



SANDY SPRINGS

GEORGIA

Mt. Paran Road at Powers Ferry Road Intersection Improvement Project Information Handout

June 2019

Topics Covered:

- Intersection Calming
- Roundabout Safety
- Short-Term Safety Mitigation
- Long-Term Safety Mitigation
- Driveway Proximity to Intersection

Roundabout Safety

The proposed roundabout is a safety measure. The Federal Highway Administration considers the roundabout to be one of the best safety improvements available in a number of situations – especially four-way stops¹. The crash rate at this intersection is high. The roundabout will eliminate potential vehicle conflict points, reducing crashes. The proposed roundabout also decreases the queuing during peak hours. The channelized islands on the approaches/departures also act as speed reducer and vehicle director.

Intersection Calming

A Street must be classified as a local street or lower classification to qualify for traffic calming measures. Powers Ferry Road is classified as a collector, and Mt Paran Road is

¹ <https://safety.fhwa.dot.gov/provencountermeasures/roundabouts/>

classified as a minor arterial. As a result, traditional traffic calming measures cannot be made on at this intersection.

Short-Term Safety Mitigation

There are short-term items under review for interim mitigation. These measures do not promise a particular level of safety enhancement, but do offer a remedy, which could be helpful between now and the time the roundabout is constructed.

The City has the responsibility to maintain line-of-sight at intersections within the right-of-way and can remove vegetation that affects the line-of-sight from an access point.

Based on the City's traffic study assessment, the types of crashes occurring do not imply that drivers are having problems seeing the intersection. There is no evidence that there is a visibility problem at the intersection.

Long-Term Safety Mitigation

Long-term safety mitigation items will be considered after the roundabout is in use, giving motorists time to learn the new traffic patterns. At that time, the City will review the outcome and make any needed recommendations if additional safety remedies are needed.

Driveway Proximity to Intersection

Per the City's Traffic Consultant, the location of all the nearby driveways at the intersection will not make a difference in the expected departing vehicle speeds. A vehicle departing from each current stop condition has the ability to reach the same speed as a vehicle departing the proposed roundabout. The traffic study also shows that there is adequate sight distance from approaching vehicles to all approaching vehicles. The sight distance diagram from the traffic consultant is posted on the project page within the City's website. Note that the shaded area reflects the sight distance needs and that all driveways are well outside this area. There is also some significant calming deflection designed into in the travel paths of the proposed roundabout. Speeds leaving the roundabout will likely be below 20 MPH.