



ROSWELL

Bicycle & Pedestrian Master Plan

Final Report

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Prepared by Pond



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ACKNOWLEDGMENTS

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EXECUTIVE SUMMARY

Purpose and Process

Much of the City of Roswell developed in the 1980s and 1990s in a primarily auto-centric pattern that emphasized vehicular connections throughout the City. Many of the residential areas of the community that were developed at this time utilized winding streets and cul-de-sacs, cumulatively resulting in a community where the majority of connections are only possible via major routes.

A shift around 2000 to the recreational, equitable, and health oriented benefits of walking and biking resulted in renewed focus on pedestrian and bicycle connectivity culminating in the “Roswell Loop” concept that was incorporated into the City’s Transportation Master Plan in the late 2000s. Similarly, the City began focusing on smaller scale implementation efforts by identifying smaller gaps in the existing sidewalk network that could be addressed at relatively low costs. Through the use of the City’s “Sidewalk Matrix”, the City has prioritized the construction of sidewalks in these gaps using an objective, data-driven process to analyze and identify where the needs are the greatest.

Despite the vision offered through the “Roswell Loop” concept and the focus on addressing sidewalk gaps, the City has recognized that there are increasingly more bicycle and pedestrian needs than there are resources to address them. To help solidify the future vision for biking and walking in the community and to help prioritize where implementation is most critical, the City began its first dedicated Bicycle and Pedestrian Master Plan in early 2019 with the following goals:

- Evaluate the City’s policies and practices
- Consider potential refinements to City’s “Sidewalk Matrix” (sidewalk prioritization tool)
- Identify and prioritize the City’s bicycle and pedestrian investments
- Develop fiscally realistic implementation strategy to balance short, mid, and long term needs and goals with reasonable financial limitations

With these goals in mind, the Pedestrian and Bicycle Master Plan process was designed to include three overall phases of research and analysis as described below. All three phases were additionally supported by an ongoing and innovative community engagement program focused on gaining a broad cross-section of perspectives and insights, which is documented in **Chapter II – Outreach and Engagement.**

Data Gathering

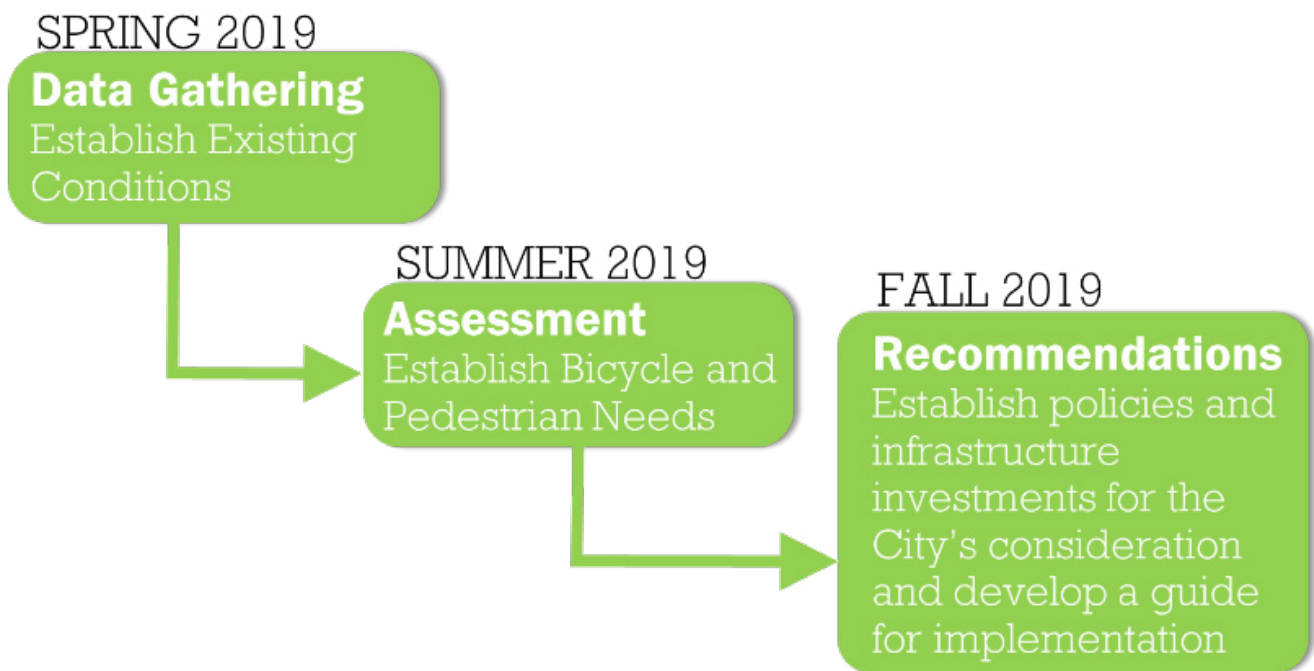
In this phase, the planning team researched the underlying conditions influencing walking and biking in the City. This included a review of demographic conditions, health considerations, and a broader assessment of the overall environment and its proclivity to make walking and biking convenient, as documented in **Chapter III – Community Assessment.**

Assessment

In this phase, the planning team utilized the various insights and directions gained through the Data Gathering phase to analyze and prioritize where initiatives are most needed as documented in **Chapter IV – Prioritization.**

Recommendations

In the final phase, the planning team cross referenced the prioritization of initiatives with anticipated resources to develop an Action/Implementation plan. This plan is further supported by policy refinements and 'best practices' suggestions as documented in **Chapter V – Implementation.**



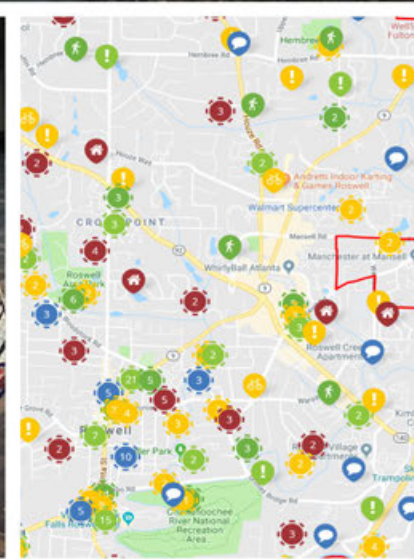
Outreach and Engagement

One of two foundations in the overall planning process, the Community Outreach and Engagement process for the Bicycle and Pedestrian Master Plan used a variety of different techniques and methods in an effort to engage with a broad cross-section of Roswell residents. This commitment to engagement recognized the need to incorporate a variety of perspectives and insights into the planning process to include everyone from recreational cyclists to the sizeable Hispanic population of Roswell (many who broadly rely on walking and biking at larger levels to get around the community) to families with young children to those who may work outside traditional working hours to those residents who may not have thought seriously about walking and biking as a legitimate mechanism to get around the City.

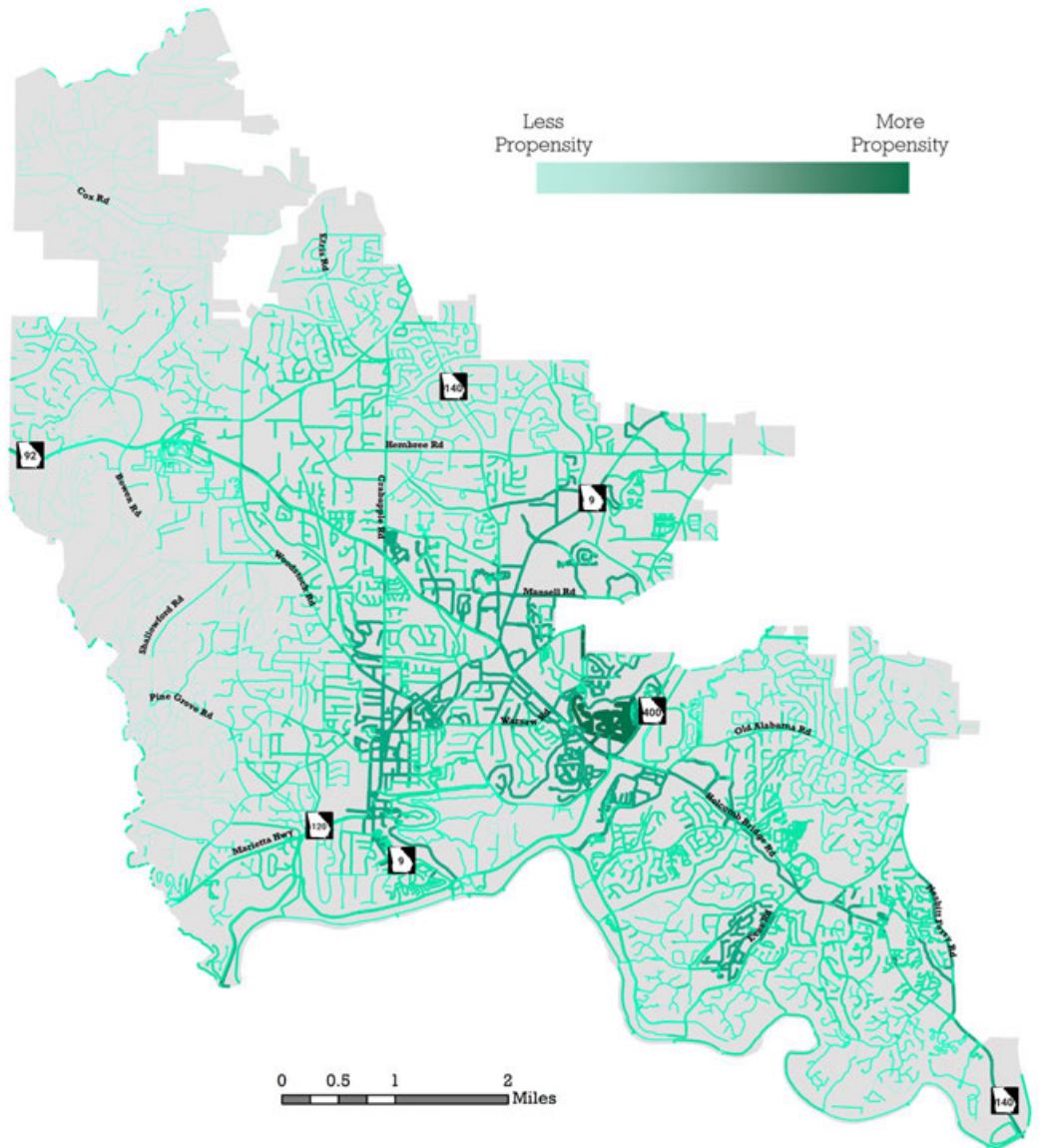
With the recognition that a successful outreach process (and therefore, successful plan) would need to reach out to as many different types of populations and groups within the City, a variety of different outreach techniques and approaches were used including:

- Traditional community open houses that were held in two rounds (two meetings in each round) during the planning process:
 1. In the early, data gathering stages of the planning process
 2. To review draft recommendations
- The establishment of a stakeholder advisory committee that met three times
- The use of an online survey and interactive map to solicit comments and feedback
- Tactical approaches that put the planning team in places such as parks and festivals where residents would be likely to congregate.

Through these events and engagement opportunities, the community advised on many topics including overall goals and vision for the future bicycle and pedestrian system, locations that they would like to walk and bike to, locations of safety concerns and issues, as well as feedback on draft project recommendations.



Cumulative Propensity Analysis Results



Community Assessment

With a thorough understanding of the overall community vision and guidance from the community on goals and concerns, the planning team separately prepared a data-driven analysis to understand underlying conditions in the City of Roswell that influence walking and biking. In addition to analyzing and understanding the existing conditions of the bicycle and pedestrian network, the centerpiece of the technical analysis was an assessment that incorporated four overall considerations to determine the propensity for walking and biking on various corridors in Roswell:

Demand Analyses which focus on demographic data that is suggestive of more likelihood for residents to walk or bike.

Attraction Analyses which focuses on the accessibility of and proximity to various points of interest in the community that people may want to walk or bike to.

Character Analyses which seek to define what the experience of walking or biking is like along certain corridors and how that may either encourage (or discourage) walking and biking.

Future Analyses which recognizes that the other analyses are effectively considerations of existing conditions and that a plan for future walking and biking in the City of Roswell should consider how future growth and developed is planned and anticipated.

This overall analysis indicates relatively more propensity in the core areas of Roswell – with particularly high indications of more propensity in the areas around the SR 400/Holcomb Bridge Road interchange and in the historic core.

Combining the propensity analysis results with an overall vision for a more North-South, East-West connectivity that emphasizes central locations in Roswell, a “Hub and Spoke” vision to articulate an overall future bicycle and pedestrian network was envisioned, as shown in the map to the right. This vision does a variety of things:

- It connects the major hubs suggested by the propensity analysis in central Roswell and around the SR 400/Holcomb Bridge Road node but also incorporates connections to other established and emerging nodes suggested through the online mapping exercises at Crabapple, along SR 92 around Woodstock Road, and in East Roswell.
- Potential connections between these nodes help to refine the corridors that are part of the existing concept for the “Roswell Loop”, suggesting that the intentions to connect to parks and schools accomplished through that vision are accomplished with the “Hub and Spoke” vision too
- Similarly, these refinements reflect a re-contextualization of the “Roswell Loop” concept to corridors that have more explicit “North-South” and “East-West” orientation when considering how they connect the various hubs.

This “Hub and Spoke” system was then used to establish the idea of ‘target corridors’, that consist of Prime and Secondary Connections that reflect and supplement the most important corridors to try to establish bicycle and pedestrian connectivity in the City. In that sense, these ‘target corridors’ accomplish:

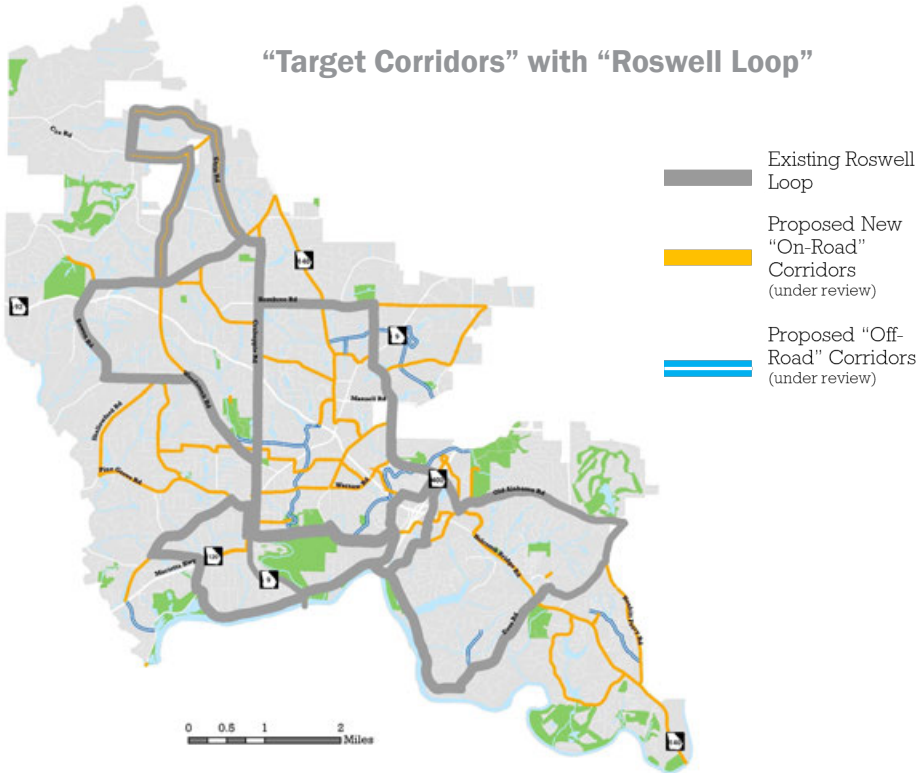
- Enhancing connectivity to Canton Street
- Providing more connection to Alpharetta
- Providing enhanced connectivity to the Chattahoochee River
- Developing a tighter grid of connectivity in the central parts of Roswell
- Established opportunities in East Roswell

The map to the top right indicates how all of these ‘target corridors’ relate to the existing “Roswell Loop” concept while the map below it suggests how the overall “Hub and Spoke” vision relates.

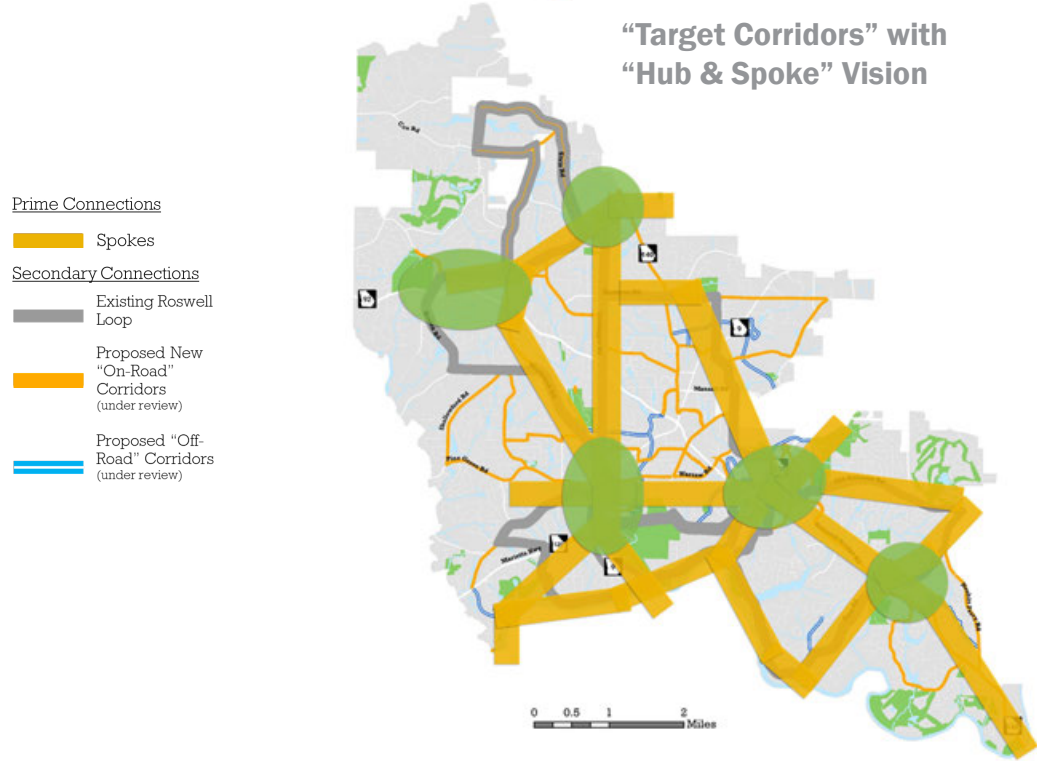
This plan recommends use of the “Hub and Spoke” vision as a replacement to the “Roswell Loop” concept for the following reasons:

- It is a more refined reflection of both the public input received and technical analysis prepared in connecting key areas of the community and addressing bicycle and pedestrian needs
- The “Hub and Spoke” vision takes advantage of existing infrastructure not included in the “Roswell Loop”
- As a result, there is only an estimated 24.5 miles remaining to implement the “Hub and Spoke” vision when compared to the estimated 35.3 miles remaining to complete the “Roswell Loop”

“Target Corridors” with “Roswell Loop”



“Target Corridors” with “Hub & Spoke” Vision



Prioritization

With many target corridors and proposed conditions identified, an intermediate step to developing recommendations was to prioritize the needs on these corridors. To accomplish this, a prioritization methodology was developed to leverage the various insights and analyses conducted throughout the planning process in order to provide an objective and data-driven process that is still largely informed by community input.

To accomplish this, a three tiered system was established to consider each corridor and it's potential infrastructure improvement from the three distinct perspectives described below. The methodology suggests then that the projects and corridors that exhibit those most need are those that are able to successfully address multiple areas of consideration in the analysis.

Technical Propensity

The technical propensity analysis was used to generate a score of up to 10 points on each potential project corridor.

Goals

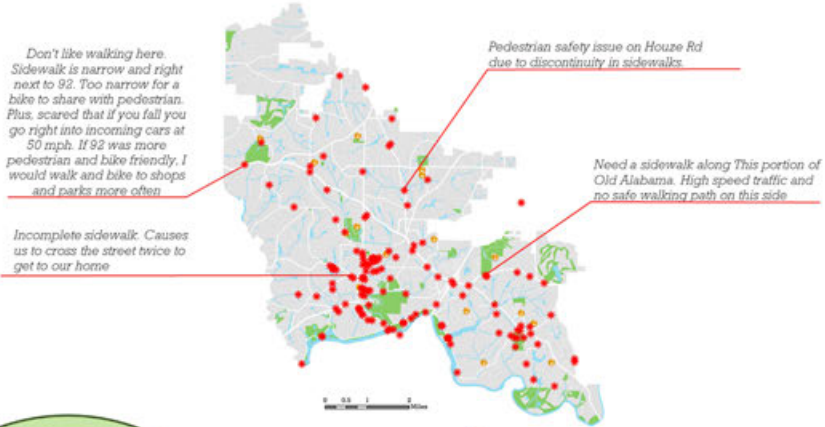
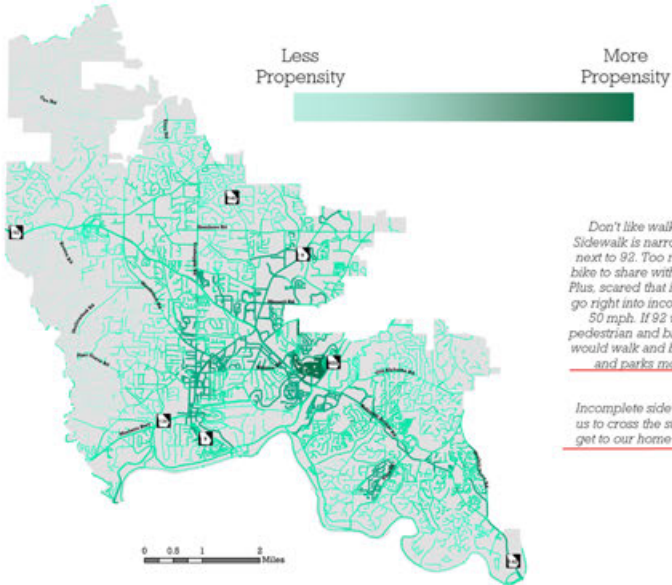
The ability of each corridor or project to address various goals for the future bicycle and pedestrian network that were established in the initial rounds of community engagement was considered. Each project was assigned a score of up to 10 points depending on the number of goals met and the relative weighting (per the community preferences on these goals) of each goal.

Community Support

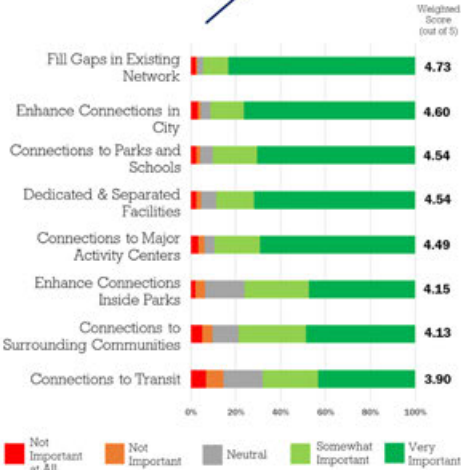
In a final test, projects were awarded up to an additional 10 points based on direct community support associated with the location of that project. This included:

- Awarding points to those corridors that serve locations that online survey respondents indicated they wanted to walk or bike to.
- Awarding points to those corridors that are a reasonable vicinity of locations cited as having a bicyclist or pedestrian safety issue through that same online survey.
- Awarding additional points to those corridors that were selected through an exercise with the stakeholder advisory committee.
- Awarding additional points to those corridors that were selected by meeting attendees at the second round of community open houses.

Prioritization Process



Projects that best balance these considerations will fare best when prioritized.



Implementation

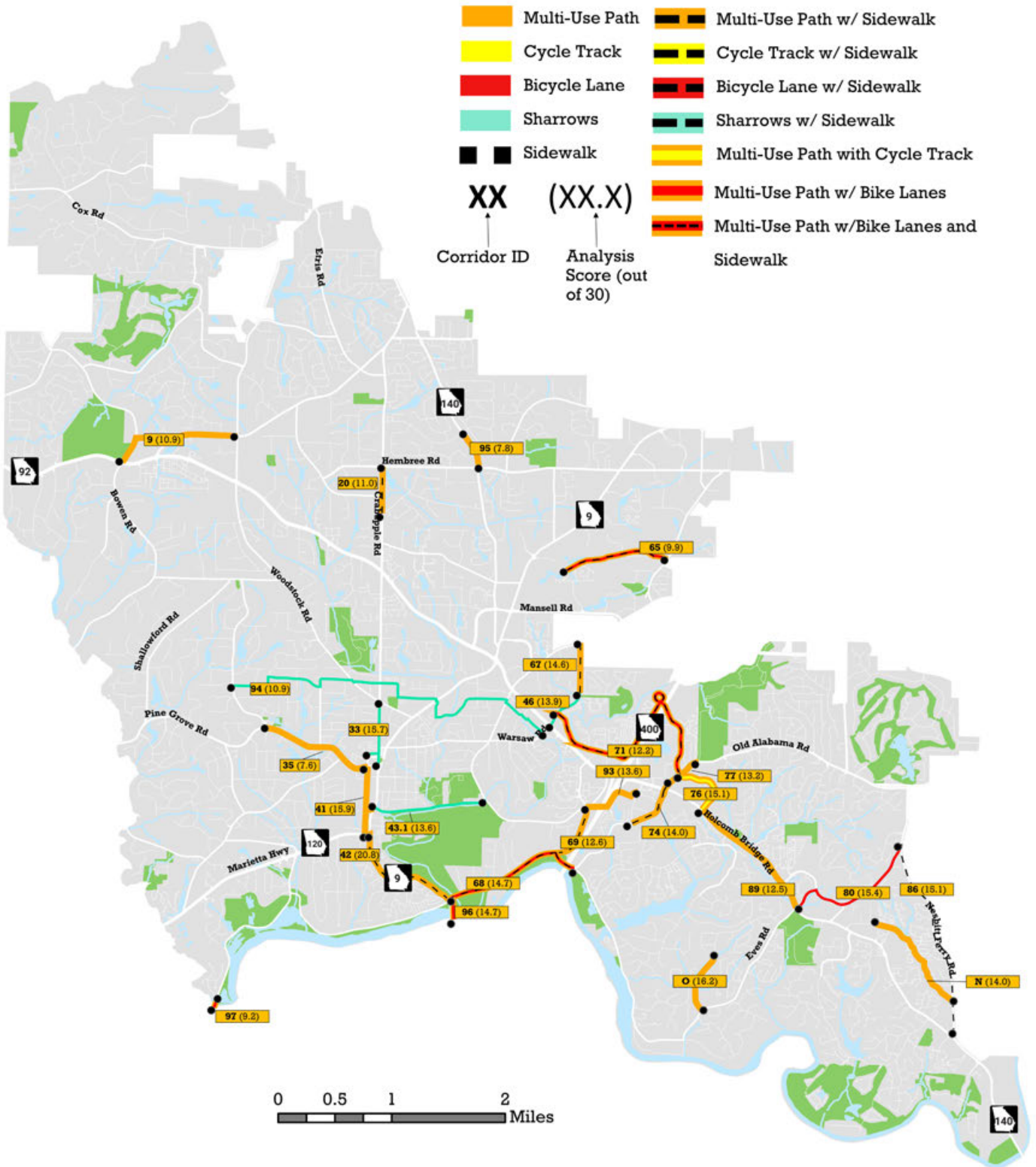
Implementation of the Bicycle and Pedestrian Master Plan can take on many forms and considerations including:

- Taking into account how Walk Friendly and Bike Friendly Recognition Programs typically award recognitions to communities like Roswell
- Consideration of regional implementation strategies identified by the Atlanta Regional Commission through their Walk. Bike. Thrive! Plan as well as cooperation and coordination with neighboring communities that are developing more robust pedestrian and bicycle connections.
- Potential adoption of a Vision Zero policy
- Potential adoption of refinements to the City’s Sidewalk Matrix to include factoring in population served, prioritizing sidewalks on both sides of the road for certain corridors, coordinating with the City’s Comprehensive Plan, considering existing connectivity, and creating tiers for implementation
- Policies to stripe bike shoulders where possible when restriping and repaving City roads
- Policies to increase the frequency of maintenance and street sweeping on roadways with bike lanes or shoulders
- Use of a 30 year fiscally constrained implementation plan (separated into three tiers: short-term, mid-term, and long-term with a fourth tier of aspirational projects) that would significantly increase pedestrian and bicycle facility coverage in the City of Roswell as depicted in the table below and maps on the following pages.

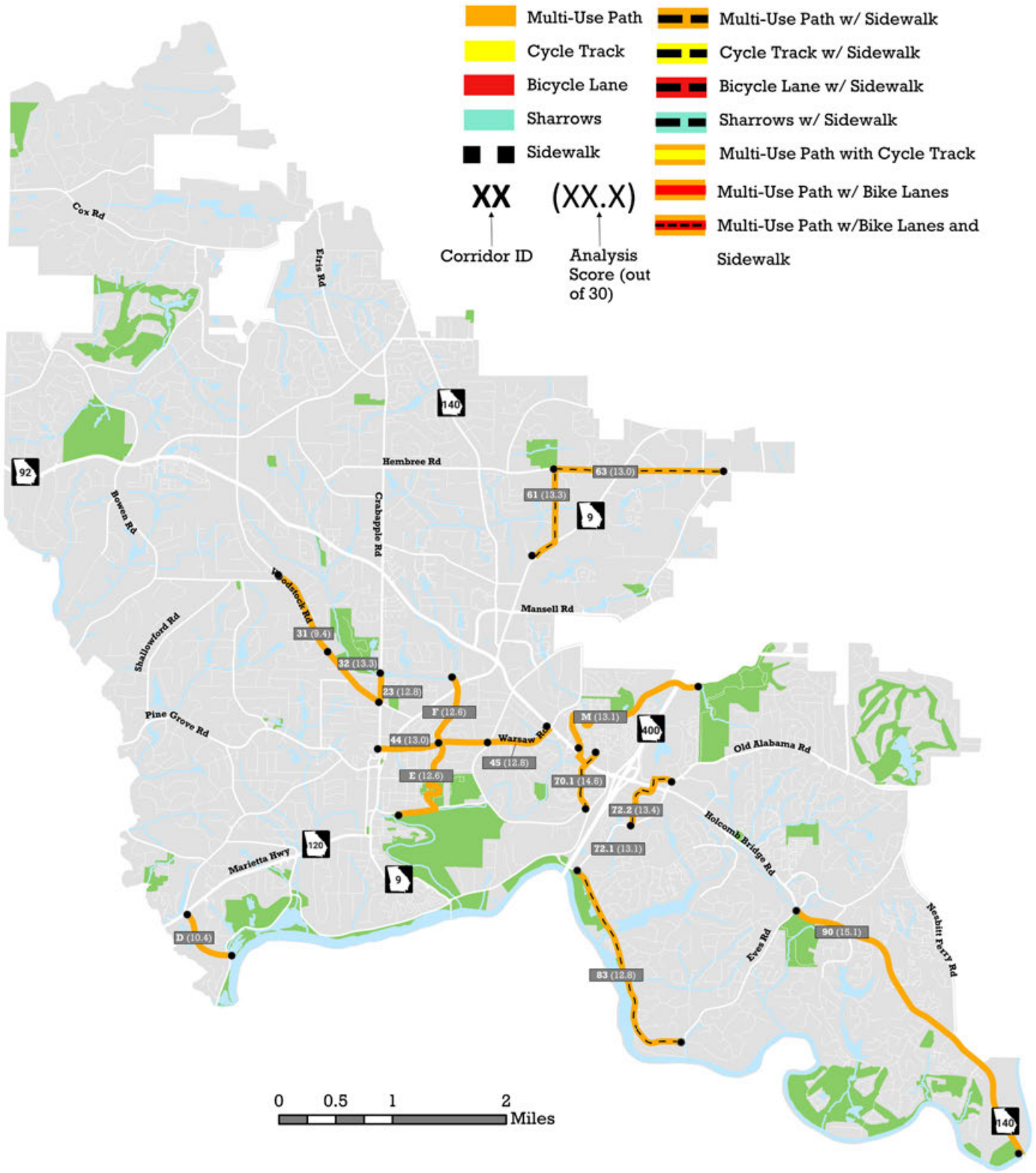
Term	Number of Projects	Revenue (in YOE)*	Costs (in YOE)	Surplus at End of Term (in YOE)
2020-2030	27	\$39,403,700	\$33,632,300	\$5,771,400
2030-2040	15	\$55,897,500	\$53,521,500	\$2,376,000
2040-2050	23	\$67,890,900	\$63,769,400	\$4,121,500
Total Planned	65	\$163,192,100	\$150,923,200	\$4,121,500
Aspirations	40	N/A	\$118,438,600	N/A

* includes surplus (with inflation) from previous term

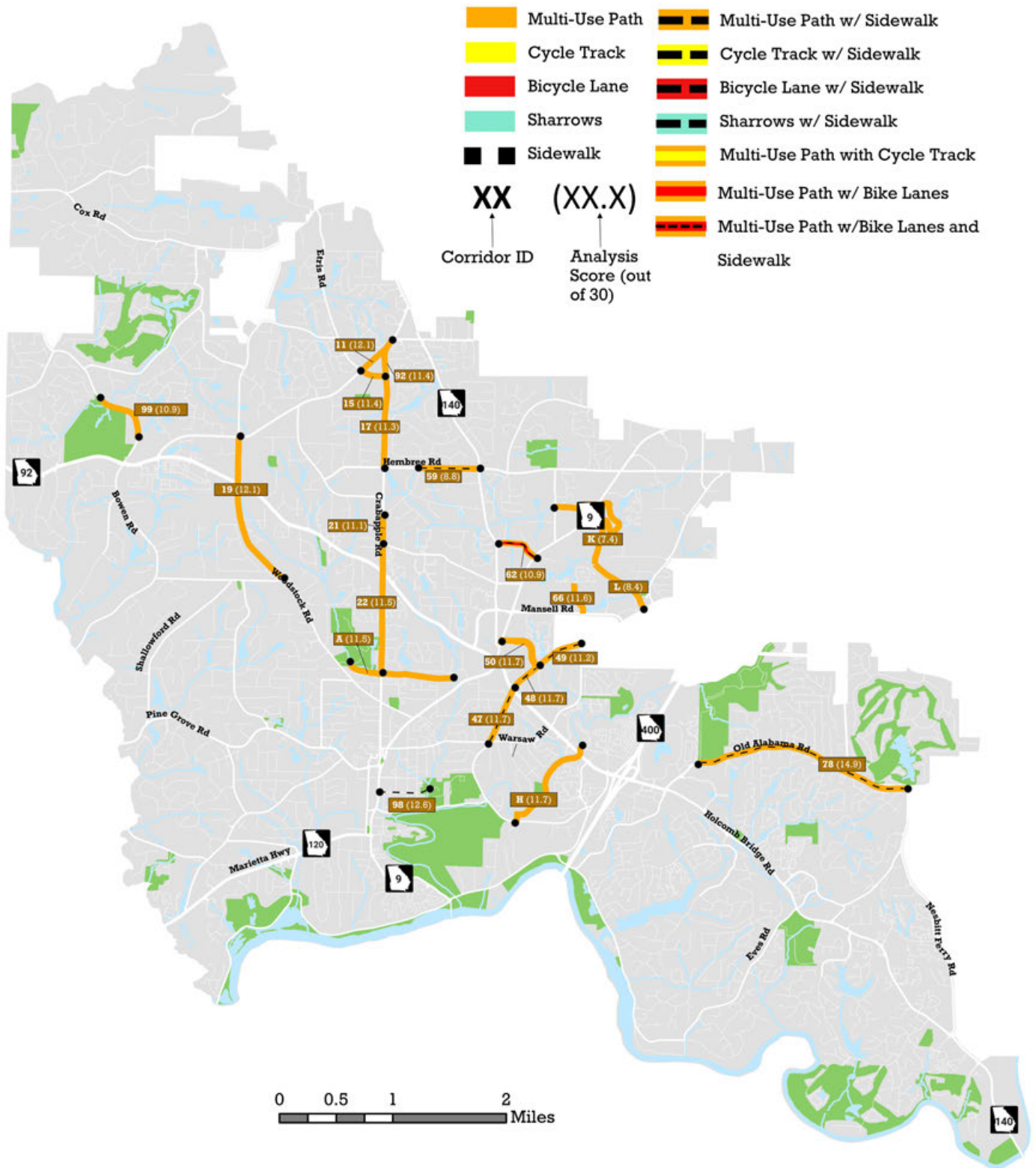
Short Term Planned Projects: Years 2020-2030



Mid Term Planned Projects: Years 2031-2040



Long Term Planned Projects: Years 2041-2050



Aspirational Projects

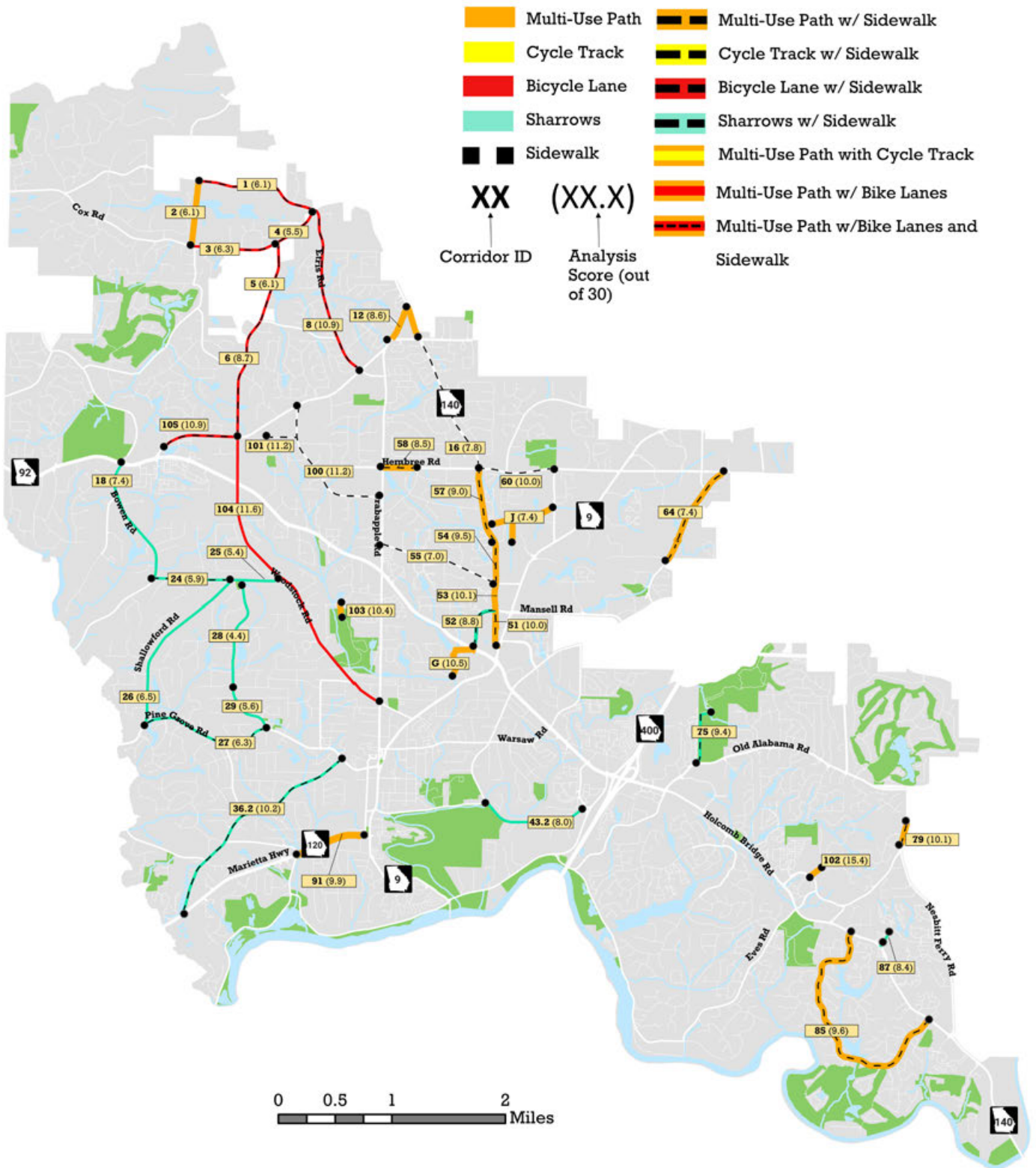


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I. INTRODUCTION

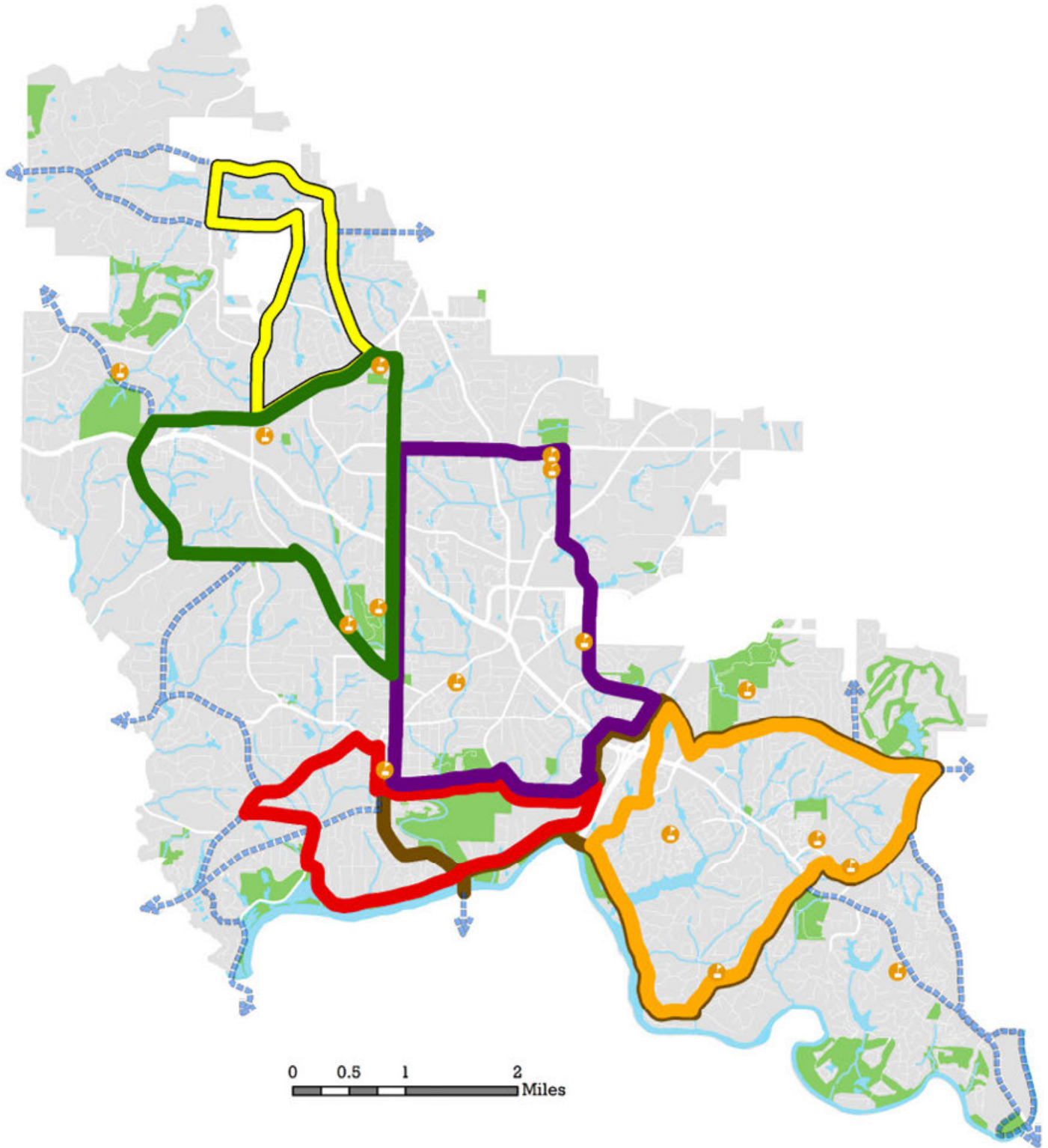
The area now known as Roswell originally developed around the site of Roswell Mill – a mill along what was then known as Vickery Creek (now known as Big Creek). The mill attracted commerce to the area resulting in the 1854 incorporation of the Town of Roswell by the Georgia Assembly. Located about 20 miles north of Atlanta, the growth and suburbanization of that overall region brought development to the Roswell area in the 1980s and 1990s. This wave of development that occurred in the 1980s and 1990s in Roswell was primarily auto-centric, focusing on a network of major vehicular connections throughout the City. Many of the residential areas of the community that were developed at this time utilized winding streets and cul-de-sacs, cumulatively resulting in a community where the majority of connections are only possible via major routes.

A shift around 2000 to the recreational, equitable, and health oriented benefits of walking and biking resulted in renewed focus on pedestrian and bicycle connectivity culminating in the “Roswell Loop” concept that was incorporated into the City’s Transportation Master Plan in the late 2000s. This “Roswell Loop” concept emphasized redundancy in bicycle and pedestrian connectivity (inherent in the concept of loops) while prioritizing routes that served local schools and parks. Many parts of the “Roswell Loop” concept were subsequently implemented including on Eves Road (as a complete street, incorporating multi-use paths, sidewalks, and dedicated bicycle lanes) and the recent completion of a multi-use path along a stretch of Hardscrabble Road.

Similarly, the City began focusing on smaller scale implementation efforts by identifying smaller gaps in the existing sidewalk network that could be addressed at relatively low costs. Through the use of the City’s “Sidewalk Matrix”, the City has prioritized the construction of sidewalks in these gaps using an objective, data-driven process to analyze and identify where the needs are the greatest.

Despite the vision offered through the “Roswell Loop” concept and the focus on addressing sidewalk gaps, the City has recognized that there are increasingly more bicycle and pedestrian needs than there are resources to address them. Building off of the recent completion of the multi-jurisdictional North Fulton Comprehensive Plan and to help solidify the future vision for biking and walking in the community and to help prioritize where implementation is most critical, the City began its first dedicated Bicycle and Pedestrian Master Plan in early 2019.

Roswell Loop Concept



Planning Goals

Building from the established need for a specific focus on walking and biking in Roswell, the City established further more specific goals for the Bicycle and Pedestrian Master Plan to address. These include:

- Evaluate the City's policies and practices
- Consider potential refinements to City's "Sidewalk Matrix" (sidewalk prioritization tool)
- Identify and prioritize the City's bicycle and pedestrian investments
- Develop fiscally realistic implementation strategy to balance short, mid, and long term needs and goals with reasonable financial limitations

Additionally, broader illustrative goals that could potentially be the outcome of completing the Bicycle and Pedestrian Master Plan were identified to include:

- Achieve Silver or higher Bicycle Friendly Community Status by League of American Bicyclist
- Achieve Walk Friend Community designation
- Increase number of sidewalk and bicycle lanes miles in city by 10% within twenty years
- Reduce the number of bicycle and pedestrian crashes by half within ten years

Process

With these goals in mind, the Pedestrian and Bicycle Master Plan process was designed to include three overall phases of research and analysis as described below. All three phases were additionally supported by an ongoing and innovative community engagement program focused on gaining a broad cross-section of perspectives and insights, which is documented in **Chapter II – Outreach and Engagement**.

Data Gathering

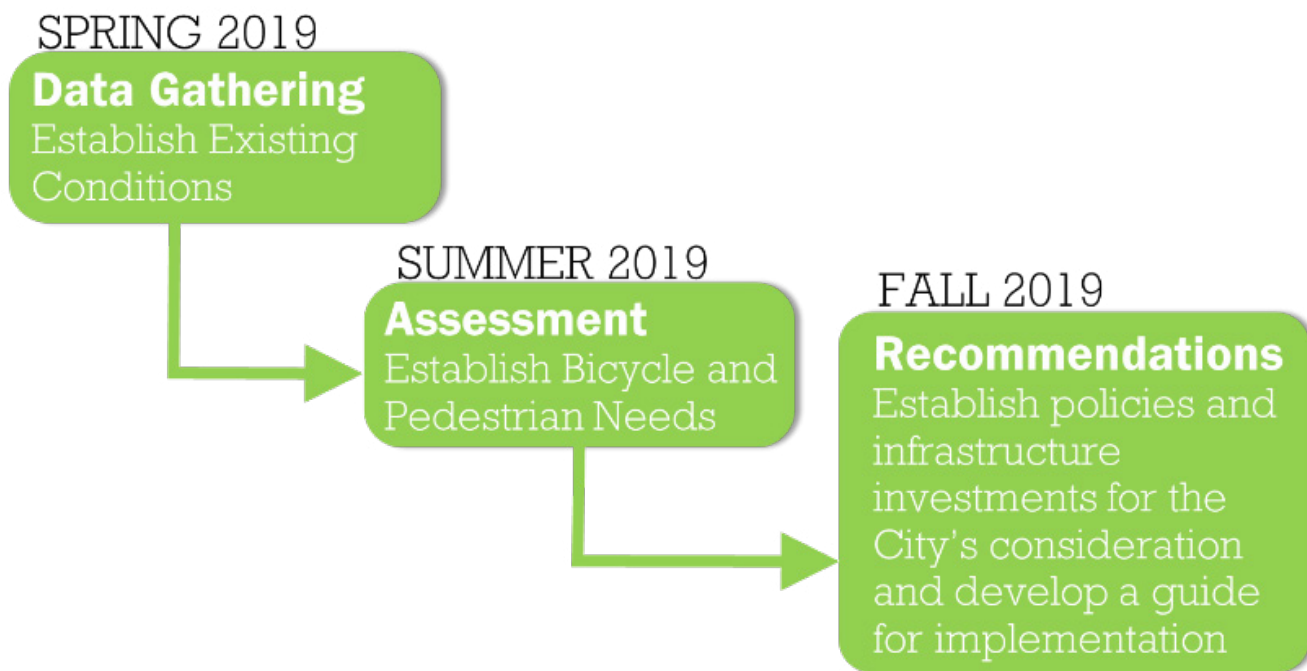
In this phase, the planning team researched the underlying conditions influencing walking and biking in the City. This included a review of demographic conditions, health considerations, and a broader assessment of the overall environment and its proclivity to make walking and biking convenient, as documented in **Chapter III – Community Assessment**.

Assessment

In this phase, the planning team utilized the various insights and directions gained through the Data Gathering phase to analyze and prioritize where initiatives are most needed as documented in **Chapter IV – Prioritization**.

Recommendations

In the final phase, the planning team cross referenced the prioritization of initiatives with anticipated resources to develop an Action/Implementation plan. This plan is further supported by policy refinements and 'best practices suggestions' documented in **Chapter V – Implementation**.



II. OUTREACH AND ENGAGEMENT

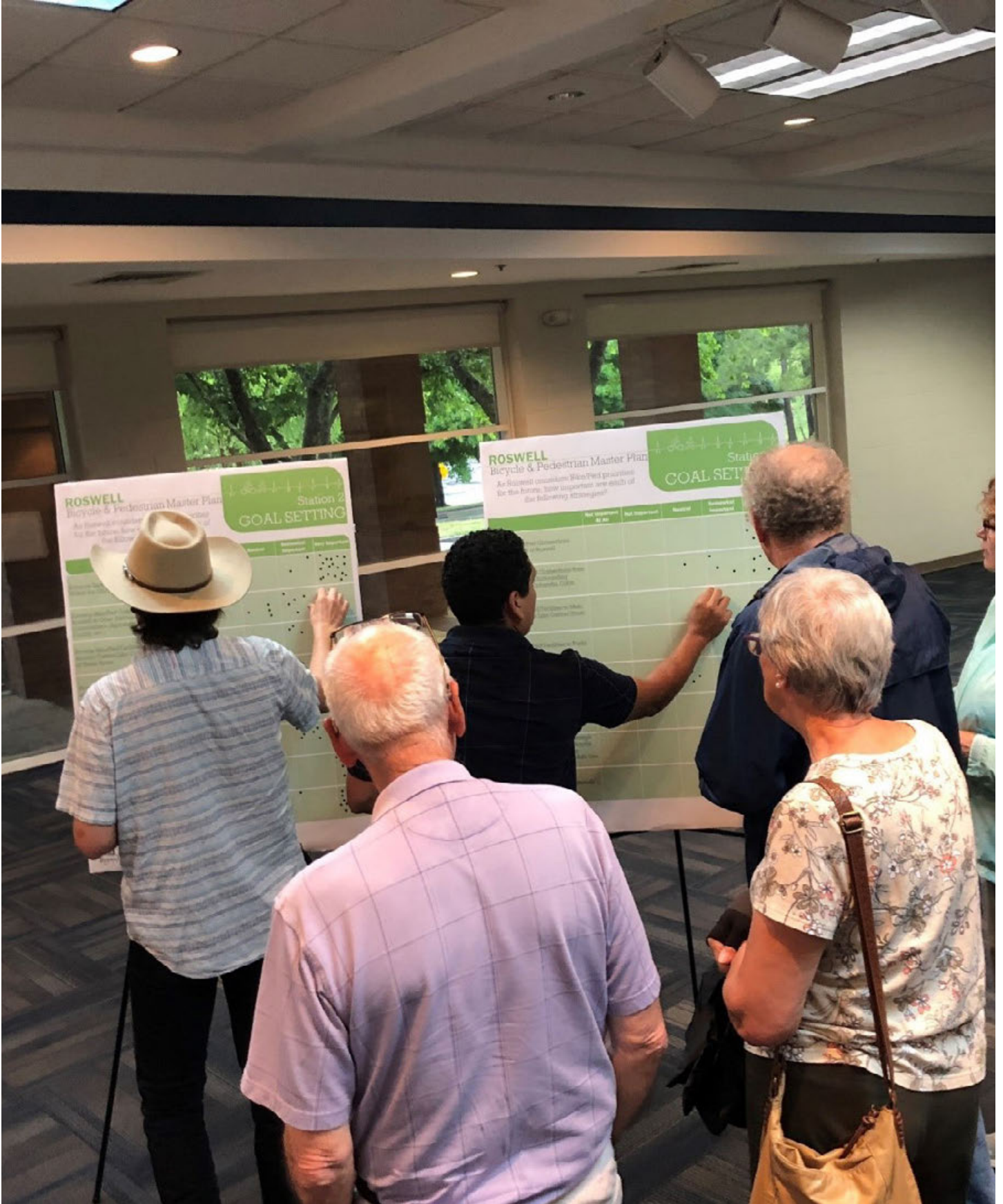
One of two foundations in the overall planning process (the other being the analysis that is described in subsequent chapters), the Community Outreach and Engagement process for the Bicycle and Pedestrian Master Plan used a variety of different techniques and methods in an effort to engage with a broad cross-section of Roswell residents. This commitment to engagement recognized the need to incorporate a variety of perspectives and insights into the planning process to include everyone from recreational cyclists to the sizable Hispanic population of Roswell (many who broadly rely on walking and biking at larger levels to get around the community) to families with young children to those who may work outside traditional working hours to those residents who may not have thought seriously about walking and biking as a legitimate mechanism to get around the City.

Strategy and Methods

With the recognition that a successful outreach process (and therefore, successful plan) would need to reach out to as many different types of populations and groups within the City, a variety of different outreach techniques and approaches were used including traditional community engagement techniques (open houses and the establishment of a stakeholder committee), methods to engage with people remotely and online, and a tactical approaches that put the planning team in places such as parks and festivals where residents would be likely to congregate.

Additionally, throughout the process, the planning team coordinated with the City's Communication Department to issue press releases, create social media posts, and build general awareness and interest in the Bicycle and Pedestrian Master Plan process.





Community Open Houses

Over the course of the planning process, four community open houses were held. Recognizing the large geography of Roswell, these meetings were equitably held and located to ensure two meetings convenient for residents in the west part of Roswell and two meetings convenient for residents in the east part of Roswell. Detailed summaries of these open houses are provided in Appendix A.

Round 1 Open Houses

An initial round of open houses (consisting of two meetings – one in west Roswell and one in east Roswell) was held in early May 2019 to gather initial insights and opinions. These meetings were held:

- May 7, 2019 from 6-8 PM: Hembree Park Community Center
- May 9, 2019 from 6-8 PM: East Roswell Park Community Center

As an open house, the meeting consisted of a series of displays which summarized initial bicycle and pedestrian oriented insights in Roswell which were followed by three interactive stations:

- An exercise asking attendees to respond to the importance of various goals that the City's future bicycle and pedestrian network could address
- An exercise asking attendees to respond to the appropriateness in Roswell of different types of bicycle and pedestrian infrastructure
- A broader and more open ended exercise that asked attendees to indicate places and connections in Roswell that they would like to plan to address

Round 2 Open Houses

A final round of open houses (again, consisting of two meetings – one in west Roswell and one in east Roswell) was held in the middle of September 2019 to educate the community on the plan's progress and solicit feedback on the plan's initial recommendations. These meetings were held:

- September 16, 2019 from 6-8 PM: East Roswell Library
- September 17, 2019 from 6-8 PM: Roswell City Hall

As an open house, these meetings consisted of both informative displays and opportunities for attendees to engage. An initial series of displays summarized both the community outreach and engagement (that had taken place up to that point in the process) as well as the technical needs assessment which were followed by:

- A display summarizing the formulation of an overall vision for the future bicycle and pedestrian network for Roswell where attendees were asked to register their agreement (or provide commentary) of the vision.
- A display summarizing suggested refinements to consider for the City's Sidewalk Matrix (sidewalk gap prioritization tool) asking attendees for their agreement or lack thereof.
- A series of displays indicating the various bicycle and pedestrian infrastructure recommendations and their initial relative ranking using a prioritization process developed for the plan which reflected both the outreach and technical analysis completed up to that point. These projects were sorted into three relative tiers: Gold, Silver, and Bronze. Attendees were further asked to tell us their top 5 project initiatives.

Stakeholder Committee

Following a questionnaire and an application process to ensure a broad cross-section of perspectives and geographic representation from throughout the City, ten Roswell residents were selected to serve as part of a Stakeholder Advisory Committee. These residents were chosen based on geography and to ensure a balance between pedestrian advocates, bicycle advocates, and the perspectives of other residents who could represent family and general interests. This committee met three times during the planning process to discuss bicycle and pedestrian goals, needs, and recommendations in depth as described below. Summaries of these meetings are provided in **Appendix A**.

Stakeholder Meeting 1

Held on June 18, 2019, the first stakeholder meeting was used to describe the intended planning process, brief stakeholders on their role and expectations, review initial data gathered, review initial community input up to that point, and discuss an overall vision for future bicycle and pedestrian connectivity.

Stakeholder Meeting 2

Held on August 28, 2019, the second stakeholder meeting was used to brief the committee on the plan's progress up to that point. A significant amount of the meeting was used to describe the technical analysis and community input and how it was subsequently used to develop initial infrastructure recommendations. Stakeholders were also asked to provide insight to these initial ideas so they could be further refined.

Stakeholder Meeting 3

Held on October 16, 2019, a third and final stakeholder meeting was used to brief the committee on the entire process and solicit input on draft recommendations.



Online Engagement

Recognizing that many people have neither the time or desire to attend a traditional community meeting but do want to offer their input, a project survey and interactive map was created using Social Pinpoint that was accessible online between April 15, 2019 and June 30, 2019. Raw results of the survey are provided in Appendix A.

Project Survey

546 people provided responses to a 13 question survey designed to understand respondents' current attitudes and propensity to walking and biking, understand opinions on various goals that the bicycle and pedestrian network can achieve (replicating an exercise conducted during the first round of community open houses), and understanding opinions on the appropriateness of different infrastructure types in Roswell (also replicating an exercise from the first round of open houses).

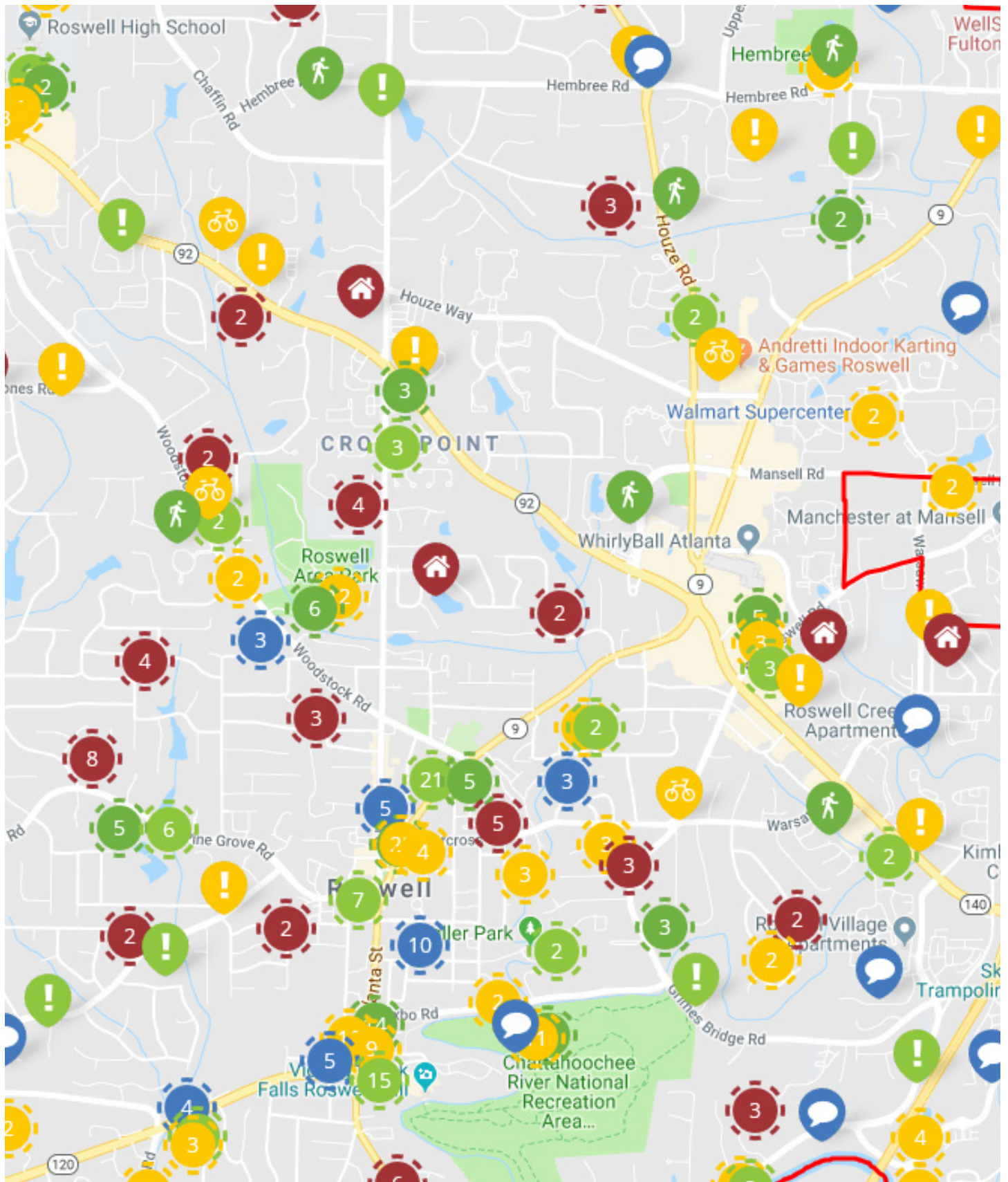
Interactive Map

Over 930 'pins' were placed on a map of Roswell and the immediate surrounding area. These pins represented different responses and topics as indicated below:

- Where is Your Neighborhood? – used to gain a general understanding of the geographic equity and distribution of respondents
- Locations to Walk To – used to map and understand specific locations people want to walk to in the community
- Locations to Bike To – used to map and understand specific locations people want to bike to in the community
- Bicyclist Safety Issue – used to map and understand reported safety issues for bicyclists in the community
- Pedestrian Safety Issue – used to map and understand reported safety issues for pedestrians in the community
- Other Comments – used to map and understand any other comments or concerns indicated by respondents

In addition to the mapping of these different 'pin' locations, respondents were able to provide text commentary to explain their 'pin' as well as upload photographic evidence related to their comments.

Interactive Map from Project Survey





Tactical Engagement

A final component of the community outreach strategy utilized a tactical approach to target and engage with specific communities in the City. This approach included Pop Up Events (where members of the planning team would attend City festivals and events to engage with the community) and Intercept Interviews (where members of the planning team would specifically locate themselves in places where there would be opportunities to talk with different types of populations in the community).

Pop Up Events

As indicated below, three pop up events were held during the planning process. At these events, members of the planning team set up a booth and had various displays and materials from the plan available for discussion and comment.

- April 28, 2019: Roswell Moves!
- May 16, 2019: Alive in Roswell
- September 19, 2019: Alive in Roswell

Intercept Interviews

Over the course of the planning process, nearly 100 people were interviewed using a technique where members of the planning team would identify themselves and simply approach and engage with members of the community in various public locations. These intercept interviews were conducted using an abbreviated version (in order to minimize time spent and potential inconvenience to those being interviewed) of the online survey focusing on questions related to demographics and attitudes to walking and biking as well as questions that reflect people's perspectives on different goals for the bicycle and pedestrian system. These interviews were held at specific locations and times, often in order to engage with specific populations that are less likely to engage in processes like these through more traditional approaches.

- Dog Park at Leita Thompson Memorial Park – targeting general community
- Roswell Area Park – targeting families
- Big Creek Greenway Trailhead at Big Creek Park – targeting recreational walkers and cyclists and general community
- Roswell Boardwalk – targeting recreational walkers and general community
- MARTA Bus Stops – targeting transit users and the Hispanic community in a predominately Hispanic part of the community, per Census data
- Alive in Roswell – targeting recreational cyclists at the Bike Roswell weekly community ride and general community at Alive in Roswell
- East Roswell Park – targeting families

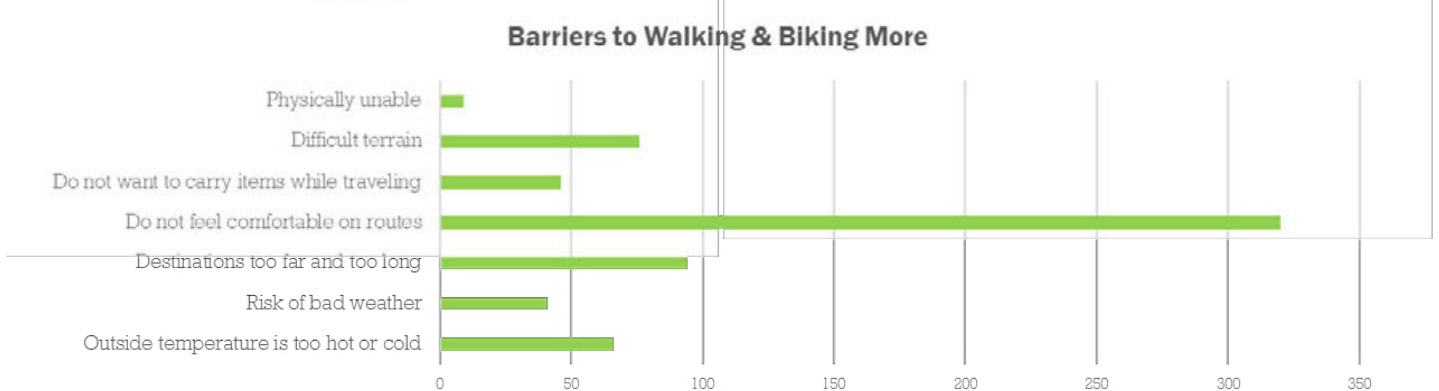
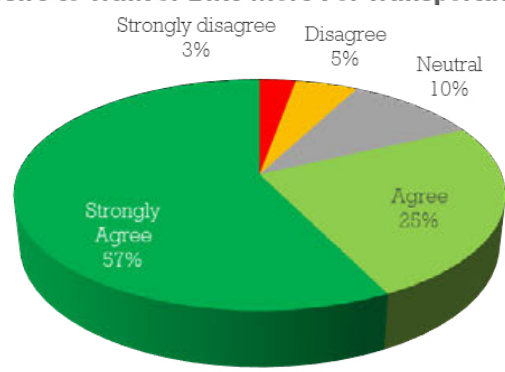
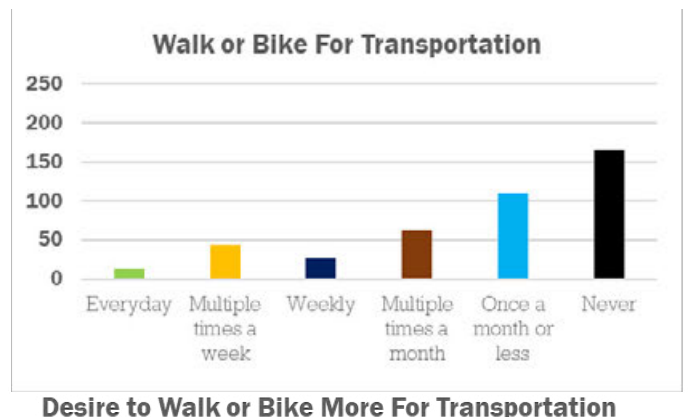
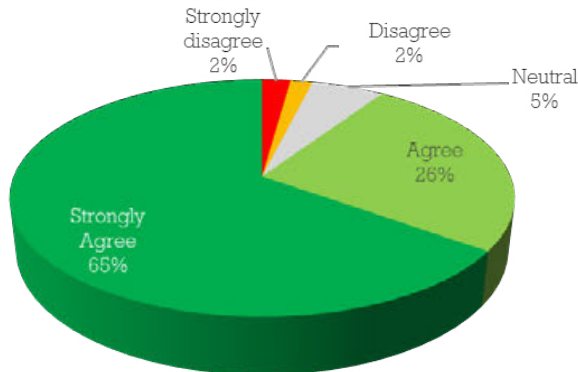
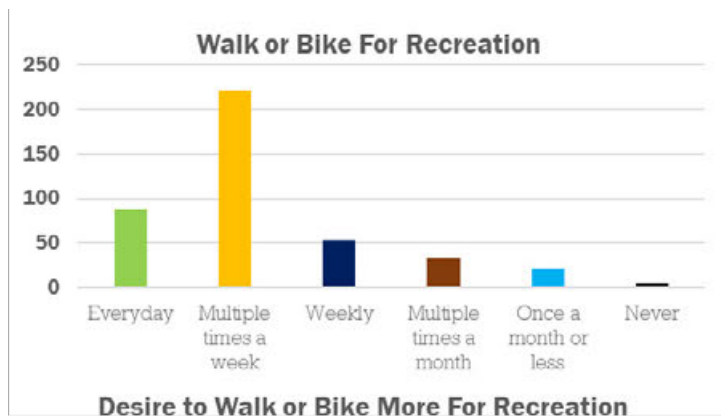
Community Feedback

Through the input received through the various outreach and engagement techniques, the planning team began to formulate the key insights that helped drive the overall Bicycle and Pedestrian Master Plan process.

Survey Results

Through the online survey and intercept interviews, a broad understanding of values and attitudes as well as propensity for walking and biking in the City of Roswell were understood. Key takeaways include:

- While many respondents (83 percent) indicated that they walk or bike at-least weekly for recreational purposes, many respondents (42 percent) similarly responded that they never walk or bike for explicitly transportation purposes
- Despite this, a majority of respondents (82 percent) indicated that they would like more opportunities to walk and bike for transportation purposes.
- Similarly, while many respondents already indicated that they walk or bike for recreational purposes, 91 percent of respondents indicated that they would like still more opportunities in the City.
- Among respondents, many indicated a relative lack of comfort as a pedestrian (39 percent) or a bicyclist (54 percent)
- While several reasons were provided for why respondents did not walk or bike more (challenging terrain, destinations that were too far away, concerns about weather, etc.), a significant amount of respondents indicated that they do not feel comfortable walking or biking on routes in the City



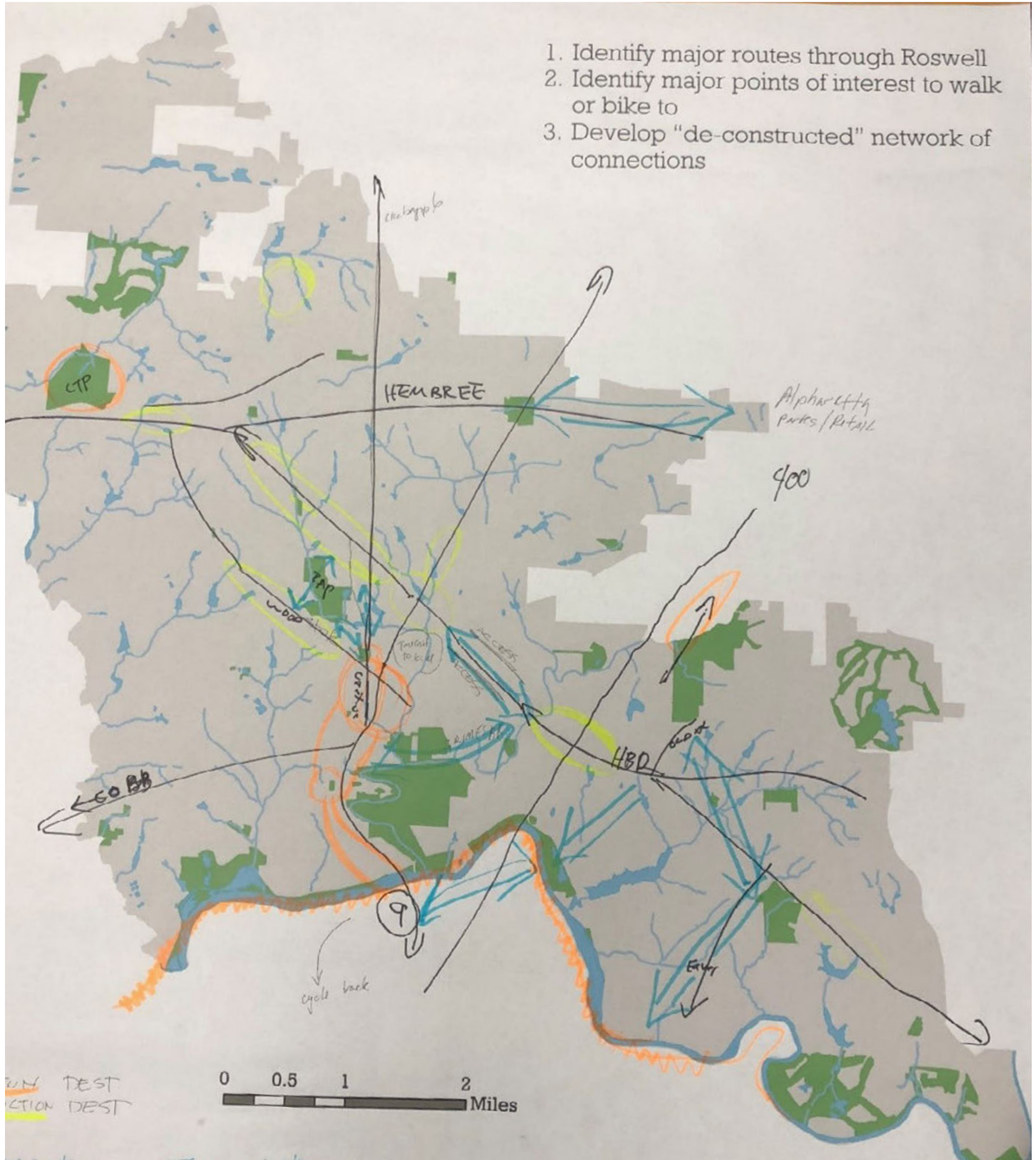
Vision

Through various exercises at the community open houses, stakeholder meetings, and Pop Up events, broad ideas for a future bicycle and pedestrian network were captured. Across most of these conversations, major themes that emerged included:

- The realization and emphasis that Roswell includes specific areas of attraction. Areas such as the Canton Street corridor are major destinations for surrounding neighborhoods and bicycle and pedestrian investment can be prioritized to connect to these areas.
- Similarly, that the City's current focus on connecting to schools and parks in the community (as intended through the "Roswell Loops" concept) should be retained
- An emphasis on having a 'grid' oriented through north-south and east-west bicycle and pedestrian connections
- Interest in Roswell doing its part to form regional bicycle and pedestrian connections in the suburban communities north of Atlanta

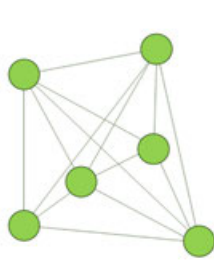
Compiled Drawing of Visioning Ideas from One of the Community Events

1. Identify major routes through Roswell
2. Identify major points of interest to walk or bike to
3. Develop "de-constructed" network of connections

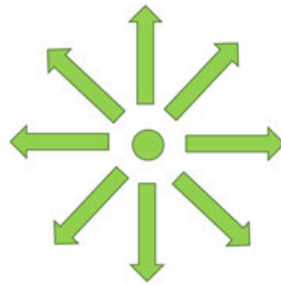


Goals

Acknowledging that the visions suggested by the community implied broader goals of what the future bicycle and pedestrian network could achieve, the planning team developed eight systematic goals that could be used to evaluate potential infrastructure initiatives. Through the community open houses, stakeholder meetings, online survey, and intercept interviews, members of the community were asked to respond to the relative importance of these different goals. As shown in the images below, the majority of respondents indicated all of these goals are important though some goals were clearly identified as being more important than others.



Enhance Bike/Ped Connections Within the City of Roswell



Develop Bike/Ped connections from Roswell to other surrounding communities



Provide Bike/Ped facilities to main activity centers like Canton Street or retail areas.



Enhance recreational Bike/Ped network inside of parks



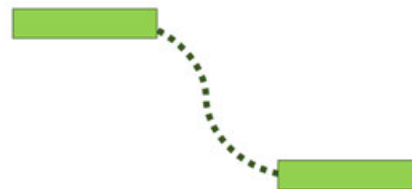
Provide Bike/Ped facilities to transit (MARTA bus stops)



Provide Bike/Ped facilities to parks and schools

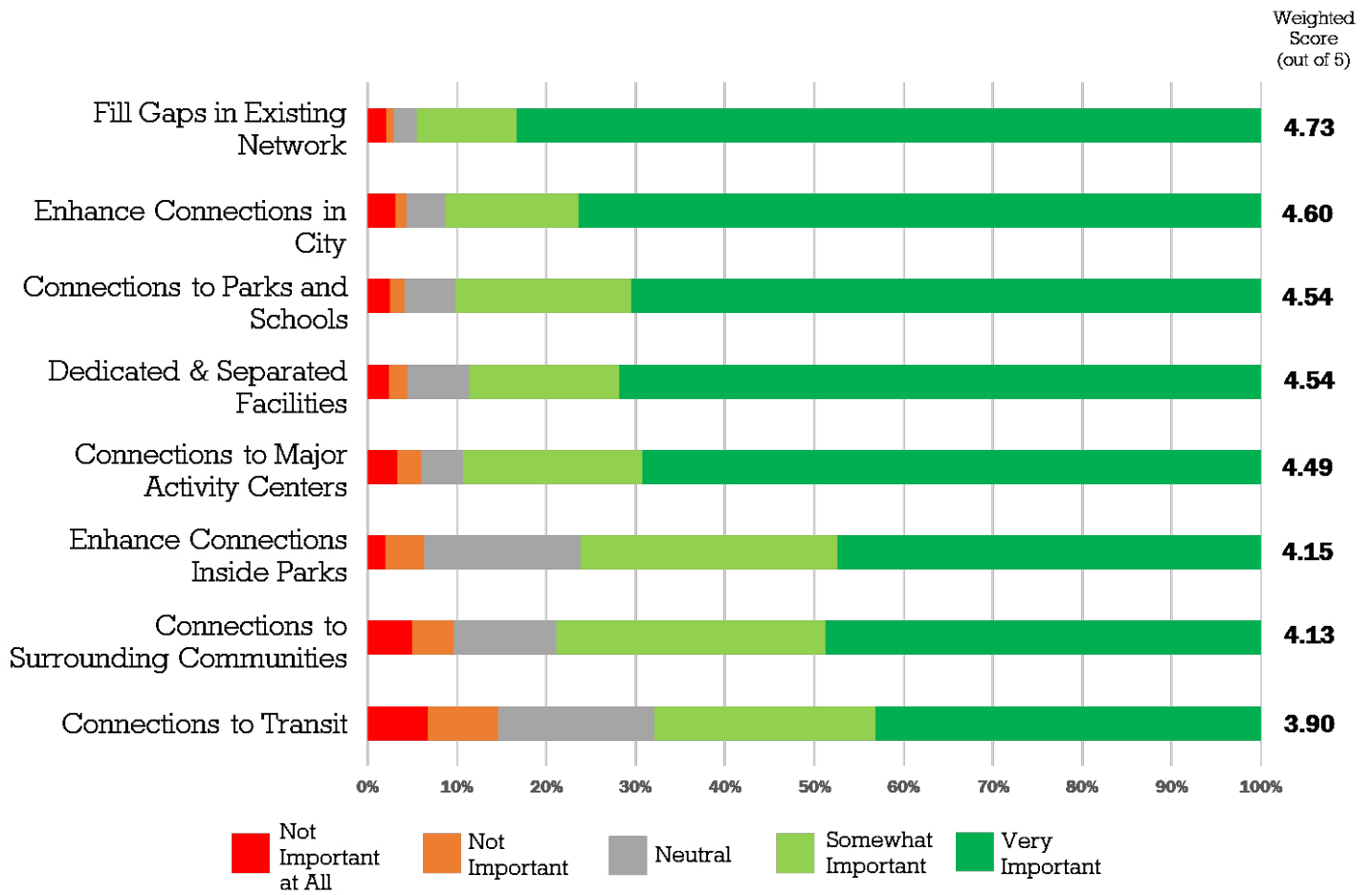


Enhance Bike/Ped safety through dedicated pedestrian and bicycle facilities that are physically separated from motorists



Fill gaps in our existing sidewalk and bicycle network

Community Ranking of Goals



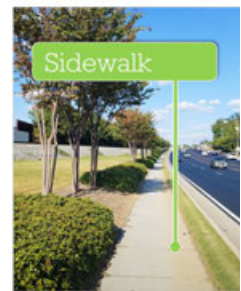
Facility Type Preferences

Through the open houses and online survey, residents were also asked to weigh in on different types of bicycle and pedestrian infrastructure, with the most interest shown for multi-use paths and cycle tracks.

The stakeholder group also provided insight with acknowledgment of the tradeoffs and costs associated with these different facilities through an exercise to determine how many miles of each facility type they would build with a limited budget. This group also showed interest in multi-use paths but recognized that the relatively high cost of cycle tracks made them less appealing. This group also pragmatically focused on sidewalks.



Sharrows – Street marking indicated a travel lane that is to be 'shared' by both bicycle and vehicular traffic



Sidewalk – A travel area delineated for pedestrian traffic typically parallel and separated from the vehicular roadway.



Bicycle Lanes – Bicycle lanes are areas of the roadway dedicated for bicycle-only traffic. The bike lane is designated through pavement markings and signage. These lanes are typically 4 feet to 7 feet wide, located on the right side of the roadway, and are used in the same direction as vehicular traffic.



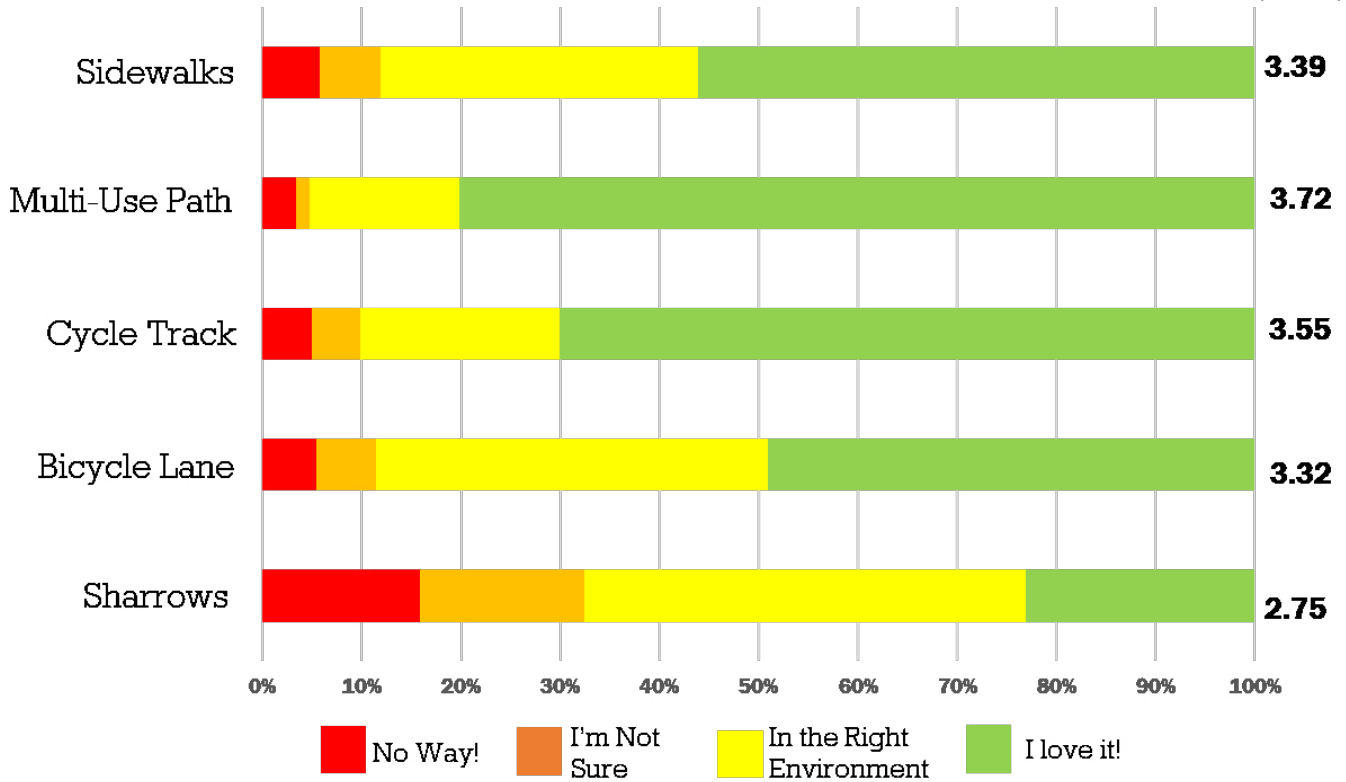
Multi-Use Paths – Trails and pathways designated for use by both pedestrians and bicyclists with a typical width between 10 and 12 feet.



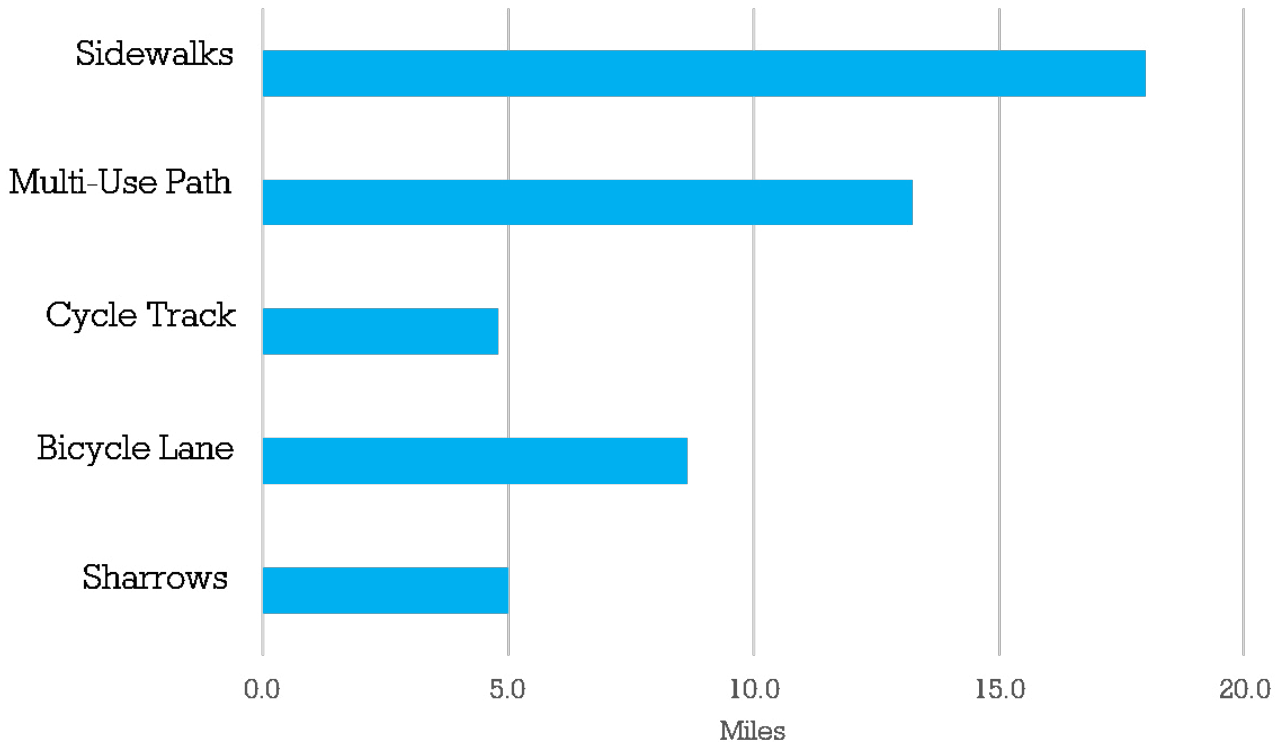
Cycle Tracks – An area delineated for bicycle travel physically separated (through raised pavement or a large striped area) from the vehicular roadway

Combined Online Survey & Community Meetings

Weighted Score (out of 4)



Stakeholder Budgeting Exercise (Miles of System)



Perceived Safety Issues

Through the online interactive map, residents were able to provide the planning team with an understanding of areas with perceived safety issues for both walking and biking. This tool allowed the planning team to understand areas of cumulative concern as well as understand the nature of the concern through comments provided (various examples of comments received shown in the image to the left).

While comments regarding safety are seen throughout the community, many of the concerns cluster around Azalea Drive (near the river) where many cyclists and walkers visit for recreational purposes, in the area around Canton Street and moving southward along SR 9 towards the river, at various hubs of activity in the City (such as in the area around east Roswell where there are various retail options as well as Centennial High School), and along corridors connecting to parks and schools.

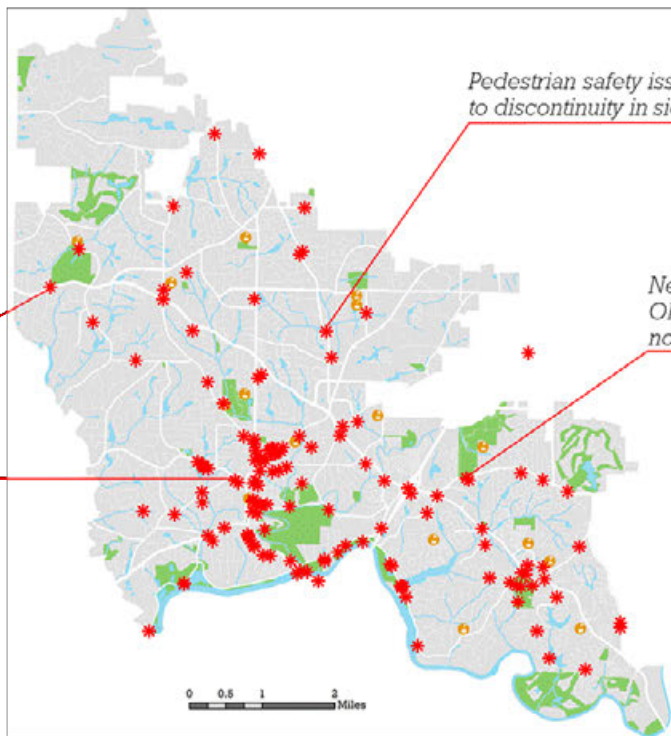
Safety Concerns for Pedestrians

Don't like walking here. Sidewalk is narrow and right next to 92. Too narrow for a bike to share with pedestrian. Plus, scared that if you fall you go right into incoming cars at 50 mph. If 92 was more pedestrian and bike friendly, I would walk and bike to shops and parks more often

Incomplete sidewalk. Causes us to cross the street twice to get to our home

Pedestrian safety issue on Houze Rd due to discontinuity in sidewalks.

Need a sidewalk along This portion of Old Alabama. High speed traffic and no safe walking path on this side



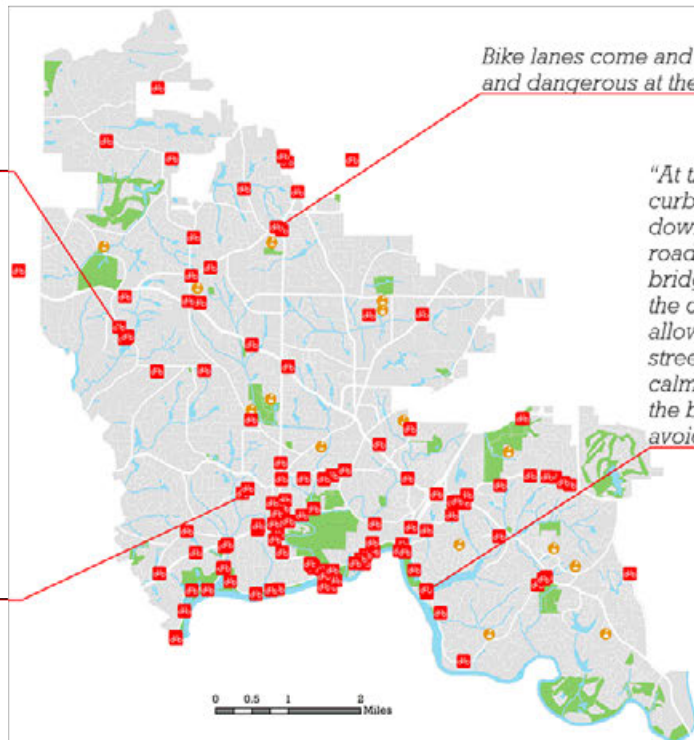
Safety Concerns for Bicyclists

Coming south the road is in bad condition forcing bicycles to go into the middle of the lane.

Coleman Road has become a bypass for Atlanta Street and Hwy 120. The roads are narrow, the sidewalks have little to no separation, and traffic regularly exceeds 45mph.

Bike lanes come and go. Not consistent and dangerous at the "Y" intersection.

"At this bridge crossing there are no curb cuts for peds and bikes to get down from the gravel trail and onto the road. Long term solution is build a bridge to extend the trail safely across the creek. Short term create curb cuts to allow bikes and users to safely enter the street. Some possible markings or traffic calming should be included as bikes in the bike lane may have to merge to avoid peds."

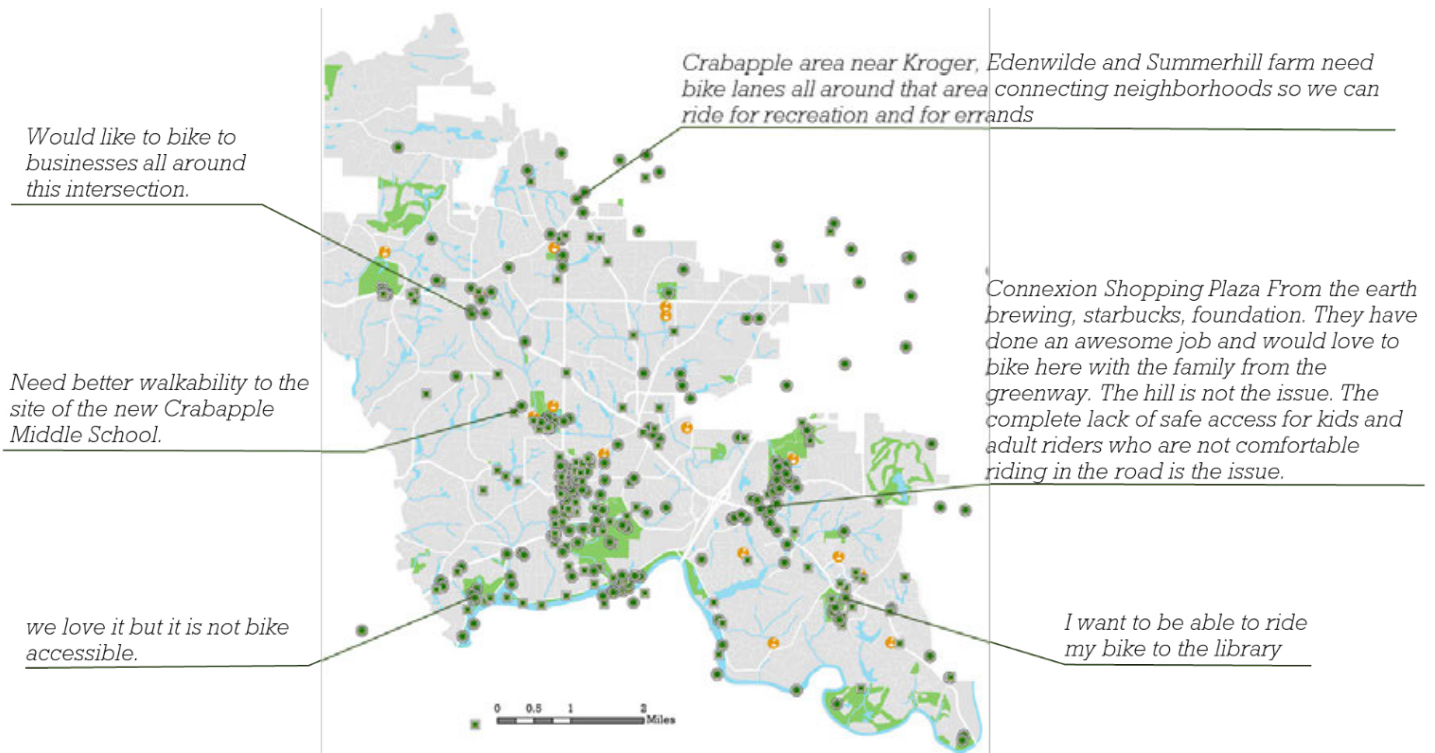


Places to Walk and Bike To

In a final exercise offered through the online mapping tool, residents were also able to provide the planning team with a comprehensive understanding of the locations in the City that are important to connect through the bicycle and pedestrian network.

Clear hubs of interest include along Canton Street, Big Creek Park, at and around East Roswell Park, Roswell Area Park, along the river, the Crabapple node, and the area in west Roswell along SR 92 stretching from Leita Thompson Memorial Park to Woodstock Road.

Places to Walk or Bike To



III. COMMUNITY ASSESSMENT

With a thorough understanding of the overall community vision and guidance from the community on goals and concerns, the planning team separately prepared a data-driven analysis to understand underlying conditions in the City of Roswell that influence walking and biking.

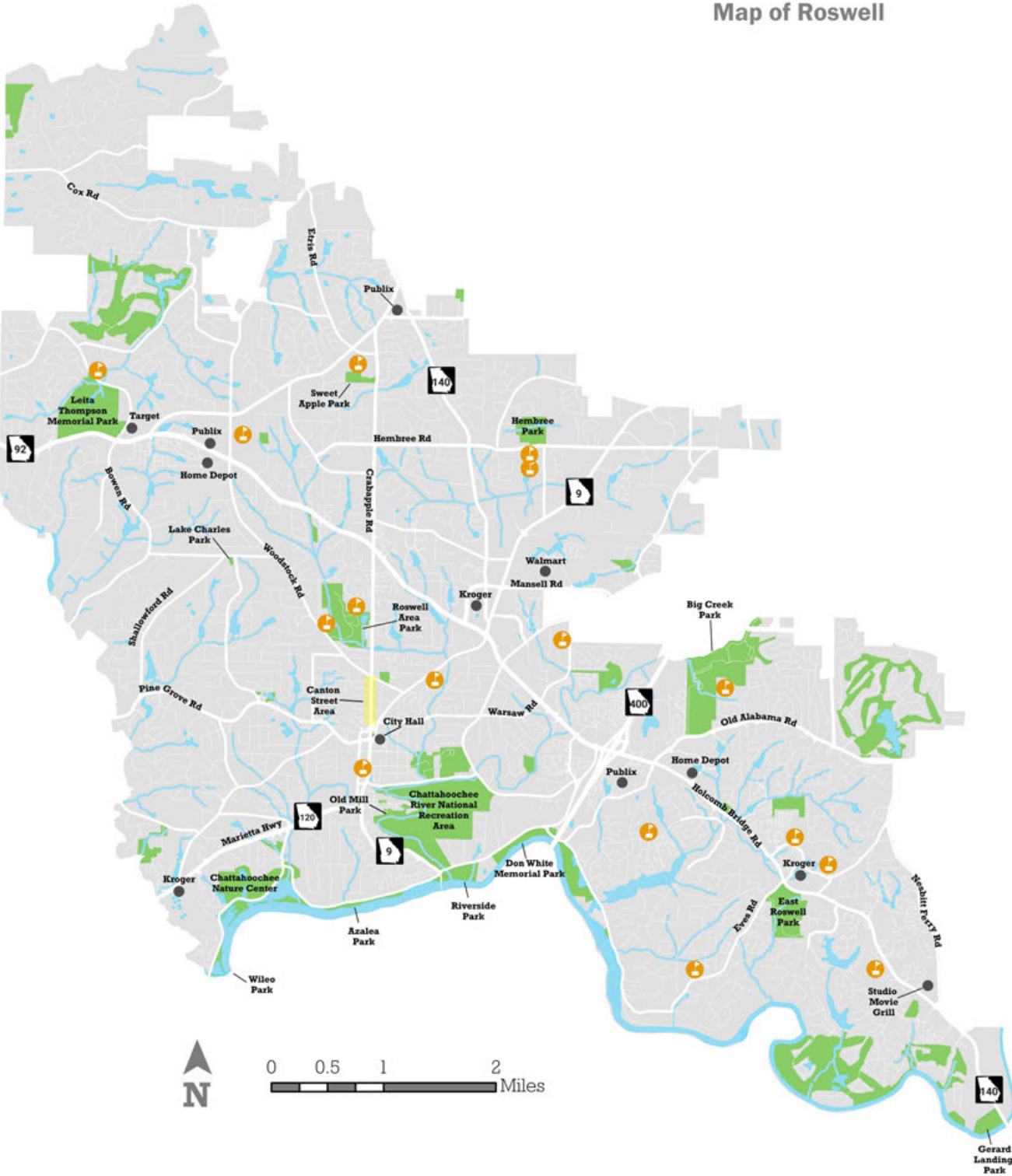
Existing Conditions

While the Bicycle and Pedestrian Master Plan is largely about the future of walking and biking in the City of Roswell, an initial step in the planning process is to assess today's conditions.

Roswell's Environment

With an initial wave of suburbanization in the 1970s followed by significant increases in growth in the 1980s and 1990s, Roswell is like many other communities that developed largely during this time. With the exception of a traditional urban design of gridded streets in a core area that extends from the Canton Street and City Hall area to the north down to the Roswell Square and Mill to the south, most of the community is developed in a primarily auto-centric pattern consisting of large setbacks, low intensity land uses, and connectivity that is limited only to collector and arterial streets. Many residential areas - especially those east of SR 400 or west of SR 9 - are subdivisions consisting primarily of single-family homes often on cul-de-sacs and other streets that often have only one or two entry points, which often results in long travel distances between locations that may be relatively close to each other. The cumulative effect of this development pattern encourages vehicle trips -often congesting major roadways- even for distances that would otherwise be short due to the lack of transportation connectivity.

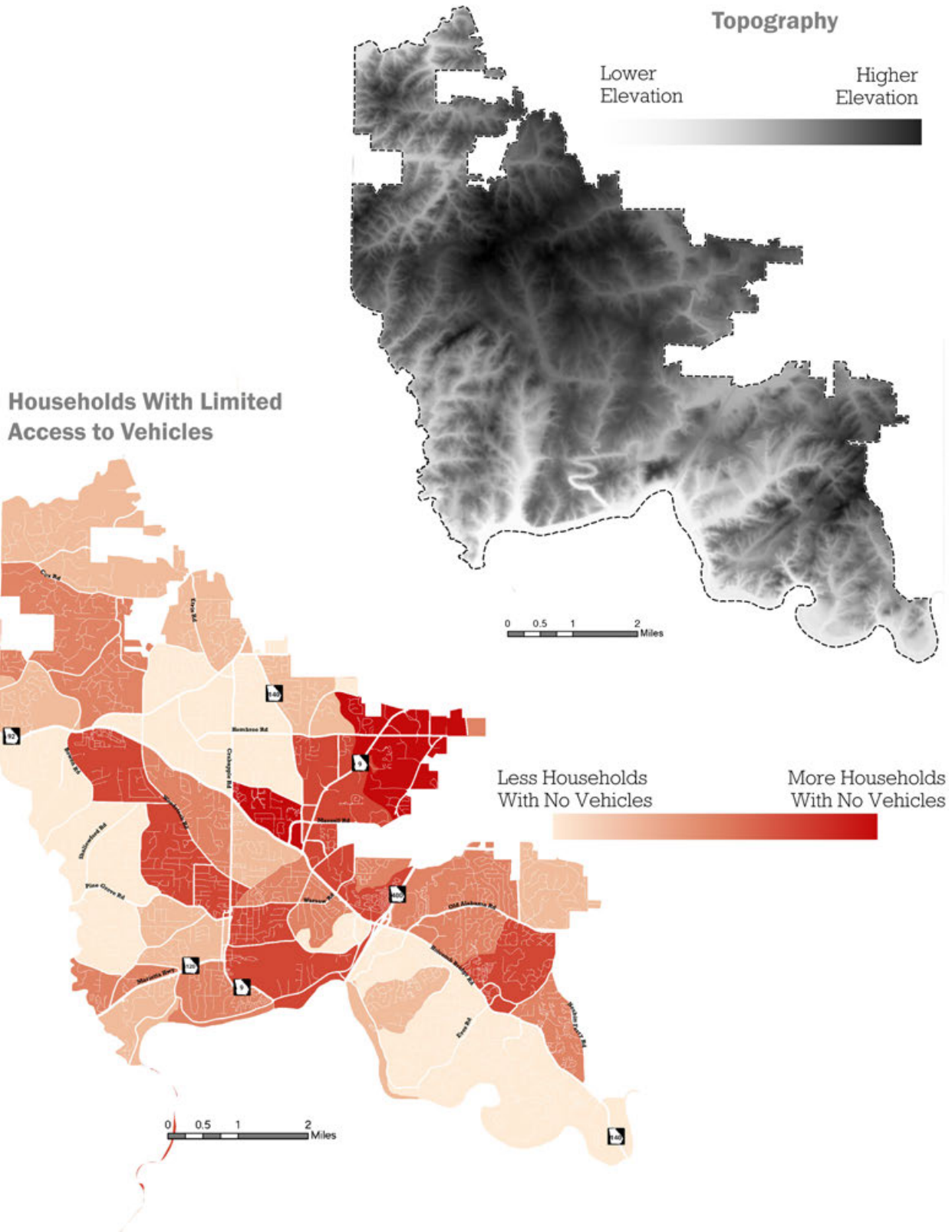
Map of Roswell





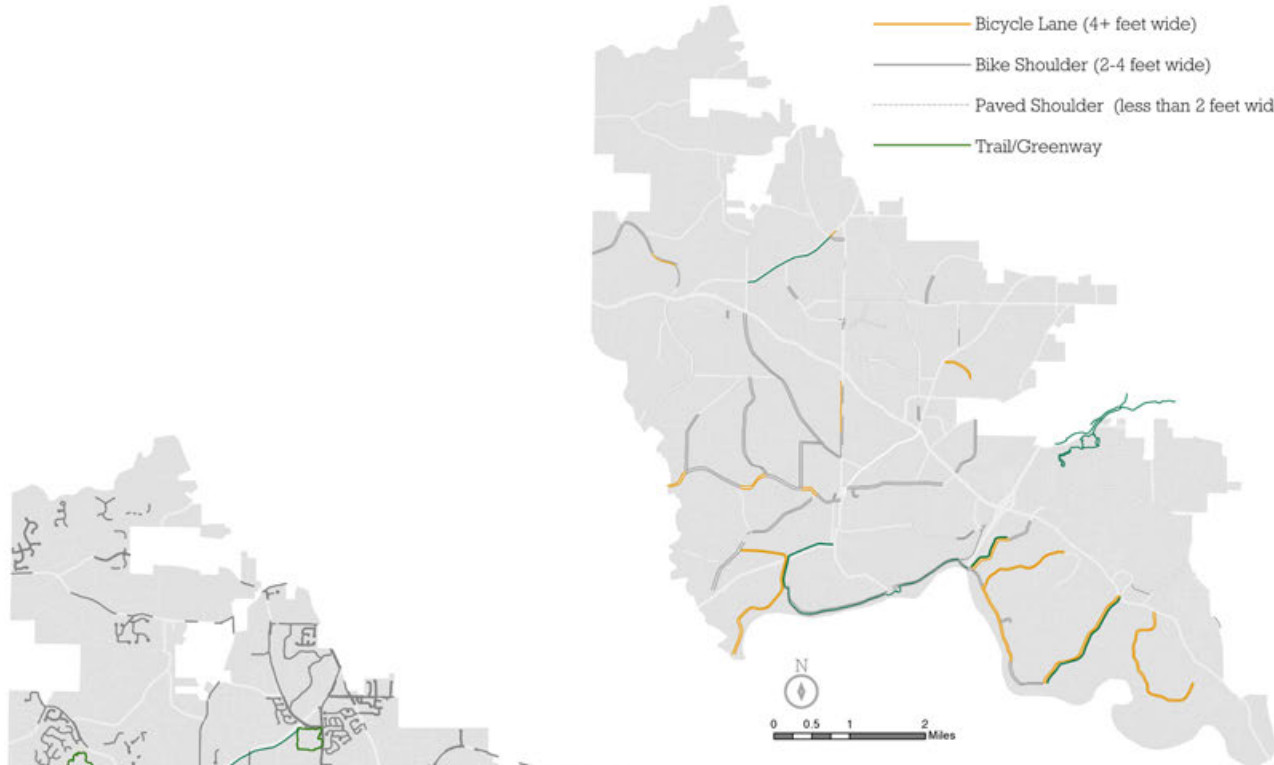
This pattern complicates pedestrian and bicycle travel as the available network of connections emphasizes long distances via routes that are often circuitous which discourages walking and biking for legitimate transportation purposes. As indicated earlier, a large number of respondents suggested their reasons for not walking or biking more included distances that were too long. In many cases, walking and biking may be further complicated by often unforgiving topography (as shown in the map to the right) in Roswell which includes many low and high points and many dramatic changes and hills in between. In particular, a unique challenge in Roswell is the attraction that many residents have to the Chattahoochee River that forms the City's southern border which is often at a lower elevation than even those neighborhoods that are immediately to its north.

As such, the majority of transportation oriented walking and biking in the City of Roswell occurs in a few select areas – either because the urban environment and transportation network encourages it (such as in the Canton Street area, in the image above) or because underlying demographic conditions have influenced relatively low rates of vehicle ownership (such as in areas along Holcomb Bridge Road in the neighborhoods immediately northwest of SR 400 as shown on the map to the right) necessitating walking and biking in order to get around.



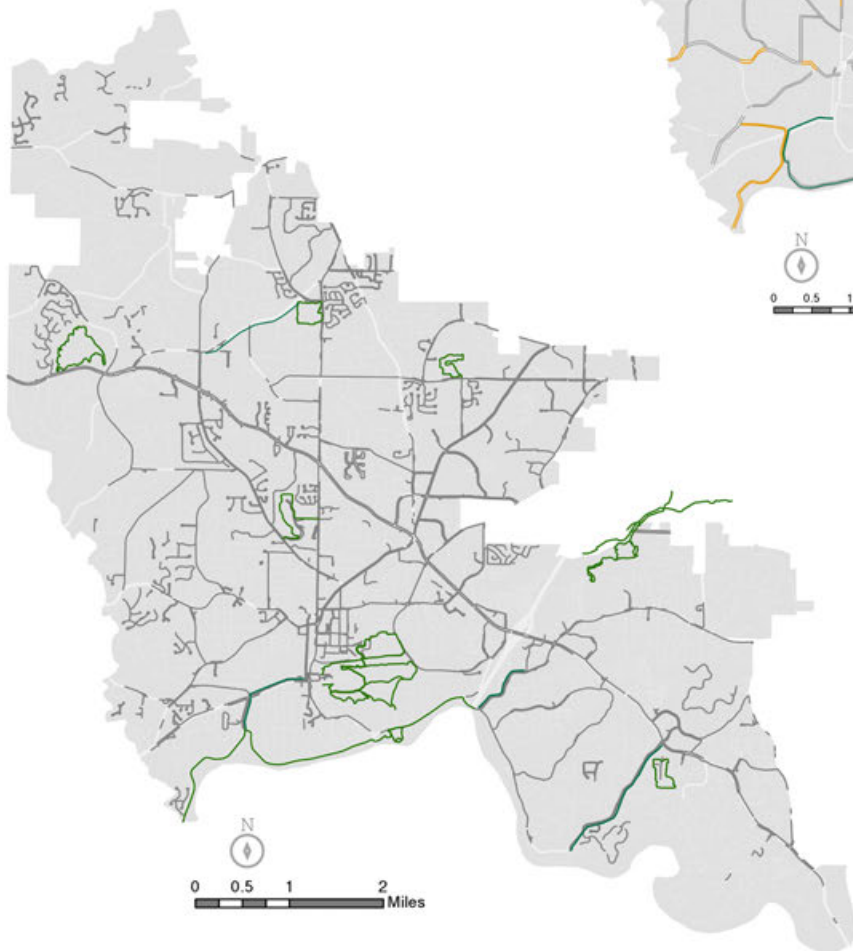
Existing Bicycle Network

- Bicycle Lane (4+ feet wide)
- Bike Shoulder (2-4 feet wide)
- Paved Shoulder (less than 2 feet wide)
- Trail/Greenway



Existing Pedestrian Network

- Sidewalks
- Trail/Greenway



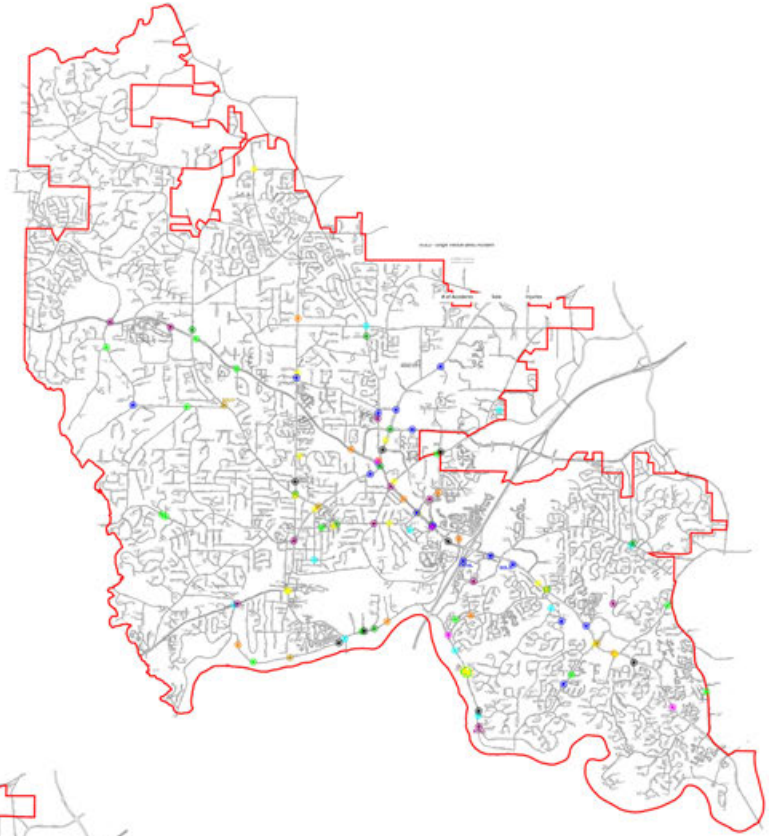
Existing Facilities

Despite these challenges, a relatively significant amount of walking and biking happens in Roswell – often for recreational purposes. In fact, Roswell is broadly known as a place that attracts those from surrounding communities for just this purpose at locations along the Chattahoochee River, in various parks with walking trails (Big Creek Park and its various greenways are particularly popular), and even in places like Canton Street where a Saturday night dinner at one of many area restaurants is often paired with a leisurely stroll.

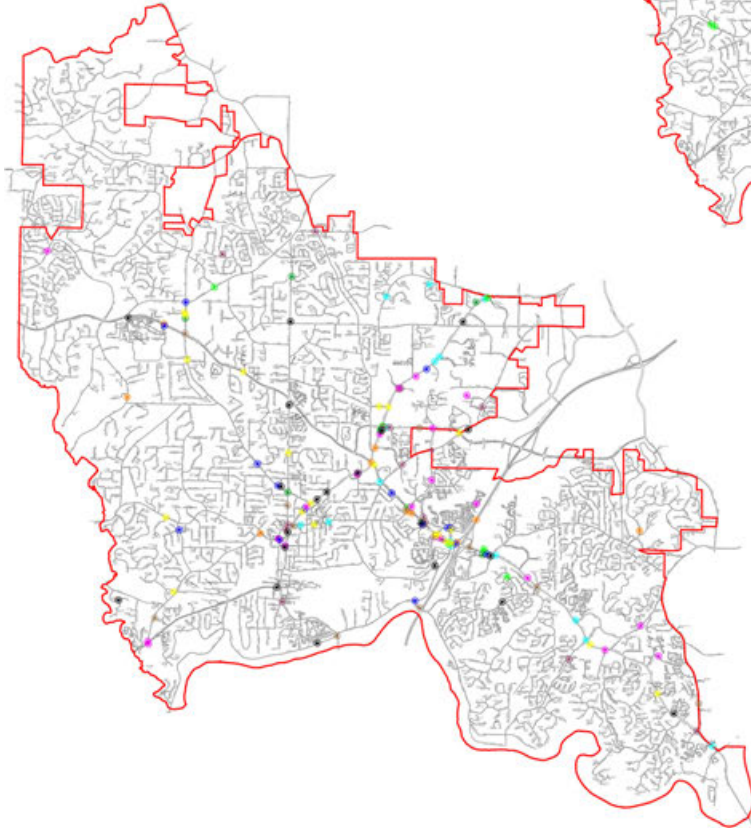
Encouraging and embracing this, the City of Roswell has responded by constructing a relatively significant combination of sidewalks, bicycle lanes and shoulders, and multi-use paths (as shown in the maps to the left). The City's program and commitment to pedestrian and bicyclists needs has been recognized through honors such as a being a "Bronze" level Bicyclist Friendly Community (by the American League of Bicyclists) and a Honorable Mention as a Walk Friendly City.

As is often noted when looking at an existing map of these facilities, a clear challenge is that many of these facilities are disconnected from each other and do not always form an actual network of bicycle or pedestrian connections. For instance, Roswell's bicycle network does not include several critical locations (often crossing north-south against SR 92/140/Holcomb Bridge Road). The pedestrian network is better connected, but there are also long distances that are not served at all and there are also many locations where relatively close sidewalks do not touch. Filling these gaps over time will eventually lead to a more robust and connected network.

Crashes Involving Bicyclists



Crashes Involving Pedestrians



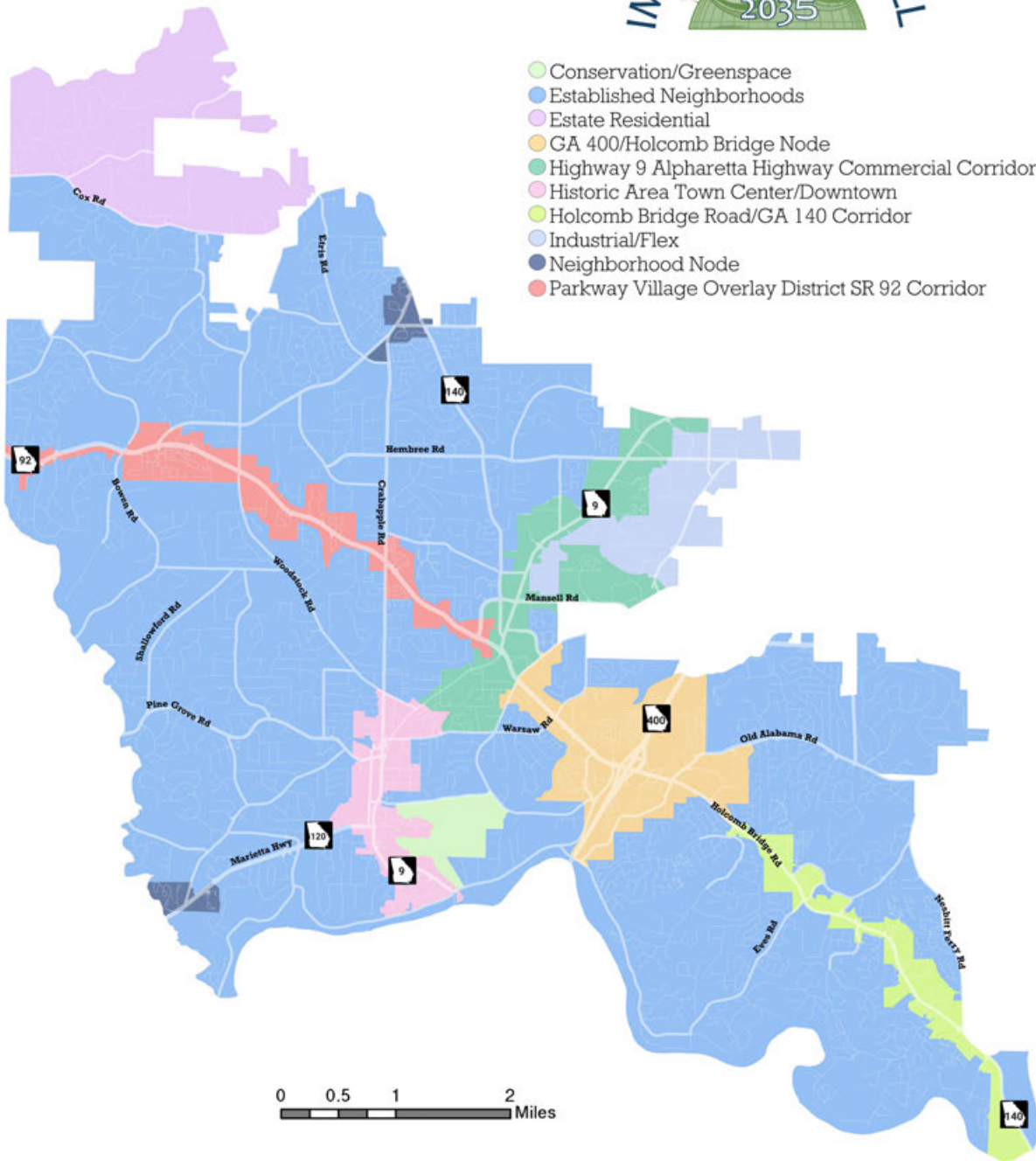
Safety

Because of the relative likelihood of sustaining a serious injury as a pedestrian or bicyclist in a crash, ensuring the safety of those walking and biking in Roswell is very important. There are a few different dynamics to safety as described below.

One mechanism to measure safety is to look at those locations where crashes involving pedestrians or bicyclists have occurred. Like crashes involving only vehicles, these types of crashes tend to occur at and around intersection and other 'conflict points.' As the maps to the left indicate, many of these crashes that have occurred in Roswell were observed at intersections on major corridors (particularly SR 92/140/Holcomb Bridge Road) and SR 9/Alpharetta Highway. A particular challenge in looking at bicycle and pedestrian crash data is the inability to correlate it directly to actual rates of walking and biking so it is often challenging to put the number of crashes in a given location in an appropriate context. Locations and corridors where these types of crashes occur may be more reflective of relatively high numbers of people walking and biking.

Another mechanism is to look at locations where there are perceptions of safety issues. This can be important because "near misses" (crashes that almost occurred but thankfully were avoided) are generally not reported. The community data on safety issues shown in the previous chapter on Page 25 was used as an additional source of understanding potential bicycle and pedestrian safety issues in Roswell.

Comprehensive Plan "Character Areas"



Future Considerations

As the implementation of the Bicycle and Pedestrian Master Plan will take many years, an important consideration is to understand how Roswell is planned and anticipated to develop.

The City's Community Development Department updates its Comprehensive Plan every five years (the next update is anticipated by October 2021) to articulate these expectations through a Future Development Map. This map uses different "Character Areas" (which broadly correlate to different types of land use) to express the type and intensity desired for different parts of the community. The current expression of these "Character Areas" includes areas such as "Conservation/Greenspace" and "Established Neighborhoods" that reflect conditions that are not expected or desired to dramatically change in the future while other areas (such as the "GA 400/Holcomb Bridge Node" or "Highway 9 Alpharetta Highway Commercial corridor") express opportunities for redevelopment. In turn, these "Character Areas" are a good expression of where future activity may occur in the City of Roswell and where people may want to walk and bike in the future.

Health Considerations

Even if only for recreational purposes, the reasons for encouraging walking and biking in Roswell are further supported by a growing body of evidence and research. The U.S. Center for Disease Control and Prevention has identified the positive impact of making communities more pedestrian and bicycle friendly stating: “Expanding the availability of, safety for, and access to a variety of transportation options and integrating health-enhancing choices into transportation policy has the potential to save lives by preventing chronic diseases, reducing and preventing motor-vehicle-related injury and deaths, improving environmental health, while stimulating economic development and ensuring access for all people.”

Studies – such as those conducted by Voices for Healthy Kids indicate that people who live in walkable neighborhoods generally get more physical activity each week and have a lower risk of developing diabetes, heart disease, high blood pressure, and certain cancers than those who live in neighborhoods that are less walkable. Similarly, a 2011 study (the “Costs and Benefits of Bicycling Investments in Portland Oregon) by Thomas Gotschi found significant benefits to investing in bicycle infrastructure, even while limiting the estimation of direct benefits to fuel savings value of statistical lives, and health care cost savings. “The benefit-cost ratios for health care and fuel savings are between 3.8 and 1.2 to 1, and an order of magnitude larger when value of statistical lives is used.”

More broadly, a healthy population benefits everyone. Employers benefit from reduced sick leave and absenteeism, higher productivity and job performance, and reduced health and workers’ compensation insurance costs. Families benefit from higher quality of life, reduced street, and reduced health care costs. When children can walk to school, parks, and playgrounds, they are more likely to be healthy and do better in school.

According to the CDC’s 500 Cities estimates for Roswell, one in five adults do not have any leisure time or physical activity which is associated with a handful of negative health outcomes observed in Roswell:

- One in five adults is obese
- One in three has high cholesterol
- Eight percent of residents have diabetes.
- Thirty percent of residents have high blood pressure.

While the city hosts many recreational opportunities in its various recreation centers, the implementation of a more robust bicycle and pedestrian network can further enhance opportunities for a more healthy Roswell.

Corridor Assessments

With a backdrop of a robust but disconnected bicycle and pedestrian network, a suburban and topographical pattern that often discourages walking and biking, and various negative health outcomes while clearly understanding the benefit and community desire for more walking and biking options, the planning team developed a series of assessments to understand where conditions in the community suggested walking and biking is either more likely and/or where infrastructure is more critical or appropriate.

These analyses considered this likelihood across every public roadway and easement/creek bed in the City of Roswell using a series of spatial analyses that incorporate four overall considerations:

Demand Analyses which focus on demographic data that is suggestive of more likelihood for residents to walk or bike.

Attraction Analyses which focuses on the accessibility of and proximity to various points of interest in the community that people may want to walk or bike to.

Character Analyses which seek to define what the experience of walking or biking is like along certain corridors and how that may either encourage (or discourage) walking and biking.

Future Analyses which recognizes that the other analyses are effectively considerations of existing conditions and that a plan for future walking and biking in the City of Roswell should consider how future growth and developed is planned and anticipated.

Demand Analysis

The Demand Analysis is used to understand how underlying demographic conditions as indicated by the U.S. Census or American Community Survey may influence more walking and biking. Using overlay analysis techniques, the various analysis considerations described below and depicted in the summary maps to the right were combined equally to develop an overall demand profile. With an inherent bias towards walking and biking for transportation purposes, this overall demand profile reflects those parts of Roswell where there is already evidence of walking and biking and/or relatively critical needs for area residents to have safe access to pedestrian and bicycle infrastructure.

Population Density

The U.S. Census helps us understand population density with the logic that corridors that are in areas with more residential population are likely to serve relatively larger amounts of people.

Under Age 18

Acknowledging where there are relative concentrations of children is suggestive that more walking and biking options for our younger population is appropriate for those who are often dependent on parents and others to drive.

Over Age 55

Similarly, acknowledging where there are relative concentrations of older adults is suggestive that walking and biking options is appropriate for those who are (especially as one gets older) often less interested or dependent on driving to get around.

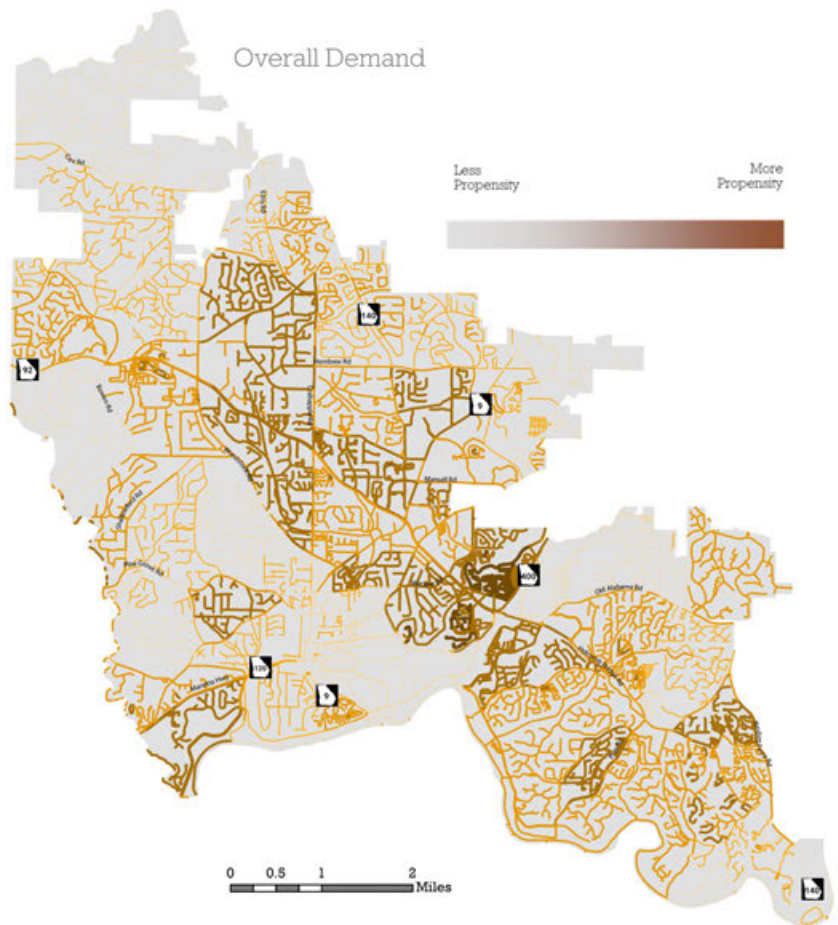
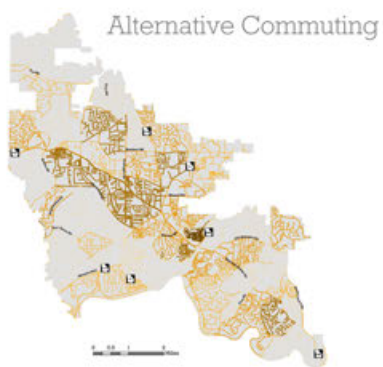
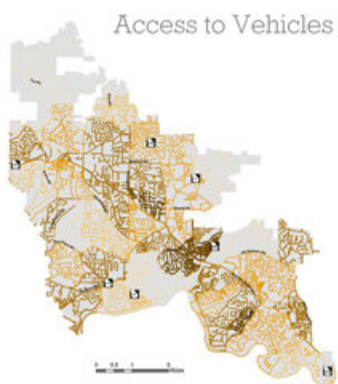
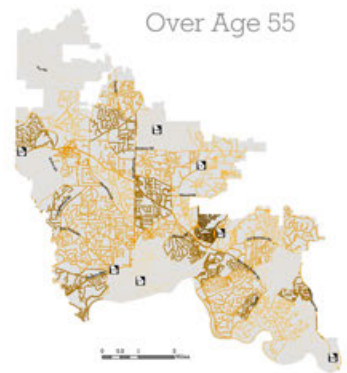
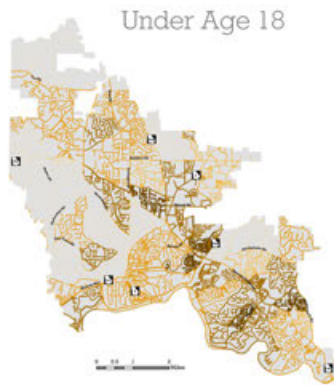
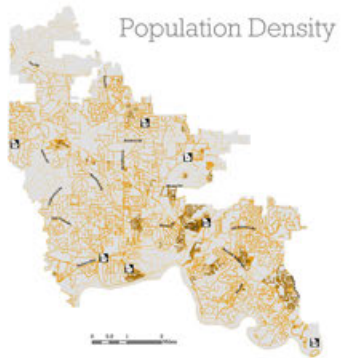
Access to Vehicles

The American Community Survey tells us where there are relatively more households that do not have consistent access to a vehicle. As a result, these households are more likely to have individuals who have to walk or bike in order to get around.

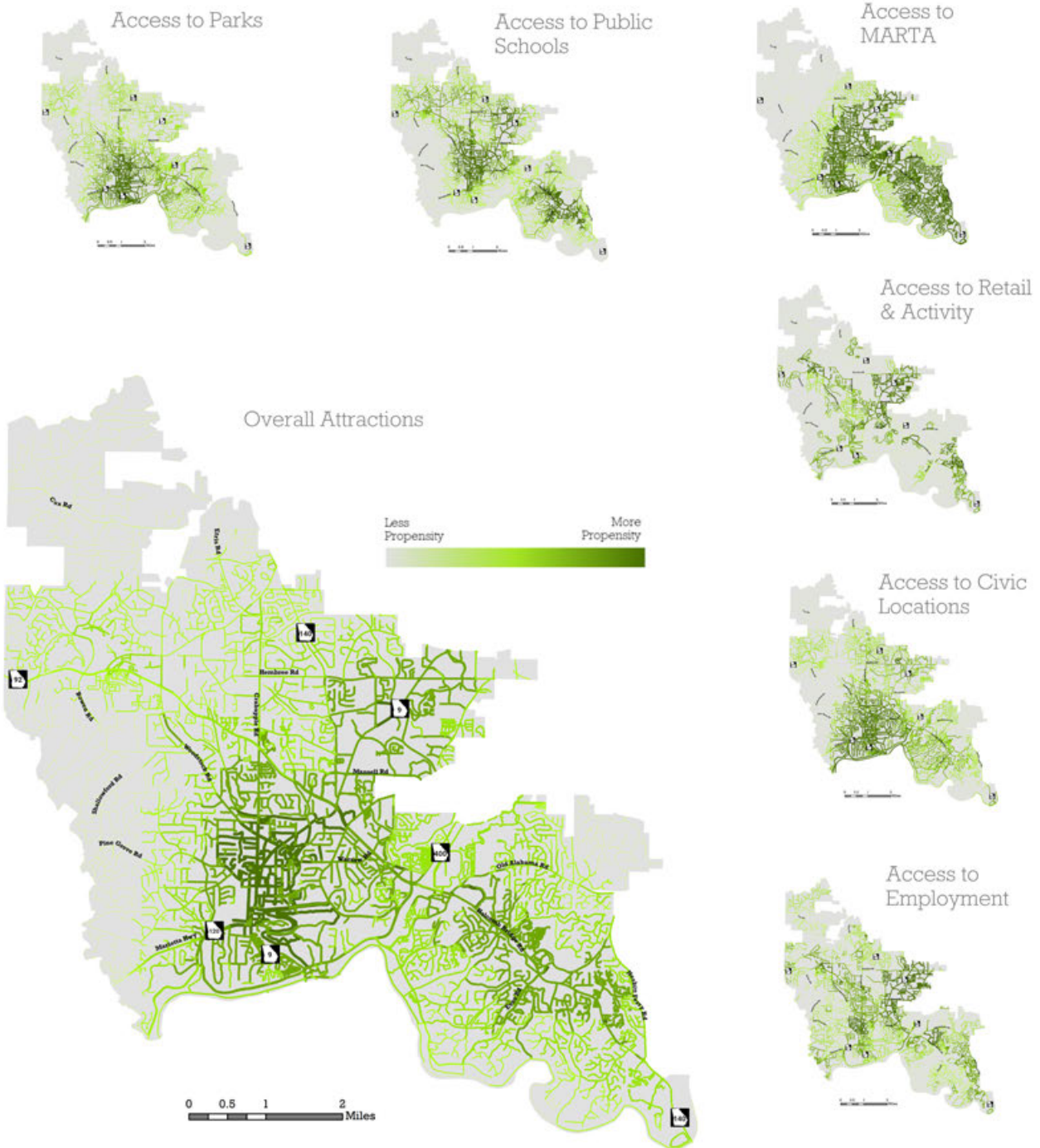
Alternative Commuting

The American Community Survey also provides data on where randomly selected respondents indicate they are using some mode of travel other than a single-occupancy vehicle (driving alone) in order to get to work. Because many of these individuals are already traveling through alternate means (or do not use a vehicle by themselves regularly) the neighborhoods that have more of these individuals living in them are more likely to need bicycle and pedestrian infrastructure investments.

Demand Analysis



Attractions Analysis



Attractions Analysis

The Attractions analysis highlights the various places that people may want or need to walk and bike to and from. Using a ½ mile buffer, a spatial analysis process was used to understand the relative distance from these various points of interest. Given the often disconnected nature of Roswell's existing street network, an important consideration of this analysis is that the analysis was conducted using the actual network distance to and from these attractions and not the actual (as the crow flies) distance. The fundamental logic of these analyses presumes that those corridors that serve more attractions are more likely to attract walking and biking. For example, a location that is relatively accessible to two parks or two schools is considered to have more propensity for walking and biking that a location that is only accessible to one park or one school.

Access to Parks

Both city parks (often but not always programmed with ballfields, playgrounds, and pools) and passive federally owned parkland in Roswell were analyzed to understand their accessibility to surrounding neighborhoods.

Access to Public Schools

Public schools were mapped and their accessibility to surrounding neighborhoods were determined to identify those locations where school children could potentially walk or bike to and from school.

Access to MARTA

With the understanding that last mile connectivity (the concept that many transit trips are bookended by walking or bicycling to and from another location) is a critical issue in parts of Roswell, the various bus stops and routes (primarily along SR 9 and SR 92) were mapped for their accessibility to surrounding neighborhoods.

Access to Retail Activity

Areas with retail activity (using labor data indicating the locations of retail workers) were mapped using the logic that people may have interest in walking and biking to shopping and eating opportunities in the City.

Access to Civic Locations

Because many neighborhoods are anchored by or adjacent to civic locations such as libraries and community centers (often in parks) and recognizing the attraction and activity of City Hall, these locations were mapped to determine their accessibility to surrounding neighborhoods.

Access to Employment

Using Longitudinal Employer Household Dynamics data, the approximate location of all jobs in the City of Roswell were mapped. With the logic that people may want or need to walk or bike to their place of employment, these locations were mapped for their accessibility to surrounding neighborhoods.

Character Analysis

The character analysis relates to the potential experience of walking and biking on a corridor and how the built environment and other factors can potentially influence that experience.

Topography

As already established, the topography in Roswell can be challenging for walking and biking. Therefore, this analysis favors those locations that are flatter (and therefore more conducive to walking or biking) over those locations where steep hills may deter walking or biking.

Adjacency to Existing Facilities

Acknowledging that there are already many bicycle and pedestrian facilities in Roswell that can be extended to help form the future network, this analysis favors those locations that are relatively adjacent to existing bicycle and pedestrian facilities.

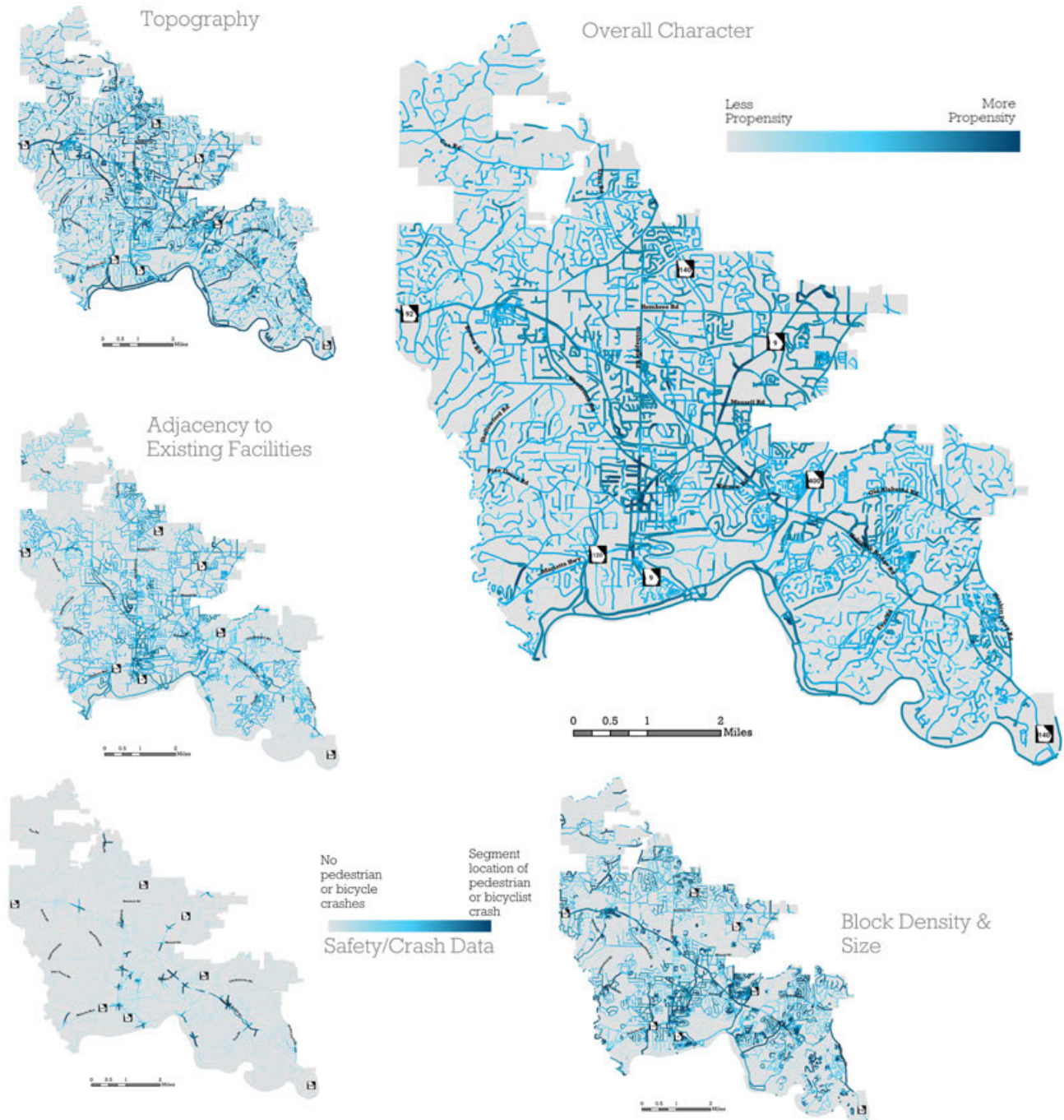
Crash Data

Using the data where crashes involving pedestrians and bicyclists have occurred, this analysis prioritizes and isolates those locations.

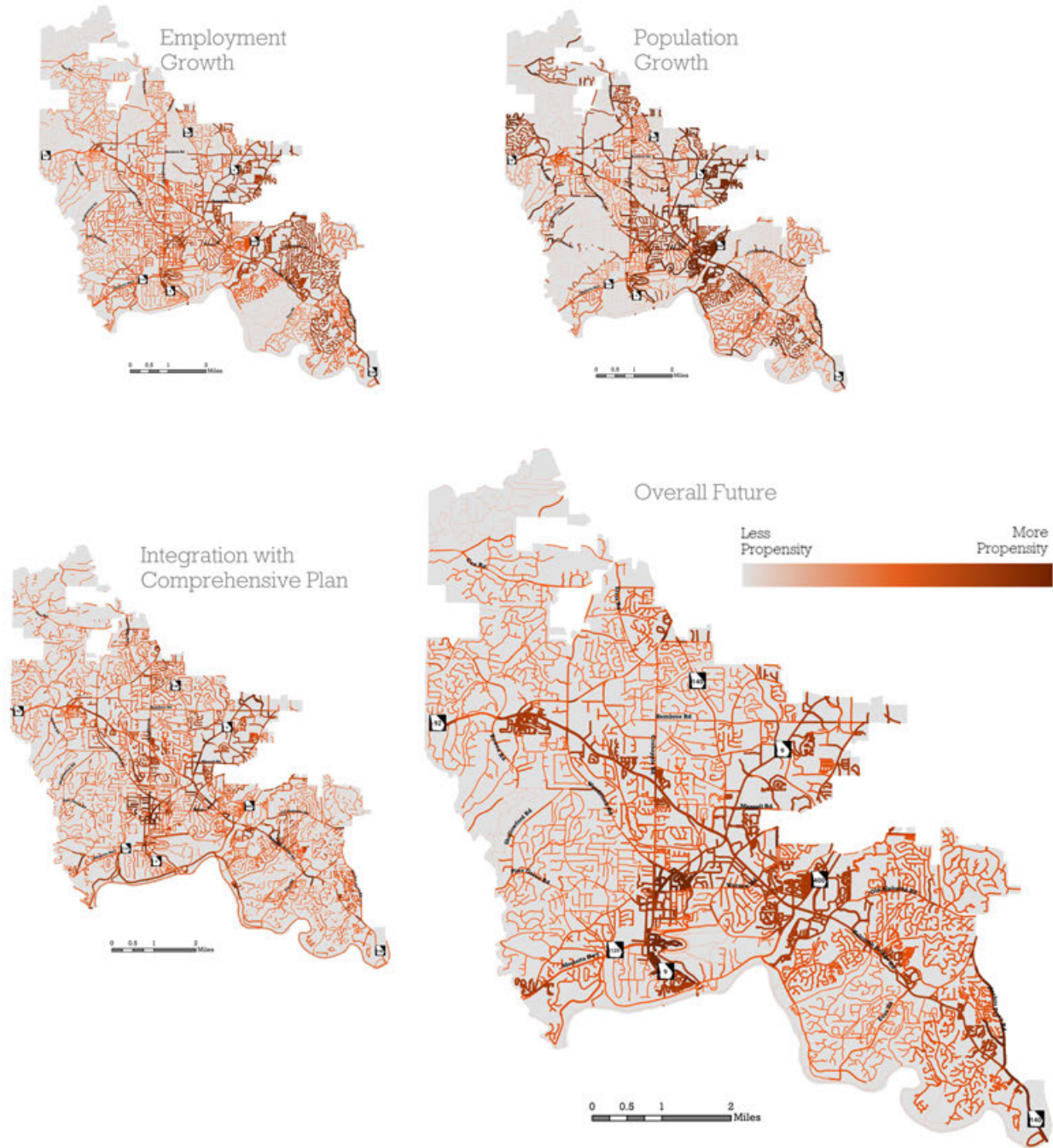
Block Density and Size

Using the length of a block (using U.S. Census defined block geographies), this analysis represents a relative connectivity index recognizing that areas with smaller block sizes have more overall potential for walking and biking.

Character Analysis



Future Analysis



Future Analysis

The future analysis focuses on how Roswell is anticipated and desired to grow and change and how future growth may reflect new opportunities to prioritize walking and biking facilities.

Population Growth

Using Atlanta Regional Commission (ARC) forecasts, areas that are anticipated to absorb more population can be prioritized for more relative likelihood of future walkers and bikers.

Employment Growth

Similarly, using ARC forecasts, those areas that are anticipated to absorb more future employment can be prioritize for more relative likelihood of future walkers and bikers.

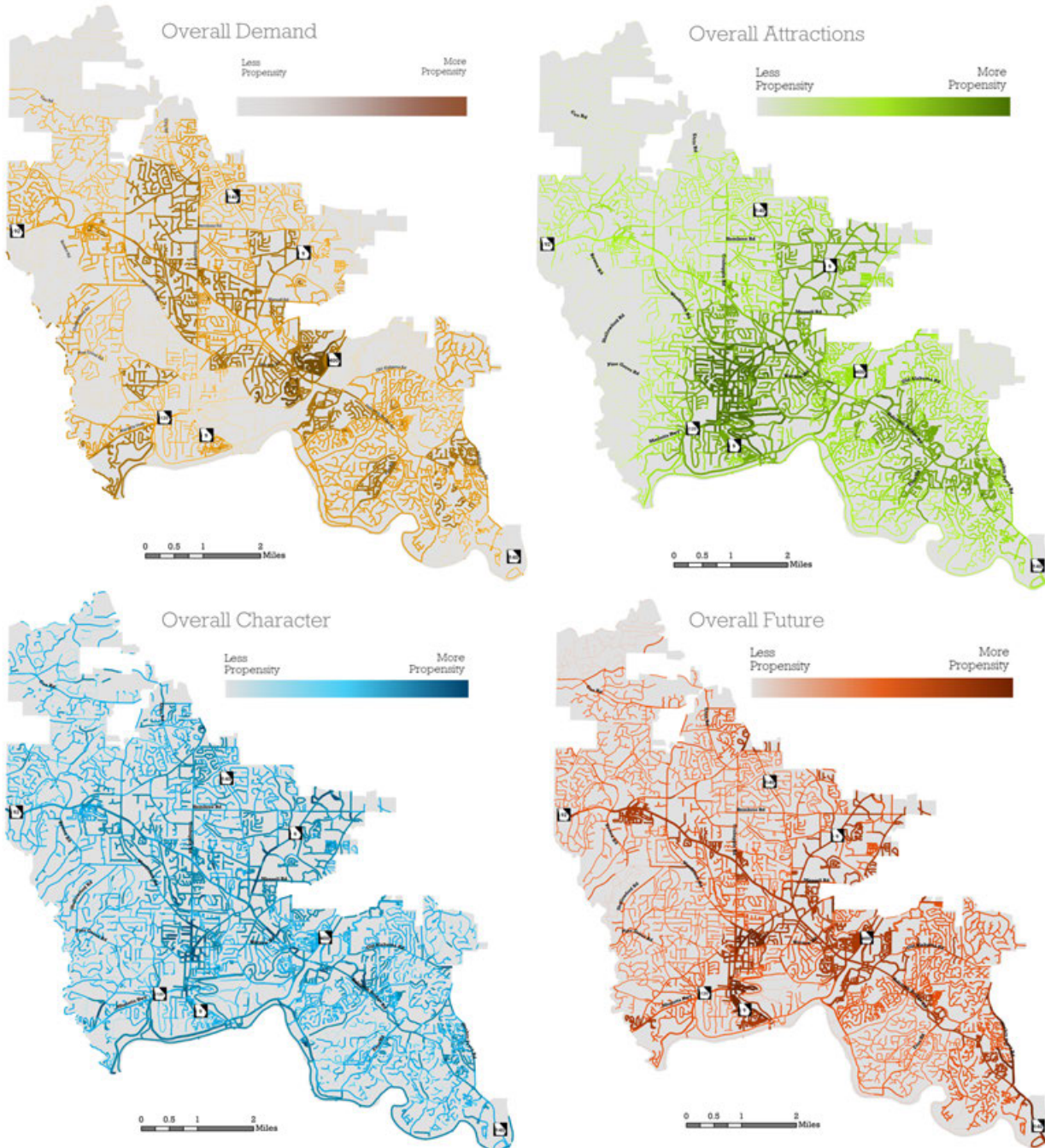
Integration with the Comprehensive Plan

Using the 'Character Areas' from the Comprehensive Plan, this analysis uses those designations as guides to the intensity and type of future development and how they may relate to areas that are broadly more supportive of the types of environments that support walking and biking.

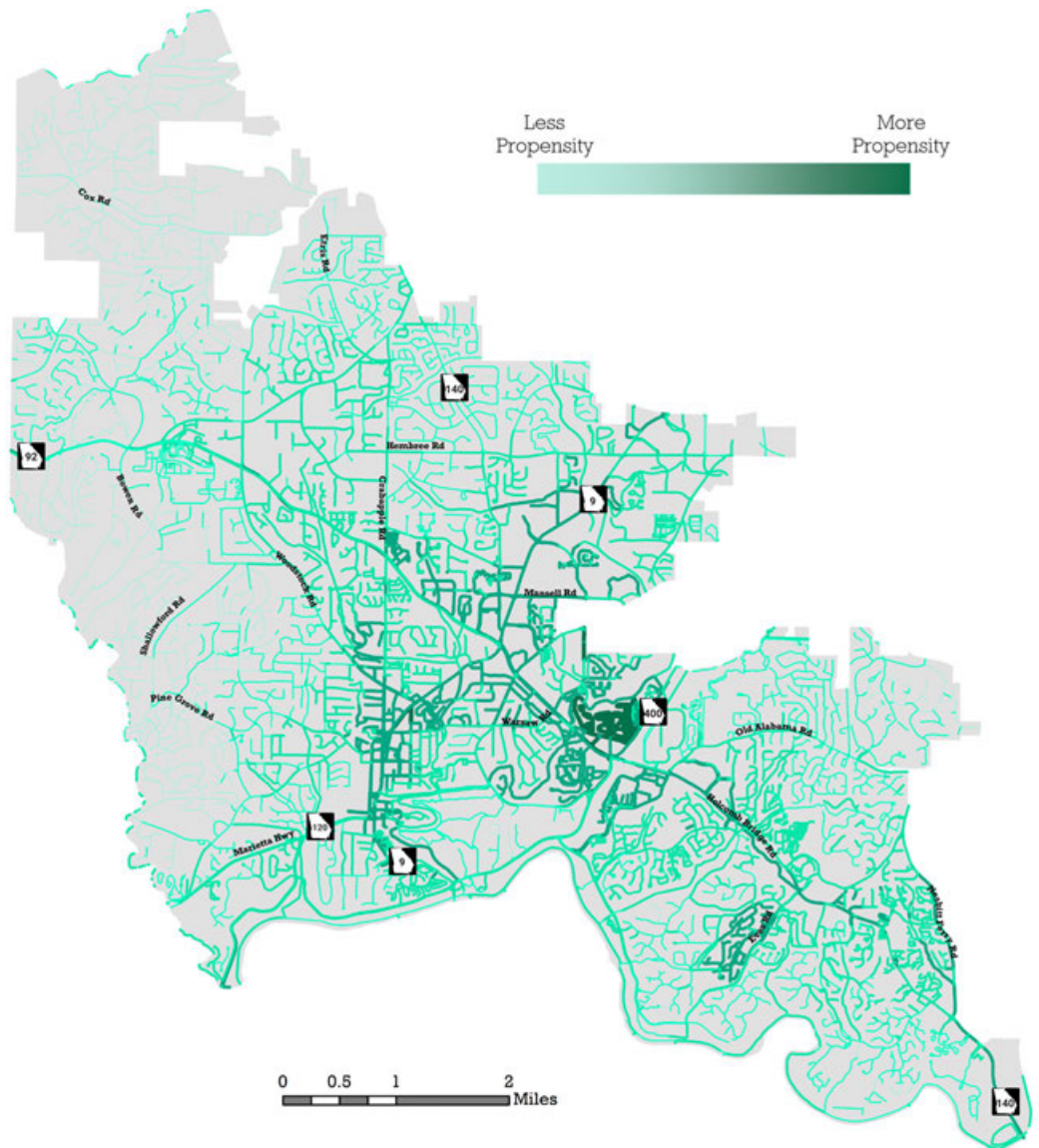
Propensity Analysis

The overall propensity analysis results (shown in the map to the right) are based on the cumulative overlap of the four overall analysis categories (Demand, Attractions, Character, and Future) described in the previous pages and reproduced in the maps below. This overall analysis indicates relatively more propensity in the core areas of Roswell – with particularly high indications of more propensity in the areas around the SR 400/Holcomb Bridge Road interchange and in the historic core.

Propensity Analysis Summary



Cumulative Propensity Analysis Results



Hub and Spoke Vision

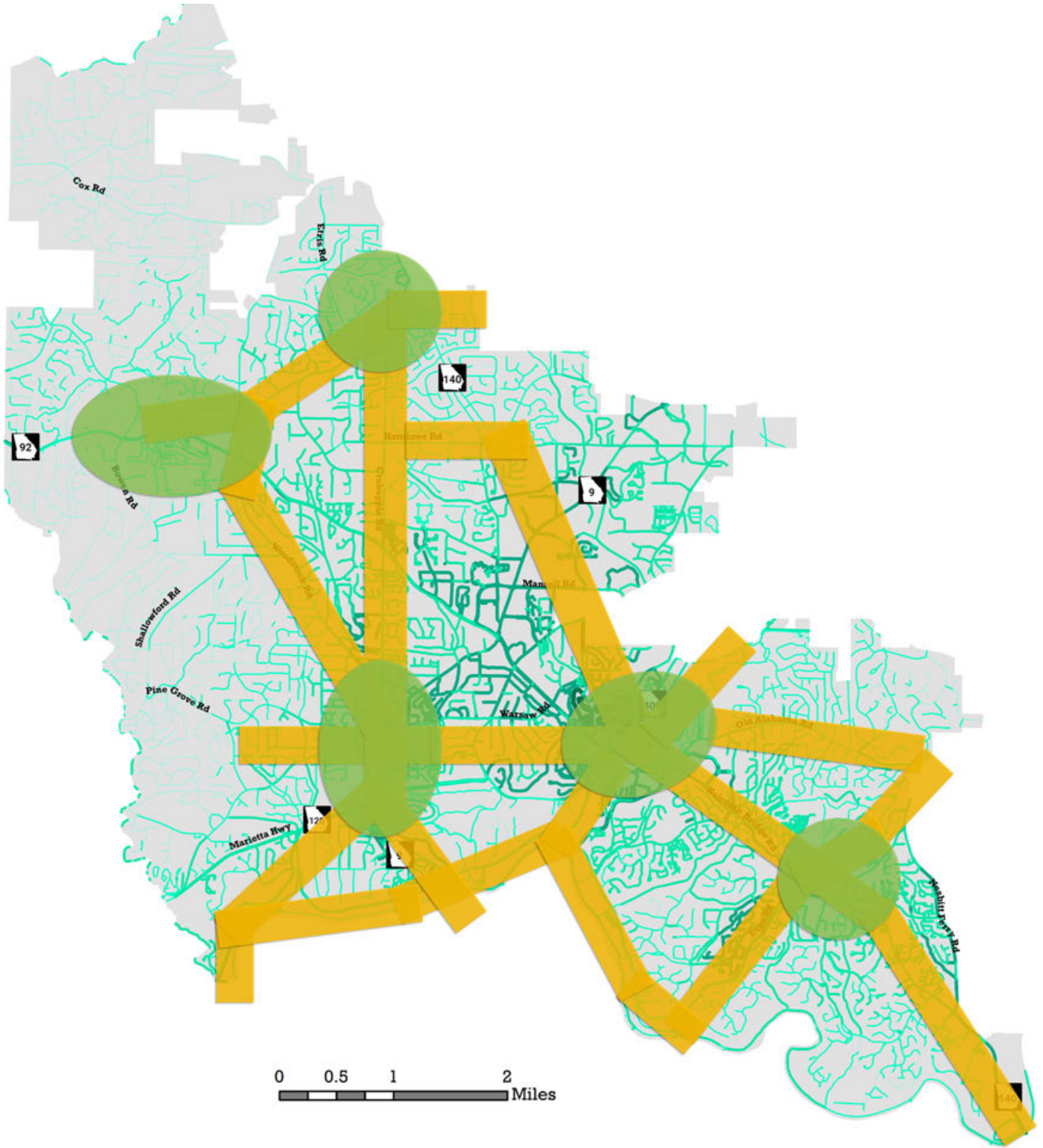
Combining the propensity analysis results with the overall vision for more North-South, East-West connectivity that emphasizes central locations in Roswell, a “Hub and Spoke” vision to articulate an overall future bicycle and pedestrian network was envisioned, as shown in the map to the right. This vision does a variety of things:

- It connects the major hubs suggested by the propensity analysis in central Roswell and around the SR 400/Holcomb Bridge Road node but also incorporates connections to other established and emerging nodes suggested through the online mapping exercises at Crabapple, along SR 92 around Woodstock Road, and in East Roswell.
- Potential connections between these nodes help to refine the corridors that are part of the existing concept for the “Roswell Loop”, suggesting that the intentions to connect to parks and schools accomplished through that vision are accomplished with the “Hub and Spoke” vision too
- Similarly, these refinements reflect a re-contextualization of the “Roswell Loop” concept to corridors that have more explicit “North-South” and “East-West” orientation when considering how they connect the various hubs.

This plan recommends use of the “Hub and Spoke” vision as a replacement to the “Roswell Loop” concept for the following reasons:

- It is a more refined reflection of both the public input received and technical analysis prepared in connecting key areas of the community and addressing bicycle and pedestrian needs
- The “Hub and Spoke” vision takes advantage of existing infrastructure not included in the “Roswell Loop”
- As a result, there is only an estimated 24.5 miles remaining to implement the “Hub and Spoke” vision when compared to the estimated 35.3 miles remaining to complete the “Roswell Loop”

Hub and Spoke Vision



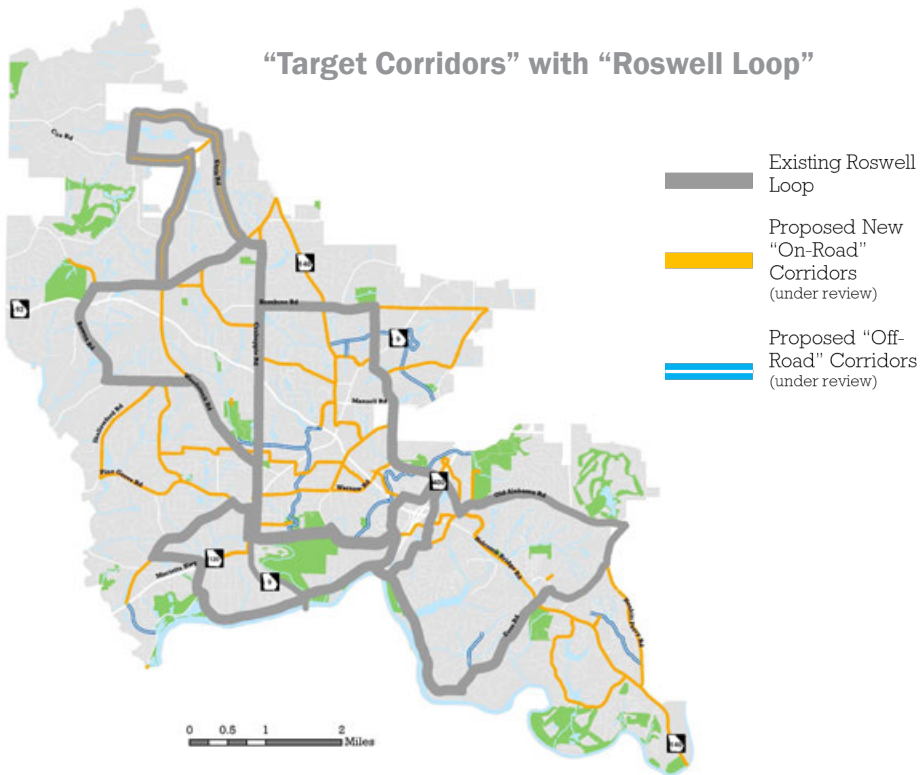
Target Corridors

This “Hub and Spoke” system was then used to establish the idea of ‘target corridors’, that consist of Primary and Secondary Connections that reflect and supplement the most important corridors to try to establish bicycle and pedestrian connectivity in the City. In that sense, these ‘target corridors’ accomplish:

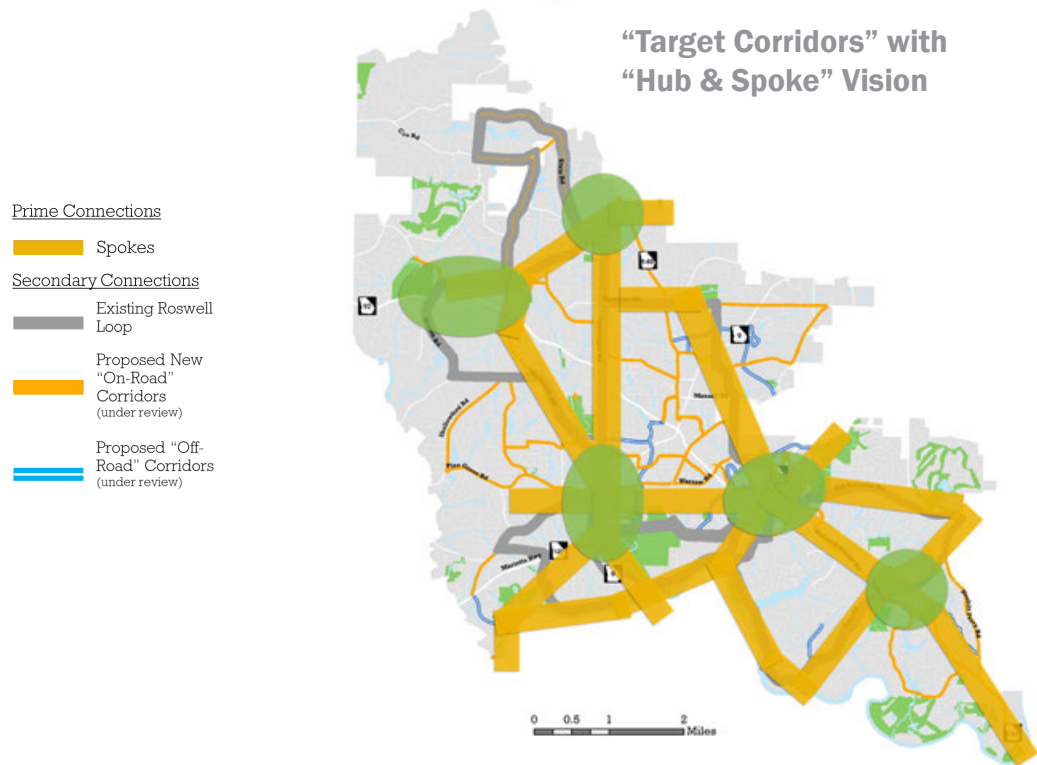
- Enhancing connectivity to Canton Street
- Providing more connection to Alpharetta
- Providing enhanced connectivity to the Chattahoochee River
- Developing a tighter grid of connectivity in the central parts of Roswell
- Establishing opportunities in East Roswell

The map to the top right indicates how all of these ‘target corridors’ relate to the existing “Roswell Loop” concept while the map below it suggests how the overall “Hub and Spoke” vision relates.

“Target Corridors” with “Roswell Loop”



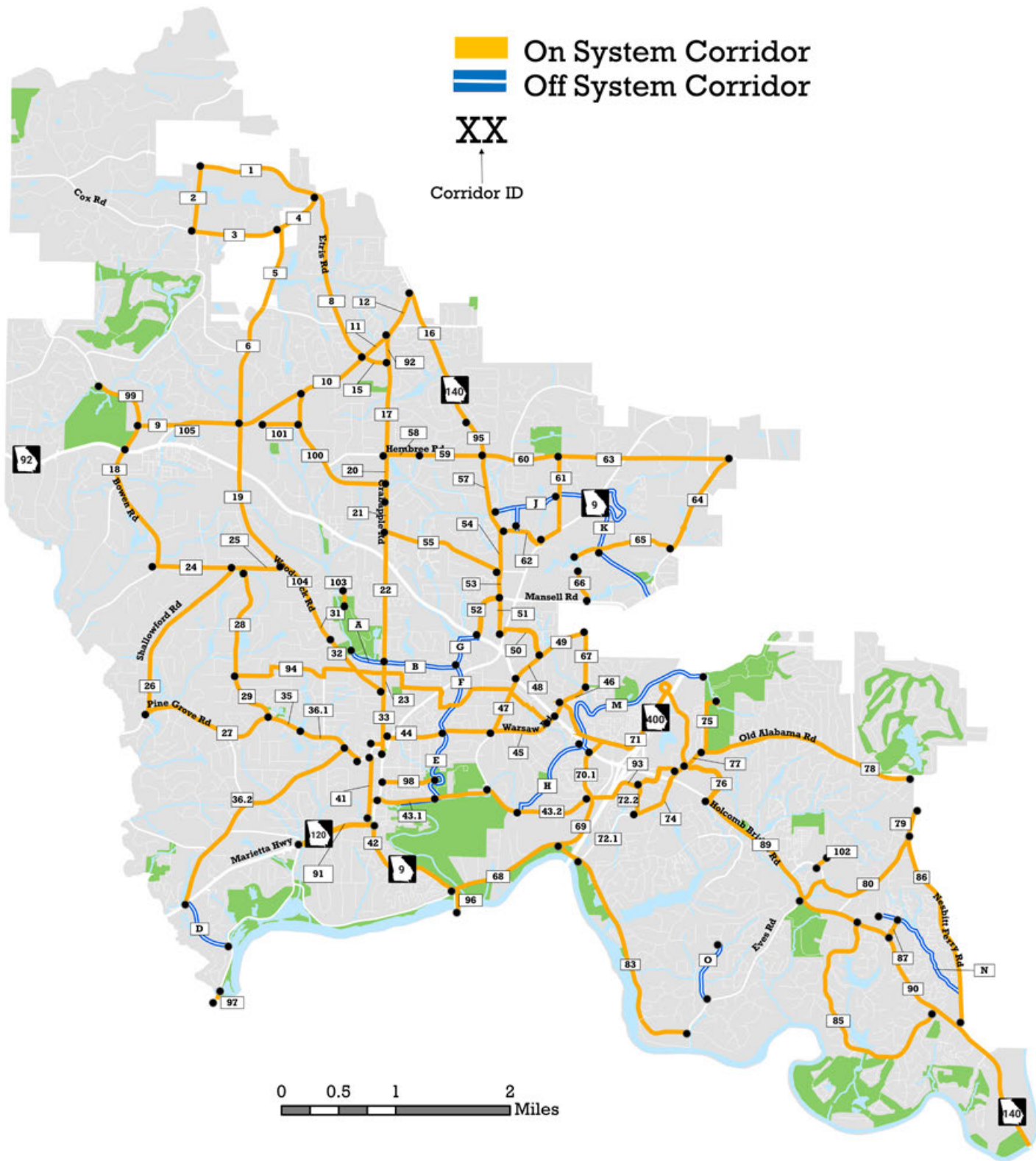
“Target Corridors” with “Hub & Spoke” Vision



Corridor Review

In turn, these target corridors were reviewed to determine the various opportunities and limitations to implementing pedestrian and bicyclist infrastructure. The table beginning on the page to the right summarizes the findings of this assessment and references the 'Map IDs' indicated on the map of all target corridors shown below.

Target Corridors



Target Corridors

Map ID	Corridor Name(s)	From	To	Opportunities	Limitations	Proposed Conditions
A	Un-named E-W Creek	Roswell Area Park	Crabapple Rd	<ul style="list-style-type: none"> -Short greenway connection between Crabapple Road/ Canton Street to Roswell Area Park -Could potentially part of larger central Roswell greenway system -Use of City of Roswell owned property for about 3/4 of corridor length" 	<ul style="list-style-type: none"> -need to be sensitive to residences on north side of Park Bridge Lane 	Multi-use greenway with protected crossing (RRFB or HAWK at Crabapple)
B	Un-named E-W Creek	Crabapple Rd	Hog Wallow Creek	<ul style="list-style-type: none"> -Relatively Short greenway connection that could be part of broader Central Roswell greenway system 	<ul style="list-style-type: none"> -need to be sensitive to residences along corridor on Alpine Drive and other area streets -potential constructibility challenges to install any necessary bridge structures along creeks -ROW acquisition 	Multi-use greenway with protected crossing (RRFB or HAWK at Crabapple)
D	N-S Corridor	SR 120/Marietta Highway	Willeo Rd	<ul style="list-style-type: none"> -Short Relatively easy greenway connection completing link -takes advantage of water treatment facility and ROW owned by Fulton County -provide safe crossing of SR 120/Marietta Highway at existing signal at Coleman Road/Kroger 	<ul style="list-style-type: none"> -potential topographical challenges 	Multi-use greenway
E	Hog Wallow Creek	Oxbo Road	Norcross Street	<ul style="list-style-type: none"> -Greenway connection that could be part of broader Central Roswell greenway system -Potential tie in with existing trail network in parts of Waller Park 	<ul style="list-style-type: none"> -sensitivity to residential properties -ROW acquisition 	Multi-use greenway
F	Hog Wallow Creek	Norcross Street	SR 9	<ul style="list-style-type: none"> -Greenway connection that could be part of broader Central Roswell greenway system -Connection to Vickery Mill Elementary 	<ul style="list-style-type: none"> -sensitivity to residential properties -ROW acquisition 	Multi-use greenway with speed table at Charles Place crossing
G	Hog Wallow Creek	SR 9	SR 92	<ul style="list-style-type: none"> -Greenway connection that could be part of broader Central Roswell greenway system 	<ul style="list-style-type: none"> -sensitivity to residential properties -ROW acquisition 	Multi-use greenway with speed table at Alpine Drive crossing
H	Big Creek	Grimes Bridge Road	SR 92	<ul style="list-style-type: none"> -Greenway connection that could be part of broader Central Roswell greenway system -depending on alignment, ROW acquisition could be limited to a number of large apartment complex parcels 	<ul style="list-style-type: none"> -sensitivity to residential properties -ROW acquisition -circuitous route potentially limits transportation function -potential constructibility issues 	Multi-use greenway
J.1	Unnamed E-W creek/ low point	SR 140/Houze Road	Elkins Road	<ul style="list-style-type: none"> -greenway connection that could be part of broader Roswell greenway system 	<ul style="list-style-type: none"> -sensitivity to residential properties -ROW acquisition 	Multi-use greenway

Map ID	Corridor Name(s)	From	To	Opportunities	Limitations	Proposed Conditions
J.2	Unnamed N-S corridor	Sun Valley Phase 3	Corridor J.1	-greenway connection that could be part of broader Roswell greenway system	-sensitivity to residential properties -ROW acquisition	Multi-use greenway
K	Foe Killer Creek	Elkins Road	Old Ellis Road extension	-greenway connection that could be part of broader Roswell greenway system	-sensitivity to residential properties on west side of SR 9 -ROW acquisition -would deviate from Foe Killer Creek alignment in order to turn west towards Elkins Road (south of Arbor Creek Drive). Alternative alignment could take it north along Foe Creek Road terminating closer to Hembree Park	Multi-use greenway
L	Foe Killer Creek	Old Ellis Road extension	Old Roswell Road	-greenway connection that could be part of broader Roswell greenway system -opportunity to partner with Alpharetta and continue trail system down towards Big Creek	-ROW acquisition	Multi-use greenway
M	Big Creek	SR 92	Big Creek Park	-greenway connection that could be part of broader Roswell greenway system -opportunity to partner with Alpharetta and continue trail system down towards Big Creek -opportunity to connect to Big Creek Park and existing Big Creek greenway system -ROW available in parts due to previous acquisitions for planned Big Creek Parkway alignment	-sensitivity to residential properties -crossing GA 400. Alignment likely to shift from actual Big Creek to utilize planned Big Creek Parkway crossing of GA 400	Multi-use greenway
N	East Roswell Trail/ Champions Green Parkway/ Powder Ridge	Scott Road	Nesbitt Ferry Road	-centerpiece greenway trail in East Roswell -utilize existing ridgelines to minimize topographical challenges -when combined with improvements on Scott Road, offers new connectivity to Centennial High School -ROW acquisition, while challenging, broadly limited to limited to a number of property owners -broad opportunities for to support economic development and revitalization efforts	-sensitivity to residential properties -ROW acquisition	-Multi-use greenway on offroad sections -Multi-use path on north side of Champions Green Parkway
O	Planned Off System Trail	Eves Rd	Eves Cir	-Power Easement can possibly be utilized -Connects to elementary school and subdivision	-Residents of subdivision may object to facility	Multi-use trail

Map ID	Corridor Name(s)	From	To	Opportunities	Limitations	Proposed Conditions
1	Ebenezer Rd	Western end of facility	Etris Rd	-Proximity to Georgia Golf Center -Part of Roswell Loop, connects to other planned facilities -Relatively undeveloped land should allow cost effective construction -Existing Sidewalk -Available ROW	-Low density residential area with few attractions -Possible environmental concerns -Residents along facility may object to expanding the facility	Fill gaps in sidewalk network. Install bike lanes.
2	Off-System Trail	Ebenezer Rd	Cox Rd	-Part of Roswell Loop, connects to other planned facilities -Relatively undeveloped land should allow cost effective construction -Available ROW	-Low density residential area with few attractions -Possible environmental concerns -Residents along facility may object to expanding the facility	Construct multi-use trail
3	Cox Rd	Planned Off System Trail	King Rd	-Part of Roswell Loop, connects to other planned facilities -Relatively undeveloped land should allow cost effective construction -Available ROW	-Low density residential area with few attractions -Possible environmental concerns -Residents along facility may object to expanding the facility	Fill gaps in sidewalk network. Install bike lanes.
4	Cox Rd	King Rd	Etris Rd	-Connects sections of Roswell Loop, connects to other planned facilities -Relatively undeveloped land should allow cost effective construction -Available ROW	-Low density residential area with few attractions -Possible environmental concerns -Residents along facility may object to expanding the facility	Fill gaps in sidewalk network. Install bike lanes.
5	King Rd	Cox Rd	Kent Rd	-Part of Roswell Loop, connects to other planned facilities -Relatively undeveloped land should allow cost effective construction -Available ROW	-Low density residential area with few attractions -Possible environmental concerns -Residents along facility may object to expanding the facility	Fill gaps in sidewalk network. Install bike lanes.
6	King Rd	Kent Rd	Hardscrabble Rd	-Part of Roswell Loop, connects to other planned facilities -Relatively undeveloped land should allow cost effective construction -Connects to existing multi-use path on Hardscrabble Rd -Proximity to churches and schools -Available ROW	-Northern end of the corridor is low density with few attractions -Residents along facility may object to expanding the facility	Fill gaps in sidewalk network. Install bike lanes.
8	Etris Rd	Cox Rd	Hardscrabble Rd	-Available ROW -Part of Roswell Loop, connects to other planned facilities -Proximity to Crabapple node	-Northern end of the corridor is low density with few attractions -Residents along facility may object to expanding the facility	Fill gaps in sidewalk network on the western side. Install bike lanes.

Map ID	Corridor Name(s)	From	To	Opportunities	Limitations	Proposed Conditions
9	Hardscrabble Rd	King Rd	Mountain Park Rd	-Existing sidewalk for much of the facility -Proximity to Hwy 92/ Woodstock node, churches, school, and retail -Part of Hub and Spoke, connects to multi use path	-Bypassing the thoroughfare Hwy 92 requires use of private land, new ROW in order to go behind Target	Continue multi-use path, transitioning to the north side of the facility. Construct the path behind the developments on the southern end of the corridor and tie into Mountain Park Rd. Further, add sidewalks and bicycle lanes.
10	Hardscrabble Rd	King Rd	Etris Rd	-Existing multi-use path -Part of Hub and Spoke -Connects Hwy 92/Woodstock node to Crabapple node	-Residents along facility may object to expanding the facility	Install RRFBs as appropriate if heavy bicycle and pedestrian usage is observed at the roundabout
11	Hardscrabble Rd/Crabapple Rd	Etris Rd	Rucker Rd	-Connects to Hub and Spoke and existing multi-use path -Existing sidewalk along most of the corridor -Proximity to Crabapple Node	-Limited connectivity to surrounding subdivisions	Continue multi-use path on south side of the corridor.
12	Crabapple Rd	SR 140	Rucker Rd	-Proximity to Crabapple Node -Existing sidewalk	-Developed area could pose ROW and construction challenges -Heavy traffic volumes	Multi-Use Path on East Side of Corridor
15	Etris Rd	Hardscrabble Rd	Crabapple Rd	-Part of Hub and Spoke, connects to existing multi-use path -Proximity to Crabapple Node -Existing sidewalk	-Developed area could pose ROW and construction challenges -South side ROW is tight	Construct multiuse path on north side of the corridor
16	SR 140	Rucker Rd	Hembree Rd	-Cinnection to Crabapple node -Available ROW on western side of corridor	-GDOT State Route will require coordination -Heavy traffic volumes -Residents along facility may object to expanding the facility	Construct sidewalk on western side of the corridor
17	Crabapple Rd	Etris Rd	Hembree Rd	-Connects to Sweet Apple Park and Crabapple node -Part of Hub and Spoke -Only one residential driveway with access to the corridor	-Possible ROW Challenges	Construct multi use path on west side of the corridor
18	Bowen Rd	SR 92	Jones Rd	-Part of Roswell Loop, connects to other planned facilities -Proximity to Hwy 92/ Woodstock node -Existing sidewalk	-Residents along facility may object to expanding the facility	Install sharrows
19	Woodstock Rd	Hardscrabble Rd	Jones Rd	-Connects to Hub and Spoke, existing multi-use path -Connects to Hwy 92/ Woodstock node -Existing sidewalk	-Heavy traffic volumes -Intersection with GDOT State Route -Tight ROW	Install multi use path on east side of corridor and bike lanes
20	Crabapple Rd	Hembree Rd	Strickland Rd	-Part of Hub and Spoke -Proximity to churches -Existing sidewalk	-Tight ROW -Heavy traffic volumes	Fill gaps in sidewalk network. Construct multi use path on west side of the corridor.

Map ID	Corridor Name(s)	From	To	Opportunities	Limitations	Proposed Conditions
21	Crabapple Rd	Strickland Rd	Houze Way	-Part of Hub and Spoke -Proximity to churches -Existing sidewalk	-Tight ROW -Heavy traffic volumes	Construct multi use path on west side of the corridor
22	Crabapple Rd	Houze Way	Planned Off System Trail	-Part of Hub and Spoke -Existing sidewalk for most of facility -Connects development at Northern end of corridor with Roswell Park	-Heavy traffic volumes -Intersection with GDOT State Route -Tight ROW	Install multi use path on west side of the corridor. Fill gaps in sidewalk network.
23	Crabapple Rd/Canton St	Planned Off System Trail	Woodstock Rd	-Part of Hub and Spoke -Connects to Canton St node -Existing sidewalk	-Tight ROW -Heavy traffic volumes -Residents along facility may object to expanding the facility	Install multi use path on west side of the corridor.
24	Jones Rd	Bowen Rd	Shallowford Rd	-Part of Roswell Loop -Available ROW	-Residents along facility may object to expanding the facility	Fill in gaps in sidewalk network on the north side. Install sharrows in both directions.
25	Jones Rd	Shallowford Rd	Woodstock Rd	-Part of Roswell Loop -Available ROW	-Residents along facility may object to expanding the facility	Install sharrows in both directions.
26	Shallowford Rd	Jones Rd	Pine Grove Rd	-Existing sidewalk for most of the facility	-Residents along facility may object to expanding the facility	Install sharrows in both directions.
27	Pine Grove Rd	Chickering Pkwy	Lake Charles Dr	-Existing sidewalk for most of the facility	-Residents along facility may object to expanding the facility	Fill in gaps in sidewalk network. Install sharrows in both directions for sections with bike shoulders.
28	Lake Charles Dr	Jones Rd	Oakstone Dr	-Connects to Roswell Loop -Existing sidewalk	-Residents along facility may object to expanding the facility	Install sharrows in both directions.
29	Lake Charles Dr	Oakstone Dr	Pine Grove Rd	"-Existing sidewalk	-Residents along facility may object to expanding the facility	Install sharrows in both directions.
31	Woodstock Rd	Jones Rd	Broadmeadow Cove	-Part of Hub and Spoke -Helps connect Hwy 92/ Woodstock Rd node with Canton St Node -Solid connectivity to adjacent subdivisions -Proximity to Roswell Area Park	-Tight ROW -High traffic volumes	Install multi use path on east side of corridor and bike lanes
32	Woodstock Rd	Broadmeadow Cove	Canton St	-Part of Hub and Spoke -Helps connect Hwy 92/ Woodstock Rd node with Canton St Node -Solid connectivity to adjacent subdivisions -Proximity to Roswell Area Park	-Tight ROW -High traffic volumes	Install multi use path on east side of corridor and bike lanes
33	Canton St	Woodstock Rd	SR 9	-Proximity to Canton St node -Low traffic speeds -Part of Hub and Spoke	-Tight ROW and expensive acquisition due to density of development -High traffic volumes	Install sharrows in both directions. Install protected crossing (RRFB or HAWK)

Map ID	Corridor Name(s)	From	To	Opportunities	Limitations	Proposed Conditions
35	Pine Grove Rd	Lake Charles Dr	Mimosa Blvd	-Existing sidewalk and bike shoulders -Part of Hub and Spoke	-Residents along facility may object to the expansion of the facility	Install multi use path on north side of road
36.2	Coleman Rd	Magnolia St	SR 120	-Part of Roswell Loop -Connects to Canton St node	-Residents along facility may object to the expansion of the facility	Fill gaps in sidewalk network. Install sharrows in both directions.
41	Mimosa Blvd/ Oxbo Rd	Magnolia St	SR 9	-Part of Hub and Spoke -Proximity to Canton St node -Alternative corridor to SR 9"	-ROW acquisition may be expensive	Install multi use path on the west (Mimosa) and south (Oxbo) side of the corridor. Install RRFB or HAWK at crossing at the Oxbo Rd at SR 9 intersection and carry the path to Oxbo Rd east of SR 9. On the southern end of the corridor, tie the path in with the planned multi use path GDOT is installing at SR 9 south of SR 120.
42	SR 9	SR 120/Marietta Highway	Azelea Dr	-Part of Hub and Spoke -Proximity to Canton St node -Connects Canton St to Riverwalk Trail System"	-Major thoroughfare -GDOT state route will require coordination -Tight ROW	Sidewalks and/or multiuse path to be included in GDOT.
43.1	Oxbo Rd	SR 9	Grimes Bridge Rd	-Part of Roswell Loop -Helps connect Canton St node to Holcomb Bridge/SR 400 node -Proximity to Waller Park	-Tight ROW -Utility poles on both sides -Residents along facility may object to expansion of facility	Install sharrows in both directions.
43.2	Grimes Bridge Rd	Oxbo Rd	Dogwood Rd	-Part of Roswell Loop -Helps connect Canton St node to Holcomb Bridge/SR 400 node -Proximity to Waller Park	-Residents along facility may object to expansion of facility -Utility poles on both sides	Install sharrows in both directions.
44	Norcross St	Canton St	Grimes Bridge Rd	-Helps connect Canton St node to Holcomb Bridge/SR 400 node. -Proximity to dense residential areas -Part of Hub and Spoke	-Intersection with SR 9 -Utility poles on both sides -Residents along facility may object to the expansion of the facility	Install multiuse path on south side of the road.
45	Warsaw Rd	Grimes Bridge Rd	Holcomb Bridge Rd	-Helps connect Canton St node to Holcomb Bridge/SR 400 node -Proximity to Holcomb Bridge/SR 400 node -Part of Hub and Spoke	-Utility poles on both sides -Residents along facility may object to the expansion of the facility	Install multiuse path on south side of the road.
46	Warsaw Rd	Holcomb Bridge Rd	Planned Off System Trail	-Proximity to Holcomb Bridge/SR 400 node -Part of Hub and Spoke	-Utility poles on both sides	Install sharrows in both directions.
47	Grimes Bridge	Norcross St	Holcomb Bridge Rd	-Deep setbacks most parcels,	-ROW only 18' past EOP -24' pavement with C/G	Fill gaps in sidewalk network. Add multi-use path on east side.

Map ID	Corridor Name(s)	From	To	Opportunities	Limitations	Proposed Conditions
48	Old Roswell Rd	Holcomb Bridge Rd	Commerce Parkway	-Existing shoulders, proximity to shopping on Holcomb Bridge Rd	-Existing curb on N side -Wide ROW flips from S side to N side	Fill gaps in sidewalk network. Add multi-use path on east side.
49	Old Roswell Rd	Commerce Parkway	Warsaw Rd	-Wide ROW N side, but only east of Legacy Oaks Circle, diagonal connection between Canton St/Holcomb Bridge shopping districts	-Constrained ROW east end -Existing C&G -Shoulder width inconsistent and frequently interrupted	Fill gaps in sidewalk network. Add multi-use path on east side.
50	Commerce Parkway	Old Roswell Rd	SR 9	-Could lane reduction be considered (2017 ADT = 13584)?	-ROW close to existing back of sidewalk most places Existing C&G	Lane reduction to add multi-use path
51	Houze Rd	SR 9	Mansell Rd	Alt access to businesses on HBR	-Existing C/G, ROW < 15'	Add multi-use path on east side.
52	Mansell Rd	SR 92	Houze Rd	Connectivity to new proposed trail (Segment G)	-Tight and irregular ROW	Fill gaps in sidewalk network. Add sharrows.
53	Houze Rd	Mansell Rd	Houze Way	-Southern half has 3 lanes across 47 feet- conversion opportunity, -Some areas of very wide ROW west side	-Older existing SW only 4' wide -Pavement width and ROW variable- generous to constrained.	Add multi-use path on east side.
54	Houze Rd	Houze Way	(Sun Valley Dr)	-Wide ROW just north of Houze way.	-Existing C&G, -<22 feet pavement, -Narrow ROW (<15' outside curb) most of segment	Fill gaps in sidewalk network. Add multi-use path on east side.
55	Houze Way	Crabapple Rd	Houze Rd	-Open shoulder south side, east of Falstaff, ->17 feet ROW S side, but for where turn lane present	-Existing C&G most of the way	Fill gaps in sidewalk network.
57	Houze Rd	(Sun Valley Dr)	Hembree Rd	-ROW 15' behind curb: sidewalk potential or possible trail		Fill gaps in sidewalk network. Add multi-use path on east side.
58	Hembree Rd	Crabapple Rd	Strickland Rd	-Part of Hub and Spoke -ROW 15-20' S side	-Existing 24' pavement too narrow for AASHTO-compliant shoulders/ bike lanes	Fill gaps in sidewalk network. Add multi-use path on south side.
59	Hembree Rd	Strickland Rd	Houze Rd	-Part of Hub and Spoke	-ROW approx. 15' S side -Existing 24' pavement too narrow for AASHTO-compliant shoulders/ bike lanes	Fill gaps in sidewalk network. Add multi-use path on south side.
60	Hembree Rd	Houze Rd	Elkins Rd	-Part of Hub and Spoke	-Pavement appears less than 28', too narrow for AASHTO compliant shoulders/bike lanes	Fill gaps in sidewalk network.
61	Elkins Rd	SR 9	Hembree Rd	-Part of Hub and Spoke -<15 feet ROW east side, sufficient for SW	-Existing C&G -Existing 24' pavement too narrow for AASHTO-compliant shoulders/ bike lanes	Fill gaps in sidewalk network. Add multiuse path on east side.
62	Sun Valley Dr	Houze Rd	SR 9	-Planned for multi-use trail and bike lanes		Build to plan

Map ID	Corridor Name(s)	From	To	Opportunities	Limitations	Proposed Conditions
63	Hembree Rd	Elkins Rd	Old Roswell Rd	-Primary spoke corridor to connect to Alpharetta	-Sidewalks appear to be of varying specs and widths -Road never really settles on a typical cross section, thus pavement width hard to gauge -Frequent adding and dropping of lanes	Fill gaps in sidewalk network. Add multi-use path on south side.
64	Old Roswell Rd	Old Ellis Rd	Hembree Rd	-Could 4 lane section north of Founders Pkwy be considered for lane reduction (2019 ADT =11165)?	-Existing C&G, -Existing infrastructure almost fills ROW	Fill gaps in sidewalk network. Lane reduction to add multi-use path.
65	Old Ellis Rd	Sun Valley Rd	Old Roswell Rd	-Connecting link towards Alpharetta from south	-Existing C&G, -36' w/TWLTL is too narrow for AASHTO-compliant shoulders	Fill gaps in sidewalk network. Add multi-use path on north side and bike lanes.
66	Warsaw Rd	Mansell Rd	Finchely Dr	-Connects to Sun Valley Dr existing and planned pathway -Part of Hub and Spoke		Add multi-use path on east side.
67	Warsaw Rd	Worthington Hill Dr	Old Roswell Rd	-Part of Hub and Spoke	-Pavement width <28 ft, too narrow for AASHTO-compliant shoulders or bike lanes	Fill gaps in sidewalk network. Add multi-use path on east side.
68	Riverside Rd	SR 9	Dogwood Rd	-Part of Hub and Spoke -High visibility corridor near river will attract users, -Wide ROW beyond existing pavement	-24 feet of pavement too narrow for AASHTO compliant shoulders -Terrain adjacent to N side may present grading challenges	Fill gaps in sidewalk network, add Multi Use Path on north side, add Bike Lanes
69	Dogwood Rd	Riverside Rd	Grimes Bridge Rd	-Part of Hub and Spoke -Wide ROW beyond pavement (25 ft +/-)	-Steep terrain adjacent to roadway	Fill gaps in sidewalk network. Add multi-use path on west side.
70.1	Dogwood Rd	Grimes Bridge Rd	Old Holcomb Bridge	-Part of Hub and Spoke -Connects to Hwy 400/HBR node -Apparent wide ROW at west end	-Tight ROW most of way, no ROW shown east of Holcomb Bridge	Fill gaps in sidewalk network. Add multi-use path on west side.
71	Big Creek Pkwy	Old Alabama Rd	Warsaw Rd	-Part of Hub and Spoke -Connects to Hwy 400/HBR node		No recommendation. BCP alignment changed on 9/9
72.2	Market Blvd	Riverside Rd	Kimberly Clark Driveway	-Part of Hub and Spoke -Connects to Hwy 400/HBR node -Could 3&4 lane cross section be considered for lane reduction (ADT needed)?	- <10' ROW beyond existing pavement	Fill gaps in sidewalk network. Consider lane reduction to add multi-use path.
74	Old Alabama Rd	Market Blvd	Holcomb Woods Pkwy	-Connects to Hwy 400/HBR node -Part of Hub and Spoke	-<15' ROW outside existing curb	Fill gaps in sidewalk network. Lane reduction to add multi-use path (west of HBR).
75	Big Creek Park Driveway	Old Alabama Rd	MTB Park/ Greenway	-Connects to Hwy 400/HBR node -Public ownership -Connects to greenway -Part of Hub and Spoke	-Very steep terrain	Add sidewalk to provide connectivity, add sharrows.

Map ID	Corridor Name(s)	From	To	Opportunities	Limitations	Proposed Conditions
76	Holcomb Woods Pkwy	SR 140	Old Alabama Rd	-Connects to Hwy 400/HBR node -4 lane could be considered for lane reduction (ADT needed)? -Part of Hub and Spoke	-May be reconstructed as part of Big Creek Pkwy project	Fill gaps in sidewalk network. Lane reduction to add multi-use path and Cycle Track.
77	Old Alabama Rd	Holcomb Woods Pkwy	Big Creek Park Driveway	-Part of Hub and Spoke -Connects to Hwy 400/HBR node -Link between Big Creek Parkway w/ trail and Big Creek Greenway	-3 lane section <38', too narrow for AASHTO-compliant shoulders/ bike lanes	Add multi-use trail.
78	Old Alabama Rd	Big Creek Park Driveway	Nesbit Ferry Rd	-Part of Hub and Spoke -Wide ROW beyond pavement most places, but highly variable	Existing pavement 36-38' for 3 lanes, not consistently wide enough for AASHTO-compliant shoulders/ bike lanes	Fill gaps in sidewalk network. Add multi-use path on north side.
79	Nesbit Ferry Rd	Scott Rd	Old Alabama Rd	-Part of Roswell Loop -ROW limit just over 15' from existing EOP	-Cemetery may limit expansion opportunities	Fill gaps in sidewalk network. Add multi-use path on west side.
80	Scott Rd	Eves Rd Ext	Old Scott Rd	-Part of Hub and Spoke -Connects to East Roswell node -Could 4 lane be considered for lane reduction (2018 ADT = 7365)?		Install bike lanes in both directions.
83	Riverside Rd	Old Alabama Rd	Eves Rd	-Part of Hub and Spoke -Riverside location attracts users ->20' ROW available most places		Fill gaps in sidewalk network. Add multi-use path on north side.
85	Steeple Chase Rd	SR 140	SR 140	-Existing shoulders could be marked as bike lanes -ROW exceeds 10' generally-sufficient for SW construction	-Mostly loops on itself, not significant connector	Fill gaps in sidewalk network. Add multi-use path on west side.
86	Nesbit Ferry Rd	SR 140	Old Scott Rd	-ROW 20'+ where turn lanes not present	-Variable cross section-turn lanes and curbs come and go	Fill gaps in sidewalk network.
87	Champions Green Parkway	SR 140	(Champions Green Pkwy/ New Trail Alignment)	-Presumed low speeds should make on-street bike friendly	-Established/built cross section/sidewalk may preclude major additions	Add sharrows.
89	SR 140	Holcomb Woods Pkwy	Eves Rd	-Part of Hub and Spoke -Connects residential areas to Holcomb Bridge/SR 400 Node	-GDOT state route will require coordination -High traffic volumes"	Install multi use path on south side of the corridor
90	SR 140	Eves Rd	Gwinnett County Line	-Connects residential areas to retail development -Part of Hub and Spoke -Connects to City of Peachtree Corners and Gwinnett County -Potential connection to Peachtree Corners trail system	-GDOT state route will require coordination -High traffic volumes	Install multi use path on south side of the corridor
91	SR 120/ Marietta Highway	Wileo Road	Mimosa Blvd	-Part of Hub and Spoke -address sidewalk gap	-some sections may require retaining walls	Install multiuse path on south side of road

Map ID	Corridor Name(s)	From	To	Opportunities	Limitations	Proposed Conditions
92	Crabapple Road	Hardscrabble Rd	Etris Rd	-continue multi-use path ideas on Hardscapple and Crabapple Roads -Part of Hub and Spoke	-tight ROW in some sections	Install multi-use path on east side of the corridor
93	Bridge Over 400	Dogwood Rd	Market Blvd	-Part of Hub and Spoke -use new GDOT built access to 400 to include bike pedestrian east west connectivity	-Bridge over interstate will require clearance	Multiuse facility
94	Oakstone Dr/Knoll Woods Dr/N Coleman Rd/ Fowler St/ Prospect St/ Thomas Dr/ Charles Pl/ Maxwell Rd/ Market Pl/ Swaybranch Dr	Lake Charles Dr	Warsaw Rd	- Low speed, low usage residential streets provide opportunity for sharrows	-Residents may object to the facility	Install sharrows, provide Fowler St access to Woodstock Rd, consider safety improvements at major intersections
95	SR 140	Saddle Creek Dr	Hembree Rd	-Connects to existing paths through roundabout -Connects subdivision to Bike/ Ped network	-Residents may object to the facility -GDOT State route will require coordination	Install multi-use path on east side of the corridor
96	Bridge over River (SR 9)	North of Chattahoochee River	South of Chattahoochee River	-Provides connection across natural barrier -Proximity to Roswell Riverwalk Trail system -Part of Hub and Spoke	-Construction and environmental concerns due to river	Bridge with multi-use path and bike lanes
97	Bridge over River (Wileo Rd)			-Provides connection across natural barrier -Connects Roswell Riverwalk Trail system to East Cobb -Part of Hub and Spoke	-Construction and environmental concerns due to river	Bridge with multi-use path and bike lanes
98	Oak St			-Connects Canton St node with other planned facilities -High Density	-ROW Concerns, want to preserve character of the area	Fill in gaps in sidewalk network
99	Mountain Park Rd	Corridor 9	Mountain Park Elementary	-Connects to Mountain Park Elementary, Leita Thompson Memorial Park, other planned facilities, and Hwy 92/ Woodstock node	-Possible environmental concerns	Construct multiuse path on east side of the corridor
100	Chaffin Rd	SR 92	Crabapple Rd	-Connect residents along roadway to pathway along Hardscrabble Rd -Provide better pedestrian access to Roswell High School	-Residents may object to construction	Fill in gaps in sidewalk network
101	Coleman Dr	Chaffin Rd	Cul de Sac	-Connect residents along roadway to pathway along Hardscrabble Rd -Provide better pedestrian access to Roswell High School	-Residents may object to construction	Fill in gaps in sidewalk network
102	Planned Off System Trail	Nesbit Lakes Dr	Scott Rd	-Provides multi-modal access to Centennial High School		Construct greenway
103	Planned Off System Trail	Wavetree Dr	Roswell Area Park	-Provides multi-modal access to Roswell Area Park		Construct greenway

Map ID	Corridor Name(s)	From	To	Opportunities	Limitations	Proposed Conditions
104	Woodstock Rd	Hardscrabble Rd	Crabapple Rd	<ul style="list-style-type: none"> -Connects to Hub and Spoke, existing multi-use path -Connects to Hwy 92/ Woodstock node -Existing sidewalk 	<ul style="list-style-type: none"> -Heavy traffic volumes -Intersection with GDOT State Route -Tight ROW 	Add bike lanes in both directions, fill in sidewalk gaps
105	Hardscrabble Rd	Target	King Rd	<ul style="list-style-type: none"> -Existing multi-use path -Part of Hub and Spoke -Connects Hwy 92/Woodstock node to Crabapple node 	<ul style="list-style-type: none"> -Residents along facility may object to expanding the facility 	Add bike lanes in both directions, fill in sidewalk gaps

IV. PRIORITIZATION

With many target corridors and proposed conditions identified, an intermediate step to developing recommendations was to prioritize the needs on these corridors.

Methodology

The prioritization methodology was developed to leverage the various insights and analyses conducted throughout the planning process in order to provide an objective and data-driven process that is still largely informed by community input.

To accomplish this, a three tiered system was established to consider each corridor and its potential infrastructure improvement from the three distinct perspectives described below. The methodology suggests then that the projects and corridors that exhibit those most need are those that are able to successfully address multiple areas of consideration in the analysis.

Technical Propensity

The technical propensity analysis previously described in Chapter III on Pages 38 through 48 was used to generate a score of up to 10 points on each potential project corridor.

Goals

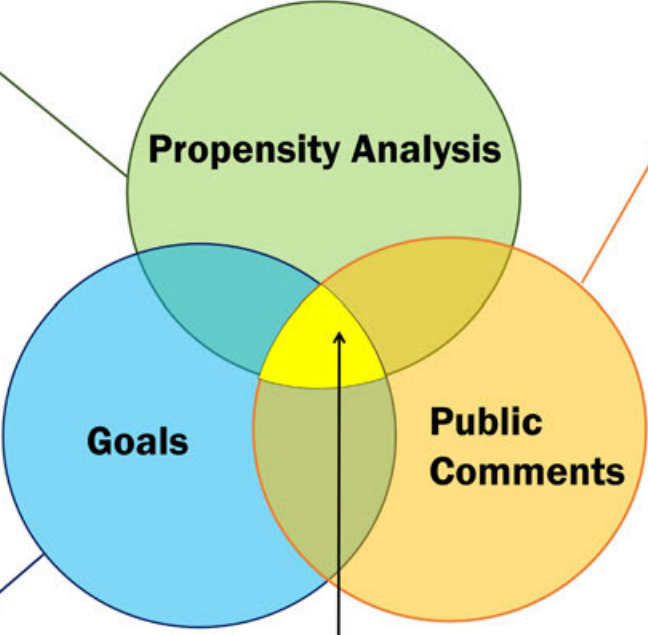
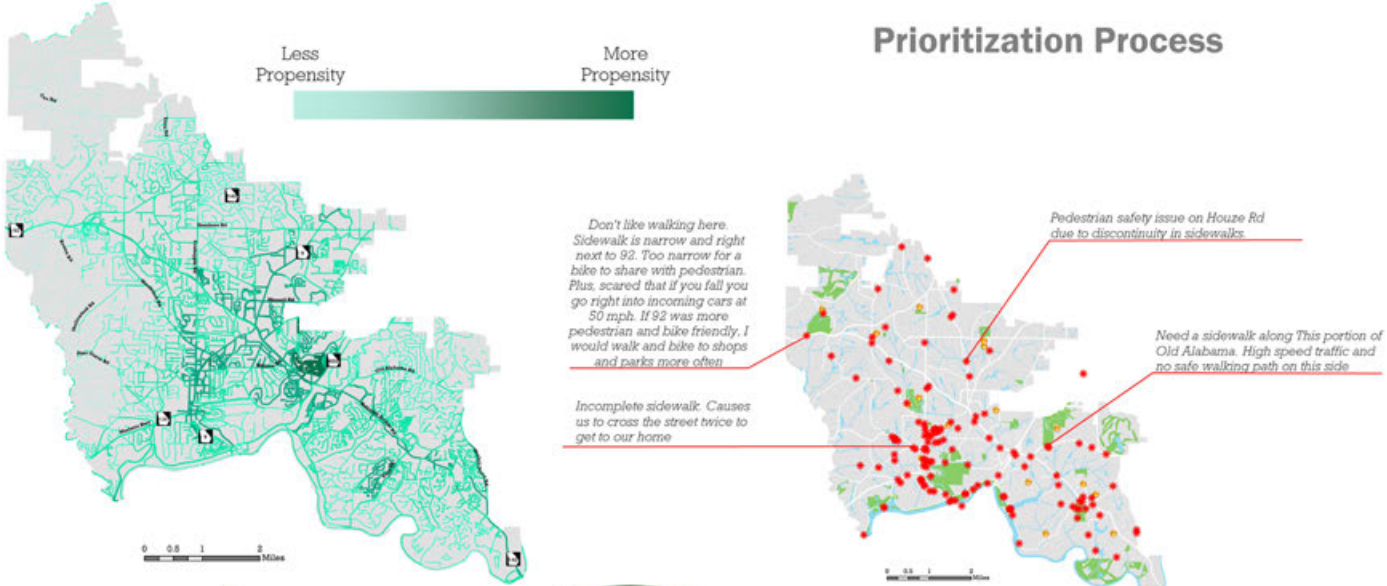
The ability of each corridor or project to address the various goals for the future bicycle and pedestrian network that were established in the initial rounds of community engagement, as described in Chapter II on Pages 19-20. Each project was assigned a score of up to 10 points depending on the number of goals met and the relative weighting (per the community preferences on these goals) of each goal.

Community Support

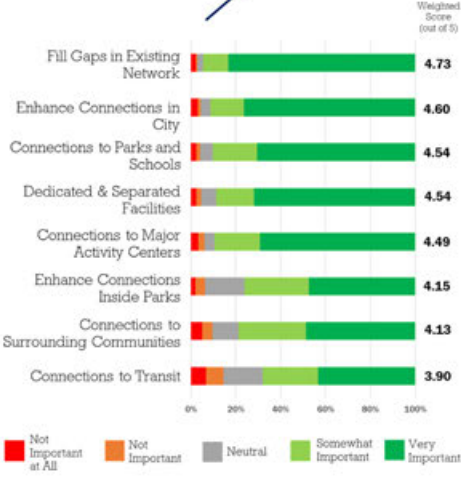
In a final test, projects were awarded up to an additional 10 points based on direct community support associated with the location of that project. This included:

- Awarding points to those corridors that serve locations that online survey respondents indicated they wanted to walk or bike to, as described previously in Chapter II, Page 25.
- Awarding points to those corridors that are a reasonable vicinity of locations cited as having a bicyclist or pedestrian safety issue through that same online survey, as described in Chapter II, Page 24.
- Awarding additional points to those corridors that were selected through an exercise with the stakeholder committee during the second meeting of that group on August 28, 2019.
- Awarding additional points to those corridors that were selected by meeting attendees at the second round of community open houses on September 16 and 17, 2019. In this exercise, meeting attendees were asked to indicate their top 5 corridors.

Prioritization Process



Projects that best balance these considerations will fare best when prioritized.



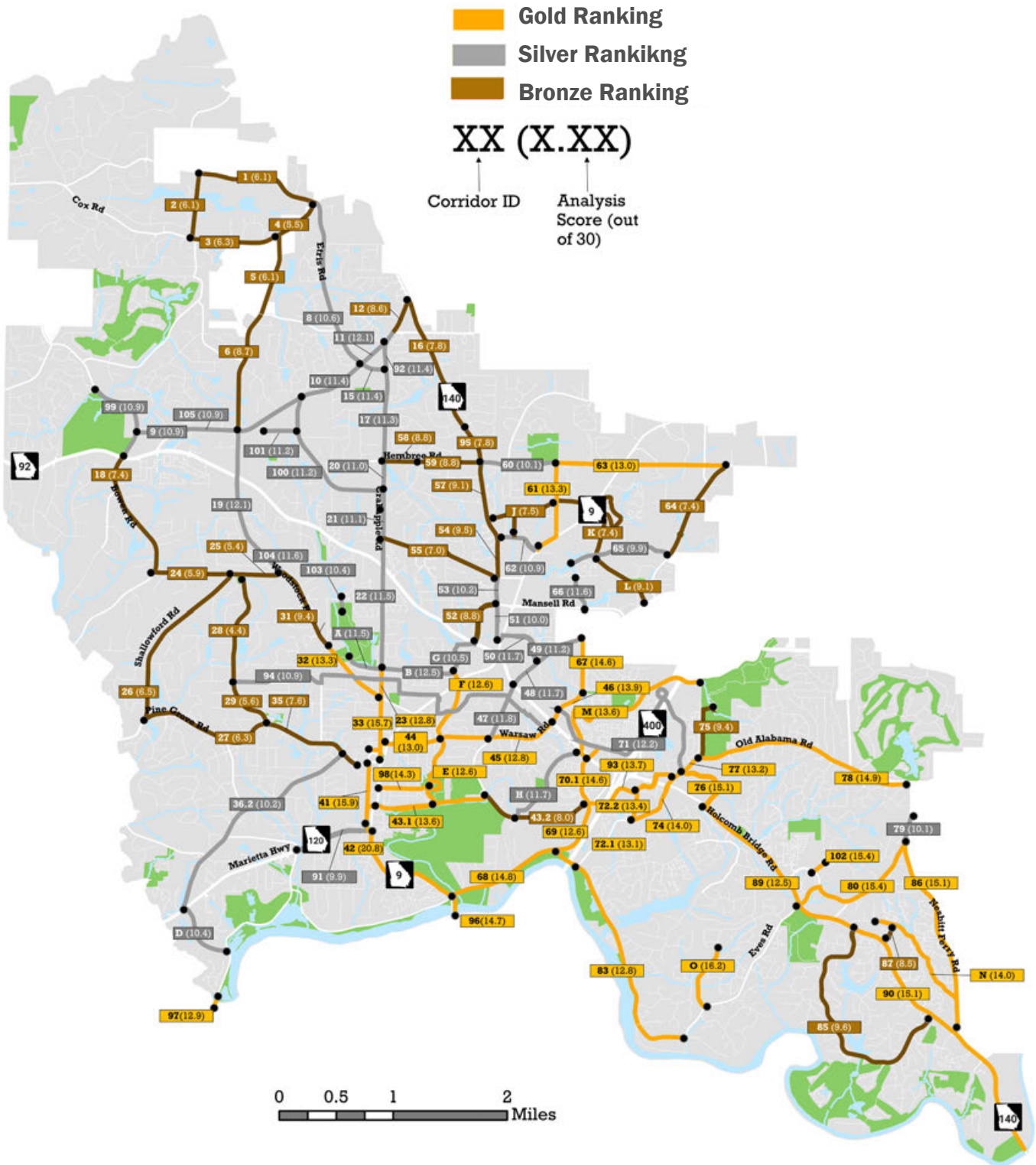
Results

Applying this methodology, the corridors were categorized into three categories representing the top 1/3 ranking projects (given the classification of 'Gold'), the middle 1/3 ranking projects (given the classification of 'Silver'), and the lowest 1/3 ranking projects (given the classification of 'Bronze').

The application of this methodology results in a handful of thematic conclusions:

- Many of the 'Gold' level projects are in the most central parts of Roswell, reflective of the analysis methodology recognizing and incorporating the community's vision for recognizing this importance of connecting to a central area of Roswell.
- Several 'Gold' projects are also observed in the eastern part of Roswell. In some ways, this is indicative of various community conditions that result in high technical propensity scores in this part of the community as well as direct observed community support to connect along corridors such as SR 92/Holcomb Bridge Road and to locations such as Big Creek Park.
- Further observation also suggests that the lean towards high rankings in east Roswell is also indicative of relatively fewer existing bicycle and pedestrian facilities in this part of the community when compared with others parts of Roswell. For instance, many of the neighborhoods in this part of the community do not have existing sidewalks and there are no bicycle facilities in the entire area of east Roswell north of SR 92/Holcomb Bridge Road other than those contained within Big Creek Park.
- The 'Silver' projects tend to represent a second 'ring' of locations around the central parts of Roswell, while the 'Bronze' projects tend to represent a third 'ring' of locations further out. Again, this is reflective of the analysis methodology recognizing and incorporating the community's vision for emphasizing connections to central Roswell first.
- As the map to the right and tables on the following pages indicate, the analysis scores (out of 30) for these corridors reveal a handful of corridors with very high scores followed by several corridors (nearly all 'Gold' or 'Silver' corridors) that have scores within a point or two of a score of 10.

All Projects

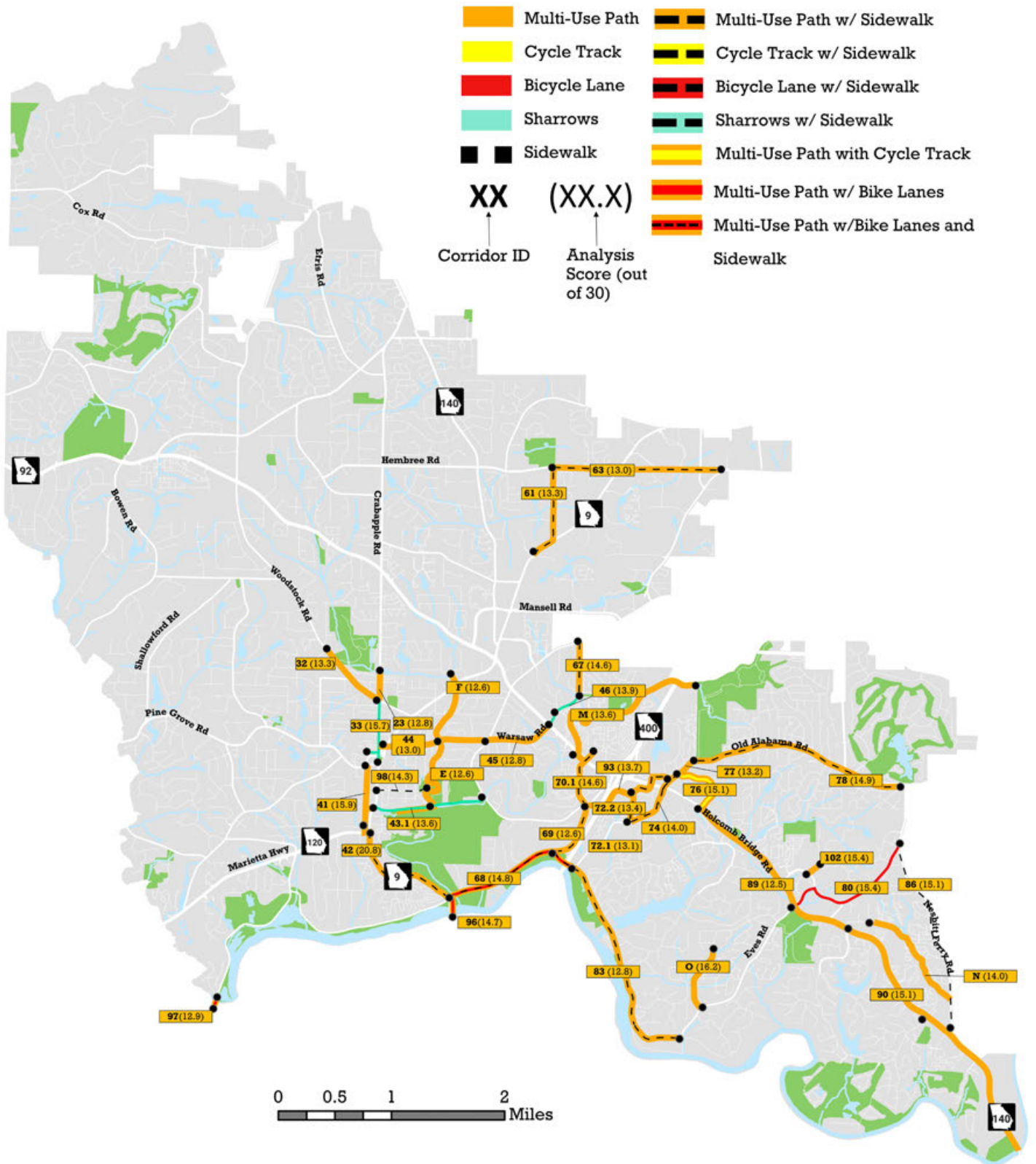


Note: Prioritization scores and ranking classifications were utilized as an initial evaluation for each corridor. It should not be confused with the implementation plan, which considers phasing opportunities in addition to prioritization scores.

ROSWELL

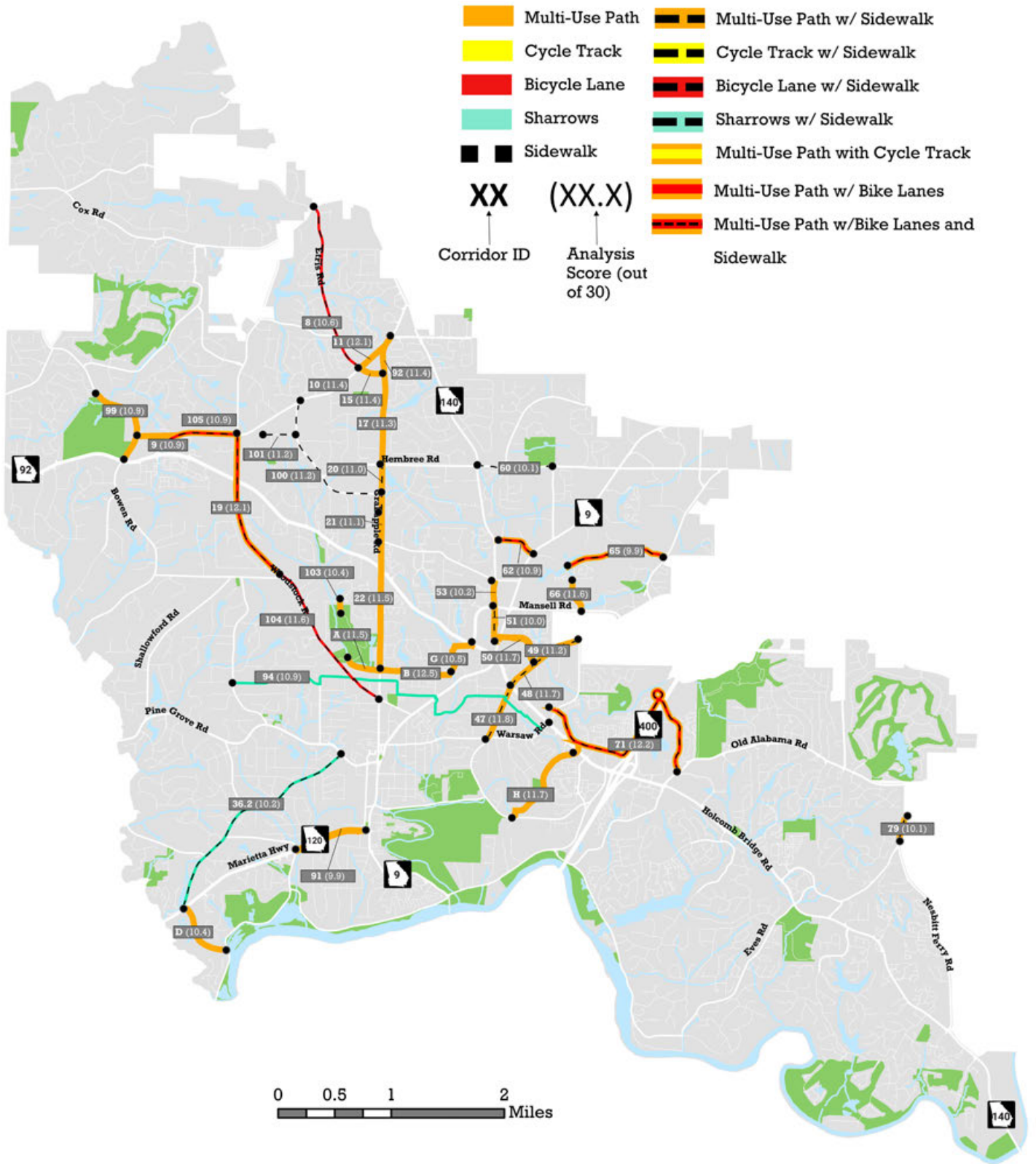
Bicycle & Pedestrian Master Plan

Gold Ranking Projects



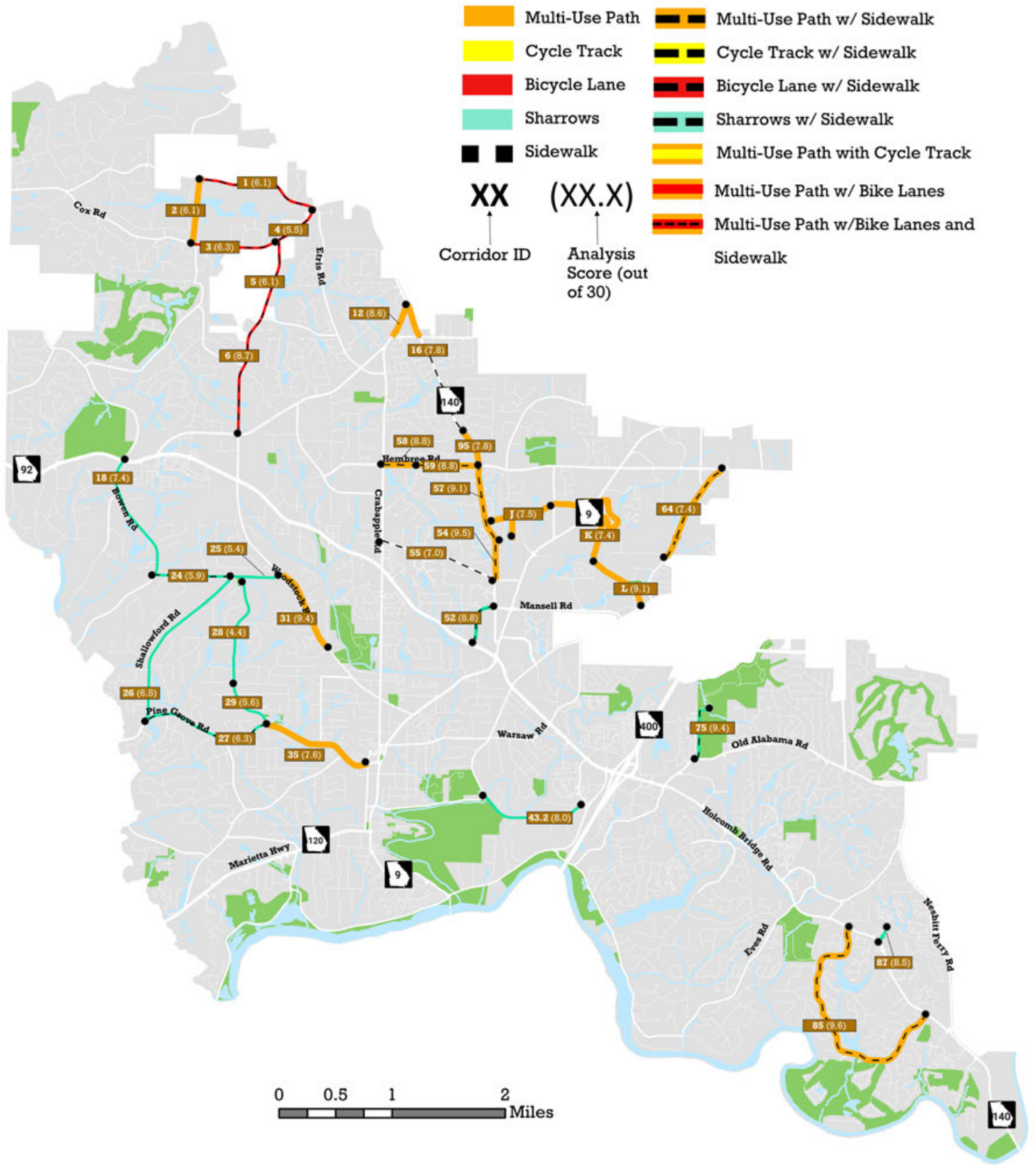
Note: Prioritization scores and ranking classifications were utilized as an initial evaluation for each corridor. It should not be confused with the implementation plan, which considers phasing opportunities in addition to prioritization scores.

Silver Ranking Projects



Note: Prioritization scores and ranking classifications were utilized as an initial evaluation for each corridor. It should not be confused with the implementation plan, which considers phasing opportunities in addition to prioritization scores.

Bronze Ranking Projects



Note: Prioritization scores and ranking classifications were utilized as an initial evaluation for each corridor. It should not be confused with the implementation plan, which considers phasing opportunities in addition to prioritization scores.

Gold Ranking Projects

Map ID	Corridor Name(s)	From	To	Proposed Conditions	Overall Score (Out of 30)
E	Hog Wallow Creek	Oxbo Road	Norcross Street	Multi-use greenway	12.6
F	Hog Wallow Creek	Norcross Street	SR 9	Multi-use greenway with speed table at Charles Place crossing	12.6
M	Big Creek	SR 92	Big Creek Park	Multi-use greenway	13.6
N	East Roswell Trail/ Champions Green Parkway/Powder Ridge	Scott Road	Nesbitt Ferry Road	"-Multi-use greenway on offroad sections -Multi-use path on north side of Champions Green Parkway "	14.0
O	Planned Off System Trail	Eves Rd	Eves Cir	Multi-use trail	16.263202
23	Crabapple Rd/Canton St	Planned Off System Trail	Woodstock Rd	Install multi use path on west side of the corridor.	12.8
32	Woodstock Rd	Broadmeadow Cove	Canton St	Install multi use path on east side of corridor	13.3
33	Canton St	Woodstock Rd	SR 9	Install sharrows in both directions. Install protected crossing (RRFB or HAWK)	15.7
41	Mimosa Blvd/Oxbo Rd	Magnolia St	SR 9	Install multi use path on the west (Mimosa) and south (Oxbo) side of the corridor. Install RRFB or HAWK at crossing at the Oxbo Rd at SR 9 intersection and carry the path to Oxbo Rd east of SR 9. On the southern end of the corridor, tie the path in with the planned multi use path GDOT is installing at SR 9 south of SR 120.	15.9
42	SR 9	SR 120/ Marietta Highway	Azelea Dr	Sidewalks and/or multiuse path to be included in GDOT.	20.8
43.1	Oxbo Rd	SR 9	Grimes Bridge Rd	Install sharrows in both directions.	13.6
44	Norcross St	Canton St	Grimes Bridge Rd	Install multiuse path on south side of the road.	13.0
45	Warsaw Rd	Grimes Bridge Rd	Holcomb Bridge Rd	Install multiuse path on south side of the road.	12.8
46	Warsaw Rd	Holcomb Bridge Rd	Planned Off System Trail	Install sharrows in both directions.	13.9
61	Elkins Rd	SR 9	Hembree Rd	Fill gaps in sidewalk network. Add multiuse path on east side.	13.3
63	Hembree Rd	Elkins Rd	Old Roswell Rd	Fill gaps in sidewalk network. Add multi-use path on south side.	13.0
67	Warsaw Rd	Worthington Hill Dr	Old Roswell Rd	Fill gaps in sidewalk network. Add multi-use path on east side.	14.6
68	Riverside Rd	SR 9	Dogwood Rd	Fill gaps in sidewalk network, add Multi Use Path on north side, add Bike Lanes	14.8
69	Dogwood Rd	Riverside Rd	Grimes Bridge Rd	Fill gaps in sidewalk network. Add multi-use path on west side.	12.6

Note: Prioritization scores and ranking classifications were utilized as an initial evaluation for each corridor. It should not be confused with the implementation plan, which considers phasing opportunities in addition to prioritization scores.

Map ID	Corridor Name(s)	From	To	Proposed Conditions	Overall Score (Out of 30)
70.1	Dogwood Rd	Grimes Bridge Rd	Old Holcomb Bridge	Fill gaps in sidewalk network. Add multi-use path on west side.	14.6
72.2	Market Blvd	Riverside Rd	Kimberly Clark Driveway	Fill gaps in sidewalk network. Consider lane reduction to add multi-use path.	13.4
74	Old Alabama Rd	Market Blvd	Holcomb Woods Pkwy	Fill gaps in sidewalk network. Lane reduction to add multi-use path (west of HBR).	14.0
76	Holcomb Woods Pkwy	SR 140	Old Alabama Rd	Fill gaps in sidewalk network. Lane reduction to add multi-use path and Cycle Track.	15.2
77	Old Alabama Rd	Holcomb Woods Pkwy	Big Creek Park Driveway	Add multi-use trail.	13.2
78	Old Alabama Rd	Big Creek Park Driveway	Nesbit Ferry Rd	Fill gaps in sidewalk network. Add multi-use path on south side.	14.9
80	Scott Rd	Eves Rd Ext	Old Scott Rd	Install bike lanes in both directions.	15.4
83	Riverside Rd	Old Alabama Rd	Eves Rd	Fill gaps in sidewalk network. Add multi-use path on north side.	12.8
86	Nesbit Ferry Rd	SR 140	Old Scott Rd	Fill gaps in sidewalk network.	15.1
89	SR 140	Holcomb Woods Pkwy	Eves Rd	Install multi use path on south side of the corridor	12.5
90	SR 140	Eves Rd	Gwinnett County Line	Install multi use path on south side of the corridor	15.1
93	Bridge Over 400	Dogwood Rd	Market Blvd	Multiuse facility	13.7
96	Bridge over River (SR 9)	North of Chattahoochee River	South of Chattahoochee River	Bridge with multi-use path and bike lanes	14.8
97	Bridge over River (Wileo Rd)			Bridge with multi-use path and bike lanes	12.9
98	Oak St			Fill in gaps in sidewalk network	14.3
102	Planned Off System Trail	Nesbit Lakes Dr	Scott Rd	Construct greenway	15.4

Note: Prioritization scores and ranking classifications were utilized as an initial evaluation for each corridor. It should not be confused with the implementation plan, which considers phasing opportunities in addition to prioritization scores.

Silver Ranking Projects

Map ID	Corridor Name(s)	From	To	Proposed Conditions	Overall Score (Out of 30)
A	Un-named E-W Creek	Roswell Area Park	Crabapple Rd	Multi-use greenway with protected crossing (RRFB or HAWK at Crabapple)	11.5
B	Un-named E-W Creek	Crabapple Rd	Hog Wallow Creek	Multi-use greenway with protected crossing (RRFB or HAWK at Crabapple)	12.5
D	N-S Corridor	SR 120/ Marietta Highway	Willeo Rd	Multi-use greenway	10.4
G	Hog Wallow Creek	SR 9	SR 92	Multi-use greenway with speed table at Alpine Drive crossing	10.5
H	Big Creek	Grimes Bridge Road	SR 92	Multi-use greenway	11.7
8	Etris Rd	Cox Rd	Hardscrabble Rd	Fill gaps in sidewalk network on the western side. Install bike lanes.	10.6
9	Hardscrabble Rd	King Rd	Mountain Park Rd	Continue multi-use path, transitioning to the north side of the facility. Construct the path behind the developments on the southern end of the corridor and tie into Mountain Park Rd.	10.9
10	Hardscrabble Rd	King Rd	Etris Rd	Install RRFBs as appropriate if heavy bicycle and pedestrian usage is observed at the roundabout	11.4
11	Hardscrabble Rd/ Crabapple Rd	Etris Rd	Rucker Rd	Continue multi-use path on south side of the corridor.	12.1
15	Etris Rd	Hardscrabble Rd	Crabapple Rd	Construct multiuse path on north side of the corridor	11.4
17	Crabapple Rd	Etris Rd	Hembree Rd	Construct multi use path on west side of the corridor	11.3
19	Woodstock Rd	Hardscrabble Rd	Jones Rd	Install multi use path on east side of corridor	12.1
20	Crabapple Rd	Hembree Rd	Strickland Rd	Fill gaps in sidewalk network. Construct multi use path on west side of the corridor.	11.0
21	Crabapple Rd	Strickland Rd	Houze Way	Construct multi use path on west side of the corridor	11.1
22	Crabapple Rd	Houze Way	Planned Off System Trail	Install multi use path on west side of the corridor. Fill gaps in sidewalk network.	11.5
36.2	Coleman Rd	Magnolia St	SR 120	Fill gaps in sidewalk network. Install sharrows in both directions.	10.2
47	Grimes Bridge	Norcross St	Holcomb Bridge Rd	Fill gaps in sidewalk network. Add multi-use path on east side.	11.7
48	Old Roswell Rd	Holcomb Bridge Rd	Commerce Parkway	Fill gaps in sidewalk network. Add multi-use path on east side.	11.7
49	Old Roswell Rd	Commerce Parkway	Warsaw Rd	Fill gaps in sidewalk network. Add multi-use path on east side.	11.2
50	Commerce Parkway	Old Roswell Rd	SR 9	Lane reduction to add multi-use path	11.7

Note: Prioritization scores and ranking classifications were utilized as an initial evaluation for each corridor. It should not be confused with the implementation plan, which considers phasing opportunities in addition to prioritization scores.

Map ID	Corridor Name(s)	From	To	Proposed Conditions	Overall Score (Out of 30)
51	Houze Rd	SR 9	Mansell Rd	Add multi-use path on east side.	10.0
53	Houze Rd	Mansell Rd	Houze Way	Add multi-use path on east side.	10.2
60	Hembree Rd	Houze Rd	Elkins Rd	Fill gaps in sidewalk network. Add multi-use path on south side.	10.1
62	Sun Valley Dr	Houze Rd	SR 9	Build to plan	10.9
65	Old Ellis Rd	Sun Valley Rd	Old Roswell Rd	Fill gaps in sidewalk network. Add multi-use path on north side and bike lanes.	9.9
66	Warsaw Rd	Mansell Rd	Finchely Dr	Add multi-use path on east side.	11.6
71	Big Creek Pkwy	Old Alabama Rd	Warsaw Rd	No recommendation. BCP alignment changed on 9/9	12.1
79	Nesbit Ferry Rd	Scott Rd	Old Alabama Rd	Fill gaps in sidewalk network. Add multi-use path on west side.	10.1
91	SR 120/Marietta Highway	Wileo Road	Mimosa Blvd	Install multiuse path on south side of road	9.9
92	Crabapple Road	Hardscrabble Rd	Etris Rd	Install multi-use path on east side of the corridor	11.4
94	Oakstone Dr/Knoll Woods Dr/N Coleman Rd/Fowler St/Prospect St/Thomas Dr/Charles Pl/Maxwell Rd/Market Pl/Swaybranch Dr	Lake Charles Dr	Warsaw Rd	Install sharrows, provide Fowler St access to Woodstock Rd, consider safety improvements at major intersections	10.9
99	Mountain Park Rd	Corridor 9	Mountain Park Elementary	Construct multiuse path on east side of the corridor	10.9
100	Chaffin Rd	SR 92	Crabapple Rd	Fill in gaps in sidewalk network	11.2
101	Coleman Dr	Chaffin Rd	Cul de Sac	Fill in gaps in sidewalk network	11.2
103	Planned Off System Trail	Wavetree Dr	Roswell Area Park	Construct greenway	10.4
104	Woodstock Rd	Hardscrabble Rd	Crabapple Rd	Add bike lanes in both directions, fill in sidewalk gaps	11.6
105	Hardscrabble Rd	Target	King Rd	Add bike lanes in both directions, fill in sidewalk gaps	10.9

Note: Prioritization scores and ranking classifications were utilized as an initial evaluation for each corridor. It should not be confused with the implementation plan, which considers phasing opportunities in addition to prioritization scores.

Bronze Ranking Projects

Map ID	Corridor Name(s)	From	To	Proposed Conditions	Overall Score (Out of 30)
J.1	Unnamed E-W creek/ low point	SR 140/Houze Road	Elkins Road	Multi-use greenway	7.5
J.2	Unnamed N-S corridor	Sun Valley Phase 3	Corridor J.1	Multi-use greenway	7.4
K	Foe Killer Creek	Elkins Road	Old Ellis Road extension	Multi-use greenway	8.4
L	Foe Killer Creek	Old Ellis Road extension	Old Roswell Road	Multi-use greenway	9.1
1	Ebenezer Rd	Western end of facility	Etris Rd	Fill gaps in sidewalk network. Install bike lanes.	6.1
2	Off-System Trail	Ebenezer Rd	Cox Rd	Construct multi-use trail	6.1
3	Cox Rd	Planned Off System Trail	King Rd	Fill gaps in sidewalk network. Install bike lanes.	6.3
4	Cox Rd	King Rd	Etris Rd	Fill gaps in sidewalk network. Install bike lanes.	5.5
5	King Rd	Cox Rd	Kent Rd	Fill gaps in sidewalk network. Install bike lanes.	6.1
6	King Rd	Kent Rd	Hardscrabble Rd	Fill gaps in sidewalk network. Install bike lanes.	8.7
12	Crabapple Rd	SR 140	Rucker Rd	Multi-Use Path on East Side of Corridor	8.6
16	SR 140	Rucker Rd	Hembree Rd	Construct sidewalk on western side of the corridor	7.8
18	Bowen Rd	SR 92	Jones Rd	Install sharrows	7.4
24	Jones Rd	Bowen Rd	Shallowford Rd	Fill in gaps in sidewalk network on the north side. Install sharrows in both directions.	5.9
25	Jones Rd	Shallowford Rd	Woodstock Rd	Install sharrows in both directions.	5.4
26	Shallowford Rd	Jones Rd	Pine Grove Rd	Install sharrows in both directions.	6.5
27	Pine Grove Rd	Chickering Pkwy	Lake Charles Dr	Fill in gaps in sidewalk network. Install sharrows in both directions for sections with bike shoulders.	6.3
28	Lake Charles Dr	Jones Rd	Oakstone Dr	Install sharrows in both directions.	4.4
29	Lake Charles Dr	Oakstone Dr	Pine Grove Rd	Install sharrows in both directions.	5.6
31	Woodstock Rd	Jones Rd	Broadmeadow Cove	Install multi use path on east side of corridor	9.4
35	Pine Grove Rd	Lake Charles Dr	Mimosa Blvd	Install multi use path on the north side of corridor	7.6

Note: Prioritization scores and ranking classifications were utilized as an initial evaluation for each corridor. It should not be confused with the implementation plan, which considers phasing opportunities in addition to prioritization scores.

Map ID	Corridor Name(s)	From	To	Proposed Conditions	Overall Score (Out of 30)
43.2	Grimes Bridge Rd	Oxbo Rd	Dogwood Rd	Install sharrows in both directions.	8.0
52	Mansell Rd	SR 92	Houze Rd	Fill gaps in sidewalk network. Add sharrows.	8.8
54	Houze Rd	Houze Way	(Sun Valley Dr)	Fill gaps in sidewalk network. Add multi-use path on east side.	9.5
55	Houze Way	Crabapple Rd	Houze Rd	Fill gaps in sidewalk network.	7.0
57	Houze Rd	(Sun Valley Dr)	Hembree Rd	Fill gaps in sidewalk network. Add multi-use path on east side.	9.1
58	Hembree Rd	Crabapple Rd	Strickland Rd	Fill gaps in sidewalk network. Add multi-use path on south side.	8.5
59	Hembree Rd	Strickland Rd	Houze Rd	Fill gaps in sidewalk network. Add multi-use path on south side.	8.8
64	Old Roswell Rd	Old Ellis Rd	Hembree Rd	Fill gaps in sidewalk network. Lane reduction to add multi-use path.	7.4
75	Big Creek Park Driveway	Old Alabama Rd	MTB Park/ Greenway	Add sidewalk to provide connectivity, add sharrows.	9.4
85	Steeple Chase Rd	SR 140	SR 140	Fill gaps in sidewalk network. Add multi-use path on west side.	9.6
87	Champions Green Parkway	SR 140	(Champions Green Pkwy/ New Trail Alignment)	Add sharrows.	8.5
95	SR 140	Saddle Creek Dr	Hembree Rd	Install multi-use path on east side of the corridor	7.8

Note: Prioritization scores and ranking classifications were utilized as an initial evaluation for each corridor. It should not be confused with the implementation plan, which considers phasing opportunities in addition to prioritization scores.

V. IMPLEMENTATION

This final chapter of the Bicycle and Pedestrian Master Plan focuses on how the City of Roswell can consider future implementation for bicycle and pedestrian facilities. Implementation of the Bicycle and Pedestrian Master Plan can take on many forms and considerations including:

- As mentioned previously, adoption and implementation (per the map to the right) of the “Hub and Spoke” vision to replace the “Roswell Loop” System. The adoption and implementation of this system will be the backbone of a more continuous network of bicycle and pedestrian connections through the city and reinforce the commitment to a “Complete Street” model consisting of multi-use path on one side of the road with sidewalk on the other side.
- Taking into account how Walk Friendly and Bike Friendly Recognition Programs typically award recognitions to communities like Roswell
- Consideration of regional implementation strategies identified by the Atlanta Regional Commission through their Walk. Bike. Thrive! Plan as well as cooperation and coordination with neighboring communities that are developing more robust pedestrian and bicycle connections
- Potential adoption of a Vision Zero policy
- Potential adoption of refinements to the City's Sidewalk Matrix to include factoring in population served, prioritizing sidewalks on both sides of the road for certain corridors, coordinating with the City's Comprehensive Plan, considering existing connectivity, access to transit, and creating tiers for implementation
- Policies to stripe bike shoulders where possible when restriping and repaving City roads
- Policies to increase the frequency of maintenance and street sweeping on roadways with bike lanes or shoulders
- Use of a 30 year fiscally constrained implementation plan (separated into three tiers: short-term, mid-term, and long-term with a fourth tier of aspirational projects) that would significantly increase pedestrian and bicycle facility coverage in the City of Roswell as depicted in the table below and maps on the following pages

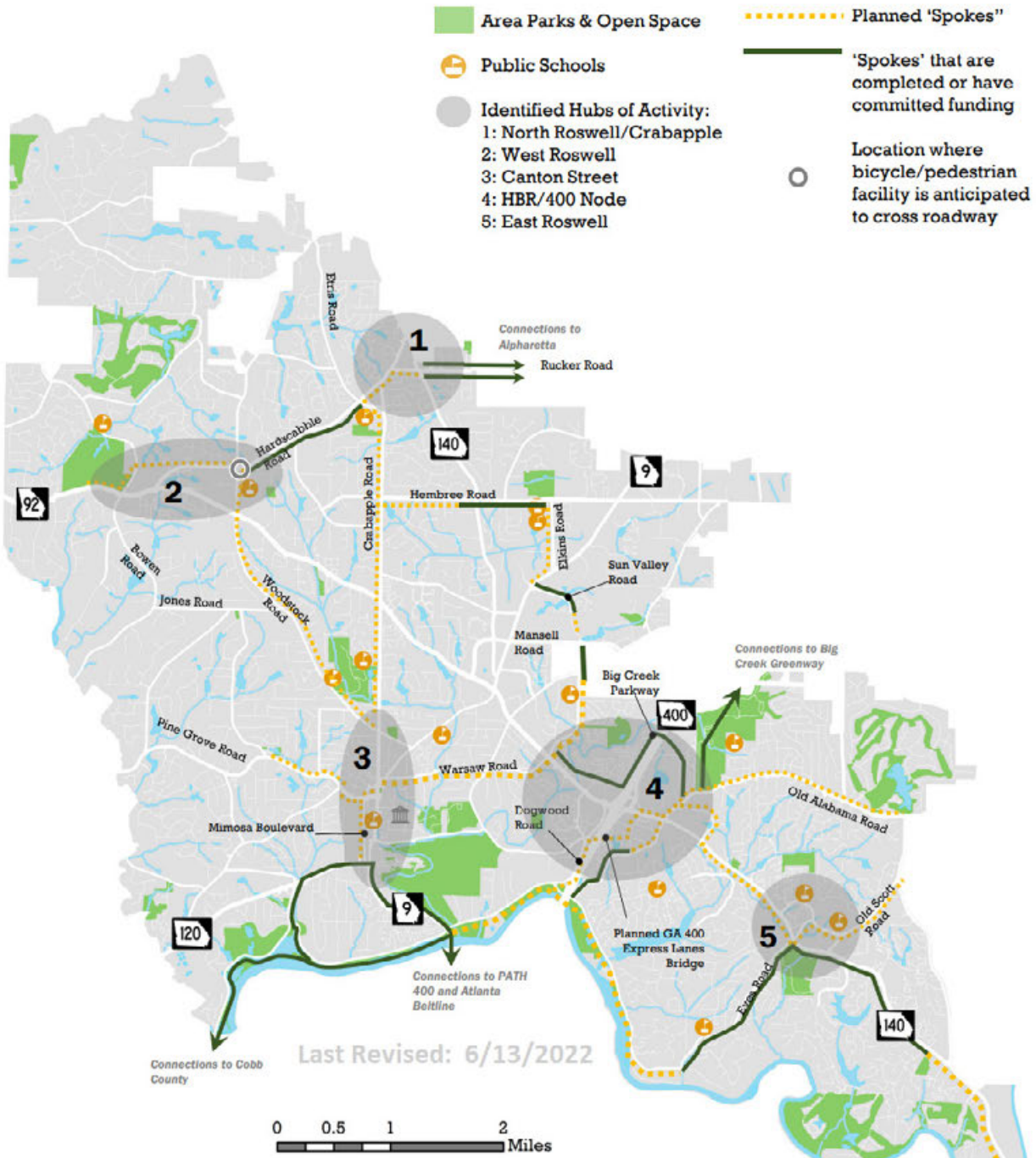
Best Practices

While the target corridors identified in Chapter 3 and prioritized in Chapter 4 suggest the infrastructure implementation opportunities, there are broader considerations for best practices in the implementation, policy, and management associated with bicycle and pedestrian facilities for Roswell to consider.

Walk Friendly and Bike Friendly Recognition Programs

The City of Roswell is currently recognized by two separate programs that identify communities across the United States that do a commendable job of integrating walking and biking into the lives of their communities and into their transportation systems.

Roswell "Hub and Spoke" Bicycle & Pedestrian Network



Note: Planned 'spokes' are indicated relative to the side of the road that a future facility has been determined to be most feasible for implementation through the Roswell Bicycle & Pedestrian Master Plan.

Roswell “Hub and Spoke” Bicycle & Pedestrian Network Unified Development Code Reference



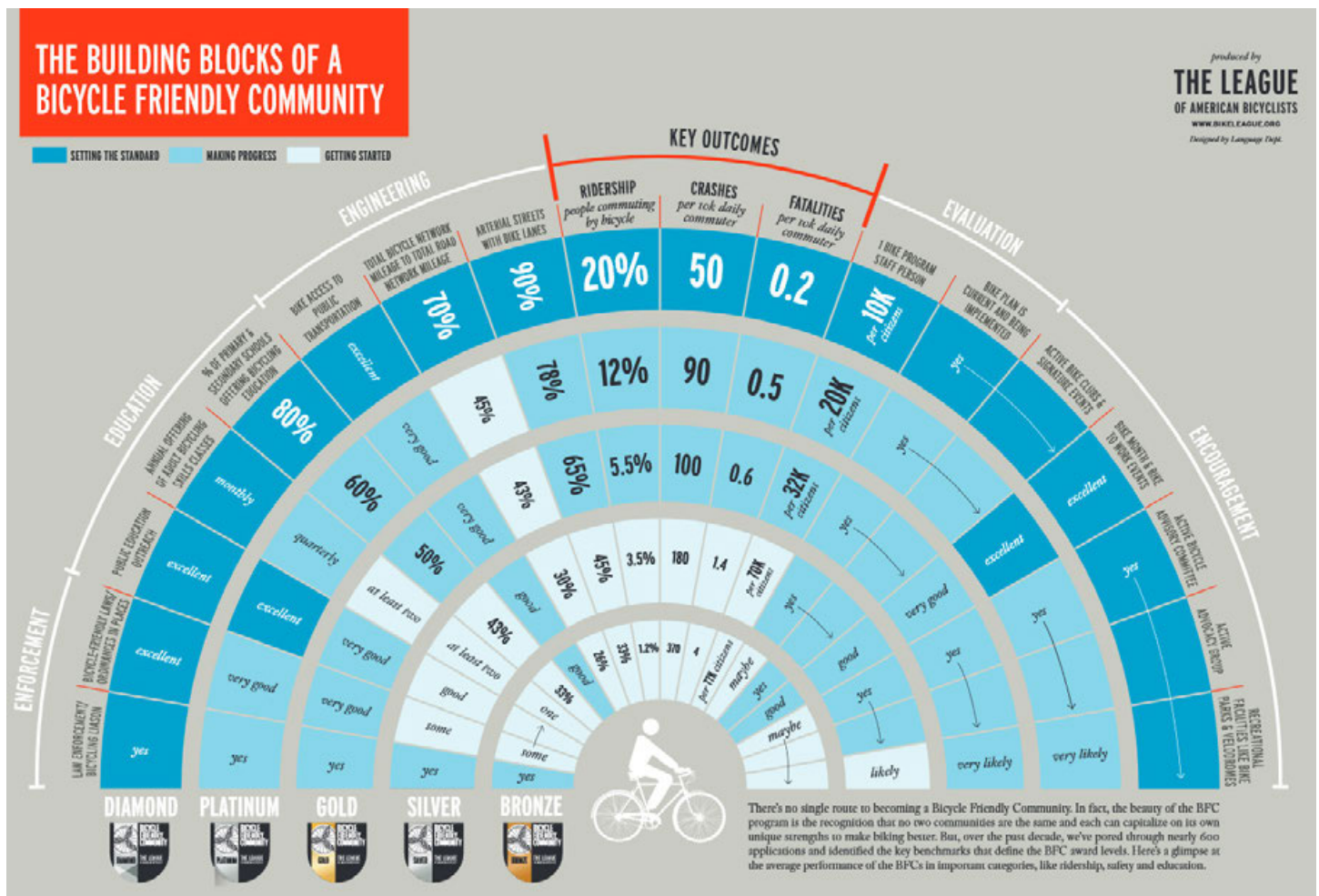
Note: Planned 'spokes' are indicated relative to the side of the road that a future facility has been determined to be most feasible for implementation through the Roswell Bicycle & Pedestrian Master Plan.

Bicycle Friendly Communities (BFC) is a program of the League of American Bicyclists, that it describes as a “tool for states, communities, business, and universities to make bicycling a real transportation and recreation option for all people.” In 2006 Roswell became the first city in Georgia to receive BFC accreditation. Roswell is currently recognized as a Bronze level community, as are several other Metro Atlanta municipalities including Alpharetta, Decatur, and Atlanta. BFC recognizes communities in regards to the 5 E’s:

- Enforcement
- Evaluation
- Education
- Encouragement
- Engineering

Similarly, Walk Friendly Communities (WFC) is a nationwide recognition program to “encourage towns and cities across the U.S. to establish or recommit o a high priority for supporting safer walking environments”. Roswell is currently recognized with an Honorable Mention by the program, which also has Bronze, Silver, Gold, and Platinum levels. Other nearby communities recognized by WFC include the cities of Atlanta (Bronze) and Decatur (Silver).

Bicycle Friendly Communities Criteria



Source: The League of American Bicyclists

Opportunities for Improvement

While the existing recognitions validate positive progress made by Roswell to improve biking and walking, both also indicate room for further improvement. Both programs issue 'report cards' with their recognition that describe steps that would be helpful in achieving higher levels of recognition or emulating communities that have achieved higher recognitions. The reports from both organizations recognize Roswell's aspiration to be bike and walk friendly and make special note of efforts towards that goal. However, the data and observations within the report seem to reflect that the actual experience of walking or biking has not caught up with the intentions.

Bicycle Friendly Certification Considerations

The BFC report card from 2017 notes many program and policy areas in Roswell that meet or exceed what is done in Silver (the next level of recognition) communities. These areas of high achievement include:

- Education
- Budget share
- Bike to Work events
- Bicycle Advocacy Group
- Laws and Ordinances
- The ratio of bike-focused City staff per population

Given this, the most potential for improved recognition lies in further infrastructure investments. For example:

- Only six percent of Roswell's "high speed roads" have a bicycle facility, while the average for a Silver community is 40 percent.
- Roswell's total bike network mileage is only 15% of its overall road network, while the Silver average is 47 percent.

Other opportunities for improvement include:

- Encouraging Roswell's bike advisory committee to meet bi-monthly (currently meets quarterly) which is the average reoccurrence in Silver communities
- Improve Roswell's bicycle commute share (currently only 0.1 percent while an average Silver community averages at 2.6 percent) which can over time be improved through a combination of encouragement and implementation of a more comprehensive network
- Reduce bike crash and fatality rates which are over five times the average in Roswell for a Silver community. The implementation of more dedicated bicycle facilities – as recommended in this plan - that offer separation from vehicular traffic will help address this over time. Additionally, policies to create bike shoulders when repaving and restriping roads can help in providing dedicated facilities. Similarly, the City can continue to coordinate with Roswell PD to investigate crash events and determine any design features that can be used to mitigate future events. Finally, adoption and practice of Vision Zero policies can reinforce the City's commitment to the safety of all travelers.
- Stricter compliance of the City's Complete Street policy. For instance, the action plan described later in this chapter details how the complete street policy can be implemented on the 'Spoke'

corridors identified in the plan's vision.

- Development of a wayfinding system that can help pedestrians and bicyclists identify directions (and possibly distances) to various points of interest in the community. This wayfinding system can also be used to reinforce a brand and style for Roswell's bicycle and pedestrian system.

Addition notes made in the BFC 'report card' include initiatives where Roswell will be dependent on coordination with other partners in the region including:

- Integration of education programs into schools. Examples include programs on good pedestrian habits and safety that could be delivered by members of the Roswell Police Department or continuing to support walk and bike to school days by providing students routes and maps. The city is also exploring opportunities enabled by Georgia State Law in 2019 to use camera technology to help with speed and traffic enforcement in school zones.
- Recognizing the blanket ban on bicycling on sidewalk. Note that this ban is a state law, not a local ordinance.

Walk Friendly Certification Considerations

Guidance from the WFC is less straightforward in which different criteria are rated as "On the Right Track" or "Needs Attention." Categories noted as being on the right track include those indicate below along with additional advisement for continued improvement.

- Planning – the adoption of a standalone pedestrian plan is recommended. Additionally, the adoption of development and parking rules pertaining to pedestrian are encouraged.
- Education & Encouragement – Similar to those noted by the BFC, the City is encouraged to be more involved with schools. Additionally, existing programs are encouraged to be updated regularly to include more safety information.
- Engineering – Recommendations include investment in filling sidewalk gaps and review of how pedestrian crossings are integrated into traffic signal design and program.

Categories noted as needing attention include:

- Status of Walking – the WFC suggests that the share of pedestrians in Roswell can be increased through higher profile policy commitments and increased staff time dedication.
- Enforcement – specific practices are encouraged including a 'progressive ticketing' approach that emphasizes education over punishment, automated enforcement, and a crosswalk failure-to-yield sting operation. Note that one of these practices would need to be reviewed for compliance with State law. Additional considerations are to include design features such as fencing, curbing, and landscapes that can discourage certain pedestrian movements. For instance, there are observations of pedestrians crossing illegally along areas of Holcomb Bridge Road. Installations in these areas can effectively force pedestrians to cross more safely at designated crosswalks.
- Evaluation – The City is encouraged to collect more pedestrian count data as a general recommendation with particular attention paid to note changes in usage after the implementation of new infrastructure.

Regional Considerations

While this plan focuses on initiatives within the City of Roswell, there are also many notable and influential efforts taking place in the region that should be considered in order to build a network of connections that expand beyond the City’s boundaries. Additionally, ongoing consistency and coordination with regional partners opens the City up to the broader funding opportunities through the Atlanta Regional Commission and other agencies.

Walk. Bike. Thrive!

The Atlanta Regional Commission (ARC) prepared by the Walk.Bike.Thrive! plan to act as a regional level bicycle and pedestrian plan. The plan establishes ambitious goals in support of The Atlanta Region’s Plan to help the region become “one of the most connected and safest regions in the United States for walking and bicycling.” Focused elements include:

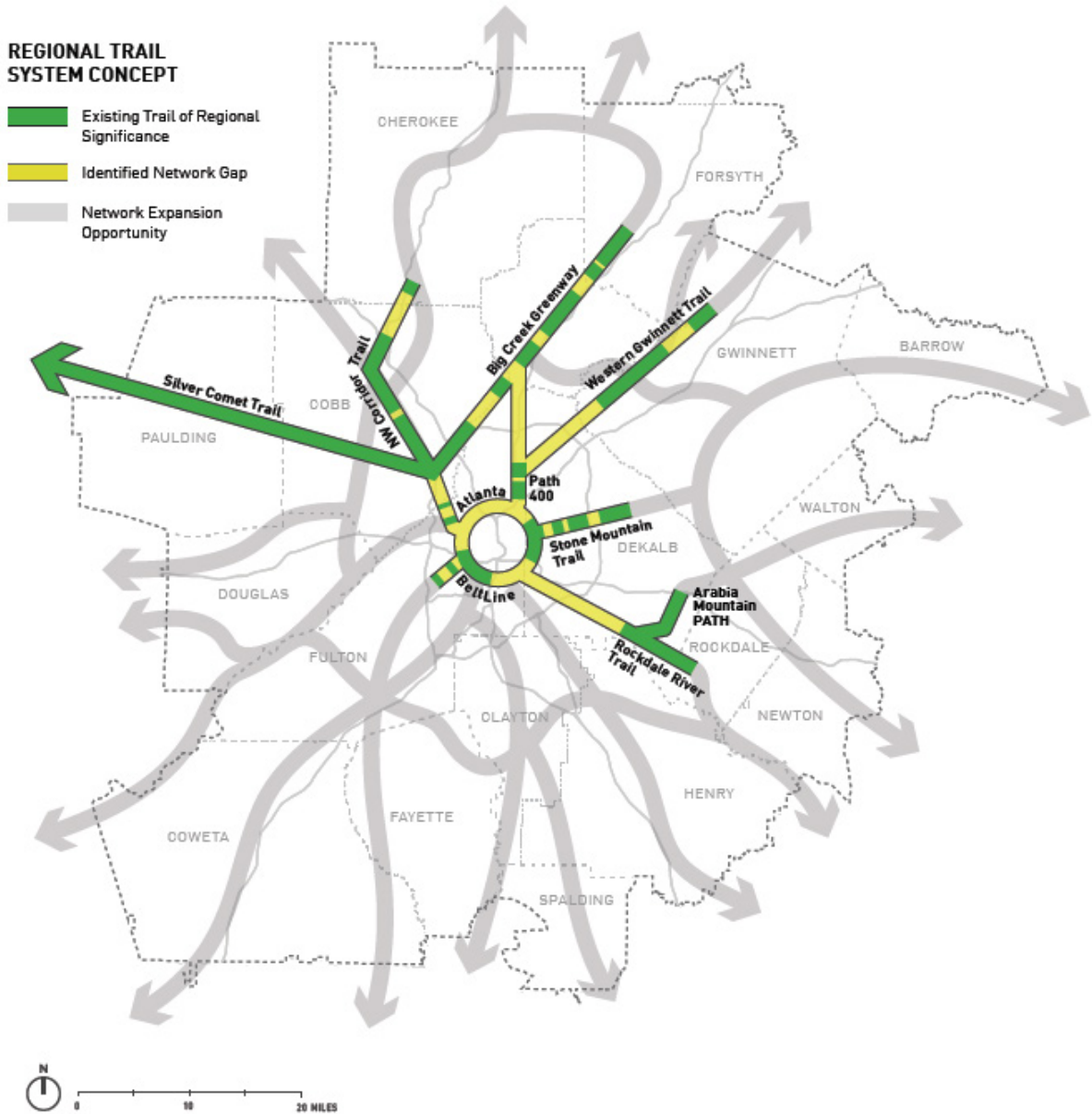
- Create walking and bicycling options for everyone in every community
- Ensure safer and more accessible bicycling and walking in the region
- Tie walking and biking improvements to quality of life, economic competitiveness, and health
- Establish a vision for a Regional Trail Network
- Develop a strategy based on compounding growth and relentless incrementalism— i.e. where do we start and what do we do next?
- Use the region's pivoting growth and fresh momentum so that in five years, Atlanta can market itself as one of the most walk-friendly and bike-friendly regions in the nation

This Roswell Bicycle & Pedestrian Master Plan is considered in regard to five implementation strategies conveyed in Walk.Bike.Thrive!

Consistency with Walk.Bike.Thrive

Walk.Bike.Thrive! Implementation Strategy	Roswell Bicycle and Pedestrian Master Plan Consistency
Focus investments in communities and activity centers: many communities in metro Atlanta already support walking or bicycling for short trips	The implementation plan for Roswell reinforces investing in the core and central parts of Roswell first.
Address safety and equity issues: not all parts of metro Atlanta are well suited for walking and bicycling.	The assessment of 'target corridors' included an assessment of safety and equity issues and their potential influence on implementation.
Work closely with transit providers.	There are many recommended bicycle and pedestrian connections along and to the two major corridors served by MARTA in Roswell (SR 9 and SR 92)
Pursue a strategy of relentless incrementalism	The overall implementation plan focuses on the central parts of Roswell first with later stages of implementation incrementally expanding further out from the center of the community.
Lead the development of the regional trail system	The Roswell Bicycle and Pedestrian Master Plan recognizes the City's link in the regional trail system, particularly through the development of a Big Creek Greenway.

Walk.Bike.Thrive! Regional Concept



Source: Atlanta Regional Commission

Chattahoochee Greenway Study

The Chattahoochee Greenway Study is an ongoing planning effort anticipated to be complete in early 2020 that is a collaboration between the ARC, The Trust for Public Land, Cobb County, and the City of Atlanta, with the various communities (such as Roswell through the Recreation and Parks Department) along the river actively participating as stakeholders. The study focuses on a 100 mile stretch of the river (including Roswell's portion) from Buford Dam at the north end to Chattahoochee Bend State Park in Cowetta County on the south end. The study is exploring various alternatives along the route but is not expected to conclude until 2020.

In addition to envisioning a regional greenway along the length of the corridor, the study also acknowledges that the Chattahoochee River is one of the region's most popular destinations but access to it is often limited. Incidentally, the river is relatively accessible in the City of Roswell though the plan outlines how new investments are needed to increase bicycle and pedestrian public access, a challenge that Roswell also shares.

Neighboring Community Initiatives

- **Alpharetta** – The City of Alpharetta is in the process of creating a series of multi-use paths that include the Alpha Loop. The Alpha Loop and other various loops and trails will form a network within the central area of the community to serve both Alpharetta's Downtown and the Avalon area. A key connection from the City of Roswell into Alpharetta and the new Alpha Loop system is through the Rucker Road corridor which is currently under construction and is expected to be completed in early 2020. The Rucker Road corridor was planned in coordination with Alpharetta and Roswell.
- **Peachtree Corners** – The City of Peachtree Corners has several bicycle and pedestrian investments planned through their Comprehensive Transportation Plan and a series of trails in what they refer to as their "Innovation District." Recently, the city also began the process of performing a feasibility and scoping review of a planned trail along Crooked Creek, which is relatively close to Roswell and can be connected via Holcomb Bridge Road.
- **Sandy Springs** – PATH 400 is a north-south multi-jurisdictional trail in various states of implementation that would connect into Roswell via the City of Sandy Springs to the south. Currently, parts of this trail in Sandy Springs are being considered as part of a larger re-construction of the GA 400/I-285 interchange but long term plans include extending the path further north in the direction of Roswell. Similarly the City is designing and implementing portions of this corridor to the south to connect with existing parts of the trail in Buckhead which will eventually connect to the Atlanta Beltline. A joint collaboration between the two Cities is constructing a pedestrian/bicycle only bridge over the Chattahoochee River just east of SR 9 which would likely serve as the City of Roswell's' long term connection into PATH 400.

- Cobb County has also prepared various bicycle and pedestrian plans. A key connection for the City of Roswell into this community is along the Chattahoochee River on Wileo Road at the county line. Roswell and Cobb County have partnered to replace the existing roadway bridge over Willeo Creek. Construction on the new bridge is anticipated to begin as early as 2020. The new Willeo Road bridge over Willeo Creek will be built to include new bike lanes, sidewalk, and Multi-Use Path. Roswell has already completed the riverwalk (boardwalk) along its Riverfront and Cobb County already has a Multi-Use path in place along Lower Roswell Road on their side of the creek. Replacing the old roadway bridge will remove this chokepoint and connect the two trail systems. This connection is valuable as it will also help connect Roswell to the Cobb's Trail system, which includes the regionally significant Silver Comet Trail.

Vision Zero

Vision Zero is a conceptual idea that aims to achieve a transportation system where no fatalities or serious injuries occur from crashes. As a result, implementation of a vision zero policy prioritizes investment in features that maximize the safety of the transportation system. Applied to bicycle and pedestrian infrastructure, implementation of Vision Zero often implies the physical separation of facilities for bicyclists and pedestrians from vehicular traffic and in the case of specific points of potential conflict using traffic control mechanisms (including traffic signals, exclusive phasing for pedestrians and bicyclists, striping, signage, etc.) that reduce the likelihood of conflict between a pedestrian or bicyclist and a vehicle.

Similar to the Walk Friendly and Bicycle Friendly Community certifications, a Vision Zero Network has emerged to allow different communities to network on best practices and be recognized for their commitment to Vision Zero policies. Communities can potentially be recognized as "Vision Zero communities" by meeting the following minimum criteria:

- Setting a clear goal of eliminating traffic deaths and serious injuries among all road users within an explicit timeframe (i.e. 10 years);
- The Mayor (or top elected official) publicly, officially committing to Vision Zero within the set timeframe and directing appropriate city staff to prioritize the work;
- A Vision Zero Action Plan or Strategy is in place, or the Mayor and key departments have committed to creating one in a specified time frame and which includes a focus on being data driven, equitable, and including community input;
- Key city departments, including Transportation, Public Health, Mayor's Office, and Law Enforcement, are actively engaged as leaders and partners in the process of developing the Vision Zero Plan, implementing it, and evaluating and sharing progress;
- A Vision Zero Task Force (including the agencies listed above, as well as community stakeholders, and others) meets regularly to lead and evaluate efforts.

Currently, Macon is the only Georgia community recognized as a "Vision Zero Community, presenting Roswell with a unique opportunity to be recognized as a leader in the state in committing to transportation safety

Policy Refinements

While Roswell does have an established objective protocol for prioritizing projects to fill gaps in the sidewalk network, it was noted in the WFC review that a more comprehensive stronger approach to filling such gaps would serve the needs of Roswell Residents and garner the attention of the WFC reviewers in a future application.

Sidewalk Matrix

Roswell's current Sidewalk Matrix weighs various criteria when ordering the priority for gap closure projects. These criteria include:

- safety perception of the adjacent roadway,
- traffic conditions,
- proximity to schools,
- proximity to commercial destinations,
- evidence of existing pedestrian activity,
- whether there is existing sidewalk on one side of the road or not, and
- if a project is on a road that is part of the planned Roswell Loop trial network.

Peer Review

To gain insight on successful gap-filling strategies, the planning team sought information from peer communities—municipalities with similar geographic, social, and economic settings to Roswell, but who are presently recognized by WFC at levels Roswell would like to achieve. After analysis of community population, region, land use setting, and WFC status, three communities were recommended for consideration as peers: Cary, North Carolina; Lees Summit, Missouri, and Decatur Georgia. First, all three of these communities, like Roswell, are substantial, populous municipalities within larger metropolitan areas. While Roswell is the 3rd most populous municipality in Metro Atlanta (behind the City of Atlanta and Sandy Springs), Cary is also the third most populous municipality in the Research Triangle region of North Carolina, after Raleigh and Durham. Decatur, while less populous than Roswell, is an established suburban center in Metro Atlanta with a positive reputation for bicycle and pedestrian friendliness. Indeed, all three communities are presently recognized as Silver communities by WFC. The similarities across many attributes, including Decatur's status being within the Atlanta Regional Commission's planning area, and thus likely competing with Roswell for funding assistance, makes these communities well-suited for peer community review.

Peer Communities and Roswell Comparison

Community	WFC Status	BFC Status	Population	Pop/Sq Mi
Roswell	HM (5)	Bronze (4)	94,786 (1)	2,329 (1)
Decatur GA	Silver (3)	Bronze (4)	19,687 (.20)	4,687 (2.01)
Cary NC	Silver (3)	Bronze (4)	156,531 (1.65)	2,658 (1.14)
Lee's Summit MO	Silver (3)	Bronze (4)	93,092 (.98)	1,413 (.60)

While there are differences between how the City of Roswell prioritizes sidewalk implementation when compared to these other communities an important similarity amongst of all them is the use of a data driven and objective process. This is key to ensuring equity and fairness in the implementation of any sidewalk program and is the one critical item to ensure a process is appropriate. Similarly, as seen in the table below, all of the other communities are similar to Roswell in prioritizing various attractions (schools and parks) and prioritizing corridors that do not already have some level of sidewalk coverage.

Roswell Prioritization Criteria and Evidence of Use in Other Communities

Roswell Criterion	Peer Community Talley
Safety perception by staff	0
Traffic conditions	2
School proximity	3
Park proximity	3
Commercial proximity	1
Existing ped activity	1
1st side/2nd side distinction	3
Coincidence with trail network corridor	0

Focusing on the City of Cary, North Carolina, criteria that is utilized but not utilized in Roswell includes:

- Sidewalk connectivity
- Transit proximity
- Construction challenges
- Prior listing of project

The city of Lee's Summit, Missouri uses the following criteria not used in Roswell:

- Land Use
- Street connectivity
- Population density
- Development Age

Finally, the City of Decatur, Georgia uses the following criteria not used in Roswell:

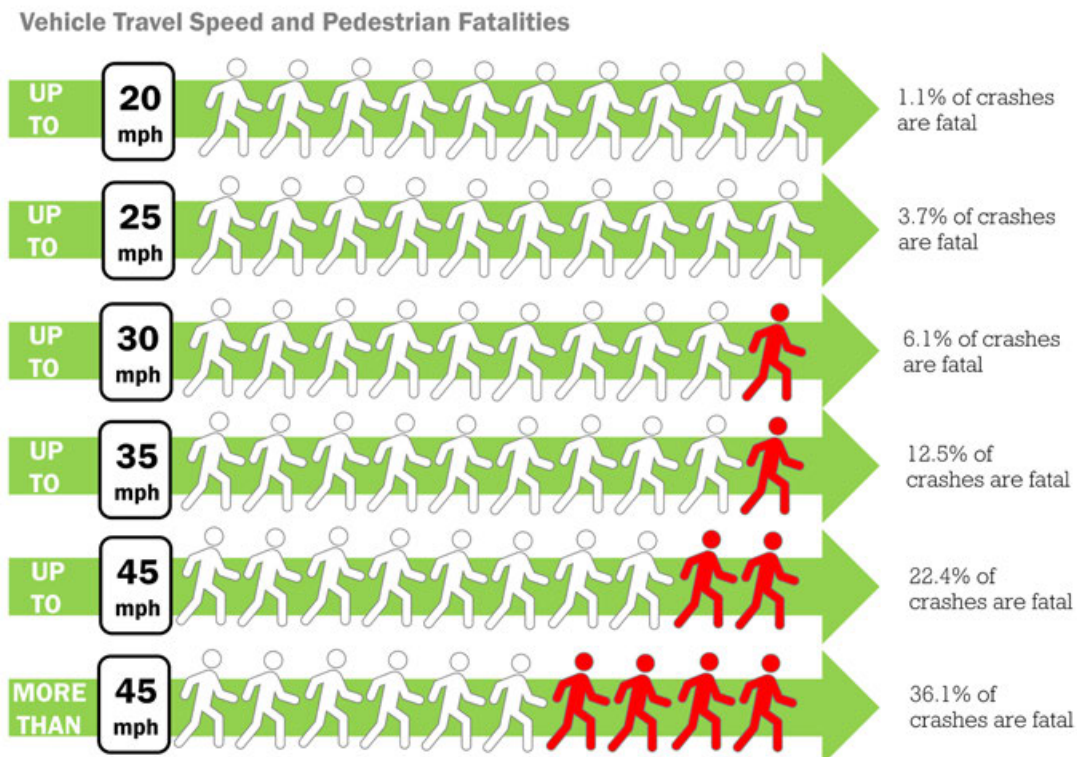
- Transit proximity
- Proximity to traffic generator

Suggested Refinements to Sidewalk Matrix Prioritization

Through future Council discussion and subsequent action, this peer review (along with support expressed by the community and discussions with City staff) suggests that following considerations may be considered:

Factoring in Population Served: The use of Census data to reflect the amount and type of population can be used to prioritize investment where there are more likely users. The use of population density data can help prioritize delivering sidewalks to areas where there are simply more people while other Census data from the American Community Survey can be used to prioritize investments that would benefit certain demographics. For instance, American Community Survey data can be used to express what parts of the community have more households that do not have access to vehicles and are therefore more likely to be walking for transportation.

Prioritizing Sidewalks on Both Sides For Certain Corridors: While the policy of prioritizing corridors that do not have sidewalks currently over corridors that may have some level of coverage is generally sensible, it also presumes that those corridors can be easily and safely crossed at frequent crosswalk locations by pedestrians in order to reach the side of the road that does have a sidewalk. In cases where traffic volumes and/or travel speeds are high and/or crosswalks are infrequent, policy can be refined to emphasize the need for sidewalks on both sides of the road. Considerations include roadways where Average Annual Daily Traffic exceeds 10,000 cars a day, where observed 85th percentile speeds exceed 30 mph (see image below indicating correlation between speed and pedestrian fatalities), and/or distances between crosswalks exceed 800 feet.



Source: USDOT National Highway Traffic Safety Administration Literature Review on Vehicle Travel Speeds and pedestrian Injuries

Coordinate With Comprehensive Plan/Land Use: Coordinating pedestrian prioritization with the Department of Community Development's efforts to articulate the future growth patterns of Roswell can help ensure that pedestrian investments are reflective of the types of places and urban (or lack thereof) setting envisioned for the future of the community. Tangibly, certain 'Character Areas' expressed in the City's Comprehensive Plan are more reflective of environments where pedestrian travel is likely and in some cases specifically encouraged. Therefore, sidewalk prioritization can be potentially tied to the places where it is supportive of future community character.

Consider Existing Connectivity: This includes consideration of how the existing pedestrian network and/or opportunity for a network can be prioritized. For instance, sidewalk gap locations that potentially provides a vital link for multiple surrounding neighborhoods that are already connected via sidewalk can be prioritized over those locations that have less connectivity to surrounding locations. This can be identified by measuring the size of US Census blocks as was used to develop the 'Character' component of the propensity analysis described on Page 43.

Create Tiers for Implementation: Currently, the City prioritized locations that are consistent with the Roswell Loops concept. With the conversion to a Hub and Spoke vision expressed in this plan, the sidewalk matrix can be updated to reflect the refined vision for the community. Additionally, there are also opportunities to prioritize secondary locations that provide critical network linkage. For instance, locations that are directly on the 'spokes' of the Hub and Spoke plan could be considered primary connections that are rewarded with the maximum amount of scoring in this consideration. However, locations that provide connections to those 'spokes' could be considered secondary locations that should also be rewarded with some amount of the scoring over those locations that have no relationship or connectivity to the long-term pedestrian vision for the community.

Consider Transit Accessibility: Access to transit and MARTA bus stops can also be considered for future enhancements to the sidewalk matrix. As the majority of transit trips to and from Roswell either end or begin as a pedestrian or bicycle trip, prioritization of gaps near transit stops can enhance safety for these travelers by focusing on what is commonly referred to as "last mile connectivity". Implementation of this policy can consider weighting segments based on their distance from stops and/or the number of boardings and alightings each day at these steps.

Bicycle Facility Implementation

While the specific capital bicycle and pedestrian recommendations expressed in this plan include many multi-use path recommendations that would accommodate bicyclists this is reflective of balancing out the needs of the entire Roswell community and not necessarily addressing the desires of the cycling community who favor opportunities for high speed travel with limited conflicts. On this note, the City should continue to implement policies that encourage on-road cycling for those who are comfortable in that setting including:

- When roads are restriped and repaved, using that as opportunity to stripe bike shoulders or widen existing paved shoulders as much as possible while maintaining proper lane width for motor vehicles.
- Similarly, through re-striping, creating bike shoulders wider on uphill approaches or ascents whenever feasible. Often this can include moving the striped centerline to favor a wider section on the uphill approach and reduce the paved or bike shoulder over the downhill approach. Cyclists have the ability to “take the lane” so on-road cyclists will likely be traveling at higher speeds on downhill descents which will reduce or minimize speed conflicts with vehicle and cyclist in the travel lane.

Note that in both cases, vehicular travel lanes are typically set at a minimum width of 11 feet which can limit how much bikeable shoulder can be striped.

Maintenance

Similarly, street maintenance plays a role in creating opportunities for on-road cycling. Currently, City maintenance staff street sweeps most residential streets 3 times a year on average. Arterials and busier roads are treated more often. However on streets with bike lanes or bike shoulders the City can consider adjusting their sweeping schedule to include bike routes more often to clear way debris (which is often found in the shoulder or bike lane areas of pavement) that can impede on-street bicycle travel. This will improve safety of cyclist and reduce conflicts between cyclist and vehicles if the bike facilities are not usable due to built-up debris. The City should also review policies related to maintaining bike facilities during or following Winter weather or severe weather events. Local resources are generally limited during emergency events, but reviewing policy and best practices should be reviewed by staff annually for bike/ped facilities.

In addition to reviewing and analyzing of pavement quality annually, the City should also consider reviewing surface quality of sidewalk or Multi-Use paths. The city traditionally has relied on citizen requests for sidewalk maintenance, but city staff should consider internal policies or best practices on maintaining existing pedestrian assets. This may include setting aside a certain amount or percentage of funding annually for sidewalk or trail maintenance. This may also include extra funds for additional street sweeping or enhanced pavement markings of bike facilities.

Infrastructure

The centerpiece of the plan's recommendation include specific infrastructure recommendations for the next 30 years (and beyond) for implementation consideration. These recommended projects build off of the target corridors introduced in Chapter 3 and prioritized in Chapter 4. Cumulatively, they would realize the vision articulated by the Hub and Spoke concept as well as provide enhanced bicycle and pedestrian connectivity throughout the community.

Best Practice Considerations

Implementation of the infrastructure recommendations should include:

- As mentioned previously, wayfinding features to help travelers understand directions and distances to key points of interest is a relatively simple but important mechanism that can enhance the useability and travel experience for bicyclists and pedestrian. This type of implementation can be particulay critical for the main “spokes” recommended in this plan.
- Such wayfinding can also reinforce a “brand” for the trail system. To help promote both walking and biking as well as interest in the implementation of this plan, the City should consider a Roswell specific”brand” and “naming convention”for the emerging system.
- Likewise, the City should consider opportunities for a “trail sponsorship” program to allow local businesses to sponsor and promote themselves as well as the bicycle/pedestrian system. Furthermore, such a sponsorship system could be patterned similar “adopt a road” sponsorships allowing opportunities and assistance for trail maintenance by sponsors.

Fiscal Considerations

In order to ground-truth the feasibility of implementing the plan's recommendations, a fiscal constraint component was considered in the plan to anticipate potential funding and how that may relate to the cost of implementing the various projects.

As an assumption, this process utilized a funding budget of \$3,000,000 a year (in 2019 dollars), which is broadly reflective of what the City spends currently (about \$2 to \$2.5 million on average) with the assumption of a slightly more aggressive future funding that could also potentially be addressed through a future TSPLOST or assistance from funding partners such as ARC or GDOT.

Project Costs

To develop estimated planning-level (i.e. ballpark) cost estimates for the recommended projects, a series of universal assumptions were applied for different project types.

Planning Level Project Cost Assumptions

Criterion	Planning Level Cost Assumption
Preliminary Engineering Cost	Assumed 30% of construction cost
Contingency	Assumed 10% of construction cost
Right-of-Way Cost (per acre)	
Residential Properties	\$750,000
Commercial Properties	\$2,000,000
Industrial Properties	\$1,500,000
Linear Construction Costs (per mile)	
Sidewalks (per side)	\$500,000
Re-striping for bike lanes, sharrows, or cycle tracks	\$40,000
Widening for bike lanes	\$2,200,000
Widening for cycle tracks	\$3,000,000
8-12 foot Multi-Use Path	\$1,000,000
Construction Costs (per unit)	
Rectangular Rapid Flashing Beacon	\$50,000
HAWK Signal	\$175,000
Speed table/raised crossing	\$20,000

Funding Scenarios and Action Plan

Using the funding assumptions and applying an inflation factor of 3 percent per year, the likely funding in 10 year time frames was determined. Using the prioritization process as a initial step, with some subsequent refinements to ensure a phasing schedule that is sensible, the project costs were similarly inflated (at 3 percent) to determine how many projects could be implemented in the next 30 years, broken out into three time frames. Projects that could not reasonably be funded in the next 30 years are still documented in an Aspirational phase.

Term	Number of Projects	Revenue (in YOE)	Costs (in YOE)	Surplus at End of Term (in YOE)
2020-2030	27	\$39,403,700	\$33,632,300	\$5,771,400
2030-2040	15	\$55,897,500	\$53,521,500	\$2,376,000
2040-2050	23	\$67,890,900	\$63,769,400	\$4,121,500
Total Planned	65	\$163,192,100	\$150,923,500	\$4,121,500
Aspirations	40	N/A	\$118,438,600	N/A

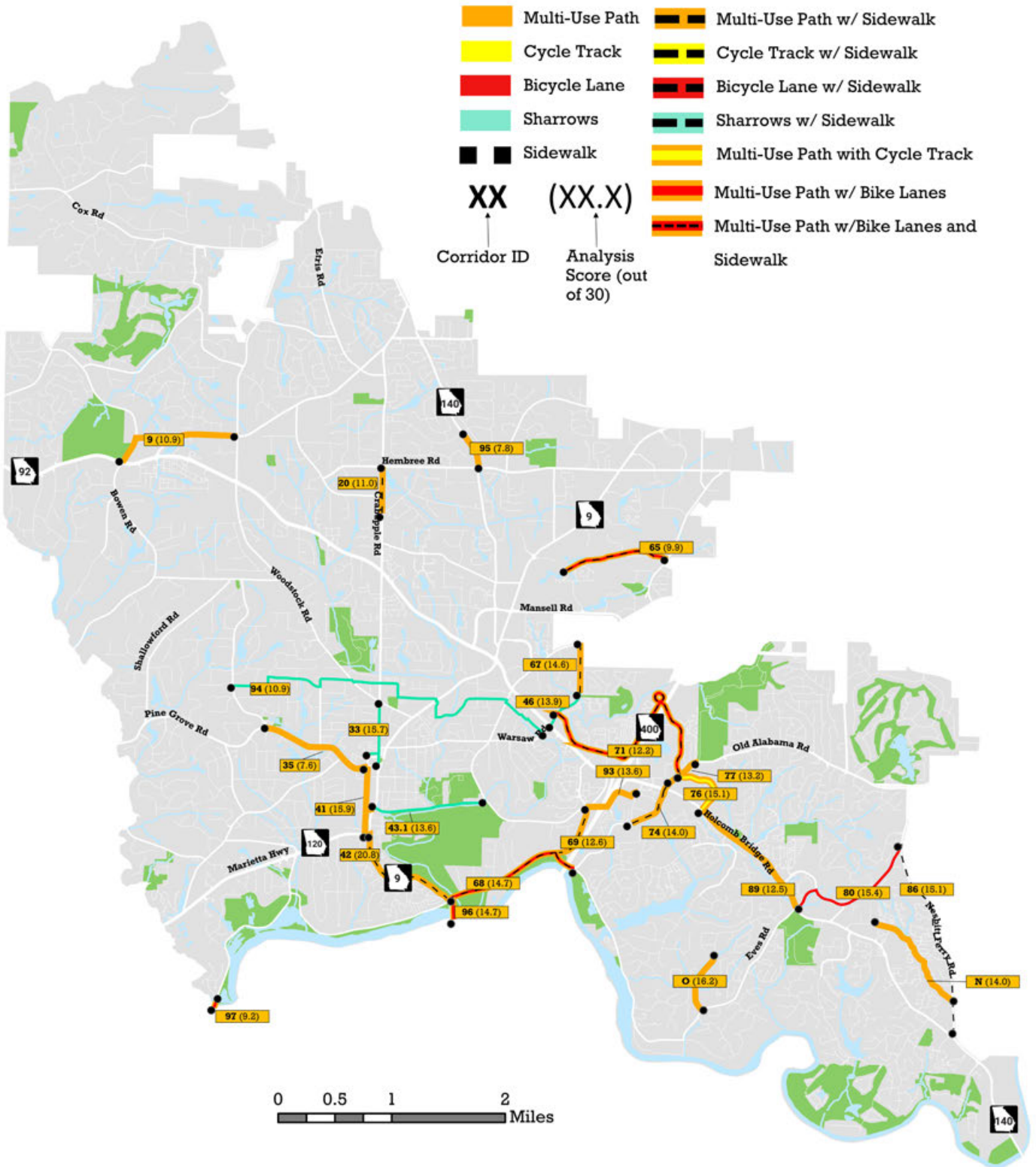
* includes surplus (with inflation) from previous term

As shown in the tables below, implementation of this plan would significantly increase the number of pedestrian and bicycle facility miles in the City. The following pages indicate maps and tables showing the project recommendations in each time frame as well as the phasing of the recommended improvements over time in order to show how the network becomes more and more complete with each time period.

Term	Pedestrian Facilities			
	Number of Miles	Miles Added	% Change From Existing	Project Costs
Existing	221.5	N/A	N/A	N/A
2020-2030	238.4	16.9	8%	\$26,571,000
2031-2040	256	17.6	16%	\$33,352,700
2041-2050	271.5	15.5	23%	\$29,159,100
Total (in Constrained Plan)	N/A	50	N/A	\$89,082,800
Aspirations (2050+)	294.2	22.7	33%	\$38,936,200

Term	Bicycle Facilities			
	Number of Miles	Miles Added	% Change From Existing	Project Costs
Existing	97.1	N/A	N/A	N/A
2020-2030	119.5	22.4	23%	\$22,169,600
2031-2040	137.1	17.6	41%	\$32,572,200
2041-2050	152.1	15	57%	\$25,624,000
Total (in Constrained Plan)	N/A	55	N/A	\$80,365,800
Aspirations (2050+)	180.5	28.4	86%	\$39,064,700

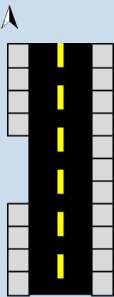
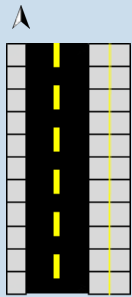
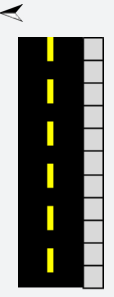
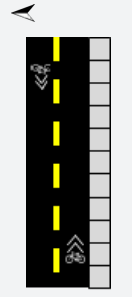
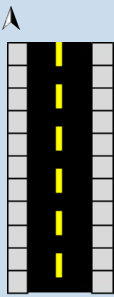
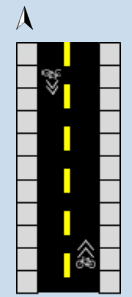
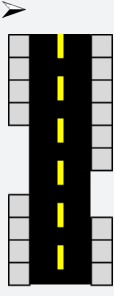
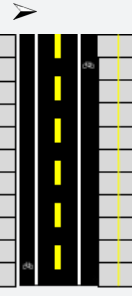
Short Term Planned Projects: Years 2020-2030



Short Term Planned Projects: Years 2020-2030

Map ID	Street/Corridor Name(s)	From	To	Treatment	Existing Conditions	Proposed Conditions	Score	Project Cost Estimate	
N	East Roswell Trail/ Champions Green Parkway/ Powder Ridge	Scott Road	Nesbitt Ferry Road	-Multi-use greenway on offroad sections -Multi-use path on north side of Champions Green Parkway			14.0	Construction Cost	\$1,032,400
								ROW Cost	\$774,300
								PE Cost	\$542,000
								Contingency Cost	\$180,700
								Total Cost	\$2,529,400
O	Planned Off System Trail	Eves Rd	Eves Cir	Multi-use greenway			16.3	Construction Cost	\$58,500
								ROW Cost	\$438,500
								PE Cost	\$149,100
								Contingency Cost	\$49,700
								Total Cost	\$695,800
9	Hardscrabble Rd	King Rd	Mountain Park Rd	Continue multi-use path, transitioning to the north side of the facility. Construct the path behind the developments on the southern end of the corridor and tie into Mountain Park Rd.			10.9	Construction Cost	\$1,144,200
								ROW Cost	\$-
								PE Cost	\$343,300
								Contingency Cost	\$114,400
								Total Cost	\$1,601,900
20	Crabapple Rd	Hembree Rd	Strickland Rd	Fill gaps in sidewalk network. Construct multi use path on west side of the corridor.			11.0	Construction Cost	\$505,500
								ROW Cost	\$-
								PE Cost	\$151,700
								Contingency Cost	\$50,600
								Total Cost	\$707,700


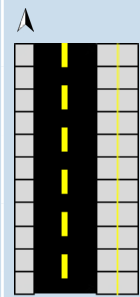

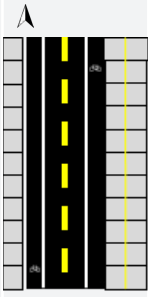

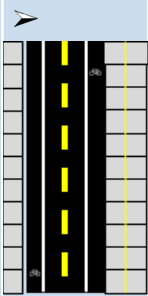
Map ID	Street/Corridor Name(s)	From	To	Treatment	Existing Conditions	Proposed Conditions	Score	Project Cost Estimate	
33	Canton St	Woodstock Rd	SR 9	Install sharrows in both directions. Install protected crossing (RRFB or HAWK)			15.7	Construction Cost	\$75,400
								ROW Cost	\$-
								PE Cost	\$22,600
								Contingency Cost	\$7,500
								Total Cost	\$105,600
35	Pine Grove Rd	Lake Charles Dr	Mimosa Blvd	Fill gaps in sidewalk network. Install multi-use path on the north side.			7.6	Construction Cost	\$1,002,900
								ROW Cost	\$-
								PE Cost	\$300,900
								Contingency Cost	\$100,300
								Total Cost	\$1,404,100
41	Mimosa Blvd/ Oxbo Rd	Magnolia St	SR 9	Install multi use path on the west (Mimosa) and south (Oxbo) side of the corridor. Install RRFB or HAWK at crossing at the Oxbo Rd at SR 9 intersection and carry the path to Oxbo Rd east of SR 9. On the southern end of the corridor, tie the path in with the planned multi use path GDOT is installing at SR 9 south of SR 120.			15.9	Construction Cost	\$925,300
								ROW Cost	\$-
								PE Cost	\$277,600
								Contingency Cost	\$92,500
								Total Cost	\$1,295,500

Map ID	Street/Corridor Name(s)	From	To	Treatment	Existing Conditions	Proposed Conditions	Score	Project Cost Estimate	
42	SR 9	SR 120/Marietta Highway	Azelea Dr	Sidewalks and/or multiuse path to be included in GDOT.			20.8	Construction Cost	\$1,045,900
								ROW Cost	\$-
								PE Cost	\$313,800
								Contingency Cost	\$104,600
								Total Cost	\$1,464,300
43.1	Oxbo Rd	SR 9	Grimes Bridge Rd	Install sharrows in both directions.			13.6	Construction Cost	\$40,600
								ROW Cost	\$-
								PE Cost	\$12,200
								Contingency Cost	\$4,100
								Total Cost	\$56,800
46	Warsaw Rd	Holcomb Bridge Rd	Planned Off System Trail	Install sharrows in both directions.			13.9	Construction Cost	\$16,300
								ROW Cost	\$-
								PE Cost	\$4,900
								Contingency Cost	\$1,600
								Total Cost	\$22,800
65	Old Ellis Rd	Sun Valley Rd	Old Roswell Rd	Fill gaps in sidewalk network. Add multi-use path on north side and bike lanes.			9.9	Construction Cost	\$-
								ROW Cost	\$-
								PE Cost	\$-
								Contingency Cost	\$-
								Total Cost	\$-

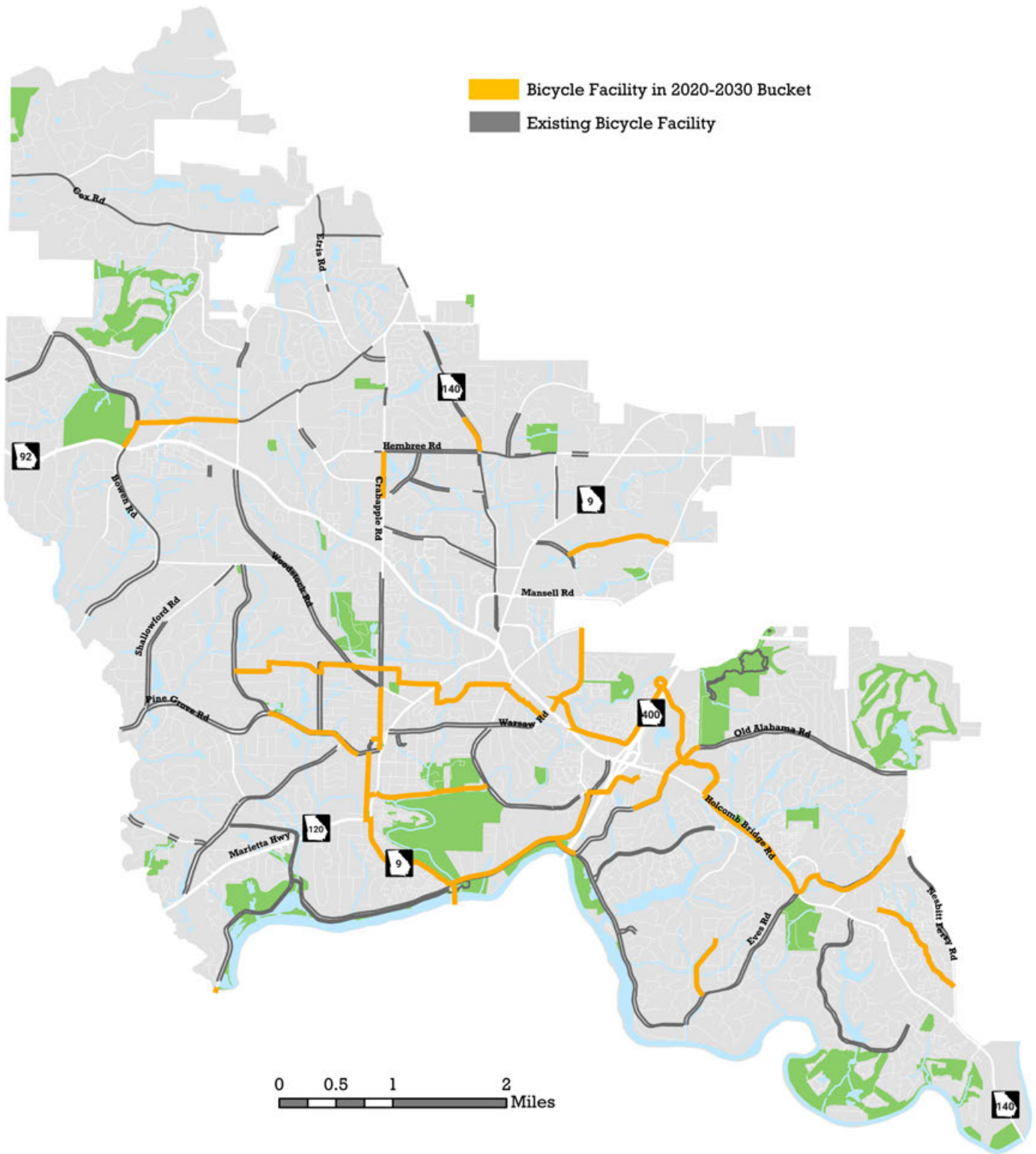
Map ID	Street/Corridor Name(s)	From	To	Treatment	Existing Conditions	Proposed Conditions	Score	Project Cost Estimate	
67	Warsaw Rd	Worthington Hill Dr	Old Roswell Rd	Fill gaps in sidewalk network. Add multi-use path on east side.			14.6	Construction Cost	\$442,500
								ROW Cost	\$-
								PE Cost	\$132,700
								Contingency Cost	\$44,200
								Total Cost	\$619,500
68	Riverside Rd	SR 9	Dogwood Rd	Fill gaps in sidewalk network, add Multi Use Path on north side, add Bike Lanes			14.8	Construction Cost	\$4,115,000
								ROW Cost	\$-
								PE Cost	\$1,234,500
								Contingency Cost	\$411,500
								Total Cost	\$5,761,000
69	Dogwood Rd	Riverside Rd	Grimes Bridge Rd	Fill gaps in sidewalk network. Add multi-use path on west side.			12.6	Construction Cost	\$814,200
								ROW Cost	\$-
								PE Cost	\$244,300
								Contingency Cost	\$81,400
								Total Cost	\$1,139,900
71	Big Creek Pkwy	Old Alabama Rd	Warsaw Rd	Complete Street with new location roadway			12.1	Construction Cost	\$-
								ROW Cost	\$-
								PE Cost	\$-
								Contingency Cost	\$-
								Total Cost	\$-

Map ID	Street/Corridor Name(s)	From	To	Treatment	Existing Conditions	Proposed Conditions	Score	Project Cost Estimate	
								Construction Cost	Other Cost
74	Old Alabama Rd	Market Blvd	Holcomb Woods Pkwy	Fill gaps in sidewalk network. Lane reduction to add multi-use path (west of HBR).			14.0	Construction Cost	\$963,700
								ROW Cost	\$-
								PE Cost	\$289,100
								Contingency Cost	\$96,400
								Total Cost	\$1,349,100
76	Holcomb Woods Pkwy	SR 140	Old Alabama Rd	Lane reduction to add multi-use path and Cycle Track.			15.2	Construction Cost	\$1,798,100
								ROW Cost	\$-
								PE Cost	\$539,400
								Contingency Cost	\$179,800
								Total Cost	\$2,517,300
77	Old Alabama Rd	Holcomb Woods Pkwy	Big Creek Park Driveway	Add multi-use trail.			13.2	Construction Cost	\$195,900
								ROW Cost	\$-
								PE Cost	\$58,800
								Contingency Cost	\$19,600
								Total Cost	\$274,200
80	Scott Rd	Eves Rd Ext	Old Scott Rd	Install bike lanes in both directions.			15.4	Construction Cost	\$2,875,100
								ROW Cost	\$-
								PE Cost	\$862,500
								Contingency Cost	\$287,500
								Total Cost	\$4,025,100

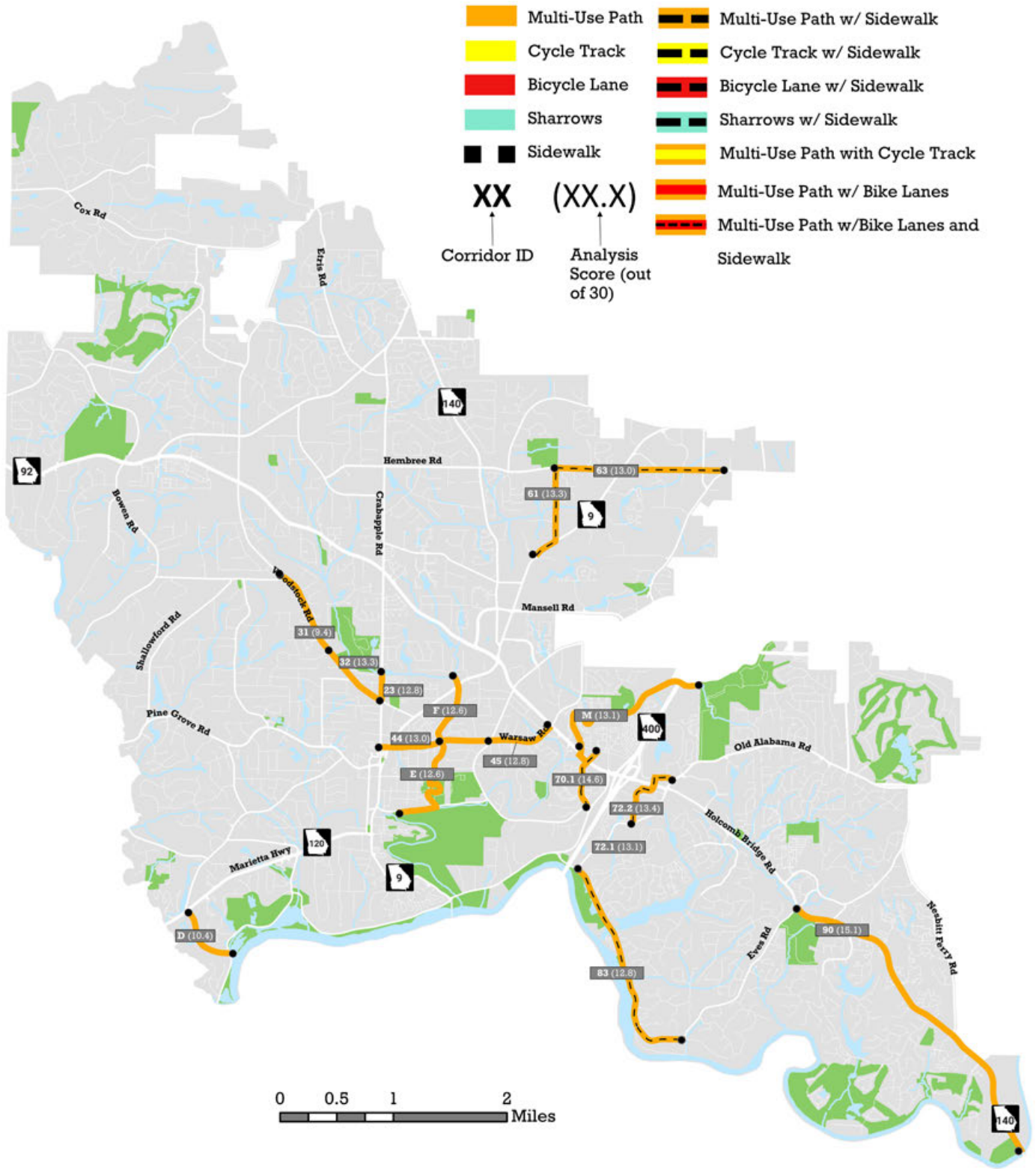
Map ID	Street/Corridor Name(s)	From	To	Treatment	Existing Conditions	Proposed Conditions	Score	Project Cost Estimate	
								Construction Cost	ROW Cost
86	Nesbit Ferry Rd	SR 140	Old Scott Rd	Fill gaps in sidewalk network.			15.1	Construction Cost	\$224,300
								ROW Cost	\$-
								PE Cost	\$67,300
								Contingency Cost	\$22,400
								Total Cost	\$314,000
89	SR 140	Holcomb Woods Pkwy	Eves Rd	Install multi use path on south side of the corridor			12.5	Construction Cost	\$1,216,000
								ROW Cost	\$228,000
								PE Cost	\$433,200
								Contingency Cost	\$144,400
								Total Cost	\$2,021,600
93	Bridge Over 400	Dogwood Rd	Market Blvd	Multiuse facility with new location roadway			13.7	Construction Cost	\$-
								ROW Cost	\$-
								PE Cost	\$-
								Contingency Cost	\$-
								Total Cost	\$-
94	Oakstone Dr/Knoll Woods Dr/N Coleman Rd/Fowler St/Prospect St/Thomas Dr/Charles Pl/Maxwell Rd/Market Pl/Swaybranch Dr	Lake Charles Dr	Warsaw Rd	Install sharrows, provide Fowler St access to Woodstock Rd, consider safety improvements at major intersections			10.9	Construction Cost	\$136,500
								ROW Cost	\$-
								PE Cost	\$40,900
								Contingency Cost	\$13,600
								Total Cost	\$191,100

Map ID	Street/Corridor Name(s)	From	To	Treatment	Existing Conditions	Proposed Conditions	Score	Project Cost Estimate	
								Construction Cost	ROW Cost
95	SR 140	Saddle Creek Dr	Hembree Rd	Install multi-use path on east side of the corridor			7.8	Construction Cost	\$-
								ROW Cost	\$-
								PE Cost	\$-
								Contingency Cost	\$-
								Total Cost	\$-
96	Bridge over River (SR 9)	North of Chattahoochee River	South of Chattahoochee River	Bridge with multi-use path and bike lanes			14.8	Construction Cost	\$-
								ROW Cost	\$-
								PE Cost	\$-
								Contingency Cost	\$-
								Total Cost	\$-
97	Bridge over River (Wileo Rd)			Bridge with multi-use path and bike lanes			12.9	Construction Cost	\$-
								ROW Cost	\$-
								PE Cost	\$-
								Contingency Cost	\$-
								Total Cost	\$-

Bicycle Network by 2030



Mid Term Planned Projects: Years 2031-2040



Mid Term Planned Projects: Years 2031-2040

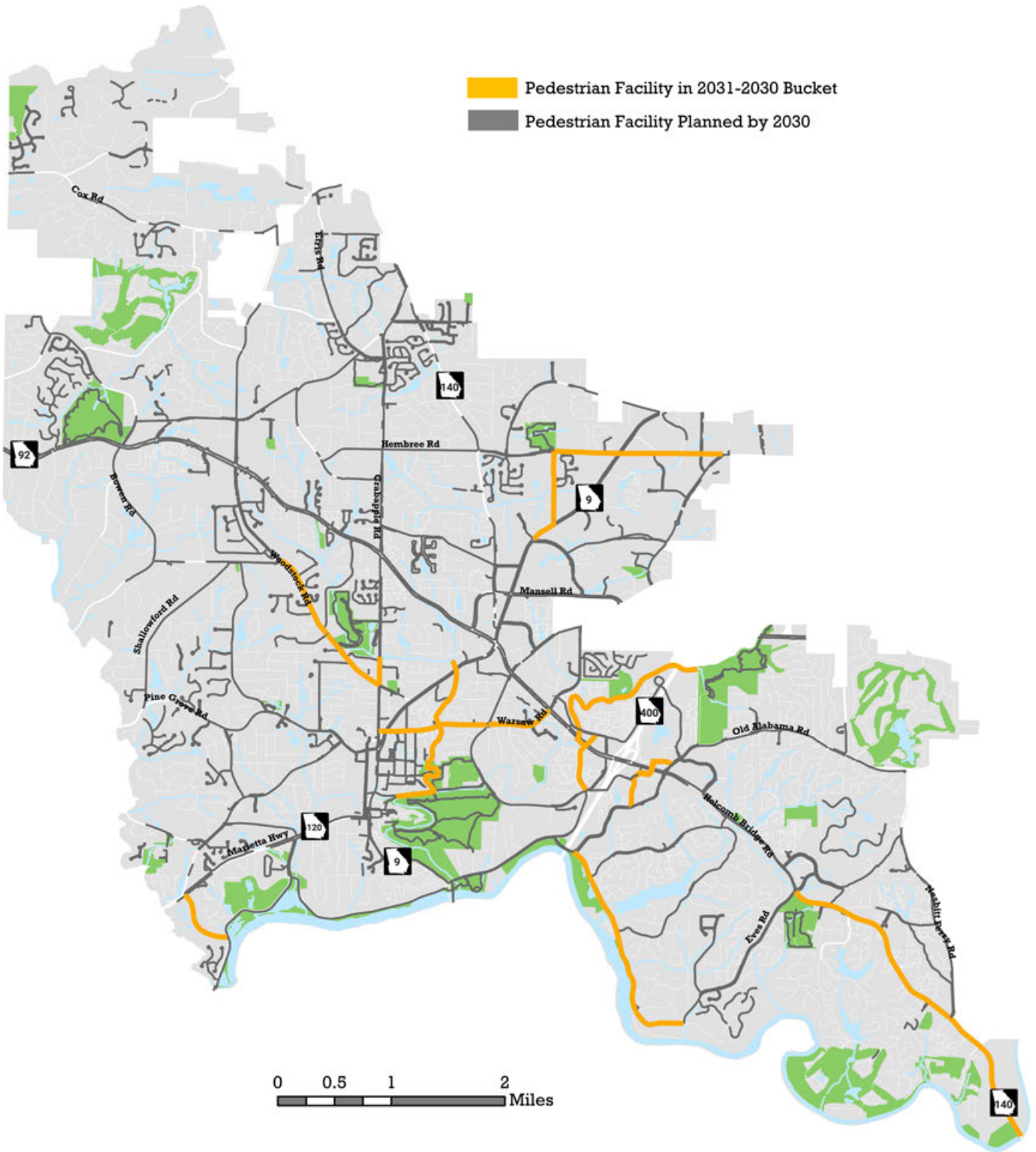
Map ID	Street/Corridor Name(s)	From	To	Treatment	Existing Conditions	Proposed Conditions	Score	Project Cost Estimate	
								Construction Cost	Other Costs
D	N-S Corridor	SR 120/ Marietta Highway	Willeo Rd	Multi-use greenway			0.0	Construction Cost	\$595,200
								ROW Cost	\$-
								PE Cost	\$178,600
								Contingency Cost	\$59,500
								Total Cost	\$833,200
E	Hog Wallow Creek	Oxbo Road	Norcross Street	Multi-use greenway			0.0	Construction Cost	\$818,000
								ROW Cost	\$613,500
								PE Cost	\$429,500
								Contingency Cost	\$143,200
								Total Cost	\$2,004,100
F	Hog Wallow Creek	Norcross St	SR 9	Multi-use greenway with speed table at Alpine Drive crossing			0.0	Construction Cost	\$637,500
								ROW Cost	\$478,100
								PE Cost	\$334,700
								Contingency Cost	\$111,600
								Total Cost	\$1,561,800
M	Big Creek	SR 92	Big Creek Park	Multi-use greenway			13.6	Construction Cost	\$3,403,100
								ROW Cost	\$1,207,700
								PE Cost	\$1,383,200
								Contingency Cost	\$461,100
								Total Cost	\$6,455,100

Map ID	Street/Corridor Name(s)	From	To	Treatment	Existing Conditions	Proposed Conditions	Score	Project Cost Estimate	
23	Crabapple Rd/Canton St	Planned Off System Trail	Woodstock Rd	Install multi use path on west side of the corridor.			12.8	Construction Cost	\$249,900
								ROW Cost	\$187,500
								PE Cost	\$131,200
								Contingency Cost	\$43,700
								Total Cost	\$612,300
31	Woodstock Rd	Jones Rd	Broadmeadow Cove	Install multi use path on east side of corridor			9.4	Construction Cost	\$779,200
								ROW Cost	\$-
								PE Cost	\$233,800
								Contingency Cost	\$77,900
								Total Cost	\$1,090,800
32	Woodstock Rd	Broadmeadow Cove	Canton St	Install multi use path on east side of corridor			13.3	Construction Cost	\$642,000
								ROW Cost	\$-
								PE Cost	\$192,600
								Contingency Cost	\$64,200
								Total Cost	\$898,800
44	Norcross St	Canton St	Grimes Bridge Rd	Install multiuse path on south side of the road.			13.0	Construction Cost	\$962,500
								ROW Cost	\$-
								PE Cost	\$288,800
								Contingency Cost	\$96,300
								Total Cost	\$1,347,600

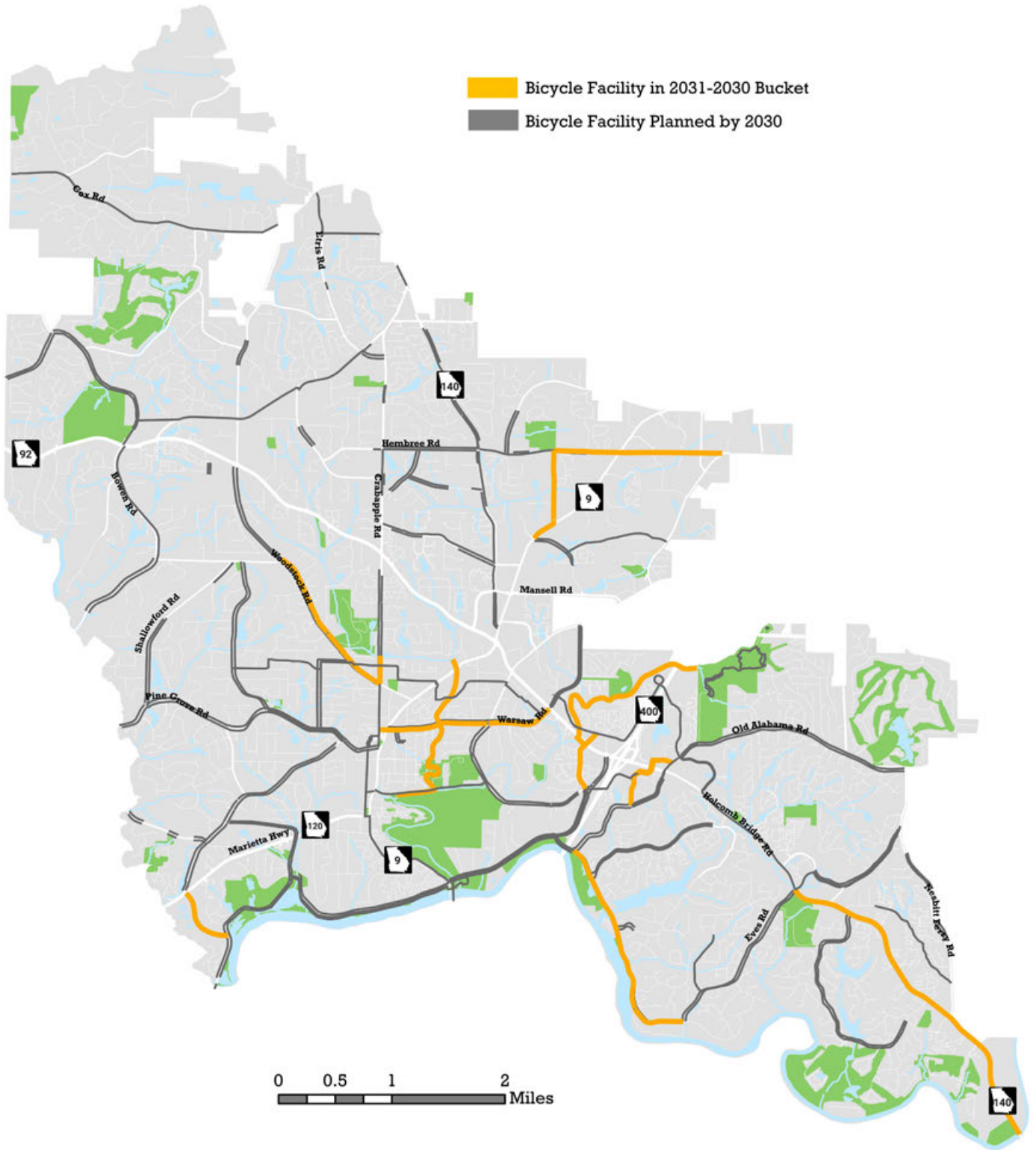
Map ID	Street/Corridor Name(s)	From	To	Treatment	Existing Conditions	Proposed Conditions	Score	Project Cost Estimate	
61	Elkins Rd	SR 9	Hembree Rd	Fill gaps in sidewalk network. Add multiuse path on east side.			13.3	Construction Cost	\$1,184,800
								ROW Cost	\$-
								PE Cost	\$355,400
								Contingency Cost	\$118,500
								Total Cost	\$1,658,700
45	Warsaw Rd	Grimes Bridge Rd	Holcomb Bridge Rd	Install multiuse path on south side of the road.			12.8	Construction Cost	\$587,000
								ROW Cost	\$-
								PE Cost	\$176,100
								Contingency Cost	\$58,700
								Total Cost	\$821,800
63	Hembree Rd	Elkins Rd	Old Roswell Rd	Fill gaps in sidewalk network. Add multi-use path on south side.			13.0	Construction Cost	\$1,856,000
								ROW Cost	\$1,113,600
								PE Cost	\$890,900
								Contingency Cost	\$297,000
								Total Cost	\$4,157,400
70.1	Dogwood Rd	Grimes Bridge Rd	Old Holcomb Bridge	Fill gaps in sidewalk network. Add multi-use path on west side.			14.6	Construction Cost	\$566,300
								ROW Cost	\$-
								PE Cost	\$169,900
								Contingency Cost	\$56,600
								Total Cost	\$792,900

Map ID	Street/Corridor Name(s)	From	To	Treatment	Existing Conditions	Proposed Conditions	Score	Project Cost Estimate	
								Construction Cost	Other Costs
72.2	Market Blvd	Riverside Rd	Kimberly Clark Driveway	Fill gaps in sidewalk network. Consider lane reduction to add multi-use path.			13.4	Construction Cost	\$1,373,600
								ROW Cost	\$-
								PE Cost	\$412,100
								Contingency Cost	\$137,400
								Total Cost	\$1,923,000
83	Riverside Rd	Old Alabama Rd	Eves Rd	Fill gaps in sidewalk network. Add multi-use path on north side.			12.8	Construction Cost	\$2,267,700
								ROW Cost	\$-
								PE Cost	\$680,300
								Contingency Cost	\$226,800
								Total Cost	\$3,174,800
90	SR 140	Eves Rd	Gwinnett County Line	Install multi use path on south side of the corridor			15.1	Construction Cost	\$3,127,500
								ROW Cost	\$1,172,800
								PE Cost	\$1,290,100
								Contingency Cost	\$430,000
								Total Cost	\$898,800

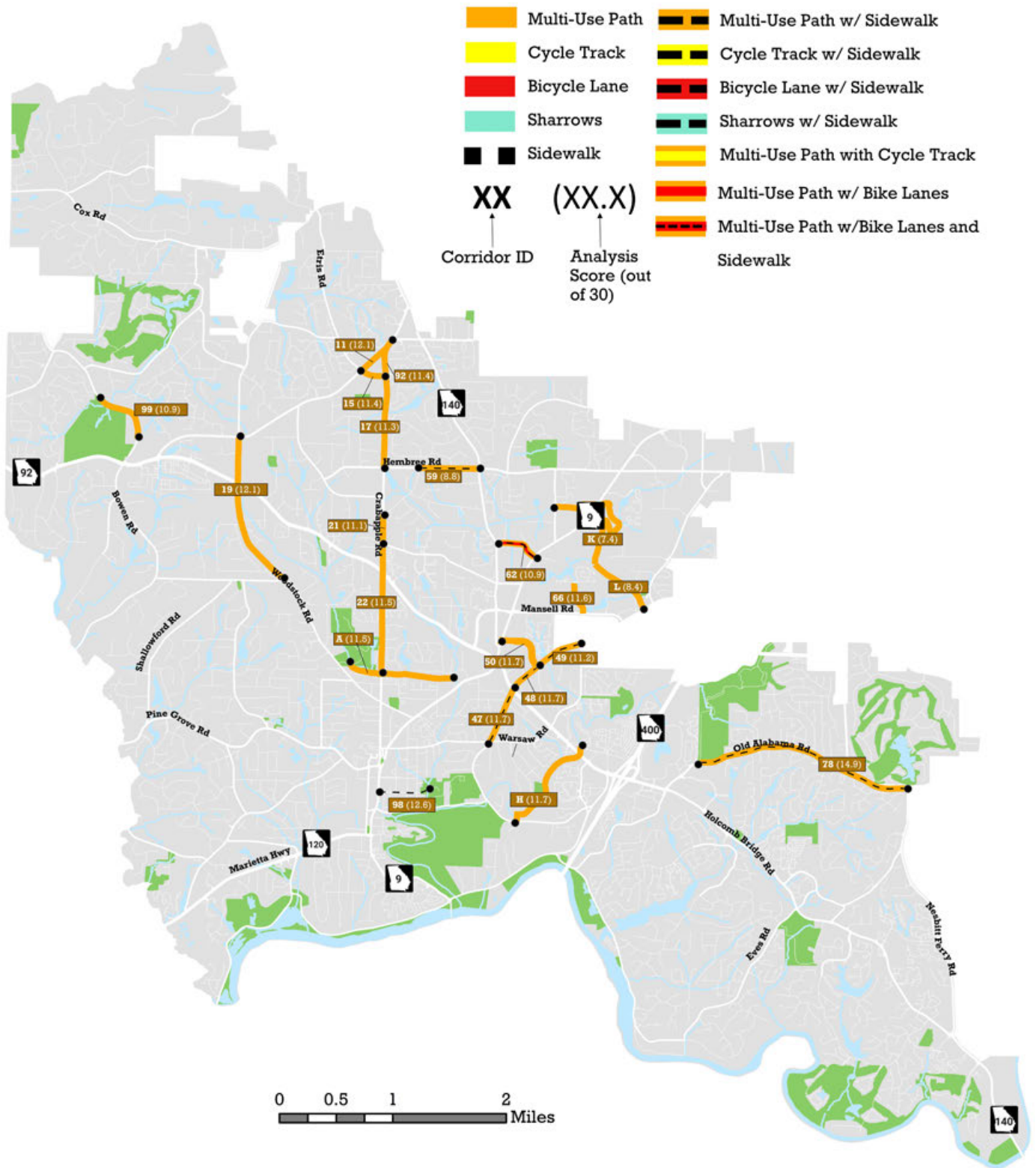
Pedestrian Network by 2040






Bicycle Network by 2040



Long Term Planned Projects: Years 2041-2050



Long Term Planned Projects: Years 2041-2050

Map ID	Street/Corridor Name(s)	From	To	Treatment	Existing Conditions	Proposed Conditions	Score	Project Cost Estimate	
								Construction Cost	Total Cost
A	Un-named E-W Creek	Roswell Area Park	Crabapple Rd	Multi-use greenway with protected crossing (RRFB or HAWK at Crabapple)			11.5	Construction Cost	\$299,900
								ROW Cost	\$224,900
								PE Cost	\$157,400
								Contingency Cost	\$52,500
								Total Cost	\$734,700
B	Un-named E-W Creek	Crabapple Rd	Hog Wallow Creek	Multi-use greenway with protected crossing (RRFB or HAWK at Crabapple)			12.5	Construction Cost	\$693,300
								ROW Cost	\$482,500
								PE Cost	\$352,700
								Contingency Cost	\$117,600
								Total Cost	\$1,646,100
H	Big Creek	Grimes Bridge Road	SR 92	Multi-use greenway			11.7	Construction Cost	\$1,862,000
								ROW Cost	\$1,396,500
								PE Cost	\$977,600
								Contingency Cost	\$325,900
								Total Cost	\$4,561,900
K	Foe Killer Creek	Elkins Road	Old Ellis Road extension	Multi-use greenway			8.4	Construction Cost	\$1,435,800
								ROW Cost	\$1,076,800
								PE Cost	\$753,800
								Contingency Cost	\$251,300
								Total Cost	\$3,517,600

Map ID	Street/Corridor Name(s)	From	To	Treatment	Existing Conditions	Proposed Conditions	Score	Project Cost Estimate	
L	Foe Killer Creek	Old Ellis Road extension	Old Roswell Road	Multi-use greenway			9.1	Construction Cost	\$589,600
								ROW Cost	\$1,072,000
								PE Cost	\$498,500
								Contingency Cost	\$166,200
								Total Cost	\$2,326,300
10	Hardscrabble Rd	King Rd	Etris Rd	Install RRFBs as appropriate if heavy bicycle and pedestrian usage is observed at the roundabout			11.4	Construction Cost	\$50,000
								ROW Cost	\$-
								PE Cost	\$15,000
								Contingency Cost	\$5,000
								Total Cost	\$70,000
11	Hardscrabble Rd/Crabapple Rd	Etris Rd	Rucker Rd	Continue multi-use path on south side of the corridor.			12.1	Construction Cost	\$389,900
								ROW Cost	\$-
								PE Cost	\$117,000
								Contingency Cost	\$39,000
								Total Cost	\$545,800
15	Etris Rd	Hardscrabble Rd	Crabapple Rd	Construct multiuse path on north side of the corridor			11.4	Construction Cost	\$225,100
								ROW Cost	\$45,000
								PE Cost	\$81,000
								Contingency Cost	\$27,000
								Total Cost	\$378,200

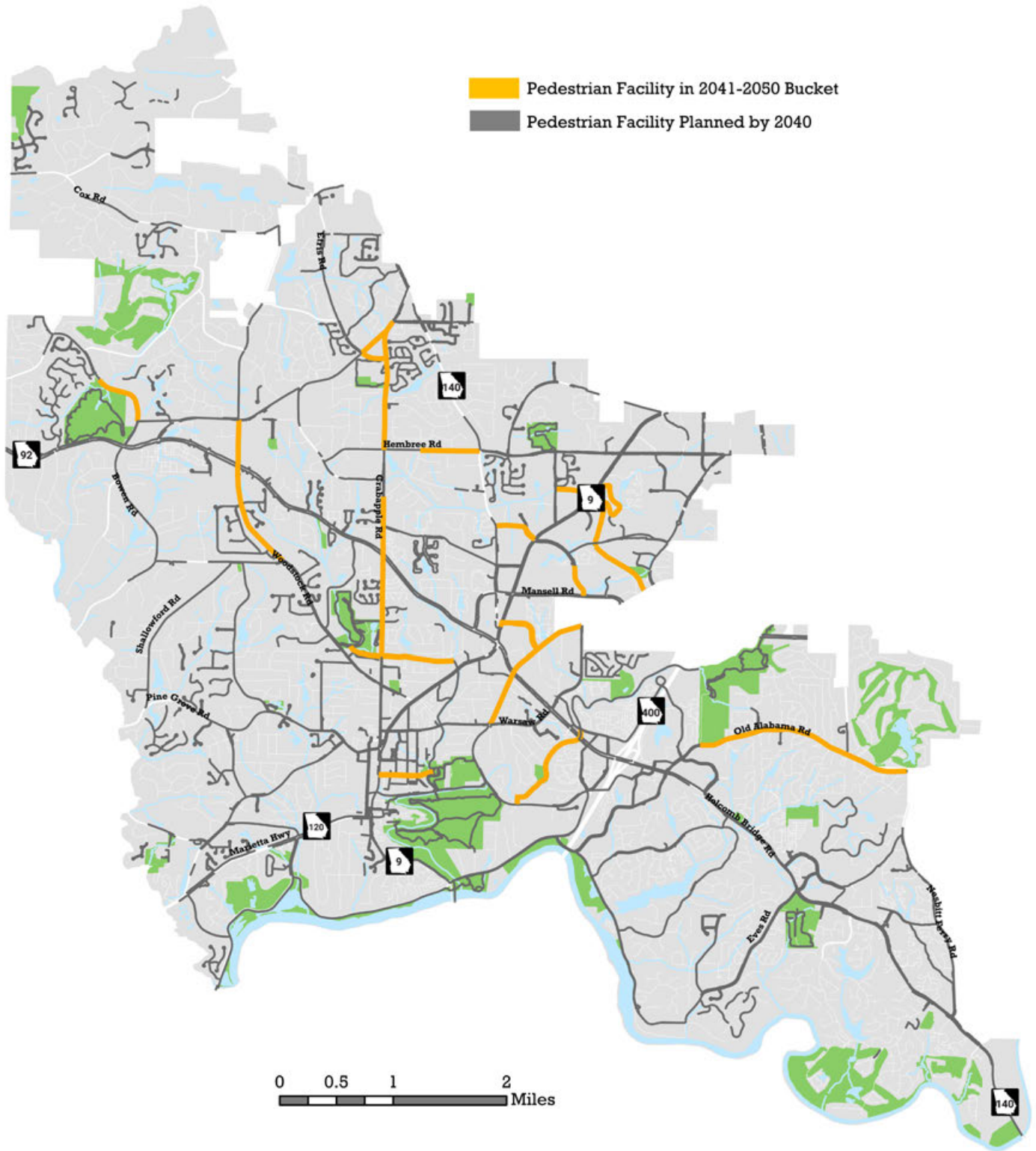
Map ID	Street/Corridor Name(s)	From	To	Treatment	Existing Conditions	Proposed Conditions	Score	Project Cost Estimate	
17	Crabapple Rd	Etris Rd	Hembree Rd	Construct multi use path on west side of the corridor			11.3	Construction Cost	\$808,200
								ROW Cost	\$161,600
								PE Cost	\$290,900
								Contingency Cost	\$97,000
								Total Cost	\$1,357,700
19	Woodstock Rd	Hardscrabble Rd	Jones Rd	Install multi use path on east side of corridor			12.1	Construction Cost	\$1,379,000
								ROW Cost	\$-
								PE Cost	\$413,700
								Contingency Cost	\$137,900
								Total Cost	\$1,930,600
21	Crabapple Rd	Strickland Rd	Houze Way	Construct multi use path on west side of the corridor			11.1	Construction Cost	\$259,900
								ROW Cost	\$19,500
								PE Cost	\$83,800
								Contingency Cost	\$27,900
								Total Cost	\$391,200
22	Crabapple Rd	Houze Way	Planned Off System Trail	Install multi use path on west side of the corridor. Fill gaps in sidewalk network.			11.5	Construction Cost	\$1,147,900
								ROW Cost	\$516,600
								PE Cost	\$499,300
								Contingency Cost	\$166,400
								Total Cost	\$2,330,300

Map ID	Street/Corridor Name(s)	From	To	Treatment	Existing Conditions	Proposed Conditions	Score	Project Cost Estimate	
47	Grimes Bridge	Norcross St	Holcomb Bridge Rd	Fill gaps in sidewalk network. Add multi-use path on east side.			11.7	Construction Cost	\$516,600
								ROW Cost	\$100,800
								PE Cost	\$185,200
								Contingency Cost	\$61,700
								Total Cost	\$864,300
48	Old Roswell Rd	Holcomb Bridge Rd	Commerce Parkway	Fill gaps in sidewalk network. Add multi-use path on east side.			11.7	Construction Cost	\$328,500
								ROW Cost	\$146,000
								PE Cost	\$142,400
								Contingency Cost	\$47,500
								Total Cost	\$664,400
49	Old Roswell Rd	Commerce Parkway	Warsaw Rd	Fill gaps in sidewalk network. Add multi-use path on east side.			11.2	Construction Cost	\$505,000
								ROW Cost	\$224,500
								PE Cost	\$218,900
								Contingency Cost	\$73,000
								Total Cost	\$1,021,300
50	Commerce Parkway	Old Roswell Rd	SR 9	Lane reduction to add multi-use path			11.7	Construction Cost	\$866,900
								ROW Cost	\$-
								PE Cost	\$260,100
								Contingency Cost	\$86,700
								Total Cost	\$1,213,600

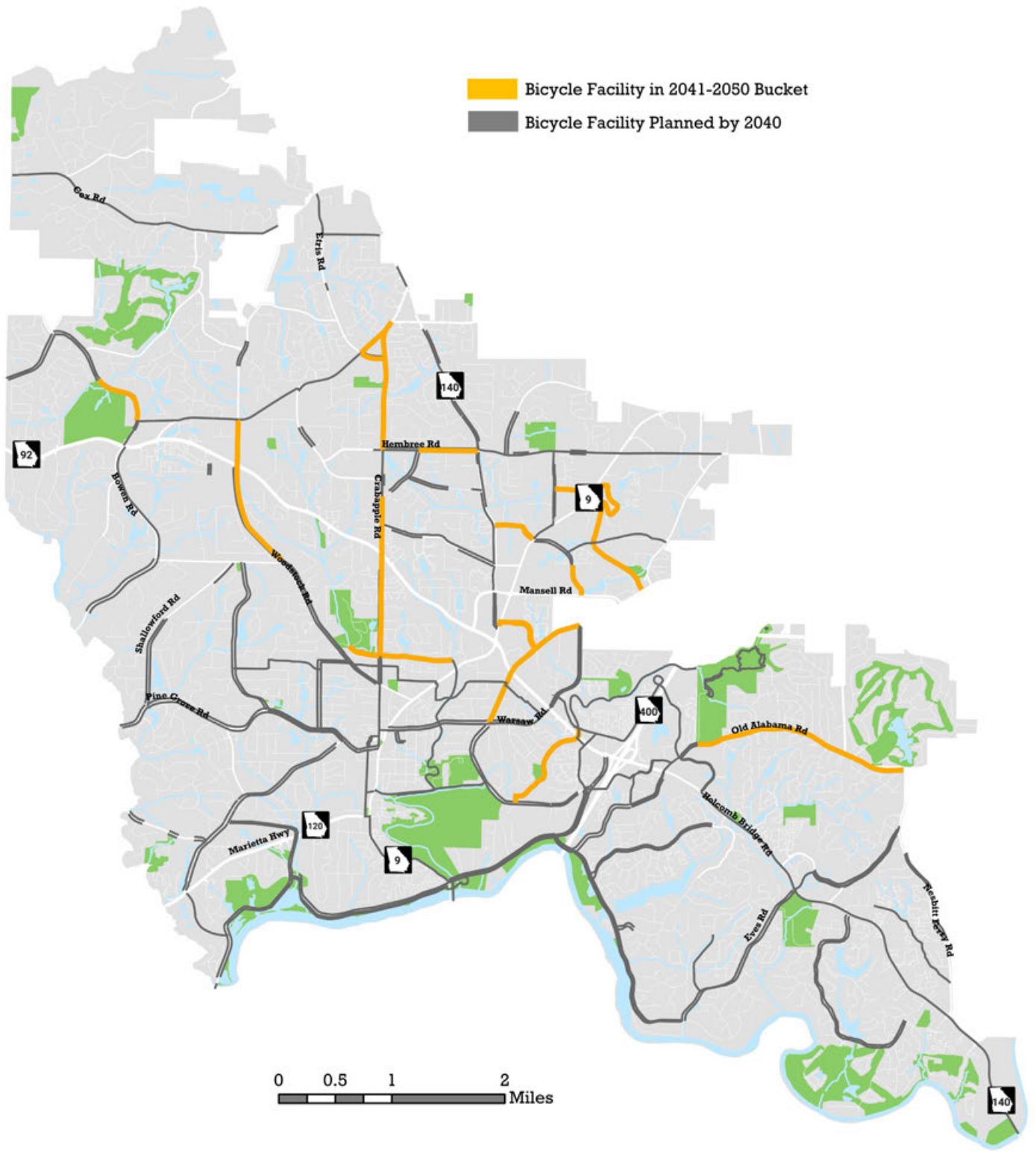
Map ID	Street/Corridor Name(s)	From	To	Treatment	Existing Conditions	Proposed Conditions	Score	Project Cost Estimate	
59	Hembree Rd	Strickland Rd	Houze Rd	Fill gaps in sidewalk network. Add multi-use path on south side.			8.8	Construction Cost	\$527,800
								ROW Cost	\$-
								PE Cost	\$158,300
								Contingency Cost	\$52,800
								Total Cost	\$739,000
62	Sun Valley Dr	Houze Rd	SR 9	Build to plan			10.9	Construction Cost	\$-
								ROW Cost	\$-
								PE Cost	\$-
								Contingency Cost	\$-
								Total Cost	\$-
66	Warsaw Rd	Mansell Rd	Finchely Dr	Add multi-use path on east side.			11.6	Construction Cost	\$292,100
								ROW Cost	\$-
								PE Cost	\$87,600
								Contingency Cost	\$29,200
								Total Cost	\$409,000
78	Old Alabama Rd	Big Creek Park Driveway	Nesbit Ferry Rd	Fill gaps in sidewalk network. Add multi-use path on south side.			14.9	Construction Cost	\$2,409,100
								ROW Cost	\$-
								PE Cost	\$722,700
								Contingency Cost	\$240,900
								Total Cost	\$3,372,800

Map ID	Street/Corridor Name(s)	From	To	Treatment	Existing Conditions	Proposed Conditions	Score	Project Cost Estimate	
92	Crabapple Road	Hardscrabble Rd	Etris Rd	Install multi-use path on east side of the corridor			11.4	Construction Cost	\$253,700
								ROW Cost	\$-
								PE Cost	\$76,100
								Contingency Cost	\$25,400
								Total Cost	\$355,100
98	Oak St			Fill in gaps in sidewalk network			14.3	Construction Cost	\$243,200
								ROW Cost	\$-
								PE Cost	\$73,000
								Contingency Cost	\$24,300
								Total Cost	\$340,500
99	Mountain Park Rd	Corridor 9	Mountain Park Elementary	Construct multiuse path on east side of the corridor			10.9	Construction Cost	\$570,900
								ROW Cost	\$-
								PE Cost	\$171,300
								Contingency Cost	\$57,100
								Total Cost	\$799,200

Pedestrian Network by 2050



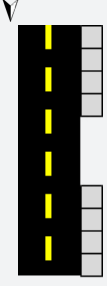
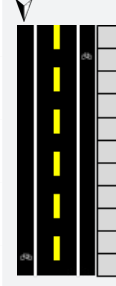
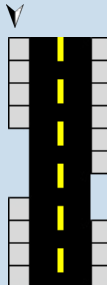
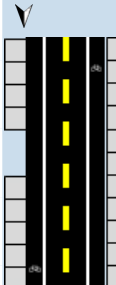
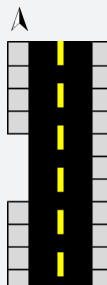
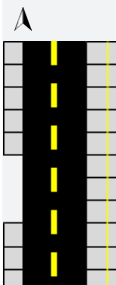
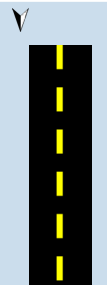
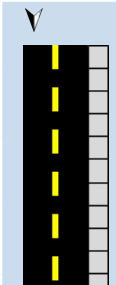
Bicycle Network by 2050



Aspirational Projects

Map ID	Street/Corridor Name(s)	From	To	Treatment	Existing Conditions	Proposed Conditions	Score	Project Cost Estimate	
								Construction Cost	Other Costs
G	Hog Wallow Creek	SR 9	SR 92	Multi-use greenway with speed table at Alpine Drive crossing			10.4	Construction Cost	\$501,500
								ROW Cost	\$338,600
								PE Cost	\$252,000
								Contingency Cost	\$84,000
								Total Cost	\$1,176,100
J.1	Unnamed E-W creek/ low point	SR 140/Houze Road	Elkins Road	Multi-use greenway			7.5	Construction Cost	\$208,400
								ROW Cost	\$156,300
								PE Cost	\$109,400
								Contingency Cost	\$36,500
								Total Cost	\$510,700
J.2	Unnamed N-S corridor	Sun Valley Phase 3	Corridor J.1	Multi-use greenway			7.4	Construction Cost	\$638,400
								ROW Cost	\$478,800
								PE Cost	\$335,100
								Contingency Cost	\$111,700
								Total Cost	\$1,564,000
1	Ebenezer Rd	Western end of facility	Etris Rd	Fill gaps in sidewalk network. Install bike lanes.			6.1	Construction Cost	\$2,648,500
								ROW Cost	\$-
								PE Cost	\$794,600
								Contingency Cost	\$264,900
								Total Cost	\$3,707,900

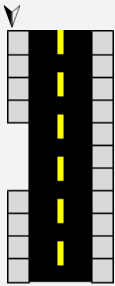
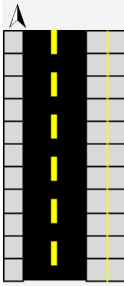
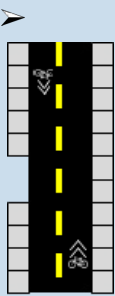
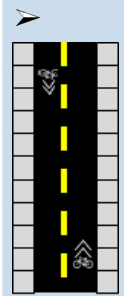
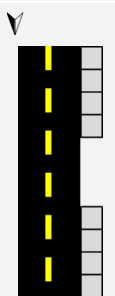
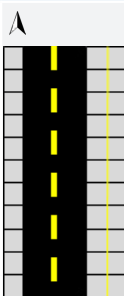
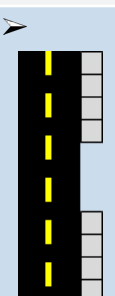
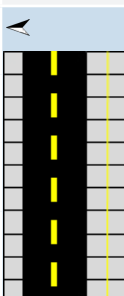
Map ID	Street/Corridor Name(s)	From	To	Treatment	Existing Conditions	Proposed Conditions	Score	Project Cost Estimate	
2	Off-System Trail	Ebenezer Rd	Cox Rd	Construct multi-use trail			6.1	Construction Cost	\$610,200
								ROW Cost	\$467,700
								PE Cost	\$320,400
								Contingency Cost	\$106,800
								Total Cost	\$1,495,100
3	Cox Rd	Planned Off System Trail	King Rd	Fill gaps in sidewalk network. Install bike lanes.			6.3	Construction Cost	\$2,010,600
								ROW Cost	\$-
								PE Cost	\$603,200
								Contingency Cost	\$201,100
								Total Cost	\$2,814,800
4	Cox Rd	King Rd	Etris Rd	Fill gaps in sidewalk network. Install bike lanes.			5.5	Construction Cost	\$1,124,300
								ROW Cost	\$-
								PE Cost	\$337,300
								Contingency Cost	\$112,400
								Total Cost	\$1,574,000
5	King Rd	Cox Rd	Kent Rd	Fill gaps in sidewalk network. Install bike lanes.			6.1	Construction Cost	\$1,978,100
								ROW Cost	\$-
								PE Cost	\$593,400
								Contingency Cost	\$197,800
								Total Cost	\$2,769,300

Map ID	Street/Corridor Name(s)	From	To	Treatment	Existing Conditions	Proposed Conditions	Score	Project Cost Estimate	
6	King Rd	Kent Rd	Hardscrabble Rd	Fill gaps in sidewalk network. Install bike lanes.			8.7	Construction Cost	\$2,388,500
								ROW Cost	\$-
								PE Cost	\$716,500
								Contingency Cost	\$238,800
								Total Cost	\$3,343,900
8	Etris Rd	Cox Rd	Hardscrabble Rd	Fill gaps in sidewalk network on the western side. Install bike lanes.			10.6	Construction Cost	\$3,424,900
								ROW Cost	\$-
								PE Cost	\$1,027,500
								Contingency Cost	\$342,500
								Total Cost	\$4,794,900
12	Crabapple Rd	SR 140	Rucker Rd	Multi-Use Path on East Side of Corridor			8.6	Construction Cost	\$639,700
								ROW Cost	\$639,700
								PE Cost	\$383,800
								Contingency Cost	\$127,900
								Total Cost	\$1,791,100
16	SR 140	Rucker Rd	Hembree Rd	Construct sidewalk on western side of the corridor			7.8	Construction Cost	\$1,259,300
								ROW Cost	\$1,259,300
								PE Cost	\$755,600
								Contingency Cost	\$251,900
								Total Cost	\$3,526,200

Map ID	Street/Corridor Name(s)	From	To	Treatment	Existing Conditions	Proposed Conditions	Score	Project Cost Estimate	
18	Bowen Rd	SR 92	Jones Rd	Install sharrows			7.4	Construction Cost	\$45,800
								ROW Cost	\$-
								PE Cost	\$13,800
								Contingency Cost	\$4,600
								Total Cost	\$64,200
24	Jones Rd	Bowen Rd	Shallowford Rd	Fill in gaps in sidewalk network on the north side. Install sharrows in both directions.			5.9	Construction Cost	\$26,700
								ROW Cost	\$-
								PE Cost	\$8,000
								Contingency Cost	\$2,700
								Total Cost	\$37,300
25	Jones Rd	Shallowford Rd	Woodstock Rd	Install sharrows in both directions.			5.4	Construction Cost	\$18,700
								ROW Cost	\$-
								PE Cost	\$5,600
								Contingency Cost	\$1,900
								Total Cost	\$26,100
26	Shallowford Rd	Jones Rd	Pine Grove Rd	Install sharrows in both directions.			6.5	Construction Cost	\$63,600
								ROW Cost	\$-
								PE Cost	\$19,100
								Contingency Cost	\$6,400
								Total Cost	\$89,000

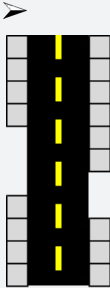
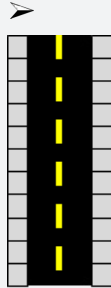




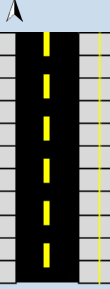
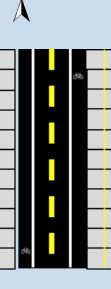
Map ID	Street/Corridor Name(s)	From	To	Treatment	Existing Conditions	Proposed Conditions	Score	Project Cost Estimate	
27	Pine Grove Rd	Chickering Pkwy	Lake Charles Dr	Fill in gaps in sidewalk network. Install sharrows in both directions for sections with bike shoulders.			6.3	Construction Cost	\$49,000
								ROW Cost	\$-
								PE Cost	\$14,700
								Contingency Cost	\$4,900
								Total Cost	\$68,600
28	Lake Charles Dr	Jones Rd	Oakstone Dr	Install sharrows in both directions.			4.4	Construction Cost	\$39,400
								ROW Cost	\$-
								PE Cost	\$11,800
								Contingency Cost	\$3,900
								Total Cost	\$55,100
29	Lake Charles Dr	Oakstone Dr	Pine Grove Rd	Install sharrows in both directions.			5.6	Construction Cost	\$20,700
								ROW Cost	\$-
								PE Cost	\$6,200
								Contingency Cost	\$2,100
								Total Cost	\$28,900
36.2	Coleman Rd	Magnolia St	SR 120	Fill gaps in sidewalk network. Install sharrows in both directions.			10.2	Construction Cost	\$218,100
								ROW Cost	\$-
								PE Cost	\$65,400
								Contingency Cost	\$21,800
								Total Cost	\$305,400

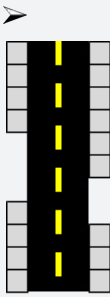
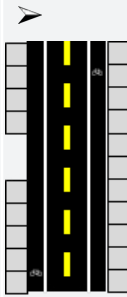
Map ID	Street/Corridor Name(s)	From	To	Treatment	Existing Conditions	Proposed Conditions	Score	Project Cost Estimate	
43.2	Grimes Bridge Rd	Oxbo Rd	Dogwood Rd	Install sharrows in both directions.			8.0	Construction Cost	\$39,900
								ROW Cost	\$-
								PE Cost	\$12,000
								Contingency Cost	\$4,000
								Total Cost	\$55,900
51	Houze Rd	SR 9	Mansell Rd	Add multi-use path on east side.			10.0	Construction Cost	\$350,700
								ROW Cost	\$-
								PE Cost	\$105,200
								Contingency Cost	\$35,100
								Total Cost	\$491,000
52	Mansell Rd	SR 92	Houze Rd	Fill gaps in sidewalk network. Add sharrows.			8.8	Construction Cost	\$36,000
								ROW Cost	\$-
								PE Cost	\$10,800
								Contingency Cost	\$3,600
								Total Cost	\$50,300
53	Houze Rd	Mansell Rd	Houze Way	Add multi-use path on east side.			10.2	Construction Cost	\$231,300
								ROW Cost	\$231,300
								PE Cost	\$138,800
								Contingency Cost	\$46,300
								Total Cost	\$647,600

Map ID	Street/Corridor Name(s)	From	To	Treatment	Existing Conditions	Proposed Conditions	Score	Project Cost Estimate	
54	Houze Rd	Houze Way	(Sun Valley Dr)	Fill gaps in sidewalk network. Add multi-use path on east side.			9.5	Construction Cost	\$382,800
								ROW Cost	\$-
								PE Cost	\$114,800
								Contingency Cost	\$38,300
								Total Cost	\$535,900
55	Houze Way	Crabapple Rd	Houze Rd	Fill gaps in sidewalk network.			7.0	Construction Cost	\$-
								ROW Cost	\$-
								PE Cost	\$-
								Contingency Cost	\$-
								Total Cost	\$-
57	Houze Rd	(Sun Valley Dr)	Hembree Rd	Fill gaps in sidewalk network. Add multi-use path on east side.			9.1	Construction Cost	\$826,000
								ROW Cost	\$49,600
								PE Cost	\$262,700
								Contingency Cost	\$87,600
								Total Cost	\$1,225,700
58	Hembree Rd	Crabapple Rd	Strickland Rd	Fill gaps in sidewalk network. Add multi-use path on south side.			8.5	Construction Cost	\$317,100
								ROW Cost	\$-
								PE Cost	\$95,100
								Contingency Cost	\$31,700
								Total Cost	\$444,000

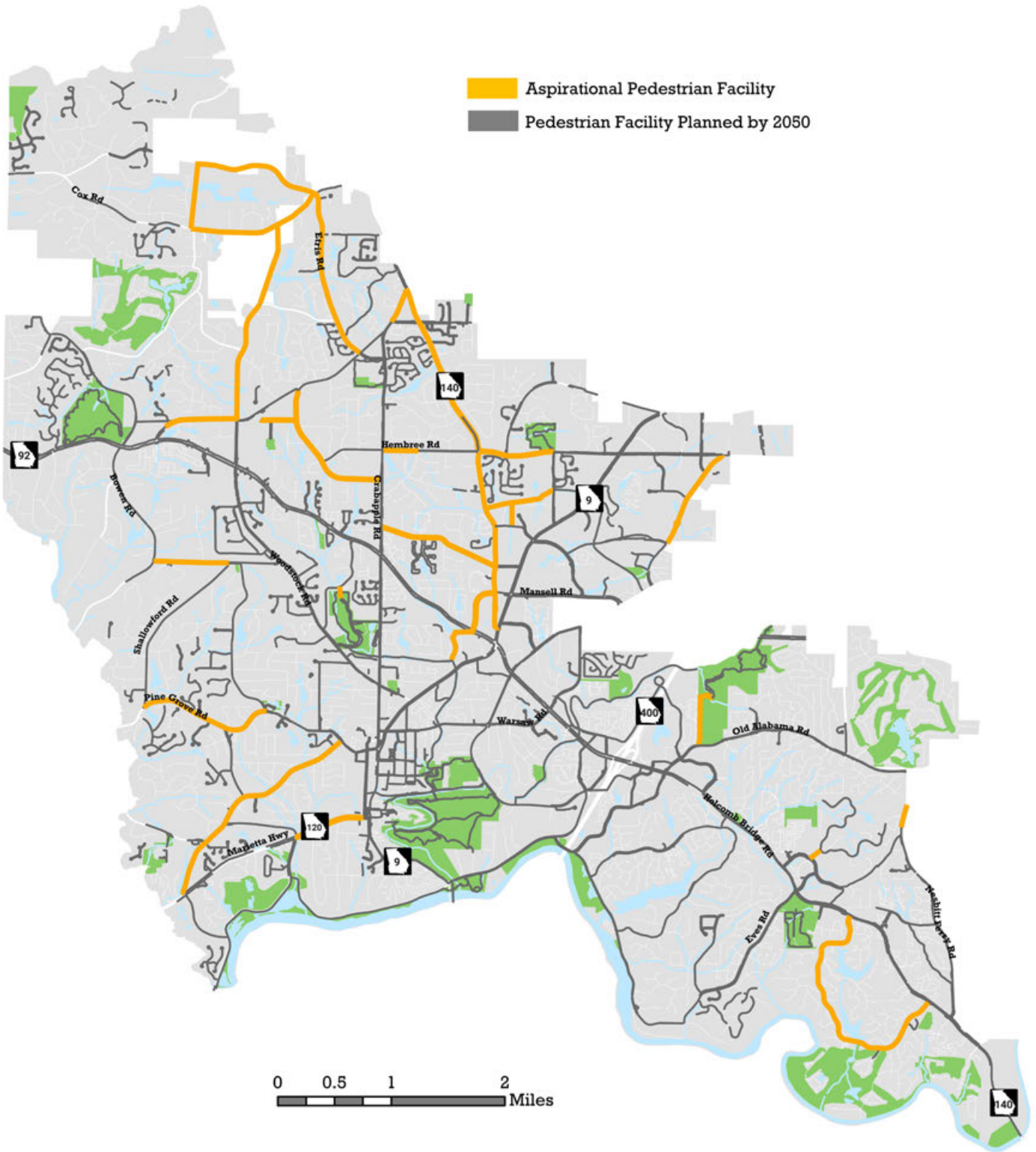
Map ID	Street/Corridor Name(s)	From	To	Treatment	Existing Conditions	Proposed Conditions	Score	Project Cost Estimate	
60	Hembree Rd	Houze Rd	Elkins Rd	Fill gaps in sidewalk network. Add multi-use path on south side.			10.1	Construction Cost	\$331,300
								ROW Cost	\$-
								PE Cost	\$99,400
								Contingency Cost	\$33,100
								Total Cost	\$463,800
64	Old Roswell Rd	Old Ellis Rd	Hembree Rd	Fill gaps in sidewalk network. Lane reduction to add multi-use path.			7.4	Construction Cost	\$977,200
								ROW Cost	\$-
								PE Cost	\$293,100
								Contingency Cost	\$97,700
								Total Cost	\$1,368,000
75	Big Creek Park Driveway	Old Alabama Rd	MTB Park/ Greenway	Add sidewalk on east side to provide connectivity, add sharrows.			9.4	Construction Cost	\$291,700
								ROW Cost	\$-
								PE Cost	\$87,500
								Contingency Cost	\$29,200
								Total Cost	\$408,400
79	Nesbit Ferry Rd	Scott Rd	Old Alabama Rd	Fill gaps in sidewalk network. Add multi-use path on west side.			10.1	Construction Cost	\$283,800
								ROW Cost	\$-
								PE Cost	\$85,200
								Contingency Cost	\$28,400
								Total Cost	\$397,400

Map ID	Street/Corridor Name(s)	From	To	Treatment	Existing Conditions	Proposed Conditions	Score	Project Cost Estimate	
85	Steeple Chase Rd	SR 140	SR 140	Fill gaps in sidewalk network. Add multi-use path on west side.			9.6	Construction Cost	\$3,579,500
								ROW Cost	\$-
								PE Cost	\$1,073,800
								Contingency Cost	\$357,900
								Total Cost	\$5,011,300
87	Champions Green Parkway	SR 140	(Champions Green Pkwy/ New Trail Alignment)	Add sharrows.			8.5	Construction Cost	\$11,500
								ROW Cost	\$-
								PE Cost	\$3,400
								Contingency Cost	\$1,100
								Total Cost	\$16,100
91	SR 120/ Marietta Highway	Wileo Road	Mimosa Blvd	Install multiuse path on south side of road			9.9	Construction Cost	\$1,255,200
								ROW Cost	\$-
								PE Cost	\$376,500
								Contingency Cost	\$125,500
								Total Cost	\$1,757,200
100	Chaffin Rd	SR 92	Crabapple Rd	Fill in gaps in sidewalk network			11.2	Construction Cost	\$646,200
								ROW Cost	\$-
								PE Cost	\$193,900
								Contingency Cost	\$64,600
								Total Cost	\$904,700

Map ID	Street/Corridor Name(s)	From	To	Treatment	Existing Conditions	Proposed Conditions	Score	Project Cost Estimate	
101	Coleman Dr	Chaffin Rd	Cul de Sac	Fill in gaps in sidewalk network			11.2	Construction Cost	\$157,400
								ROW Cost	\$-
								PE Cost	\$47,200
								Contingency Cost	\$15,700
								Total Cost	\$220,400
102	Planned Off System Trail	Nesbit Lakes Dr	Scott Rd	Construct greenway			15.4	Construction Cost	\$118,300
								ROW Cost	\$-
								PE Cost	\$35,500
								Contingency Cost	\$11,800
								Total Cost	\$165,700
103	Planned Off System Trail	Wavetree Dr	Roswell Area Park	Construct greenway			10.4	Construction Cost	\$103,700
								ROW Cost	\$-
								PE Cost	\$31,100
								Contingency Cost	\$10,400
								Total Cost	\$145,200
104	Woodstock Rd	Hardscrabble Rd	Crabapple Rd	Add Bicycle Lanes			10.4	Construction Cost	\$619,000
								ROW Cost	\$-
								PE Cost	\$185,700
								Contingency Cost	\$61,800
								Total Cost	\$866,500

Map ID	Street/Corridor Name(s)	From	To	Treatment	Existing Conditions	Proposed Conditions	Score	Project Cost Estimate	
105	Hardscrabble Rd	Target	King Rd	Fill gaps in sidewalk network. Install bike lanes in both directions			7.6	Construction Cost	\$1,755,400
								ROW Cost	\$-
								PE Cost	\$526,600
								Contingency Cost	\$175,500
								Total Cost	\$2,457,500

Aspirational Pedestrian Network



Aspirational Bicycle Network

