

*Become the most “Family Friendly City”*

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# City Roswell - Accessibility

Inaccessible by design...

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# Define Accessibility

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- ❖ In **transport planning**, **accessibility** refers to a measure of the ease of reaching (and interacting with) destinations<sup>[1]</sup> or activities distributed in space, e.g. around a **city** or **country**.<sup>[2][3]</sup> Accessibility is generally associated with a place (or places) of origin. A place with "high accessibility" is one from which many destinations can be reached, or destinations can be reached with relative ease. "Low accessibility" implies that relatively few destinations can be reached for a given amount of time / effort / cost or that reaching destinations is more difficult or costly from that place.



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# Today - Inaccessible By Design

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- ❖ Roswell is only accessible by car
- ❖ Bus routes are limited
- ❖ Bike routes are severely limited
- ❖ Sidewalks are sporadic and poorly maintained
- ❖ Roswell has few 'Streets' and is almost exclusively 'Stroads'



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# Define - Stroad

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- ❖ A stroad is a type of thoroughfare that is a mix between a street and a road. The word stroad is a pejorative portmanteau of street and road, coined by American civil engineer and urban planner Charles Marohn in 2011, as a commentary about paved traffic structures in the United States. The term has also been applied to various traffic situations in Canada.

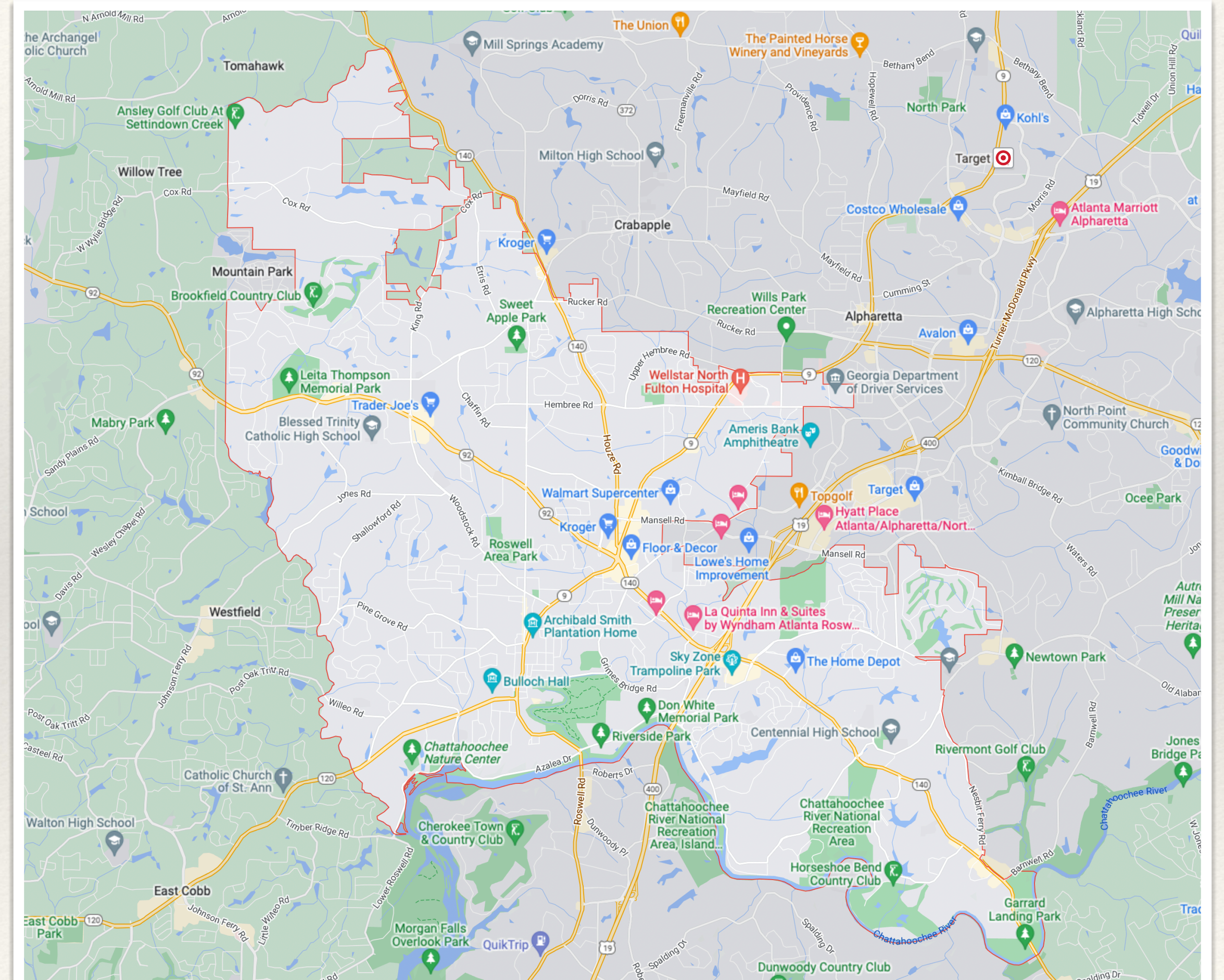


Why Does It Matter?

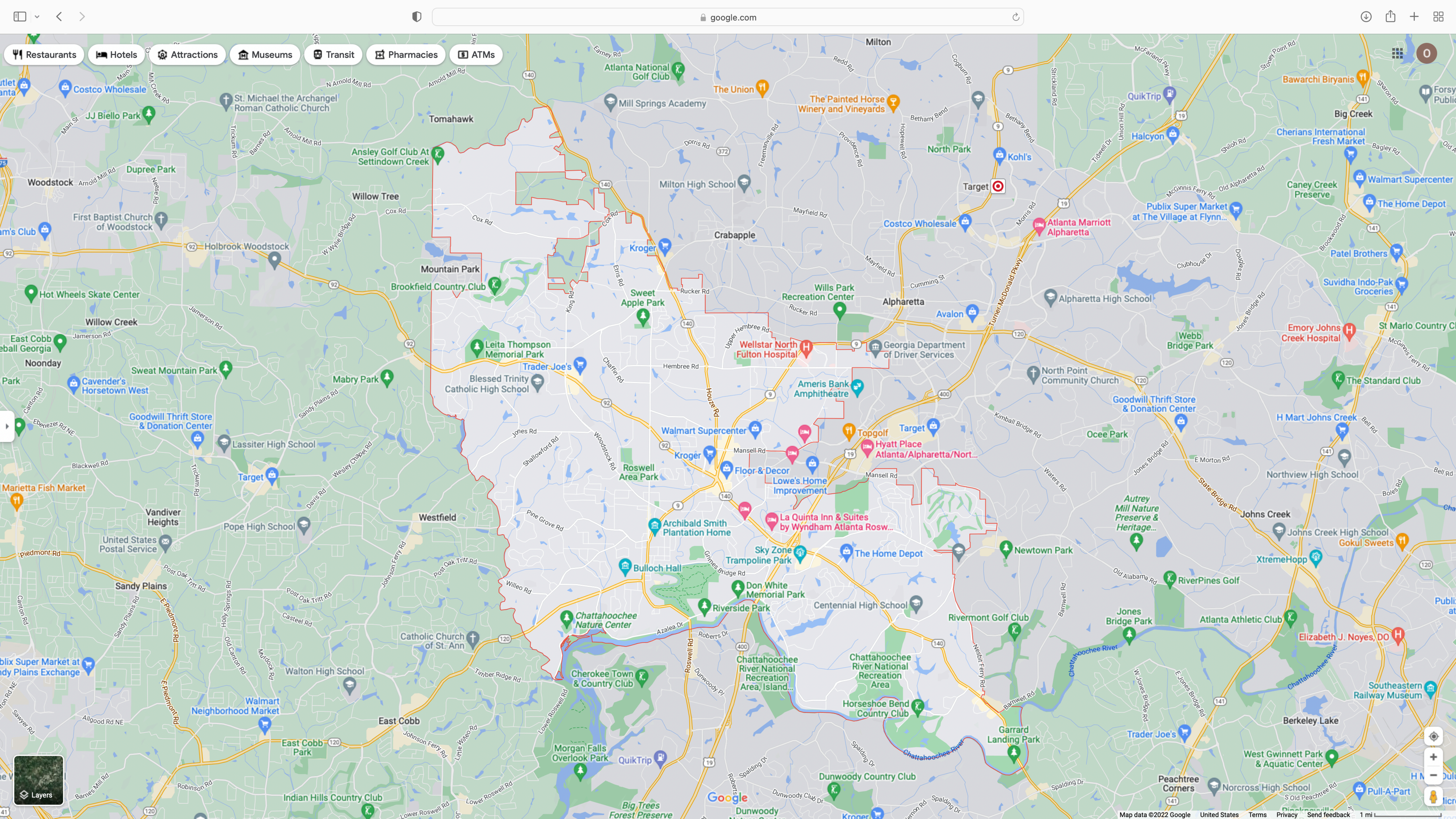


# City Map

- ❖ Georgia's Safe Routes to Schools Program defines an average of 1 mile as 'walkable'
- ❖ The average person walks 1 mile in 20 minutes
- ❖ The average person bicycles 1 mile in 6 minutes
- ❖ At city speeds, the average driver will cover 1 mile in 4 minutes
- ❖ Most adults will walk longer, but for this purpose, the schools definition is adequate







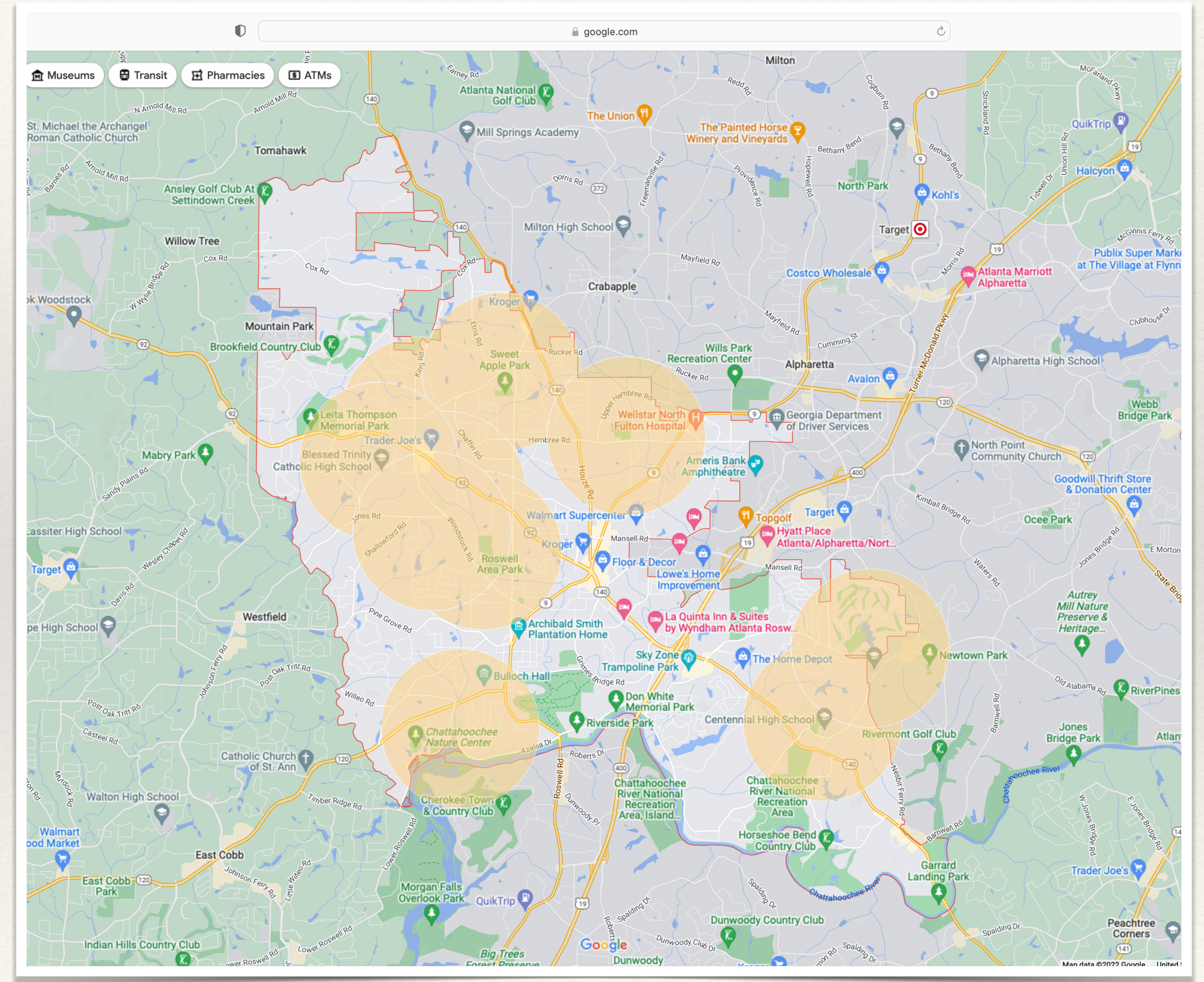
- Restaurants
- Hotels
- Attractions
- Museums
- Transit
- Pharmacies
- ATMs

Layers



# City Map of Schools

- ❖ Roswell has at LEAST 9 schools large enough to be identified on Google Maps
- ❖ Each Yellow circle represents a 1 mile radius from each of those 9 schools
- ❖ Everything inside those circles should be bike, and pedestrian accessible



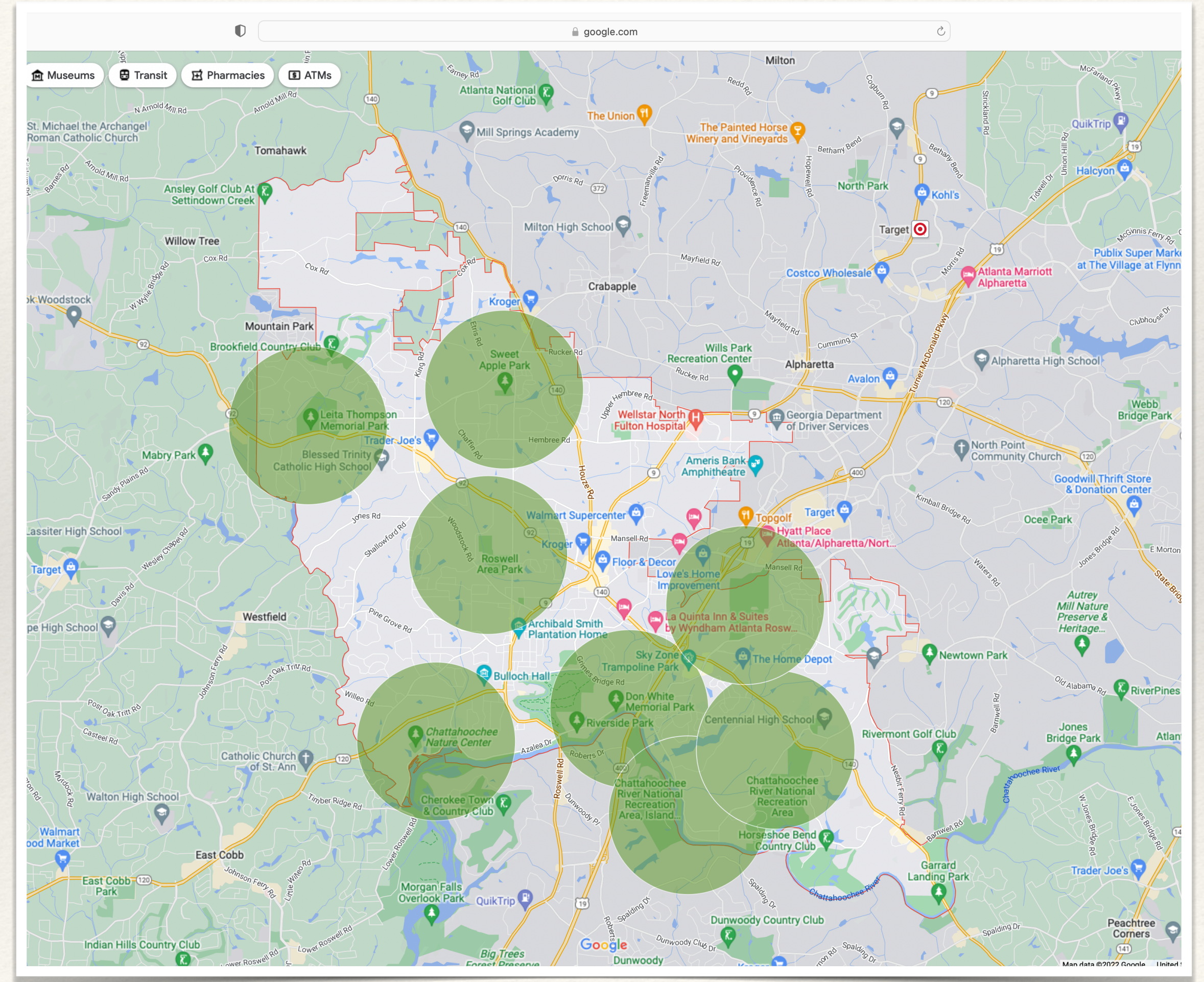




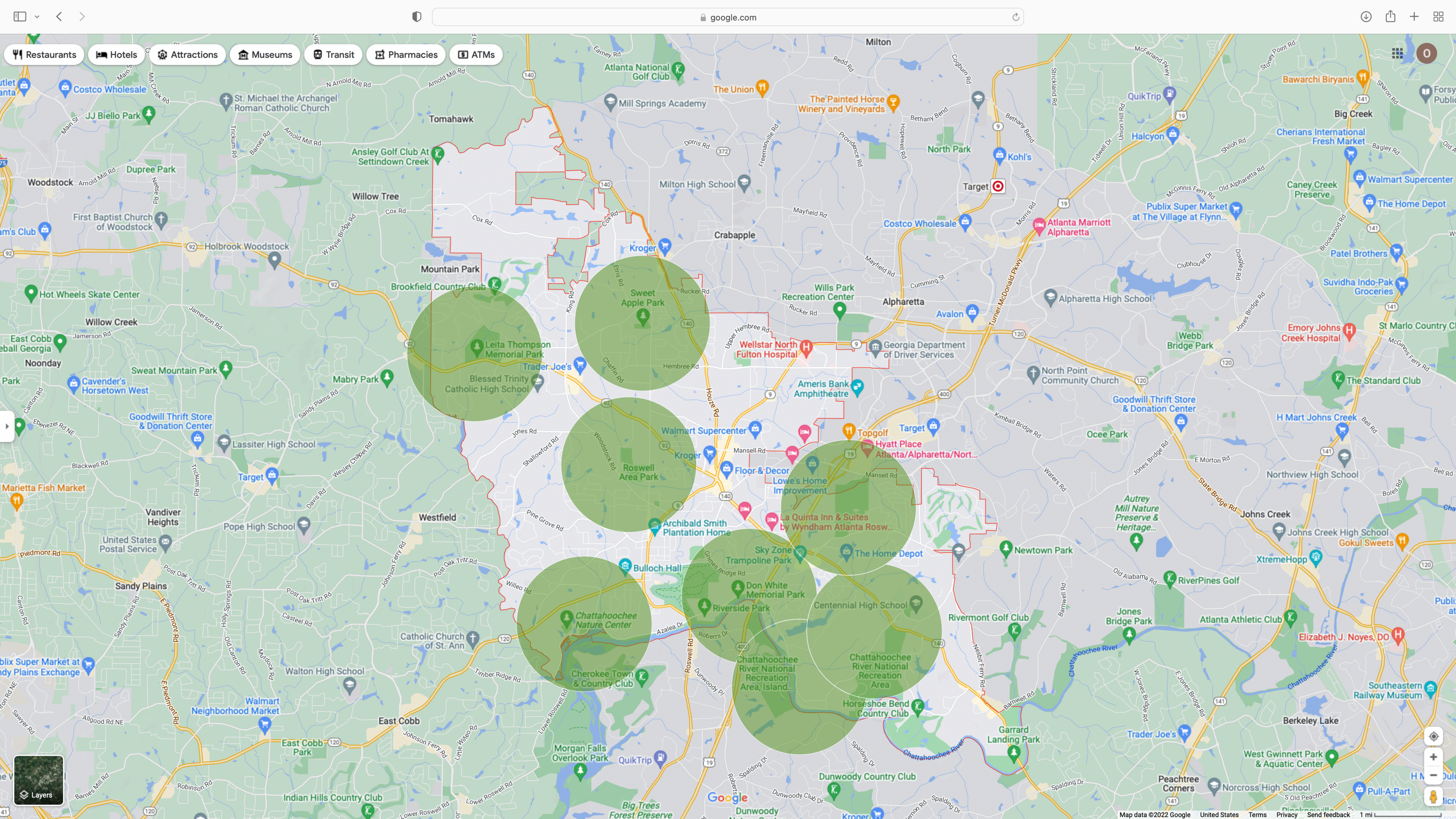


# City Map of Parks

- ❖ Roswell has at LEAST 8 parks large enough to be identified on Google Maps
- ❖ Each Green circle represents a 1 mile radius from each of those 8 parks
- ❖ Everything inside those circles should be bike, and pedestrian accessible





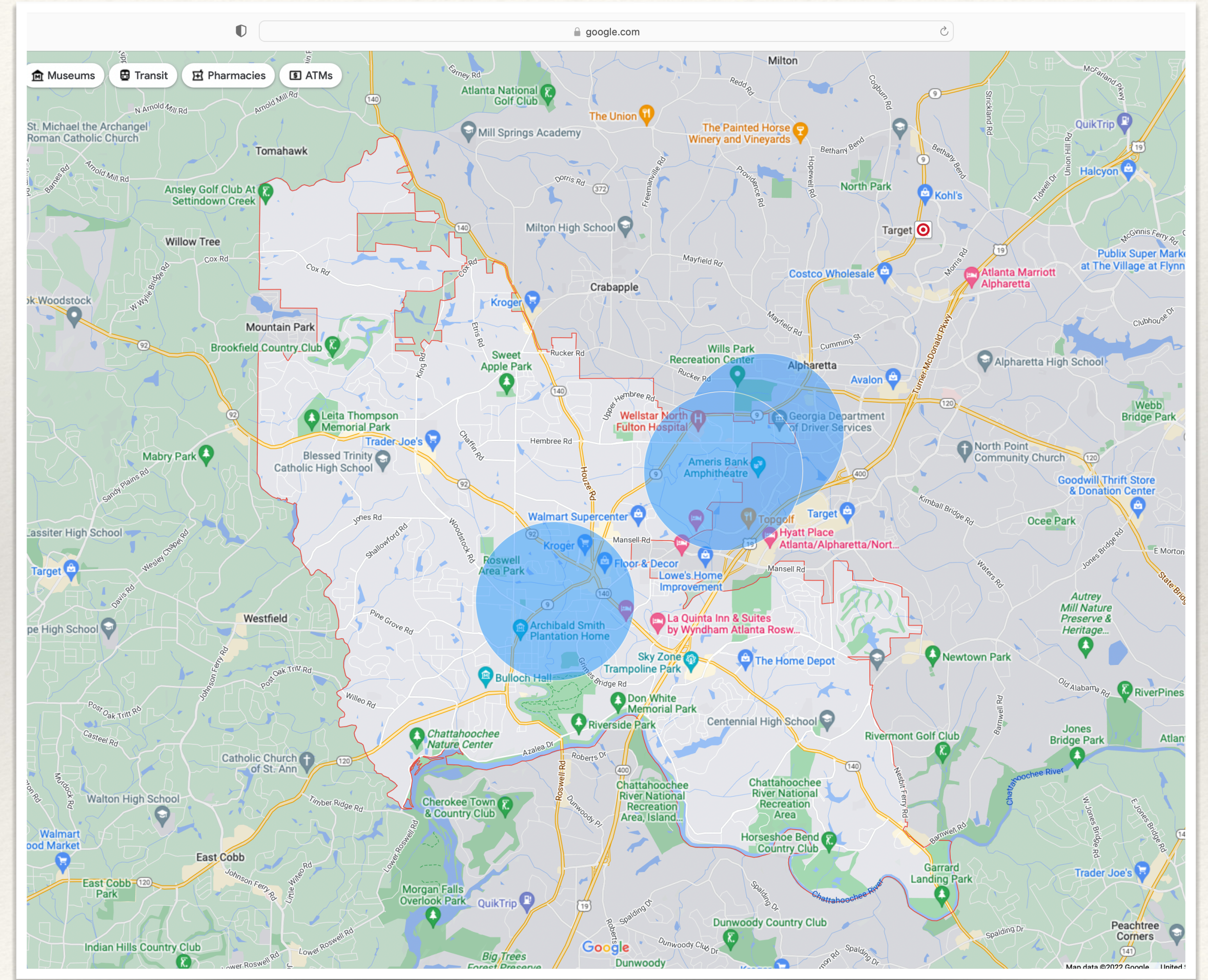


- Restaurants
- Hotels
- Attractions
- Museums
- Transit
- Pharmacies
- ATMs

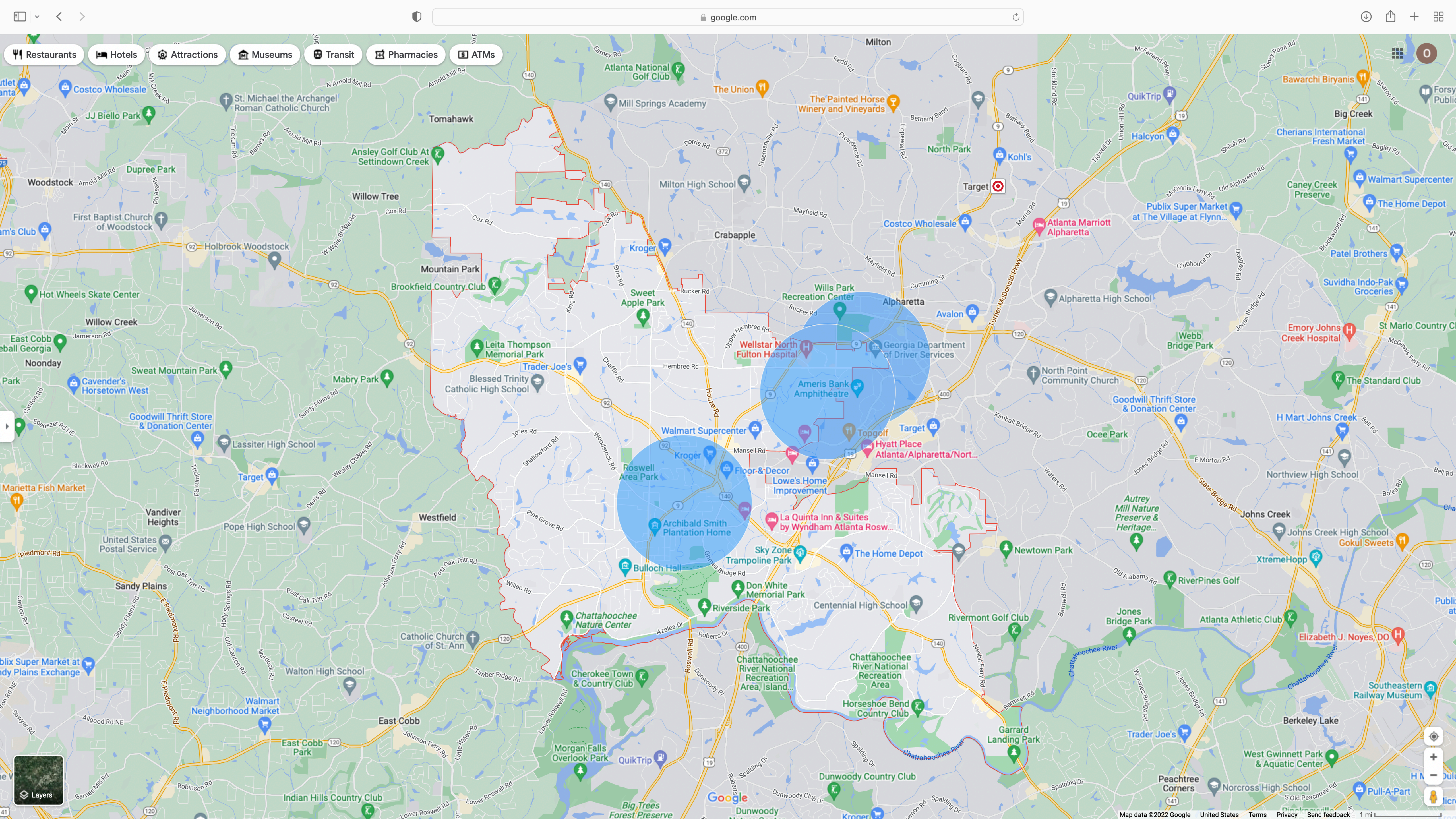


# City Map of Government Buildings

- ❖ Roswell has at LEAST 3 government buildings large enough to be identified on Google Maps
- ❖ Each Blue circle represents a 1 mile radius from each of those 3 buildings
- ❖ Everything inside those circles should be bike, and pedestrian accessible







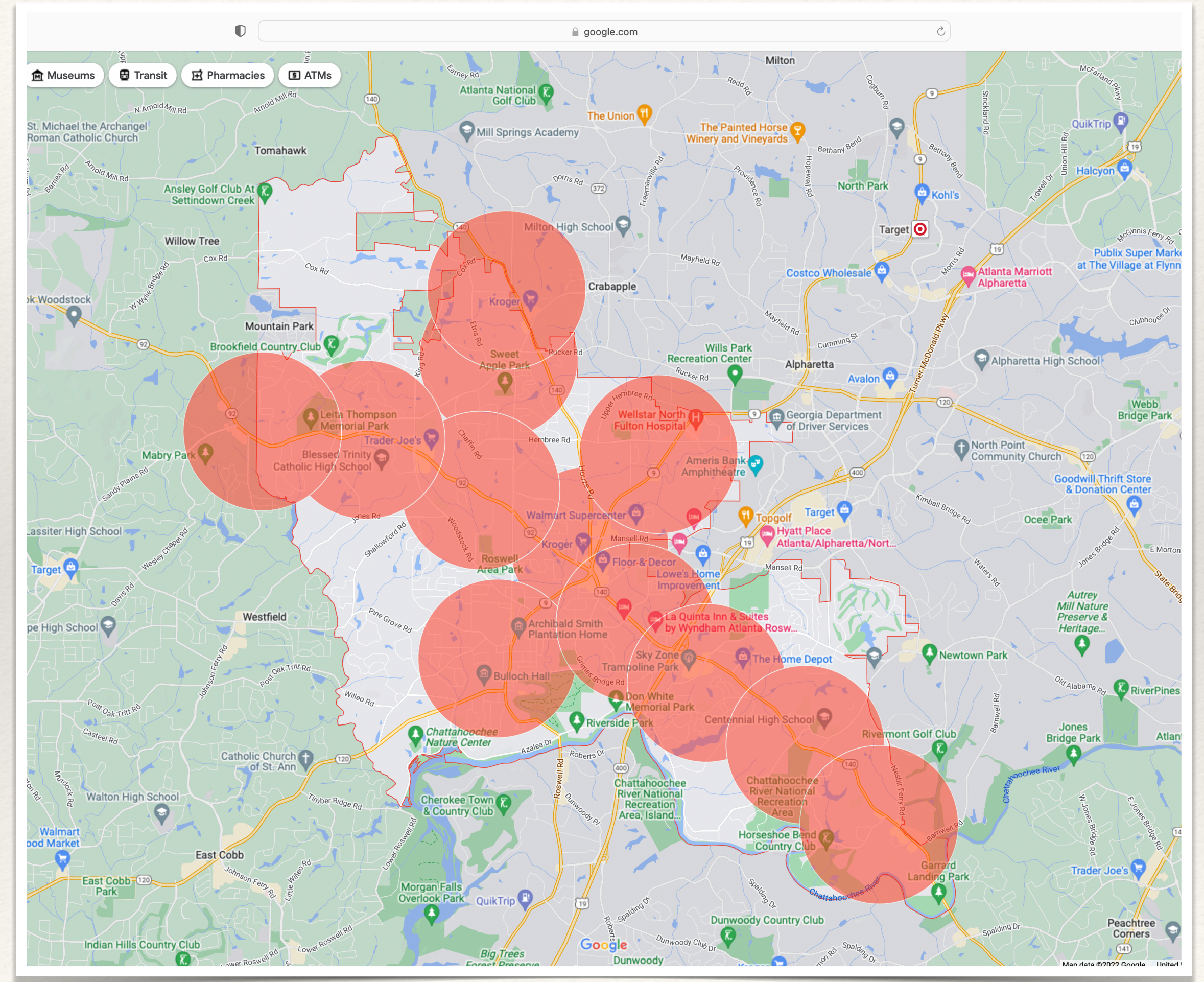
- Restaurants
- Hotels
- Attractions
- Museums
- Transit
- Pharmacies
- ATMs

Layers

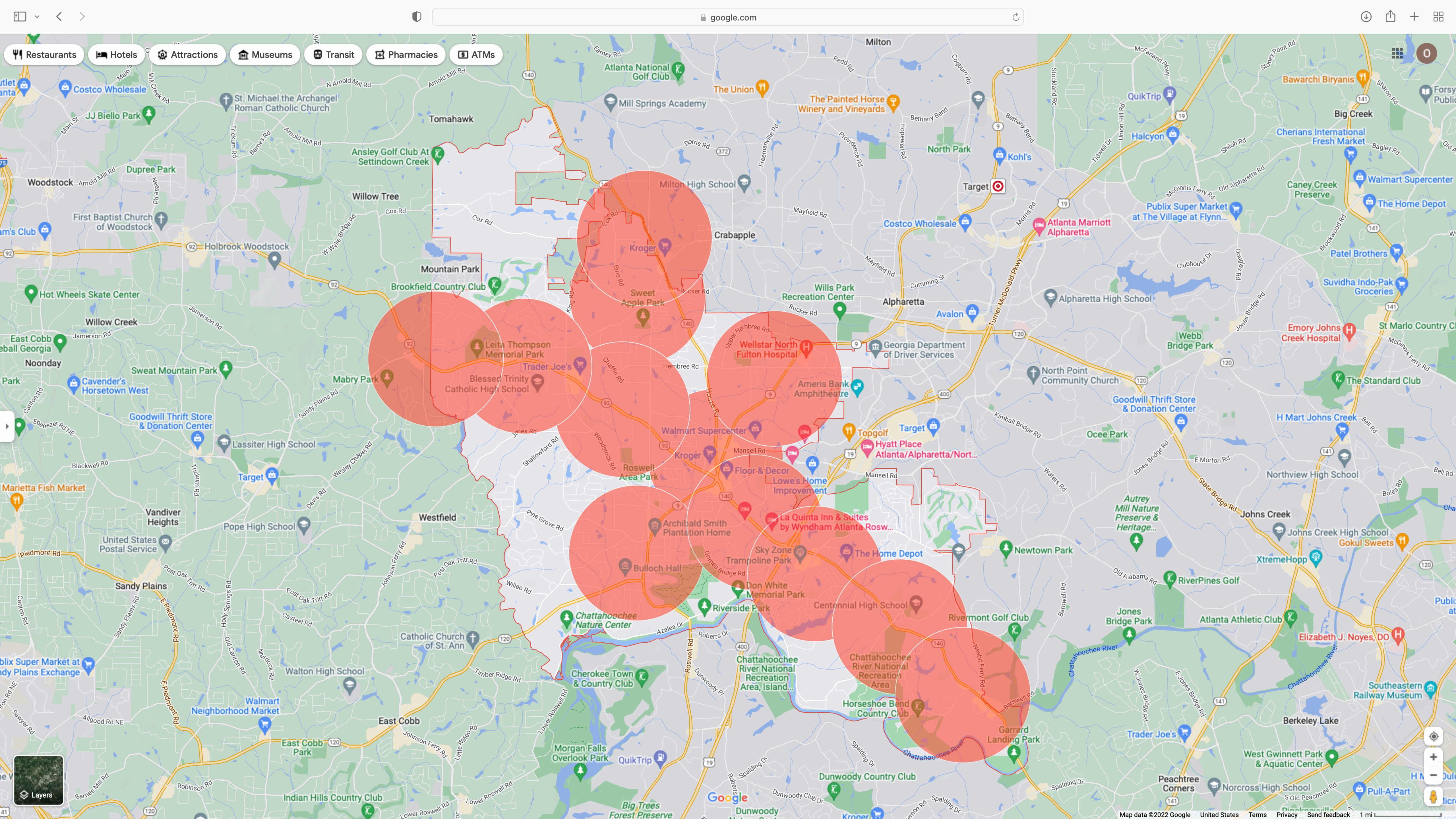


# City Map of Commercial/Entertainment Hubs

- ❖ Roswell has 3 primary commercial corridors
- ❖ Each Red circle represents a 1 mile radius from each of the major commercial hubs on this corridors
- ❖ Everything inside those circles should be bike, and pedestrian accessible







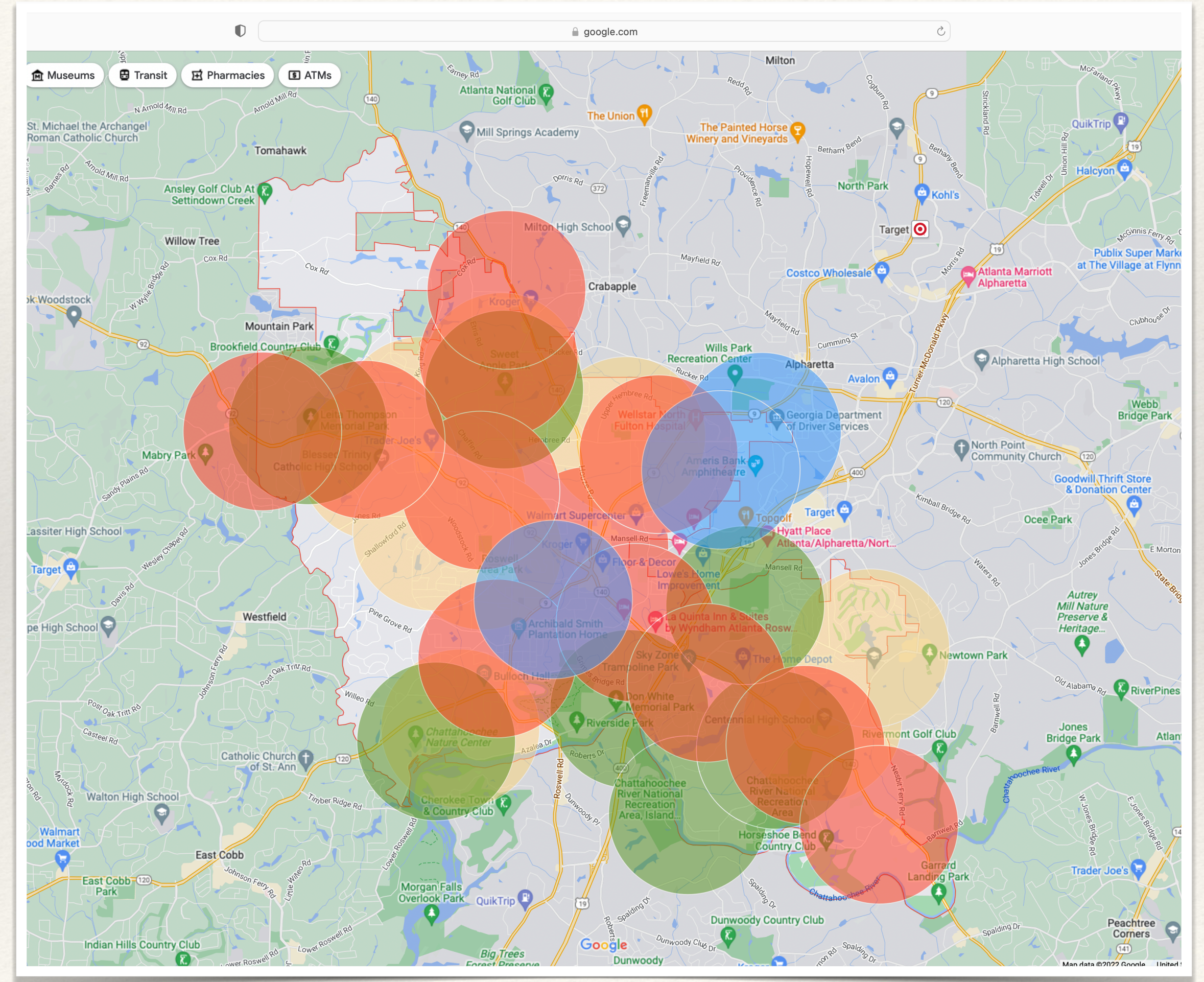
- Restaurants
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Layers

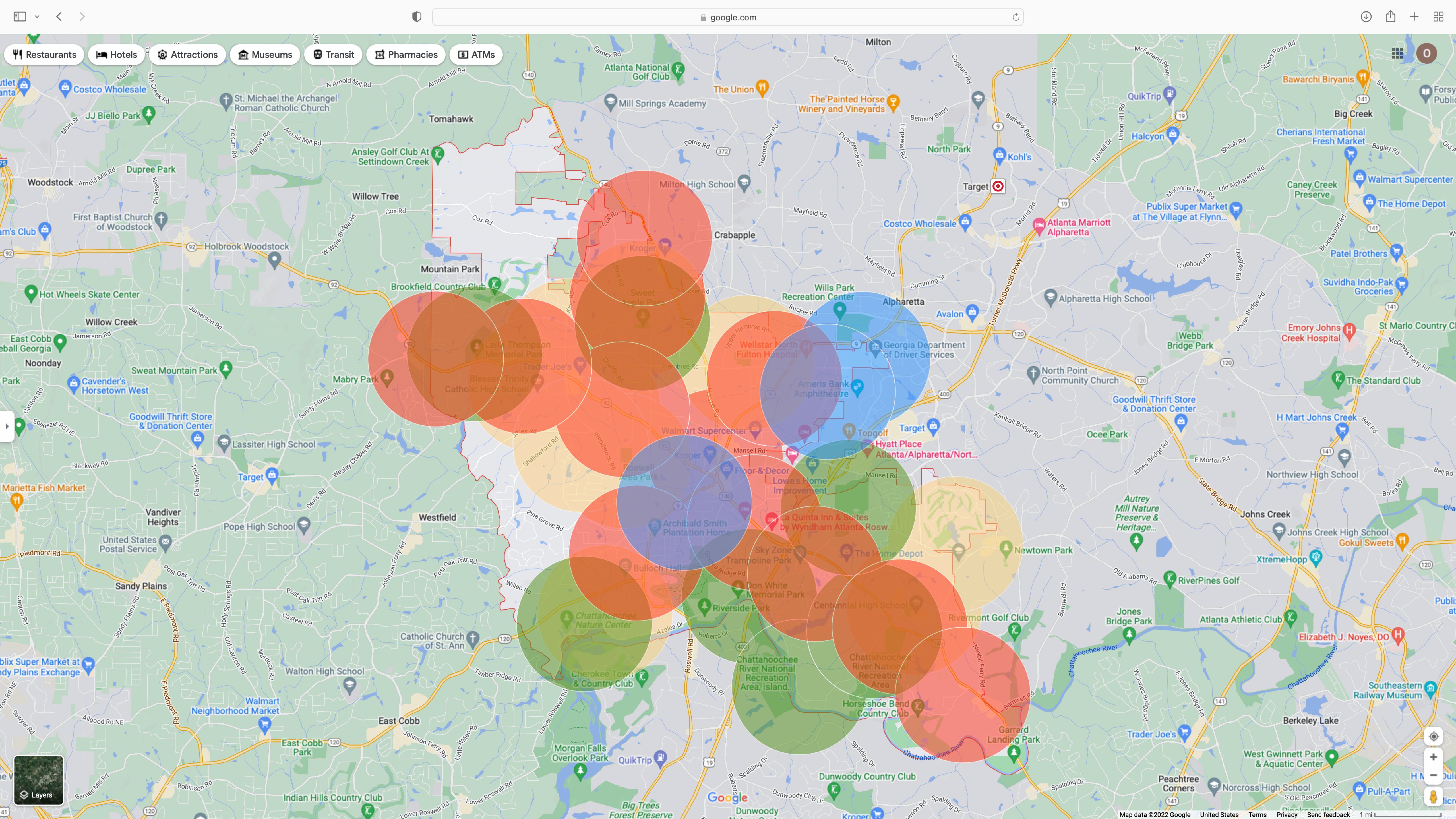


# City Map - All Together

- ❖ With all of the hubs highlighted, there is very little of Roswell that might be deemed to not need bike and pedestrian facilities
- ❖ Every circle represents a 1 mile radius from each hub
- ❖ Everything inside those circles should be bike, and pedestrian accessible
- ❖ Cox Rd is state designated as part of Bike Route 78 and should have full bike access
- ❖ Wileo Rd is one of the heaviest use bike routes in Roswell









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# Conclusions

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- ❖ There are about 3 roads in all of Roswell that could be argued to not require bike and pedestrian access
- ❖ Bike and Pedestrian access directly contribute to commercial revenue
- ❖ Bike and Pedestrian access directly increase property values
- ❖ There is no justification on any Roswell road or street to not include full bike and pedestrian access