eastbound Ramps Mid-Block Crossing	\$250,000
P2	Trowbridge – Cimarron Pkwy Mid-Block Crossing	\$500,000
P3	Mystic Place Mid-Block Crossing	\$500,000
P4	Northridge Parkway – Hellenic Tower Mid-Block Crossing	\$500,000
P5	Dunwoody Place – Huntcliff Mid-Block Crossing	\$500,000

Implementation Timeline

Table 10 presents an implementation timeline for priority projects along Roswell Road, which include prioritized segments as well as mid-block crossings that could be advanced as standalone projects. The projects have been categorized into short-term (5-year program) and mid-term (10-year program) projects.



Table 10. Implementation Timeline for Priority Projects

Project ID	Project Name	Cost (\$Millions)	Timeframe	Next Steps
S1	Peruca Place/Prado to I-285 Eastbound Ramps and Meadowbrook Dr to Windsor Pkwy	\$3.8	Short-term	Project underway in association with improvements as part of T-0019 ¹³ ; to be completed within next 10 years.
P1	Lake Placid – I-285 Eastbound Ramps Mid-Block Crossing	\$0.25 ¹⁴	Short-term	Project underway in association with improvements as part of T-0019 ¹³ ; to be completed within next 10 years.
S2	I-285 Westbound Ramps to Hammond Drive	\$13.7	Mid-term	Begin concept development within 5 years
S3	Johnson Ferry Road to north of Chaseland Road	\$19.8	Mid-term	Begin concept development within 5 years
P2	Trowbridge – Cimarron Pkwy Mid-Block Crossing	\$0.5	Mid-term	Continue to monitor pedestrian activity and start concept in next 5 years
P3	Mystic Place Mid-Block Crossing	\$0.5	Mid-term	Continue to monitor pedestrian activity and start concept in next 5 years
S4	Northridge Road to Hightower Trail	\$15.0	Mid-term	Advance the proposed RCUT at Northridge Parkway with the design of the programmed Northridge Road/Roswell project
P4	Northridge Parkway – Hellenic Tower Mid-Block Crossing	\$0.5	Mid-term	Continue to monitor pedestrian activity and start concept in next 10 years
P5	Dunwoody Place – Huntcliff Mid-Block Crossing	\$0.5	Mid-term	Continue to monitor pedestrian activity and start concept in next 10 years

¹³ Project T-0019 is the Roswell Road Transit Access and Streetscape Improvements, which is making improvements to sidewalks, ADA curb ramps, bus stop shelters, lighting, brick pavers, and landscaping between the south city limit and I-285.

¹⁴ Since P1 would be built along with the priority project S1, there are reduced utility and ROW costs.



In addition to the mid-block pedestrian crossing (Project P1) noted in Table 10, the City will monitor traffic and pedestrian activity in the vicinity of other mid-block crossings identified in Table 7 to advance additional pedestrian projects in coordination with GDOT.

Long-Term Project List

The long-term project list represents the remainder of the projects along Roswell Road that do not fall within the list of priority projects. These projects are displayed in Table 11. It should be noted that while the projects are presented in rank order, based on the evaluation of effectiveness, a lower ranked project may be advanced before a higher ranked project in conjunction with a redevelopment opportunity or another infrastructure project along Roswell Road. These projects are shown on a map in Appendix F.



Table 11. Long-Term Project List for Roswell Road Access Management Plan

Project Rank	Project Limits	Cost (\$ Millions)
5	Trowbridge Road to Grogans Ferry Road	\$22.9
6	Hammond Drive to Mt. Vernon Highway	\$12.0
7	Hightower Trail to Dunwoody Place	\$17.7
8	Windsor Parkway to Between Long Island Drive and Belle Isle Road	\$21.1
9	North of Chaseland Road to South of Abernathy Road	\$7.2
10	Grogans Ferry Road to North of Northridge Crossing Drive	\$6.7
11	Mount Paran Road/Beachland Drive to Glenridge Drive	\$10.5
12	North of Northridge Crossing Drive to Northridge Road	\$5.1
14	Dalrymple Road to Trowbridge Road	\$9.4
15	Spalding Drive to Dalrymple Road	\$14.0
16	North of Abernathy Road to Spalding Drive	\$13.5
17	Glenridge Drive to Peruca Place/Prado	\$6.7
18	Between Long Island Drive and Belle Isle Road to Mount Paran Road/Beachland Drive	\$22.7



Funding Sources

Each of the projects will be implemented as funding becomes available, and in close coordination with GDOT and property owners. In order to implement these improvements, the City should leverage the local transportation special purpose local option sales tax (T-SPLOST) as well as federal and state funding sources, particularly for the costliest projects.

Federal Funding

Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP), administered by the Atlanta Regional Commission (ARC), allocates federal funds for the planning, design, and construction of high-priority projects in the Metropolitan Transportation Plan (MTP), and represents the short-term, fiscally-constrained portion of the long-range plan. As the federally designated metropolitan planning organization (MPO) for the Atlanta region, ARC is responsible for developing the TIP to meet federal planning requirements and to address local needs, including those within Sandy Springs. Eligible projects include infrastructure improvements that enhance mobility and access, equity, safety, and resiliency within the Atlanta region.¹⁵ There are a number of federal funding programs that may be utilized to implement the improvements in the Roswell Road Access Management Plan, including the Surface Transportation Block Grant and Congestion Mitigation and Air Quality Program. To acquire TIP funding for infrastructure projects, the City would need to apply for funds through ARC's TIP solicitation program, which opens every two to three years. There is no prescribed minimum or maximum thresholds for project awards.

Safe Streets and Roads for All (SS4A) Grant Program

The Safe Streets and Roads for All (SS4A) grant program was established by the Bipartisan Infrastructure Law as a discretionary program with \$5 billion over the next five years. This nationally-competitive grant program funds initiatives that will help prevent deaths and serious injuries on the transportation network, in support of the National Roadway Safety Strategy and USDOT goals. The latest Notice of Funding Opportunity (NOFO) for this program issued by the USDOT notes that implementation grants awarded to municipalities such as Sandy Springs have an expected minimum award of \$5,000,000 and maximum award of \$30,000,000. There is an 80 percent federal share with a required 20 percent match by local partners.¹⁶ Projects identified in an Action Plan, such as the Roswell Road Access Management Plan, are eligible for funding. Eligible sample activities include transforming a roadway corridor into a Complete Street; low-cost safety treatments such as turn lanes, rumble strips, and high-friction surface treatments; and

¹⁵ Atlanta Regional Commission (2021). Project Evaluation Framework, p. 13. <https://cdn.atlantaregional.org/wp-content/uploads/tip-cookbook-2021.pdf>

¹⁶ Safe Streets and Roads for All Notice of Funding Opportunity – Amendment 1. US Department of Transportation. <https://www.transportation.gov/sites/dot.gov/files/2022-08/SS4A-NOFO-FY22-Amendment-1.pdf>



pedestrian safety enhancement such as sidewalks, rectangular-rapid flashing beacons, signal improvements, and pedestrian signals.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program

The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program is designed to fund surface transportation projects that have a significant local or regional impact and address safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. There is \$1.5 billion available in FY 2023 for this nationally-competitive grant program. The latest NOFO issued by the USDOT notes that the minimum capital grant award for urban areas such as Sandy Springs is \$5 million. There is an 80 percent federal share with a required 20 percent match by local partners.¹⁷

State Funding

Georgia Highway Safety Improvement Program (HSIP)

The Georgia Highway Safety Improvement Program (HSIP) consists of a data-driven process that identifies and reviews specific traffic safety issues around the state and identifies locations for potential safety improvements. Projects funded by the HSIP are usually moderate in scope, including improvements to intersections, pedestrian and bicycle facilities, and corridors. Projects with a benefit to cost ratio greater than 1.0 are eligible for funding.¹⁸

Local Funding

Transportation Special Purpose Local Option Sales Tax (T-SPLOST)

The City of Sandy Springs has a Transportation Special Purpose Local Option Sales Tax (T-SPLOST) program to fund specific transportation projects throughout the City. The most recent T-SPLOST program was approved by City voters in November 2021, which extended the existing 0.75% sales tax approved in November 2016. These funds are used for a variety of transportation improvements; the current program is helping to implement sidewalks, traffic safety and congestion relief, road maintenance and paving, multi-use paths, and pedestrian and bicycle facility improvements. In advance of the next T-SPLOST renewal, the City may choose to add select projects from the Roswell Road Access Management Plan for implementation beginning in 2028, if the program is approved by voters for extension.

¹⁷ Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program Notice of Funding Opportunity – Amendment 1. US Department of Transportation. https://www.transportation.gov/sites/dot.gov/files/2023-01/RAISE%202023%20NOFO%20Amendment%201_0.pdf

¹⁸ [Highway Safety Improvement Program 2021 Annual Report: Georgia \(dot.gov\)](#)



Chapter 5: Implementation Guidance

Capital Projects

Project Identification

Projects may be implemented as capital projects through the City in coordination with GDOT; through developer-driven redevelopment along Roswell Road; or through a combination of both. Capital projects may also be implemented in conjunction with other improvements programmed along Roswell Road; for example, in concert with an intersection improvement, the City may install sections of raised median or close driveways that fall within the intersection’s area of influence. Improvements associated with redevelopment will impact access points both at the curbside and on the street. The City requires the developer to improve internal access and circulation through the site approval process. In addition, the City requires that developers dedicate ROW for sidewalks and streets, including future accommodations for raised medians and eyebrows (to facilitate U-turns). The Street Standards in the Technical Manual provide a street cross-section for Roswell Road with specific widths for total right-of-way and streetscape features.¹⁹ The City may also require the developer to reduce the number of driveways or close driveways that fall within the area of influence of a major intersection, in order to comply with recommended driveway spacing requirements.²⁰ Developers may also be asked to locate driveways along side streets instead of directly on Roswell Road.

Project Development

For a capital project, once the project enters the engineering phase, the project sponsor (the City, GDOT, or a combination with the developer) will reference the recommendations from the Roswell Road Access Management Plan. These recommendations may include a landscaped median, wide sidewalks and buffer, and closure of driveways.



Figure 11. Mountable median adjacent to fire station (Kimball Bridge Rd, Alpharetta, GA)

It should be noted that the proposed improvements established in this plan need not exactly translate into the design of the projects. At the discretion of the City and GDOT, the design may be altered based on environmental concerns, utility impacts, impacts to private property owners, and feedback from the public. Even if the City is the project sponsor, the City will coordinate closely with GDOT during the engineering phase since Roswell Road is a state route. The project sponsor should also consult with the City’s Police and Fire

¹⁹ [ARTICLE 10. - STREETS & IMPROVEMENTS | Development Code | Sandy Springs, GA | Municode Library](#)

²⁰ [SECTION 3 - ROADWAY DESIGN AND PAVEMENT | Technical Manuals | Sandy Springs, GA | Municode Library](#)



departments to consider design elements that would facilitate better emergency response (mountable medians, U-turn accommodations for emergency vehicles, secondary road network etc.). The project sponsor should also consult with adjacent property owners and the general public to inform them that the project is moving forward, and discuss access changes along Roswell Road that may have an impact on their business, travel, and other operations. The Project Design section provides guidance for what to consider when modifying access management treatments to adjust for context, while still accomplishing the overarching safety goals.

Project Design

The standards and guidance in this section will serve as resource for priority projects as they move into the design stage. This section should be referenced for median design and placement, turn lanes, driveway consolidation, sidewalks/sidepaths standards, mid-block crossing warrants and design, lighting, and transit stop placement. If a design element deviates from FHWA's ten controlling criteria, and that criteria has been denoted by GDOT as a standard, then a design exception or design variance would be required. Table 2.1 in the Design Policy Manual (DPM) serves as a guide for when design exceptions or design variances would be required. For the access management alternative, the criteria that would apply include access control and lateral offset to obstruction.



Figure 12. Truck/Emergency Vehicle U-Turn Accommodation (US 74, Whittier, NC)

Median Width

A raised median is recommended along the extent of Roswell Road from Meadowbrook Drive to Dunwoody Place. A median width of 19 feet is recommended based upon standards in GDOT's Design Policy Manual. This width is inclusive of the required offsets for an arterial with a design speed of 45 MPH or less and can accommodate an RCUT median opening intersection with a 11-foot wide left-turn lane. Where site constraints dictate, the median width would be less than 19 feet; for example, along the segment just south of Lake Placid Drive where right-of-way is constrained, the median width would likely need to be closer to 12 feet. These narrower medians prohibit left-turns onto Roswell Road, but cannot accommodate an RCUT design.



Landscaping

If desired by the City at the time of design, the median could be landscaped with grass, shrubbery, and/or small trees, as allowed by width of the raised portion of the median (see Figure 13). All landscaping must be placed so as not to impede sight distance for vehicles per guidelines within GDOT’s Design Policy Manual (Section 5.3.5) and GDOT’s Policy for Landscaping and Enhancements on GDOT Right of Way (Section 4.1). Typically, for maintenance reasons, a median with a raised portion of less than 6 feet in width is not landscaped but paved with concrete, which may be stamped in a decorative pattern (see Figure 14). Trees (limbed up to a minimum of 7 feet from the ground) can be planted within the median if appropriate offsets can be achieved from the travel lanes (typically 8 feet from the center of the tree to the face of the concrete curb). Additional consideration should be given to site visibility along the corridor for commercial properties when deciding to plant tall trees in the median. Commercial property owners should be engaged to ensure that planting tall trees do not impede visibility to their properties. Landscaping will be prioritized at the gateways to the City, such as Roswell Road at Meadowbrook Drive, and in the City Springs area.



Figure 13. Landscaped Median along SR 9 (S. Main Street) in Alpharetta, GA



Figure 14. Concrete Median along SR 9 (Roswell Road) in Sandy Springs

The design should follow the Sustainable Landscape Practices guidelines included in Section 1 of the Sandy Springs Technical Manual. This guidance includes the following provisions:



- Planting Area
 - The planting area within the median must be at least 24" to plant perennials and groundcovers. Larger plant types require wider planting areas accordingly.
 - Soils will likely need to be amended, to be suitable for planting. A minimum depth of 24" (preferably 36") of high-quality and well-draining soil is necessary. Care should be taken during construction and maintenance to avoid compaction.
- Green Infrastructure
 - Bioswales and biocells should be considered wherever feasible, to capture and treat in place a portion of the runoff from the roadway.
- Species
 - Drought tolerant species should be selected for all areas that will not accommodate stormwater.
 - Columnar tree species should be used in areas of high truck and bus traffic.
 - The focus should not be on selecting wildlife friendly species as this can create an ecological trap / wildlife vehicle collisions.
- Trees
 - Trees should not be planted closer than 35' on center from the end of the median.
 - For small trees (30' tall or less) and shrubs: minimum 8' wide median
 - Within 30' of the end of the median, the height of the plants should taper down to 30" maximum, to ensure visibility.

Median Openings and Spacing

GDOT's Regulations for Driveway & Encroachment Manual specifies a desirable median opening spacing of 1,000 feet in urban areas, with an absolute minimum spacing of 660 feet.

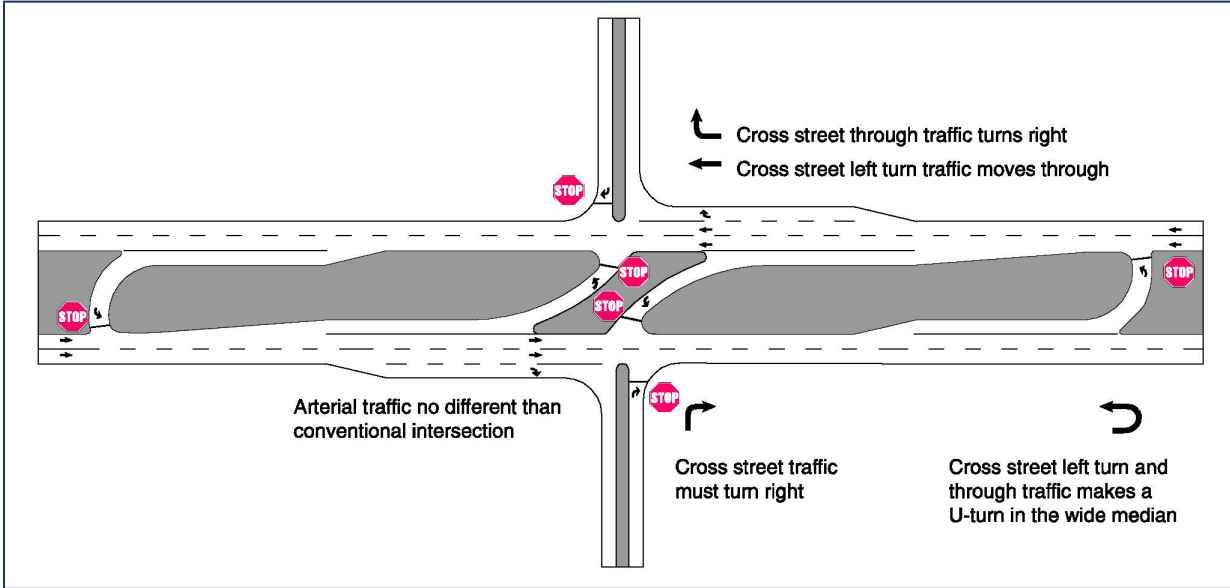


Figure 15. RCUT Median Opening Design (Source: FHWA)



Left-Turn Lanes

Left-turn lanes are required on the approach to each median opening, which allows vehicles to queue outside of the travel lanes. The construction of a median is expected to direct additional left-turning traffic to downstream signalized intersections, to make U-turns. As each project enters the engineering phase, the length of the turn lanes will be refined to accommodate the anticipated demand for left-turning traffic at each median opening including affected signalized intersections. GDOT's Design Policy Manual (Section 7.2.3) notes that the total length of the turn lane would be determined based on the design speed of the roadway, the storage requirement for the turn lane, and adjacent through-lane queue. The taper and deceleration lengths should be designed in accordance with Georgia Construction Details M-3A or M-3B.

Driveway Reduction & Consolidation

Upon the implementation of a capital project, any driveway that falls within an intersection's area of influence should be examined for potential closure. If the driveway serves as a parcel's sole access, then the driveway will not be closed. If another driveway for the parcel is available, if there is an adjacent parcel with inter-parcel connectivity, or if inter-parcel connectivity can be achieved with an adjacent parcel, then there should be coordination with the property owner(s) to see if it is feasible to close the driveway. The exception would be for gas stations, which generally require a minimum of two driveways to facilitate the ingress and egress of large fuel trucks.

Transit Stops

MARTA operates two bus routes along Roswell Road in Sandy Springs within the study area, with approximately 100 bus stops located along the corridor. MARTA prefers to place bus stops on the far side of the intersection. This placement generally allows buses to re-enter the flow of traffic more safely and efficiently, and improves safety for transit riders and other pedestrians. When bus stops are placed on the near-side, there are more conflicts with right-turning vehicles, and stopped buses may obscure pedestrian signals and impede sight distance for crossing pedestrians. If the bus is stopped in a right-turn lane on the near-side, it may have trouble re-entering the through-lane, particularly during peak traffic.²² There are some existing near-side stops along Roswell Road, which were placed there based on existing and historical pedestrian generators, right-of-way availability, and presence of shelters or other rider amenities. As priority projects progress to design, including future mid-block crossings, the location of the bus stops should be reviewed in coordination with MARTA staff to identify whether or not bus stops should be relocated and/or consolidated.

Sidewalks and Sidepaths

In order to create a more walkable and bikeable environment along Roswell Road, the Roswell Road Small Area Plan recommends sidewalks and/or sidepaths on both sides of Roswell Road.

²² [Stops, Spacing, Location and Design | FTA \(dot.gov\)](#)



The Roswell Road Access Management Plan reviewed the feasibility of the Small Area Plan recommendations, and it was determined that it is feasible to implement the sidewalk/sidepath²³ recommendations along the entirety of the corridor. The sidewalks/sidepaths vary in width from 8 feet (from Meadowbrook Drive to Peruca Place) to 12 feet (from Abernathy Road to Dunwoody Place). To provide greater separation from vehicular traffic, a buffer is recommended between the sidewalk/sidepath and travel lanes, which ranges from 2 feet (between I-285 westbound ramps and Abernathy Road) to 10 feet (between Abernathy Road and Dunwoody Place).

Mid-Block Crossings

There are a total of 27 signalized intersections along the Roswell Road corridor (between Meadowbrook Drive and Dunwoody Place) where pedestrians can cross the roadway at a controlled location with a crosswalk and pedestrian signal. There is also a protected mid-block crossing with a pedestrian hybrid beacon (PHB or a HAWK signal) just south of Long Island Drive. With these 27 traffic signals and one PHB, the average mid-block distance is well over 1,500 feet with at least nine locations exceeding 2,500 feet.

Additional mid-block pedestrian crossings are recommended on the corridor where pedestrian generators and demand exists as discussed in Chapter 4. (See Table 5.)

In order to advance the installation of a mid-block crossing to the engineering phase and obtain a permit for the PHB from GDOT, the City will need to complete an engineering study, in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) and the GDOT Pedestrian and Streetscape Guide. Several of the items in the engineering study, such as pedestrian count collection, analysis of pedestrian generators, and crash history have been examined during development of the Plan. It will be important to revisit these analyses and note any changes once the project is advanced to implementation. References to these analyses can be found in Appendix A of the GDOT Pedestrian and Streetscape Guide²⁴ and in the Guidelines for the Installation of Pedestrian Hybrid Beacons on High-Speed Roadways in the MUTCD.²⁵

The mid-block crossing should include the following elements:

- High-visibility striped crosswalk
- Lighting
- Median to facilitate a two-stage crossing
- Actuated pedestrian signal with audible warnings²⁶

²³ Sidepaths are wider sidewalks (generally at least 10 feet in width) that can accommodate both pedestrians and cyclists. Sidepaths are required to have a five-foot buffer from the roadway on streets with a speed limit of more than 35 miles per hour.

²⁴ [GDOT Pedestrian and Streetscape Guide.pdf \(ga.gov\)](https://www.gdot.ga.gov/transportation/pedestrian-streetscape-guide)

²⁵ [Figure 4F-2 Long Description - MUTCD 2009 Edition - FHWA \(dot.gov\)](https://www.fhwa.dot.gov/pedestrian/pedestrian_signals/mutcd_2009_edition/figure_4f-2_long_description.pdf)

²⁶ The MUTCD (Accessible Pedestrian Signals, Part 4E.06, Accessible Pedestrian Signals, and Part 4E.09) and Public Right-of-Way Accessibility Guidelines (Section R208) each recommend that actuated pedestrian signals should include audible and vibrotactile WALK indications that are integrated into the push-button.



- Stop bars for vehicles in advance of the crossing
- Overhead beacon that flashes when the crosswalk is activated, with accompanying instructional signage for drivers
- Roadside signage in advance of the pedestrian crossing, to alert drivers of the upcoming mid-block crossing

In addition to advancing as individual capital projects, mid-block crossings may also be considered where new development will generate a significant volume of pedestrian activity away from an existing signalized pedestrian crossing.

Lighting

Continuous pedestrian-scale lighting along the Roswell Road corridor and pedestrian and roadway lighting at signalized intersections and mid-block pedestrian crossings is recommended and required per the City's and GDOT standards. Per the City's Technical Manual, the required spacing for pedestrian lighting is 90 feet unless otherwise specified.²⁷ Section 14.3.5 of GDOT's Design Policy Manual notes that precise spacing for lighting fixtures should be based upon a photometric review submission for the pedestrian facility, to include average horizontal illuminance, minimum vertical illuminance, average/minimum horizontal illuminance, and maximum veiling luminance.

Project Evaluation

After a capital project is implemented, or after improvements are made upon redevelopment, it will be important to evaluate the "before and after studies" with regard to safety, operations, and economic impact along Roswell Road. Safety improvements can be assessed by studying crash history after a period of time, including the reduction of left-turn and driveway crashes, as well as crashes involving pedestrians and cyclists. Operationally, an assessment may evaluate delay along the corridor and at intersections. Economic impact may be assessed by studying sales at businesses along the corridor, or property value of parcels along Roswell Road. These studies will require coordination among the City's Public Works and Economic Development departments, as well as individual businesses along Roswell Road.

²⁷ https://library.municode.com/ga/sandy_springs/codes/technical_manuals?nodeId=S9LIUT



Improvements Upon Redevelopment

If a parcel along Roswell Road is redeveloped, or if the owner desires to make substantial improvements to the parcel, then the Community Development Department requires the developer/owner to adhere to updated standards in the Development Code and Technical Manual. The City's Development Code and Technical Manual provides access standards for new developments or redevelopment along Roswell Road. The following conditions would trigger nonconforming access features to be brought into conformance:

- A change in land use or increase in land use intensity that would increase trip generation
- Substantial building expansions or improvements
- Request for new driveway permits

Any requests for new access or changes in access requires an approved permit from GDOT and must be incorporated into construction drawings before a land disturbance permit is issued.

The City has incorporated several best practices into access standards, including the following provisions:

- Driveway spacing standards vary by speed limit; for Roswell Road, the minimum spacing is 300 feet, which corresponds to speed limits ranging from 35 to 45 miles per hour. These exceed GDOT's driveway spacing standards.
- The developer must dedicate the right-of-way in accordance with the street classifications shown on the long-range road classification map of the Comprehensive Plan and as provided in the Technical Manual.
- Properties that redevelop must provide an interparcel connection to adjacent properties, unless there are uses that should not mix.
- The developer is required to construct a deceleration lane at each driveway that meets the average daily traffic (ADT) or right-turning volumes shown in Table 3-3 of the Technical Manual.²⁸ Where the posted speed limit along Roswell Road is 35 miles per hour (mph), the deceleration lane should have full-width storage of 100 feet with a taper of 50 feet. Where the posted speed limit along Roswell Road is 45 miles per hour (mph), the deceleration lane should have full-width storage of 175 feet with a taper of 100 feet.

Upon review of the Development Code and Technical Manual, it is recommended that the City consider incorporating additional best practices in access management described below.

Street Framework Map

Section 2 of the Technical Manual includes a Street Framework and Mobility Map, which provides a typical section for major roadways in the City, including the width of right-of-way in the public realm; width of the walkway and/or bikeway, street planting zone and maintenance strip; width of curb and gutter and travel lanes; and width of on-street parking lanes, turn lanes/medians, transit

²⁸ https://library.municode.com/ga/sandy_springs/codes/technical_manuals?nodeId=S3RODEPA



lanes, and utility zones, as applicable. For Roswell Road, these requirements are not consistent with recommendations from the Roswell Small Area Plan or the vetted cross sections from the Roswell Road Access Management Plan. Within this section, the cross-section standards for Roswell Road should be updated to accommodate the recommended access management improvements, including updating the width of the maintenance strip, sidewalk width, landscaped buffer, curb and gutter, travel lanes, median, and turn lanes within required cross-sections. This reconciliation could also be accomplished by requiring a ROW dedication instead of a specified cross section. The ROW requirements for each section in the corridor are shown in Appendix A.

Driveway Access

The following statements are recommended to be added to codify best practices in the placement of new driveways:

- Access that serves only one parcel should be considered an option only in instances where joint-use or cross-access is infeasible due to topographic or other physical constraints.
- Adjacent parcels that are being redeveloped and have common ownership should be required to share a common driveway. If a property adjacent to the development site is already developed and under different ownership, the driveway should be placed near the property line, so that if the adjacent property redevelops, the driveway would serve both developments.
- Driveways should be placed outside of the area of influence²⁹ of adjacent intersections, or as far from the intersection as possible. Access along side-streets should be prioritized over access to Roswell Road close to intersections.
- Driveway width should be limited to the width necessary to accommodate the wheel-path of the design vehicle for one-way or two-way traffic as designed. Limiting the width of the throat, or width of the driveway, helps to minimize the conflict area for pedestrians crossing the driveway, helping to create a more walkable environment. The driveway width must also conform to GDOT standards as noted in Section 4.2 of the Regulations for Driveway & Encroachment Control Manual.
- Where ROW is reserved for a future median, the driveway must be restricted to right in/right out either at the time of the development or at the time of the median installation.

²⁹ According to the TRB Access Management Manual, the area of influence associated with a driveway includes the functional area of the intersection (defined by the extent of auxiliary lanes), as well as the impact length (the distance back from a driveway at which vehicles begin to be affected), the perception-reaction distance of the driver, and the car length.



Pedestrian Facilities

The following statements are recommended to be added to codify best practices for the development of pedestrian facilities on the redeveloped sites:

- Site configurations should separate pedestrian and vehicular circulation areas to the extent possible, minimizing unmarked crossings of parking lots.
- Site configurations should facilitate direct pedestrian access between the sidewalk on the major roadway and the development; for example, a crosswalk that extends directly from the sidewalk through a parking lot, protected from other vehicles by bollards or landscaping.
- Pedestrian access should be required between adjacent parcels, as long as the uses are compatible.
- The Technical Manual requires developments that are anticipated to generate 100 or more trips during the peak hour, to submit a traffic impact study. The traffic study should include a pedestrian analysis that would project the demand for pedestrian traffic at the site. If a significant amount of pedestrian traffic is projected, and there are not adjacent pedestrian crossings, then the developer may be required to construct a mid-block crossing adjacent to the development. The location and design features of the mid-block crossing would be determined based on the guidelines and outcomes of the engineering study as specified in the Manual on Uniform Traffic Control Devices (MUTCD) and the GDOT Pedestrian and Streetscape Guide.

Coordination with MARTA for Bus Stop Relocation

If a new development or redevelopment along Roswell Road generates a greater number of pedestrian crossings, then MARTA will consider relocating/consolidating bus stops in the area to better serve transit riders. MARTA will also consider relocating bus stops to better align with planned mid-block crossings, in order to facilitate safe roadway crossings for transit riders. MARTA is currently in the process of developing guidance on the placement of bus stops; when this guidance is available, the City can codify guidance and consider what improvements developers will need to make curbside or on-site to facilitate adjacent bus stops.

Long-Term Corridor Vision

In the long-term, the access management alternative will be supplemented by corridor-wide safety and access improvements for Roswell Road, including potential new streets to create a more connected and more efficient grid of roadways, new traffic signals to help facilitate safer left-turns in nodes that are projected to redevelop, and additional mid-block crossings to foster a safer and more walkable environment for pedestrians and transit users. The long-term vision is presented in Appendix D.



Intergovernmental Coordination

Because Roswell Road is a state route (SR 9), the City has closely coordinated with GDOT during the development of the Roswell Road Access Management Plan. The project management team includes representatives from Traffic Operations division of the GDOT District 7 Office, who have provided guidance on the development of the design and confirmed that the design components are consistent with GDOT guidelines and standards. The City will also work closely with GDOT District 7 to conduct more detailed studies at the locations identified for mid-block crossings, particularly for locations where pedestrian counts do not yet meet warrants. Furthermore, as developers apply for driveway permits along Roswell Road, GDOT District 7 will refer to the Roswell Road Access Management Plan when considering approval for new driveway access. The City will continue coordination with GDOT District 7 moving forward as projects advance to concept and design. In the near-term, this includes the opportunity to advance access management improvements on Roswell Road between I-285 and Hammond Drive, in concert with the upcoming I-285/Roswell Road Innovative Interchange Scoping Study.³⁰

The City has also consulted with GDOT Office of Planning on the Roswell Road Access Management Plan. The Office of Planning indicated that they are supportive of access management efforts along state routes, and that the completed plan will serve as source of potential projects when the Office is considering new projects to program. The Office of Planning is supportive of innovative treatments such as RCUTs to improve safety and mobility along corridors. The recommendations from corridor-wide plans on state routes, such as the Roswell Road Access Management Plan, serve as a repository for potential projects that the Office of Planning can refer to when programming improvements along state roadways.

The City will continue to coordinate with the GDOT District 7 Office and GDOT Office of Planning for the further study of access management and pedestrian improvements, programming of projects, development of project concepts, and driveway permitting along Roswell Road.

³⁰ The City of Sandy Springs was recently awarded funds by the Atlanta Regional Commission to conduct a scoping study for improvements at the I-285/Roswell Road interchange. This study has been programmed through state and federal funding sources.