



## COBB COUNTY DEPARTMENT OF TRANSPORTATION

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Marietta, Georgia 30008-4014  
(770) 528-1600 • fax: (770) 528-1620

May 25, 2021

Re: Lower Roswell Road Project  
Cobb County Project No. E6020

Dear Citizen:

Thank you for your interest in the Lower Roswell Road Project (Project No. E6020). The purpose of this round of public outreach was to provide the public with an opportunity to view the concept being advanced and to express their interest and questions.

Twenty-four (24) persons submitted comments and questions, including citizens, property owners, and business owners in the area. Outlined below is a summary of the questions and concerns received (*in italics*) followed by responses.

*Can the lane widths be reduced to help slow traffic?*

The standard width of 11 feet was determined based on safety and operational benefits and roadway design standards. However, the county has several options to address speeding. To learn more about options for traffic calming solutions along roadways, please email [cobbdot@cobbcounty.org](mailto:cobbdot@cobbcounty.org).

*A raised median on Lower Roswell between the McDonalds and Parkaire will do great damage to those businesses by making them less accessible. / How will left turns out of McDonald's and the other businesses on the corner of Lower Roswell and Johnson Ferry be accommodated in this plan? / Really like the raised median. / Is it correct that the new center median will **prevent** left turns from McDonald's parking lot onto Lower Roswell heading east? That may be inconvenient for McDonald's patrons, but it will definitely reduce accidents!*

A raised median is the preferred alternative along Lower Roswell Road between Johnson Ferry and Davidson Road to reduce the left-turn conflicts with through traffic. Raised medians have been shown to reduce motor vehicle crashes, decrease delays and reduce vehicle speeds on the roadway. The proposed alternative eliminates the particular types of crashes that occur at an above-average rate in this corridor. Similar to most of the Johnson Ferry Road corridor, motorists can make U-turns at the adjacent traffic signals in order to access the businesses.

*Will there be any vegetation on these proposed medians? / Will a planting strip between the sidewalk and curb/gutter be provided for the additional safety of pedestrians as well as the visual improvement to the area?*

Cobb DOT policy no longer allows for vegetation beyond grass/sod to be added in the medians due to a limited maintenance budget. For this project, the median will be very narrow and make mowing difficult. Therefore, only a concrete median is proposed.

*There will be a lot of u-turns at the Davidson/Lower Roswell traffic light, which has been noted in the summary. Could another traffic light by the Kroger be added to accommodate left turns?*

There is not enough space between the signals for an additional light at this location. Additionally, previous signal warrant studies have shown that these driveways do not meet the criteria to warrant a traffic signal.

*Looking forward to the extended bike path. / Can we extend the bike lanes through the entire project?*

Extending the current bike lanes from Davidson Road to Woodlawn Drive is part of this project. In addition, the Greenways and Trails Master Plan completed by the County in 2018 proposed continuing the bike/trail network northward along Woodlawn Drive. At this time, no funding has been identified for the trail/bike network along Woodlawn Drive to be constructed.

*When the bike lanes end, can we add a sign that says, "Cyclists May Use Full Lane"?*

This sign request will be evaluated during the design process.

*Are there bike lanes on the north and south bound lanes of Woodlawn Drive? Is there a bike lane for cyclists going westbound on Lower Roswell Road to turn left onto Woodlawn Drive?*

The Greenways and Trails Master Plan completed by the County in 2018 proposed continuing the bike/trail network along Woodlawn Drive but not to the south of Lower Roswell Road. At this time, no funding has been identified for the trail/bike network along Woodlawn Drive to be constructed. Bicyclists making a left onto Woodlawn Drive should use the left turn lane to do so.

*Will the bike trail that is being extended from Davidson Road down to Woodlawn Drive ever be extended further down Lower Roswell Road, or is this the official end of that trail?*

The Greenways and Trails Master Plan completed by the County in 2018 proposed continuing the bike/trail network along Woodlawn Drive but does not propose bike lanes westward along Lower Roswell Road.

*Could bike lanes at least continue on Lower Roswell Road west and Woodlawn south past the traffic light. It's easier and far safer to merge into normal traffic after that light instead of being stuck on the wrong side of the intersection, especially if heading south on Woodlawn.*

The current plan calls for bicyclists to merge into the travel lane at the Woodlawn Drive intersection. Additional widening of the bike lanes on Lower Roswell Road to the west of Woodlawn Drive would impact the adjacent neighborhood and is not recommended.

*I am concerned about the exit from Parkaire to eastbound Lower Roswell – this will require crossing a traffic lane to enter the bike lane.*

Instances do occur where travel lanes and bike lanes need to share space. However, the merge for the bike lane and the right turn onto Davidson Road that occurs at the Parkaire driveway will be re-evaluated to see if it is currently the best solution.

*Can we ban all bikes on Lower Roswell, Johnson Ferry, Paper Mill and Woodlawn Roads? Or require a road use tax?*

Bike lanes will be added along Lower Roswell Road from Woodlawn Road to Davidson Road to tie into existing bike lanes and conform to the Greenways and Trails Master Plan completed by the County in 2018. Generally, bicycles have the same rights and responsibilities as motor vehicle drivers on public roadways.

*This seems to do little to improve the line of sight at Woodlawn and Lower Roswell. I was under the impression the old white house was torn down with the idea being that at some point in the future that land would be leveraged to improve the intersection. / What will happen to the remainder of the lot at the southeast corner of Woodlawn and L Roswell?*

The property at the southeast corner of the intersection of Woodlawn Drive and Lower Roswell Road has been acquired by the County. This project will expand the intersection with a right-turn lane and sidewalk utilizing that property. Additionally, tree and debris clearing will aid in the intersection sight distance. The remainder of the property is proposed to be a small “pocket” park area.

*Turning left off of Lower Roswell onto Woodlawn Drive going south can be VERY dangerous. Cars turning left in the opposite direction block the line of sight.*

As currently designed, the westbound left turns (from Lower Roswell Road onto Woodlawn Drive going south) are expected to operate under a green arrow (i.e., exclusive traffic signal phase) and under the green ball (i.e., after yielding to the oncoming through traffic). As the design advances into future phases, this operation will be reviewed to confirm that there is available sight distance to allow the left turns to operate yielding to the opposing through traffic. If adequate sight distance cannot be accommodated for this operation, the design will recommend that the westbound left turns operate exclusively under a green arrow.

*If you miss the turn signal, you can sit there for a long time waiting for sight line clearance to make a safe left turn, all due to the odd angle of the intersection. / Can the intersection of Woodlawn and Lower Roswell Road be adjusted to a more perpendicular angle?*

The intersection of Woodlawn Drive and Lower Roswell Road is currently below the recommended angle for intersections. However, the intersection angle will be retained due to the excessive impacts that would be required to the adjacent properties.

*Does this project improve the southbound crossover and jog through the intersection of Woodlawn and Lower Roswell?*

Yes, the project improves the travel path through the intersection of Woodlawn Drive and Lower Roswell Road.

*Why not add a pedestrian crossing on the side of Woodlawn across Lower Roswell where there isn't currently one (from the lot where the white house was to Ming's diner)?*

Adding a crosswalk in this location will be investigated during final design.

*Consider a pedestrian scramble phase (all red-light, peds can cross the middle of the intersection) for Lower Roswell at Woodlawn during school arrival/release hours? This could help with right turn/pedestrian conflicts.*

A pedestrian scramble phase is typically only recommended for intersections with very high pedestrian demand, such as a professional sporting event or concert.

*How much right of way is required from the Aberlour Way and Woodlawn Walk subdivisions for this proposed project?*

A total of 740 square feet (0.017 acres) from parcel 29 outside of the brick wall along Woodlawn Drive is required. No right-of-way is required inside of the subdivision proper.

*Will there be sidewalk and grass between the widened Lower Roswell Road and the fence along Woodlawn Gates community?*

Yes, there will be a 5-foot sidewalk and space between the sidewalk and the fence for grass.

*Will there be a continuous sidewalk on the east side of Woodlawn towards Powers Road? Students walking to Dickerson need a safe walking path.*

This project proposes sidewalks throughout the project limits. On Woodlawn Drive south of Lower Roswell Road, the project ends and ties to existing sidewalks at Aberlour Way.

*Will the sidewalk between Parkcrest Pl and Woodland be the same width it is now, or become narrower? What will the width be?*

A standard 5-foot sidewalk is proposed between Woodlawn Drive and Parkcrest Place.

*What improvements at this intersection are for the benefit of the pedestrian community, specifically middle schoolers who cross the street?*

Sidewalk connection, pedestrian phases and push buttons at signals, and crosswalks are proposed along the corridor.

*Would it make sense to cut the little "lip" that sticks out into Woodlawn on the north side of Aberlour Way? This can be a choke point that backs up northbound Woodlawn traffic (and keeps drivers from making a turn at the LRR intersection). Eliminating that lip would open that right lane and the choke point.*

The storage length within the turn lanes has been increased from the existing condition, relieving some of the bottle neck concern. Removal of the lip would extend the taper for the new lane beyond Aberlour Way and impact properties and walls. We expect the new turn lane to help alleviate this choke point.

*Is any consideration being given to putting a right turn arrow light at the southbound Woodlawn right turn lane? At present, the cars turning westbound onto Lower Roswell from that lane are not aware when the Woodlawn northbound left turn lane has a green turn arrow to go westbound on Lower Roswell.*

This will be evaluated during final design.

*Can we allow more time for Lower Roswell traffic to cross Woodlawn and Johnson Ferry? / Traffic signal need to be sensed so that the entire left turn from LRR to JFR is emptied out, otherwise LRR will back up during mornings and busy times. / The signals along this project have unusually long durations that contribute to backups and collisions. There are frequently unusually long periods when JF flow is negligible and the lights should cycle.*

With the new turn lanes and intersection configurations, all signal timing will be reevaluated upon completion of construction.

*Right turns on Davidson need a nuisance strip, so people don't run up the right and cut back over to LRR or the Kroger traffic turning right then stopping blocking traffic to Davidson.*

Flex posts are not installed along Cobb County roadways due to the high maintenance needs of the devices and the potential damage for damage to other vehicles once they have been hit.

*Exit from Kroger to Davidson should not allow left turns from the first exit. They should go up to the 2nd exit to turn left.*

The operations of this drive will be reevaluated during final design.

*On parcel 28, why are so many parking spaces being taken with this driveway change? Can this be reduced?*

The current design includes width for widening the roadway and making U-turns on Lower Roswell Road. A space for a car to wait at the signal in the business parking lot without blocking parking spaces was added. Additionally, this location will be evaluated during final design and the right-of-way process for ways to reduce impacts to parking.

*At the intersection of Davidson and Lower Roswell, the skew of the intersection makes the turns long and cars end up running the red light. Can something be done to help?*

With the new turn lanes and intersection configurations, all signal timing will be reevaluated upon completion of construction and sufficient yellow time will be allotted for making this turn.

*What is the private funding going to do?*

The notes for "to be built by others" refer to the McDonald's reconstruction that recently took place, and the previous widening project along Lower Roswell Road from 2011. The survey is from before those were built.

*Will the U-turns now required at Johnson Ferry and Davidson move the accidents to those locations from where they are now at the business driveways?*

U-turns along a mainline street have been widely proven to be safer than left turns from a side street. Therefore, these improvements are expected to realize an overall safety improvement to the corridor.

*Right turn should be mandatory from LRR to JFR unless widened to allow right turns with 2 cars going straight. / You need a flared right turn approach on westbound Lower Roswell to Johnson Ferry*

A right-turn lane is proposed at this location. It is not proposed to be a flared turn due to impacts to businesses.

*I really like the double left turn lanes from Lower Roswell to Johnson Ferry. Are the double left turn lanes from Lower Roswell Rd to Johnson Ferry going to be long enough?*

The dual left-turn lanes have been designed to provide the maximum storage length for this movement (from Lower Roswell Road to Johnson Ferry Road going south) given the site constraints. They are sized to accommodate expected queues during the AM and PM peak conditions. Once this project is constructed, the signal timings will also be adjusted to ensure that the westbound left-turning traffic does not spill over into the through lanes.

*I fully support this project – it is long overdue and needed to improve traffic flow and safety. Thanks for keeping this moving along!*

Thank you for your support.

If you have any questions or need additional information, feel free to contact the project manager, Karyn Matthews, at (770) 528-1600.

Sincerely,

A handwritten signature in blue ink that reads "Erica Parish". The signature is written in a cursive, flowing style.

Erica Parish

Director