



Appendix A: Right-of-Way Requirements for Access Management Alternative

Table 12. Right-of-Way (ROW) Requirements for Access Management Alternative

Begin	End	ROW Required (feet)
Meadowbrook Drive	Windsor Parkway	90
Windsor Parkway	Long Island Drive	90
Long Island Drive	Mount Paran Road	90
Mount Paran Road	Glenridge Drive	90
Glenridge Drive	Peruca Place/Prado	90
Peruca Place/Prado	I-285 EB Ramps	87
I-285 WB Ramps	Hammond Drive	97
Hammond Drive	Johnson Ferry Road	86
Johnson Ferry Road	Chaseland Road	97
Chaseland Road	Abernathy Road	97
Abernathy Road	Spalding Drive	117
Spalding Drive	Dalrymple Road	117
Dalrymple Road	Trowbridge Road	117
Trowbridge Road	Grogans Ferry Road	117
Grogans Ferry Road	Tahoma Drive	117
Tahoma Drive	Northridge Road	117
Northridge Road	Hightower Trail	117
Hightower Trail	Dunwoody Place	117

Note: Right-of-way (ROW) width does not include dimensions for turn lanes and deceleration lanes.



Appendix B: Ranked Project List

Table 13. Ranked Project List

Begin	End	Rank Based on Crash Rate	Rank Based on Safety Benefit	Rank Based on Increase In Travel Time	Rank Based on Improvement In Driveway Compliance	Rank Based on Pedestrian Accommodations	Weighted Ranking of all Effectiveness Metrics	Rank Based on all Effectiveness Metrics
Peruca Place/Prado	I-285 EB Ramps	1	6	3	7	11	5	1
I-285 WB Ramps	Hammond Drive	2	4	12	6	11	5	2
Johnson Ferry Road	Chaseland Road	10	2	6	1	11	6	3
Northridge Road	Hightower Trail	7	7	4	11	4	7	4
Trowbridge Road	Grogans Ferry Road	14	1	9	14	4	7	5
Hammond Drive	Johnson Ferry Road	3	11	10	4	11	8	6
Hightower Trail	Dunwoody Place	11	9	15	2	4	9	7
Windsor Parkway	Long Island Drive	16	3	14	5	11	9	8
Chaseland Road	Abernathy Road	15	5	18	9	4	10	9
Grogans Ferry Road	Tahoma Drive	12	10	5	17	4	10	10
Mount Paran Road	Glenridge Drive	9	13	2	10	11	10	11
Tahoma Drive	Northridge Road	4	14	7	17	11	10	12
Meadowbrook Drive	Windsor Parkway	6	15	11	3	17	11	13
Dalrymple Road	Trowbridge Road	5	16	13	13	11	12	14
Spalding Drive	Dalrymple Road	13	12	8	12	11	12	15
Abernathy Road	Spalding Drive	18	8	17	17	4	12	16
Glenridge Drive	Peruca Place/Prado	8	17	1	17	17	13	17
Long Island Drive	Mount Paran Road	17	18	16	8	17	16	18



Appendix C: Project Benefits and Costs

ID	Rank	Begin	End	Utilities Cost Range (\$Millions)	ROW Cost (\$ Millions)	Construction Cost (\$Millions)	Total Cost Range (\$Millions)	Median Cost (\$Millions)	Safety Benefit for 20-Year Life Cycle (\$Millions)	Benefit-Cost Ratio
6	1	Peruca Pl/Prado	I-285 EB Ramps	\$0.1-2.1	\$4.7	\$0.8	\$6.7-9.1	\$7.9	\$21.7	2.7
1	13	Meadowbrook Dr	Windsor Pkwy	\$0.0-2.0	\$1.7	\$0.2	\$2.4-4.8	\$3.6	\$7.2	2.0
7	2	I-285 WB Ramps	Hammond Dr	\$0.1-5.1	\$7.4	\$1.4	\$10.7-16.7	\$13.7	\$29.6	2.2
9	3	Johnson Ferry Rd	Chaseland Rd	\$0.2-6.2	\$11.3	\$2.0	\$16.2-23.4	\$19.8	\$32.4	1.6
17	4	Northridge Rd	Hightower Tr	\$0.2-2.2	\$9.4	\$2.0	\$13.8-16.2	\$15.0	\$21.1	1.4
14	5	Trowbridge Rd	Grogans Ferry Rd	\$0.5-4.5	\$12.3	\$4.3	\$20.5-25.3	\$22.9	\$33.8	1.5
8	6	Hammond Dr	Johnson Ferry Rd	\$0.1-7.1	\$5.6	\$0.8	\$7.8-16.2	\$12.0	\$16.7	1.4
18	7	Hightower Trail	Dunwoody Place	\$0.4	\$10.1	\$4.2	\$17.7	\$17.7	\$17.3	1.0
2	8	Windsor Pkwy	Long Island Dr	\$0.2-13.2	\$9.0	\$1.9	\$13.3-28.9	\$21.1	\$30.5	1.4
10	9	Chaseland Rd	Abernathy Rd	\$0.1-1.1	\$4.8	\$0.7	\$6.6-7.8	\$7.2	\$22.6	3.1
15	10	Grogans Ferry Rd	Tahoma Dr	\$0.1	\$4.0	\$1.4	\$6.7	\$6.7	\$15.1	2.3
4	11	Mount Paran Rd	Glenridge Dr	\$0.1-6.1	\$4.7	\$0.9	\$6.9-14.1	\$10.5	\$12.5	1.2
16	12	Tahoma Dr	Northridge Rd	\$0.2	\$2.6	\$1.5	\$5.1	\$5.1	\$9.4	1.8
13	14	Dalrymple Rd	Trowbridge Rd	\$0.1	\$6.4	\$1.3	\$9.4	\$9.4	\$6.3	0.7
12	15	Spalding Dr	Dalrymple Rd	\$0.3-2.3	\$7.4	\$3.0	\$12.8-15.2	\$14.0	\$11.9	0.9
11	16	Abernathy Rd	Spalding Dr	\$0.3	\$8.2	\$2.8	\$13.5	\$13.5	\$17.1	1.3
5	17	Glenridge Dr	Peruca Pl/Prado	\$0.1-1.1	\$4.3	\$0.7	\$6.1-7.3	\$6.7	\$5.1	0.8
3	18	Long Island Dr	Mount Paran Rd	\$0.2-12.2	\$10.7	\$2.0	\$15.5-29.9	\$22.7	\$4.3	0.2



Appendix D: Long-Term Corridor Vision

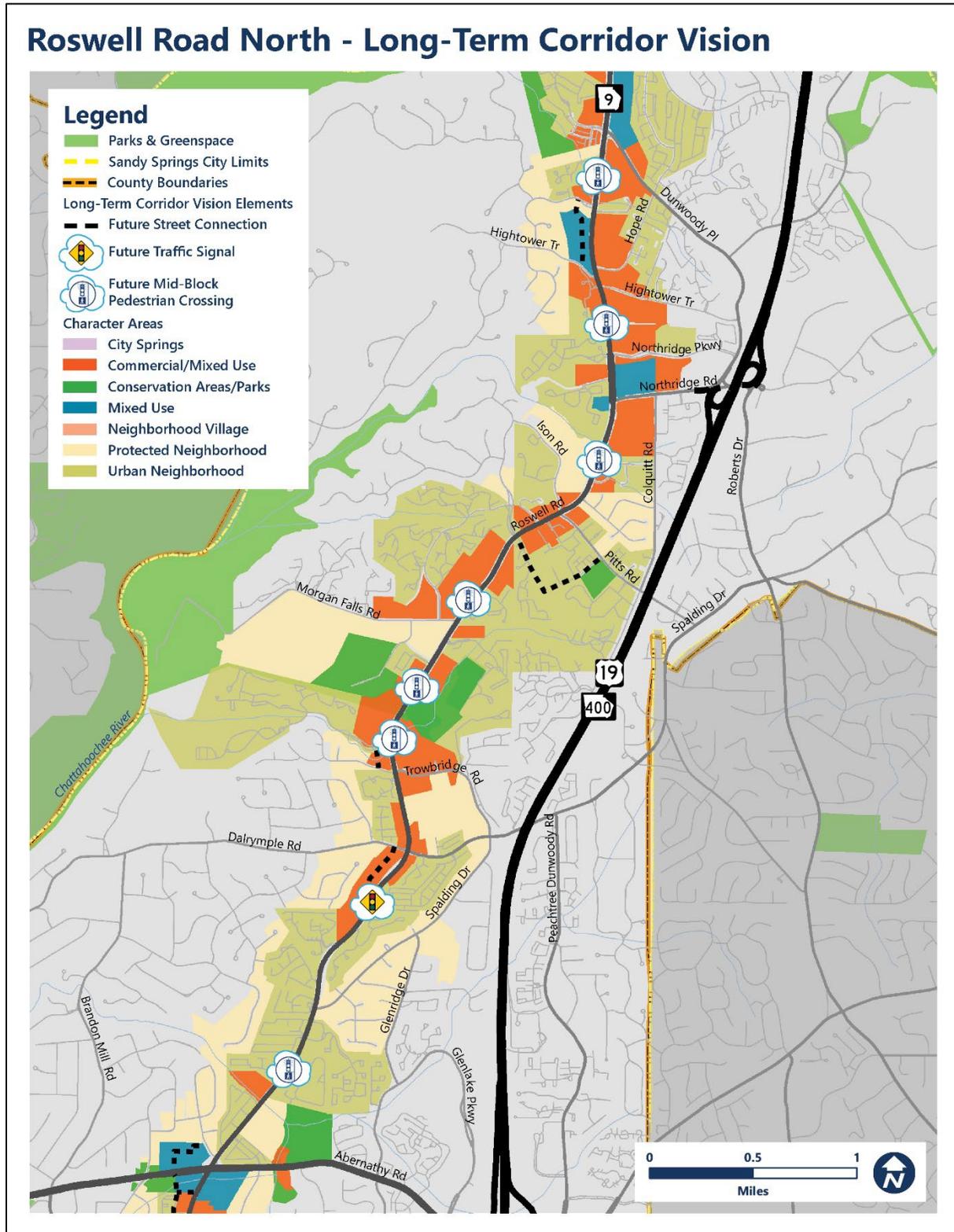


Figure 16. Long-Term Corridor Vision for Roswell Road North

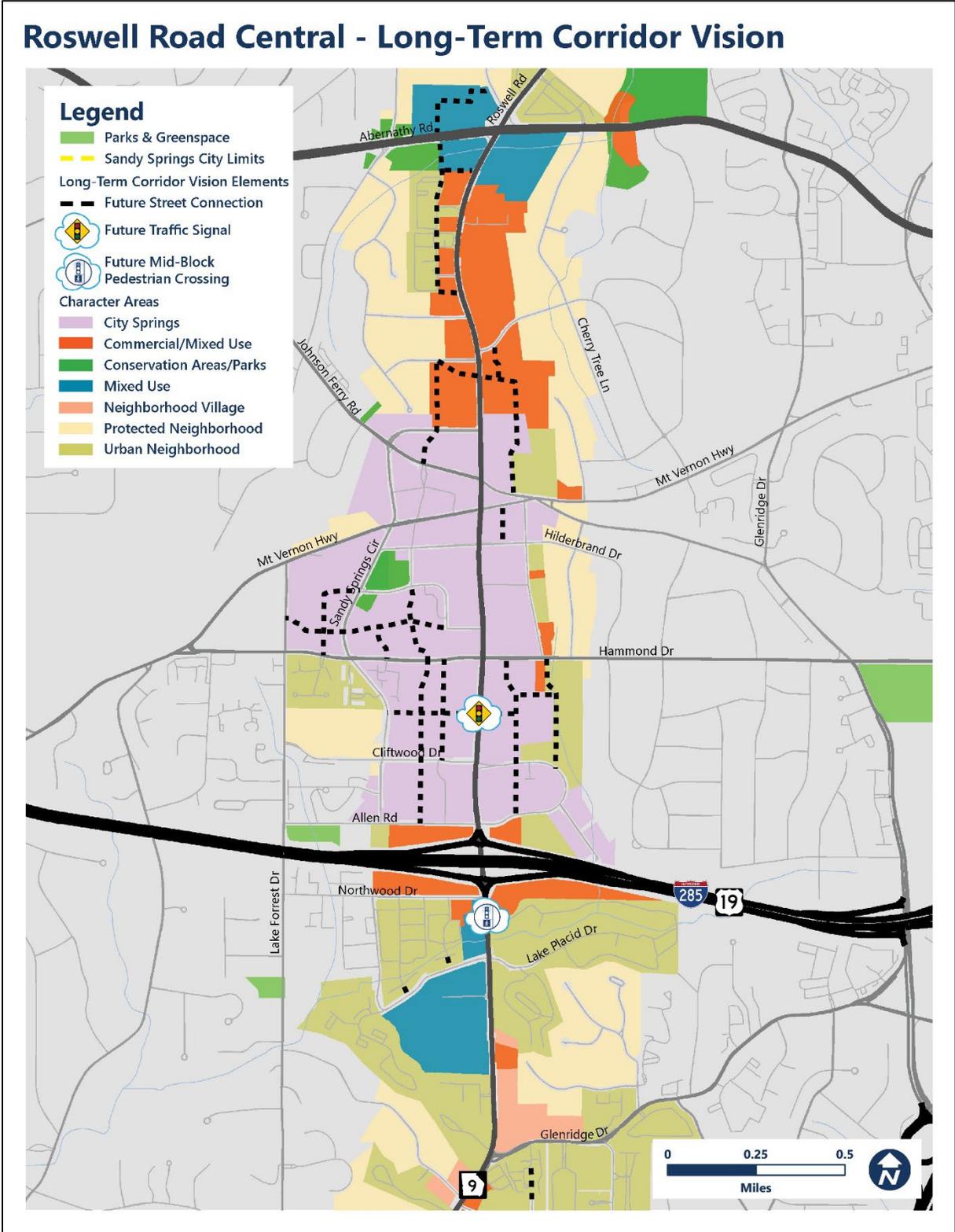


Figure 17. Long-Term Corridor Vision for Roswell Road Central

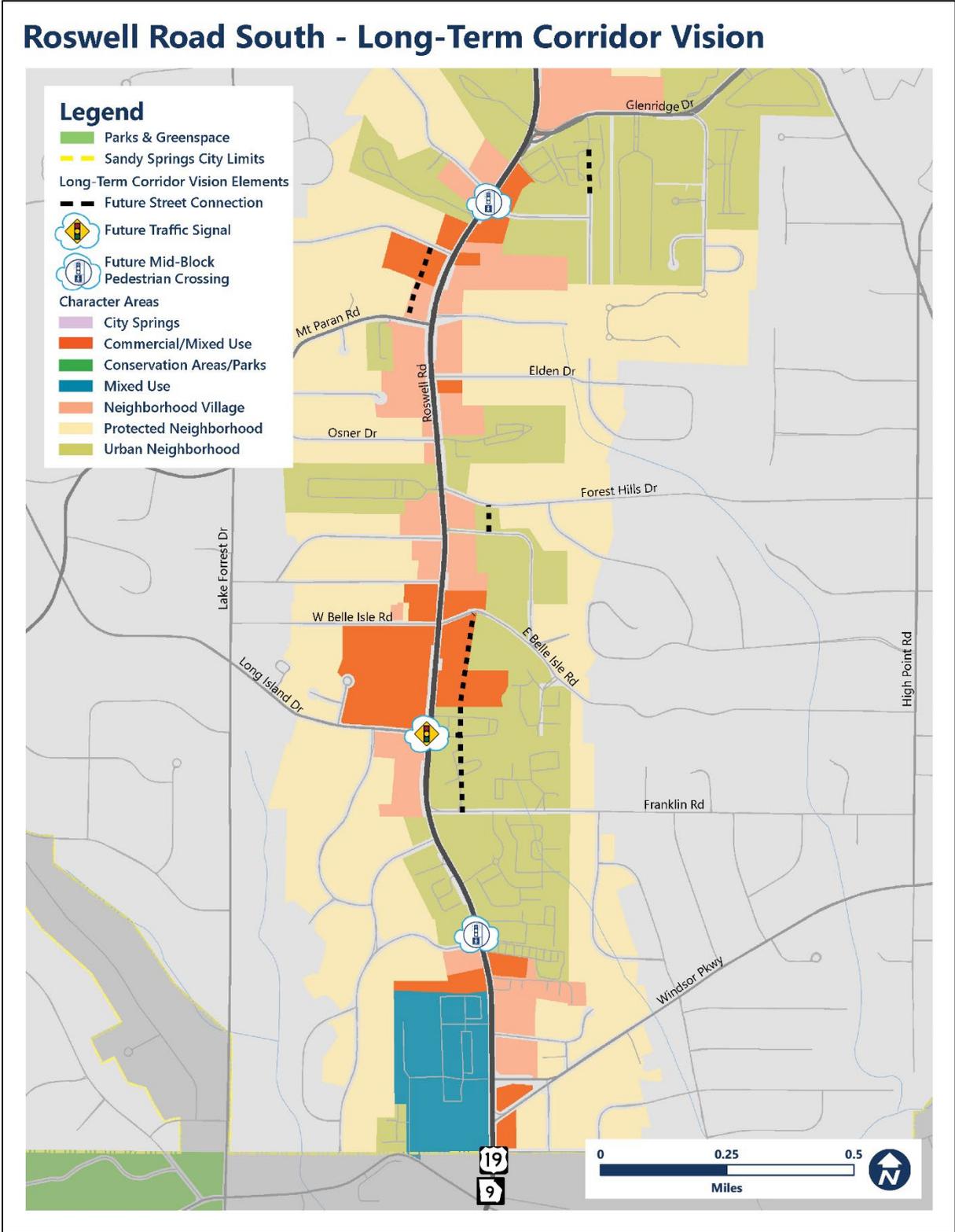


Figure 18. Long-Term Corridor Vision for Roswell Road South



Appendix E: Sample Rendering for Priority Segment Project



Figure 19. Visual Rendering of Segment Project (RCUT Design)

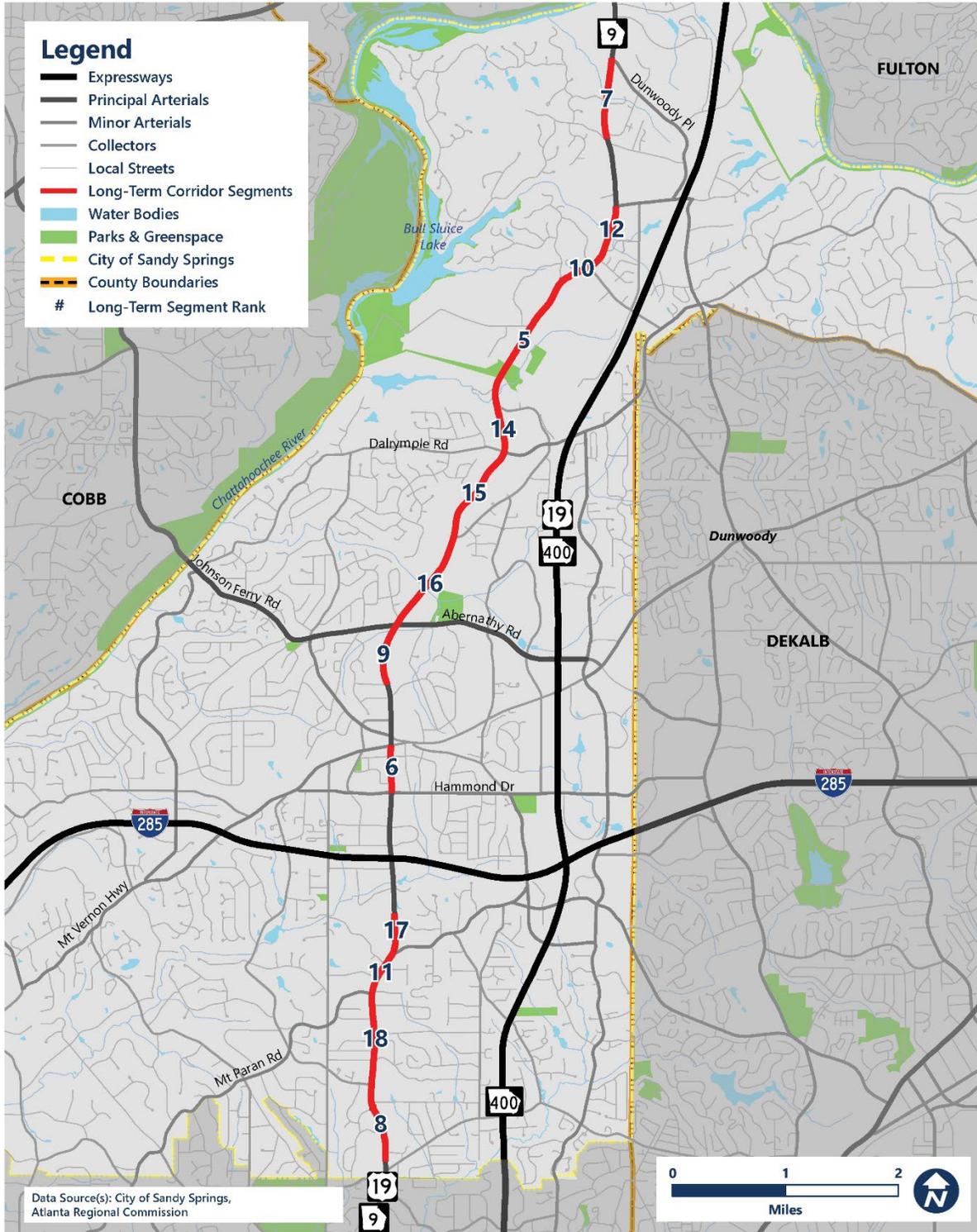


Figure 20. Visual Rendering of Segment Project (Traffic Signal)



Appendix F: Long-Term Projects

Roswell Road Long-Term Corridor Segment Projects





Appendix G: Access Management Alternative

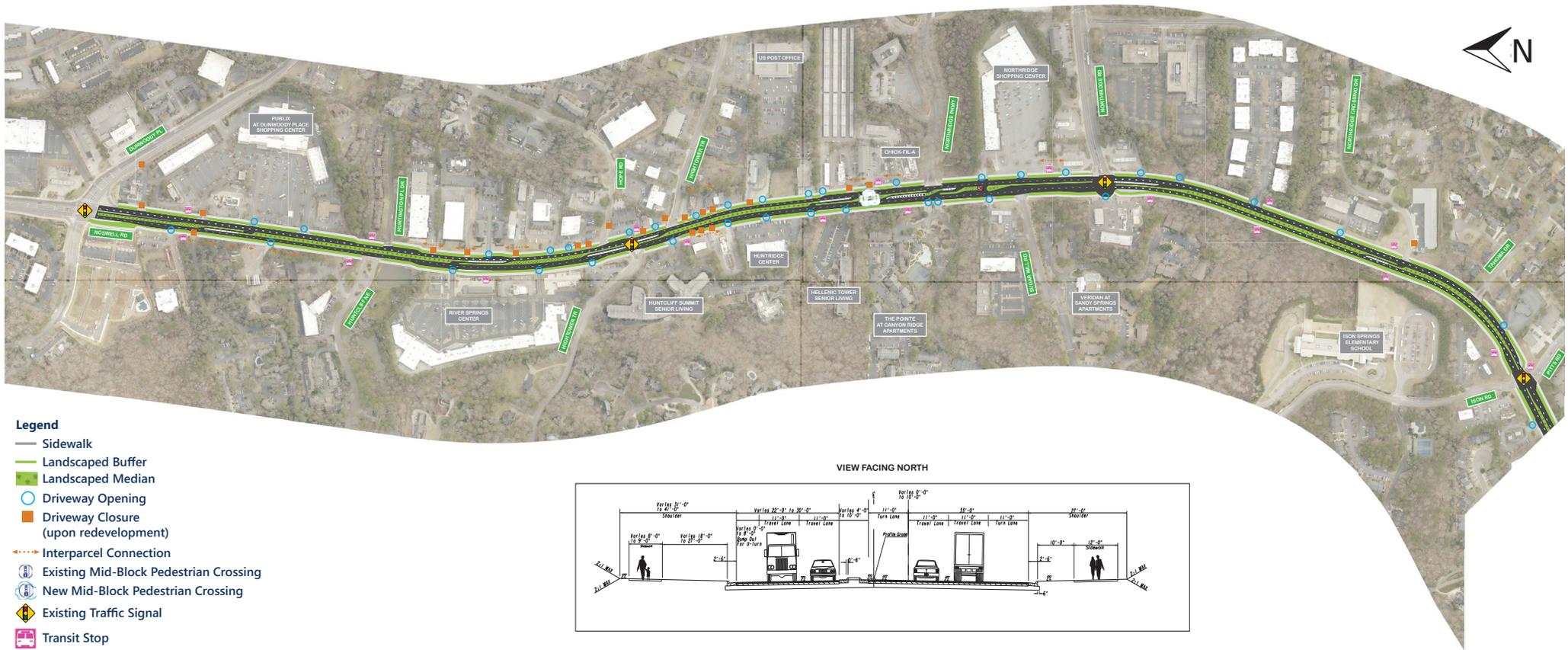
Roswell Road Access Management Plan

Access Management Alternative (1 of 6)



SANDY SPRINGS™
GEORGIA

Dunwoody Place to South of Pitts Road/Ison Road



- Legend**
- Sidewalk
 - Landscaped Buffer
 - Landscaped Median
 - Driveway Opening
 - Driveway Closure (upon redevelopment)
 - ↔ Interparcel Connection
 - ⊙ Existing Mid-Block Pedestrian Crossing
 - ⊙ New Mid-Block Pedestrian Crossing
 - ⬢ Existing Traffic Signal
 - 🚏 Transit Stop

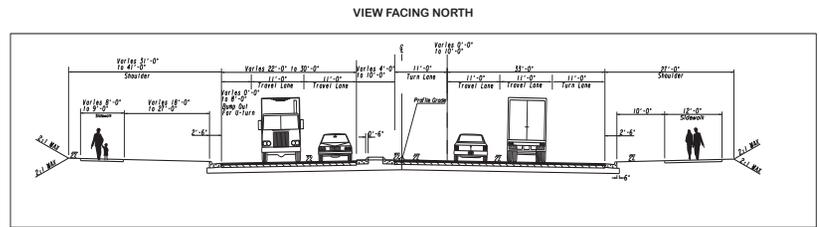


Figure 21. Access Management Alternative (1 of 6)

Roswell Road Access Management Plan

Access Management Alternative (2 of 6)



SANDY SPRINGS™
GEORGIA

South of Pitts Road/Ison Road to Glisten Avenue

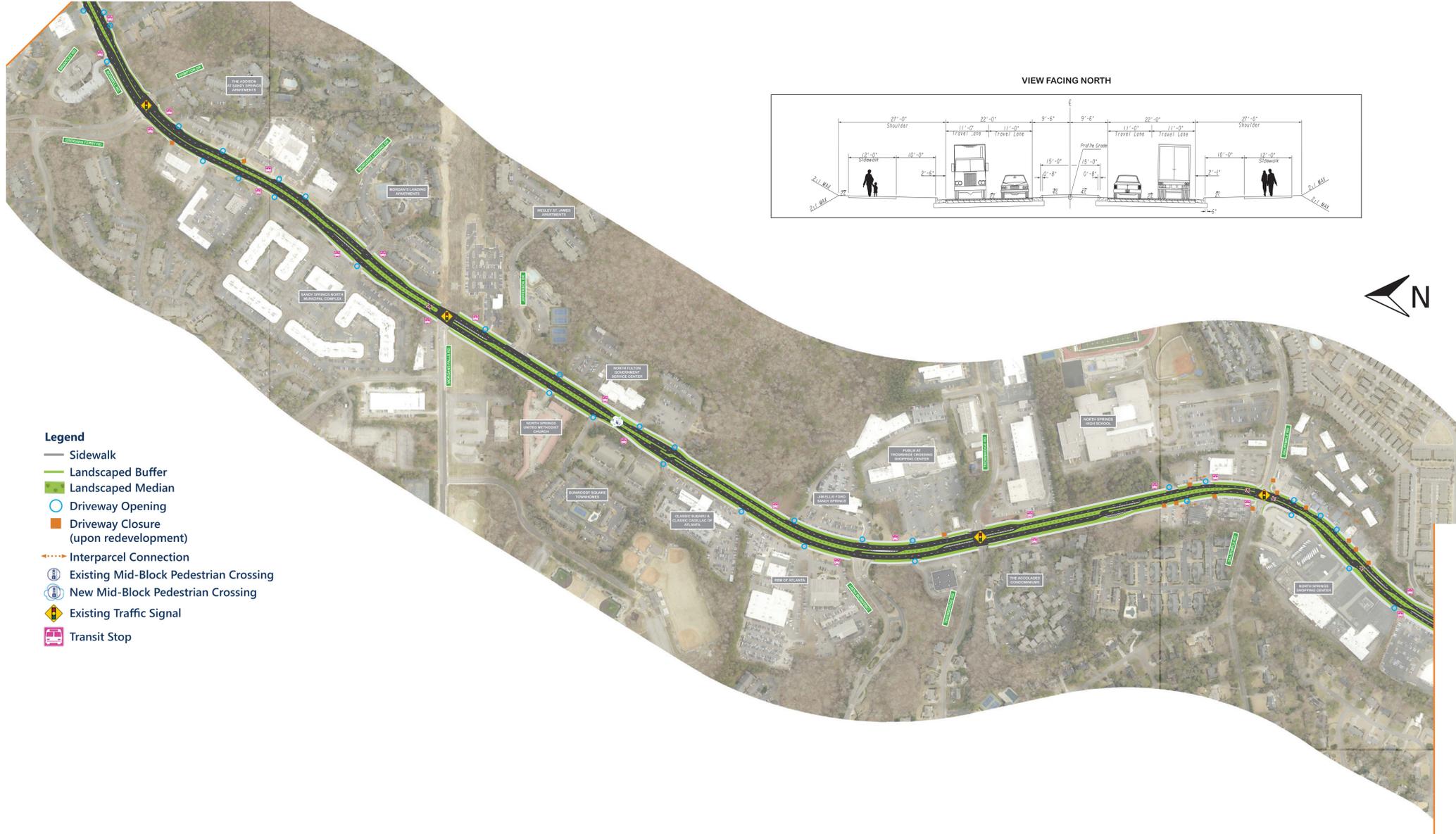


Figure 22. Access Management Alternative (2 of 6)

Roswell Road Access Management Plan

Access Management Alternative (3 of 6)



SANDY SPRINGS™
GEORGIA

Glister Avenue to South of Chaseland Road

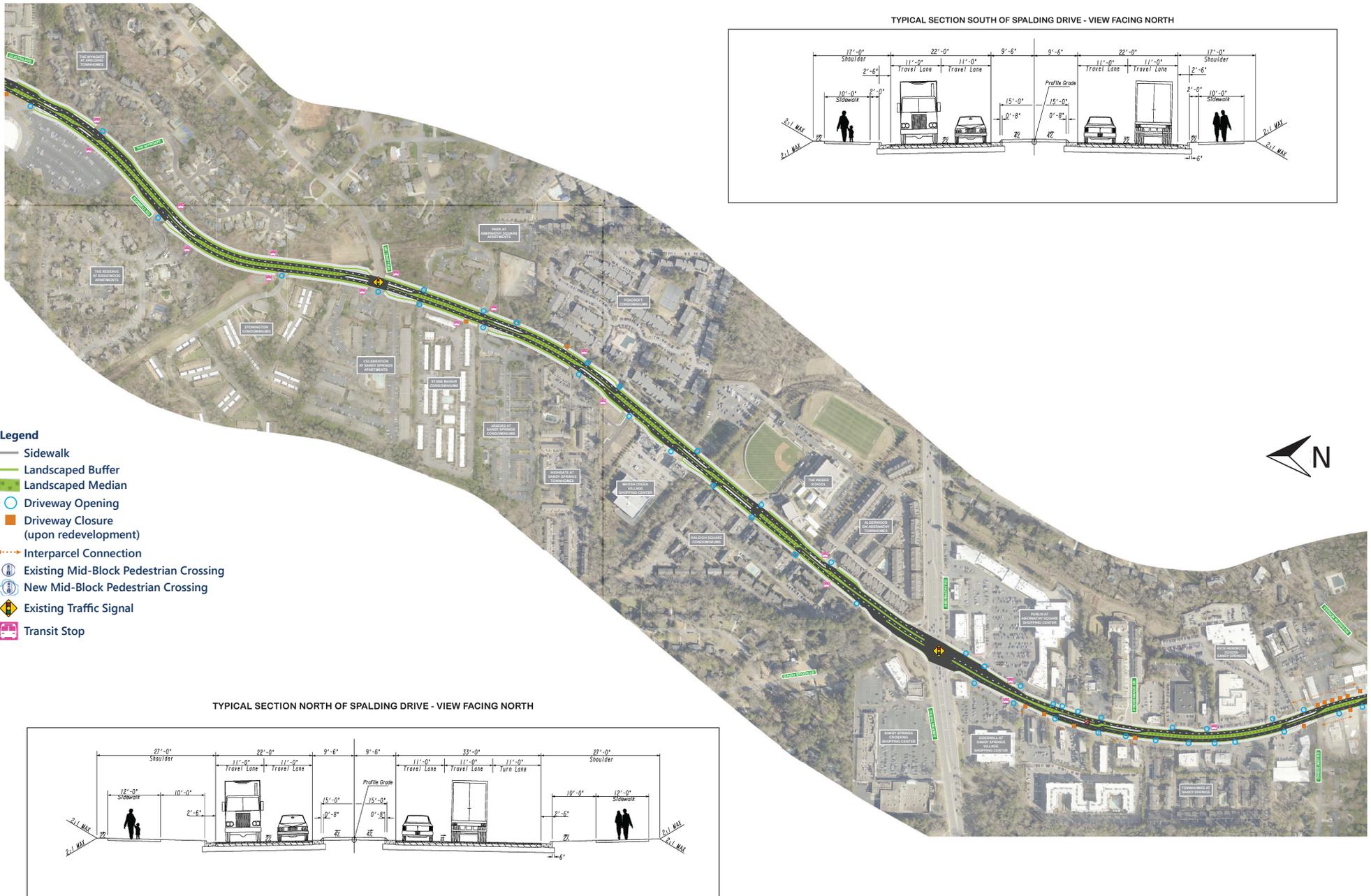


Figure 23. Access Management Alternative (3 of 6)

Roswell Road Access Management Plan

Access Management Alternative (4 of 6)



SANDY SPRINGS™
GEORGIA

South of Chaseland Road to Prado Shopping Center



- Legend**
- Sidewalk
 - Landscaped Buffer
 - Landscaped Median
 - Driveway Opening
 - Driveway Closure (upon redevelopment)
 - ↔ Interparcel Connection
 - ⓘ Existing Mid-Block Pedestrian Crossing
 - ⓘ New Mid-Block Pedestrian Crossing
 - ⚡ Existing Traffic Signal
 - ⚡ Proposed Traffic Signal
 - 🚊 Transit Stop

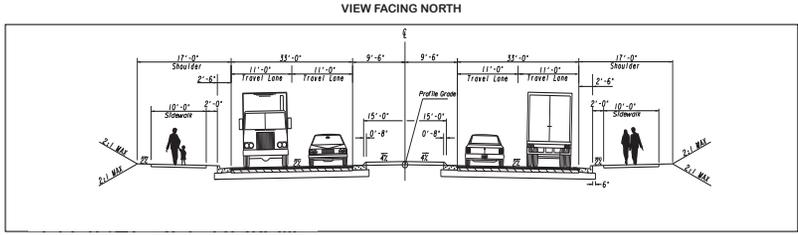


Figure 24. Access Management Alternative (4 of 6)

Roswell Road Access Management Plan

Access Management Alternative (5 of 6)



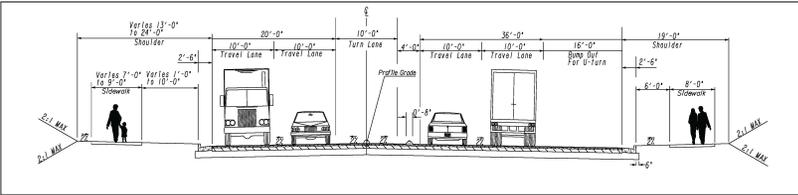
SANDY SPRINGS™
GEORGIA

Prado Shopping Center to Township Parkway



- Legend**
- Sidewalk
 - Landscaped Buffer
 - Landscaped Median
 - Driveway Opening
 - Driveway Closure (upon redevelopment)
 - ↔ Interparcel Connection
 - ⊙ Existing Mid-Block Pedestrian Crossing
 - ⊙ New Mid-Block Pedestrian Crossing
 - ⚡ Existing Traffic Signal
 - ⚡ Proposed Traffic Signal
 - 🚏 Transit Stop

TYPICAL SECTION NORTH OF GLENRIDGE DRIVE - VIEW FACING NORTH



TYPICAL SECTION SOUTH OF GLENRIDGE DRIVE - VIEW FACING NORTH

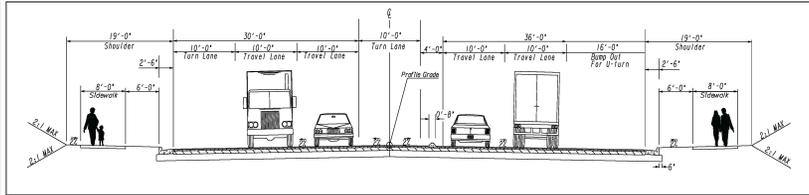


Figure 25. Access Management Alternative (5 of 6)

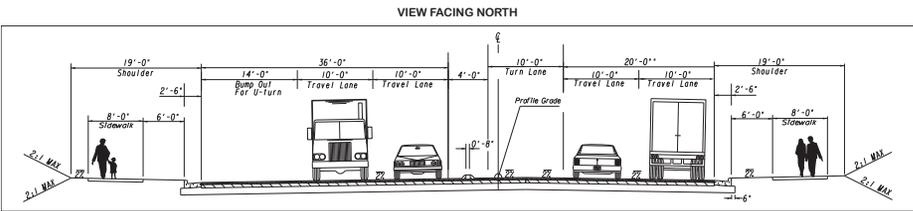
Roswell Road Access Management Plan

Access Management Alternative (6 of 6)



SANDY SPRINGS™
GEORGIA

Township Parkway to Meadowbrook Drive



- Legend**
- Sidewalk
 - Landscaped Buffer
 - Landscaped Median
 - Driveway Opening
 - Driveway Closure (upon redevelopment)
 - Interparcel Connection
 - ⊞ Existing Mid-Block Pedestrian Crossing
 - ⊞ New Mid-Block Pedestrian Crossing
 - ⬡ Existing Traffic Signal
 - ⬡ Proposed Traffic Signal
 - 🚏 Transit Stop



Figure 26. Access Management Alternative (6 of 6)



Appendix H: Public Involvement Summary

Overview

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 (Figure 27) highlights key engagement dates.

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 28. 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.

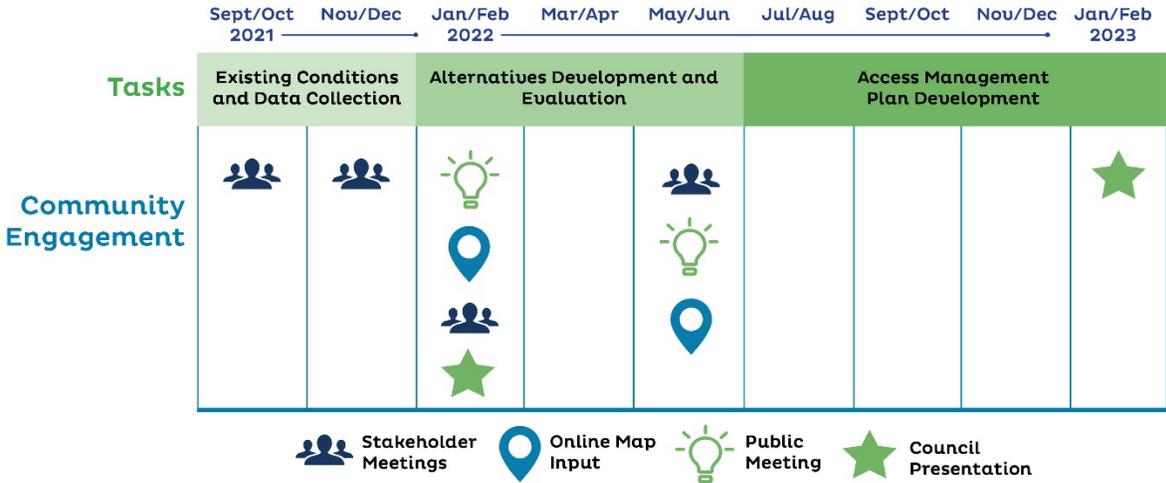


Figure 27. Community Engagement Timeline



Figure 28. Stakeholder Groups

Community Engagement Process

Existing Conditions and Data Collection Phase

First Round of Stakeholder Meetings

At the project outset, the project team carried out analysis to determine the major users of Roswell Road. An exploration using Geographic Information Systems (GIS) was conducted to identify property owners along the study corridor. In coordination with the Sandy Springs Economic Development Department, the project team was able to obtain contact information for business and property owners and managers of the major shopping centers.

The first round of stakeholder meetings, which occurred over October and November 2021, were held as a series of virtual meetings using the Zoom platform. The project team invited the stakeholders to register for one of multiple meeting times. Separate meetings were held with each of the three stakeholder groups (property owners, first responders, and organizations representing vulnerable users) so that the project team could tailor the presentation and facilitate focused, meaningful conversations.



First Public Meeting, Interactive Map Tool, and Comment Period

Due to COVID conditions and public health guidelines, the first public meeting was held virtually via Zoom. A total of 57 people attended the meeting. The project team gave an overview of the plan, including the objective, schedule, and key milestones; highlighted the benefits of effective access management along roadways; presented key findings from the existing conditions analysis, including high-crash areas and segments of Roswell Road with closely spaced access points; and shared sample access management treatments and the safety benefits of each treatment. The team facilitated interactive polls throughout the presentation, and introduced an interactive map tool where the community could provide input on safety issues along Roswell Road.

Following the meeting, a recording of the meeting was posted to the project website. A three-week online public input period followed, where community members were encouraged to watch the presentation recording and then provide input on the interactive map tool. During this input period, 90 participants shared a total of 206 comments on the map input tool, and 5 members of the public sent emails to the project email account.

The map tool allowed participants to share comments about locations along Roswell Road with safety concerns. As shown in Figure 29, the map tool included various marker types so that different types of issues could be pinpointed, such as unsafe pedestrian crossings, unsafe or difficult turns, and frequent traffic congestion. The tool was built through an online platform called Social Pinpoint, which includes accessibility features such as translation. The translation option enabled participation by the many non-English speakers that live on or near Roswell Road.

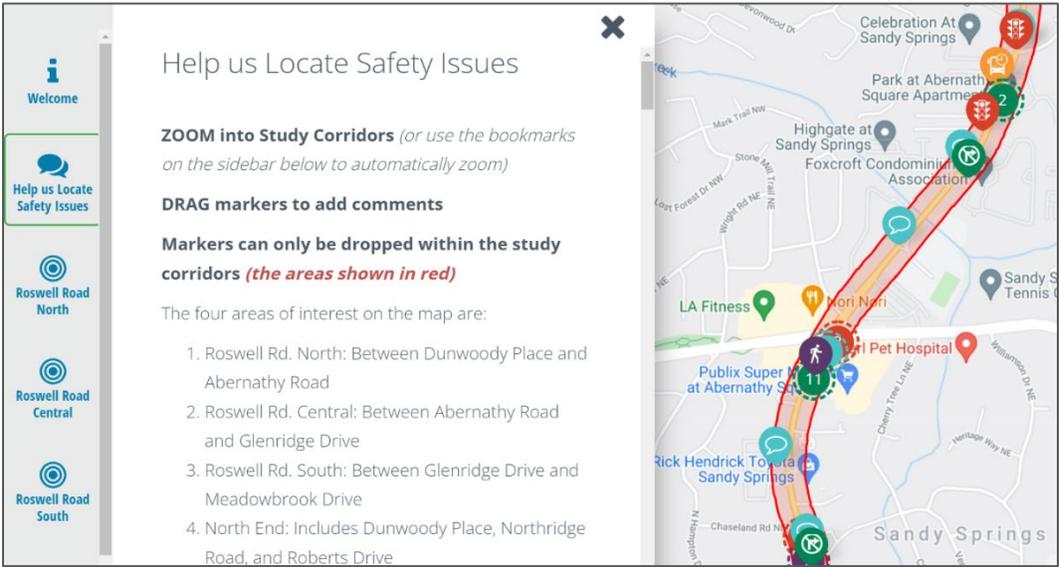


Figure 29. First Online Public Input Map Tool



Figure 30. Promotional Tools

The City employed a range of communications tools to promote the public meetings and online input periods, as laid out in Figure 30. The City shared meeting notices via press releases and as blurbs within City newsletters. The project webpage, hosted on the City’s main website, also shared information and updates. Additionally, the City sent out postcards to residents and property owners along Roswell Road to inform them about upcoming meetings, with the meeting dates and information listed in both English and Spanish. The City’s social media campaigns, which utilized geofencing promotional tools on Facebook, were effective for reaching members of the public who live in the area.

Alternatives Development and Evaluation Phase

Second Round of Stakeholder Involvement

The second round of stakeholder involvement meetings, which occurred in May 2022, were also held virtually via Zoom. The stakeholders from the property owner and business community groups were invited to join one of multiple meeting times. During these meetings, the project team shared draft layouts of six sections of the Roswell Road study corridor and described the types of improvements being considered. The stakeholders engaged in discussions about what they liked about the proposed improvements and where they had questions, concerns and other ideas. The project team collected feedback to help refine the recommended improvements.



Second Public Meeting, Interactive Map Tool, and Comment Period

The second public meeting was an in-person event, held at the City Springs Studio Theater, on June 23, 2022. The meeting was well-attended, with several business owners present as well as community members who indicated that they live on the corridor or regularly walk or shop along the corridor.

In a similar format as the stakeholder meetings that occurred in May, the public meeting was an opportunity for the project team to share the concept layouts for the six segments of Roswell Road. Introductory boards with background information were set up around the room to educate community members on the planning process, the need for access management, and the long-term vision for the Roswell Road corridor. Community members were able to provide input on the corridor segments that were displayed on tables. The in-person feedback activity and the interactive map tool mirrored each other, with different markers available for participants to pinpoint improvements that they supported or to note if they had comments or questions. If the participant used the "I Support This" marker, they were also asked to indicate their prioritization rating, on a scale of one to five (with one being lowest priority and five being highest priority).

After the meeting, the Sandy Springs Economic Development Department sent direct emails to businesses along the Roswell Road corridor using the City's business license database, which helped to increase interaction with the online map input tool. Caitlin Shankle, the City's Project Manager, also promoted the online input tool at the Sandy Springs Farmers Market. In total, 27 community members attended the in-person meeting, 57 participants shared a total of 163 comments on the map input tool, and the project email account received 17 emails.

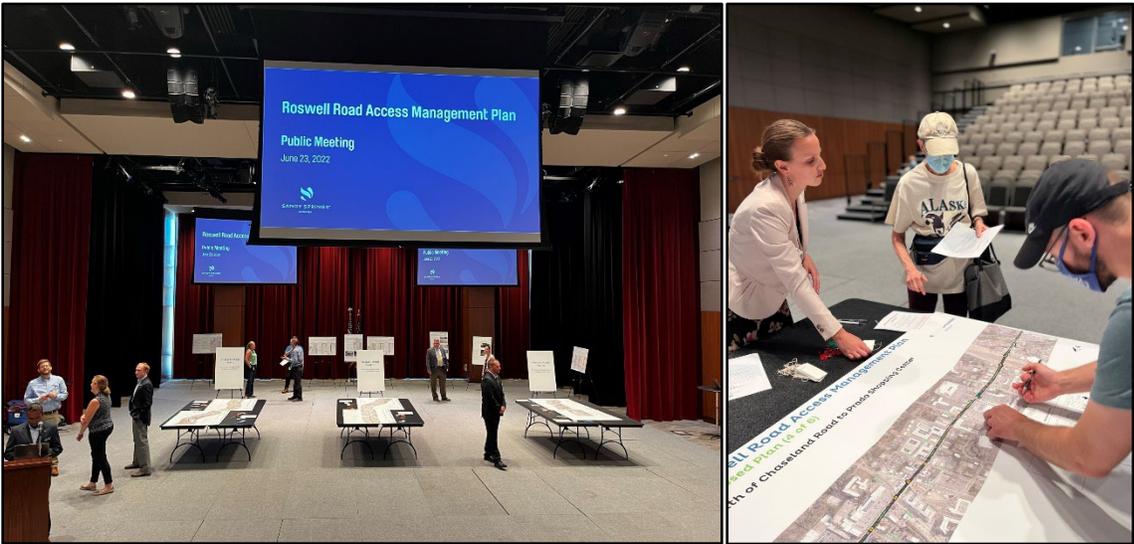


Figure 31. Photos from June Public Meeting



Additional Stakeholder Coordination

During and after the second public input period, the project team solicited additional input from key stakeholders. MARTA reviewed the draft concepts and provided comments, including potential strategies to improve safety for transit riders. The Community Assistance Center, which also represents vulnerable users of Roswell Road, shared comments on particular areas where they anticipate concerns among pedestrians and transit users. A formal public review period, including a presentation to the City Council, will offer an opportunity for final community feedback on the draft plan prior to adoption.

How Community Input Shaped the Plan

Community input had an important impact on the development of the plan.

Existing Conditions and Data Collection Input

In the initial round of stakeholder engagement, several **property owners** shared that they understand the benefits of access management for improving how their customers access retail spaces, but they also expressed concerns about loss of access points. Some property owners emphasized that sequencing and traffic flow must be appropriately managed for shopping centers and commercial uses to remain viable.

The **public safety/first responders** shared an important perspective from their Roswell Road experiences. They identified the segment near I-285 as one of the most congested areas, with people frequently traveling along and across to reach the grocery store and other destinations. Apartment buildings and MARTA bus stops were also noted as locations where pedestrians are sometimes forced to dart across Roswell Road, since there are limited opportunities to cross the corridor. Fire and police also stated that they have some concerns about the concept of a raised median, as emergency vehicles sometimes need to utilize the center turn lane if the travel lanes are congested. They also expressed the importance of a secondary street network to use as alternative routes to Roswell Road.

The **business community** emphasized their desire for a more aesthetically pleasing corridor and more pedestrian-friendly atmosphere. The **vulnerable users** group echoed this sentiment. This group highlighted the opportunity to limit curb cuts and consolidate driveways, as these improvements would make conditions safer for pedestrians and cyclists. A MARTA representative encouraged the project team to consider locations of senior centers, schools, public buildings, and medical facilities to target for pedestrian improvements, as these tend to be where there are high rates of transit ridership and pedestrian activity.

During the first round of public input, several **community members** mentioned safety concerns at these locations:



- Abernathy Rd
- Hammond Dr
- Publix (Abernathy Rd, Trowbridge Rd)
- Near I-285
- Lowe’s Home Improvement
- Chick-fil-A locations
- Longhorn Steakhouse
- North Fulton Government Services Center

These locations helped to inform the planning team’s next steps for further analysis and development of alternatives.

Alternatives Development and Evaluation Input

At the Alternatives Evaluation stakeholder meetings, some property owners raised concerns about how the draft concept changes their existing access onto Roswell Road. One area that was discussed in depth was north of Hammond Drive, between the Parkside Shops Shopping Center and the Lowe’s property, where a new traffic signal is proposed.

Public Feedback on Alternative

Many community members provided “question/concern” comments in response to the proposed traffic signal across from the Lowe’s property, with only one comment supporting this proposed modification.

The raised median along the full length of Roswell Road received mixed feedback, with several community members expressing concern that it would hurt businesses and make it more difficult to access apartments and townhomes. Many commenters were worried about increased traffic, with a perception that the proposed modifications on Roswell Road would result in more motorists choosing to drive on side streets.

Several comments supported the proposed midblock crossings at various points on the corridor, and the public and stakeholders asked the project team to consider additional locations for midblock crossings. Some of these locations include the North Fulton County Government Services Center, the Foxcroft Condos, Mystic Place, and between Northridge Road and Pitts Road.

Final Plan Feedback

In addition to the major stakeholder and public input rounds, the planning team vetted the final implementation plan for the Roswell Road Access Management Plan with City staff and elected officials throughout the planning study.

Roswell Road Access Management Plan



The Final Access Management Plan included a list of priority projects and implementation guidance. This list was vetted with City staff, City Council, stakeholders, and the general public. The list was posted to the City's project website for two weeks prior to the presentation of the plan to Council and shared directly via email with stakeholders and those who requested to stay informed about the project. All City Council member comments and public comments from the March 15, 2022, February 7, 2023, and February 21, 2023 City Council meetings are included in Sub-Appendix E.

Additional public involvement will occur as the specific proposed treatments undergo engineering design in the years to come. The projects will advance in iterative fashion, with some occurring upon redevelopment and others as capital projects. The implementation of the proposed concept will help the City to realize its vision of making Roswell Road a safer boulevard for all users.



Sub-Appendix A: Public Meeting 1 Input Summary



Roswell Road Access Management Plan

Public Meeting 1 Input Summary

I. Introduction

Community involvement is integral to the Roswell Road Access Management Plan. The January 2022 timeframe was selected for the first public meeting because it marks the transition from the Existing Conditions and Data Collection phase to the Alternatives Development and Evaluation Phase. At this critical juncture, it was important to share findings from the existing conditions analysis and provide the public with a chance to provide feedback on initial concepts shaping the alternatives development.

The first public meeting was held virtually via Zoom. The meeting recording and a copy of the presentation were posted on the project website following the meeting. The City of Sandy Springs also publicized that an online input period would be open for two weeks, closing February 7, 2022.

Table 1. Meeting Format & Dates

Dates	Participation Format
January 24, 2022, 6 – 7:30 p.m.	Zoom Meeting
January 24 – February 7, 2022	Online Input Period

Meeting Overview

The meeting began at 6:02 PM, after participants signed into the Zoom meeting. Caitlin Shankle, City of Sandy Springs project manager, welcomed the attendees and provided housekeeping information. She introduced that Mentimeter polls would be used throughout the presentation and helped the audience understand how to access the polls.

Nithin Gomez, Gresham Smith project manager, presented the meeting agenda, as follows:

1. Plan Overview
2. Existing Conditions along Roswell Road
3. Potential Access Management Treatments
4. Interactive Map Tool Demonstration
5. Next Steps

Nithin presented the plan background and key findings from the existing conditions analysis. He also shared best practices in access management treatments. Megha Young, Gresham Smith Deputy Project Manager, facilitated the public input polls that were introduced intermittently during the presentation.

Ansley Jones, Blue Cypress Consulting Community Planner, gave a brief demonstration of how to use the interactive map tool. She pointed out accessibility features, such as the built-in Google translate function.

The team subsequently held a Question-and-Answer period. This portion of the meeting took about 20 minutes.

Caitlin Shankle summarized the next steps in the planning process. She shared the project email address and encouraged the public to get in touch with any questions or comments.

Engagement by the Numbers

The public meeting had a total of 57 attendees. **Table 2** breaks down where the participants live, according to the zip code provided on the Zoom meeting registration.

Table 2. Zoom Meeting Participants by Zip Code

Zip Code	Number of Participants
30328	22
30350	17
30342	11
30327	3
30309	2
30004	1
30319	1

Participation Methods

Throughout the meeting, the planning team provided multiple mechanisms for public participation. The methods are outlined below.

- **Mentimeter Polls:** Mentimeter is a web-based platform for collecting input through poll questions. *Section II: Input Summary* includes a summary of this feedback, and a complete transcript of open-ended responses is available in *Appendix A*.
- **Zoom Question & Answer Box:** Questions submitted through the Zoom platform were answered by the planning team in the last 15 minutes of the meeting. *Appendix B* includes documentation of questions.
- **Social Pinpoint:** Social Pinpoint is a web-based platform for collecting map-based input. The planning team developed a Social Pinpoint custom map to gather input for this phase of the Roswell Road Access Management Plan. The Social Pinpoint data is summarized in a separate document, titled, "Public Meeting 1: Online Map Input Summary."
- **Direct Emails to SafeRoswellRoad@SandySpringsga.gov:** The planning team encouraged the public to reach out with questions or comments. Emails received during the online input period are included in *Appendix C*.

II. Input Summary

Public input will inform the next phase of the Roswell Road Access Management Plan. This section summarizes feedback collected throughout the public meeting and online input period.

Mentimeter Polls

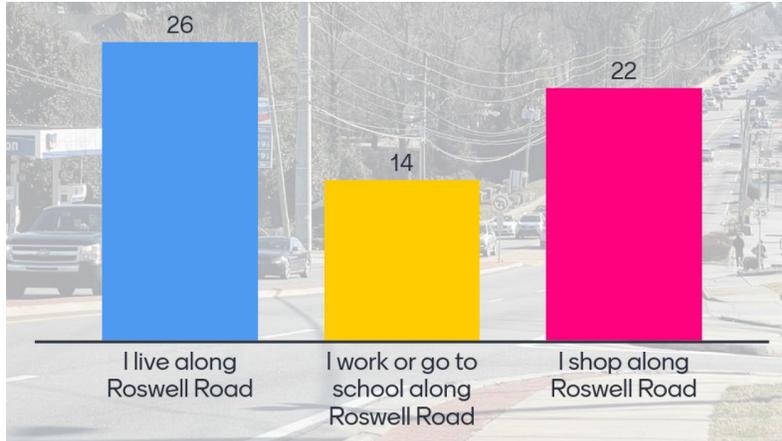
The presentation included poll questions at various points. Participants answered the polls via www.menti.com. The polls were a mix of multiple choice and free response answer formats. The questions and responses are provided below.

**Roswell Road Access Management Plan
Public Meeting 1 Map Input Summary**

Poll #1: Please select all that apply: I live along Roswell Road, I work or go to school along Roswell Road, and/or I shop along Roswell Road.

There were **41** responses on Poll #1. **Figure 1** shows the response breakdown.

Figure 1. Poll #1 Results



Poll #2: What locations or destinations do you find most difficult to turn into or out of along Roswell Road?

There were **85** responses from **77** unique participants on Poll #2. **Table 3** provides the locations mentioned in the responses.

Table 3. Summary of Poll #2 Responses

Roswell Road South	Roswell Road Central			Roswell Road North
Windsor Parkway (2)	Cliftwood	Publix at Abernathy	Lowe's (6)	QT near Pitts Road
Finish paving sidewalks south of Glenridge Drive for pedestrian safety	Shopping center with Las Tortas Locas	High speeds prevent me from walking north of Abernathy	Chick-fil-A (6)	Sidewalk along the road near Spalding and Dalrymple has no buffer
Roswell Road at Green Hill and Stewart	Lake Placid Drive	Alderwood on Abernathy	Whole Foods (3)	Trowbridge Shopping Center (5)
Glenridge (4)	All areas between 285 and Hammond	Median with trees. At least north of Abernathy	Trader Joe's	Dalrymple and Roswell (left and right turns). North Springs High School (2)
	Prado	A little south of Abernathy at the carwash	Navy Credit Union	Intersection of Northridge, Roswell Road, and exit from Veridian Apartments (4)
	Citi Winery just north of 285	Abernathy Starbucks access	Hildebrand Plaza (2)	Publix at Dunwoody Place
	Between Cromwell Square and 285. That is the hardest place to get into/out of business.	Median with trees. At least north of Abernathy.		Turning left onto Morgan Falls (5)

**Roswell Road Access Management Plan
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Roswell Road South	Roswell Road Central			Roswell Road North
	285 entrance and exit (4)	Between Carpenter and Hammond		Intersection of Roswell Road and Hightower, turning east from a southbound direction
	Target (2)			Grogan's Ferry (2)

General Comments:

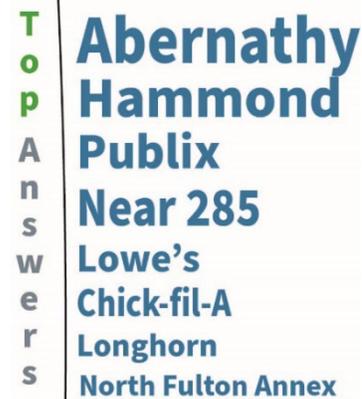
- Difficult to turn at major shopping centers
- Difficult to turn into apartments
- Fear around walking or biking along Roswell Road
- Desire for more sidewalks

Poll #3: What locations or destinations feel unsafe to access while driving, walking, biking, or taking transit along Roswell Road?

There were **49** responses on Poll #3. The responses are organized below by segments of Roswell Road. The segments align with those used in the Social Pinpoint map.

- Roswell Road South (Between Glenridge Drive and Meadowbrook Drive)

- At Mt Paran near Stewart
- 285 and Roswell
- Anyplace 1/2-1/3 mile north and south of 285
- Near the Prado
- Fountain Oaks
- Getting in and out of the Roswell Road 285 entrance and exit
- Near Target on Roswell, south of 285
- Near Sprouts, east side of street...south of Kroger, heading to Sprouts, not safe to walk
- Belle Isle and Roswell Road
- Roswell Road between Windsor Parkway and the HAWK crossing. Big gap between ped crossings



- Roswell Road Central (Between Abernathy Road and Glenridge Drive)

- Cliftwood at Roswell
- Abernathy
- Hammond
- Abernathy Alderwood
- Abernathy Publix Center
- Anything near the Lowes
- Leaving townhouse on Abernathy and Roswell
- Shopping center with Trader Joe's
- Just about anywhere between 285 and Abernathy, but especially the shopping center with Lowe's and Chick-fil-A
- Crosswalk at Hammond
- Near Longhorn on the west side
- Between Cromwell and Sandy Springs Circle
- Abernathy at Roswell

- Walking and crossing near Abernathy
- Leaving Whole Foods and the shopping center going toward I-285
- Exiting Publix at Abernathy left
- Near Trader Joe's and Hudson Grill – narrow sidewalk
- Roswell Road North (Between Dunwoody Place and Abernathy Road)
 - Northridge, Trowbridge, Morgan Falls
 - In front of North Fulton Annex
 - Publix and Roswell Road
 - Publix at Trowbridge
 - Left turn at Publix shopping center. Left turn at North Fulton Annex
 - Pitts Road and Roswell Road up until Trowbridge Road and Roswell Road
 - Publix just south of Dunwoody Place
 - Hightower Trail
 - Walking between Dalrymple and Spalding
 - Leaving Big Trees Park
 - Construction along Roswell Road between Pitts Road and Morgan Falls
 - Turning left out of my townhome complex, 7750 Roswell Road
 - Walking across the street at Dalrymple is terrifying
 - turn signal from Ison Rd (elementary) to Roswell

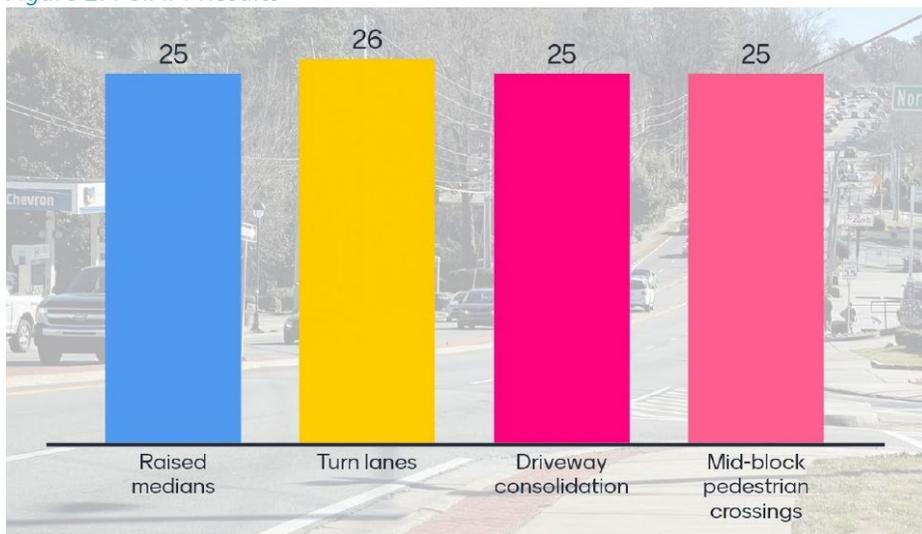
General Comments:

- Lots of sidewalk variability with many spots where the sidewalk is right next to the road
- Crossing the road to reach bus stops feels unsafe
- Many areas lacking sidewalks
- Limited narrow bike lanes
- Pretty much the entire Roswell Road corridor feels unsafe
- Any possibilities of several pedestrian bridges?

Poll #4: What types of improvements are you most interested in seeing along Roswell Road?

There were **41** responses on Poll #4. **Figure 2** shows the response breakdown.

Figure 2. Poll #4 Results



Appendix A: Mentimeter Open-Ended Question Responses

Note: The comments appear as typed by the participants; they were not formatted for grammar or spelling.

Table A1: Open-Ended Responses to Poll #2

Responses to Poll #2	
1	Abernathy intersection
2	Between Abernathy and 285
3	Abernathy and Roswell road
4	Between Carpenter and Hammond
5	Grogan's Ferry (turning left from Roswell Rd)
6	Roswell road north to Cliftwood west
7	Darlymple and Roswell. Left and right turns
8	Abernathy Starbucks access
9	Whole Foods shopping center at Hammond. Citi Winery just north of 285
10	Roswell Rd and Hammond Drive
11	Publix shopping center at Abernathy
12	Lowe's/ Chick-Fil-A, and then Glenridge
13	Lowe's near 285
14	Near Hammond
15	Lake Placid Dr.
16	Roswell road at Greenhill and Stewart
17	Prado
18	Between Cromwell Square and 285. That is the hardest place to get into/out of businesses.
19	Abernathy and Roswell Rd. Abernathy and 285
20	Out of Publix shopping center at Abernathy. Turning across Roswell at Cromwell/Chaseland (near Longhorn). Lowe's/Chick-fil-A at 285
21	Chick-fil-A at Lowe's
22	a little south of Abernathy at the carwash
23	Leaving the Navy Credit Union. Abernathy and Roswell Rd
24	Kroger Potts
25	The Publix before Darlymple and the shopping center with Tijuana Joe's
26	285 entrance and exit
27	Roswell Road and Morgan Falls Road (turning left)
28	Target on Roswell Road
29	near shopping centers!
30	Pitts Road and Roswell Road
31	Hildebrand
32	Trying to turn left from Sanford
33	Trowbridge and Roswell Road
34	Cromwell/ Chaseland and Roswell
35	285 entrance and exit
36	Roswell road and Hammond
37	Roswell Road and Morgan Falls Road. turning left. and near 285

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Responses to Poll #2	
38	shopping centers!
39	whole foods parking lotlowesanything near 285
40	Lake placid and Roswell Rd, Pitts Rd and Roswell Rd,
41	Target on Roswell rd.
42	Publix at arrow bridge, qt gas near Pitts, chic Gil a north on northridge
43	Whole food and chick fil a
44	Hildebrand, Glenridge, Cliftwood, Shopping Center w/Lowe's.
45	Trying to turn left from Sanford
46	Trowbridge and roswell road
47	Whole Foods and Publix shopping center
48	Turning left into apartment complexes or shopping plazas along Roswell Road
49	Dalrymple and Roswell. Left and right turns
50	Publix at Dunwoody Place
51	Apartments north of Spalding - sudden braking
52	between Morgan Falls rd and Northridge
53	Roswell and Hightower Rd
54	all areas between I-285 and hammond
55	Ison rd and Roswell rd
56	Basically any and every shopping center along Roswell Road.
57	shopping center with las tortas locas!
58	Windsor Parkway and Roswell
59	NS high school
60	Chickfila at NR Crossing
61	Probate court across Roswell Road
62	Wendy's/Chick-Fil-A north of Northridge
63	Shopping center with Battle and Brew
64	Going to Ridgeview Middle from west side roswell neighborhood
65	Abernathy and Roswell
66	Glenridge and Roswell
67	Publix @ Trowbridge
68	Trowbridge and Roswell Road
69	Dalrymple and Roswell rd
70	It is difficult to take a right from Windsor Parkway to Roswell Rd. We need a right turn lane. Thank you.
71	Morgan Falls rd.,
72	High speeds prevent me from walking north of Abernathy
73	The entire road especially near apt communities
74	Alderwood on Abernathy
75	Grogan's bluff and Roswell
76	Intersection of Roswell Rd and Hightower turning East from a southbound direction.
77	Sidewalk along the road between Spalding and Daleymple has no buffer
78	Crosswalks between Roswell Road and Pitts Road and crosswalks between Trowbridge road and morgan falls road.
79	Turning from Roswell Road onto Johnson Ferry (either direction)
80	Would not bike anywhere on Roswell road

Responses to Poll #2	
81	Intersection of Northridge Parkway, Roswell rd and exit from Veridian Apartments
82	Median with trees. At least north of Abernathy.
83	Finish paving sidewalks south of Glenridge Drive for pedestrian safety.
84	Community center
85	Raised medians, driveway consolidation

Table A2: Open-Ended Responses to Poll #3

Responses to Poll #3	
1	Turning left out of my townhome complex, 7750 Roswell Rd
2	at Mt Paran near Stewart
3	Cliftwood at Roswell.
4	Abernathy
5	Hammond
6	Roswell at Hammond,
7	285 and Roswell.
8	Anyplace 1/2-1/3 mile north and south of 285
9	Abernathy alderwood
10	Abernathy Publix center
11	Northridge, Trowbridge, Morgan Falls
12	near the Prado
13	In front of North Fulton Annex
14	anything near the Lowes
15	Pretty much the entire Roswell Road corridor
16	Publix and Roswell Rd
17	Fountain oaks
18	Publix at Trowbridge
19	Leaving townhouse on Abernathy and Roswell
20	Shopping center with Tijuana Joe's
21	Getting in and out of the Roswell 285 entrance and exist
22	Biking: the whole area along Roswell road feels unsafe as there are limited narrow bike lanes. Walking: near long horn on the west side
23	Just about anywhere between 285 and Abernathy, but especially the shopping center with Lowe's and Chick-Fil-A
24	Hightower Trail
25	near Target on Roswell, south of 285
26	Between Cromwell and Sandy Springs circle
27	Cross walk at Hammond
28	Roswell Road as a whole is dangerous to drive. Walking between Dalrymple and Spalding
29	Wherever there aren't sidewalks
30	leaving Big Trees park
31	Left turn at Publix shopping center. Left turn at NF Annex.

**Roswell Road Access Management Plan
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32	Near sprouts, east side of street...south of kroger, heading to sprouts...not safe to walk
33	Any possibility of several pedestrian bridges?
34	Belle Isle and Roswell rd
35	Pitts Road and Roswell road up until Trowbridge road and Roswell road
36	Abernathy at roswell
37	Opposite from bus stops in the other side
38	construction along Roswell road between Pitts road and morgan falls and roswell road
39	Walking and crossing near Abernathy
40	Leaving Whole-foods and the shopping center going toward I285
41	Turning left out of nearly any of the shopping centers, really
42	Publix just south of Dunwoody Place
43	Roswell road between Windsor parkway and the HAWK crossing. Big gap between ped crossings
44	Lots of sidewalk variability with many spots where the sidewalk is right next to the road (Trader Joe's, longhorn)
45	Exiting Publix at Abernathy left
46	Walking across the street at Dalrymple is terrifying
47	turn signal from Ison rd (elementary) to Roswell
48	Near Trader Joe's and Hudson Grill - narrow sidewalk
49	Turn lanes

Appendix B: Questions Submitted through Zoom

Note: The questions appear as typed by the participants; they were not formatted for grammar or spelling.

#	Question	Answer
1	Will a copy of this presentation be available after the meeting?	Yes, it will be on the following site: www.spr.gs/accessroswell .
2	all you mentioned. I stay off Roswell when I can using Lake Forst as alternative.	Thanks for sharing.
3	Who are stakeholders?	The stakeholder groups include commercial property owners, organizations representing vulnerable corridor users (including pedestrians, cyclists, transit users, elderly, children, and those with mobility challenges), public safety officials, and members of the business community.
4	will the turn lanes have true turn signals not just the flashing yellow?	Great question. It will be a part of our analysis to determine where true turn symbols are needed and to make recommendations that align with GDOT standards.
5	Who is involved in the stakeholder meetings and how is that determined?	The property owner stakeholder list was assembled through GIS analysis of properties that touch Roswell Road. The City also has a robust database of businesses and nonprofit organizations in the area. The business community group is made up of the leaders of various boards, such as the Sandy Springs Perimeter Chamber and Leadership Sandy Springs.
6	Do other people see your email on the map if we include it?	No, your email address will not be shown on the public map.
7	Can you remind me again how to access the online map?	Visit the following site: sandysprings.mysocialpinpoint.com/roswellroad
8	In March, Sandy Springs did a similar public forum on the intersection of Roaswell Rd. and Abernathy. How is that forum being incorporaored into SafeRoswell. There is no update on the Sandy Springs website. Further, that plan included having drivers wnatng to turn left, turn right out of Abernathy Square, g North, turn right on Abernathy and make a u-turn at the intersection of Aldewood on Abernathy entrance and Cherry Tree Lane. Residents in Alderwood do not agree with that plan and requested a light be placed at this intersection to accomodate all the U-turns added to already diffcult traffic congestion	The planning team will review recommendations from the previous study and work with the City to understand decision-making around safety measures in the area.
9	Does this project also consider things like Sidewalk size and spacing from Roswell road?	Yes, these will be considered.
10	Is there a space here to request more bike lanes on roswell road and its connectors? This road is so fast and dangerous, curb cut consolidation just isnt going to move the needle	Yes, bike lanes will be considered as a potential access management treatment.
11	How much lattitude does our city have over these issues--is the state involvement of roswell road (state hwy) an obstacle or a partner?	GDOT is a partner with the City. Both parties are interested in improving the safety and operations along the corridor. For instance, the

**Roswell Road Access Management Plan
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#	Question	Answer
		driveway spacing along Roswell Road is not in compliance with current GDOT standards, so this is a topic that the planning team and GDOT are jointly investigating.
12	Thank you for this informative presentation. I understand that everything is very fluid. Is there any indication of how long this process will take? Sorry if it was mentioned earlier. I missed it.	The Roswell Road Access Management Plan is scheduled to be completed by October 2022.
13	Are we engaging commuters (from nearby communities) who drive through? Is there a way to do that?	Yes, the City of Sandy Springs Communications Department has publicized the meeting through many channels. The Roswell Road Access Management Plan encourages participation from neighboring communities since the plan impacts all who travel along Roswell Road.
14	How will both the construction and the eventual completion of these 4 solutions affect businesses access?	The planning team is working closely with property owners and the business community to explain how potential solutions may affect access. Research shows that access management treatments have positive impacts on business revenue.
15	Could pedestrian and bicyclist education be part of the project.	Some educational material will be provided naturally as the plan progresses, but education is not the core purpose of the project.
16	With changes to Roswell Rd is there going to be consideration for the Townhomes at Abernathy	Yes, the planning team is interested in hearing from you on all areas that you believe need safety or operational improvements. The area around the Townhomes at Abernathy will be further evaluated.
17	Would this potentially take frontage and parking lot space from existing properties. If yes will those property owners be compensated?	More detailed analysis and design work will be needed after this planning effort. As these long-term solutions are being evaluated, the City will work closely with the impacted businesses to develop solutions that are acceptable.
18	How does this study overlay with the Trails Master Plan, T-Splost projects (sidewalks and etc), traffic light synchronization? You may have addressed this and I missed it!	The City has many ongoing plans focused on transportation. The City staff involved in the project are keeping the planning team informed of other ongoing projects that relate so that this plan will not have any conflicting recommendations.
19	Beyond Oct 22, how long will it take to implement the plan? How will you prioritize the projects?	The plan will identify short-term, mid-term, and long-term solutions. It is likely that the City will be able to tackle some of the short-term improvements in the next five years, but long-term solutions that rely on redevelopment may take many more decades.
20	So is this a study or an actual project for the future?	The final plan will include a phased list of projects, costs, and other implementation guidance for helping the City of Sandy Springs achieve its ultimate vision for the Roswell Road corridor. To implement the plan, the City will need to obtain funding, likely from state and federal sources.

**Roswell Road Access Management Plan
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#	Question	Answer
21	If you put in a a median, and you can no longer turn left, on Roswell Road have you considered U-turns that are allowed at adjacent traffic lights?	Yes, this is an important consideration that will be evaluated further.
22	How can we address the safety concerns more immediately without waiting for development to happen in those locations? Many areas aren't likely to be redeveloped soon.	We encourage the public to continue speaking up about areas that have safety deficiencies. It is true that some of the solutions in the plan require redevelopment, but there will also be low-hanging fruit that will be easier to implement in the near future.
23	Please don't make Roswel Road and 285 anything like Ashford Dunwoody at 285 near Perimeter Mall	Thanks for sharing.
24	I'm confused, will we be able to comment on the Lower Sandy Springs corridor as well on the public access online map?	The Social Pinpoint map allows comments on the portion of Roswell Road spanning from the south city limit (at Meadowbrook Drive) to Dunwoody Place. The map also includes a few additional roads in the North End area.

Appendix C: Project Emails Received

#	Email
1	<p>Caitlin, Thank you for the presentation last night. Unfortunately I was on my phone and unable to participate in the feedback activities but appreciated hearing all the background information. I will go on line and complete the activity now posted. However I had a few comments I want to highlight.</p> <ol style="list-style-type: none"> 1) Locations needing attention (I noted most comments pertained to the central and south areas) I live in Huntcliff and the “intersection” exits our subdivision and Cherokee Country Club at Hightower - then Hightower “continues” (after a very short dog-leg) on to the post office and Community Assistance Office and other businesses. There is a senior living complex with a driveway exiting onto Roswell Road at the dog-leg. There is also a very busy restaurant 3\$ with driveways onto Hightower and Roswell Road. This is extremely dangerous... Add the Senior Citizens walking from the complex over to the shopping center it is scary! 2) The “suicide – two direction left hand turn lane - from Northridge to Dunwoody Place is very dangerous – way to many people making turns into many driveways..... with another senior complexes and those residents crossing Roswell Road. Also CAC food pantry and clothing shop is located there is their clients walking and taking buses. <p>I drive to the City Center and Prado area multiple times a week (or even a day).... and the sections described above are much more difficult to safely navigate than other ones along Roswell Road.</p> <p>May I also suggest that it is critical that we look at incorporating the results of this study with other studies – the sidewalk and other public works plans, Tsplost projects and the Master Trail Plan so we maximize the \$\$ spent to incorporate recommendations from various studies.</p> <p>Sidewalks should include landscaped buffers next to Roswell Road and OFF- Road or buffered Bicycle lanes on at least one side of the road.</p> <p>Thank you for work on this plan... Appreciate your and all the consultants work</p>
2	<p>Hello Staff; This is a longstanding issue; The motorists don't care about pedestrians using the crosswalk at this intersection. Often time we have the right of way and must return to the other side of the street for safety. Implementing strong safety measures is a must. Thank you. { Long time resident}</p>
3	<p>I’ve witnessed the aftermath of auto accidents at Roswell rd and Morgan falls. Something needs to be done about the speeding and safety of this intersection! Too many cars run this red light trying to turn left onto Morgan falls. Whether it’s cameras or something else to deter speeding, this problem should not be ignored.</p>
4	<p>Good afternoon –</p> <p>My name is Chris Laird and I have lived in Sandy Springs Since 1993. I live off of Windsor Pkwy between GA400 & Northland. I would like to make the following suggestions for the intersection of Roswell Rd (RR) & Windsor Pkwy (WP). They are as follows:</p> <ol style="list-style-type: none"> 1. For northbound cars turning left off of RR and into the Gateway the large white stripe needs to be moved back at least 1 car length or more. This would allow traffic exiting WP an easier turn

**Roswell Road Access Management Plan
Public Meeting 1 Map Input Summary**

#	Email
	<p>off of WP and onto RR. Cars often times stop well past the large white stripe. The inside lane turning left off of WP on to RR is greatly hindered by where those cars stop.</p> <ol style="list-style-type: none"> 2. The length of time for the traffic signal allowing traffic to exit the Gateway & WP needs to be extended allowing more traffic to exit onto RR. The traffic signal is simply too short of a green light to allow all the traffic an opportunity to exit; especially traffic exiting WP. 3. The left turn signal for both north & south bound RR traffic needs to occur regardless of whether or not traffic is lined up in the turn lane or not. Off peak drivers often times miss the opportunity to exit RR because they are late to the turn signal. Clearing the intersection after the signal has turned yellow is dangerous because north & southbound drivers often times run the light with no regard for cars wanting exit the intersection. 4. Put regular SS Police cars at the intersection to ticket motorists who run the red light. It happens on virtually every cycle of the light. 5. A right turn lane exiting WP north bound onto RR would be a tremendous benefit, but I don't see Mr. Brown selling that strip of land to accommodate the City. <p>I hope these suggestions help with the project.</p>
5	<p>The southeast corner of Roswell Road has shrubs growing there that obstruct the view of cars on Hammond Drive heading west. There is a gasoline station on this corner.</p> <p>It seems no one monitors the sidewalk lights up and down Roswell Road to make sure the light bulbs are working at night. When I have reported various ones to the city, I have been told that some are the responsibility of Georgia Power, some the responsibility of Sandy Springs, and some the responsibility of the individual business along Roswell Road. Further, I was told no one from the city works at night to know which sidewalk lights are working or has the responsibility to report the ones that are the responsibility of Ga. Power or business owners to them to be fixed.. This lack of coordination is a serious safety hazard especially since Sandy Springs is wanting to promote a walking environment</p> <p>There is a real problem for pedestrians trying to cross the street on Roswell Road between I-285 and Glenridge Dr. The planning committee needs some innovating thinking to address this safety hazard . Putting another red light is not a solution for the entire area is a bottleneck for most of the day. Perhaps someone needs to design a peditrestian underpass or overpass</p>
6	<p>Good Afternoon!!!</p> <p>I attended the Roswell Road meeting last week and heard some of the questions that were posed. One of the questions that stood out was the one about stakeholders. I was wondering if part of the ongoing planning process will highlight feedback provided by residents, particularly those that live along Roswell Road and if there will be more targeted "blasts" or studies to be sure that residents are included as a part of the stakeholder population?</p> <p>Thanks for your time!</p>
7	<p>Don't you think it's a little late to be thinking about how to make this road safer for pedestrians, cyclists, etc.? Perhaps you should have considered this prior to adding hundreds of apartment units/condos along this stretch of road further stressing both the streets and the underlying infrastructure.</p> <p>Additionally, as I have never seen an office ticket anyone for reckless passing of a cyclist, almost taking out pedestrians in crosswalks, I find it pretty hard to believe that any real improvements, whether physical or through enforcement of current laws, will be forthcoming.</p>
8	<p>Good evening,</p>

**Roswell Road Access Management Plan
Public Meeting 1 Map Input Summary**

#	Email
	<p>Will the access management plan take projected growth/density along Roswell Rd into account in any way?</p> <p>Thank you</p>
9	<p>Hello Staff; Thank you for the recent in the Next door bulletin. As we know the intersection of Lake Placid Dr & Roswell Road N.E. should have been upgraded 10 years ago. Pedestrians are "seemingly don't matter to the ones with vehicles. The signal equipment at Long Island Drive and Roswell Rd, N.E would excellent for that troublesome Lake Placid Drive & Roswell Road, N.E. Also note the narrow sidewalk along Roswell Road between Mt. Vernon Highway and Johnson Ferry Road. Hmm, quite difficult to traverse. And where is the signal at Old Windsor Parkway and Roswell Road? A cross-walk would ok. Thank you</p>



Sub-Appendix B: Public Meeting 1 Online Map Input Summary

Roswell Road Access Management Plan

Public Meeting 1 Online Map Input Summary

I. Social Pinpoint Overview

The online input period opened with the public meeting on January 24, 2022, and was held open for two weeks, closing February 7, 2022. The Social Pinpoint map input tool was used to gather public opinions on locations along Roswell Road with safety and operational deficiencies. During the online input period, **90 participants** shared a total of **206 comments**. All comments can be found in *Section IV: Comments Transcript*.

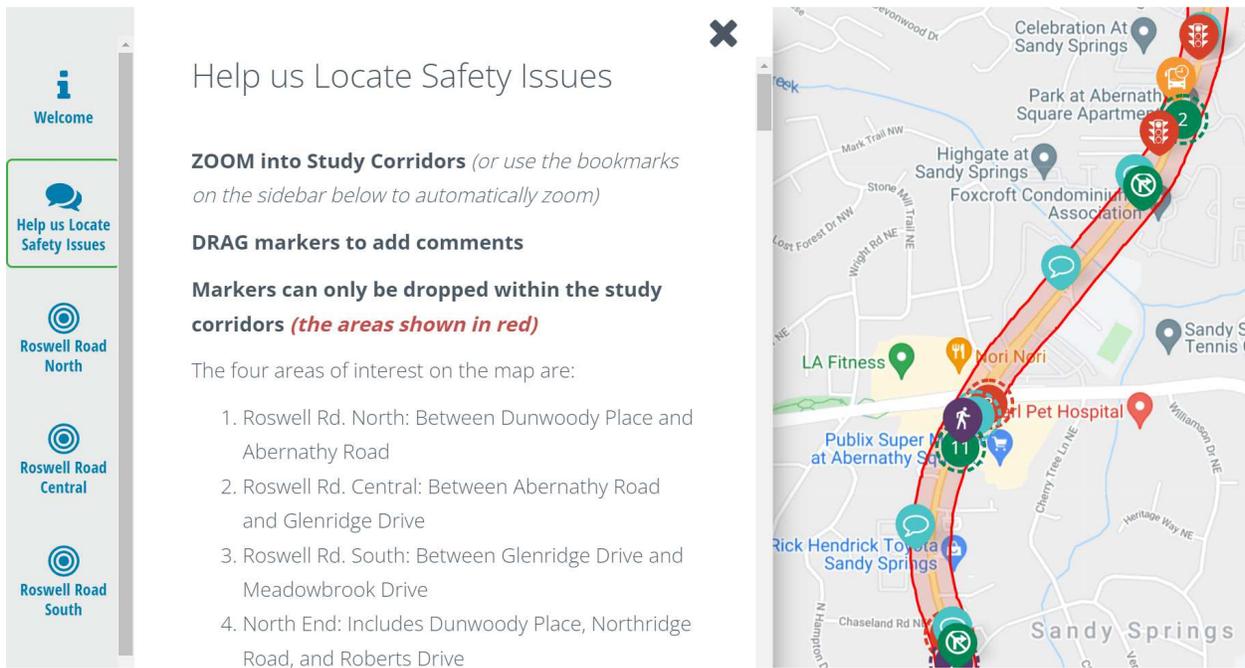
The corridor was divided into the following three segments:

1. Roswell Road North (between Dunwoody Place and Abernathy Road)
2. Roswell Road Central (between Abernathy Road and Glenridge Drive)
3. Roswell Road South (between Glenridge Drive and Meadowbrook Drive)

The map tool allowed participants to select from the following marker types:

- Unsafe/difficult to turn at this location
- Unsafe to cross Roswell Road
- Unsafe to walk along Roswell Road
- Frequent traffic congestion
- Other concerns

Figure 1: Social Pinpoint Map



A. Input Summary

Figure 2: Comments Breakdown

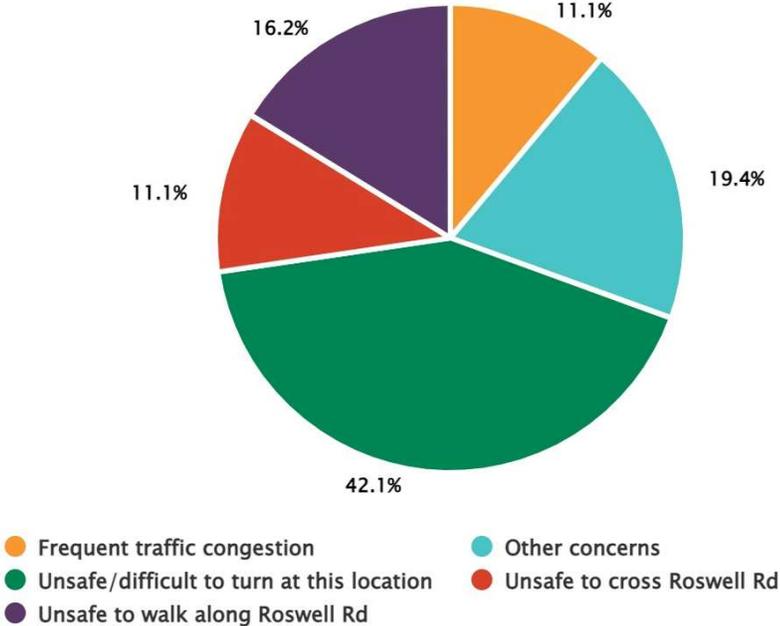


Table 1: Total Comments by Roswell Road Segment and Marker Type

Total Comments				
	Roswell Road North	Roswell Road Central	Roswell Road South	Total
<i>Unsafe/difficult to turn at this location</i>	43	31	16	90
<i>Unsafe to cross Roswell Road</i>	8	12	4	24
<i>Unsafe to walk along Roswell Road</i>	4	19	10	33
<i>Frequent traffic congestion</i>	9	9	4	22
<i>Other concerns</i>	19	10	8	37
Total	83	81	42	206

**Roswell Road Access Management Plan
Public Meeting 1 Online Map Input Summary**

Table 2: Locations with Most Comments by Marker Type

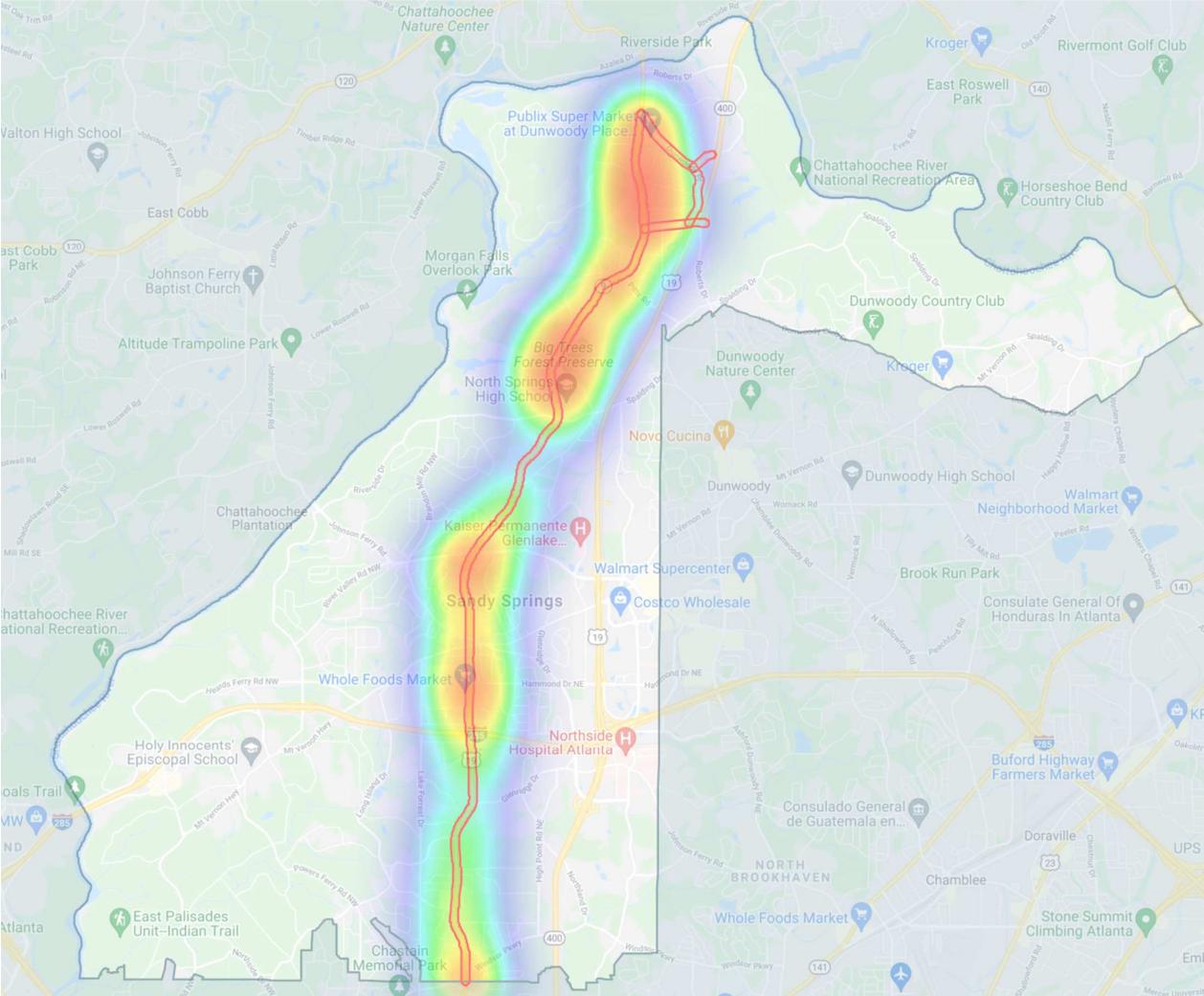
Locations with Most Comments			
<i>Unsafe/difficult to turn at this location</i>	Abernathy (19)	Dunwoody Place (18)	Area between Pitts Rd. & Spalding Dr. (17)
<i>Unsafe to cross Roswell Road</i>	Area between Hammond Dr. & Abernathy Rd. (7)	Dunwoody Place (3)	Area between Pitts Rd. & Spalding Dr. (3)
<i>Unsafe to walk along Roswell Road</i>	Area between Hammond Dr. & Abernathy Rd. (10)	Area between Windsor Pkwy & Mt. Paran Rd. (4)	Area between Pitts Rd. & Spalding Dr. (4)
<i>Frequent traffic congestion</i>	Near 285 (9)	North of Pitts Rd. (6)	Area between Abernathy Rd. & Dalrymple Rd. (5)
<i>Other concerns</i>	North of Pitts Rd. (16)	Area between Abernathy Rd. & Dalrymple Rd. (14)	Area between Windsor Pkwy & Glenridge Dr. (5)

* Number of comments is in parentheses.

III. Heat Maps

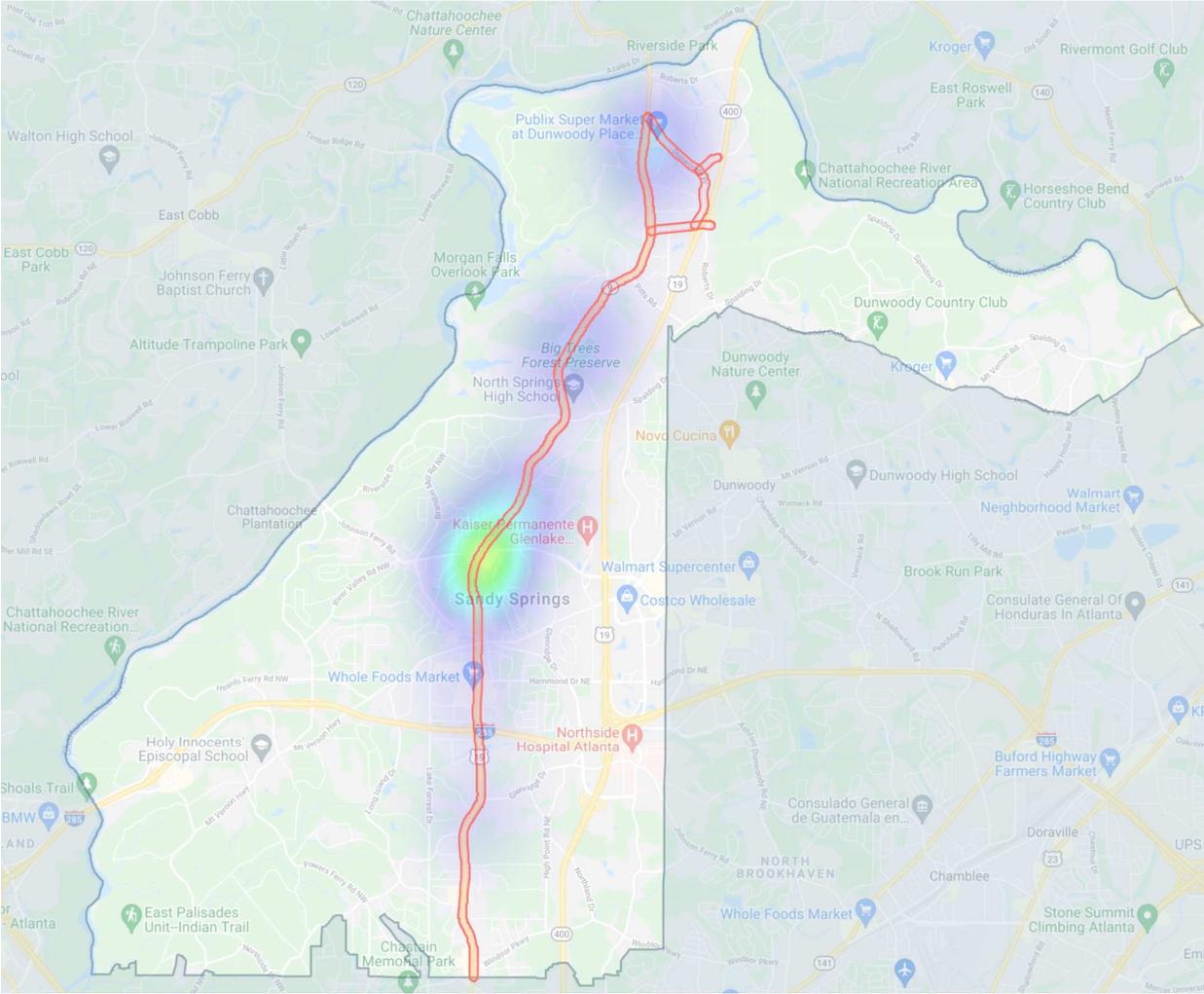
A. Locations with Most Comments for “Unsafe/Difficult to Turn at this Location”

Figure 1: “Unsafe/Difficult to Turn at this Location” Heat Map



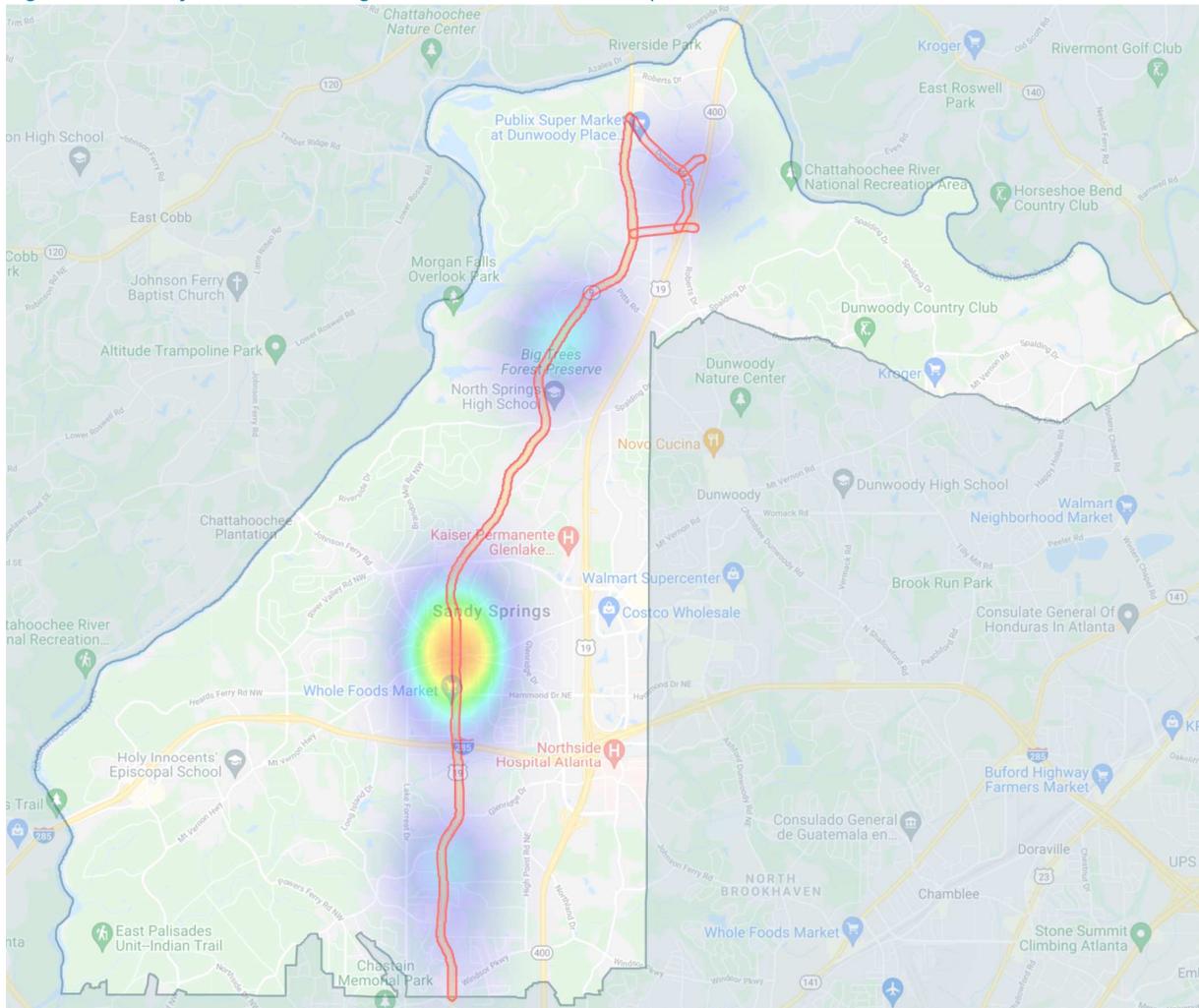
B. Locations with Most Comments for “Unsafe to Cross Roswell Road”

Figure 2: “Unsafe to Cross Roswell Road” Heat Map



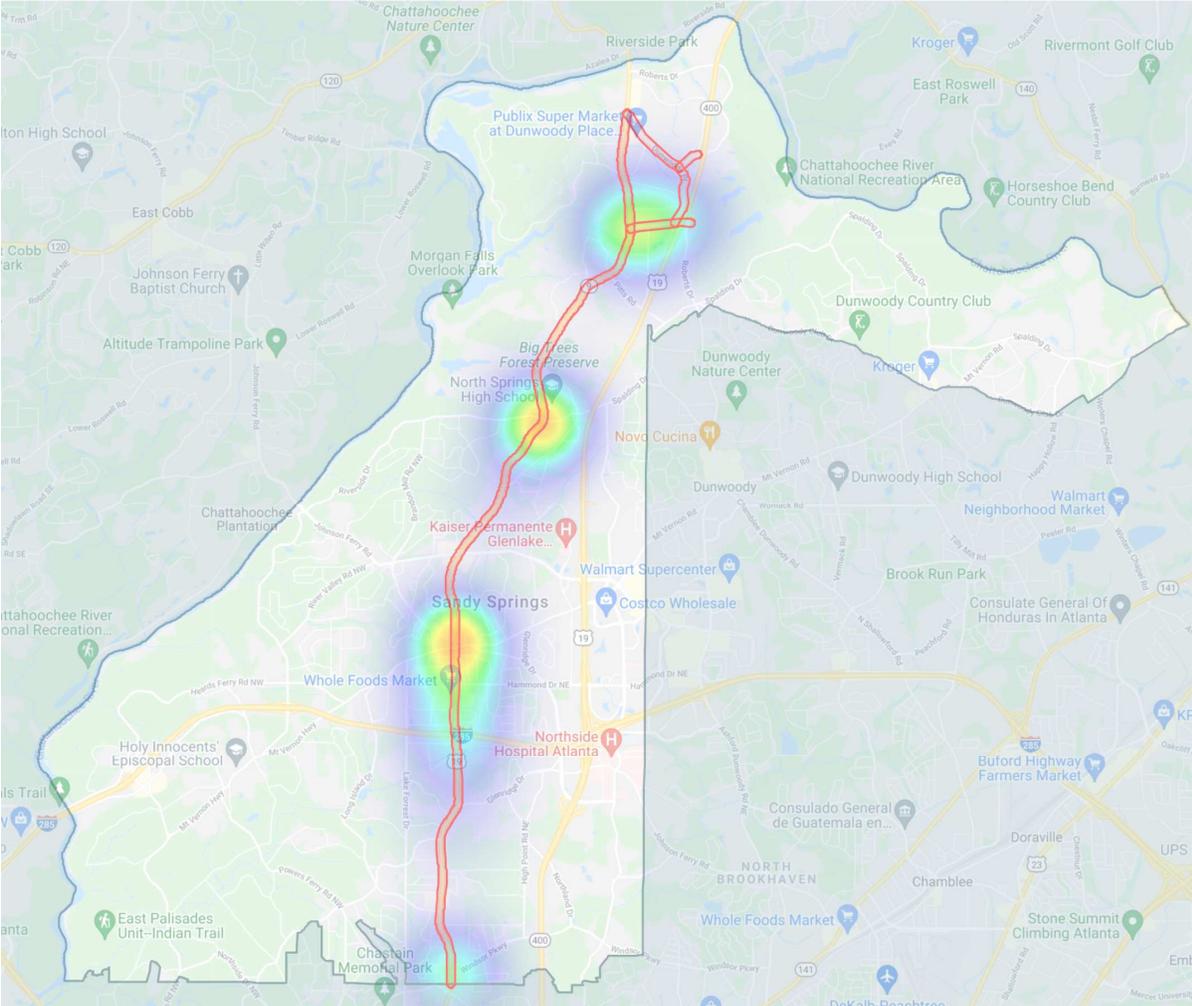
C. Locations with Most Comments for “Unsafe to Walk Along Roswell Road”

Figure 3: “Unsafe to Walk Along Roswell Road” Heat Map



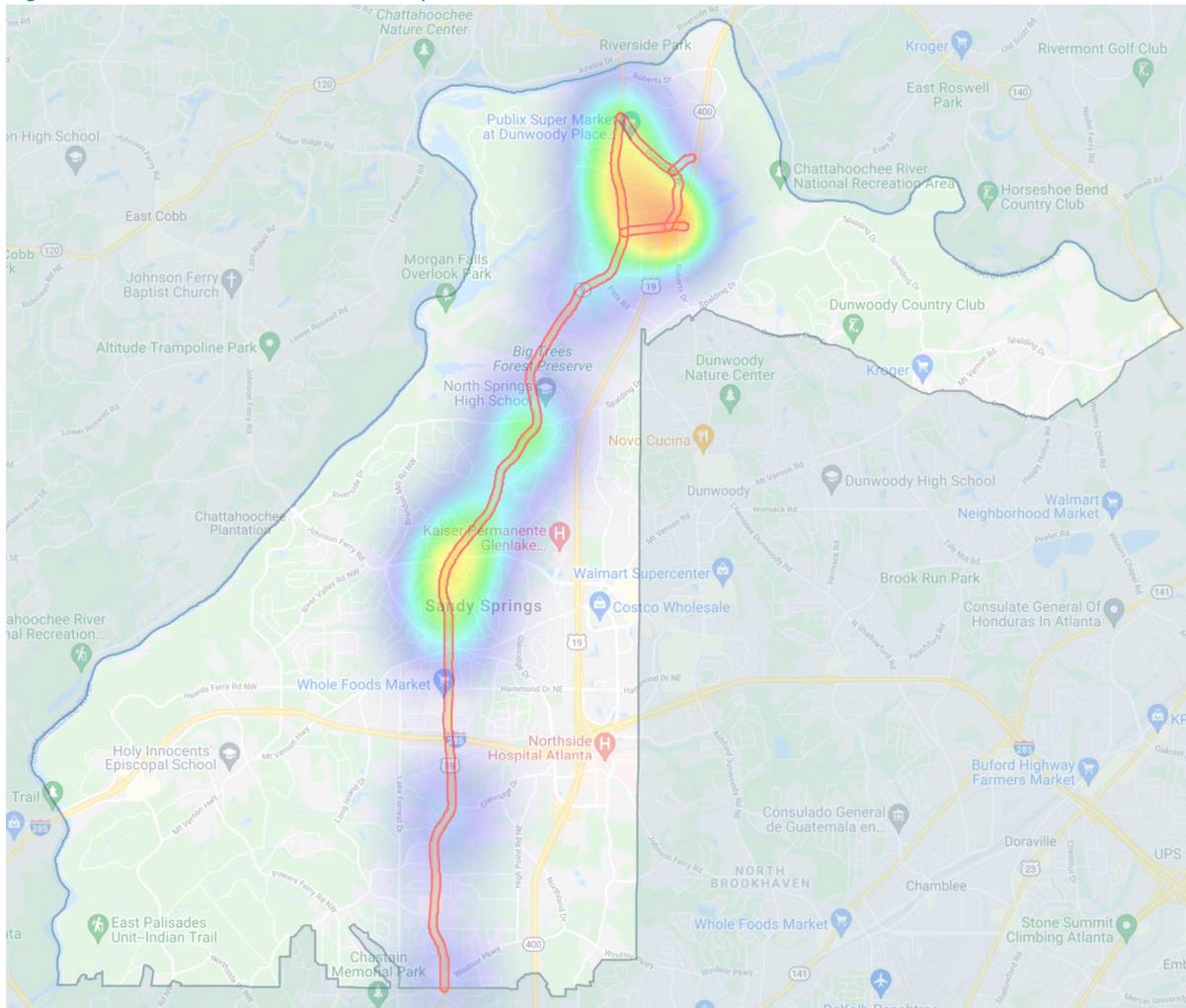
D. Locations with Most Comments for “Frequent Traffic Congestion”

Figure 4: “Frequent Traffic Congestion” Heat Map



E. Locations with Most Comments for “Other Concerns”

Figure 5: “Other Concerns” Heat Map



IV. Comments with Pictures

Note: The comments appear as typed by the participants; they were not formatted for grammar or spelling.

A. Unsafe to Walk Along Roswell Road



Curbing is at ground level with the sidewalk at the same level and just feet away from traffic. Additionally, due to the parking lot in front of Creme de la Creme, cars mistake the sidewalk for an entrance and drive over it into the parking lot (wear on the parking lot curb confirms this is not uncommon). Very dangerous for pedestrians who are not expecting cars to drive on the sidewalk.

Image 1

*Approximate location: 4669 Roswell Rd.
(Roswell Road South Segment)*



Sidewalk is crumbling in various locations. Tripping hazard to pedestrians.

Image 2

*Approximate location: 4641 Roswell Rd.
(Roswell Road South Segment)*

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This hole between the sidewalk and driveway is a hazard to pedestrians, and especially those in strollers or wheelchairs etc.

Image 3
*Approximate location: 5025 Roswell Rd.
(Roswell Road South Segment)*



The sidewalk on this side of Roswell ends abruptly. It should be extended.

Image 4
*Approximate location: 4654 Roswell Rd.
(Roswell Road South Segment)*

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Broken plate in the sidewalk is a tripping hazard for pedestrians.

Image 5
*Approximate location: 4605 Roswell Rd.
(Roswell Road South Segment)*



Power poles are in the sidewalk. Would be safer for pedestrians, and even moreso for those in a stroller, wheelchair, etc, if the sidewalk could be moved further away from the road and be uninterrupted by poles.

Image 6
*Approximate location: 4579 Roswell Rd.
(Roswell Road South Segment)*

B. "Frequent Traffic Congestion" Comments



Image 7
*Approximate location: 7327 Roswell Rd.
(Roswell Road North Segment)*

We need a dedicated go straight and go right lane. There is space between Dalrymple and the gas station. So much traffic turns left to go north on RR and it causes a lot of congestion and frustration for folks who can't go straight/right and have to wait through multiple lights.

C. "Other Concerns" Comments



Image 8
*Stop ID: 905627
(Roswell Road South Segment)*

Bus stops should have sort of shelter from sun or rain, and a bench.

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Image 9

*Approximate location: 4651 Roswell Rd.
(Roswell Road South Segment)*

This traffic bollard outside of the daycare was knocked down. It seems that should be rebuilt.

V. Comments Transcript

Note: The comments appear as typed by the participants; they were not formatted for grammar or spelling.

A. “Unsafe/Difficult to Turn at this Location” Comments

Table 3: “Unsafe/Difficult to Turn at this Location” Comments in Roswell Road North Segment

#	Comment	Up Votes	Down Votes
1	The pedestrian crossing signal takes forever to come on! I have waited here for 5 minutes after pressing the button to cross.	1	0
2	Should be no left turn out of Hightower onto Roswell Rd - turning left here is very dangerous and holds up traffic behind waiting to turn right.	1	0
3	Turning left from Hightower trail heading south onto Roswell road is unsafe. Turning left from Roswell Road (heading south) to Hightower trail is also unsafe due to Northbound traffic entering early into the middle lane in an effort to get to the turn lane at the light	2	0
4	Are the turn arrows, particularly the left turn from eastbound turning to go northbound on RR, SMART? Is there timing sensitive to the amount of stacking in the left turn lane trying to go north? This arrow seems to be consistently inconsistent with respect to how many cars can turn left at any particular time of day and sometimes only lets through 3 during the heaviest stacking..	0	0
5	Vehicles traveling south on Roswell Rd (turning right onto Dalrymple) need a turn lane to do so safely. If I am 1st car on Dalrymple trying to go north(left) onto Roswell Rd., I have to stay back about a car length to keep vehicles from hitting me as they attempt to navigate this tight right angle turn.	2	0
6	Turning left onto Roswell southbound from Roberts Rd. is dangerous during commuting times. In the afternoon, frequently traffic is backed up all the way from the light at Riverside. Pedestrians are often present, walking to and from the Marta stop on the corner. A light is needed to control this intersection.	0	0
7	This entrance to beef grill and this stip mall should be removed, having a light here really interrupts the flow of traffic. it is also unsafe. it is not needed as there is a far safer egress point on hope street. by removing this light, flow of traffic would improve drastically.	0	1
8	entrance to chevron is in a dangerous place. affects traffic flow. you have to come to a physical stop as angle of the entrance is too steep.	0	0

**Roswell Road Access Management Plan
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#	Comment	Up Votes	Down Votes
9	Traveling north on Roswell Rd - turning left onto Dalrymple. Waiting to turn left at that light is very scary! There is little to no room between you (waiting at the red light) and the cars traveling through the green light going south on Roswell Rd. Cars travel very fast through that intersection and there is no room for error. I think there have been accidents there, but someday there will be a bad head-on collision if something is not changed.	1	0
10	Please put a no left turn sign at Roswell Rd at the Trowbridge Publix Shopping Center. With people using the middle lane to access the Walgreens across the street and turning out of the apartment next to the Walgreens, there are constant close calls. I frequently have to slam on my breaks in this area trying to avoid people turning and merging. Patrons should be encouraged to make a right onto Trowbridge out of that shopping center and use the light to make a left turn.	6	0
11	The trees at the southern FC annex entrance need to be trimmed back from the road because it is hard to see when turning out. Getting in and out of this facility is dicey.	2	0
12	Turning out left out of this Chick-Fil-A is so dangerous I never go there. The Chick-Fil-A further down Roswell Rd in front of Lowe's does not allow left turns, and it should be illegal at this one too. There is so much traffic, cars back up onto the road making visibility poor, and it is a logistical nightmare fighting with the cars in the middle lane trying to turn in. I don't understand why Johnson Ferry from Abernathy all the way into East Cobb is divided highway and Roswell Rd is not.	1	0
13	Trying to turn left out of the Fulton Annex onto Roswell Rd. is very difficult with limited sight line.	0	0
14	Turning from shopping center into Dunwoody Place is dangerous because sight distance is limited. Can't see oncoming traffic very well.	0	0
15	Leaving Hampton Dr, it is difficult and often dangerous to turn on to Roswell Rd. I have only experienced this issue a few times, but my friends who live off of this road experience this issue daily.	0	0
16	Leaving ARIUM Morgan Falls by means of Grogans Road, it is difficult to turn left on to Roswell Rd.	0	0

**Roswell Road Access Management Plan
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#	Comment	Up Votes	Down Votes
17	Cars wishing to turn left onto Dalrymple from the old Big Lots ramp. I have personally witnessed 3 accidents at this spot and have witnessed countless other near accidents. Those turning left onto Dalrymple from the ramp often do not have a clear line of site. Both lanes on Dalrymple are backed up most of the time and so the car turning left onto Dalrymple cannot see cars traveling west on Dalrymple. There is a similar situation with cars exiting the Chevron wishing to go west onto Dalrymple.	0	0
18	Timely to turn right onto pits road. Dedicated right turn lane for both pits road and gas station would greatly reduce time to turn.	0	0
19	Difficult to make turns out of any of the neighborhoods in this area. Especially left turns. Median should be put in place.	0	0
20	Right turn for northbound traffic channeled by curb design, yet not preventing southbound traffic from making a left turn.	1	0
21	Low visibility to high speed northbound traffic,; confusion with 3-dollar cafe parking entrance	1	0
22	Cars are constantly making southbound U-turns here to get to the entry for another apartment complex.	0	0
23	Turning left into this shopping center before 7 am while heading north is impossible because the left green never activates during the traffic cycle. Cars frequently when the red to turn left because of the constant red left arrow.	0	0
24	Difficult to turn left onto Tahoma Dr. from Roswell Rd. due to elevation and sweeping curve from oncoming traffic. Oncoming traffic frequently cuts the curve into the center turn lane where cars are attempting to turn onto Tahoma and are traveling at a high rate of speed.	0	0
25	Lots of near accidents due to residents from these complexes all trying to use the middle turn lane at the same time. Also, the entrances to these complexes are very sharp, requiring residents to come to nearly a complete stop. Lots of near accidents	2	0
26	The entry to this complex is very sharp, requiring residents to come to a near stop. Lots of close calls.	0	0
27	Lots of accidents and near misses in middle turn lane.	1	0
28	S/B apartment residents nearly hitting N/B people turning left on Morgan Falls	0	0
29	Left turns into Publix on Dunwoody PI NB frequently cause motorists to suddenly dart to other lanes which is especially concerning given the pedestrians attempting to cross at this location. Not sure I really want to see a traffic light here, but perhaps we could add a left turn lane? Basically just repainting lines.	2	0

**Roswell Road Access Management Plan
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#	Comment	Up Votes	Down Votes
30	The right turn from Pitts to Roswell Rd. NB can be tricky since there isn't a lot of space. Cars making the turn legally on red (after coming to a stop... clear traffic in right lane) can easily wander into the left NB travel lane. I suggest making a blending lane here which will double as a pull-out for the MARTA bus stop and will effectively be a continuation of the turn lane that continues to Northridge Rd.	1	0
31	The illuminated no-right-turn sign for Dunwoody Place to Roswell Rd is not placed where many motorists see it leading to contention with left turns from Hannover Park.	1	0
32	Unsafe left turn onto Roswell Road	0	0
33	It's very difficult to turn right out of the Publix shopping center on to Trowbridge Rd. to then make a left onto Roswell Rd. Cars come flying down Trowbridge that are turning right on to Roswell Rd. which is quite dangerous.	2	0
34	The cars coming off Trowbridge and turning right onto Roswell road tend to not stop. For me, this had led to many near misses since I am trying to turn into the Publix shopping plaza.	2	0
35	Overall, I think a no turn on red needs to be at this intersection. Cars are usually going faster than 45mph and with the curve in the road it can be difficult to see if it is safe to turn.	3	0
36	Turning out of the apartments (west side of Roswell) is very difficult here without a signal.	2	0
37	Trowbridge and Roswell Road is poorly designed. Trying to turn into the Publix right at Trowbridge one is vying with people making a right turn off Trowbridge.	1	0
38	Nearly had several head on collisions trying to get in and out of the gas station and restaurants.	4	0
39	Dangerous to turn left from the Dunwoody Townhome complex into Roswell Road (7750 Roswell Rd). Also dangerous turning left into the complex from Roswell Rd because people ride middle lane down to turn left into Big Trees Preserve/Government Building. Had several near head-on collisions in the middle lane.	4	0
40	Unsafe to turn here	0	0
41	Trying to turn in or out of Publix is very difficult due to the volume and speed of the traffic through this stretch of the road	3	0
42	Left turns from Hightower Trail southbound onto Roswell Rd. are dangerous. The nearby light is not sufficient to create breaks.	5	0
43	This is the only left-turning exit from this shopping center. It has no traffic light and makes left turns difficult.	5	0

**Roswell Road Access Management Plan
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Table 4: "Unsafe/Difficult to Turn at This Location" Comments in Roswell Road Central Segment

#	Comment	Up Votes	Down Votes
1	Since the "No Right Turn on Red" was placed at this light, traffic gets backed up on I-285 which is extremely dangerous. This should still be a "Turn Right on Red After Stop" as when the coast is clear, it is really obvious that no cars are coming south on Roswell Rd. It is not that hard to see.	0	0
2	Turning left onto Roswell Rd South from Hammond westbound can be a nightmare.	1	0
3	It is extremely difficult to turn left or right from this shopping center onto Roswell Road during the day. Traffic is often busy or backed up in each direction, making for long wait times to safely enter the Road. If wanting to get into the left-hand lane at the light at Hammond/Roswell, that can be even more of a challenge. It's often just as busy/backed up on Hammond Drive, so exiting left from the shopping center can be precarious.	1	0
4	If you live in the nearby neighborhoods accessible from Johnson Ferry/Abernathy, (Brandon Mill and Wright Roads), exiting this Publix is so difficult. It is nerve wracking to turn right and make it across two lanes of traffic to access the left turn lanes to Abernathy Rd. The manager at the is Publix has told me that the lack of safe egress hurts business. So dangerous. I would rather drive a few more miles up to east Cobb where the Kroger and Publix have traffic lights to make safe turns.	2	0
5	Not safe making turns around this intersection due to heavy congestion but also cars exiting from 285 to southbound Roswell. Also, lot's of pedestrians walking or waiting for the bus in this area.	0	0
6	Unsafe to turn left on Roswell Road southbound	1	0
7	On Roswell Road southbound trying to turn right into Whole Foods shopping center. This is a small, tight turn. If there is another car trying to exit the center, must stop and maneuver carefully to avoid collision, and then it's a tight squeeze. This turn should be widened.	2	0
8	The illegal left turns into the Publix shopping center needs to be stopped. A median should be installed.	2	0
9	Left turns should not be allowed out of the Lowes parking lots onto Roswell Rd. This makes it difficult to head westbound or south but is extremely dangerous today.	2	0
10	Difficult and dangerous to turn out of public parking lot. Left turn is difficult due to number of lanes and proximity to another intersection. Right turn is difficult due to hill blocking view of oncoming vehicles.	2	0
11	Cars exiting the Publix shopping center wishing to go south onto Roswell Rd. so turning left onto Roswell Rd. is very dangerous. There are often two lanes of backed up traffic and they cannot see properly to make that turn (but they go anyway!) There are also many pedestrians crossing at that point (the don't use the light at Abernathy to cross.) It causes extra traffic congestion and more importantly is a safety hazard.	2	0
12	Frequently hard to turn left onto southbound Roswell Rd from westbound Johnson Ferry because of all the cars turning right on red from eastbound	0	0

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#	Comment	Up Votes	Down Votes
	Johnson Ferry to southbound Roswell Rd. These right turning cars frequently take up both lanes on Roswell Rd because traffic is backed up at the light at Mt Vernon.		
13	<p>Can't turn left to enter Parkside Plaza. Can't turn left to exit Parkside at Roswell Can't turn left to enter Lowe's Can't turn left to exit Lowe's</p> <p>Planned super development will make Parkside traffic even worse. As it stands today Parkside is the only plaza in Sandy Springs with 3 ways to enter and exit</p>	0	0
14	Exiting the Abernathy Square (Publix) shopping center to go South on Roswell Road or West on Abernathy is dangerous and stressful. Attempting to go South means waiting for a break in traffic in both directions on Roswell Road. Very difficult to attempt to reach the northbound turn lanes on Roswell Rd. due to heavy traffic. A traffic light would help. Leaving via the Abernathy Rd exist requires a U-turn on Abernathy which is nearly impossible to do safely when traffic is heavier.	0	0
15	No safe way to leave this shopping center and head South on Roswell Rd or West on Abernathy. Must turn right onto Abernathy and then do a U-turn, then turn left onto Roswell Rd.	2	0
16	I never turn out of this exit but drive past it numerous times a day. People are often jay walking and cars try to zoom out to get to turn lane and I seen near crashes multiple times from people on opposing side trying to get in their turn lane to turn into shopping center. A LEFT turn should be prohibited here	3	0
17	A dedicated right-turn lane from Cliftwood onto Roswell Rd. would alleviate the backup on Cliftwood during heaving traffic. This intersection also needs a dedicated green left-turn arrow at both Cliftwood and Carpenter Drives. We only get the flashing yellow at the moment, causing people making left turns to have to wait through several cycles. The traffic lights at 285 need better alignment to keep this intersection from backing up so badly.	0	0
18	Tough to see traffic coming northward on Roswell Rd when exiting Sandy Springs car wash. In addition to traffic coming down the hill on a curve, I believe a utility cabinet at sidewalk level impedes vision as well.	2	0
19	Making the left from Roswell Rd. north on to Johnson Ferry west is difficult because the left turn lane is so short and only accommodates a few cars.	3	0
20	There should be a barrier preventing cars from making a left out of the shopping plaza onto roswell road.	4	1
21	Cars routinely take the left when going South bound into the plaza even though there is a no U turn, no left sign here.	6	0
22	Unsafe to turn left or right coming out of Publix parking lot. Very short distance if turning left on Abernathy. On-coming cars often speeding or cars attempting to turn left from the other side of Roswell Rd.	5	1
23	Turning out of the multi business structure at 6065 Roswell Rd is extremely difficult, especially when left. Individuals approaching from the right bunch up	7	0

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#	Comment	Up Votes	Down Votes
	leaving no space to turn into when no traffic is coming towards you from the left. And when they aren't bunched up you can't turn as traffic is now moving in both directions. This is aggravated by the extremely short light pattern there.		
24	Each side of Lake Placid Dr. needs its own left turn phase, one at a time. Too many cars coming off of Lake Placid compete with each other and with pedestrians.	2	0
25	Very difficult to turn left into shopping centers on both sides. Parkside shopping center isn't connected to any of the other shopping centers so the only way to get into this shopping center potentially turning left with no light at a very traffic dense area. Same with the Lowe's across the street.	10	0
26	When navigating Abernathy and Roswell one needs to be super cautious. Suspect it has one of the highest accident rates.	2	0
27	These shops and restaurants next to The Prado are nearly impossible to visit if you have to turn left to get home. No light or shared driveway that would make it more safe.	3	0
28	Even turning right out of the shopping center here with the Publix & City Barbeque onto Roswell Rd is harrowing. You end up having to turn straight into a turn lane for Abernathy and then immediately get over to the left. A curve in Roswell Rd creates a blind drive, so it's really difficult to even see if cars are coming. I avoid this shopping center as much as I can because of it.	9	1
29	Turning left from Cromwell to Roswell - visibility is very limited and the median also acts as a turn lane to Long Horn making it difficult to use as a jumping point in heavy traffic. Turning right onto Roswell here is also difficult due to the limited visibility and so many entrances along Roswell in that area.	2	0
30	The two turn lanes going from Roswell Southbound to Mount Vernon eastbound and Roswell N to Mt Vernon W. These turn lanes are connected and only allow for 3-4 cars each. When traffic is heavier, I'm always concerned about running head on into someone going the other direction in that turn lane.	5	0
31	Very difficult and dangerous to get out of this shopping center	8	0

Table 5: "Unsafe/Difficult to Turn at This Location" Comments in Roswell Road South Segment

#	Comment	Up Votes	Down Votes
1	There needs to be a traffic light here. Turning onto Roswell Road, particularly going north, is dangerous and difficult.	0	0

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#	Comment	Up Votes	Down Votes
2	Turning out of Alderwood on Abernathy is extremely difficult and dangerous. We need a light at Abernathy an Cherry Tree. Abernathy is used as a speedway when the light is green at Abernathy. I've contacted sandy springs police department but they did not do anything.	0	0
3	Turn from Maryeanna Drive into Roswell Road, right or left, is dangerous. Short sight distance, can't see cars approaching.	0	0
4	When stopped on Forest Hills at this intersection with Roswell Rd. , there is a lot of vegetation/shrubbery/bushes on the north side of FH and the east side of Roswell Rd which severely limits visibility regarding southbound traffic on Roswell Rd. Drivers look south to see northbound traffic that allows for a left hand turn to travel south, but the north visibility is really bad.	0	0
5	There is a danger in that those who are trying to turn onto Stewart Drive and those who are trying to turn onto Green Hill Rd often almost have a head on collision on Roswell Road as there is 1 car length to enable the turns. There needs to be a turn lane or some mechanism to enable the appropriate safety.	0	0
6	This intersection is built to block left turns, both turning into the parking lot from Roswell and turning onto Roswell from the parking lot. It would be safer to either remove the existing barriers and facilitate left turns, or enhance the barriers to stop left turns more effectively.	0	0
7	Turning right from Roswell rd onto Forest Hills is too tight. Can intersection be cut back to make the turn easier?	1	0
8	The turn lane on Roswell Road at Long Island drive has people turning left onto Long Island as well as drivers driving south on Roswell turning into the apartment complex. Also, drivers should not be allowed to turn left from Long Island onto Roswell Road	0	0
9	Making a west bound turn to Long Island while traveling North on Roswell is extremely dangerous. There are often several cars waiting to turn left and not enough room in the small turn lane, which leaves drivers stranded in the left lane of Roswell waiting to make the turn. Additionally, there is an entrance to the apartments across the street, so drivers from both directions are competing for the same turn lane space and head on collisions are likely.	4	0

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#	Comment	Up Votes	Down Votes
10	Dangerous to turn left from Meadowbrook onto Roswell Rd due to congestion from nearby businesses and traffic from the light at Windsor Parkway. Drivers ignore the "box" blocking that intersection.	2	0
11	Turning left onto Roswell Rd from Meadowbrook Drive is very unsafe due to heavy congestion from surrounding retail. Some form of traffic control is needed.	2	0
12	People going south trying to turn left into apartment complex causes people going north to be unable to get into center lane to turn left onto long island, which backs up into Roswell road. There is another entrance into the apartment complex on Franklin Road, which is what people driving south should really be using.	4	0
13	Heavy congestion (Starbucks, Gas station, Walgreens and I'm sure the future Dunkin' Donuts) has made it incredibly unsafe to turn left from Meadowbrook onto Roswell road.	1	1
14	Red light needed at the Meadowbrook / Roswell Rd intersection due to how unsafe it is to turn left or right.	4	3
15	Red light at the Meadowbrook/Roswell Rd Intersection as congestion on Roswell Rd has created un-safe turning conditions when entering and exiting the Meadowbrook Subdivision	0	2
16	Meadowbrook needs a traffic light. It's impossible to make a safe left hand turn out of this neighborhood. There have been numerous accidents, not represented in your data because city of Atlanta has responded. Alternatively, can the "don't block the box" box extend into the turn lane and be even larger, so while traffic is stopped, there is more visibility and it's safe to turn left? Or, a light up sign that hangs above the box showing people not to block the intersection?	2	1

B. "Unsafe/Difficult to Cross Roswell Road" Comments

Table 6: "Unsafe to Cross Roswell Road" Comments in Roswell Road North Segment

#	Comment	Up Votes	Down Votes
1	I have almost been hit 3 times using the crosswalk from the Celebration at Sandy Springs Apartments to Spalding Drive. Cameras or a more visible crosswalk with lights would be helpful here. It is a popular route for people who live in the apartments to walk and people who use the bus.	0	0

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#	Comment	Up Votes	Down Votes
	Also, the sidewalk is extremely narrow and close to the street where people are usually traveling at 50 or more miles an hour. There are tire tracks in the small strip of grass where you wait to cross.		
2	Unsafe to cross RR. Pedestrians leaving Publix + shopping center often cross right across RR. Rather than walking up to Trowbridge. Dangerous during the day and especially at night.	0	0
3	Coming from Hightower trail and attempting to cross Roswell rd and head to post office is dangerous. You have too many businesses and apartments trying to make left-hand turns here. The turning lane is too short, and quite often people enter it at the wrong spots and routinely narrowly avoid collision.	3	0
4	It should be easier to access/exit a government building site. There are two entrances/driveways, but both are unsafe. People are speeding up and down six lanes of Roswell Rd. and Visibility is obscured by hilly terrain. Patrons here are generally aged, children (health center), or mobility challenged. Polling location and Big Trees Forest Preserve. Ingress and Egress should be easy and safe. Instead its hard and dangerous for Marta riders, pedestrians, and motorists.	2	0
5	Unsafe for pedestrians trying to cross Roswell Rd. for MARTA buses in here.	0	0
6	People try to cross Dunwoody Pl. here to and from MARTA buses, but there is no signal to help them cross.	1	0
7	There is no signal anywhere nearby, so it is dangerous for pedestrians to cross here.	4	0
8	Workers have no way to safely cross Roswell Road here. Dunwoody Place is too far away.	2	0

Table 7: "Unsafe to Cross Roswell Road" Comments in Roswell Road Central Segment

#	Comment	Up Votes	Down Votes
1	It is very unsafe to cross from the east side of Roswell Road to the west side of Roswell road at the northeast corner of Roswell and Johnson Ferry. Cars turning from westbound Johnson Ferry on to northbound Roswell Road don't pay attention and might not have the best line of sight to see people starting to step from the curb. The sidewalk is very narrow there and you are so close to the roadway while you wait.	1	0
2	Cars traveling North on Roswell Rd NEVER stop before turning right on red onto Abernathy toward 400. They often don't even slow down. Thanks he city could collect \$10K/day fining cars that don't stop on red. It is most dangerous crossing West to East as you the turning lane flying by and not stopping cannot see a pedestrian masked by the two lanes of cars. Also very dangerous stepping off the curb to cross East to West on Roswell.	0	0

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#	Comment	Up Votes	Down Votes
3	There needs to be crosswalks along all 4 corners at this intersection. As currently constructed with no crosswalk along the south side, it baits folks into taking an unsafe crossing to save time. This will be even more necessary when the Veterans Park opens.	0	0
4	There is only crosswalks on three sides of the Johnson Ferry / Roswell Rd. This makes it difficult to cross quickly and temps a person to attempt to cross dangerously with no crosswalk. There needs to be much easier pedestrian crossing here once the veterans park is completed.	1	0
5	Unsafe to cross Roswell at intersection with Abernathy. Drivers heading southbound on Roswell, making right turn onto Abernathy are sailing thru without looking for pedestrians.	1	0
6	At all the major intersections (Abernathy, Hammond, Mt Vernon, Johnson Ferry), there should be pedestrian bridges to both make it safe for pedestrians and to make traffic flow better without pedestrian interference	0	0
7	Northbound traffic on Roswell Rd turning right onto Abernathy rarely stops for red lights making it dangerous to cross. Drivers are focused on Abernathy and sometimes do not see pedestrians attempting to cross. Many don't even slow. Enforcement should be increased.	0	0
8	NOT safe to cross here as people are paying so much attention to traffic that completely disregard the crosswalks	1	1
9	would be nice to add a light that coincides with the light at mt vernon woods. turning left and/or right from cromwell is dangerous and almost impossible at various times during the day. visibility is limited due to the bushes at car wash and the wall/sidewalk that curves along the road.	0	0
10	Even with the crosswalk, cars do not seem to pay attention on the yield and it is dangerous to walk across these intersections	2	1
11	No signals in here to help pedestrians cross. Traffic goes very fast, particularly northbound and downhill.	2	1
12	Crossing here is nearly impossible due to all the congestion and lack of signals between Hammond and Carpenter Dr.	7	0

Table 8: "Unsafe to Cross Roswell Road" Comments in Roswell Road South Segment

#	Comment	Up Votes	Down Votes
1	Please add a speed camera on the southern portion of Roswell road. People speed on this and this will create a safer driving and walking experience.	0	1
2	The crosswalk signs have been dismantled so it is impossible to cross over Roswell Rd where it intersects with Glenridge. Additionally, when these crosswalk signs did work, they were ignored by drivers making right turns - by drivers heading north on Roswell Rd and turning right onto Glenridge, and by drivers heading west on Glenridge turning right onto northbound Roswell Rd. There needs to be red/green arrows stopping these turners or at least signage reminding them to look for pedestrians.	0	0

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#	Comment	Up Votes	Down Votes
3	There is a bus stop on the corner of Green Hill Rd NE and many workers and children cross Roswell without a cross walk. This intersection needs a cross walk desperately. I've almost been hit myself during my run as traffic flies through here. Also, the speed limit should be reduced to 25 mph to avoid people driving recklessly.	1	0
4	Need designated turning lane to turn right onto Roswell Rd @ Windsor Parkway	2	1

C. “Unsafe to Walk Along Roswell Road” Comments

Table 9: “Unsafe to Walk Along Roswell Road” Comments in Roswell Road North Segment

#	Comment	Up Votes	Down Votes
1	The bike/pedestrian access to the Morgan Falls park areas is not as inclusive as it can or should be. Not to mention the facilities along Morgan Road are equally less than adequate relative to the number of visitors to these area parks. The Hwy 9 realignment project may help some but without priority, the designated assets and potential livability of the area will never be fully attained.	0	0
2	Unsafe to walk along RR. Trees may need periodic upkeep. Trees extend into crosswalk	0	0
3	Unsafe to walk along RR. Cars leaving government parking lots tend to speed up before turning L or R on RR. Cars extend over pedestrian-spaced solid white lines. Pedestrians have to walk in front and around cars. At times walking onto RR.	0	0
4	Challenging area to walk through. Attributed to construction. Overall very difficult to navigate safely walking without walking on the actual road.	0	0

Table 10: “Unsafe to Walk Along Roswell Road” Comments in Roswell Road Central Segment

#	Comment	Up Votes	Down Votes
1	Traffic often does not slow down for pedestrians crossing on to the pedestrian island where they wait to full cross the main traffic section. The are too focused looking to their left and/or don't know the pedestrians have the right of way.	0	0
2	The eastern edge of Roswell Road between Hilderbrand and Mt. Vernon has a very skinny sidewalk that has utility poles in the middle of them. I don't feel very safe walking this stretch. The curb cuts are also overly large here and take up what seems like the majority of this area.	1	0
3	Drivers turning from southbound to westbound often do not look for pedestrians. They are too focused on looking to their left for traffic.	0	0

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#	Comment	Up Votes	Down Votes
4	There isn't any sidewalk on the north side of the ramp down from the Trader Joe's parking lot to Roswell Road. You have to walk down in the traffic lane. When you get to the street, there is very little sidewalk area on which to stand while you wait. To make things worse, people coming out of the parking lot and turning north often cut the corner and come way too close to you.	2	0
5	Both the SW and SE corners were not upgraded with the wider sidewalks at the corner during the previous sidewalk update phase. You have to wait too close to the traffic for the light to change.	0	0
6	This sidewalk is too narrow and has obstructions. We are too close to the traffic walking along here.	2	0
7	Better crosswalks and wider sidewalks need to be incorporated into all corners of the new veterans parks being built by the city. All of this area is dangerous for walking at this time.	1	0
8	The construction in this area has led to bollards blocking sidewalks that make walking here feel dangerous and inhospitable.	0	0
9	There is no sidewalk for this small section in front of the Nandina home design store. There is also a utility pole smack dab in the middle of the sidewalk where it starts just north of the store, which is not ADA compliant and very pedestrian unfriendly.	1	0
10	from hammond up to the city center side walks are in poor condition making it difficult and unsafe to walk on foot in that area	3	0
11	sidewalks in poor condition. lots of vehicle traffic turning in and out of the shopping center where starbuck's is located. lots of congestion.	1	0
12	People making illegal left-hand turns out of or into this shopping center are so focused on avoiding oncoming traffic that they do not look for pedestrians.	5	0
13	The sidewalk from Trader Joe's to Hudson grille on the east side of Roswell is very narrow. Standing at the crosswalk at Roswell and Sandy Springs circle in this area feels unsafe because you're right up against the road with a lot of turning traffic.	2	0
14	There is no safe way to cross Roswell road almost anywhere but this is a particularly horrible spot since all the drivers are focused on the two terrible intersections. As "downtown sandy springs" grows a safe pathway be it a pedestrian bridge or tunnel is needed if the road cannot be made safe.	3	0
15	Would like to have a more interactive pedestrian crossing here like the ones they have further south on Roswell Road by Fountain Oaks Kroger. I walk my child to daycare at Goddard School and sitting on the sidewalk for several minutes at a time is very dangerous. Drivers speed up and around the corner here. Also, a ped was killed here in the past couple years so I would think that would be enough to have more awareness to this crosswalk. Also a driver ran into the corner of the BP recently.	1	0
16	This is slowly becoming "downtown sandy springs south". Infilling and connecting this to city center will be essential. Crossing holder and or around j ferry is tough and it's rare for someone to feel comfortable enough to do it. A bridge or tunnel is needed along this corridor as the city expands.	1	0

**Roswell Road Access Management Plan
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#	Comment	Up Votes	Down Votes
17	The sidewalk here is very narrow and close to the street which makes walking along this segment a little nerve racking. Visibility around this corner is also limited which makes me worried about crossing at Cromwell (not much time for people turning right on Cromwell from Roswell N bound to see pedestrians)	2	0
18	Drivers are always in a rush and it is dangerous to cross - even when the pedestrian has the "walk" light on. I suggest no turn on red	2	3
19	Forced to walk on the flower beds into the strip mall with on-coming traffic.	2	0

Table 11: "Unsafe to Walk Along Roswell Road" Comments in Roswell Road South Segment

#	Comment	Up Votes	Down Votes
1	We need safe, wide sidewalks on both sides of Roswell Rd & crosswalks at reasonable intervals for all the people who walk there & have to cross the street.	2	0
2	Curbing is at ground level with the sidewalk at the same level and just feet away from traffic. Additionally, due to the parking lot in front of Creme de la Creme, cars mistake the sidewalk for a entrance and drive over it into the parking lot (wear on the parking lot curb confirms this is not uncommon). Very dangerous for peds who are not expecting cars to drive on the sidewalk.	2	0
3	The intersection of Windsor Parkway and Roswell road needs better sidewalks. Please add separation so the sidewalk is separated from the road.	0	0
4	There are bus stops but no sidewalks! There is a path from pedestrians but it is quite dangerous as it is on the road itself which has curves and blind spots everywhere.	1	0
5	Power poles are in the sidewalk. Would be safer for pedestrians, and even moreso for those in a stroller, wheelchair, etc, if the sidewalk could be moved further away from the road and be uninterrupted by poles.	1	0
6	Broken plate in the sidewalk is a tripping hazard for pedestrians.	1	0
7	The sidewalk on this side of Roswell ends abruptly. It should be extended.	1	0
8	This hole between the sidewalk and driveway is a hazard to pedestrians, and especially those in strolled or wheelchairs etc.	0	0
9	Sidewalk is crumbling in various locations. Tripping hazard to pedestrians.	1	0
10	Curbing is at ground level with the sidewalk at the same level and just feet away from traffic. VERY dangerous for pedestrians. East side of Roswell starting just north of Belle Isle until Forest Hills.	2	0

D. “Frequent Traffic Congestion” Comments

Table 12: “Frequent Traffic Congestion” Comments in Roswell Road North Segment

#	Comment	Up Votes	Down Votes
1	The median at north ridge and Roswell rd was built bc there were frequent accidents from people turning from the Kroger shopping center. Between this and the new somewhat long light on north ridge heading toward 400 can add 5 minutes to just get across the street to visit a gas station or other business. Maybe necessary but it’s quite inconvenient if live near there. Also, seems to be better now but the turn signal leaving Moe’s was fast & it’s the worst parking lot	0	0
2	Dalrymple is a commonly congested intersection, due to tremendous amount of traffic from both Cobb and Fulton County residents trying to access and egress 400.	3	0
3	Having a strip mall as one of the exits for a very busy intersection is madness. Constantly congested. Never enough time to make left-hand turn on to Northridge road, where priority should be given as this is lane for interstate access.	0	0
4	Generally speaking, any construction on Roswell road will cause more traffic to flow on to 400. Consideration should be taken to see if the construction congestion on 400 can be resolved before construction on Roswell road begins.	0	0
5	Heavy congestion	0	0
6	Frequent bus stops in the morning and afternoon picking up dozens of children make this a dangerous road for impatient drivers. Buses should turn into the Apartment complexes and not force all of Roswell Road to shut down for minutes every day.	2	0
7	There can be smooth driving along all of Roswell Road until this intersection. Especially for those driving north.	1	0
8	We need a dedicated go straight and go right lane. There is space between Dalrymple and the gas station. So much traffic turns left to go north on RR and it causes a lot of congestion and frustration for folks who can’t go straight/right and have to wait through multiple lights.	7	0
9	The line from Chick-fil-a’s drive-thru frequently spills out into the road and causes congestion.	6	0

Table 13: “Frequent Traffic Congestion” Comments in Roswell Road Central Segment

#	Comment	Up Votes	Down Votes
1	Please have someone from your office drive N on Roswell Rd at rush hour so you can see how the change in traffic light have affected traffic. The new timing leaves people stuck in the intersections blocking other traffic because the light syncing is so messed up now. And please change the no right on a	1	0

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#	Comment	Up Votes	Down Votes
	red arrow to a linking red arrow! There's no reason people should be stuck at the ramp going S on Roswell Rd for 7 minutes because they can't turn right when there is NO TRAFFIC coming south on rd		
2	Heavy traffic congestion on Abernathy heading Eastbound in A.M. and heading westbound in P.M. Add traffic light at the intersection of Abernathy, Alderwood Place and Cherry Tree Lane to accommodate all the drivers being directed to make U-Turns at this location	1	0
3	Traffic backs up here a lot. The recent Roswell Rd to I-285 upgrades have helped but Roswell Rd is still really backed up on both sides of the highway.	1	0
4	Frequent traffic back-ups on exiting Trader Joe's shopping center. (I.e. inside shopping center, trying to leave).	0	0
5	Traffic frequently backs up from Roswell/Hammond and blocks turning traffic onto Sandy Springs PI NE.	0	0
6	Frequently backed up.	0	0
7	back up is common here especially during school arrival and dismissal. Hopefully some relief will come with construction around veterans park	1	0
8	Traffic is usually backed up between johnson ferry and mt. vernon. On reason is that the left turn lanes are too short for the amount of cars - causing the left lane of travel to be at a standstill on a green light. This also causes drivers in the left lane to suddenly get into the right land to get around the delay - causing near misses or accidents.	6	0
9	This is always backed up with people waiting to get onto 285	6	0

Table 14: "Frequent Traffic Congestion" Comments in Roswell Road South Segment

#	Comment	Up Votes	Down Votes
1	Instead of 2 left turns from Windsor to southbound Roswell, one should go left, and one of them should go straight into the Gateway Shopping Center and we need a right turn only dedicated lane to go northbound on Roswell Rd. Traffic gets backed up around the fenced corner on Windsor and people are driving too fast there.	0	0
2	During morning commutes SB on Roswell Road, cars often back up from this Starbucks drive thru onto Roswell. Not sure how to avoid this, but if there's a way to keep these cars from sitting on Roswell road waiting to turn in, I'm all for it from an efficiency standpoint.	0	0
3	I live on Green Hill Road and have a difficult time getting off the street due to frequent congestion on Roswell Rd whereby stopped drivers block access to the road. This is a safety issues - what if a fire truck or ambulance needs to reach the residents of Green Hill Rd and/or Green Hill Place. Also, it is difficult to see b/c of the unkept commercial lots of the Package Store.	0	0

**Roswell Road Access Management Plan
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#	Comment	Up Votes	Down Votes
4	Traffic backs up from cars who are going straight across this light to the Gateway shopping complex. A right turn lane would ease congestion backing up onto Windsor Parkway.	2	0

E. “Other Concerns” Comments

Table 15: “Other Concerns” Comments in Roswell Road North Segment

#	Comment	Up Votes	Down Votes
1	Someone left a marker here to remove the stop light. That’s crazy. This is the entrance to Huntcliff, not just beef grill strip mall. And there are occasionally old people on the loose from the retirement home using the crosswalk who have been killed by traffic. It also helps with the dangerous turn f Roswell rd to Hightower east.	0	0
2	The road name sign here is confusing heading south. The street sign for Hightower is too early - it looks like you should turn into the strip mall, not the road. Causes much confusion with traffic attempting to turn left, then pulling back out again to turn later for Hightower.	0	0
3	Additional comment regarding this intersection. It might help to update this light by expanding the intersection a bit adding a turn arrow f Roswell rd southbound to Hightower east to address that dangerous turn. But in no way remove that light! Whoever said that hasn’t lived here for decades.	0	0
4	A lot of pedestrians cross Roswell road in this general area. Dangerous for pedestrians and cars	0	0
5	I could mark this map up and down with the places it is unsafe to make left turns on Roswell Road. I avoid shopping at establishments along Roswell Rd at all costs. I go to East Cobb where the traffic navigation is so much easier and feels so much safer.	0	0
6	This corridor in the morning becomes problematic because of all the apartments and school buses. Because Roswell Rd. is not a divided highway, cars have to stop in both directions when the school bus stops to pick up the many children in the apartment complexes. If you time it wrong and get behind a school bus, it will take you twice as long. PLEASE make Roswell Rd. a divided highway so cars in both directions do not have to stop.	2	0
7	Tried to leave comment just down Roswell Road but this interface won't allow it. Traffic congestions occur frequently around the Chattahoochee River bridge.	0	0
8	No right turning lane into condominium complex on Roswell Road northbound. This slows traffic down routinely. Please add right-turning bay.	1	0
9	This section of Grogans Ferry Road used to have so many trees and greenery, and is the reason why we chose to move in to our apartment on Adair Lane. However, shortly after moving three years ago, those trees were ripped down and this section of land only gets uglier with increased construction. It would	0	0

**Roswell Road Access Management Plan
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#	Comment	Up Votes	Down Votes
	be great if efforts were made to restore this section. ALSO, there is a fallen tree partially in the road here which makes driving difficult occasionally.		
10	Turning Right onto Roswell Rd. from Spalding Dr. can take quite awhile depending on the traffic at the light. Would be great if there was a dedicated right turn lane.	2	0
11	Please consider the Sandy Springs master Trail plan which calls for sidewalks/trails with a buffer from the road.	1	0
12	The turn from S/B Roswell to W/B Dalrymple requires nearly a full stop due to the radius and angle of the turn. This is the cause of HUGE traffic issues, not necessarily the volume of cars.	1	0
13	Speeding a large concern between Abernathy and Dalrymple	0	1
14	SPEEDING on Roswell road between Abernathy and Dalrymple	3	0
15	Motorists slow, stop, and dart over the traffic striping for the left turn lane to Hannover Park Place leading to congestion, distraction, and confusion right next to a busy intersection. I suggest this traffic striping is replaced with a raised concrete barrier to prevent the behavior.	1	0
16	Left turn from Roswell Rd. to Hannover Park Place has a very finicky sensor. When it fails to trigger the light, motorists find ways around the issue either by running the light or crossing the traffic striping back onto Roswell Rd and then performing a U-Turn. Suggest we make the light trigger regardless of sensor input - there's enough traffic with the new townhomes that there's almost always someone waiting.	1	0
17	This has got to be the most dangerous intersection in all of Sandy Springs	1	0
18	The sign has been up for a year now stating that this intersection will be re-done. What is the delay? This intersection is a nightmare with the traffic count. It's extremely congested and needs help badly. Can we please make this a priority in 2022?	4	0
19	The bike lane right here deposits bikers into the middle of two lanes. Seems pretty dangerous.	0	1

Table 16: "Other Concerns" Comments in Roswell Road Central Segment

#	Comment	Up Votes	Down Votes
1	The road is too bumpy. Drains are an irritation, and the road surface could really stand to be smoothed out. I frequently, especially when travelling north, have to swerve into the next lane to avoid what could be a blowout.	2	0
2	A significant dip in Roswell Road as exit Trader Joe's shopping center turning left (to Roswell Road southbound). Cars bounce and hit asphalt. Should be easy fix.	4	0

**Roswell Road Access Management Plan
Public Meeting 1 Online Map Input Summary**

#	Comment	Up Votes	Down Votes
3	Green light for Roswell Rd. northbound at Abernathy is absurdly brief, especially at night. The light turns green and then red again in less than 30 seconds. This has to be increased appreciably at night, and otherwise.	2	0
4	Traffic signal at Roswell x Abernathy Rds. southbound is green only briefly. Traffic flows along Abernathy while Roswell Rd. gets backed up. The green signal for Roswell Rd. southbound needs to be lengthened.	2	0
5	We are the government and we are here to help.	0	0
6	Large metal plate near sandy springs townhomes on road causes traffic to slow Down and is especially hard on your car. Everytime I go over it I think I may bust a tire. Its very dangerous. I can't believe it has been there so long.	1	0
7	Pedestrians crossing Roswell Road do not use crosswalks, and cross the four-to-six lanes late in the evening in dark clothes. I've even seen people pushing strollers at 11pm across Roswell Road wearing dark clothing. I'd like to see what can be done about this very dangerous situation. It is frightening to drive on Roswell Road after dark - you're afraid you'll hit a pedestrian!!	1	0
8	This applies to all of Roswell rd in general. Is it possible to have MArta buses pull out of the flow of traffic into designated bus lanes? This would help keep traffic flowing and reduce the number of drivers making dangerous lane changes to avoid being stuck behind a bus.	0	1
9	All these pedestrians need to do is walk a few feet south to the light at Vernon Woods.	0	0
10	Yes, this can be a challenging left turn out of Abernathy Square, however, that is the nature of that intersection. If you cannot make a left due to driver skill, they can make the right and U-turn at Abernathy. However, that intersection is a No U-turn intersection now.	2	0

Table 17: "Other Concerns" Comments in Roswell Road South Segment

#	Comment	Up Votes	Down Votes
1	Turning North onto Roswell Road from Stewart Drive is quite dangerous in peak hours. Gaps to allow cross traffic through are limited and southbound motorists traveling above the speed limit come around the bend giving very little ability to safely cross into the middle turn lane, particularly when traffic is building in the northbound lanes at the Glenridge and Roswell intersection.	1	0
2	This traffic bollard outside of the daycare was knocked down. It seems that should be rebuilt.	0	0
3	Bus stops should have sort of shelter from sun or rain, and a bench.	1	0
4	I would recommend eliminating the Meadowbrook entrance on to Roswell. It is too close to too many other major intersections. It doesn't make sense to add another traffic light between Wieuca and Windsor to solve this.	2	0

**Roswell Road Access Management Plan
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#	Comment	Up Votes	Down Votes
5	Windsor Pkwy had a right turn lane before the re-route. Now we see a lot more traffic backing up at this intersection. Can we bring back the right turn lane?	4	0
6	Traffic between Roswell Rd and Windsor Pkwy frequency cuts through Meadowbrook Rd / Jolyn Pl, including violating the existing "No Left Turn" sign from Windsor to Jolyn on weekday mornings. This is a risk to pedestrians.	3	0
7	The stretch of Roswell between Mt. Paran and Belle Isle is largely straight, and it is used as a speedway between those two lights. This stretch could benefit from traffic calming and/or speed control measures.	3	3
8	A welcome to Sandy Springs monument that is large enough to be noticed.	2	0



Sub-Appendix C: Public Meeting 2 Input Summary



Roswell Road Access Management Plan

Public Meeting 2 Input Summary

I. Introduction

Community involvement is integral to the Roswell Road Access Management Plan. The second public meeting occurred on June 23, 2022 at Studio Theatre at City Springs near the conclusion of the development and evaluation of alternatives phase of the project. The meeting offered an opportunity for community members to learn about and provide feedback on proposed safety and access improvements for Roswell Road prior their refinement and finalization in the plan.

An online input period opened with the public meeting, extending for roughly three weeks. Both the meeting presentation and a map feedback tool were posted to the City’s website following the meeting. The City publicized the meeting and input opportunities extensively via multiple tools, including mailers, social media, and other tools.

Table 1. Meeting Format & Dates

Dates	Participation Format
June 23, 2022, 6 – 8 p.m.	In-Person Meeting
June 23 – July 16, 2022	Online Input Period

Meeting Overview

The meeting began at 6:00 PM. Boards containing project information were set up around the perimeter of the theatre. The boards covered the plan overview, current projects and studies along the corridor, corridor crash analyses and densities, access management improvements, and the long-term corridor vision. In the center of the room, six large boards, each displaying the satellite view of a segment of the Roswell Road corridor, were laid out on tables. At these stations, attendees could review proposed access management changes and provide feedback on specific locations.

At 6:25 PM, the project team gave a presentation on the plan’s progress to date. Caitlin Shankle, City of Sandy Springs project manager, welcomed the attendees and provided housekeeping information.

Nithin Gomez, Gresham Smith project manager, presented the meeting agenda, as follows:

1. Plan Overview
2. Existing Conditions along Roswell Road
3. Access Management Treatment
4. Next Steps

Nithin presented the plan background, explaining the concept of and need for access management and providing an overview of the project schedule and tasks. Continuing to the existing conditions analysis, he gave a description of the Roswell Road corridor, discussing traffic volumes, land uses, travelers, access spacing, and crash history. He also shared information on the most common access management treatments: raised medians, reduced conflict U-turns, driveway consolidation, and mid-block pedestrian crossings. The presentation concluded with information about the Social Pinpoint online input tool, next steps in the planning process, and contact information, including the project email address and website.

The team subsequently held a question-and-answer session. This portion of the meeting took about 15 minutes.

After the presentation, attendees continued perusing the project boards and maps. Members of the planning team fielded questions from the public. The meeting concluded at 8:15 PM. A total of 27 community members attended.

Participation Methods

Throughout the meeting, the planning team provided multiple mechanisms for public participation. The methods are outlined below.

- **Map Feedback Activity:** Participants were able to provide feedback on specific locations and proposed improvements as shown on the maps of the corridor.
- **Comment Cards:** Attendees were invited to fill out a comment card with general feedback about the meeting, including how they heard about it, convenience of the location and time, and clarity of City staff in answering questions and providing understanding of their plans. A complete transcript of comments is available in *Appendix A*.
- **Social Pinpoint Map:** Social Pinpoint is a web-based platform for collecting and sharing information, including a map-based input tool. The planning team developed a Social Pinpoint custom map to show proposed access management modifications to the public and gather their input for this phase of the project. The Social Pinpoint data is summarized in a separate document, titled, "Public Meeting 2: Online Map Input Summary."
- **Direct Emails to SafeRoswellRoad@SandySpringsga.gov:** The planning team encouraged the public to reach out with questions or comments. Emails received during the online input period are included in *Appendix B*.



Above: Map input collected at in-person meeting on June 23

II. Input Summary

This section summarizes feedback collected throughout the public meeting.

Map Feedback Activity

Participants were encouraged to comment on the proposed access management treatments, which were shown on several map boards covering the study corridor . Attendees provided feedback by writing their comment on a luggage tag, attaching the string to a thumbtack, and placing the thumbtack on the exact point. The Map Feedback Activity instructions guided participants to use a green thumbtack if they supported the access management treatment and a red thumbtack if they had questions or concerns. The instructions also called for participants to prioritize the improvement on a scale of one to five (with one being lowest priority and five being highest priority). For several comments, people did not rank the improvement but only provided a comment or question.

There were **23** comments posted by attendees on the maps of the proposed modifications. The comments, organized by segment of Roswell Road, are listed in **Table 2**.

Table 2. Map Feedback

Roswell Road North			
Location	Type	Comment	Priority
Roswell Road at Hightower Trail	Question or Concern	In addition to a traffic light, it may be better to adjust both sides of Hightower Trail so that a proper 4-way intersection is formed here.	
Roswell Road Northbound across from Huntridge Center	Question or Concern	missing driveway	
Roswell Road Central			
Location	Type	Comment	Priority
Roswell Road Southbound immediately north of Marsh Creek Village Shopping Center	Question or Concern	Too many raised median! They <u>Do Not</u> need to be put up & down entire Roswell Road	
Roswell Road Northbound at Abernathy Road	Question or Concern	Right turn from Roswell going N to Abernathy going E needs to be restricted - no turn on red	
Roswell Road Northbound at entrance to Publix at Abernathy Square Shopping Center	Question or Concern	Need left turn out going south on Roswell Road - median will hurt this center - Publix closes	
Roswell Road Northbound at entrance to Publix at Abernathy Square Shopping Center	Question or Concern	Need traffic signal for south on SR9. - <u>Safety!!!</u>	
Roswell Road Northbound immediately north of Vernon Woods Drive	Question or Concern	If you close all the driveways & force cars to enter/exit at 1 (one) access point it will need a light to prevent long waits to exit the business	
Roswell Road at Hilderbrand Drive	Question or Concern	The traffic signal timing here, at Johnson Ferry, & at Mt. Vernon needs to be improved. As it is, they cause too much of an unnecessary backup at times, and at Hildebrand the timing makes it dangerous to turn onto Roswell.	

**Roswell Road Access Management Plan
Public Meeting 2 Input Summary**

Roswell Road Central (continued)			
Location	Type	Comment	Priority
Roswell Road at Hammond Drive	Question or Concern	Do not allow a U-turn here - it is too busy & dangerous.	5
Hammond Drive at Hammond Springs Shopping Center	Question or Concern	Hammond is higher volume than Carpenter. Cannot turn left from Lowes onto Hammond	
Hammond Springs Shopping Center	Question or Concern	Encourage developer not to install speed bumps on Access Roadway	
Roswell Road - Proposed Traffic Light at Lowe's Entrance	Question or Concern	Do not add light. Close curb cuts & transfer traffic to Carpenter. Connect to Whole Foods parking lot	
Roswell Road - Proposed Traffic Light at Lowe's Entrance	Support	Good idea, a lot of cars get stuck in the median waiting to turn	5
Carpenter Drive Eastbound across from Sandy Springs Professional Building	Question or Concern	This is a less trafficked rd so better exit from shopping center to turn onto Roswell @ light. Do not let elevation be a barrier	
Roswell Road at The Plaza at City Springs Shopping Center	Question or Concern	The implementation of this median might not be as effective in practice. It may especially be problematic in the mornings for the Cliftwood entrance to the Plaza, as the Starbucks line that forms tends to block up that entrance.	
Roswell Road at Allen Road/Carpenter Drive	Support	For medians: artificial plants preferred due to water conservation and global warming	5
Roswell Road at Roswell Road/Lake View Apartments	Question or Concern	Extend the raised median past this intersection, currently creates problems in current version	4
Roswell Road at Il Forno Pizza & Pasta	Support	Support all changes from 285 to Lake Placid Dr. especially pedestrian crossing	5
Roswell Road at Lake Placid Drive	Question or Concern	Traffic timing needs to be improved at this intersection	
Roswell Road South			
Location	Type	Comment	Priority
Roswell Road and Beachland Drive	Question or Concern	There should be consideration to making the timing of this signal more efficient, not just with traffic coming off of Mt. Paran, but also making sure the Beachland side doesn't trigger when there are no cars there.	4
Roswell Road at CMCH School	Question or Concern	SIDEWALKS very important, more crosswalks, some side streets will have to do u-turns (Elden)	
Roswell Road Southbound at Mystic Ridge Hill	Question or Concern	Sidewalks to Gateway!	
Roswell Road at Chateau Villa Apartments	Question or Concern	Possible consideration of a mid-block crossing at this point. Even with the one that currently exists to the north, there's still a lot of people who cross the road at this spot.	

** Note: The comments appear as written by the participants; they were not formatted for grammar or spelling.*

Some common themes among the map feedback comments included the following:

- Concerns over left turns being eliminated by the addition of a raised median.
- Need for improved traffic signal timing at certain intersections, particularly those located in close proximity to one another.
- Need for sidewalks or sidewalk improvements along certain stretches of the southern portion of the corridor.
- Desire to redirect traffic leaving shopping centers to cross-streets with lower volumes.

Comment Cards

Four participants completed and turned in comment cards. A summary of the results is below; full responses are in *Appendix A*.

- Participants heard about the meeting in a variety of ways: signs, word of mouth, the newspaper, and an information card.
- The location and time of the meeting were convenient for all participants.
- Most respondents felt that the City adequately answered their questions.
- Respondents were split on whether they understood the City's plans after attending this meeting.
- Two participants had further comments about specific locations and proposed changes.

Appendix A: Comment Cards Received

Table A1. Comment Cards Received

General Comments	How did you hear about this Open House?	Was the location of the Open House convenient for you to attend?	Was the time of the meeting convenient for you to attend?	Were your questions answered by Sandy Springs representatives?	Do you understand the City's plans after attending this meeting?
	Signs	Yes	Yes	Yes	Yes
Thank you for having the opportunity to give feedback.	Newspaper	Yes	Yes	Yes	Yes
<p>We need sidewalks on both sides of Roswell Road south of the Perimeter to Gateway. This is long, long overdue as there are bus riders and pedestrians who walk in the road regularly and sit in mud waiting for the bus. Let's emphasize walking transportation along our main corridor.</p> <p>We don't need to hem in Elden Drive from turning left (south). Most of the people on this street turn left towards Buckhead. It is the only outlet of the street.</p>	Other - information card	Yes	Yes	Yes	Yes
Can we get pedestrian crosswalk signals that are similar to those in D.C. where they count down from 50 (or some other high number) rather than from only 10 or so like is typical of current crosswalks here? That way the pedestrian experience is a much less stressful one. Also, could pedestrians have the priority at intersections? Right now a pedestrian has to be a second class citizen and wait for <u>every</u> vehicle to go first - or as they are crossing.	Word of Mouth		Yes		No

* Note: The comments appear as typed by the participants; they were not formatted for grammar or spelling.

Appendix B: Project Emails Received

Table B1. Project Emails Received

#	Email
1	<p>I strongly encourage elimination of left hand turns from shopping or restaurant areas. Left hand turns require crossing multiple lanes of traffic and back up cars which could exit easily with a right turn. Secondly, surely traffic signals can be better coordinated than they are now. The worst one by far is right at City Hall! Eastbound traffic trying to turn south onto Roswell Road from Johnson Ferry is a nightmare. The flashing red turn arrow starts simultaneously with southbound traffic on Roswell getting a green light! Then the light at Hilderbrand turns red which backs up the entire block so that cars waiting to turn cannot. I have sat through as many as three green light sequences before finally being able to move, and then it was not safe as the traffic from Mt. Vernon gets the green light to turn south. This can certainly be corrected now.</p>
2	<p>Subject: pedestrian crossing places needed</p> <p>Especially across from MARTA stops. Long distances between crosswalks.</p>
3	<p>Hello.</p> <p>I would like to add a comment about the 2 curb cut closures on the Jamestown property (Whole Foods) but it seems that I can't drop a pin to post that comment.</p> <p>I would like to explore keeping one of these curb cuts slotted for closure to remain open as I don't think that funneling all of these two into the new is going to work very well, especially with the proposed development of that property. I would like this to be re-visited.</p>
4	<p>Hello, my name is [redacted] and I'm a visually impaired resident of Sandy Springs for the past 5 years. I "travel" with a guide dog and much of Roswell Road has become dangerous for us to even consider walking. Between Abernathy and Sandy Springs Circle, by CVS and the Wells Fargo Bank, there are between 15-20 driveway entrances/exits and street crossings, Some of them are missing truncated dome pads, a couple of the curb cuts do not line up with the truncated dome pads, and one of them is misplaced and leads a blind person with a cane, directly into Roswell Road! These are just on the western side when you are headed north on Roswell from Sandy Springs Circle toward Abernathy. I put in a maintenance request with the city over a year ago regarding the missing dome pads and a gentleman named John met me in front of my apartment complex and walked about a half mile with me so I could show him the locations. I don't believe they were ever fixed.</p> <p>As I lose more and more sight, trying to walk to the bank or CVS or Trader Joe's on the other side becomes more challenging because motorists just turn into the various parking lots without really looking, especially if they are heading north and making a left turn across Roswell Rd. I don't want to become the victim of a "car accident." I believe a couple well-chosen crossings (east to west/west to east) with a flashing pedestrian caution light and painted crosswalks would serve a dual purpose: first to force drivers to stop using Roswell Rd as a speedway and force them to stop if there's a pedestrian-- and a center median would provide a bit of protection for pedestrians, especially wheelchair-individuals, the visually impaired, and others walking slowly due to age or impairment. Secondly, be sure all crosswalks at lights have the extended seconds for crossing as well as the audible warning sound.</p> <p>The biggest and most dangerous crossing is going east and west crossing Roswell right at Abernathy. There are too many directions for pedestrians to watch for traffic turning and it is not a right angle crosswalk. As such, the distance is longer on a diagonal. Trying to dodge cars with all the various turn signals is frightening, especially when you must cross a lane of Abernathy in order to reach the light to cross Roswell. Try it with ski goggles on to block peripheral vision or with your eyes closed and you'll</p>

**Roswell Road Access Management Plan
Public Meeting 2 Input Summary**

#	Email
	<p>have a sense of what we deal with! Trust me, you will end up in the middle of Abernathy or Roswell Rd with cars honking at you. That intersection MUST be turned into 90 degree corners and crosswalks. While most of the light intersections I've crossed seem to have audible crossing sounds (which is far superior to Dunwoody where I lived for 20 years and) I think all traffic-heavy roads should have extended count and audible crossing. As stated in ADA, the diabled are entitled to "fair and equal access."</p> <p>I didn't have a ride to the june meeting, but I would to glad to talk with anyone about changes. I would also be willing to "inspect" sidewalks in Sandy Springs if someone is willing to drive me.</p> <p>I believe that accessibility should fall under the caegory of Inclusion. There has been a task force on Equity and Inclusion but mostly revolvrd around diversity, by gender, race, and age. I would like to see another task force that centers around improving the city for people with disabilities that are physical, as well as mental--neurodivise individual, wheelchair bound, deaf, blind, head-trauma victims, veterans etc. If I can be of assistance toward that goal, please let me know.</p> <p>Thank you for listening to my concerns and suggestions.</p>
5	<p>Good afternoon,</p> <p>Preventing fifty percent of our patrons from entering our legally licensed business The new median in front of the QuickTrip and the shopping center next to it will hurt several of the locally owned businesses along Roswell Road. The median negates access to the stores for half of their potential customers, in addition by prohibiting U-turn access at Grogans Ferry Road, these drivers will avoid the stores because they cannot easily turn around.</p> <p>The goals of this project should be to help ALL Sandy Springs residents and their families.</p> <p>Please reconsider this plan by adding access, as you have just south of the center in front of the Police Department.</p> <p>Quote number# on Interactive Map FB81A4</p>
6	<p>I am writing to voice my opposition to the median along Roswell Road. I live in a neighborhood just east of Roswell Road and often walk to Trader Joe's, CVS and other businesses in that area. I don't feel unsafe when walking or driving. A median will cause more traffic backups at the intersections where a U-turn is permitted since you'll have so many cars in need of u-turning. How about better enforcement of the traffic laws along Roswell Road instead?</p>
7	<p>1. Just another voice... Please do not get rid of the middle turn lane, otherwise how are we supposed to turn left?? U-turns at traffic lights? It's just gonna make traffic terrible</p> <p>2. While you're at it, please undo the terrible change that was made at Alan Road when you get to Roswell.</p> <p>The right lane of Allen should be ONLY for access onto 285 W. The left lane, instead of being blocked by concrete in the road (?!!), should be for people try to get onto Roswell Road south, either remaining thus, or getting into the left lane for 285 E.</p> <p>I understand that the idea to block that up came because people used to make a left onto Roswell Road from there. But now that there's a meduan on Roswell Road, and you can't make a left, there's absolutely no reason to prevent people from getting onto Roswell Rd., South, and letting the people trying to get into 25 just do it already....!!!</p>
9	<p>Dear Sandy Springs' Safer Roswell Road Project Representative:</p> <p>Due to the limited number of characters allowed in the Comments box online, I'm emailing to continue our comments in their entirety below:</p>

**Roswell Road Access Management Plan
Public Meeting 2 Input Summary**

#	Email
	<p>We have concerns regarding exiting our multifamily property located at 7843 Roswell Road - Morgan's Landing Apartments. The addition of a median at this location will prohibit exiting the property to travel southbound on Roswell Road. This alteration will affect our residents ability to access Roswell Rd for southbound travel causing them to travel northbound and require them to make a U-Turn to redirect to southbound lanes. We are not certain this will assist you in plans to create a "Safer Roswell Road". In addition, this change could adversely affect the marketability and value of our property resulting in possible lost revenue. At a minimum, please eliminate the "NO U-TURN" signs one block north of Morgan's Landing's access to Roswell Road.</p>
10	<p>I have a vested interest in the south section of Roswell Rd from I285 to the south. I have a home at 430 Elden drive and a stepson that lives on 540 Elden Drive. The current layout of Roswell Rd works perfectly today. The middle lane allows me to turn left easily at all time of the day and there is never a backup on Elden. To install a median would force me to turn north onto Roswell and find a business to turn around in so I can go south. My pharmacy, grocery, gas station and many restaurants are to the south, so everyday I would be forced to make a u turn maneuver somewhere between Elden and the interstate— causing a lot of traffic congestion. I also have a relatives on the other side of Roswell Rd (off Burdette Rd) and use Maryeanna Dr everyday. The blocks to Maryeanna's entrance to Roswell would cause great difficulty.</p> <p>Overall i believe that traffic continues to build on Roswell Rd as new apartments get built— we need more lanes added to Roswell Rd, not fewer!!! The middle turn lane is a boon to all commuters on Roswell Rd and to replace it with a median would force all cars to make elaborate double and triple turns and illegal u-turns to just get where they need to go for everyday errands. And I can't imagine the anger of businesses you have marked to eliminate driveways! My stepson owns a business on Roswell that the proposal eliminates his driveway!</p> <p>This plan is shocking and I will do everything in my power to attempt to let people know what chaos it will cause to everyone that uses Roswell Rd.</p>
11	<p>Hi</p> <p>My family has lived in Sandy Springs for over 55 years and can remember when Roswell Rd was a 2 lane Road. I looked at the maps but can't locate the exit from our neighborhood at Forest Hills just south of Mt Vernon and north of Belle Isle. We have begged for a traffic light for years at this intersection as the Chemin de Vie condos are directly across Roswell from our neighborhood with a turn lane in the middle of the road.. There have been multiple wrecks here as people try to turn left out of the condos, left out of Forest Hills and cars into the turn lane from Roswell Rd. Police often set up speed traps at the condos across from Osner due to the long stretch of road and people flying on this stretch of no lights. There is no crosswalk and there are many condo residents who walk to the synagogue on Highpoint. I have witnessed famines dodging traffic and come close to getting hit due to speeding and cars from both neighborhoods vying for the turn lane. I think the best solution would be a traffic light, crosswalk and a dedicated, non- blinking turn light in both directions on Roswell Rd</p> <p>Thank you</p>
12	<p>Hello</p> <p>I sent an earlier email with comments on the proposed plan for Roswell Rd. My main concern is traffic will convert to Lake Forrest and Highpoint. Highpoint has 3 schools and 2 synagogues, many walkers and bikers. It is very hilly with many blind spots. People already fly down Highpoint at 50 plus miles an hour with no regard for the 35 mph speed limit. I take my life in my hands turning from Forest Valley to Highpoint as it is a blind turn between hills. I have seen walkers almost get hit from speeding cars trying to cross to get to the sidewalk. School speed limits are already ignored. The only traffic control is one 5-way stop at Highpoint School. How do you propose ensuring our neighborhood isn't going to become the new Roswell Rd? Are you going to install the sidewalks and stop signs we've been petitioning Sandy Springs to furnish? Please advise. Lake Forrest will see increased speeding and traffic as well. Great way to ruin neighborhoods as cars search for alternative routes</p>

#	Email
	Thank you for your consideration
13	<p>Hello,</p> <p>I hope this email finds you well. Attached is a letter with comments and concerns regarding the Roswell Road Access Management Plan sent on behalf of several business owners in the Roswell Road Corridor. We would appreciate the opportunity to discuss the plan further with transportation planning staff. Please let us know who we can reach out to for a follow-up meeting on the matter. Thank you for your consideration, and we look forward to hearing from you.</p> <p>Dear Ms. Shankle:</p> <p>I am writing to you regarding the Roswell Road Access Management Plan (“Roswell Road Plan”) and its effect on businesses and service stations in the Roswell Road Corridor. The stated purpose of the Roswell Road Plan is to improve connectivity and provide safer access for pedestrians, motorists, and cyclists. Additionally, the Roswell Road Plan is aimed at reducing traffic congestion and loss of economic functionality. Specifically, the raised medians are supposed to reduce the number of conflict points and reduce crash frequency. Presumably, in order to address the effect on existing business, page 19 of the Roswell Road Small Area Plan states that “medians would not be included in locations where their placement would require a U-turn to access existing driveways or streets.”</p> <p>There is concern among the business community along Roswell Road with how the raised medians will affect traffic congestion, access to existing businesses, and motorist safety. The medians do not allow drivers to make left turns into businesses on the opposite side of the street and do not allow U-turns. Often accessing a service station requires a U-turn or left turn to access an existing driveway or curb cut; especially if motorists need to get off the road quickly, need to turn into the service station for refuge, or are running low on gas. If motorists are forced to drive all the way down to an intersection, where they may not even be permitted to make a legal U-turn, before they can access a service station across the street, it will result in either drivers making illegal U-turns (which can be unexpected from other drivers and even more dangerous), or making a left turn at the intersection and using other business’s driveways and curb cuts to access the service station. This very likely scenario would create even more traffic problems, conflict points and crash frequency along Roswell Road.</p> <p>The aim of the Roswell Road Access Management Plan is to improve traffic conditions and safety, not to negatively affect existing businesses. The plan as it currently exists will not improve traffic or safety and will negatively affect existing businesses. I respectfully request that you consider the comments and feedback above regarding the Roswell Road Plan. Further, my colleagues and I would like to meet with the transportation planning staff to come up with a way the plan can better serve the businesses and residents of the City of Sandy Springs. We look forward to hearing from you.</p>
14	<p>Dear madam or sir-</p> <p>Removal of the center turn lane on Roswell road would be a safety and traffic disaster.</p> <p>After hearing this proposal I feel a general reminder to please reduce taxes or find better use for tax money before spending as that was the original sales pitch of the city with the original vote for incorporating.</p> <p>I’ve been here since 1980 and Roswell Road (along with many others) needs more traffic capacity not less so I can’t imagine the logic of planting up valuable road space on a major regional artery. Feel free to call or email me with questions.</p> <p>Regards</p>

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#	Email
15	<p>I'd like to express unqualified support for the effort underway (and the mindset behind it).</p> <p>While there will no doubt be circumstances in which these changes will cause minor inconvenience to automobile drivers (including myself), the ability to safely walk along or cross Roswell Road will be a game changer - both for those of us who are privileged enough to be able to choose whether to drive or walk, and for those of us who don't have that choice.</p> <p>Just the other day, I had no choice but to drive the 1 mile from my home to a meal out on the Roswell corridor, not because of the whether (it was a pleasant summer evening) but because of the lack of complete sidewalks and crosswalks.</p>
16	<p>Why do y'all insist on ruining this place I have loved for over thirty five years? Why do y'all continue to add these horrible projects that make life extremely challenging for handicapped people to access the places we have shopped for decades with more mess and construction as this outrageous and people hating project? This is a nice place that is rapidly become a cluster of horrible ideas dotting our landscape like those ridiculous traffics circles by late civil engineer brother warmed me about out west two decades ago! Why do y'all want to continue to put this crap in our lives? I hate this idea! This reminds me of communist countries I have visited in prior years! False beauty to keep people under control and on mass transit as it is too challenging to drive if you actually have a car! I cannot come to city hall as it is too painful and too challenging but I am sick and tired of your destroying thing town and making traffic worse! Please stop dreaming up more ways to make this place like a socialist Marxist dream! I hate this whole idea!</p>
17	<p>I've heard from next door that Sandy Springs may be planning to eliminate some turn lanes in favor of medians with flowers and trees. I think this could cause a real traffic problem. Where can we find more information.</p>
18	<p>Thank you for sending us this e-mail and for providing us the opportunity to provide input on the City's ongoing Roswell Road Access Management Plan. We have provided some input through the Social Pinpoint map. We currently own and operate Three Dollar Cafe on Roswell Road at Hightower Trail (8595 Roswell Road) and have been in Sandy Springs at the same location since 1982. We also own the parcel that Three Dollar Cafe currently sits on.</p> <p>We understand the efforts the City is undertaking to improve access management and multi-modal safety along the Roswell Road corridor. Our particular location is quite tricky as our parcel sits at a corner with limited parking and tight turnarounds. We saw that the City is currently proposing to close the two of the three driveways for our site in the future. We would like to provide two options in the attached PDF.</p> <p>Once adopted, will the Roswell Road Access Management Plan be amending the City's Municipal Code as it relates to driveway standards? Or, will the Roswell Road Access Management Plan simply serve as policy guidance for the future?</p>
19	<p>No medians, please!!</p>
20	<p>Hello, my name is [redacted] and I am the owner of the parcel at 230 Windsor Pkwy. We have not been made aware of this Access Management plan until late last week when someone unrelated to the city told us about it. Per the website, stakeholders and property owners have been made aware of this project. Did we miss how we were notified? Please provide any materials that may be relevant to us.</p>

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#	Email
	<p>At first glance, we are very concerned about losing our dedicated Roswell Road access. This contributes significantly to the value of our property and would place an undue financial hardship on the property and our business here if approved.</p> <p>As a significant stakeholder with Roswell Road frontage, we would love the opportunity to meet with whoever is leading this project at the city to discuss the project further.</p> <p>I look forward to hearing back.</p>
21	<p>Hello</p> <p>I sent an earlier email with comments on the proposed plan for Roswell Rd. My main concern is traffic will convert to Lake Forrest and Highpoint. Highpoint has 3 schools and 2 synagogues, many walkers and bikers. It is very hilly with many blind spots. People already fly down Highpoint at 50 plus miles an hour with no regard for the 35 mph speed limit. I take my life in my hands turning from Forest Valley to Highpoint as it is a blind turn between hills. I have seen walkers almost get hit from speeding cars trying to cross to get to the sidewalk. School speed limits are already ignored. The only traffic control is one 5-way stop at Highpoint School. How do you propose ensuring our neighborhood isn't going to become the new Roswell Rd? Are you going to install the sidewalks and stop signs we've been petitioning Sandy Springs to furnish? Please advise. Lake Forrest will see increased speeding and traffic as well. Great way to ruin neighborhoods as cars search for alternative routes</p> <p>Thank you for your consideration</p>
22	<p>Thank you so much for responding. I think instead of a median at this intersection please consider a stoplight and crosswalk for pedestrians. In addition to the neighborhood there are 3 condos, one on forest hills, chemin de vie directly across the street and one across from Elden. You have many people who would walk to Kroger at Fountain oaks and other businesses if they could safely walk across the street. There are also multiple families trying to cross from the condos to reach the synagogues on Highpoint. It is their tradition to walk, they do not drive and no one walks the extra steps to Mt Paran or Belle Isle. They just dodge traffic. Also there is a hill and if the light at Windsor Pkwy and Belle Isle are both green people blow through Belle Isle/Roswell at 60+ because there is nothing to slow them down making it very hard even on a good day to make a right turn out of forest hills. Check with SS police. That is why they sit just north of forest hills to catch speeders. Please also consider the effect this will have on the Highpoint Rd neighborhood. There are 3 schools and 2 synagogues, lots of pedestrians and no stop signs or crosswalks. Speeding is already a problem and I am constantly being passed by other cars going over the double yellow line going 50+. Highpoint needs traffic control as it has become the alternative to Roswell Rd and will get worse when this plan is implemented.</p> <p>Thank you again and please let these concerns be considered. Both of these measures have been requested and ignored for years</p>

** Note: The comments appear as typed by the participants; they were not formatted for grammar or spelling.*



Sub-Appendix D: Public Meeting 2 Online Map Summary



Roswell Road Access Management Plan

Summary of Feedback on Preliminary Layout from Interactive Map Tool

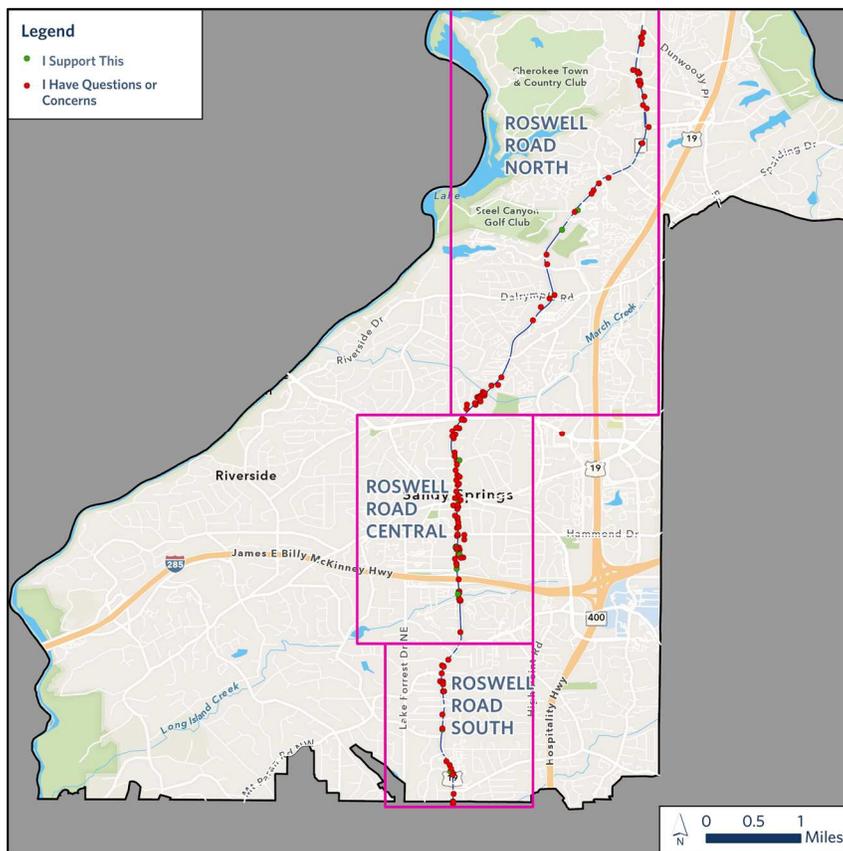
I. Overview

The Social Pinpoint map input tool was used to gather feedback on proposed access management treatments along the Roswell Road corridor. The online input period opened with the public meeting on June 23, 2022 and closed three weeks later on July 16, 2022. During the online input period, **57 participants** shared a total of **163 comments**. All comments can be found in *Appendix A: Comments Transcript*.

As shown in **Figure 1**, the corridor was divided into the following three segments:

1. Roswell Road North (between Dunwoody Place and Abernathy Road)
2. Roswell Road Central (between Abernathy Road and Glenridge Drive)
3. Roswell Road South (between Glenridge Drive and Meadowbrook Drive)

Figure 1: Segments of Roswell Road



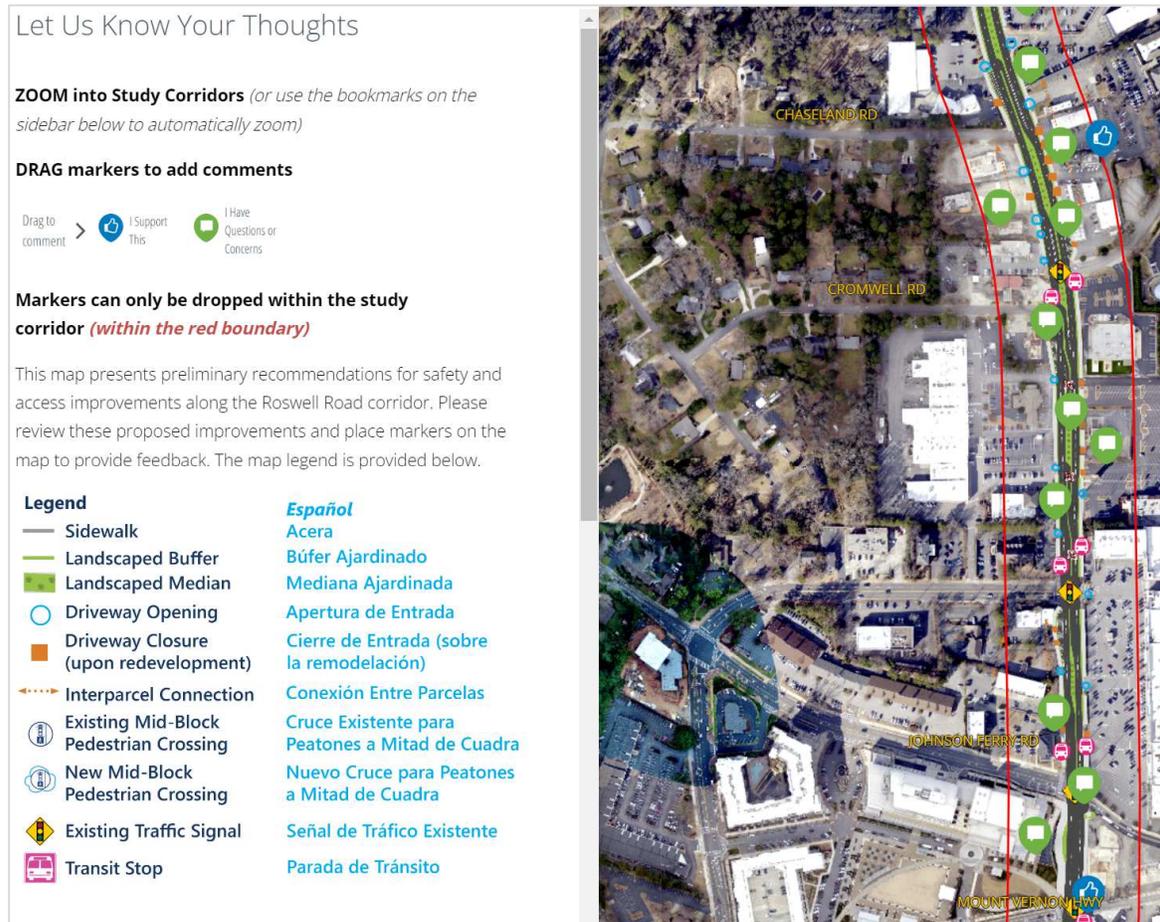
Roswell Road Access Management Plan Summary of Feedback on Preliminary Layout from Interactive Map Tool

The map tool allowed participants to select from the following marker types:

- I support this.
- I have questions or concerns.

Figure 2 depicts the user interface of the map input tool, including the markers that participants dropped on the map in this specific area.

Figure 2: Map Input Tool User Interface



After placing markers on the map, participants were asked a brief follow-up survey. The survey collected additional information about the participants' relationship to Roswell Road. If the participant used the "I support this" marker, the survey prompted the respondent to provide a priority rating for the proposed modification.

A. Input Summary

The map tool collected feedback from several individuals during the three-week period that it was open for comment. Participants posted the majority of comments as “Questions or Concerns” rather than “Support” for the proposed concepts. The map tool automatically categorizes the comments based on sentiment; 16 comments were tagged as “positive,” while 90 were tagged as “negative” and 57 were tagged as “neutral” or “mixed.” **Table 1** summarizes the different marker types used on the different segments of Roswell Road.

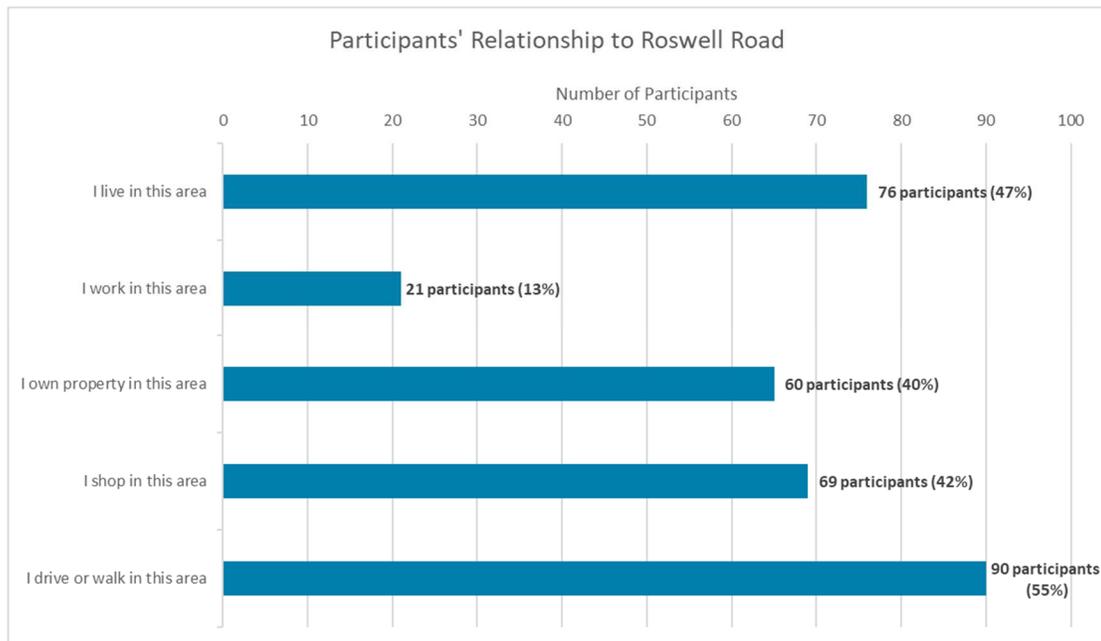
Table 1: Total Comments by Segment and Marker Type

	Roswell Road North	Roswell Road Central	Roswell Road South	Total
<i>I support this</i>	2	11	2	15
<i>I have questions or concerns</i>	58	67	23	148
Total	60	78	25	163

Survey Responses

After placing markers, participants completed a follow-up survey asking about their relationship to the particular area on Roswell Road. Participants were allowed to choose all options that were applicable. These results are summarized in **Figure 3**. The most frequently selected answer choice was “I drive or walk on Roswell Road,” with 90 votes (or 55 percent of participants). Just under half of the participants (47 percent) indicated that they live in the area.

Figure 3: What is your relationship to the area where this project is being proposed?



**Roswell Road Access Management Plan
Summary of Feedback on Preliminary Layout
from Interactive Map Tool**

Participants who used the “I support this” marker were also asked a follow-up question on prioritizing the proposed modification: “On a scale of 1 to 5, please indicate how important this improvement is to you, with 5 being highest priority and 1 being lowest priority.” The prioritization survey results for the 15 “support” comments are shown in **Table 2**. Pedestrian facilities (midblock crossings and sidewalks) appear most frequently in these comments. The majority of these participants rated these improvements as a “5 (highest priority).”

Table 2: “Support” Comments and Prioritization

Location	Proposed Modification	Comment	Priority Rating
Near Morgans Landing	Buffered sidewalk	I like the buffered sidewalk.	5
Mount Vernon Hwy and Roswell Road intersection	<i>No modification shown here</i>	Especially at these major crossing points there should be pedestrian crosswalk signals similar to those in Washington D.C. that count down from 50 or so, rather than from only 10 or so. That way pedestrians don't have to stress to cross; but can feel invited to be on the sidewalk. Also, pedestrians should truly have the right of way, rather than cars, at intersections. That would encourage less driving and more walking in our walkable community. These would be good improvements at each light.	5
Hammond Dr.	Median and U-Turn	Not only have multiple people agreed that this median is necessary (stretching from Hammond down to the area that has a proposed traffic light), but there also needs to be a “No U-Turn” sign at this point, as well as on both Hammond sides of the intersection and the proposed one at the north part of this intersection. This intersection is dangerous enough as it is, and not prohibiting U-turns isn't going to make things safer here.	5
South of Belle Isle Rd.	Median and new traffic signal	Adding this median needs to happen alongside the addition of the traffic signal below to make this area safer. However, the signals below and above this point need to be configured so that left-turning traffic on Belle Isle and Long Island are not stuck at the intersection for inordinate amounts of time, because that's what currently happens at the Belle Isle intersection regardless of the traffic on Roswell.	5
South of Hammond Dr.	Midblock crossing	This signalized crossing is much needed.	<i>No priority rating provided</i>

**Roswell Road Access Management Plan
Summary of Feedback on Preliminary Layout
from Interactive Map Tool**

Location	Proposed Modification	Comment	Priority Rating
South of Hammond Dr.	New traffic signal	The new traffic light should be right here, between the Parkside Shops and the entrance to Lowe's.	5
South of Hammond Dr.	New traffic signal	This should be at the entrance/Exit to El Azteca, which is more often used as an access point to the Lowes shopping complex. Right now, it is easier to head to the northeast corner of the complex and turn left onto Hammond to be able to make a left or right turn on Roswell Road. Aligning the light with an entrance/exit to across the street to the Chipotle shopping center would serve both business areas.	4
South of 285	Driveway closures	Closure of excess driveways in the shopping strip, maintaining a few in strategic places, and connecting all parking lots for stores would easy traffic as there would be less places were cars are making turns to access a store. It would also allow for sideway to be worked on	5
South of 285	Driveway closures	Closing these 2 driveways would alleviate traffic flow, particularly when: -the traffic that gathers in this corner when the traffic lights are turning -the bus is stopping at the corner stop -pedestrians are crossing and cars are unable to pass the car coming in/out of these 2 driveways to continue driving south	5
South of Mystic Pl.	Sidewalk	Sidewalk in this area needs to be continuous, there are parts were it stops	5
Between Chaseland Rd. and Cromwell Rd.	Interparcel access	(Using "Support" comment more to prevent comment merging on map.)* The yellow chain and parking barriers immediately to the right of this marker should be removed to improve interparcel access between here and the adjacent property. While the adjacent comment is incorrect that the proposed properties would have only one entry/exit, the second one on Vernon Woods would be awkward to use as is, and removing the chain and barriers by this spot should allow for better access to surrounding areas.	4
North of Carpenter Dr.	<i>Comment does not refer to a proposed modification</i>	(Support comment used to prevent comment merging.)* For the adjacent comment, while the traffic absolutely needs to be improved in the area, the hotel's struggles are less because of traffic and more because of basic economics. Previous studies	3

**Roswell Road Access Management Plan
Summary of Feedback on Preliminary Layout
from Interactive Map Tool**

Location	Proposed Modification	Comment	Priority Rating
		have shown that the demand for hotels in Sandy Springs (*not just the one in question*) wasn't really there pre-COVID, and there's been a major drop in hotel business across the board post-COVID as people have been more averse to traveling.	
North of 285	Landscaped median	For medians, artificial plants preferred due to water conservation and global warming	5
South of 285 to Lake Placid Dr.	Midblock crossing	Support all changes from 285 to Lake Placid Dr, especially pedestrian crossing	5
South of Morgan Falls Rd.	Midblock crossing	Good idea, a lot of cars get stuck in the median waiting to turn	5

*Note: These comments are referring to an issue within the map input tool where comments using the same marker type were clustered with nearby markers. About midway through the input period, the planning team observed this issue and rectified it so that all comments would be able to be viewed individually.

II. Key Findings by Roswell Road Segment

The following section is organized by the segments of Roswell Road shown in **Figure 1**.

A. Roswell Road North

The public provided **60** comments along the Roswell Road North segment. Common topics among these comments included issues with driveway closures, access to shopping centers, concern about U-turns, and insufficient pedestrian crossings. Specific businesses referenced include Roswell Ridge Business Park, Chick-Fil-A, and Publix.

- The Raleigh Square Condominium complex area was mentioned in **14** comments. Homeowners from this neighborhood were very concerned about how the proposed modifications would impact their access, with turning left to drive northbound on Roswell Road cited as a major concern.
- Multiple participants voiced concerns that driveway closures at the Publix at Dunwoody Place would impact traffic.
- A representative for the Publix at Trowbridge Shopping Center asked for the plan to consider alternative options rather than the driveway closure shown at this property.
- A representative from the Community Assistance Center also commented about driveway closures north of Hightower Trail causing an impediment. Trucks need access to deliver multiple food deliveries daily to the Food Pantry.
- A couple of comments requested more pedestrian crossings. Participants noted the following locations as potential candidates for pedestrian crossings:
 - Cedar Ridge Plaza Shopping Center at Cimarron Parkway,
 - The North Fulton County Annex, and
 - The Foxcroft Condominiums.

Support Comments

- “I like the buffered sidewalk.” [View Map Marker](#)
- “This signalized crossing is much needed.” [View Map Marker](#)

Comments Suggesting Specific Changes

- “For pedestrian and vehicular safety, it would be preferred to close the blue circled driveway and instead keep the SE driveway on Hightower and the service access at the NEC of the property open. This would allow for a more continuous sidewalk and vehicles could utilize the existing stop controlled intersection on Hightower Trail. It would also ease internal vehicular circulation. Leaving the proposed driveway open at the blue circle is less than 500' from the existing intersection at Hightower.” [View Map Marker](#)
- “It may be better to close this existing driveway and instead keep the northern driveway on Hope Road open for improved access management and pedestrian safety. It would also improve transit safety with the bus stop on Roswell (Stop ID: 906352), providing less conflict between the driveway and bus pulling out after stopping.” [View Map Marker](#)
- “This is a hard intersection [Morgan Falls Road and Roswell Road] to navigate both as a pedestrian and as a motorist (or even as a transit rider). Currently it's very chaotic and as a pedestrian I've almost been run over and as a motorist I have literally been run out of the road by drivers flying down it. It seems like a traffic circle might work well here and at other intersections along Roswell Rd. Then motorists would have to slow down and be able to make the turns and pedestrians would have a much more safe set of choices.” [View Map Marker](#)

B. Roswell Road Central

The public provided **78** comments along the Roswell Road Central segment; this segment received the greatest number of comments. Several business representatives relayed concerns that the proposed median and driveway closures would have a detrimental impact on their businesses. Many “question/concern” comments were concentrated around the proposed traffic signal across from the Lowe’s property, with only one comment supporting this proposed modification.

One participant suggested increasing the “walk time” at the crosswalks from 10 seconds to 50 seconds would improve pedestrian safety, noting that this is done in Washington, D.C. Another participant responded to this idea, stating that it might not be feasible at all times of day due to traffic flow impacts, but that it should be considered at times when greater pedestrian traffic is anticipated. This commenter referenced the Sandy Springs Saturday Farmers’ Market as an example of a time when more pedestrian activity should be accommodated.

There were mixed responses around the proposed midblock crossing at Lake Placid. One commenter felt that the crossing is not needed based on the types of businesses in the area. Another commenter said that the crossing would only make traffic worse. One participant used the “Support” marker and noted that they liked the pedestrian crossing at this location.

Support Comments

- “Especially at these major crossing points there should be pedestrian crosswalk signals similar to those in Washington D.C. that count down from 50 or so, rather than from only 10 or so. That way pedestrians don’t have to stress to cross; but can feel invited to be on the sidewalk. Also, pedestrians should truly have the right of way, rather than cars, at intersections. That would encourage less driving and more walking in our walkable community. These would be good improvements at each light.” [View Map Marker](#)
- “Not only have multiple people agreed that this median is necessary (stretching from Hammond down to the area that has a proposed traffic light), but there also needs to be a “No U-Turn” sign at this point, as well as on both Hammond sides of the intersection and the proposed one at the north part of this intersection. This intersection is dangerous enough as it is, and not prohibiting U-turns isn’t going to make things safer here.” [View Map Marker](#)
- “The new traffic light should be right here, between the Parkside Shops and the entrance to Lowe’s.” [View Map Marker](#)
- “This should be at the entrance/Exit to El Azteca, which is more often used as an access point to the Lowes shopping complex. Right now, it is easier to head to the northeast corner of the complex and turn left onto Hammond to be able to make a left or right turn on Roswell Road. Aligning the light with an entrance/exit to across the street to the Chipotle shopping center would serve both business areas.” [View Map Marker](#)
- “Closure of excess driveways in the shopping strip, maintaining a few in strategic places, and connecting all parking lots for stores would ease traffic as there would be less places where cars are making turns to access a store. It would also allow for sideway to be worked on” [View Map Marker](#)
- “Closing these 2 driveways would alleviate traffic flow, particularly when:
-the traffic that gathers in this corner when the traffic lights are turning
-the bus is stopping at the corner stop
-pedestrians are crossing and cars are unable to pass the car coming in/out of these 2 driveways to continue driving south” [View Map Marker](#)
- “(Using “Support” comment more to prevent comment merging on map.) The yellow chain and parking barriers immediately to the right of this marker should be removed to improve interparcel access between here and the adjacent property. While the adjacent comment is incorrect that the proposed properties would have only one entry/exit, the second one on Vernon Woods would be awkward to use as is, and removing the chain and barriers by this spot should allow for better access to surrounding areas.” [View Map Marker](#)
- “(Support comment used to prevent comment merging.) For the adjacent comment, while the traffic absolutely needs to be improved in the area, the hotel’s struggles are less because of traffic and more because of basic economics. Previous studies have shown that the demand for hotels in Sandy Springs (*not just the one in question*) wasn’t really there pre-COVID, and there’s been a major drop in hotel business across the board post-COVID as people have been more averse to traveling.” [View Map Marker](#)
- “For medians, artificial plants preferred due to water conservation and global warming” [View Map Marker](#)

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- “Support all changes from 285 to Lake Placid Dr, especially pedestrian crossing” [View Map Marker](#)
- “Good idea, a lot of cars get stuck in the median waiting to turn” [View Map Marker](#)

Comments Suggesting Specific Changes

- “I recommend connections between these properties. The new bank building at Roswell and Mt Vernon has the capacity to be the primary exit for all the businesses in this block that want to drive north. There is a left turn arrow on Mt Vernon onto Roswell going north and this does not exist at Hildebrand.” [View Map Marker](#)
- “The new traffic light should be right here, between the Parkside Shops and the entrance to Lowe's.” [View Map Marker](#)
- “If the level of interparcel connection on the left ends up occurring, the northbound turn lane should be a “No U-Turn” lane. As proposed, the connections would deal with any need to turn around that couldn't be addressed at the above and below intersections, and reducing any driving complications should in turn make the corridor safer at this point.” [View Map Marker](#)
- “U-turns on the Abernathy and southbound Roswell sides of the intersection need to be prohibited, as the surrounding areas along Abernathy and Roswell (above this intersection) have ways to access them already, and continuing to allow U-turns at those points doesn't make an already-dangerous intersection any safer. Ideally, U-turns should also be prohibited on the northbound Roswell side as well, but an argument can be made based on the accessibility of the shopping center with the Goodwill.” [View Map Marker](#)
- “Remove ALL left turn access from the Lowes center on to Roswell Road southbound. Instead provide access to Cliftwood which has an existing signal. Utilizing Cliftwood also provides access to the center directly across from Lowes. Adding an additional traffic signal on Roswell Rd in this area would create massive backups and delays. If Roswell traffic is stopped, you wouldn't be able to exit the Lowes center even with an added signal. **Left turns from Lowes onto Hammond are also problematic .” [View Map Marker](#)
- “Traffic timing needs to be addressed at this intersection [Lake Placid Drive and Roswell Road]” [View Map Marker](#)

C. Roswell Road South

The public provided **25** comments along the Roswell Road South segment. A couple of participants voiced concerns about the impact of the median on businesses. One commenter said that this plan appears to make access more difficult for residents of apartments and townhomes. Some residents of Summit Condominiums were worried about elimination of the left turn from this complex. Several comments referenced concerns about increased traffic, with a perception that the proposed modifications on Roswell Road would result in more motorists choosing to drive on side streets. Three comments suggested a potential midblock crossing at Mystic Place. Another respondent said that sidewalk improvements near Mystic Place need to be a priority.

Support Comments

- “Adding this median needs to happen alongside the addition of the traffic signal below to make this area safer. However, the signals below and above this point need to be configured so that left-turning traffic on Belle Isle and Long Island are not stuck at the intersection for inordinate amounts of time, because that’s what currently happens at the Belle Isle intersection regardless of the traffic on Roswell.” [View Map Marker](#)
- “Sidewalk in this area needs to be continuous, there are parts were it stops” [View Map Marker](#)

Comments Suggesting Specific Changes

- “This entry access is used at least 20 hours a day for employees and customers. The parking lot is very small and narrow; having 2 entry points is absolutely essential. This driveway also allows traffic to stay minimal on Spruell Springs Rd.” [View Map Marker](#)

III. Locations to Evaluate Further

During the public meeting and through the online map input, the public provided the project team with several ideas to consider as the final concept is refined. The project team also received additional input directly from a key stakeholder organization, MARTA. The following tables (**Table 3 and Table 4**) include locations where the public and MARTA asked for further evaluations to be completed.

Table 3: Midblock Crossing Requests

Location of Midblock Crossing Request	Roswell Road Segment
Cedar Ridge Plaza Shopping Center at Cimarron Parkway	Roswell Road North
The North Fulton County Annex	Roswell Road North
Between Northridge Road & Pitts Road / Ison Road (near A-town Automotive)	Roswell Road North
Between Dalrymple Road & Spalding Drive (minimal transit activity – peak hour and daily ons and offs)	Roswell Road North
Between Spalding Drive and Abernathy Road (near Foxcroft Condo)	Roswell Road North
The Foxcroft Condominiums	Roswell Road North
Near Sandy Springs Municipal Complex & Morgans Landing Dr	Roswell Road North
Between Abernathy Road & Vernon Woods Drive (minimal transit activity – peak hour and daily ons and offs)	Roswell Road Central
Between Glenridge Drive and Mt Paran Road	Roswell Road South
Mystic Place	Roswell Road South

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Table 4: Left Turn into Driveway Requests

Location of Left Turn into Driveway Request	Roswell Road Segment
Southbound Left into Huntington Place Drive	Roswell Road North
Northbound Left into Huntcliff	Roswell Road North
Southbound Left into Northridge Crossing (Roswell Ridge)	Roswell Road North
Southbound Left into Tahoma Drive	Roswell Road North
Northbound Left into Brantley Road	Roswell Road North
Northbound Left into Sandy Springs Municipal Complex (northern driveway)	Roswell Road North
Southbound Left into North Fulton Government Center (northern driveway)	Roswell Road North
Southbound Left into Jim Ellis Ford	Roswell Road North
Southbound Left into Trowbridge Publix	Roswell Road North
Northbound Left into Stonington Condo	Roswell Road North
Southbound Left into Park @ Abernathy Square	Roswell Road Central
Southbound Left into Rick Hendrick Toyota	Roswell Road Central
Northbound Left into Plaza @ City Springs	Roswell Road Central
Northbound U-turn south of Glenridge Drive	Roswell Road South
Southbound Left into Elden Drive	Roswell Road South
Northbound Left into Fountain Oaks Shopping Center (Kroger)	Roswell Road South

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Appendix A: Comments Transcript

The following comments are exact replications provided by map input community participants. Spelling, grammar, and other adjustments to improve readability were not made.

A. Roswell Road North

Number	Type	Comment	Up Votes	Down Votes
1	I Support This	I like the buffered sidewalk.	0	0
2	I Have Questions or Concerns	This is a hard intersection to navigate both as a pedestrian and as a motorist (or even as a transit rider). Currently it's very chaotic and as a pedestrian I've almost been run over and as a motorist I have literally been run out of the road by drivers flying down it. It seems like a traffic circle might work well here and at other intersections along Roswell Rd. Then motorists would have to slow down and be able to make the turns and pedestrians would have a much more safe set of choices.	0	0
3	I Support This	This signalized crossing is much needed.	0	0
4	I Have Questions or Concerns	Need a signalized pedestrian crossing near here.	0	0
5	I Have Questions or Concerns	Need a signalized pedestrian crossing near here.	2	0
6	I Have Questions or Concerns	In addition to a traffic light, it may be better to adjust both sides of Hightower Trail so that a proper 4-way intersection is formed here.	0	0
7	I Have Questions or Concerns	missing driveway	0	0
8	I Have Questions or Concerns	TOO MANY Raised Median! They DO NOT need to be put up & down entire Roswell Road	2	0
9	I Have Questions or Concerns	I agree with the premise, but closing both this driveway opening, and the next immediate one to the south, puts a lot of traffic through parking immediately in front of Publix doors, which may cause a safety hazard of its own.	0	0
10	I Have Questions or Concerns	Having this curb cut onto Northridge is an existing safety hazard as cars try to make left hand turns onto Northridge east bound	0	0
11	I Have Questions	I have concerns about leaving this driveway opening in existence, even after the Grogans Ferry improvement project reduces the current	1	0

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Number	Type	Comment	Up Votes	Down Votes
	or Concerns	potential for head on collisions. This curb cut sits on a sweeping curb diminished sight lines. I would suggest closing this opening.		
12	I Have Questions or Concerns	it seems the driveway opening and closure into the Mercedes dealership is opposite what the buffer and turns lanes indicates.	0	0
13	I Have Questions or Concerns	As this property is currently being redeveloped, any plans for this area especially need to be flexible to properly accommodate the final design of the area in here. Medians may need to be modified, driveway openings may end up changed, etc.	0	0
14	I Have Questions or Concerns	Depending on the development of the connected property, a driveway closure should be considered here if the end traffic can be handled on the Dalrymple ramp and Roswell Road entrance.	0	0
15	I Have Questions or Concerns	I have concerns with any impact to access for the Publix shopping center. I work for the Landlord and would like to discuss alternative options regarding the proposed driveway closer and landscaped median along the frontage.	0	0
16	I Have Questions or Concerns	Light or pedestrian crosswalk . High traffic exiting and entering apartment complex and people crossing the road to the bus stop. Pedestrian also crossing the road to the Publix grocery store.	1	0
17	I Have Questions or Concerns	This severely limits access to our property for south bound traffic. In fact, the median configuration seems to hurt several of the businesses along Roswell Road.	0	0
18	I Have Questions or Concerns	Making this entry the communal entry will increase congestion at an already busy entry/exit on Roswell. This further discourages patrons from coming to our property and makes it more difficult and potentially dangerous for our clients to take advantage of the Food Pantry.	0	0
19	I Have Questions or Concerns	In addition to customers accessing the Thrift Store and clients accessing the food pantry on a daily basis, we have multiple deliveries of food to the pantry daily. The necessity of u-turns on Roswell Rd for delivery vehicles is likely to increase congestion.	0	0
20	I Have Questions or Concerns	Half of the customers of the 15 local businesses come from the south-to-north side of Roswell Rd. Not allowing a U-turn at Grogans Ferry Rd. will jeopardize their future. This project is supposed to improve the lives of Sandy Springs residents, the business owners are residents as well, some with 20+ years here. Please add an access cut, like the one just south in front of the Police Department.	0	0
21	I Have Questions or Concerns	,	0	0
22	I Have Questions or Concerns	This is currently the ONLY way to exit north from Raleigh Square and it appears as if you will be blocking the driveway.	1	0

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Number	Type	Comment	Up Votes	Down Votes
23	I Have Questions or Concerns	You're showing this as a driveway but we (Raleigh Square) have it closed off permanently.	0	0
24	I Have Questions or Concerns	It appears landscape buffers go across our (Raleigh Square) current and only entrance.	0	1
25	I Have Questions or Concerns	This has businesses with lots of traffic coming from North and South into the Roswell Ridge business park. There needs to be access coming South to take a left.	0	0
26	I Have Questions or Concerns	This is not a driveway. It's a pedestrian-only gate	5	0
27	I Have Questions or Concerns	Based on this map and the red lines it looks like this corridor would be affecting or taking private homes at Raleigh Square condominiums. I live in this property. This would be of great concern. I would appreciate hearing feedback. But as is I definitely do not agree with taking private homes for this venture.	6	0
28	I Have Questions or Concerns	It doesn't appear that we will be able to easily enter our home into Raleigh Square condos entrance. Going north and making a u turn could create traffic problems. We had this problem when the median was extended a few years ago, and it had to be shortened so that we could enter. This affects hundreds of people.	8	0
29	I Have Questions or Concerns	Maybe you are proposing this would be the new one way entrance? We need safe entrances and exits from our community.	4	0
30	I Have Questions or Concerns	As a resident of Raleigh Square-putting a median in front of our northern exit would create a HUGE problem. This means anyone leaving to go north, would have to take a right (south), and do a u-turn to go north? This is absurd and highly problematic.	5	0
31	I Have Questions or Concerns	This is highly problematic for both entry and exit of the RS community and I see no benefit to it for any other purpose. It will also cause additional backups on the road for those turning into the school and not all able to fit into the median turning lane.	2	0
32	I Have Questions or Concerns	It appears that it will be far more difficult and less safe for the 100s of homeowners of Raleigh Square to exit the community and turn left to go northbound on Roswell Road.	4	0
33	I Have Questions or Concerns	Will this be a two-way entrance and exit to the neighborhood?	1	0
34	I Have Questions	To confirm, the exit here will be removed?	0	0

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Number	Type	Comment	Up Votes	Down Votes
	or Concerns			
35	I Have Questions or Concerns	Raleigh Square relies on one-way entrance and exits in and out of the complex. There's very little space to provide a two-lane exit and entrance point here. While it seems to make sense for Roswell Road, it would not be safe for the residents and the cars that park there.	3	0
36	I Have Questions or Concerns	There is an exit out of the complex. It's not marked as being closed or open.	0	0
37	I Have Questions or Concerns	There's not enough room to accommodate two lanes of traffic and parking. This is not safe for residents and for cars coming in and out.	7	0
38	I Have Questions or Concerns	There's a exit here that is not marked on the map.	0	0
39	I Have Questions or Concerns	How to do we safely turn left on to N Roswell?	0	0
40	I Have Questions or Concerns	This driveway is critical ingress/egress for delivery and service vehicles serving the site.	0	0
41	I Have Questions or Concerns	Will existing overhead utility lines be undergrounded or relocated as part of this project?	0	0
42	I Have Questions or Concerns	For pedestrian and vehicular safety, it would be preferred to close the blue circled driveway and instead keep the SE driveway on Hightower and the service access at the NEC of the property open. This would allow for a more continuous sidewalk and vehicles could utilize the existing stop controlled intersection on Hightower Trail. It would also ease internal vehicular circulation. Leaving the proposed driveway open at the blue circle is less than 500' from the existing intersection at Hightower.	0	0
43	I Have Questions or Concerns	It may be better to close this existing driveway and instead keep the northern driveway on Hope Road open for improved access management and pedestrian safety. It would also improve transit safety with the bus stop on Roswell (Stop ID: 906352), providing less conflict between the driveway and bus pulling out after stopping.	0	0
44	I Have Questions or Concerns	How would southbound vehicles be able to access Hightower Trail? Please consider allowing greater U-turn opportunities or access points.	0	0
45	I Have Questions	As a resident of Raleigh Square, there's only enough room for this to either be an entrance OR an exit. Too many medians needing u-turns for	3	0

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Number	Type	Comment	Up Votes	Down Votes
	or Concerns	this area. We need to keep our entrances and exit the way they currently are.		
46	I Have Questions or Concerns	Resident of Raleigh Square-Does this mean you're wanting to close our current exit? That's a huge problem.	3	0
47	I Have Questions or Concerns	This is going to be chaos and dangerous, especially in the morning with rush hour and school traffic combined. Also, there always cars using this as a u-turn.	2	0
48	I Have Questions or Concerns	I disagree with closing some of the exits for the homeowners of Raleigh square. It will also take up the few parking spots that we already have and will cause so much trouble for the older people who live here as well. This is going to cause more trouble than benefits.	0	0
49	I Have Questions or Concerns	Are we unable to turn left onto Roswell Road?	0	0
50	I Have Questions or Concerns	This plan is ridiculous. Nowhere near enough room for in/out traffic along with parking. Do the people making these plans ever talk to the people who actually live in the communities?	1	0
51	I Have Questions or Concerns	Closing this exit from the Raleigh Square Condos will create a huge disruption to the residents everyday life.	0	0
52	I Have Questions or Concerns	The main entrance to the Raleigh Square condos needs to remain open and available to ensure the steady flow of traffic.	0	0
53	I Have Questions or Concerns	Is this access point to the Raleigh Square Condos to be Exit-only. The driveway in this area isn't wide to support a gate for both incoming and outgoing traffic.	0	0
54	I Have Questions or Concerns	How does someone make a left turn (south) out of the shopping center?	0	0
55	I Have Questions or Concerns	Creating limited options to enter & exit the shopping center	0	0
56	I Have Questions or Concerns	I'm not sure exactly where the ChickFila is on this map; however, traffic going into the restaurant at busy times can block cars on Roswell Rd. It is also difficult for cars leaving the property when needing to turn left (south).	0	0
57	I Have Questions	How well do the proposed changes accomodate redevelopment of this shopping center	0	0

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Number	Type	Comment	Up Votes	Down Votes
	or Concerns			
58	I Have Questions or Concerns	Pedestrian crossings are definitely needed in this corridor. Are enough being added?	0	0
59	I Have Questions or Concerns	Is a pedestrian crossing needed here? If this is the North Fulton County annex, I believe it is.	0	0
60	I Have Questions or Concerns	How well does this plan accomodate changes anticipated for the high school?	0	0

B. Roswell Road Central

Number	Type	Comment	Up Votes	Down Votes
1	I Have Questions or Concerns	I understand the need but this is going to back up traffic even worse here. How about a pedestrian bridge. The traffic here is BRUTAL as is without needing to stop every 2 mins for a pedestrian to cross.	1	4
2	I Have Questions or Concerns	WHY? how will this possibly help?	2	1
3	I Have Questions or Concerns	It would be great if the overpass could be configured similar to the 5th Street overpass down by Georgia Tech whereby the pedestrian hardly even knows they are crossing the freeway as they are making the crossing. Buffered meandering greenscaped sidewalks would be great (though they may require narrowing the travel lanes there-which may be a good thing).	0	0
4	I Have Questions or Concerns	Especially at these major crossing points there should be pedestrian crosswalk signals similar to those in Washington D.C. that count down from 50 or so, rather than from only 10 or so. That way pedestrians don't have to stress to cross; but can feel invited to be on the sidewalk. Also, pedestrians should truly have the right of way, rather than cars, at intersections. That would encourage less driving and more walking in our walkable community. These would be good improvements at each light.	3	0
5	I Support This	Especially at these major crossing points there should be pedestrian crosswalk signals similar to those in Washington D.C. that count down from 50 or so, rather than from only 10 or so. That way pedestrians don't have to stress to cross; but can feel invited to be on the sidewalk. Also, pedestrians should truly have the right of way, rather than cars, at intersections. That would encourage less driving and more walking in our walkable community. These would be good improvements at each light.	1	0
6	I Have Questions	Having a median at this spot is not a good idea, especially due to the effects to the Plaza on the left. The Cliftwood entrance to the shopping	0	0

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Number	Type	Comment	Up Votes	Down Votes
	or Concerns	center is difficult to use in the mornings due to the line that forms for Starbucks, and the median would end up partially restricting the best access point through Roswell by making it inaccessible from those going northbound on Roswell. There needs to be more medians on Roswell for sure, but this is not a good spot for one.		
7	I Support This	Not only have multiple people agreed that this median is necessary (stretching from Hammond down to the area that has a proposed traffic light), but there also needs to be a “No U-Turn” sign at this point, as well as on both Hammond sides of the intersection and the proposed one at the north part of this intersection. This intersection is dangerous enough as it is, and not prohibiting U-turns isn’t going to make things safer here.	2	0
8	I Have Questions or Concerns	Remove ALL left turn access from the Lowes center on to Roswell Road southbound. Instead provide access to Cliftwood which has an existing signal. Utilizing Cliftwood also provides access to the center directly across from Lowes. Adding an additional traffic signal on Roswell Rd in this area would create massive backups and delays. If Roswell traffic is stopped, you wouldn’t be able to exit the Lowes center even with an added signal. **Left turns from Lowes onto Hammond are also problematic .	0	0
9	I Have Questions or Concerns	This will cause massive delays on Roswell. Too many lights close together.	1	1
10	I Have Questions or Concerns	While the “50-second crosswalk” idea is a decent idea, it’s not suitable to have that as an option for all times of day, particularly when improving the flow of traffic during peak hours of the day should take priority. Instead, having that option should be limited to times when greater pedestrian traffic should take priority, like the farmer’s market events on Saturdays, in which cases it can work and improve the walkability of the area without worsening vehicle traffic.	4	1
11	I Have Questions or Concerns	Having both of these driveway closures may make this gas station much harder to access than intended. As proposed, that would make both entering and exiting the gas station fairly dangerous given the proximity to the intersection with Roswell Road, especially trying to make a left turn onto Cliftwood. Closing one of the two Roswell openings makes sense, but closing both may backfire safety-wise, especially if it’s done in conjunction with the extended median proposed directly below.	0	0
12	I Have Questions or Concerns	If the level of interparcel connection on the left ends up occurring, the northbound turn lane should be a “No U-Turn” lane. As proposed, the connections would deal with any need to turn around that couldn’t be addressed at the above and below intersections, and reducing any driving complications should in turn make the corridor safer at this point.	0	0
13	I Have Questions or Concerns	Please, please, PLEASE use plants and small trees on medians that are wide enough to handle them. It not only makes the medians more visible but breaks up the monotony of gray with standard concrete medians while giving the city a greener and more welcoming feel to it.	4	1
14	I Have Questions or Concerns	U-turns on the Abernathy and southbound Roswell sides of the intersection need to be prohibited, as the surrounding areas along Abernathy and Roswell (above this intersection) have ways to access them already, and continuing to allow U-turns at those points doesn’t make an	0	0

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Number	Type	Comment	Up Votes	Down Votes
		already-dangerous intersection any safer. Ideally, U-turns should also be prohibited on the northbound Roswell side as well, but an argument can be made based on the accessibility of the shopping center with the Goodwill.		
15	I Have Questions or Concerns	Need a signalized pedestrian crossing near here.	2	0
16	I Support This	The new traffic light should be right here, between the Parkside Shops and the entrance to Lowe's.	0	0
17	I Have Questions or Concerns	The traffic signals on the Lake Placid sides need to be reworked to improve the flow of traffic, especially if a median/mid-block crossing/any kind of vehicle obstacle gets put immediately north of here. It's currently a mess turning onto Roswell, and it's important to avoid situations where drivers end up making risky manouvers to avoid being stuck at the intersection.	0	0
18	I Have Questions or Concerns	Is there away to provide a tunnel beneath Roswell road to go from City Hall to Veterans Park free of vehicle traffic? Or perhaps an elevated walkway?	0	0
19	I Support This	This should be at the entrance/Exit to El Azeteca, which is more often used as an access point to the Lowes shopping complex. Right now, it is easier to head to the northeast corner of the complex and turn left onto Hammond to be able to make a left or right turn on Roswell Road. Aligning the light with an entrance/exit to across the street to the Chipotle shopping center would serve both business areas.	0	0
20	I Have Questions or Concerns	I know you are trying to streamline traffic coming off I-285, but this hotel and attached business has never been able to find its footing despite frequent redevelopment efforts. What you need to do is ensure this area has convenient access to ensure business can succeed, not cut it off further.	0	0
21	I Have Questions or Concerns	Right turn from Roswell going N to Abernathy going E needs to be restricted - no turn on red	2	0
22	I Have Questions or Concerns	NEED Traffic signal for south on SR9. Safety!!!	1	0
23	I Have Questions or Concerns	If you close all the driveways & force cars to enter/exit at 1 (one) access point, it will need a light to prevent long waits to exit the business	4	0
24	I Have Questions or Concerns	The traffic signal timing here, at Johnson Ferry, & at Mt. Vernon needs to be improved. As it is, they cause too much of an unnecessary backup at times, and at Hildebrand the timing makes it dangerous to turn onto Roswell.	0	0
25	I Have Questions	A lot of pedestrians cross in this intersection. It needs to be safe for them to cross. I see people almost getting hit multiple times in this intersection daily.	0	0

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Number	Type	Comment	Up Votes	Down Votes
	or Concerns			
26	I Support This	Closure of excess driveways in the shopping strip, maintaining a few in strategic places, and connecting all parking lots for stores would ease traffic as there would be less places where cars are making turns to access a store. It would also allow for sidewalk to be worked on	2	0
27	I Support This	Closing these 2 driveways would alleviate traffic flow, particularly when: -the traffic that gathers in this corner when the traffic lights are turning -the bus is stopping at the corner stop -pedestrians are crossing and cars are unable to pass the car coming in/out of these 2 driveways to continue driving south	2	0
28	I Have Questions or Concerns	I recommend connections between these properties. The new bank building at Roswell and Mt Vernon has the capacity to be the primary exit for all the businesses in this block that want to drive north. There is a left turn arrow on Mt Vernon onto Roswell going north and this does not exist at Hildebrand	0	0
29	I Have Questions or Concerns	What is the purpose of these curbside areas that have hash marks and are not at a transit stop?	1	0
30	I Have Questions or Concerns	The length of the turn lane seems short for the number of businesses it needs to support. Make turn lane longer	1	0
31	I Have Questions or Concerns	In my experience this intersection is blocked because traffic cannot turn onto Roswell rd south as it backs up from the Hammond Rd light. To be more effective the road needs to be widened so that there is a left turn lane. I recommend that the new development have the traffic light and the cars from the condo building between Hammon and SS Place drive up to that light to turn onto Roswell Rd	2	0
32	I Have Questions or Concerns	Add an exit from Lowes onto Carpenter drive. The road can be a ramp to traverse the elevation difference. The Lowes exit onto Hammond drive will be extremely difficult as the traffic is increased on Hammond drive when the road is widened. And adding a light on Roswell is not realistic since the traffic already backs up over mid-block on Roswell between Hammond and Carpenter	1	0
33	I Have Questions or Concerns	A light will not work here. The traffic already backs up from Carpenter and Hammond past this point - so it will be grid lock and the shopping center traffic will not be able to turn onto Roswell Rd. Lowes traffic shall funnel onto Carpenter Dr and Tuesday Morning shops traffic will also funnel onto Carpenter Dr	0	1
34	I Have Questions or Concerns	Add a connection between these two shopping centers to create an alternate path for local shopping traffic.	1	0
35	I Have Questions	Please evaluate the need for this crosswalks against the types of businesses that will be added. Since the grocery and target are south on	0	0

**Roswell Road Access Management Plan
Summary of Feedback on Preliminary Layout
from Interactive Map Tool**

Number	Type	Comment	Up Votes	Down Votes
	or Concerns	Roswell and have a crosswalk I wonder about the uses of the crosswalk that are not accomplished by the southernmost crosswalk.		
36	I Have Questions or Concerns	We need to keep the existing 2 left turn lanes from Roswell onto Abernathy	1	0
37	I Have Questions or Concerns	This parcel needs to be connected to the adjacent businesses because you are not allowing u-turns. You must be able to drive from one business to the others since you cannot use Roswell Rd. The three adjacent businesses need to be connected. (Car Wash, Oil Change and closed restaurant).	0	0
38	I Have Questions or Concerns	I think the residences need a way to enter and exit from both directions of Roswell Rd. The current design requires that they travel north for 1/4 mile and south for 1/3 mile. It seems that the turn lanes should come to Provenance Dr, rather than the closed restaurant.	2	0
39	I Have Questions or Concerns	I recommend keeping this exit as right turn only. It is better for the traffic to turn south onto Roswell from here rather than trying to turn left across Johnson Ferry to get up to Roswell Rd to turn right.	1	0
40	I Support This	(Using "Support" comment more to prevent comment merging on map.) The yellow chain and parking barriers immediately to the right of this marker should be removed to improve interparcel access between here and the adjacent property. While the adjacent comment is incorrect that the proposed properties would have only one entry/exit, the second one on Vernon Woods would be awkward to use as is, and removing the chain and barriers by this spot should allow for better access to surrounding areas.	0	0
41	I Support This	(Support comment used to prevent comment merging.) For the adjacent comment, while the traffic absolutely needs to be improved in the area, the hotel's struggles are less because of traffic and more because of basic economics. Previous studies have shown that the demand for hotels in Sandy Springs (*not just the one in question*) wasn't really there pre-COVID, and there's been a major drop in hotel business across the board post-COVID as people have been more averse to traveling.	0	0
42	I Have Questions or Concerns	Since this property is being redeveloped, it may be worth exploring a deal with the property owner to adjust the Roswell Road entrance to here to facilitate a traffic signal implementation. Otherwise, a signal here is awkward due to the mismatched property entrance/exit spots, and moving the signal to the below entrances will only worsen traffic due to the distance between traffic lights. If a deal can't happen, then Lowe's center paths to Hammond and Carpenter need to happen instead.	0	0
43	I Have Questions or Concerns	Do not add light. Close curb cuts & transfer traffic to Carpenter. Connect to Whole Foods parking lot	0	0
44	I Have Questions or Concerns	Encourage developer to not install speed bumps on Access Roadway.	1	0

**Roswell Road Access Management Plan
Summary of Feedback on Preliminary Layout
from Interactive Map Tool**

Number	Type	Comment	Up Votes	Down Votes
45	I Have Questions or Concerns	Hammond is higher volume than Carpenter. Cannot turn left from Lowes onto Hammond	2	0
46	I Have Questions or Concerns	This is a less trafficked rd so better exit from shopping center to turn onto Roswell @ light. Do not let elevation be a barrier	0	0
47	I Have Questions or Concerns	The implementation of this median might not be as effective in practice. It may especially be problematic in the mornings for the Cliftwood entrance to the Plaza, as the Starbucks line that forms tends to block up that entrance.	0	0
48	I Support This	For medians, artificial plants preferred due to water conservation and global warming	0	2
49	I Have Questions or Concerns	(4) Extend the raised median past this intersection, currently creates problems in current version	0	0
50	I Support This	Support all changes from 285 to Lake Placid Dr, especially pedestrian crossing	0	0
51	I Have Questions or Concerns	(5) Do not allow a U-turn here - it is too busy & dangerous.	1	0
52	I Support This	Good idea, a lot of cars get stuck in the median waiting to turn	1	0
53	I Have Questions or Concerns	Traffic timing needs to be improved at this intersection.	0	0
54	I Have Questions or Concerns	Need left turn out going south on Roswell Road - median will hurt this center, Publix closes	1	0
55	I Have Questions or Concerns	Glenlake and Abernathy turning into Mercedes/Aria creates a backup that impedes sight going west	0	0
56	I Have Questions or Concerns	can this exit be more level with Roswell road during the improvements -- currently it is so steep that the light only allows about 4 cars to exit	0	0
57	I Have Questions or Concerns	This driveway handles 90-95% of the traffic into and out of our establishment and the proposed closing of the driveway will put us out of business permanently. Thanks	1	0

**Roswell Road Access Management Plan
Summary of Feedback on Preliminary Layout
from Interactive Map Tool**

Number	Type	Comment	Up Votes	Down Votes
58	I Have Questions or Concerns	I am one of the owners of Rumi's Kitchen. We already have major traffic issues trying to get out of our parking lot during peak times. This will Be crushing to our business to only have a one way in and one way out. We need to find a way to address the traffic issue with businesses as more and more businesses open along Roswell road and it becomes denser.	1	0
59	I Have Questions or Concerns	Exiting from 6065 Roswell Road requires access to cross the median to the southbound lane. Placing the landscaped median substantially and negatively impacts access in and out of the office building (Northside Tower) on the east side of the road. This would force people do drive north on Roswell road and then either do an illegal U turn or take an extremely circuitous route to head south on Roswell road that would easily add 10 minutes to the drive to go south. Strongly recommend against median.	0	0
60	I Have Questions or Concerns	How can we exit the bank and head south if this is blocked by a median. Need to start the median north of this point so exit from 6065 Roswell is possible southbound.	1	0
61	I Have Questions or Concerns	This driveway is typically the only efficient way to exit this parking lot to head southbound on Roswell Rd. The driveway further south (closer to Whole Foods) is backed up all the time 10 + cars deep trying to exit and turn right. Without this driveway traffic the parking lot can exit efficiently.	0	0
62	I Have Questions or Concerns	If somebody needs to head north from a business and u-turns are not allowed, what is the plan? the median is extremely long headed south. Is the only option to turn into another business's driveway, and turnaround?	2	0
63	I Have Questions or Concerns	By putting this landscaping in the middle of the road would prevent me from entering and exiting out of the building I work in efficiently.	0	0
64	I Have Questions or Concerns	Do not install a landscaped median. Myself along with my colleagues who work at 6065 Roswell Rd will not be able to enter the building's parking lot when traveling Southbound nor will we able to exit the parking lot, heading Southbound. We come and go on a regular basis so this change will greatly and negatively affect our ability to efficiently move in the area and do our jobs.	0	0
65	I Have Questions or Concerns	I worry about more traffic when people have to do u-turns up and down Roswell Rd. I think of the current build-up with turning lanes on Roswell Rd around Mt Vernon. This is going to be applied everywhere when multiple businesses and residents need to do u-turns to either enter an establishment or when they leave and need to correct their direction. Where do cars u-turn when most turning lanes don't allow it? Lights would be better in some of these situations. We need less traffic, not more.	1	0
66	I Have Questions or Concerns	So does this mean even more congestion on Roswell Rd when folks who would go North have to go south just to find a place to turn around to go North? And vice versa. So high traffic times will be even worse and businesses will be avoided because it's hard to get in and out. If Roswell rd had better periphery roads, this plan might work, but it doesn't. Roswell	1	0

**Roswell Road Access Management Plan
Summary of Feedback on Preliminary Layout
from Interactive Map Tool**

Number	Type	Comment	Up Votes	Down Votes
		Rd is the only access point for most, if not all of these places. There's not a parallel road with a separate entrance.		
67	I Have Questions or Concerns	I feel like all these medians to prevent accidents and promote safety are just going to create more confusion and frustration. People are going to try and do u-turns where they aren't supposed to. Lights are going to be backed up with people trying to u-turn and I worry about pedestrians trying to cross at those points and competing with cars. I love the idea of more green space, but there has to be another way. More lights maybe? Or make the medians shorter?	0	0
68	I Have Questions or Concerns	Taking a right to go south on Roswell should really be a no turn on red. The building on the left blocks sight.	0	0
69	I Have Questions or Concerns	This is just going to add to additional congestion on Roswell Road. What a horrible idea!!	1	0
70	I Have Questions or Concerns	How are people going to be able to drive South on Roswell Road with this median here? This is going to make access and regress out of this shopping plaza problematic and in turn affect the local businesses located here.	0	0
71	I Have Questions or Concerns	How do people access these businesses and restaurants? Is the City trying to cripple businesses in order to drive them out of the area?	0	0
72	I Have Questions or Concerns	This is too many traffic lights placed too close together. This will make travel along Roswell Road between 285 and Hammond Drive (in either direction) take at least twice as long as it does now. What a ridiculous suggestion!	0	0
73	I Have Questions or Concerns	It's already hard enough to turn left into this shopping plaza due to southbound traffic, but forcing vehicles to go to the light will make it next to impossible to patron these businesses. This light is already difficult to make turns at, but the plaza will become inaccessible via Cliftwood due to the backup created for the Starbucks drive-through.	0	0
74	I Have Questions or Concerns	This plan is concerning, appears that it would make access and egress difficult for residents of townhomes, apartments and businesses, everyone would have to make dangerous U-turns, Why?	0	0
75	I Have Questions or Concerns	Putting a median along Roswell Road will be make it difficult for the small businesses along this corridor to stay open. Turning lanes where you could make a u-turn will be backed up and choke traffic. This is a terrible idea that serves no purpose. I live within walking distance of Cubanos ATL, Trader Joes, CVS, Waffle House, and other Roswell Road businesses. I have no issues with pedestrian safety when walking to these places.	0	0
76	I Have Questions or Concerns	It is difficult to use this map because not enough streets are clearly identified.	0	0

**Roswell Road Access Management Plan
Summary of Feedback on Preliminary Layout
from Interactive Map Tool**

Number	Type	Comment	Up Votes	Down Votes
77	I Have Questions or Concerns	I did not see a place to provide an overall comment. It does not appear that there are a sufficient number of pedestrian crossings.	0	0
78	I Have Questions or Concerns	I believe this will severely impact the businesses in this shopping center. I don't see where their customers would be able to go south on Roswell Road. A u-turn is not allowed and it appears they will have to go north to the traffic light, make a left into another lot and then work their way back to Roswell Road south. Customers will avoid this which will hurt these businesses	0	0

C. Roswell Road South

Number	Type	Comment	Up Votes	Down Votes
1	I Have Questions or Concerns	I do not support a median on the section of Roswell Rd South of the Glenridge Connector. I don't think it's necessary, and it will make access to the many neighborhoods and businesses in this area unnecessarily difficult. However, I support sidewalks. Please scrap the medians! The medians will cause a great inconvenience to the residents of this area, especially to neighborhoods whose only access is on Roswell Rd.	4	3
2	I Have Questions or Concerns	While safety is certainly important, it's also important to keep in mind the effects of medians on businesses on either side of Roswell Road. This shopping center is a great example, as the proposed median makes it only accessible from vehicles going south on Roswell Road while cutting it off from vehicles going north on the same road.	2	0
3	I Have Questions or Concerns	A crosswalk is needed somewhere in this area. There are currently many jaywalkers because it is unreasonable difficult to walk to a crosswalk in the middle of this large hill, and this is an especially dangerous place to cross imo because it is a turn. The lack of crosswalk makes using buses even more difficult for people in this area.	3	0
4	I Have Questions or Concerns	Can the median be extended through this intersection?	0	0
5	I Have Questions or Concerns	This area of sidewalk should be prioritized. Multiple out of control vehicles going north on roswell have failed to react to the turn beginning here and driven straight into the daycare parking lot in this location. There is already a broken yellow bollard and sign. A wider buffer could reduce the risk of a tragic accident.	2	0

**Roswell Road Access Management Plan
Summary of Feedback on Preliminary Layout
from Interactive Map Tool**

Number	Type	Comment	Up Votes	Down Votes
6	I Have Questions or Concerns	Re: the question about a median through this intersection, keep in mind that Sandy Springs could not do it unilaterally as doing so would cross over out of Sandy Springs into Atlanta.	0	0
7	I Support This	Adding this median needs to happen alongside the addition of the traffic signal below to make this area safer. However, the signals below and above this point need to be configured so that left-turning traffic on Belle Isle and Long Island are not stuck at the intersection for inordinate amounts of time, because that's what currently happens at the Belle Isle intersection regardless of the traffic on Roswell.	0	0
8	I Have Questions or Concerns	Possible consideration of a mid-block crossing at this point. Even with the one that currently exists to the north, there's still a lot of people who cross the road at this spot.	2	0
9	I Have Questions or Concerns	Sidewalk to Gateway!	2	0
10	I Have Questions or Concerns	SIDEWALKS very important, more crosswalks, some side streets will have to do U-turns (Elden)	2	0
11	I Support This	Sidewalk in this area needs to be continuous, there are parts were it stops	0	0
12	I Have Questions or Concerns	(4) There should be consideration to making the timing of this signal more efficient, not just with traffic coming off of Mt. Paran, but also making sure the Beachland side doesn't trigger when there are no cars there.	0	0
13	I Have Questions or Concerns	This entry access is used at least 20 hours a day for employees and customers. The parking lot is very small and narrow; having 2 entry points is absolutely essential. This driveway also allows traffic to stay minimal on Spruell Springs Rd.	0	0
14	I Have Questions or Concerns	A median in this area is extremely unnecessary and will cause more congestion and accidents. There are over 60 residences in off Elden Drive and over 30 businesses in this corridor. These people will be forces to make dangerous U-turns to get to their homes and the businesses which can lead to more traffic collision, congestion and traffic.	4	0
15	I Have Questions or Concerns	There is not enough depth in this parking lot to provide access to both properties without removing already existing parking spaces. The owner of this business will not be able to remove any parking spaces so both driveways need to remain open.	2	0
16	I Have Questions or Concerns	Creating landscape median here would create risk for incoming cars from the south of Roswell Rd into Mount Paran Walk mall. Vehicle will require U-turn and may increase the chance for an accident especially corner curve with median.	0	0
17	I Have Questions	I live in the condo community Summit Condominiums at this location and frequently need to turn left to go south on Roswell Road for my general commute and errands. Forcing everyone to turn right without being able	0	0

**Roswell Road Access Management Plan
Summary of Feedback on Preliminary Layout
from Interactive Map Tool**

Number	Type	Comment	Up Votes	Down Votes
	or Concerns	to turn around to go south until we get to Mount Paran Drive will be a major interruption for our neighborhood. I DO NOT SUPPORT this median here.		
18	I Have Questions or Concerns	I live in the Summit condominiums and it would be an incredible inconvenience and increase my commute to remove the ability to turn left on to Roswell Road here.	1	0
19	I Have Questions or Concerns	As a resident of The Summit Condominiums, I do not support this. Eliminating the left turn out of our complex is a tremendous inconvenience and will add to commute times and accessibility to grocery stores, gas stations, etc. it would necessitate the use of Mt Paran as a U-Turn which is both dangerous and inconvenient.	0	0
20	I Have Questions or Concerns	If traffic is slowed on Roswell Rd, it will divert more traffic to Highpoint Rd and other neighborhood streets. Highpoint Rd needs a stop sign midway to help slow traffic. Reducing speed in a business district should not be allowed to negatively impart residential streets.	1	0
21	I Have Questions or Concerns	How will drivers traveling north know that the shared turning lane has ended? Drivers now regularly drive north in it from Wieuca all the way to Starbucks or even Gateway, but under this plan, they will drive head-first into the south-bound left-hand turn lane for Meadowbrook.	0	0
22	I Have Questions or Concerns	Why not have a north-bound left turn lane into Kroger plaza?	1	0
23	I Have Questions or Concerns	A crosswalk is needed here due to the bus stop and the apartments across the road. There is a hill and curve in the road just north and it is dangerous for the many people trying to cross the road.	0	0
24	I Have Questions or Concerns	Is it possible to have a bus pull-over spot for these bus stops along Roswell (even just some knowing that all wouldn't be possible), to facilitate traffic continuing to move and help ease the congestion?	0	0
25	I Have Questions or Concerns	Major areas of concern here. First the construction times for this project would be years. The chaos caused with trucks, materials and workers would be insane. Secondly a median basically blocking our only business entrance to customers, employees and delivery vehicles travelling north bound is of enormous concern. Thirdly, the elimination of the center turn lane will make for traffic back ups and could be detrimental to our business and the customers it serves. We strongly oppose the plan.	0	0



Sub-Appendix E: Comments from City Council Meeting

March 15, 2022 Work Session Minutes: Agenda Item #2022-68

February 7, 2023 Work Session Minutes: Agenda Item #2023-030

February 7, 2023 Council Meeting: Public Comment

February 21, 2023 Council Meeting Minutes: Agenda Item #2023-061

Work Session of the Sandy Springs City Council was held on Tuesday, March 15, 2022 at 6:00 p.m., Mayor Rusty Paul presiding.

I. Staff Discussion Items

A. 2022-66 Morgan Falls Athletic Complex Improvements

Michael Perry, Recreation and Parks Director, presented the capital improvements work plan for the Morgan Falls Athletic Complex. City Staff contracted with Atkins Global, one of the City's on-call design/engineering firms, to develop a Master Plan for the Morgan Falls Athletic Complex. The Plan was completed with input from Staff and the Sandy Springs Youth Sports leadership team. A review of programming needs as well as the park facility were conducted to develop a full understanding of park conditions. Following the initial Work Plan presentation made to the Mayor and City Council on December 21, 2021, there were several more follow-up meetings with the City Staff and Sandy Springs Youth Sports to further refine the proposed Work Plan. The City's 2022 budget was amended on January 18, 2022 to provide \$1,500,000 for Capital Improvements at the Morgan Falls Athletic Complex.

Estimate of Probable Costs

Project Description	Anticipated Cost Estimate
Safety Netting	\$400,000
Sun Shades	\$240,000
Bleachers	\$170,000
Batting Cages	\$350,000
Bullpens	\$245,000
Security Cameras/ WIFI Upgrades	\$40,000
Water - Bottle Filling Stations	\$55,000
Total Including 20% contingency	\$ 1,500,000

Councilmember Tibby DeJulio stated if there are drainage issues, should those be addressed before the requested supplies and equipment purchases?

Recreation and Parks Director Perry replied there are many drain structures in the park. There is a project to address drainage that will be presented as part of the capital requests for the FY2023 budget.

Councilmember John Paul stated this is a good report and the City should use this and previous reports to determine the next set of priorities.

Councilmember Andy Bauman asked what this year's participation numbers are.

Recreation and Parks Director Perry replied the Sandy Springs Youth Sports Boards is pleased as this year is the highest participation over the last several years.

Council Consensus: Proceed as presented.

B. 2022-67 Announcement of Public Comment Period for the 2022 Community Development Block Grant Annual Action Plan

Michele McIntosh-Ross, Planning & Zoning Manager, presented the announcement of the Public Comment Period for the 2022 Community Development Block Grant Annual Action Plan. The 30-day public comment period affords residents an opportunity to comment on proposed projects and activities for the year. The 2022 Annual Action Plan initial public hearing was held on March 1, 2022. The draft Action Plan is attached for comment. A final draft will be submitted to the City Council for approval on May 17, 2022. Staff recommends committing Section 108 funds to complete the South Roswell Road Multiyear Sidewalk construction project, located south of Interstate 285 (Phase III). Phase III includes two SubPhases: Sub-Phase I (from Long Island Drive to Stewart Drive) and Sub-Phase II (Stewart Drive to Northwood Drive). Staff also recommends utilizing any remaining funds on a potential Hope Road sidewalk project and/or defeasing the loan. All sidewalk projects include design and construction, right-of-way appraisals, acquisition, utility relocations, and installation of street lighting, handicapped ramps and brick pavers. Any 2022 CDBG Grant Allocation is anticipated to be used to defease the Sec. 108 loan debt. Electronic copies will be available on the City's CDBG webpage beginning Friday, March 18 through Monday, April 18, 2022. The City's 2021 CDBG allocation was \$612,756. The City has not yet received notice from HUD regarding the allocation for 2022. Section 108 Loan funds allow the City to accelerate project construction without significant financial impact. The total amount for the City's current Section 108 Loan is \$8M.

Mayor Rusty Paul stated with the City starts projects with CDBG funds, but later the City loses its eligibility, then the City will need to complete any incomplete projects.

Councilmember Melody Kelly asked how does the census data play into the city's designation of an entitlement city.

Mayor Paul stated the census determines the City. Entitlement communities are identified with Census data where population of Census tracks are below 80% of AMI. This is adjusted periodically. And the incomes in many of these areas are getting higher.

Kristin Smith, Assistant City Manager, \$3.5M, including interests remains on the Section 108 loan. The city's schedule to disease the loan runs through 2030.

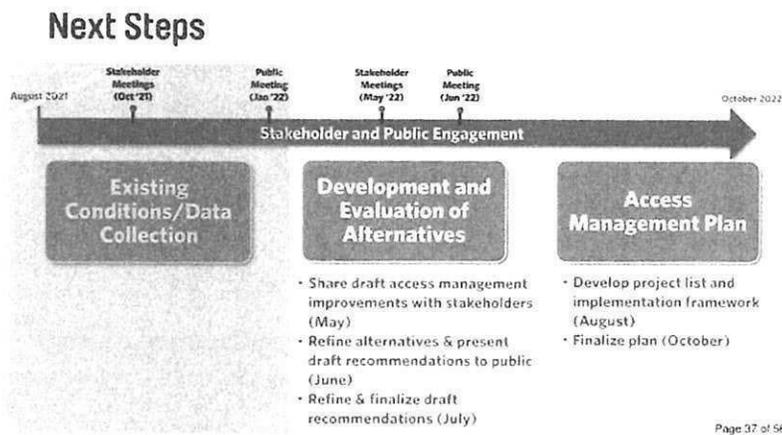
II. Public Works

C. 2022-68 Roswell Road Access Management Plan Status

Caitlin Shankle, Transportation Planner, and **Nithin Gomez, Gresham Smith, Consultant**, presented an update on the Roswell Road Access Management Plan project. The Roswell Road Access Management Plan builds upon the Roswell Road Small Area Plan and will address safety and operational issues facing the Roswell Road corridor, the principal north/south roadway for the City of Sandy Springs. Roswell Road is regionally significant, touches all six (6) council districts, and is served by two of the most utilized MARTA routes, 5 and 87. Roswell Road is also one of the least safe roadways in the City, with the highest number of crashes and highest crashes/mile rate compared to all other City roadways. The Roswell Road Access Management Plan kicked off in August 2021 and the Existing Conditions review was completed in February 2022. As part of the Existing Conditions review, the City held six stakeholder meetings to introduce the planning effort and learn more about existing concerns and issues around safety and congestion related to access on Roswell Road. Participants included property owners, property managers, Sandy Springs Police, Sandy Springs Fire, MARTA, Fulton County, the Weber School, North Springs

High School, Visit Sandy Springs, Leadership Sandy Springs, and the Sandy Springs Perimeter Chamber, among others. The City also hosted a virtual public meeting on January 24 to share initial findings from the existing conditions report and gain additional feedback from the public on safety issues they see on Roswell Road. An interactive poll was created to capture feedback during the meeting. An online mapping tool was also open from January 24 to February 7, 2022, allowing the public to place a marker on an online map where they saw specific issues. These comments were reviewed to supplement the data analyzed in the existing conditions report. The Existing Conditions report included a crash analysis, driveway inventory, review of existing plans, and traffic operations analysis. This information will be the basis for the next stage in the planning process: developing the alternative for the corridor. The statewide average crash rate for the roadway classification is based on the GDOT Statewide Mileage, Travel & Crash Data report for 2017.

In May 2020, the Atlanta Regional Commission awarded the City up to \$320,000 in federal funds for this Project (80% of the total Project budget of \$400,000). The FY 2021 budget included matching funds under Project T-0070, Access Management Plan, to provide the required 20% local match. Currently, there is no designated funding for future projects recommended from this plan. An implementation plan, including identification of potential funding sources, will be developed as part of the overall Roswell Road Access Management Plan. Several ongoing and upcoming CIP and TSPLOST funded projects do incorporate access management treatments along sections of Roswell Road.



Councilmember Jody Reichel asked how can an access point along the road be closed.

Transportation Planner Shankle replied this project will just propose what is the ideal solution. A lot can be done with redevelopment, considering the City and GDOT access standards. The property owner will need to make the improvement.

Councilmember Reichel stated something needs to be done about the metal plates on Roswell. There are many.

Councilmember John Paulson asked how is GDOT involved with this study.

Transportation Planner Shankle stated GDOT is a partner in the project, meeting with the City and providing feedback regularly.

Councilmember Tibby DeJulio stated there are many jaywalkers on the south side. Does this plan discuss putting in additional crosswalks or other elements?

Transportation Planner Shankle replied yes, part of the pedestrian access discussion is focusing on pedestrian crossings at bus stops and retail locations.

William H. Martin, Jr., AIA, Public Works Director, shared many of the metal plates along Roswell Road relate to the water leaks that have recently been identified. The City has spoken to the GDOT district engineers about these and other repairs needed, perhaps as a result of stormwater repairs.

Mayor Rusty Paul advised there is another water break to review at Hammond and Mount Vernon.

D. 2022-69 Update on the Capital Sidewalk Program

William H. Martin, Jr., AIA, Public Works Director, presented an update on the Capital Sidewalk Program. FY2022 priority scoring of candidates on the City’s Sidewalk Network Master Plan is underway based on the rate of additional requests. The Sidewalk Program Update, including Intent to Donate Right of Way process, was presented at the October 5 Council Meeting. The presentation was uploaded to the City’s website (<https://www.sandyspringsga.gov/sidewalks>). A scored list of projects for TSPLOST 2021 funds was also presented at the October 5 Council Meeting. Emails were sent to all citizens who are on file as having previously made sidewalk requests asking for neighborhood Intent to Donate statements. The deadline was December 3, 2021. Due to citizen input, the deadline was extended to January 17, 2022. Letters of Intent to Donate were received from property owners on two projects. Requests were also received from citizens for new projects not currently scored and not on the current Sidewalk Network Master Plan. As a result, it is recommended that the City update the Sidewalk Network Master Plan and include new projects for consideration as appropriate, as well as to consider limited implementation of the TSPLOST Sidewalk Program while the Sidewalk Network Master Plan Update and additional Project Scoring is conducted. The Sidewalk Network Master Plan was last updated in 2016.

56 Candidate Sidewalk Projects with a value of approximately \$30 Million have been identified by Staff. TSPLOST 2021 provides an investment of \$12M in sidewalks with collections beginning April, 2022.

List of Projects Scored in FY2022

USID	Project	Right of Way Availability (0-10)	Assigned Utility Notifications (0-5)	Constructability (0-5)	Evidence of Pedestrian Activity Adjacent to Walkway (0-10)	Proximity to Schools (0-5)	Proximity to Public and Private (0-5)	Overall Project Cost (0-5)	Total Points (Max 55)	Overall Project Cost Estimate (Million Construction and Right-of-Way Admin Fee)	Remaining Cost Only
5032	Windsor Parkway (VMCA 740 Windsor Pike to Peachtree Dunwoody)	9	4	4	5	3	4	5	45	\$201,630	\$201,630
4024	Trompsdorfer Road (Spaulding Road to Trompsdorfer Lake Drive)	4	5	4	4	2	1	4	32	\$104,900	\$104,900
7001	Allen Road (at NE corner of SW intersection 8 to ex. SW)	5	4	3	7	1	5	5	30	\$36,950	\$36,950
1010	Windsor Parkway (Ex. SW at 445 Windsor Parkway to Peachtree Dunwoody)	9	5	5	5	3	4	5	40	\$75,900	\$425,370
8010	MT. Vernon Highway (Ex. SW at Del-Lane Court to Long Island Drive)	8	4	3	9	3	8	0	39	\$285,648	\$731,018
1004	MT. Vernon Highway (West End Road to Ex. SW at 500 MT. Vernon Highway)	7	5	4	4	1	5	0	35	\$470,976	\$1,141,964
1009	River Exchange Drive (3000 River Exchange Drive Ex. SW to Spaulding)	10	5	8	8	2	5	5	50	\$224,740	\$1,376,734
9019	Roundstone (at Ches Manor to Riverside (at Roundabout))	7	8	2	4	4	5	0	37	\$70,752	\$1,177,486
9007	Windsor Parkway (at 400 Bridge to 725 Windsor Parkway)	7	5	5	2	3	5	4	39	\$54,440	\$1,441,966
5008	Windsor Parkway (High Point Road to 835 Windsor Parkway)	2	5	4	3	5	5	5	34	\$129,374	\$1,568,290
4005	Glenridge Drive (Ex. SW at Glenridge Commons to MT. Vernon Highway)	3	8	4	8	3	8	3	36	\$219,648	\$1,407,918
1017	Powers Ferry Road (New Northside Drive to 6205 Powers Ferry Road)	7	7	1	4	4	5	5	36	\$394,200	\$2,206,138
3007	Hilberbrand Drive (Hilberbrand to Roswell Rd)	4	2	2	9	1	5	4	33	\$262,418	\$2,868,554
5009	Windsor Parkway (Ex. SW at 445 Windsor Parkway to High Point Road)	9	5	5	5	3	5	4	41	\$179,830	\$2,848,184

Top \$4 Million Candidate Projects = 17 Candidates (21 are listed to include 5 smaller Windsor Parkway segments that are to be combined)

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GIS ID	Project	Right of Way Availability (0-10)	Anticipated Utility Relocations (0-5)	Constructability (0-5)	Evidence of Pollution Activity - Adverse Unsat. Preexisting Conditions (0-10)	Roadway Classification (0-5)	Gap Closure (0-5)	Proximity to Parks (0-5)	Proximity to Schools (Public and private) (0-5)	Overall Project Cost (0-5)	Total Points (Max 55)	Overall Project Cost Estimate (Design-Construction incl. ROW) + 10% Admin Fee	Remaining Cost Only
1006	Spaulding Drive (Hershey Ferry to Spaulding Lake Court)	8	4	3	4	4	5	5	0	3	35	\$534,600	\$1,342,384
1002	Corridor Drive (Morningside to Ex. SW at Spaulding Trace)	10	4	1	7	1	2	0	0	5	34	\$51,150	\$1,414,134
1005	Northland Drive (Landmark Drive to Ex. SW at Northland Ridge Trail)	9	5	2	7	2	3	0	2	4	34	\$99,900	\$1,514,124
1011	Windsor Parkway (Dahmer Road to Ex. SW at 415 Windsor Parkway)	7	4	5	1	1	5	2	0	5	34	\$17,000	\$1,491,404
1025	Long Island Drive (Russell Road to Long Island Terrace)	2	5	3	4	3	5	0	5	5	32	\$79,200	\$1,770,404
1004	Johnson Ferry Road (Existing SW to Brookhaven City Limit)	1	4	1	8	3	1	0	0	5	30	\$42,500	\$2,817,924
1006	Hilberbrand Drive (Ex SW across from Police gym to Ex. SW at Russell Rd)	1	0	2	9	1	5	4	4	4	30	\$244,640	\$1,462,564
1003	Evergreen Drive (Ex SW at Greenwood Lane to PCA)	1	5	2	7	1	4	4	1	1	30	\$166,214	\$1,440,276
1020	Riverside Drive (3700 to 5720 Riverside Drive to Fair Oaks Manor NW)	4	1	2	7	4	5	0	4	3	30	\$874,562	\$1,405,740
1022	MT Crane Road (Kestel Trail to Laurel Chase Court)	8	1	2	5	7	2	0	5	1	30	\$1,015,622	\$6,131,612
1012	Long Island Drive (0100 Gap Rd)	5	5	1	4	2	3	1	2	5	29	\$73,260	\$1,494,872
1002	Dalhousie Road (Dunwoody Court to 445 Dalhousie Road)	2	3	2	7	1	5	5	0	0	29	\$452,452	\$1,247,224
1003	Dalhousie Road (Dunwoody Drive to Dunwoody Drive)	2	3	2	7	3	5	5	2	0	29	\$652,644	\$8,200,158
1001	Carpenner Drive (015 Carpenner Tr)	7	4	0	5	1	1	1	1	5	28	\$81,424	\$1,481,752

Top \$4 Million Candidate Projects = 17 Candidates

\$4 - \$12 Million = 12 additional projects

GIS ID	Project	Right of Way Availability (0-10)	Anticipated Utility Relocations (0-5)	Constructability (0-5)	Evidence of Pollution Activity - Adverse Unsat. Preexisting Conditions (0-10)	Roadway Classification (0-5)	Gap Closure (0-5)	Proximity to Parks (0-5)	Proximity to Schools (Public and private) (0-5)	Overall Project Cost (0-5)	Total Points (Max 55)	Overall Project Cost Estimate (Design-Construction incl. ROW) + 10% Admin Fee	Remaining Cost Only
1010	Hickcomb Bridge (North Exchange to Spaulding)	1	1	2	8	5	5	4	0	2	28	\$594,000	\$8,177,712
1024	Lake Forest Drive (Mt. Crane Road to Long Island Drive)	1	3	1	1	7	4	5	1	2	28	\$16,900	\$1,524,592
1014	Riverside Drive (Fair Lakes to Mt. Paran Road)	3	3	2	4	3	2	4	5	2	28	\$95,548	\$1,544,250
1013	Johnson Ferry Road (at 5665 Near Westside Drive)	1	1	0	5	4	4	2	4	3	27	\$11,940	\$1,702,180
1004	Hershey Ferry Road/Spaulding Drive (Hershey Ferry Court to Wyfield Drive)	5	2	2	8	4	5	0	1	0	27	\$716,100	\$1,414,100

Currently estimated \$12 Million program

GIS ID	Project	Right of Way Availability (0-10)	Anticipated Utility Relocations (0-5)	Constructability (0-5)	Evidence of Pollution Activity - Adverse Unsat. Preexisting Conditions (0-10)	Roadway Classification (0-5)	Gap Closure (0-5)	Proximity to Parks (0-5)	Proximity to Schools (Public and private) (0-5)	Overall Project Cost (0-5)	Total Points (Max 55)	Overall Project Cost Estimate (Design-Construction incl. ROW) + 10% Admin Fee	Remaining Cost Only
1011	Hickcomb Bridge (Chattahoochee to River Exchange)	1	1	2	8	5	5	4	0	0	27	\$949,000	\$12,197,180
1005	Spaulding Drive (Kestel Trail to Spaulding Trace)	5	2	2	8	4	5	0	1	0	27	\$1,151,400	\$1,414,730
1004	Hershey Ferry Road (Winterville Way to Cameron Glen Drive)	7	4	1	4	3	3	0	2	1	27	\$1,016,100	\$1,492,830
1001	Hershey Ferry Road (Kestel Trail to Ex. SW)	8	5	1	1	1	1	0	0	4	26	\$2,100,000	\$1,741,114
1007	Spaulding Drive (Stables Drive to N Spaulding Lake Drive)	3	5	2	8	4	3	0	0	3	26	\$14,190	\$1,955,674
1001	Johnson Ferry Road (Ex. SW at Greenwood Lane to Mt. Paran Road)	7	4	1	4	4	4	1	1	7	25	\$675,000	\$1,544,174
1018	Blackwater Trail to Old Riverside Drive	6	1	1	1	3	2	5	0	2	25	\$90,000	\$1,120,174
1001	Carpenner Drive (015 Carpenner Tr)	1	2	2	2	5	5	0	0	0	25	\$291,000	\$1,206,138
1017	Riverside Drive (Johnson Ferry Road to North Harbor Drive)	4	3	2	3	3	3	5	0	2	25	\$82,260	\$1,706,238
1001	Spaulding Drive (1815 Dunwoody Drive to Left Entry Road)	5	5	7	1	8	1	0	0	3	25	\$17,100	\$1,887,838
1015	Riverside Drive (Lagrange Drive to River Valley Road)	1	2	1	3	3	4	5	2	1	25	\$987,214	\$1,875,274
1005	MT Crane Road (Johnson Ferry Road to Laurel Road)	1	7	2	5	1	5	0	3	5	25	\$1,091,594	\$1,274,038
1004	Adax Lane (Trail to Spring Creek Lane N. Entrance)	3	2	2	0	2	2	0	4	3	24	\$409,360	\$1,284,498
1015	Johnson Ferry Road (Ex. SW at Greenwood Lane to Fair Oaks Manor NW)	1	2	4	5	2	2	1	1	1	24	\$1,112,000	\$1,147,838

UR ID	Project	Right of Way Acquisition (0-10)	Assessable Utility Relocations (0-3)	Constructability (0-5)	Evidence of Pedestrian Activity Adjacent to the Project (0-10)	Roadway Classification (0-5)	Gap Closure (0-5)	Proximity to Parks (0-5)	Proximity to Schools (Public and Private) (0-5)	Overall Project Cost (0-5)	Total Points (Max 55)	Overall Project Cost (Design/Construction incl. RDM) + EDH Admin Fee	Remaining Cost Total
6002	Lake Forest Drive (Burdette Road to Mt. Paran Road)	8	4	1	5	3	0	0	0	3	24	\$517,900	\$23,845,720
2018	Adair Lane (Morgan Ferry Road to Trails)	4	2	2	5	2	2	3	3	2	23	\$35,000	\$23,224,980
6006	Adair Lane (Spring Creek Ln S. Entrance to Morgan Park Road)	3	2	2	0	2	2	0	4	2	23	\$27,050	\$23,951,730
6015	Powers Ferry Road (Crest Valley Drive to Carol Lane)	4	1	2	4	1	1	1	0	2	22	\$1,567,410	\$25,519,162
6018	Powers Ferry Road (ex. Driveway to Northside Drive)	1	1	1	0	4	5	0	4	3	21	\$702,000	\$26,242,062
2002	Widge Road (Forsyth Road to University Place)	2	1	1	4	1	5	3	4	1	21	\$927,424	\$27,160,890
6016	Powers Ferry Road (Rich Ridge Court to Crest Valley Drive)	1	3	2	4	3	2	4	0	0	21	\$1,889,244	\$28,556,124
6005	Northside Drive (Waterbury Way to 285)	7	1	1	2	1	1	0	2	3	19	\$1,764,824	\$29,871,448

Next steps for the Sidewalk Program are:

- Update Sidewalk Network Master Plan and include new projects for consideration as appropriate
- Assess and score new sidewalk projects with result of updated sidewalk Network Master Plan
- Consider limited implementation of TSPLOST Sidewalk Program this year while Sidewalk Network Master Plan Update and additional
- Project Scoring is conducted
- Recommend implementing first \$4M of projects until updates and scoring completed later this year

Councilmember John Paulson stated there is already a scoring process for sidewalk projects. Is the presented screening criteria for new candidate segments a process to review the newly identified segments?

Public Works Director Martin replied there are two questions. Where might a sidewalk be built that supports the public need? And, then within the identified candidate projects, how projects scored using the established sidewalk scoring processing determining their rank against one another in terms of priority and investment? This plan is not being considered for approval today, but Staff is asking for guidance given where we are today.

Councilmember Melody Kelley asked what is the difference between the new criteria and older criteria for the sidewalk program. How is pedestrian use quantified? How is density considered?

Public Works Director Martin replied for the Network Master Plan, there is new criteria idea. It has become more specific. But there is no change in the scoring method. To quantify pedestrian use, activity centers or trip generators are used primarily. Such as nearby schools and other known pedestrian trip generators. Pedestrian activity is the single-best indicator regarding density, but also roadway classification.

Councilmember Andy Bauman stated the City should consider funding and raising the gap-fill threshold. The City should not consider any cutoff. The projects should get started.

Councilmember Jody Reichel asked are there estimates neighborhoods can use for their proposed projects. For example, if 65% of the neighborhood said they would donate for sidewalks, and there is a 75%/25% split. The City should complete gap projects before opening up to neighborhoods.

Public Work Director Martin replied the City could easily build an estimate. The City would have to develop funding for the Neighborhood Sidewalk Program.

Councilmember John Paulson agreed that gap-fill projects is money well spent. Have any of the projects been identified as potential design-build projects, which can move them along and potentially save money? The City should add candidate projects to the Sidewalk Master Plan as missed opportunities are identified, but the scoring should not be reopened. Next, there are streets identified that would qualify for the 20 minute pedestrian destination criteria but not many people live in the area. This should be offset by a density criteria. Finally, if the neighborhoods have alternative project design ideas they should speak to Staff.

Public Work Director Martin replied there are not any projects currently considered for design-build, but Staff can go back to review. The Staff would first need to ensure the right-of-way is available and there are no utility concerns.

Council Consensus: City Staff to review the Sidewalk Network Masterplan, which defines where sidewalks can and should be built. Though it does not rank nor score projects. Next, for the Sidewalk Program, leave ranking alone and move forward with execution on the TSPLOST 2021 sidewalk program. As new projects are identified, they will be considered beyond the \$12M program.

III. City Council Discussion Items

There being no further business, the meeting adjourned at 7:04 p.m.

Approved: April 5, 2022



Russell K. Paul, Mayor



Raquel D. González, City Clerk

Work Session of the Sandy Springs City Council was held on February 7, 2023, following the PFA Meeting. Mayor Rusty Paul presiding.

I. Staff Discussion Items

Mayor Rusty Paul called the meeting to order at 6:19 p.m.

A. 2023-029 Customer Service and Citizen Engagement

Kristin Byars Smith, Assistant City Manager, and Andrew Allison, Communications Director presented the Customer Service and Community Engagement Strategies.

Customer Service and Citizen Engagement is a top priority for the City of Sandy Springs. Staff introduced a Customer Service Survey in 2022 and wish to provide City Council with an overview of the results to-date. Staff will also provide an update on plans to further enhance community outreach.

Assistant City Manager Smith said this was to be discussed at the City Retreat on January 30th but due to time constraints, is presented tonight. The goal is to walk through some customer service and community engagement strategies for the upcoming year. Customer service is at the heart of everything the City of Sandy Springs does. To track customer experience, a customer service survey was created last year. The first criteria was an easy and quick design and would take about two minutes to complete. People were asked about the type of assistance utilized, if they were satisfied with the service received, who assisted them, and whether they would recommend that staff person. Space was also provided for any additional comments, questions, and contact information. It was important the survey be promoted through mechanisms people engage with staff the most. A QR code with handouts and signage was created. Signage is posted at the entrance of the City's Permitting and Revenue lobby. Additionally, an automatically generating signature was created. When staff sends an email, a link at the of their signature will allow people to participate in our customer service survey. The survey was rolled out Fall 2022 and 95 of responses to date have been positive with kind notes about staff knowledge, professionalism, and responsiveness. Examples of comments to the Public Works and Permitting teams are models for the level of customer service that should be mirrored by all municipalities. We are proud of the survey results.

Communications Director Allison provided an overview of citizen engagement tactics in the City of Sandy Springs. The three key audiences are Sandy Springs residents, the media and internal stakeholders. Strategies to grow engagement and tell the City's story to residents include:

- Revamping the "City News" on the City's website
- Rolling out the Week in Review video (Inside Sandy Springs)
- Implement a social media strategic plan
- Monthly newsletter

The City News page is currently not what it should be for hard City News updates. We want to be the in-house newsroom for the City of Sandy Springs. It is in the early stages of the design to better layout the page and inform the citizens. We want to implement video updates where a press release may not be appropriate. We are finding ways to differentiate city news, hard news and city or community updates.

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Social media strategy is part of the broader Communications Plan as follows:

- Social Media Strategic Plan
 - Adoption of a Social Plan that includes strategic goals
 - Plan to increase unified branding across City department social media pages
 - Implementing social media posting calendar
 - Providing social media training to departments
- City Council meetings
 - Increasing transparency by announcing meetings on social media
 - Pushing out newsworthy Council items via press release/social media
- Inside Sandy Springs (video week in review)
 - Posted to all social platforms

The purpose of the Inside Sandy Springs (Video Week in Review) is to provide brief weekly highlights of what the City has been up to. This launched January 13th, 2023, and since then had a lot of engagement across social media platforms. Some videos shared information on pothole refilling, sidewalk improvements, city event recaps, important City Council actions, and more ideas to come. These figures are slightly outdated because they're prepared for the Retreat, but Instagram had a 105% increase, Twitter and YouTube both had and 11% increase in engagement. This has a compounding effect and will get better as more people are involved and informed.

The City's monthly newsletter is a big part of how residents know what the city is doing. The current subscriber list is approximately 5,000 with an aggressive goal of increasing by 10% which is achievable utilizing social media tactics to drive people back to the newsletter.

During 2022 the Communications team helped to facilitate public meetings to solicit citizen feedback on projects, including:

- Roswell Road Access Management Plan
- City Springs Master Plan Update
- North End Traffic Safety Analysis
- Old Riverside Park Master Plan
- Windsor Meadows Park Enhancements

This year Xanthe Tilden became part of the City of Sandy Springs Communications team. She will assist with the bilingual outreach strategies in tailoring audience-specific messages and video updates in Spanish and providing translation services to neighborhood meetings.

For the media audience, to inform them what the City of Springs is doing:

- Forge direct relationships
- Press releases
- Providing background information
- Facilitating interview/statement requests
- Proactive pitching of newsworthy events
- Utilization of public relations firm to expand media coverage

Communications recently partnered with Visit Sandy Springs to engage public relations services from TK Public Relations. This partnership will secure earned media coverage and clients see an average of 52 national earned media placements annually. Currently in Phase I of development of 12-month strategic PR plan to take the City of Sandy Springs to the next level of national publications and magazines.

The internal stakeholders audience is very active in supporting other departments across the City. The Communications Department also serves as an in-house creative marketing agency and assists other City departments with artwork, signage, and other printed and digital collateral. This includes the work with Get Active Sandy Springs. In 2022, 1,150 tasks were completed. Currently in 2023, more than 246 tasks have been completed.

SandySpringsGA.gov and other affiliate websites all operate under Unified Platform. There are some upgrades in the works and have been segmented.

Improvements coming to SandySpringsGA.gov:

- Improved search functionality
 - Phase 1: Redesign search interface (currently underway)
 - Phase 2: Search integration with Civic Clerk
- Embedding live video for public meetings
 - SandySpringsGA.gov/stream

Internal goals for the year:

- 12-month strategic communication plan (Q1)
- Phase 1 of website search project completed (Q1)
- Rollout social media and website training for staff (Q1)
- Increase monthly newsletter subscriptions by 10% (Q2)
- Identify target areas and develop public relations campaign strategy with TKPR (Q2)
- Increase social media following across all platforms by 10% (Q4)

Mayor Rusty Paul congratulated Communications Director Allison on his first month at the City of Sandy Springs. Following City Facebook and City Springs page but do not see much gets pushed to me. Is this my fault?

Communications Director Allison said the algorithm for Facebook can be tricky. The response is better for pictures and videos compared to text. We tried to increase pictures and videos over text. Going through verification process for both Instagram and Facebook. The algorithm likes this, and more content will be pushed to the top.

Mayor Paul said he does not see much. Occasionally receive theatre information from City Springs but does not recall when last received information on what is happening with our city.

Communications Director Allison said if the algorithm sees we have not gotten a lot of engagement on posts, it won't push us up. Since we have done more videos and pictures that receive likes and impressions, you will see more going forward.

Mayor Paul asked what he and others can do to stay in the loop.

Communications Director Allison replied people should follow all the City's platforms-Facebook, Twitter, Instagram, YouTube, and LinkedIn, and share.

Councilmember Melissa Mular stated her excitement for the Strategic Communications Plan. Regarding the newsletter, have you reached out to residents for feedback on what they want to see?

Communications Director Allison replied they have not, but it is something they would like to do within the newsletter. Plan to embed a survey in the posted newsletter to learn what the audience wants. Hopefully more people will be drawn to it.

Councilmember Tibby DeJulio said he is not technologically knowledgeable. Can we receive instructions for connecting to the different platforms?

Communications Director Allison replied we can do that.

Councilmember John Paulson asked if Xanthe Tilden, Senior Public Relations Specialist, is doing the Weekend Review in both Spanish and English?

Communications Director Allison confirmed Xanthe Tilden is responsible for the Weekend Review but has not yet produced in two languages. We are strategic about this. Certain issues or stories considered priority, we want to do that, but it is a tight timeline to produce stories in a single language. There are opportunities and we want to engage on those.

Councilmember Paulson asked how can people watch the meeting with the camera on the speaker, opposed to the picture in corner?

Communications Director Allison replied this is not his expertise and asked Raquel Gonzalez, City Clerk, to explain.

Raquel Gonzalez, City Clerk said we have two feeds running. The Zoom feed is what we are pulling from the tiny camera in the corner. Caroline Galvin, Executive Project Manager, is sharing the screen so people see the presentations. The tiny window you mentioned is the camera view of councilmembers sitting here throughout the discussion. Additionally, over the past six months larger cameras were mounted in the Studio Theatre which is pushing to the YouTube feed. This is being tested. The plan is for YouTube to be a spot where people can watch the City's content during live meetings by pushing the YouTube feed, with the better camera views, to our website. When people visit the website, they may see a live event happening. This is to be a one-stop shop versus sorting through many videos on YouTube.

Councilmember Paulson said it would be good for people to know that. What is a good benchmark for newsletter subscribers? 5,000 subscribers are not much in a city of 110,000.

Communications Director Allison replied he is not sure what's a good benchmark, but they have an ambitious plan of 20% growth. Strategies in social media which includes engaging video content will compound on the number of people. May be slow at first but we will get better than 5000 if we follow our strategy.

Councilmember Jody Reichel asked if staff will be at the farmer's market and special events to educate people on what the City has to offer.

Communications Director Allison replied that is part of the plan. We will speak with various departments for innovative ways to funnel people to our newsletter.

Councilmember Melissa Mular asked Kristin Smith, Assistant City Manager, if staff is setting goals for different departments for customer engagement. What are the metrics?

Assistant City Manager Smith replied they are working on a good metric for different departments as more departments are receiving survey results. Approximately 65% of all comments so far are for Community Development. We want to expand that footprint to other departments in new ways and expand the survey in the City.

Councilmember Mular remarked about the 95 responses in customer satisfaction. What are the common themes among the five unsatisfied responses and what plans does the City have to address them?

Assistant City Manager Smith replied two or three responses were not great. One was resolved the following day. They were unable to reach another individual, but feedback is optional. Once the City receives feedback, they review to see if immediate action can be taken.

Councilmember Melody Kelley asked if there is a specific option for the public to comment on experiences with Code Enforcement?

Assistant City Manager Smith said you can choose which department to engage with in the survey. Code Enforcement is an option along with other general options.

Councilmember Kelley replied that the screenshot does not have it. Do you have to go through Planning and Zoning to get to Code Enforcement? Can this be made more transparent?

Assistant City Manager Smith said there is drop down menu to choose the team you engage with. It is general but most teams are listed. Code Enforcement can be added as an option.

B. 2023-030 Review the Draft Roswell Road Access Management Plan

Kristen Wescott, Traffic/Transportation Unit Manager, Nithin Gomez, Project Manager, Gresham Smith, and Caitlin Shankle, Senior Transportation Planner presented an overview of the draft Roswell Road Access Management Plan in advance of recommending the adoption of the Roswell Road Access Management Plan.

The City of Sandy Springs 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. The Small Area Plan proposed 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.

In August 2021, the City undertook a planning effort, the Roswell Road Access Management Plan, to advance these ideas by completing a comprehensive analysis of safety deficiencies and developing a sample configuration of the improvements. The final plan includes a list of priority projects and implementation guidance to help the City of Sandy Springs achieve its long-term vision for the Roswell Road corridor.

Roswell Road serves as the principal north/south roadway for the City of Sandy Springs. It is regionally significant, touches all six council districts, and is served by two of the most utilized MARTA routes, 5 and 87. Roswell Road also experiences the highest number of crashes and highest crashes/mile rate compared to all other City roadways.

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During the existing conditions review, the City's consultant performed a crash analysis, driveway inventory, review of existing plans, and traffic operations analysis. The City held stakeholder meetings, hosted a virtual public meeting (with interactive poll), and utilized an online mapping tool to collect public input on safety and mobility concerns along Roswell Road that supplemented the data analyzed in the existing conditions report.

Following the existing conditions assessment, an access management alternative was developed to lay out how the corridor could look when applying treatments, including a raised median, midblock crossings, traffic signals, and pedestrian/bicycle infrastructure. The alternative was evaluated to understand the safety need/benefit, operational impact, standard compliance, equity, and multimodal impacts.

The community was invited to provide feedback on the alternative at the public meeting held in June 2022 and through an online tool that was open for comments three weeks after the meeting. While there were several comments in support of improving the safety of Roswell Road, there were concerns about impacting access to businesses and increased U-turns on the corridor.

To address public concerns, there was additional scrutiny for the top projects that were recommended based on the highest safety need and benefit. In addition, the implementation guidance provides different treatment options to consider during the design stage, and the trade-offs involved. The top priority projects that are recommended to be started over the next 10 years include:

Raised Median and Complete Streets Projects:

1. Peruca Place/Prado to I-285 Eastbound Ramps and Meadowbrook Drive to Windsor Parkway – To be completed with T0019
2. I-285 Westbound Ramps to Hammond Drive
3. Johnson Ferry Road to north of Chaseland Drive
4. Northridge Road to Hightower Trail

Standalone Midblock Crossing Projects:

1. Between Lake Placid and Northwood Drive – To be completed with T0019
2. Between Trowbridge Road and Cimarron Parkway
3. Near Mystic Place
4. Between Northridge Parkway and Hellenic Tower Driveway
5. Between Huntcliff and Dunwoody Place

Given the scope of this plan outside of the priority projects, the majority of the improvements would need to be completed in conjunction with redevelopment. The City's Development Code already includes several requirements for driveway spacing, interparcel connections, and deceleration lanes. The Roswell Road Access Management Plan reinforces the importance of these standards and includes additional recommendations to strengthen interparcel connectivity requirements on Roswell Road and reconciling the desired cross section with current requirements.

Statewide average crash rate for the roadway classification based on the GDOT Statewide Mileage, Travel & Crash Data report for 2017.

The approval of the Roswell Road Access Management Plan does not have any direct financial impacts. The plan is intended to provide guidance for future implementation of access management treatments, but the City is not bound by the plan recommendations.

Council member Melody Kelley asked what went into the safety benefit ranking category for these projects?

Project Manager Gomez said crashes have been happening throughout the corridor. Each treatment came from research and has been documented to have a certain level of crash reduction potential. For instance, installing a raised median at a segment instead of a two-way left turn lane has X percentage of potential to reduce overall crashes. We use the percentages for safety analysis to understand how many crashes can be reduced if such a treatment were to be installed. We can also understand how those crash improvements and crash reductions can be converted into a monetary benefit. These calculations follow guidance from the Federal Highway Administration (FHA) put in place for transportation projects.

Senior Transportation Planner Shankle said it is more than just car damage. Emphasis is on the value of life. Preventing a fatal crash is a higher benefit and is calculated into the safety benefit.

Councilmember Kelley asked if there is any precedent for a priority category where an intersection has a significant crash rate, and is the only way in or out of a residential neighborhood.

Project Manager Gresham replied we are considering access along Roswell Road in developing the plan and doing the analysis. During the design phase, any of the projects we recommend can be revised. If the City decides to further a priority project, initial design activities will include its own public, stakeholder, and property owner engagement. The main thing that would have to be worked out is the operations of the corridor and access for those parcels adjacent to Roswell Road. The precedent is these need to happen for all transportation projects.

Councilmember Kelley said she is encouraging staff and everyone to include the economic impact to the businesses when the effectiveness of these measures is assessed.

Councilmember John Paulson said looking at history, data from 2019 is being analyzed. We redid the intersection at Carpenter Drive. Has the improvement resulted in lower car crashes? We also extended the island on North Ridge Road and Roswell Road. Coming south you can't turn where the Goodwill is now. The mall looks like it's struggling. Is this because of our island? Interested in safety and economic impact. Also interested in data near the QT, south of Grogans Ferry as this is currently happening. These are all good targets for opportunity and improvement. The City should review how well some have done in safety and economic impact because it doesn't serve us well if we drive businesses out of business.

Senior Transportation Planner Shankle said with the economic impact, they will reach out to Economic Development for insight on the businesses. The implementation guidance recommends having before and after studies for that same reason and will provide information for other projects.

Mayor Rusty Paul said if you turn left, you cannot go into the shopping center where the Goodwill is, but if you turn left on Northridge you can turn into the shopping center. Signage may be needed for people to get to some of these places. These medians have been a concern from the beginning. The example of Memorial Drive in Stone Mountain killed a thriving economic area over a three-year period and, as of today it has not recovered. We want to make the City of Sandy Springs as safe as possible, but we must be thoughtful about the impacts of these traffic decisions on our already struggling economic centers while balancing the value of human life.

Councilmember Jody Reichel said the Grogans Ferry Road intersection where the QT is concerns her. Heard complaints about the U-turn that people must make there. It is worrisome that there are several U-turns in the plan.

Senior Transportation Planner Shankle said she is not familiar but will check with the project manager on the project design standards and for any variances involved. Once the signal is in place it may help with the U-turns.

Councilmember Tibby DeJulio asked of the people killed along Roswell Road south of 285, what percentage are jaywalkers versus drivers? There is no cross-walking apparatus there. Going home on Roswell Road, someone in dark colors may be crossing and that must be one of our big problems. This is the reason we put a hawk by Fountain Oaks. This is not included in the plan. All we are concerned about are car turns and what percentage of our fatalities and injuries are pedestrians.

Project Manager Gresham stated all pedestrian crashes because of jaywalking were reviewed. Percentage data is not available tonight. Decisions were not influenced by that. The analysis is specifically related to pedestrian crossing opportunities in transit service and preponderance of land uses where people need to cross. We want to give people opportunities to cross frequently, and traffic signals allow for this. When the spacing between traffic signals is more than a thousand feet, we are looking at opportunities to provide a hawk, pedestrian hybrid beacon or crosswalk with traffic signal. Of the prioritized mid-block crossings identified, the top five are based on the number of transit usage nearby the surrounding land use. For some crossing locations without any crossing imperatives, some of those things went into identifying those locations. The reason this specific graphic is not showing a crosswalk across Roswell Road is typically to allow a safe crossing of a multi-lane highway which has speeds of 35 or more. To make that crossing safe we need a signalized mechanism. Most of these intersections which are designed as restricted crossing U-turns are unsignalized. If they were signalized, they will have a crossing. All signalized intersections have crossings. Beyond that we have identified those locations for signalized mid-block crossings based on the need.

Senior Transportation Planner Shankle referenced an example of median opening for a vehicle to demonstrate the pedestrian crossing where the signal for the pedestrian is.

Councilmember DeJulio said that is the exact area where many people walk across. The other image where the concrete island was in the middle seems to be a place for people to rest as they go halfway across and jaywalked the other half. We need to look at this more. Would like crash and injury data of intersection improvements completed at Roswell Road and Windsor Parkway and Roswell Road and Glen Ridge. We have put a lot of time and money in but not much study. Have improvements helped?

Senior Transportation Planner Shankle replied before and after studies can be done but depends on when the improvement went in. If it's less than a year, we might want to wait but we can discuss internally for the data. Information is easy to pull using GDOT online database.

Councilmember Melissa Mular said it is important we improve safety with these redesigned projects, but we need to keep in mind our communities along Roswell Road to not impact trip time and mileage. Many of the communities from Abernathy Road going northbound to Dalrymple Road, on either side, are in districts 3 and 4. We want to ensure it's going to be a smart design.

Senior Transportation Planner Shankle said with the concept a smaller project, people will focus on one thing versus an 8.9-mile corridor. There will be more engagement along the way. There is a general recommendation for having a raised median throughout the corridor because having a two-way left turn lane is a risk factor as left turning crashes with high speeds could be a fatal crash.

Councilmember Mular said there is much discussion about the business access but interparcel

connectivity is out of the City's hands. Whatever the City can do to facilitate is going to help if changing the curb cuts. We must be mindful.

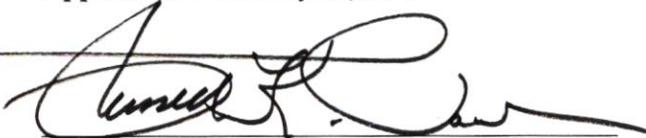
Senior Transportation Planner Shankle said the other element for longer term projects will depend on redevelopment. Without the interparcel connectivity, the meeting doesn't always work and this is a key element we are going to re-emphasize with Community Development too.

II. City Council Discussion Items

Mayor Rusty Paul reported the City of Sandy Springs was approved for the Safe Streets grant from Senator Jon Ossoff. Some funds may be used towards the topics presented here. A very good conversation. We appreciate Senator Ossoff and praise to staff for a great job on setting up for the grant. Thank you staff for all your efforts.

There being no further business, the meeting adjourned at 7:19 p.m.

Approved: February 21, 2023



Russell K. Paul, Mayor



Raquel D. González, City Clerk

I. Public Comment

1. **Christina Thompson, 7156 Stonington Dr, Sandy Springs** - Roswell Road median blocking Stonington Condominium entrance.

Christina Thompson, a City of Sandy Springs resident for eight years, said she and other community members recently learned of the Roswell Road Access Management Plan and support efforts to make Roswell Road safer, as they are fearful at times driving on the road. The plan shows every community has a break in the median to allow people to turn into their community except for Stonington Condominiums. In front of the Stonington community, the median is completely solid. If an individual is going north on Roswell Road, it's dangerous to make U-turns and this is usually where people are coming from. Going south, an individual would drive an extra 0.7 miles to Dalrymple, wait for the light, make a U-turn, drive 0.7 miles back down and turn into the community. There may be a median break, but this usually has a no U-turn sign. If people want to come out of the Stonington community to go North, they must make a U-turn at Spalding Drive or go 1.3 miles south to Abernathy and Roswell, make a U-turn there, and then head north. The Stonington community has 123 units and there are hundreds of residents and vehicles making those U-turns daily. This impacts home values as people do not want to live in a community they can't turn into. It would also be difficult for emergency services to reach the community because of that median. We appreciate efforts to make Roswell Road safer and ask that attention is focused on economic impact and the potential burden on the daily lives of the community.

2. **Nicole Motahari, 7130 Stonington Dr, Sandy Springs** - Median at Sandy Springs (Stonington entrance)

Nicole Motahari, a City of Sandy Springs resident for twenty-nine years, expressed concerns on the Stonington Condominium median. She and the community are vehemently opposed to the concrete median, particularly the section between Spaulding and Dalrymple as this prevents safe and effective ingress and egress of the property. This impacts residents, emergency workers, and property values. She is also impacted as a pedestrian walking home from teaching at North Springs High School. The community was informed this is low priority but should not be considered no priority. They do not want this conversation in 5, 10, or 15 years. They understand it is not considered high priority but want the plan amended to include a crosswalk or a traffic light with a protected left-hand turn for residents coming out of the community. These are safer options as medians can cause crashes and safety is a concern. With the difficulty of navigating Roswell Road, people would be forced to make illegal U-turns and illegal vehicle maneuvering to successfully enter or exit many places. For the Stonington community specifically, it takes two seconds to make a left-hand turn. Making a U-turn takes six seconds and is more dangerous for oncoming traffic as well as the driver themselves. The community has questions. How many fatal accidents involve pedestrians and bikes? Who was included in the community surveys of the 110,000 residents? How many responses were there? Who is managing this project for its entire lifespan?

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Meeting of the Sandy Springs City Council was held on February 21, 2023 Following Work Session, Mayor Rusty Paul presiding.

I. Call to Order

Mayor Rusty Paul called the meeting to order at 6:22 p.m.

II. Roll Call and General Announcements

Members Present: Mayor Rusty Paul, Councilmember John Paulson, Councilmember Melody Kelley, Councilmember Melissa Mular, Councilmember Jody Reichel, Councilmember Tibby DeJulio, Councilmember Andrew Bauman

III. Pledge of Allegiance

Mayor Rusty Paul led the Pledge of Allegiance.

IV. Public Comment

1. **Sari Earl, 607 Conway Forest Drive, Atlanta** - Atlanta Jewish Film Festival

V. Approval of Meeting Agenda

Motion and vote. A motion was made by Councilmember Tibby DeJulio, seconded by Councilmember Melody Kelley, to approve the meeting agenda with the removal of item 2023-052. The motion carried by unanimous vote.

VI. Consent Agenda

Motion and vote. A motion was made by Councilmember Jody Reichel, seconded by Councilmember Melissa Mular, to approve the consent agenda. The motion carried by unanimous vote.

- A. **2023-051** Meeting Minutes
February 7, 2023 City Council Work Session
February 7, 2023 City Council Meeting
- C. **2023-053** Request for Mayor and City Council Consideration of Acceptance of an Agreement to Donate Real Estate on Property Located at 6755 Brandon Mill Road NE in Land Lot 87 of the 17th District, City of Sandy Springs (Tax ID# 17-0087-0006-005-3); TS-172 Brandon Mill Road Sidewalks – Lost Forest Drive to Brandon Ridge Project

Resolution No. 2023-02-21

- D. **2023-054** Request for Mayor and City Council Consideration of Acceptance of a Permanent Easement for Installation and Maintenance of Traffic Signal Equipment on Property Located at 6015 Riverside Drive in Land Lot 132 of the 17th District, Fulton County, City of Sandy Springs (Tax ID# 17-0132- LL-020-4)

Resolution No. 2023-02-22

VII. Presentations

There were no presentations.

VIII. Public Hearing

- A. **2023-055** ABL 97632 - Approval of Alcoholic Beverage License Application for 8295 Chevron LLC d/b/a Chevron – 8295 Roswell Rd., Sandy Springs GA 30350

Applicant is Nitesh Daroch for Retail / Package – Wine and Malt Beverages.

Toni Carlisle, Chief Financial Officer, presented a recommendation to approve the Alcoholic Beverage License Application for 8295 Chevron LLC d/b/a Chevron – 8295 Roswell Rd. Sandy Springs GA 30350.

Applicant submitted a completed application on December 5, 2022. Applicant has passed the background investigation. This is a Change of Ownership for Retail / Package – Wine and Malt Beverages. The business is located at 8295 Roswell Rd. Sandy Springs GA 30350.

There being no public comment, **Mayor Rusty Paul** closed the public hearing.

Motion and vote. A motion was made by Councilmember John Paulson, seconded by Councilmember Melody Kelley, to approve the Alcoholic Beverage License Application for 8295 Chevron LLC d/b/a Chevron – 8295 Roswell Rd., Sandy Springs GA 30350. The motion carried by unanimous vote.

- B. **2023-056 TA23-0002**

Consideration of a Text Amendment to the Recommended Tree Species List, in Article 1, Section M of the Technical Manual

Catherine Mercier-Baggett, Sustainability Manager, presented a request for a text amendment to the recommended Tree Species List, in Article 1, section M of the technical manual.

Staff recommends approval of TA23-0002. Section 1 of the Technical Manual provides supplemental information and implementation guidance to Div. 9.3. - Tree Conservation and Div. 8.2 – Landscaping and Screening of the Development Code. A first amendment was presented to the Mayor and City Council in November 2022. Staff received public feedback on the first amendment and subsequently revised the proposed amendment to remove the Recommended Tree Species List for further work. TA22-0008 was approved on December 6, 2022 and included correction of minor errors and a new section on Sustainable Landscape Practices for City projects. Staff hosted an open house and two workgroup meetings in November 2022 and January 2023 with interested members of the community. The result of this collaboration is an updated recommended list of tree species that now includes a consideration for the ecological benefits provided by the native, large canopy tree species.

Staff developed a Supported Wildlife Score based on five criteria that highlight the importance of certain tree species and genera to the local wildlife. One of these criteria is the number of Lepidoptera (moths

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and butterflies) species hosted by the trees. This information was provided by Dr. Doug Tallamy, a professor at the Department of Entomology and Wildlife Ecology at the University of Delaware, at the request of Karen Meinzen McEnery. The other criteria consider the number of pollinators and birds supported, the abundance of the species in Sandy Springs, and special considerations such as supporting an endangered species. The intent of the Supported Wildlife Score is to inform builders, developers and the community at large of the relative importance of planting certain species. The Score will be an additional tool to promote the use of native tree species in landscaping.

Mayor Rusty Paul opened the public hearing.

Support

1. Bill Cleveland, 6441 Wright Rd, Sandy Springs - Trees

There being no further public comment, **Mayor Rusty Paul** closed the public hearing.

Motion and second. A motion was made by Councilmember Andy Bauman, seconded by Councilmember Jody Reichel, to approve a text amendment to the recommended Tree Species List, in Article 1, section M of the technical manual.

Councilmember Melody Kelley asked why the score is only available for large trees?

Sustainability Manager Mercier-Baggett replied data is limited as smaller trees are researched less.

Councilmember Andy Bauman praised staff and the public for their input and acknowledged the renowned expertise of the researcher. The City is receiving input from people who are knowledgeable and care deeply.

Vote on the motion. The motion carried by unanimous vote.

Ordinance No. 2023-02-007

C. 2023-057 RZ22-0006, 111 Mount Paran Road

The Applicant requests a Zoning Map Amendment at 111 Mount Paran Road (Parcel(s) # 17 0120 LL0224) from RE-1 (Residential Estate, 1 Acre Minimum) Zoning District to RD-27 (Residential Detached, 27,000 Square Foot Minimum) Zoning District and RD-18 (Residential Detached, 18,000 Square Foot Minimum).

APPLICATION WITHDRAWN

Raquel González, City Clerk, advised the item was withdrawn between the Planning Commission meeting this evening's City Council meeting. There is no action required by Council.

IX. New Business

- A. 2023-058** Request for Mayor and City Council Consideration of Request for Mayor and City Council to Approve Contract Award to Tri Scapes, Inc. to Construct the Johnson Ferry at Abernathy Hardscape Improvements Project and to Authorize the City

Manager to Execute the Contract

Kristen Wescott, Traffic/Transportation Unit Manager, presented a recommendation to approve a contract award to Tri Scapes, Inc. to construct the Johnson Ferry at Abernathy Hardscape Improvements Project and to authorize the City Manager to execute the contract.

As a part of the City’s efforts to beautify rights of way, the City has developed plans to extend the current hardscape aesthetics of the Abernathy Greenway Park at the intersection of Abernathy Road, Johnson Ferry Road, and Brandon Mill Road (“Intersection”). Hardscape elements, plantings, and shrubs will be installed to enhance the intersection at the three (3) unimproved corners of the intersection.

The City issued an Invitation to Bid for Hardscape Improvements at the Intersection on December 7, 2022. The City received the following single bid on January 10, 2023.

Firm	Total Bid
Tri Scapes, Inc.	\$218,663.61

The bid from Tri Scapes was evaluated by City staff and compared favorably to the engineer’s estimate of \$237,035.50. The single bidder has successfully completed several projects with the City. Staff recommends contract award to Tri Scapes to construct the Project. There are adequate funds available in the T-4000 City Beautification Program for the contract.

Motion and vote. A motion was made by Councilmember Melissa Mular, seconded by Councilmember Melody Kelley, to approve the contract award to Tri Scapes, Inc. to construct the Johnson Ferry at Abernathy Hardscape Improvements Project and to authorize the City Manager to execute the contract. The motion carried by unanimous vote.

Resolution No. 2023-02-23

- B. **2023-059** Request for Mayor and City Council Consideration of Approval of an Infrastructure Grant Application to the United States Department of Transportation for the 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transportation Discretionary Grant Program and Make a Commitment for Local Funding Match

William H. Martin, Jr., AIA, Public Works Director, presented a recommendation to submit an application to the United States Department of Transportation (USDOT) for the 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program for the PATH 400 Trail Extension project.

The Infrastructure Investment and Jobs Act (Pub. L. 117-58, November 15, 2021) authorized and appropriated \$1.5 billion to be awarded by the USDOT for FY 2023 for Local and Regional Project Assistance Program Grants. This appropriation is known as the RAISE Transportation Grants program. The Consolidated Appropriations Act, 2023 appropriated an additional \$775 million for the FY 2023 RAISE program, for a total of \$2.275 billion. Funds for the FY 2023 RAISE Transportation grants program are to be awarded for surface transportation infrastructure projects that will have a significant local or regional impact. The last RAISE project solicitation was in 2022. The current project solicitation closes on February 28, 2023. The minimum grant amount awarded to a grantee is \$5 million.

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To date, the City of Sandy Springs received federal funding in the amounts of \$1,790,400 in preliminary engineering, \$688,000 in right-of way, \$12,000 in utilities, and \$13,566,000 in construction for the PATH 400 Trail Extension project (TS201, FN-304, PI 0015023). The project limits, as determined as logical termini by Georgia Department of Transportation (GDOT), were from Loridans Drive to Johnson Ferry Road and included 1.8 miles of trail in the City of Sandy Springs and 0.5 miles of trail in the City of Atlanta. The proposed project, SR 400 Trail Extension, is seeking additional construction funding for 1.8 miles of the trail within the City of Sandy Springs city limits.

Staff has been coordinating with ARC, GDOT, City of Atlanta, and Livable Buckhead to design and construct a 1.8-mile multiuse trail alongside State Route (SR) 400. The proposed project will extend the corridor north from the Sandy Springs City limits to Johnson Ferry Road in Sandy Springs, where it will tie into the I-285/SR 400 interchange improvement project (PI 0000784). The typical section for the project is a 12-foot poured concrete path with a minimum of 2-foot shoulders on either side. The regional trail vision seeks to develop a connected regional trail network, including providing the opportunity to provide access to major employment centers. PATH400 provides a critical link in the regions trail network, opening the entire north metro area to access the system and the Atlanta Beltline. The expansion of the PATH400 network is a high regional priority to provide alternative transportation in the GA 400 corridor.

The project's environmental document was approved on August 14, 2020, and the project is wrapping up its right-of-way and design phases. The City was awarded partial funding for the construction phase from the Atlanta Regional Commission in 2020 and 2022. The 2023 Consolidated Appropriations Act also provided an additional \$750,000 for the project. Construction is tentatively scheduled to begin in Summer 2023. The City will either need to secure additional funding to complete the full project or build the project in phases as funding becomes available. The current funding gap for construction is \$7,138,812.

The proposed project has been included in a number of the City's adopted plans, including the Transportation Master Plan (2021), Bicycle, Pedestrian, and Trail Plan (2014); The Next 10 Comprehensive Plan (2017); and the Perimeter Center Small Area Plan (2017). In 2016, the City initiated the Transportation Special Purpose Local Options Sales Tax (TSPLOST) project TS-201, SR 400 Multi-Use Trail project, to provide preliminary funding for the project. TSPLOST 2021 will provide \$4.4 million in local matching funds for the project, but additional local funds will be needed due to increase in costs on the project.

In order for the City to expedite the project, staff recommends seeking funding through the 2023 RAISE grant program.

Staff has prepared a cost estimate for funding based on the GDOT approved concept report and additional design work to date. In order for the City to be eligible for federal funding, it is required to match funding of a minimum of 20% of the funding requested. Staff estimates the minimum required to match \$5,711,050 is \$1,427,762, for a total proposed project funding of \$7,138,812.00. The local match of \$1,427,762 is currently unfunded.

Staff has not identified an alternative funding source for the remaining construction costs of the PATH 400 Trail Extension project. The City can forego advancing the SR 400 PATH 400 Trail Extension application at this time and build the project in phases, while considering future funding opportunities, such as the next Atlanta Regional Commission's Transportation Improvement Projects (TIP) solicitation, for future phases.

Motion and second. A motion was made by Councilmember Councilmember Tibby DeJulio, seconded by Councilmember Councilmember Jody Reichel, to approve an Infrastructure Grant Application to the United States Department of Transportation for the 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transportation Discretionary Grant Program and make a commitment for local funding match.

Councilmember Melody Kelley asked where will matching funds come from if it is unfunded?

Public Works Director Martin replied this is a commitment to provide it if the grant is awarded. The first proposal would be against a capital account. Everything budgeted against the project now and TSPLOST 2021 matches the amounts currently there. There is flexibility in commitments within TSPLOST 2021 as the time draws near to finalize that budget request. This is where we would seek the funding initially.

Mayor Rusty Paul said Senator Jon Ossoff spoke of the quality of the City of Sandy Springs' Safe Streets Grant application. He was very complimentary. Thank you staff for your efforts.

Vote on the motion. The motion carried by unanimous vote.

Resolution No. 2023-02-24

- C. **2023-060** Request for Mayor and City Council Consideration of Request for Mayor and City Council Consideration of Approval of a Planning Grant Application to the Atlanta Regional Commission for the 2023 Livable Centers Initiative (LCI) Grant Program and Make a Commitment for Local Funding Match

Kristen Wescott, Traffic/Transportation Unit Manager, presented a recommendation to approve a Planning grant application to the Atlanta Regional Commission for the 2023 Livable Centers Initiative (LCI) Grant Program and make a commitment for local funding match.

The ARC's Livable Centers Initiative (LCI) is a grant program that incentivizes local jurisdictions to re-envision their communities as vibrant, walkable places that offer increased mobility options, encourage healthy lifestyles and provide improved access to jobs and services. The program funds both Catalytic studies focused on visioning plans and Tactical studies focused on studies that aid in implementing the vision. The last LCI Call for Ideas was in 2022. The current project solicitation closes on February 28, 2023. The 2023 priority areas are affordable/diverse housing, creative placemaking, green infrastructure, and smart city technology.

The Peachtree Dunwoody Road Corridor Study would help implement the current Perimeter LCI plan as well as the City of Sandy Springs' vision established in the Perimeter Small Area Plan and MARTA Stations Small Area Plan. It would focus on Peachtree Dunwoody Road, between Abernathy Road and Spalding Drive. This corridor study would develop a concept for the Peachtree Dunwoody Road corridor that balances multimodal needs, provides for a further extension of the Path 400 Trail, and identifies placemaking opportunities at the North Springs MARTA station.

This study will focus on the 1.75-mile segment of Peachtree Dunwoody Road corridor in Sandy Springs between Abernathy Road and Spalding Drive. Peachtree Dunwoody Road is a north-south connector street, connecting multi-family residential communities, single family home neighborhoods, the North Springs MARTA Station, Sandy Springs MARTA Station, and the Perimeter Center Improvement District (PCID). This corridor has a diverse mix of housing, and already has many pedestrians walking

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around, but the corridor is bleak, lacks pedestrian lighting, and has minimal pedestrian and bicycle infrastructure.

The City's Transportation Master Plan (2021) recommended a corridor study for this segment of Peachtree Dunwoody Road because it has been identified as a location that needs improved bicycle and pedestrian infrastructure, as well as a location that has vehicular capacity issues. The Trails Master Plan (2019), the Bicycle, Pedestrian Trail Plan (2014), Perimeter Small Area Plan (2016), and the Perimeter Center LCI recommend a sidepath for this corridor. The purpose of this study will be to identify the appropriate cross section that will facilitate future mobility and align with the Perimeter Center LCI, MARTA Station Areas Small Area Plan, and Perimeter Small Area Plan's vision for the area. The Perimeter Center LCI envisions a walkable, pedestrian friendly environment with both internal connectivity and connectivity to MARTA rail station areas. In addition, Sandy Springs is working to build out an extension of the PATH 400 Trail, as envisioned in the Atlanta Regional Commission's Regional Trails Plan. Current programmed and planned projects will bring the trail up to Abernathy Road, east of SR 400. This study will consider Peachtree Dunwoody Road as an appropriate option to continue the trail northbound to Spalding Drive or identify other potential alignments for further consideration. The Peachtree Dunwoody Road Corridor study is estimated to cost \$175,000.00, with \$140,000.00 as the requested amount of federal funds, and a local match of \$35,000.00. Staff had identified the Peachtree Dunwoody Road Corridor Study for programming in FY24 under intersection and operation improvements capital fund. This funding could serve as the local match to the study grant, or the City can forego advancing the LCI study application at this time.

Motion and second. A motion was made by Councilmember Jody Reichel, seconded by Councilmember John Paulson, to approve a Planning grant application to the Atlanta Regional Commission for the 2023 Livable Centers Initiative (LCI) Grant Program and make a commitment for local funding match.

Councilmember Jody Reichel asked if the study is to determine if the City needs wider sidewalks?

Traffic/Transportation Unit Manager Wescott replied yes. Over the years, there were several recommendations that were considered. Earlier in the plan, there was a recommendation for widening Peachtree Dunwoody Road. The two rail stations on either end of the corridor with the mix of residential housing and other uses provide an opportunity to see how the transportation network can best serve everyone and make it a more vibrant corridor. It is unique with nothing else like it in Sandy Springs.

Councilmember Reichel asked if people residing in that district will be able to weigh in?

Traffic/Transportation Unit Manager Wescott replied yes. This plan has robust public involvement.

Councilmember John Paulson said a path extension along 400 from Abernathy to Spalding is identified. Did the Trail Plan look at this before?

Traffic/Transportation Unit Manager Wescott replied there may have been discussions of paths along both 400 and Peachtree Dunwoody Road. There is an opportunity to consider both. The City has a path project coming down the interchange up to Peachtree Dunwoody Road. A proposed project in TSPLOST will bring that sidepath further to Mount Vernon to connect with the path that comes back to here. There is a great opportunity to enhance bicycle and pedestrian facilities. This has not been study in great detail, as it has been just a part of planning studies. This gives the City the opportunity to develop the plan for the recommendations.

Vote on the motion. The motion carried by unanimous vote.

Resolution No. 2023-02-25

- D. **2023-061** Request for Mayor and City Council Consideration of Adoption of the Roswell Road Access Management Plan, T-0070

Kristen Wescott, Traffic/Transportation Unit Manager, presented a request for adoption of the Roswell Road Access Management Plan, T-0070.

The City of Sandy Springs (“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. The Small Area Plan proposed 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.

In August 2021, the City undertook a planning effort, the Roswell Road Access Management Plan, to advance these ideas by completing a comprehensive analysis of safety deficiencies and developing a sample configuration of the improvements. The final plan includes a list of priority projects and implementation guidance to help the City of Sandy Springs achieve its long-term vision for the Roswell Road corridor. This planning study was funded with federal funds (80%) and local matching funds (20%). Roswell Road serves as the principal north/south roadway for the City of Sandy Springs. It is regionally significant, touches all six council districts, and is served by two of the most utilized MARTA routes, 5 and 87. Roswell Road also experiences the highest number of crashes and highest crashes/mile rate compared to all other City roadways.

During the existing conditions review, the City’s consultant performed a crash analysis, driveway inventory, review of existing plans, and traffic operations analysis. The City held stakeholder meetings, hosted a virtual public meeting (with interactive poll), and utilized an online mapping tool to collect public input on safety and mobility concerns along Roswell Road that supplement the data analyzed in the existing conditions report. Following the existing conditions assessment, an access management alternative was developed to lay out how the corridor could look when applying treatments including a raised median, midblock crossings, traffic signals, and pedestrian/bicycle infrastructure. The Alternative was evaluated to understand the safety need/benefit, operational impact, standard compliance, equity, and multimodal impacts. The community was invited to provide feedback on the alternative at the public meeting held in June 2022 and through an online tool that was open for comments three weeks after the meeting. While there were several comments in support of improving the safety of Roswell Road, there was concerns about impacting access to businesses and increased U-turns on the corridor.

To address public concerns, there was additional scrutiny for the top projects that were recommended based on the highest safety need and benefit. In addition, the implementation guidance provides different treatment options to consider during the design stage, and the trade-offs involved. The top priority projects that are recommended to be started over the next 10 years include:

Raised Median and Complete Streets Projects:

1. Peruca Place/Prado to I-285 Eastbound Ramps and Meadowbrook Drive to Windsor Parkway – To be completed with T0019
2. I-285 Westbound Ramps to Hammond Drive
3. Johnson Ferry Road to north of Chaseland Drive
4. Northridge Road to Hightower Trail

Standalone Midblock Crossing Projects:

1. Between Lake Placid and Northwood Drive – To be completed with T0019
2. Between Trowbridge Road and Cimarron Parkway
3. Near Mystic Place
4. Between Northridge Parkway and Hellenic Tower Driveway
5. Between Huntcliff and Dunwoody Place

Given the scope of this plan outside of the priority projects, the majority of the improvements would need to be completed in conjunction with redevelopment. The City's Development Code already includes several requirements for driveway spacing, interparcel connections, and deceleration lanes. The Roswell Road Access Management Plan reinforces the importance of these standards and includes additional recommendations to strengthen interparcel connectivity requirements on Roswell Road and reconciling the desired cross section with current requirements. Statewide average crash rate for the roadway classification is based on the GDOT Statewide Mileage, Travel & Crash Data report for 2017. The approval of the Roswell Road Access Management Plan does not have any direct financial impacts. The plan is intended to provide guidance for future implementation of access management treatments, but the City is not beholden to the plan recommendations. Mayor and City Council can choose not to approve the Roswell Road Access Management Plan. If the plan is not adopted, it may be more difficult to secure grants and regional support to move forward priority projects on Roswell Road/SR 9.

Motion and second. A motion was made by Councilmember Melissa Mular, seconded by Councilmember Councilmember John Paulson, to approve the a request for adoption of the Roswell Road Access Management Plan, T-0070 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.

Councilmember Melissa Mular stated the City must ensure entry and exit is provided without undue burden to residents living along Roswell Road, especially between Abernathy and Dalrymple. Some outreach with stakeholders but not sure about residential communities. Also, it is an absolute must to engage communities and businesses for their input. Third, when considering curb cuts and realignment, this is a need to help facilitate. We do not own the interparcel connectivity, but it is important we do not disrupt businesses.

Councilmember John Paulson stated the Council discussed several ideas like this at the last meeting. Not included is idea discussed two weeks ago about assessing the actual improvement to those intersections because of improvements made over the years. This should be factored in as well. Assuming the plan is approved, what is the next step?

Traffic/Transportation Unit Manager Wescott said there are projects already advancing with T-0019. As the City moves forward with future capital improvement programs, it is looking at this in context with other City priorities and, the opportunities for when we want to program those ideas. The next recommended section is I-285 up to Hammond. This is something we will discuss with Council through the upcoming FY 2024 budget season. We have given those recommendations tiers in the plan of what we think are the most important to do in the next five years and have a list that is probably going out decades. We are not creating in a green field anymore. We are in a developed place with lots of impacts for every project done. We must be thoughtful about how we implement those.

Councilmember Paulson asked if there are about a dozen priorities. Will staff crystallize those, provide

more detail, and bring before Council?

Traffic/Transportation Unit Manager Wescott replied she can restate them. This is the planning idea. The next step goes to concept with intense public involvement of adjacent property owners. We sent flyer invitations to people along the corridor to attend public meetings we had. You can focus more on this in the concept stage.

Councilmember Melissa Mular asked what is the frequency update for plan? Is it like other plans with an update in five or ten years?

Traffic/Transportation Unit Manager Wescott replied is a subplan of the greater Transportation Master Plan. The update would be at the time we review that plan and the different recommendations and, whether they should advance quickly or be pushed out further. That's the opportunity to do that.

Councilmember Mular said some of the projects are probably 20 years out. One reason is the agenda driven to be a collection point for current projects but changed after review because those projects are no longer a concern. Many people in this room may not be in Sandy Springs at that time. Institutional knowledge is important.

Traffic/Transportation Unit Manager Wescott said she absolutely agrees. This is always a challenge with plans because people think it was just done. There are many changes and is why we always need to use new information. At the beginning of every planning process, we start with the existing conditions. These are not the same as they were five years ago and will not be the same five years in the future. There is much change in technology with vehicles now and we try to stay abreast, but don't know what it is going to be in five years.

Vote on the motion. The motion carried by unanimous vote.

Resolution No. 2023-02-26

X. Reports

A. 2023-062 Mayor and Council Report

Mayor Rusty Paul provided updates form key bills currently being discussed at the State Capitol:

You may recall, the bill last year that preempted us from doing anything about regulating bill to rent subdivisions and housing. Lot of talk about institutional investors and impact on renters. The AJC did a magnificent job talking about the impact of some institutional investors on the quality of housing. The bill has been introduced but many people who supported it last year are not. Realtors, instead of being an active participant on the bill are neutral. Macon representative, Dale Washburn, was a key sponsor last Year said he is not going to get involved in it this year. Not sure where that's going to go but we're still expecting a broad-based preemption bill on land use and housing. This may come from Representative Washburn. While the bill has not been introduced, they're discussing that no city can have a housing square footage minimum higher than 1200 square feet. It eliminates our ability to place garages through our regulations and outlaws design standards within communities. It's a far-reaching bill though we haven't seen the details on it but that may be coming. When we get that, we'll circulate it and we may have to help the Georgia Municipal Association provide some input on that legislation.

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Senate Bill 16 by Senator John Albers allows cities to set up their own ambulance zones. It's a radical departure from how we provide services today. That Bill had its first hearing today and it may have been approved. Not sure but expected it was going to be approved by committee. This legislation has real ramifications for us in providing ambulance service. It has been me with our ambulance provider. They have opened their books and shown significant loss in operating in our community. We subsidize it. They are losing even more in the communities where they don't subsidize but ambulance service is an important service. It's about life or death and we will be keeping up with that.

There is a bill about school cameras that takes the school board out of the decision-making process. We have worked closely, carefully, and cooperatively with the Fulton School Board about cameras, but this would take them out of that discussion. In some jurisdictions the school boards have gotten in the way and there's real concerns about the safety in school zones.

We have the same bill for several years that revises the way communities can regulate permitting fees. It goes back to the idea that you can only charge permitting fees that go toward the regulatory aspects of the permitting process and inspections for instance. You can't put the money in the general fund, and this must be a separate budget item. Whatever you are taking in is only spent for the regulatory part of permitting. It changes the way permit fees are calculated. You can't use the square footage or the cost of the project. The argument is that you go out and build a hundred square feet of property and one of them has high-end finishes and the other has low end finishes but the low end finish doesn't cost as much to inspect as the high-end finishes. Therefore they want this very complicated process of sending fees. Less onerous than last year but still a problem. Senate Bill 161 requires the City to change it's contract to include every contractor, no matter how small to have a cyber security provision and very significant anti-hacking and cyber security requirements. The intent is very good. The problem is when you're buying software, you've got boilerplate contracts that don't allow changes. There is a lot of conversation going on with that bill. A good bill but has some problems right now because it's a little broad.

The anti-Semitism House Bill 30 passed the House Judiciary Committee this afternoon and hopefully will be on the floor of the house very soon.

There is a senate resolution setting up a LOST Study Committee. It will be the counties versus the cities. There is much turmoil around LOST negotiations and the legislature is looking for a solution.

Councilmember Melody Kelley asked about the truck weight bill.

Mayor Rusty Paul replied the Bill was passed by the Transportation Committee last week. The Rules Committee had sent it back for how the bill came out. There is going to be an amended version of the bill that may come out later this week and will deal with some of the concerns and objections that was raised by Rules Committee members. Interested to see how that that impacts the City as there are real implications. Not much truck traffic on the City's streets but there are many issues on the expressways to 400 and 285 with overweight trucks and particularly in the middle of the construction phase that's probably going to last another 10 years. The interaction of commuter vehicles and trucks is never a good thing. It has been recommitted to committee for more work. We will see how this plays out.

Councilmember John Paulson asked when Crossover Day is.

Mayor Paul replied Crossover Day is February 28. Today is day 21.

Councilmember Andrew Bauman recalled his experience as a young student with former president Jimmy Carter. One of the first interns at the Carter Center when there was no Carter Center. President

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Carter was very engaging and an involved a member of that Community. There are people in the Sandy Springs community, throughout the metro area and others that have some history with the Carters and their thoughts are with them. He lived an extraordinary life. He may be a president who will be one of the few presidents who will be most remembered for his post-presidential years. Just want to acknowledge the condition of the former president. The thoughts and prayers of myself our family and a lot of people in this community are with the Carters.

Mayor Paul stated President Carter been a very important part of both Georgia and U.S history. It is with sadness we learned he is in hospice care this week. He is calling the shots to the end and is what you would expect.

B. 2023-063 Staff Reports

1. December 2022 Unaudited Financials

Toni Carlisle, Chief Financial Officer, presented the review for the December 2022 unaudited financials as follows. The City is at 50% of the fiscal year. Revenues are at 70.68% and expenditures are at 44.47% of the budget. The major revenue streams which increased revenues from November to December are \$6.2M received in property taxes and \$3M in L.O.S.T. The expenditures for each department continue to trend as expected.

XI. Executive Session

There was no Executive Session.

XII. Adjournment

Motion and vote. A motion was made by Councilmember Tibby DeJulio, seconded by Councilmember John Paulson, to adjourn the meeting. The motion carried by unanimous vote.

The meeting adjourned at 7:08 p.m.

Approved: March 7, 2023



Russell K. Paul, Mayor



Raquel D. González, City Clerk